Cobb County...Expect the Best!

AGENDA

COBB COUNTY PLANNING COMMISSION
REGULAR MEETING
OCTOBER 6, 2026 – 9:00 AM

Agendas

Continued or Held Cases

Regular Cases – New Business

1. Z-33-2026 District 2 - 1714 Atlanta Road, 781 Taylor Drive
2. Z-34-2026 District 3 - 3595 Canton Road
3. Z-35-2026 District 3 - 4651 Sandy Plains Road
4. Z-36-2026 District 2 - 175 Ernest Barrett Parkway
5. Z-37-2026 District 4 - 2060 Powder Springs Road
6. Z-38-2026 District 4 - 2998 Powder Springs Road
7. Z-39-2026 District 2 - 1940 Lodge Road
8. Z-40-2026 District 2 - 114 Townpark Drive
9. Z-41-2026 District 2 - 2415 Paces Ferry Road
10. Z-42-2026 District 2 - 788 West Atlanta Street
11. Z-43-2026 District 3 - 2898 Johnson Ferry Road
12. Z-44-2026 District 2 - 1870 Main Street
13. LUP-29-2026 District 3 - 1124 Ramblewood Drive
14. LUP-30-2026 District 4 - 5116 Cherry Ridge Drive
15. LUP-31-2026 District 4 - 2685 Elkhart Circle

16. LUP-32-2026 District 3 - 1133 Monarda Way

17. LUP-33-2026 District 2 - 1786 Olive Springs Road

18. LUP-34-2026 District 3 - 4047 Devonshire Drive

19. LUP-35-2026 District 4 - 448 Hurt Road

20. SLUP-8-2026 District 2 - 2967 Olympic Industrial Drive

21. SLUP-9-2026 District 2 - 114 Townpark Drive

Other Business Cases

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-33-2026

SITE BACKGROUND

Applicant	Campbell Holmes
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Campbell Holmes
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Consal, LLC
Property Location	Located on the south side of Atlanta Road, north of Taylor Drive
Address	1714 Atlanta Road, 781 Taylor Drive
Access to Property	Atlanta Road, Taylor Drive

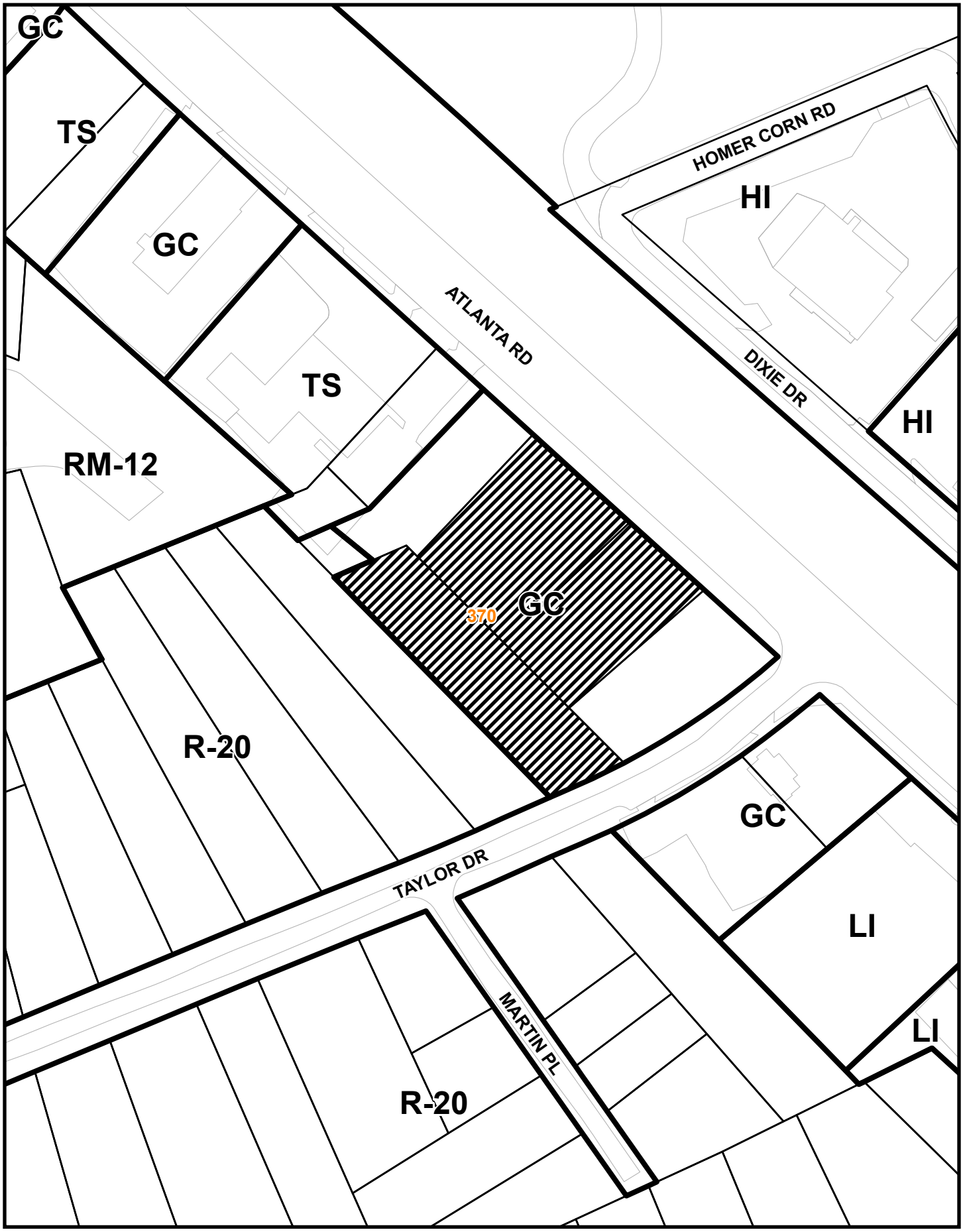
QUICK FACTS

Commission District	2 - Allen
Current Zoning	GC
Current Use of Property	Commercial/Industrial, Single-family Residences
Proposed Zoning	HI
Proposed Use	Moving Company
Future Land Use	IC
Site Acreage	0.82
District	17
Land Lot	370
Parcel #	17037000100, 17037000110, 17037000140
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

Z-33 2026 Map



This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 100 200 Feet

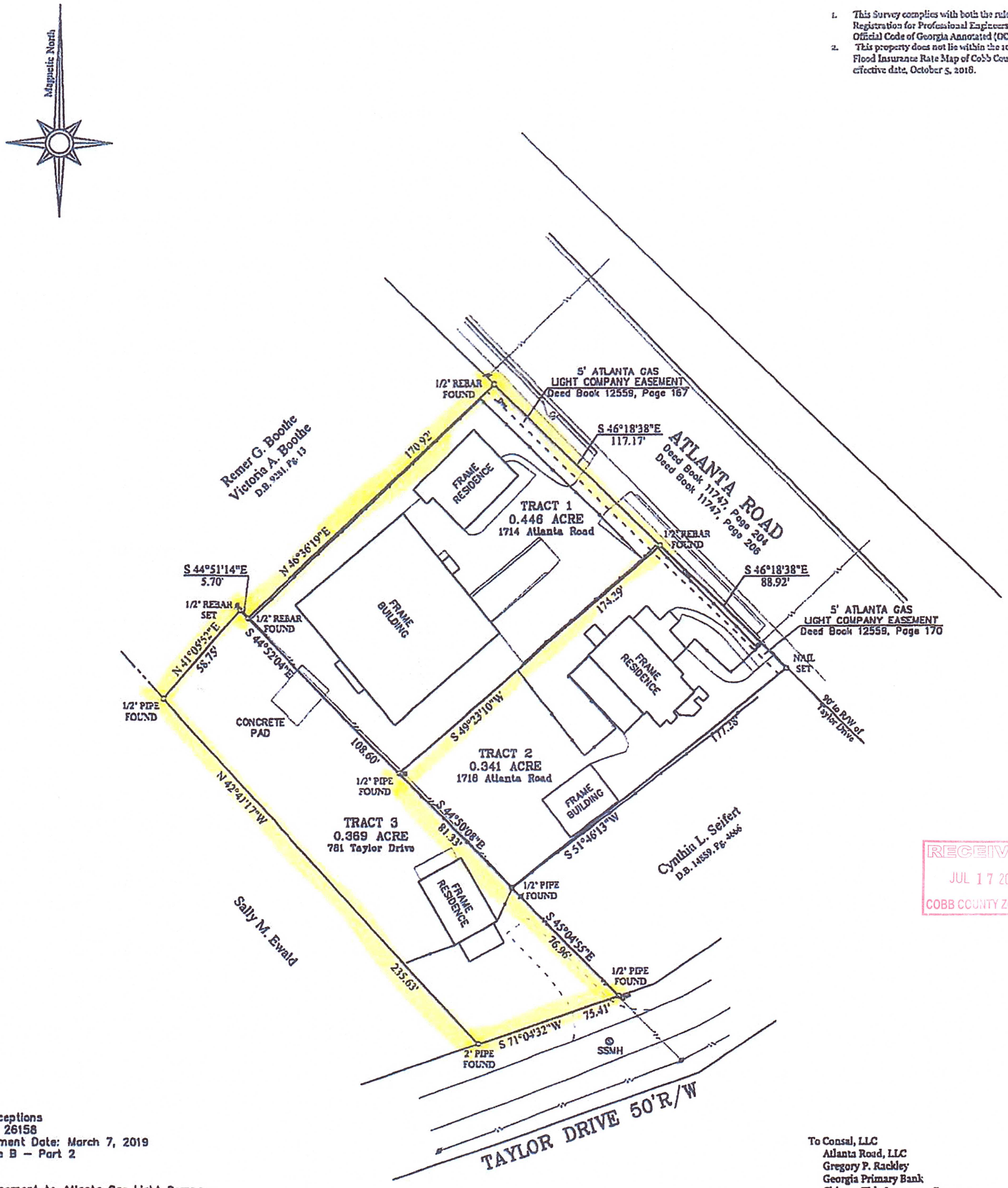
Zoning Boundary

City Boundary

Z-35

Notes:

1. This Survey complies with both the rules of the Georgia Board of Registration for Professional Engineers and Land Surveyors and the Official Code of Georgia Annotated (OCGA) 15-6-67.
2. This property does not lie within the 100 Year Flood Limits per F.E.M.A. Flood Insurance Rate Map of Cobb County, Map No. 13067C0116J, effective date, October 5, 2018.



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JUL 17 2026
COBB COUNTY ZONING

Title Exceptions
File No. 26158
Commitment Date: March 7, 2019
Schedule B – Part 2

9. Easement to Atlanta Gas Light Company
   Deed Book 12559, Page 167
   Shown on plat.
10. Right of Way Deed to Cobb County Department of Transportation
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LEGEND
SSMH – Sanitary Sewer Manhole
WM – Water Meter

To Consal, LLC
Atlanta Road, LLC
Gregory P. Rackley
Georgia Primary Bank
Chicago Title Insurance Company:

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March 26, 2019

Christopher J. Carlan
RLS 3003

ALTA/NSPS Land Title Survey
for
CONSAL, LLC
ATLANTA ROAD, LLC
GREGORY P. RACKLEY
GEORGIA PRIMARY BANK
CHICAGO TITLE INSURANCE COMPANY
LOCATED WITHIN
Land Lot 370, 17th District, 2nd Section
Cobb County, Georgia
Scale: 1" = 40' March 27, 2019

1. The field data upon which this plat is based has a closure precision of one foot in 34,925 foot and an angular error of 00" per angle point and was adjusted using the Compass Rule.
2. This plat has been calculated for closure and is found to be accurate within one foot in 302,994 feet.
3. The field equipment used in this survey was a Leica TS12-P Robotic Total Station.
4. The Field Work was completed 3/26/19.

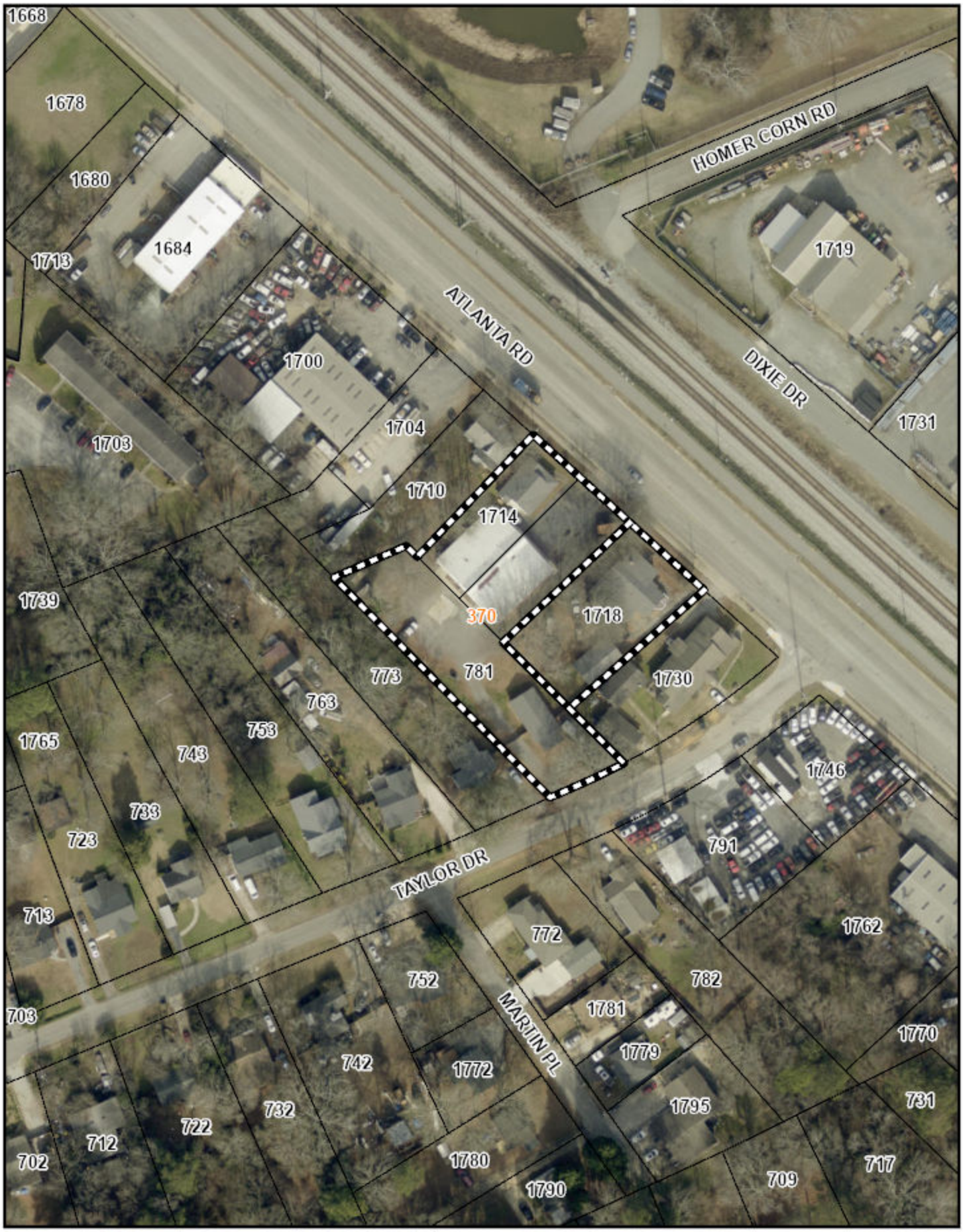
40 0 40 80 120
GRAPHIC SCALE – FEET

CARLAN
LAND SURVEYORS
970 SOUTH BROAD STREET
COMMERCE, GA 30529
(706)336-5959

GEORGIA REGISTERED No. 3003 LAND SURVEYOR CHRISTOPHER J. CARLAN

JOB NO. 19-063 P.B. B-394

Z-33 2026 Aerial Map



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0 100 200 Feet

Zoning Boundary

City Boundary

9. Every application for rezoning involving a request for a non-residential zoning district shall include a complete written, documented analysis of the impact of the proposed rezoning with respect to each of the following matters:

(a) Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;

The proposed rezoning to Heavy Industrial (HI) will permit a use that is suitable in view of the existing use and development of adjacent and nearby properties. The subject property consists of an existing warehouse, office, and supporting structures located along the Atlanta Road corridor, an area characterized by a mixture of commercial, industrial, and service-oriented businesses.

The applicant intends to utilize the existing buildings as its corporate headquarters, administrative offices, warehouse, fleet parking, and operational support facilities. No expansion of the existing warehouse footprint is proposed, and the property will continue to function as an established commercial site utilizing existing buildings, parking areas, utilities, and site access.

The requested rezoning will allow the continued productive use of an existing warehouse property in a manner that is compatible with the surrounding area and the existing pattern of commercial and industrial development.

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COBB COUNTY ZONING

(b) Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;

The proposed use is not expected to adversely affect the use or usability of adjacent or nearby properties.

Operations primarily consist of administrative office functions, warehouse activities, company vehicle dispatch, and the temporary staging of customer property associated with relocation services. The property will continue to function as the company's corporate headquarters, administrative office, warehouse, fleet parking, and operational support facility utilizing the existing buildings and improvements.

Company vehicles generally depart the property during normal business hours and return at the conclusion of the workday. The proposed operations require a zoning classification that accommodates the company's current and anticipated long-term operational activities while continuing to utilize the existing property in a manner that is compatible with surrounding commercial and industrial development.

The property will continue to be maintained as a professionally managed commercial facility, and the applicant is committed to complying with all conditions of approval imposed by Cobb County.

c) Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned;

The subject property does not have a reasonable economic use under its current zoning status. The property's previous General Commercial (GC) zoning classification has been determined to have been abandoned under the Cobb County Zoning Ordinance. As a result, the property cannot be lawfully occupied or operated for any business use until a new zoning classification is established.

The requested Heavy Industrial (HI) zoning will establish an active zoning classification that allows the existing warehouse, office, and supporting improvements to be lawfully occupied and utilized. The requested rezoning will return the property to productive economic use by allowing continued utilization of the existing improvements with minimal physical modification to the site.

(d) Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools;

The proposed use is not expected to create an excessive or burdensome demand on existing streets, transportation facilities, utilities, schools, or other public infrastructure.

The operations are conducted exclusively on a scheduled-service basis. All customer appointments are conducted at the customer's home or business. The company does not maintain a retail storefront, does not accept walk-in customers, and does not receive customer traffic at the subject property.

Daily activity consists primarily of employees reporting to work, company vehicles being dispatched to scheduled service appointments, and those vehicles returning at the conclusion of the workday. The property will function as the company's administrative office, warehouse, fleet parking, and operational support facility.

The proposed use is not expected to generate traffic volumes beyond those typically associated with an existing office and warehouse operation. Existing utility services are expected to adequately serve the proposed use, and no unusual demand is anticipated on water, sewer, electrical, or other public utilities. Because the proposed use is non-residential, no impact on public school enrollment is anticipated. Likewise, the proposed use is not expected to create unusual demands on police, fire, sanitation, or other public services.

(e) Whether the zoning proposal is in conformity with the policy and intent of the land use plan; and

The proposed rezoning supports the policy and intent of the Cobb County Comprehensive Plan by promoting the continued productive use and adaptive reuse of an existing developed commercial property. The project utilizes existing buildings, existing public infrastructure, and established site access while requiring minimal physical modification to the property.

The requested zoning classification was selected after discussions with multiple Cobb County departments regarding the applicant's intended long-term operational needs for the property. Approval of the requested rezoning will allow the existing warehouse and supporting improvements to be lawfully occupied and utilized while encouraging continued private investment in an existing developed property, supporting employment opportunities within Cobb County, and minimizing environmental impacts through the continued use of existing buildings and infrastructure.

The proposed use represents a logical continuation of the property's long-standing commercial character and is compatible with the surrounding pattern of commercial and industrial development.

(f) Whether 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 zoning proposal.

Several existing and changing conditions support approval of the requested rezoning.

The property contains an existing warehouse, office, parking areas, and supporting improvements that are well suited for the applicant's intended operations with minimal physical modification to the site. The property's previous General Commercial (GC) zoning classification has been determined to have been abandoned under the Cobb County Zoning Ordinance, making it necessary to establish a new zoning classification before the property can be lawfully occupied for business purposes.

The requested zoning classification was selected after discussions with multiple Cobb County departments regarding the applicant's intended long-term operational needs for the property. In conjunction with this application, the applicant is also pursuing the consolidation of the three existing parcels into a single parcel to simplify future ownership, site administration, and long-term management of the property.

The applicant intends to establish its permanent corporate headquarters at this location and make a significant long-term investment in the property and surrounding community. Approval of the requested rezoning will allow the continued productive use of an existing developed commercial property, support existing and future employment opportunities within Cobb County, and return

the property to productive economic use through the continued utilization of the existing improvements.

ATTACHMENT A

Summary of Intent

Part 2 & Part 3 Responses

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COBB COUNTY ZONING

Property Address:
1714 Atlanta Road SE
781 Taylor Drive SE
Smyrna, Georgia 30080

PART 2 – NON-RESIDENTIAL REZONING INFORMATION

2(a) Proposed Use(s)

The subject property will serve as the corporate headquarters for a locally owned, family-operated moving and relocation company serving residential and commercial customers throughout the Atlanta metropolitan area. The property will be utilized for administrative offices, warehouse operations, employee facilities, fleet parking, and the storage of moving equipment, packing materials, and customer property during the normal course of business.

The existing warehouse will be used for operational support, including the staging and storage of moving supplies and equipment, while the office space will house the company's administrative and management functions. Company vehicles will be dispatched from and return to the property each workday. The existing gravel parking area located behind the warehouse will continue to be used for company vehicle parking.

2(b) Proposed Building Architecture

No new buildings or building additions are proposed as part of this application.

The existing warehouse and office facilities will continue to be utilized with only routine maintenance, minor interior improvements, and exterior maintenance as needed. If approved as part of this application, a six-foot opaque wooden privacy fence will be installed along the western property boundary in accordance with the requested variance.

2(c) Proposed Hours / Days of Operation

Monday – Saturday: 8:00 a.m. – 6:00 p.m.

2(d) Requested Variances

Variance Request No. 1 – Alternative Screening Plan

The applicant requests a variance from the landscape buffer requirements of the Heavy Industrial (HI) zoning district to permit the existing developed condition of the property to remain in lieu of constructing the required landscaped buffer along the western property boundary.

The subject property is an existing developed site containing an established warehouse, an existing gravel parking area, and supporting improvements. Strict application of the required landscape buffer would eliminate a substantial portion of the existing functional parking area and significantly impair the practical use of the warehouse.

As an alternative screening measure, the applicant proposes to install a **six-foot opaque wooden privacy fence** along the western property boundary. The proposed fence will provide effective visual screening, improve privacy, reduce headlight glare, and screen company vehicles from adjacent residential properties while preserving the existing operational layout of the site.

Because this project consists of the adaptive reuse of an existing developed property rather than new development, the requested variance provides a practical alternative that fulfills the intent of the screening requirements while avoiding unnecessary site disturbance.

PART 3 – OTHER PERTINENT INFORMATION

The proposed project represents the continued use of an existing developed property utilizing existing buildings, existing utilities, and existing site access. No expansion of the existing warehouse footprint is proposed as part of this application.

Approval of the requested rezoning will establish an active zoning classification that accommodates the proposed business operations and will allow the property to be lawfully occupied and utilized for its intended long-term commercial use. The application represents the adaptive reuse of an existing warehouse property with minimal site modifications and continued use of the existing improvements.

The proposed use represents a long-term investment in the property by a locally owned, family-operated business and will allow the existing improvements to continue serving a productive commercial purpose.

ENVIRONMENTAL SITE ANALYSIS

Rezoning Application

1714 Atlanta Road SE

781 Taylor Drive SE

Smyrna, Georgia

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COBB COUNTY ZONING

Prepared in support of an application to rezone the subject property to **Heavy Industrial (HI)** together with a companion variance request.

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1. CONFORMANCE WITH THE COMPREHENSIVE PLAN

The proposed project represents the continued use and adaptive reuse of an existing developed commercial property consisting of an existing warehouse, office space, and an existing residential structure. No expansion of the existing warehouse footprint is proposed as part of this application.

The project makes use of existing public infrastructure, including existing roads, utilities, water service, sanitary sewer, and established site access. Because the proposal utilizes existing buildings and site improvements, minimal land disturbance is anticipated.

The proposed use supports continued private investment in an existing developed property while preserving the productive use of existing commercial improvements. The project will continue to provide employment opportunities within Cobb County and represents a long-term investment in the property by a locally owned, family-operated business.

The proposed project minimizes environmental impacts through the continued use of existing buildings and infrastructure rather than new development and is consistent with the Comprehensive Plan's objectives of encouraging reinvestment, efficient utilization of existing infrastructure, and responsible redevelopment of developed properties.

---

2. ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT

A **Phase I Environmental Site Assessment** prepared by **LOGIC Environmental, Inc.**, dated **June 17, 2026**, evaluated the property in accordance with ASTM E1527-21 standards. The assessment concluded that **no Recognized Environmental Conditions (RECs), Controlled Recognized Environmental Conditions (CRECs), Historical Recognized Environmental Conditions (HRECs), or significant data gaps were identified**, and that **no additional environmental investigation was warranted.**

Based upon the findings of the Phase I Environmental Site Assessment, publicly available environmental resources, and field observations, the environmental characteristics of the property are summarized below.

---

a. Wetlands

The June 17, 2026 Phase I Environmental Site Assessment identified no jurisdictional wetlands on the subject property based upon a review of the National Wetlands Inventory and field observations.

The proposed project consists primarily of the continued use of existing buildings and previously developed portions of the site. No impacts to wetlands are anticipated.

---

b. Floodplain

The Phase I Environmental Site Assessment did not identify floodplain-related environmental concerns affecting the proposed project. Existing development will remain substantially unchanged, and no significant grading or alterations to existing drainage patterns are proposed.

---

c. Streams / Stream Buffers

The proposed project will utilize existing developed portions of the property and is not expected to impact streams or regulated stream buffers.

---

d. Slopes Greater Than 25 Percent

The subject property consists primarily of existing developed areas including buildings, parking areas, and maintained open space. No significant grading or disturbance of steep slopes is proposed as part of this project.

e. Vegetation (Including Endangered Species)

The site contains existing landscaped and vegetated areas typical of a developed commercial property. The proposed project primarily consists of occupancy and continued use of existing improvements. Existing vegetation will generally remain in place except for any limited improvements approved as part of the rezoning process.

No impacts to known endangered plant species are anticipated.

---

f. Wildlife Species (Including Fish and Endangered Species)

The subject property is an existing developed commercial site surrounded by urban development. The continued use of the property is not expected to adversely affect wildlife habitat or known protected species.

---

g. Archaeological / Historical Sites

The proposed project consists primarily of the continued use of existing improvements and does not involve substantial site disturbance. No known archaeological or historically significant resources are anticipated to be affected by the proposed project.

3. PROJECT IMPLEMENTATION MEASURES

a. Protection of Environmentally Sensitive Areas

The proposed project utilizes existing buildings and previously developed portions of the property. No impacts to wetlands, floodplains, stream buffers, or other environmentally sensitive areas are anticipated.

---

b. Protection of Water Quality

No significant land disturbance is proposed. Existing stormwater drainage patterns will remain substantially unchanged, and any future improvements will comply with applicable Cobb County stormwater management requirements.

---

c. Minimization of Negative Impacts on Existing Infrastructure

The project will utilize existing public roads, utilities, water service, sanitary sewer, and existing site access.

Bullseye Movers operates exclusively on a scheduled-service basis. All customer appointments occur at the customer's home or business. The company does not maintain a retail storefront, does not accept walk-in customers, and does not receive customer traffic at the subject property.

Daily activity consists primarily of employees reporting to work, company vehicles being dispatched to scheduled service appointments, and those vehicles returning at the conclusion of the workday. Accordingly, the proposed use is not expected to create excessive demand on existing transportation facilities or public infrastructure.

---

d. Minimization of Negative Impacts on Archaeological or Historically Significant Areas

No impacts to known archaeological or historically significant resources are anticipated.

---

e. Minimization of Negative Impacts on Environmentally Stressed Community Areas

The proposed use is a professional moving and relocation business operating primarily at customer locations throughout the metropolitan area. The property will function as an administrative office, warehouse, dispatch facility, and fleet parking location.

The proposed operation does not include manufacturing, heavy industrial processing, public transfer facilities, recycling processing, landfills, or other uses commonly associated with significant environmental impacts.

---

f. Creation and Preservation of Green Space and Open Space

Existing landscaped and undeveloped portions of the property will generally remain in place. Any future site improvements will be designed to comply with applicable County landscaping and buffering requirements, except as modified by any approved variance.

---

g. Protection of Citizens from the Negative Impacts of Noise and Lighting

Business activities occur primarily during normal daytime business hours. Company vehicles typically depart during the morning and return in the late afternoon.

The business does not generate customer traffic, outdoor manufacturing activities, or other operations typically associated with excessive noise. Exterior lighting will remain limited to that necessary for safety and security and will comply with applicable County requirements.

---

h. Protection of Parks and Recreational Green Space

The proposed project will not impact parks, recreational facilities, or publicly owned green space.

---

i. Minimization of Impacts to Wildlife Habitats

Because the project primarily consists of the continued use of an existing developed property, no significant impacts to wildlife habitat are anticipated.

CONCLUSION

The proposed rezoning represents the adaptive reuse of an existing developed commercial property in a manner that is consistent with the Cobb County Comprehensive Plan and compatible with surrounding land uses.

The proposal utilizes existing buildings and infrastructure, requires minimal site disturbance, and is not expected to create significant impacts to environmental resources, transportation facilities, utilities, or adjacent properties.

The **June 17, 2026 Phase I Environmental Site Assessment** concluded that **no Recognized Environmental Conditions (RECs), Controlled Recognized Environmental Conditions (CRECs), Historical Recognized Environmental Conditions (HRECs), or significant data gaps were identified**, and that **no additional environmental investigation was warranted.**

Based upon the information available, the proposed project is not expected to result in significant adverse environmental impacts and is suitable for the requested Heavy Industrial (HI) zoning classification.

were around the warehouse and between the houses. However, LOGIC identified no evidence of buried waste or environmental releases.

The site is serviced with municipal water and plumbed to the municipal sewer system from Cobb County. Storm water runoff across the site flowed southeast. No retention pond or storm water drains were located on the site. Storm water drains were located along the adjacent roadways. No wells were identified on site. The storm water drainage pathways were in generally good condition at the time of LOGIC's inspection.

The on-site buildings were supplied with electricity by aboveground lines originating from a pole-mounted transformer located on the south side of the site. The transformer was in good condition with no evidence of release. No survey for asbestos-containing building materials was conducted during LOGIC's investigation. However, since the on-site buildings were constructed before the general discontinuation of asbestos in the construction industry (around 1980), the potential for asbestos-containing material on the site must be acknowledged. A final determination in this regard is possible only through sampling and analysis and is beyond the scope of this investigation.

At the time of LOGIC's inspection, the site was adjoined by several other residences, a vacant former insurance office (also in a house,) and former Cobb Erectors, Inc., a steel structure installation contractor. The former insurance office was previously occupied by Evan's Metal Shop in the 1970s. However, based on interviews, historical research, and visual reconnaissance of the area, none of the adjacent properties pose a threat to the subject site.

In addition to a visual reconnaissance of the area, LOGIC reviewed an electronic database report and Georgia Environmental Protection Division (EPD) records regarding known releases and sites of potential environmental significance in the immediate area. The database identified four releases and three other facilities with either small quantity hazardous waste generation, Brownfield releases, or non-petroleum releases within the radii specified by ASTM or AAI standards. However, based on distance and topography, they do not pose a threat to the subject site.

These findings are detailed in the following report. LOGIC thanks you for this opportunity to be of service.

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6.4 UNDERGROUND/ABOVEGROUND STORAGE TANKS

No underground storage tanks were identified at the site based upon LOGIC's site visit, historical research or review of state environmental files. No vent pipes, fill ports, or other possible indicators of underground tanks were apparent at the time of LOGIC's site visit. The site also maintains no aboveground storage tanks for fuel or for any regulated chemical.

6.5 CONSUMPTIVE WATER USE

The site was provided with consumptive water from the county, according to a customer service representative for the Cobb County Water Department. No wells or other potential sources of drinking water were identified on site.

6.6 WASTEWATER

The site was plumbed to sewer services from the county, according to a customer service representative for the Cobb County Water Department. Wastewater generation appears to be limited to sinks and lavatories. The only floor drains were located in the restrooms. The site does not appear to support a grease trap or oil-water separator.

6.7 STORM WATER

Storm water across the paved portions of the site flowed to the southeast. Storm water from the driveways and parking lot flowed onto the grassy, landscaped areas between the buildings. No storm water drains or retention ponds were located on the subject site. However, storm water drains were located along the adjacent roadways. The storm water drainage pathways were in good condition at the time of LOGIC's site visit.

6.8 ELECTRICAL/PCBS

Electrical power to the on-site buildings was supplied via underground power lines. The site supported a single, pad-mounted transformer on the south side of the site. (See Photo 15.) The unit was in good condition and did not exhibit signs of release. The transformer is the property of the local power company which, in the event of a release, would assume responsibility for the investigation and cleanup.

Z-35

Notes:

1. This Survey complies with both the rules of the Georgia Board of Registration for Professional Engineers and Land Surveyors and the Official Code of Georgia Annotated (OCGA) 15-6-67.
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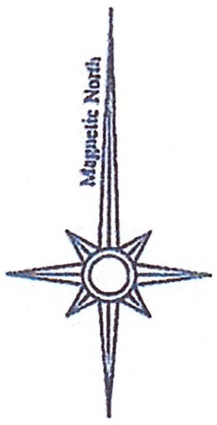

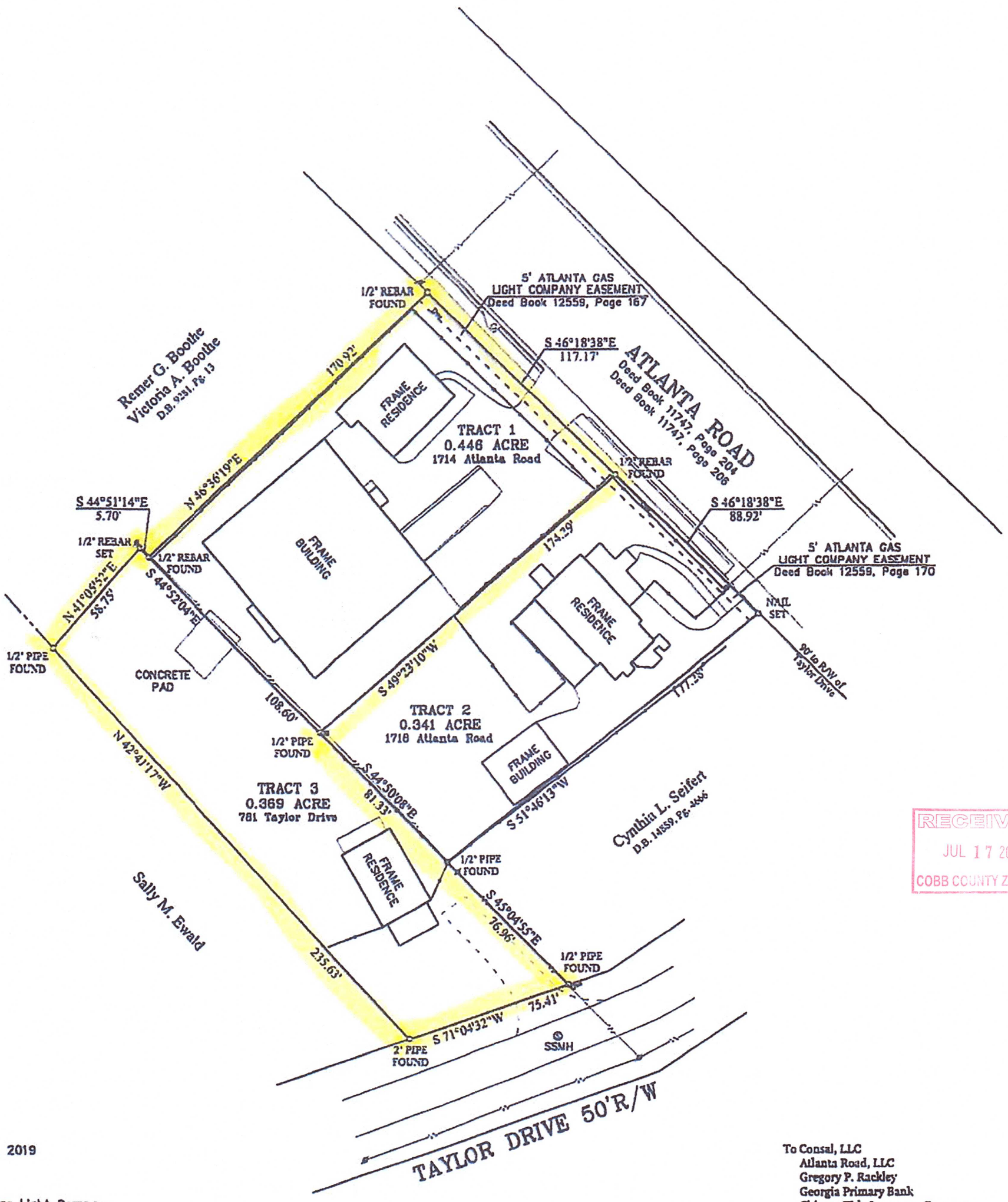

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March 26, 2019

Christopher J. Carlan
RLS 3003

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Scale: 1" = 40' March 27, 2019

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COMMERCE, GA 30529
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GEORGIA REGISTERED No. 3003 LAND SURVEYOR CHRISTOPHER J. CARLAN

JOB NO. 19-063 P.B. B-394

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-34-2026

SITE BACKGROUND

Applicant	Mavis Tire Supply, LLC
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	James Micik
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Brixmor New Chastain Corners SC, LLC
Property Location	Located at the northwest intersection of Canton Road and Chastain Corner
Address	3595 Canton Road
Access to Property	Canton Road, Chastain Corner

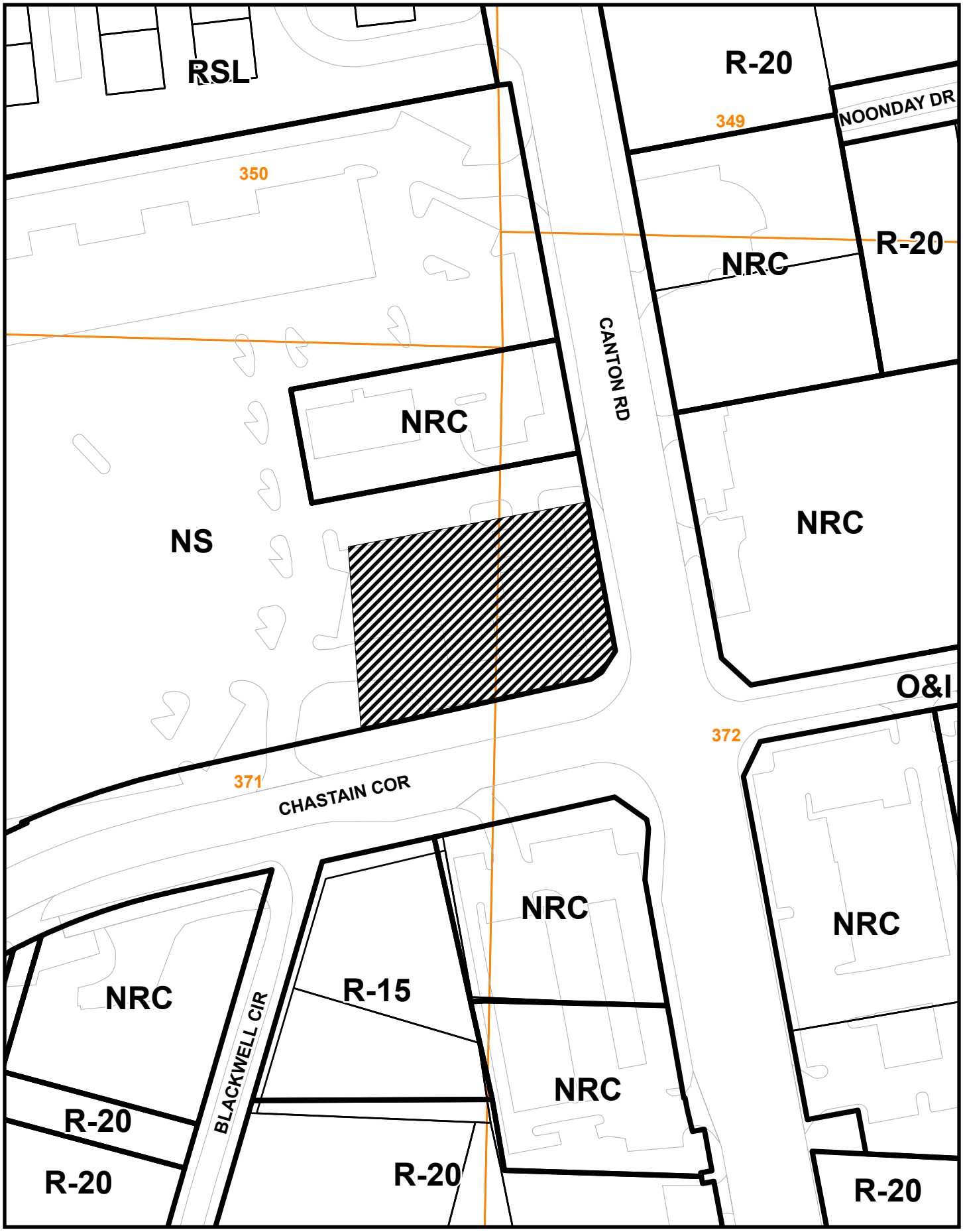
QUICK FACTS

Commission District	3 - Birrell
Current Zoning	NS
Current Use of Property	Bank
Proposed Zoning	NRC
Proposed Use	Light Automotive Repair
Future Land Use	NAC
Site Acreage	0.92
District	16
Land Lot	350, 371, 372
Parcel #	16037100230
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

Z-34 2026 Map



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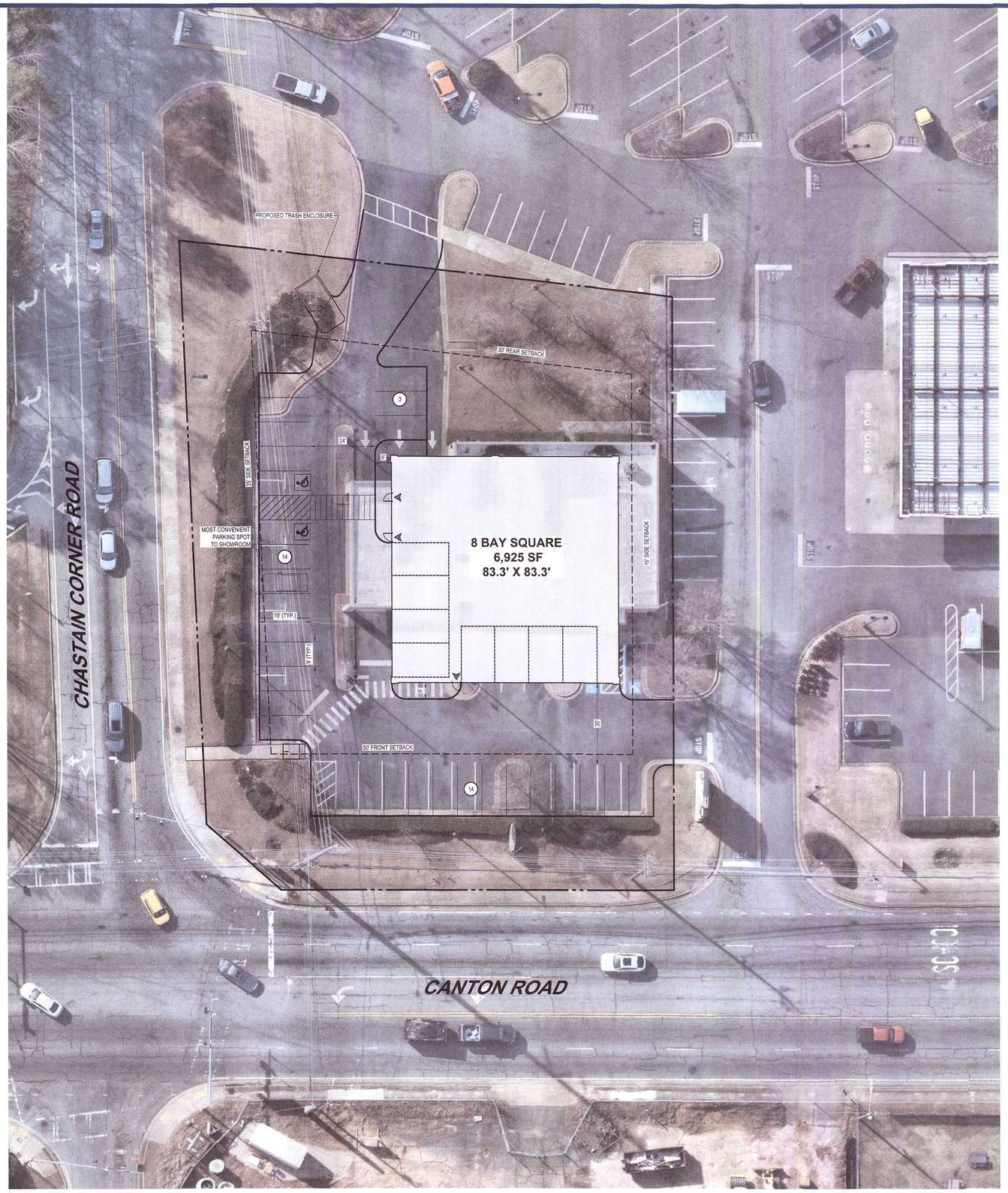
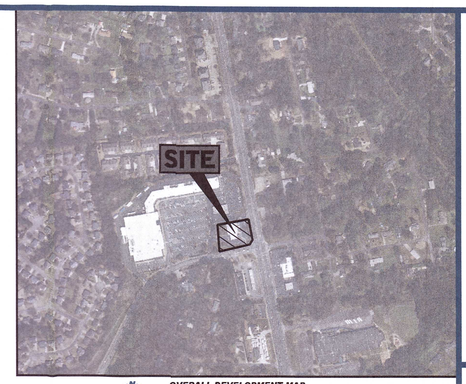
0 95 190 Feet

Zoning Boundary

City Boundary





OVERALL DEVELOPMENT MAP
SCALE: 1" = 1000'
REFERENCE: BINGMAPS

PRELIMINARY INFORMATION	
PARCEL SIZE	± 0.92 AC
ZONING (COBB COUNTY)	NS (NEIGHBORHOOD SHOPPING DISTRICT) REZONING TO NRC REQUIRED DUE TO PHASING OUT OF NS ZONING DISTRICT
MINIMUM ALLOWED PARKING (COBB COUNTY)	3 SPACES PER BAY (24) PLUS 1 PER EMPLOYEE (5) = 29 SPACES
TOTAL SPACES	31 TOTAL SPACES
FRONT BUILDING SETBACK	50'
REAR BUILDING SETBACK	30'
SIDE BUILDING SETBACK	25' (MAJOR) / 15' (MINOR)
TIRE COUNT	1825

CONCEPT PLAN NOTES

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NADR3
NAD83

20 10 5 0 20
1"= 20'

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PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN
PERMITTING SERVICES
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DRAWN BY:	JS
CHECKED BY:	TD
DATE:	07/22/2026
CAD I.D.:	GAA250107.0

PROJECT:

PROP. SITE PLAN DOCUMENTS

FOR

MAVIS TIRES & BRAKES

MAVIS
COBB COUNTY

3595 CANTON RD
MARIETTA, GA, 30066

BOHLER
GA LSF No: 001403
211 PERIMETER CENTER PKWY NE, SUITE 425
ATLANTA, GEORGIA 30346
Phone: (678) 695-6800
GA@BohlerEng.com

GEORGIA REGISTERED No. PE046694 PROFESSIONAL ENGINEER 7/22/2026 NATHAN R. FUSS

SHEET TITLE:

REZONING SITE PLAN

SHEET NUMBER:

C-301

ORG. DATE - 07/22/2026

Jul 22, 2026
P:\GA\2025\GA\250107.00\CAD\DRAWINGS\CONCEPTS\GAA250107.00-CPTA-0A-----LAYOUT(24X36
TD

Z-34 2026 Aerial Map

This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 95 190 Feet

Zoning Boundary

City Boundary

Application No. _____

Summary of Intent for Rezoning

Part 1. Residential Rezoning Information (attach additional information if needed)

a) **Proposed unit square-footage(s):** _____

b) **Proposed building architecture:** _____

c) **List all requested variances:** _____

Part 2. Non-residential Rezoning Information (attach additional information if needed)

a) **Proposed use(s):** Mavis Tire and Brakes automotive facility

b) **Proposed building architecture:** See attached elevations

c) **Proposed hours/days of operation:** Monday, Tuesday, Wednesday, Friday: 8:00 AM – 6:00 PM Thursday: 8:00 AM – 8:30 PM, Saturday: 8:00 AM – 5:00 PM, Sunday: 9:00 AM – 5:00 PM

d) **List all requested variances:** N/A

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Part 3. Other Pertinent Information (List or attach additional information if needed)

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government? (Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located). N/A

BOHLER

211 Perimeter Center Parkway NE, Suite 425
Atlanta, GA 30346
678.695.6800

Rezoning Impact Analysis Memorandum

RE: Rezoning Application
Mavis Tire Supply, LLC
3595 Canton Road
Marietta, GA 30066
Cobb County
BE #GAA250107.00

Purpose
This memorandum evaluates the proposed rezoning request in accordance with the zoning impact criteria outlined in Section 9 of the rezoning application requirements.

(a) Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property
The proposed automotive service and tire sales facility is appropriate and compatible with the character of the surrounding commercial corridor. The subject property is located along Canton Road, a major arterial roadway characterized by established retail, service commercial, restaurant, and automotive-oriented uses. The corner location provides excellent visibility and access while positioning the proposed use within an area already influenced by commercial development patterns.

The proposed development represents a moderate-intensity commercial use that is consistent with the existing development framework along the corridor. Tire sales and automotive service facilities are commonly located on major transportation routes where customers can conveniently access services. The proposed building scale, parking supply, and site layout are consistent with the surrounding commercial environment and are designed to function as part of the broader commercial corridor.

Accordingly, the proposed rezoning would permit a use that is suitable and compatible with the existing and anticipated development pattern of adjacent and nearby properties.

(b) Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property
The proposed development is not expected to adversely affect the use or usability of nearby properties.
Several factors support this conclusion:

- The site is located at the intersection of two public roadways, allowing vehicular traffic to be distributed efficiently.
- The proposed building and parking areas are contained within the property boundaries and maintain substantial setbacks from adjoining properties. The concept plan indicates front setbacks exceeding 75 feet along Canton Road and significant side and rear setbacks.
- The development will replace an existing underutilized commercial property with a modern, professionally landscaped commercial facility.
- The nature of the proposed use is compatible with commercial activities already occurring within the surrounding area.
- Operational impacts such as lighting, signage, and noise will be regulated through applicable development standards and permitting requirements.

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The redevelopment of the site is expected to enhance the appearance of the property and support continued commercial investment along the corridor. As such, the proposal should have a neutral to positive influence on adjacent properties.

(c) Whether the property has a reasonable economic use as currently zoned
While the property may have some economic utility under its current zoning classification, the site's size, shape, corner configuration, and visibility make it particularly well suited for the proposed automotive service use.

The proposed rezoning would allow the property to be developed in a manner that fully utilizes its frontage along Canton Road while generating additional investment and economic activity. The redevelopment will result in new construction, site improvements, increased property value, and the continued productive use of a commercially located parcel.

Given the site's location within an established commercial corridor and its limited suitability for many higher-intensity retail formats due to its relatively small acreage (approximately 0.92 acres), the proposed use represents a reasonable and efficient economic utilization of the property.

(d) Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools
The proposed rezoning is not expected to create an excessive burden on public infrastructure.

Transportation Facilities
The project will be served directly by Canton Road and Chastain Corner Road, both established public roadways designed to accommodate commercial traffic. Automotive service facilities generally generate lower peak-hour traffic volumes than many retail, drive-through, or restaurant uses permitted within commercial districts. Customer visits are typically distributed throughout the business day, reducing concentrated peak demand.

Utilities
The property is located within an urbanized area currently served by existing water, sanitary sewer, electric, telecommunications, and stormwater infrastructure. The proposed development can be accommodated through the extension and connection of available utility services consistent with local requirements.

Schools
As a non-residential development, the proposed project will not generate school enrollment impacts and therefore will not burden local educational facilities.Based on the scale of development proposed, the project is not anticipated to create an excessive or burdensome demand on existing transportation facilities, utilities, or public services.

(e) Whether the zoning proposal is in conformity with the policy and intent of the land use plan

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The subject property is located within an area designated **Neighborhood Activity Center (NAC)** on the Cobb County Future Land Use Map. The NAC designation is intended to accommodate neighborhood-serving retail, service, and commercial uses that provide goods and services to surrounding residential areas while maintaining compatibility with the character of the corridor and adjacent development.

The proposed Mavis Tires & Brakes facility is consistent with the intent of the NAC designation because it provides a commercial service use that serves residents and businesses throughout the surrounding area. The project represents reinvestment within an established commercial node, utilizes existing transportation infrastructure, and promotes the continued economic vitality of the Canton Road corridor.

The proposal does not introduce an incompatible land use but rather expands opportunities for neighborhood-serving commercial activity in a location specifically intended for such development. Accordingly, the requested rezoning is consistent with the goals, policies, and intent of the Cobb County Comprehensive Plan and Future Land Use Map.

(f) Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for approval of the zoning proposal

Several factors support approval of the rezoning request:

Strategic Location

The property is located at a signalized commercial intersection with frontage on two public roadways, making it ideal for a commercial service use that depends on visibility and accessibility.

Redevelopment Opportunity

The project represents continued reinvestment along the Canton Road corridor and will improve the overall appearance and productivity of the site through new construction and site enhancements.

Economic Benefits

The development is expected to generate:

- Additional property tax revenue.
- New employment opportunities.
- Increased investment in the surrounding commercial corridor.
- Convenient automotive service options for area residents and businesses.

Appropriate Site Design

The concept plan demonstrates an organized site layout with:

- Approximately 6,925 square feet of building area.
- Eight service bays.
- Thirty-one parking spaces exceeding the minimum parking requirement of twenty-nine spaces.
- Building and parking setbacks that meet or exceed applicable zoning requirements.

Compatibility with Area Development Patterns

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The proposed use is consistent with the types of auto-oriented and commercial uses commonly found along major arterial corridors and provides a logical transition within the surrounding commercial environment.

Conclusion

The proposed rezoning will facilitate redevelopment of an approximately 0.92-acre commercial parcel with a modern 6,925-square-foot Mavis Tires & Brakes facility. The proposal is compatible with surrounding development, will not adversely impact neighboring properties, can be accommodated by existing infrastructure, and supports continued commercial reinvestment along the Canton Road corridor. Based on these considerations, the rezoning request satisfies the zoning impact criteria and provides reasonable grounds for approval.

Sincerely,
BOHLER, LLC

Nathan Fuss, PE

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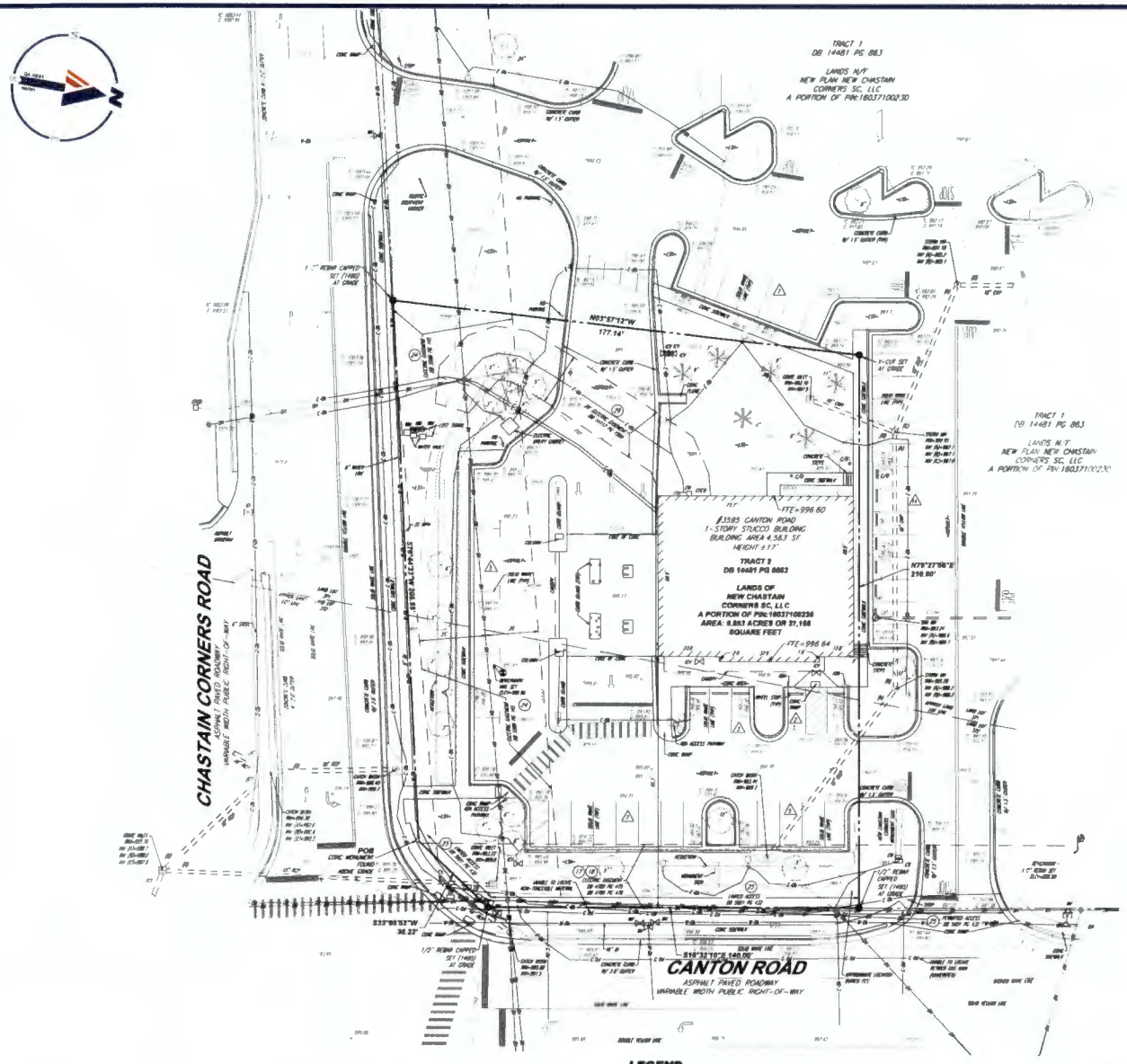

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LEGEND

EXISTING CONTOUR	APPROX LOC UNDERGROUND CABLE LINE PER UTILITY REPORT	TRAFFIC SIGNAL	WATER METER	FENCE	TRAFFIC SIGNAL
EXISTING SPOT ELEVATION	APPROX LOC UNDERGROUND ELEC LINE PER UTILITY REPORT	CABLE PEDESTAL	HYDRANT	PAINTED ARROWS	AREA LIGHT
EXIST TOP OF CURB ELEVATION	APPROX LOC UNDERGROUND GAS LINE PER UTILITY REPORT	PULL BOX	WATER VALVE	ADA PAINT MARKING	SIGN
EXIST GUTTER ELEVATION	APPROX LOC UNDERGROUND GAS LINE PER UTILITY REPORT	UTILITY MARKER	UTILITY POLE	TREE (SIZE AS NOTED)	BOLLARD
ELECTRIC METER	APPROX LOC UNDERGROUND SEWER LINE	SANITARY MANHOLE	UTILITY POLE W/ LIGHT POLE	REBAR	LANDSCAPED AREA
PEDESTRIAN BOX	APPROX LOC UNDERGROUND WATER LINE PER UTILITY REPORT	SANITARY CLEANOUT	STREET LIGHT	BENCH MARK	DENOTES PARKING SPACE COUNT
GAS VALVE	APPROX LOC UNDERGROUND STORM SEWER LINE	STORM DRAIN MANHOLE	GUY WIRE	TITLE REPORT EXCEPTION	POB POINT OF BEGINNING
TELEPHONE PEDESTAL	OVERHEAD WIRES	GRATE INLET	TRAFFIC SIGNAL POLE		

GEORGIA REGISTERED PROFESSIONAL No. 35641 ETHAN PEPIN

epepin

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LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN
PERMITTING SERVICES
TRANSPORTATION SERVICES

REVISIONS

REV	DATE	COMMENT

PROJECT No. CAA26107 SURV
DRAWN BY
CHECKED BY AW
DATE 7/21/2026
CAD I.D. SURVEY
FIELD DATE
CREW CHIEF
APPROVED

GEORGIA 811 Contact 811 before you dig

PROJECT
ALTAINSPS
LAND TITLE
SURVEY
POB

MAVIS TIRES & BRAKES

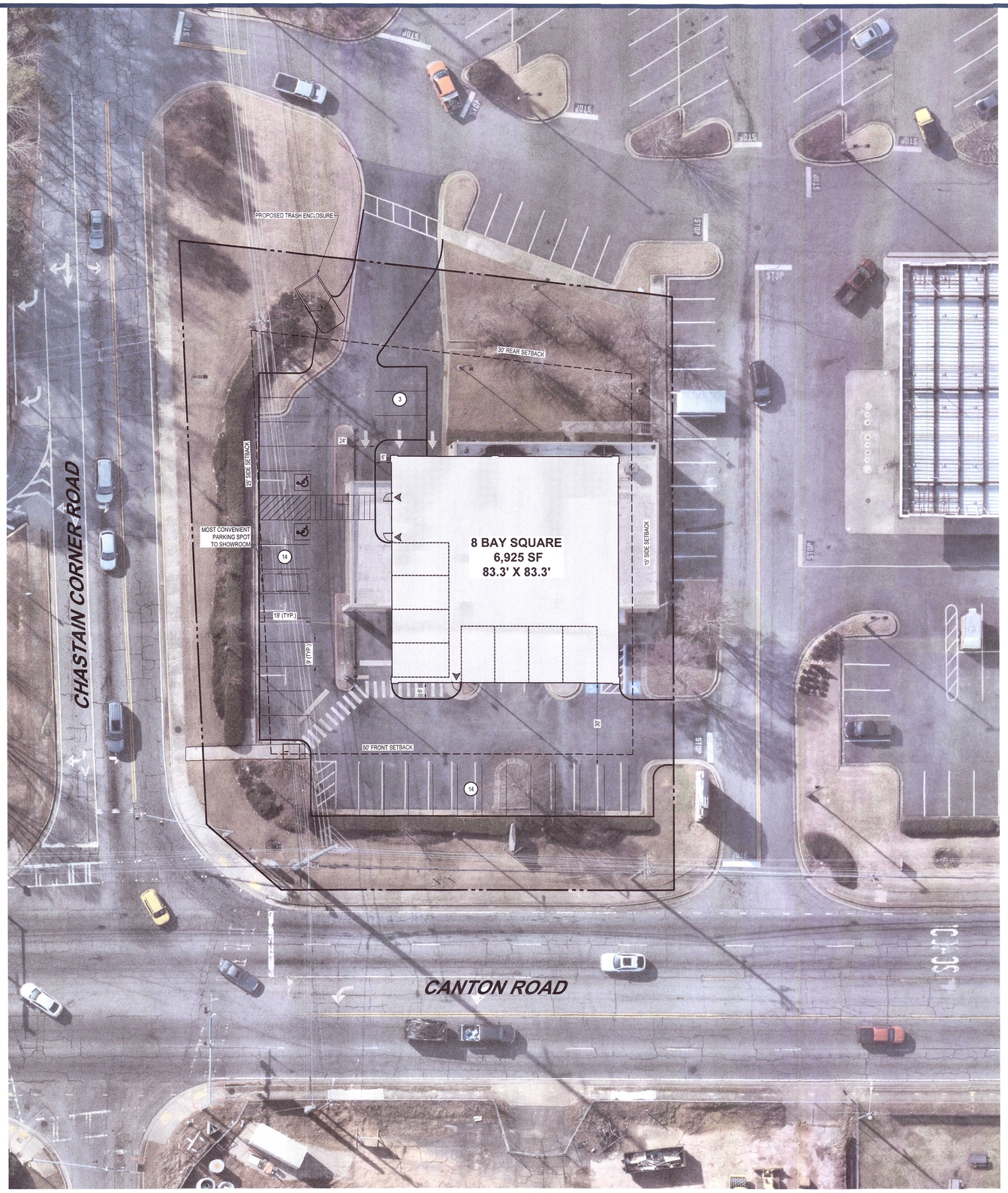
3395 CANTON RD
LAND LOTS 371 & 372
16TH DISTRICT, 2ND SECTION,
COBB COUNTY, GEORGIA

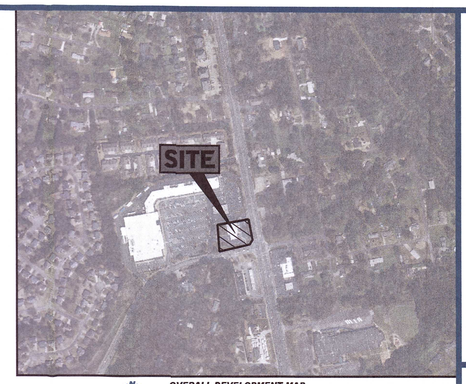
BOHLER
211 PERIMETER CENTER PKWY NE,
SUITE 425
ATLANTA, GEORGIA 30346
Phone: (678) 695-6000
GA-SURVEY@BohlerEng.com

SCALE: 1" = 20'

SHEET NUMBER
2
OF 2

ORG. DATE - 07/21/2026





OVERALL DEVELOPMENT MAP
SCALE: 1" = 1000'
REFERENCE: BINGMAPS

PRELIMINARY INFORMATION	
PARCEL SIZE	± 0.92 AC
ZONING (COBB COUNTY)	NS (NEIGHBORHOOD SHOPPING DISTRICT) REZONING TO NRC REQUIRED DUE TO PHASING OUT OF NS ZONING DISTRICT
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TOTAL SPACES	31 TOTAL SPACES
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REAR BUILDING SETBACK	30'
SIDE BUILDING SETBACK	25' (MAJOR) / 15' (MINOR)
TIRE COUNT	1825

CONCEPT PLAN NOTES

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DRAWN BY:	JS
CHECKED BY:	TD
DATE:	07/22/2026
CAD I.D.:	GAA250107.0

PROJECT:

PROP. SITE PLAN DOCUMENTS

FOR

MAVIS
COBB COUNTY

3595 CANTON RD
MARIETTA, GA, 30066

BOHLER
GA LSF No: 001403
211 PERIMETER CENTER PKWY NE, SUITE 425
ATLANTA, GEORGIA 30346
Phone: (678) 695-6800
GA@BohlerEng.com

GEORGIA REGISTERED No. PE046694 PROFESSIONAL ENGINEER 7/22/2026 NATHAN R. FUSS

SHEET TITLE:

REZONING SITE PLAN

SHEET NUMBER:

C-301

ORG. DATE - 07/22/2026

Jul 22, 2026
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TD

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-35-2026

SITE BACKGROUND

Applicant	EMDG Sandy Plains, LLC
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Alexander Brennan
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	EMDG Sandy Plains, LLC
Property Location	Located at the northwest corner of Sandy Plains Road and Daniel Road
Address	4651 Sandy Plains Road
Access to Property	Daniel Road

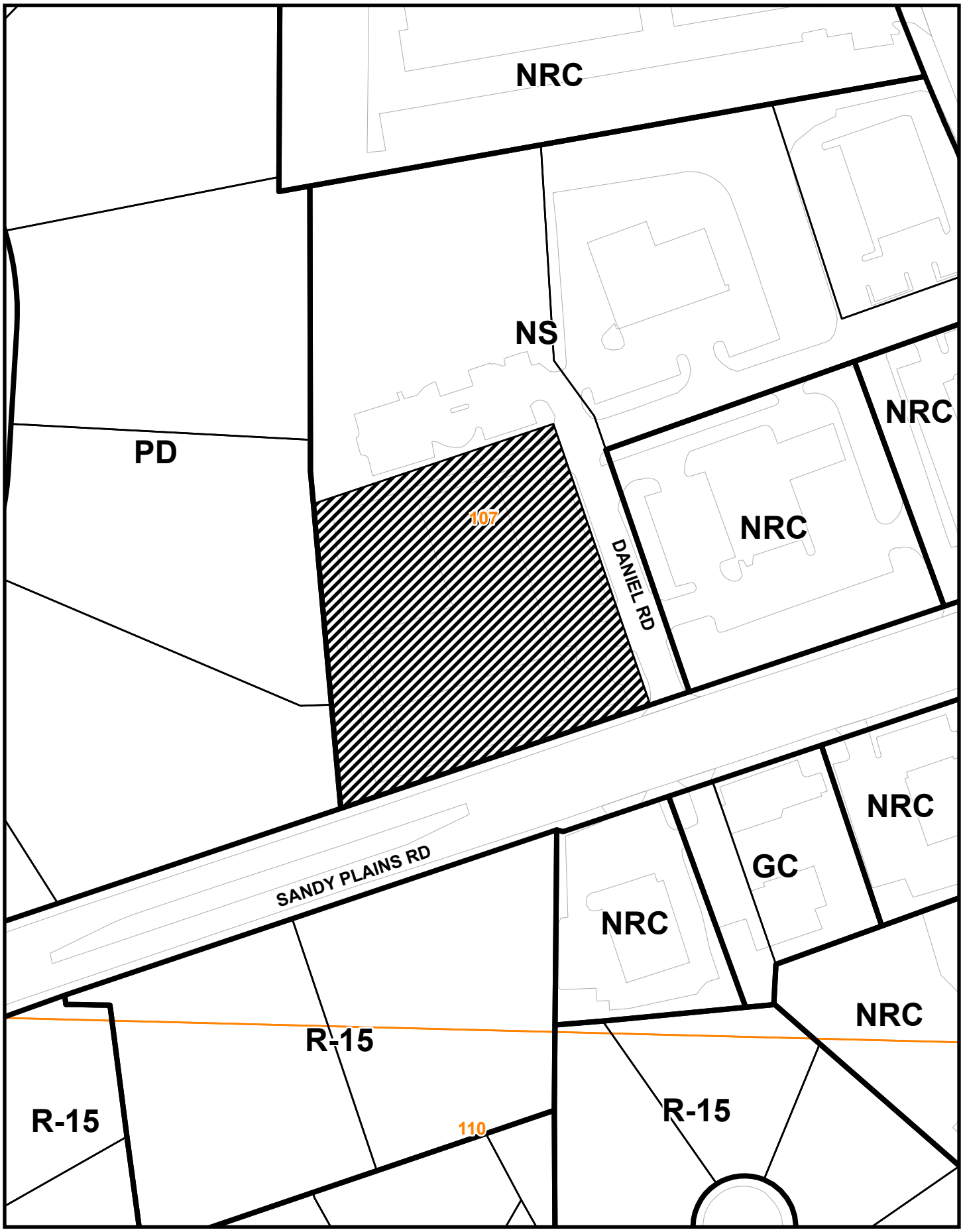
QUICK FACTS

Commission District	3 - Birrell
Current Zoning	NS
Current Use of Property	Retail Strip-center
Proposed Zoning	NRC
Proposed Use	Retail Strip-center
Future Land Use	NAC
Site Acreage	1.78
District	16
Land Lot	107
Parcel #	16010700530
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

Z-35 2026 Map



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0 105 210 Feet

Zoning Boundary

City Boundary

THIS BLOCK IS RESERVED FOR
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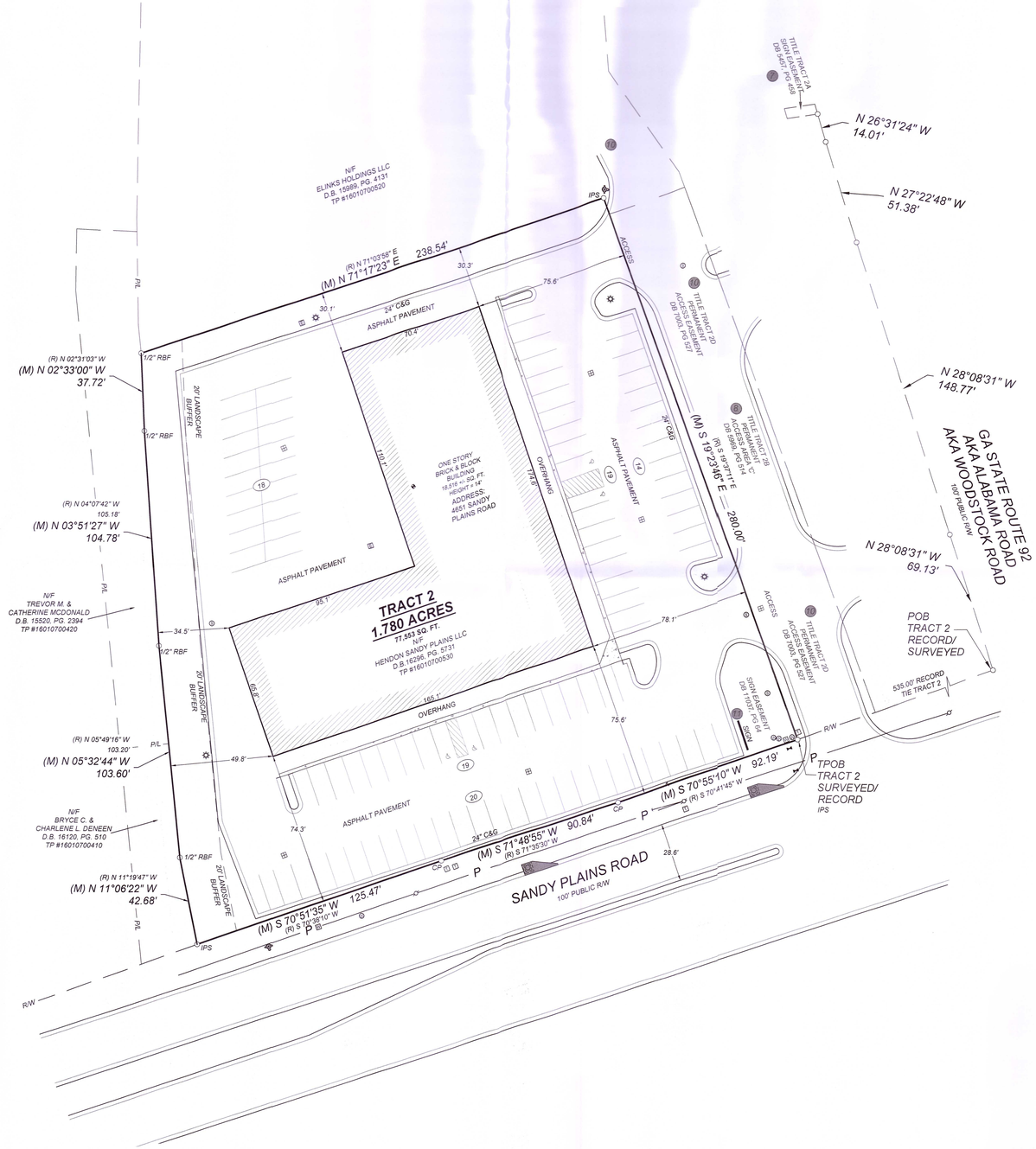
GRID NORTH - GA WEST ZONE NAD 83



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0' 30' 60' 90'
GRAPHIC SCALE: 1" = 30'

SURVEY PREPARED BY:

EarthPro
LAND SURVEYING
7973 HIGHWAY 172
COMER, GA. 30629
OFFICE: 678-640-5500
FAX: 706-510-2620
EMAIL: gh@earthprolandsurvey.com
GEORGIA RLS #3105
GEORGIA COA LSF #000994

GEORGIA REGISTERED NO. 3105 EXP. 12-31-26 LAND SURVEYOR GARY S. HARVIN, JR.

EarthPro Project Number 24184

SHEET 2 OF 2

Z-35 2026 Aerial Map

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0 105 210 Feet

Zoning Boundary

City Boundary

Application No. _____

Summary of Intent for Rezoning

Part 1. Residential Rezoning Information (attach additional information if needed)

a) **Proposed unit square-footage(s):** _____

b) **Proposed building architecture:** _____

c) **List all requested variances:** _____

Part 2. Non-residential Rezoning Information (attach additional information if needed)

a) **Proposed use(s):** +/- 18,516 square foot Commercial Building (Existing)

b) **Proposed building architecture:** Block and Brick single story building with storefront

c) **Proposed hours/days of operation:** 6 AM to 11 PM
This is a multi-tenant building so operating hours will vary by tenant

d) **List all requested variances:** None known

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Part 3. Other Pertinent Information (List or attach additional information if needed)

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government?
(Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located). None known

ATTACHMENT TO APPLICATION FOR REZONING

IMPACT ANALYSIS STATEMENT

Application No: Z-_____(2026)

Hearing Dates October 6, 2026

October 20, 2026

Applicant: EMDG Sandy Plains LLC

Titleholder: EMDG Sandy Plains LLC

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The Application for Rezoning requests rezoning of a parcel contained within the Sandy Plains Village II Shopping Center from Neighborhood Shopping ("NS") to Neighborhood Retail Commercial ("NRC"). The parcel is approximately 1.78 acres and is located on the northerly side of Sandy Plains Road west of State Route 92 (being known as 4651 Sandy Plains Road) (hereinafter the "Property"). The property currently developed with an ~18,400 square foot single story commercial building and is "grandfathered" due to its NS zoning and NAC neighborhood activity center future land use. Applicant seeks to rezone the property to remove the grandfathered zoning status and allow re0tenanting efforts to be compliant with the NRC zoning. No changes to the building or the overall site plan are anticipated in conjunction with this request. Anticipated hours of operation will be Monday through Saturday 7:00 am to 9:00 pm and Sundays 8:00 am to 6:00 pm following re-tenanting.

The proposed rezoning from NS to NRC permits suitable uses relative to the neighboring properties. The change to NRC is consistent with previous zoning changes for surrounding properties. The property is not going to be redeveloped, and to the best of applicant's knowledge meets NRC site plan requirements in terms of setbacks, buffers and development intensity.

The zoning proposal will have no adverse effect on the usability or existing uses of surrounding properties. All of the properties adjacent to the Property are currently developed, including retail uses to the North, West and South and residential neighborhood to the East. The rezoning will have the positive effect of allowing a more timely re-tenanting of the Property with uses that the market deems there is a demand for in the immediate area.

The reasonable economic use for the property is impaired by the current NS zoning, and would be increased with a rezoning to NRC. Specifically, the applicant has had to turn away multiple prospective tenants that would not be compliant with the requirements of the current NS zoning but would be compliant with the NRC zoning.

The zoning proposal will not cause any excessive burden on existing streets, schools, utilities or transportation infrastructure.

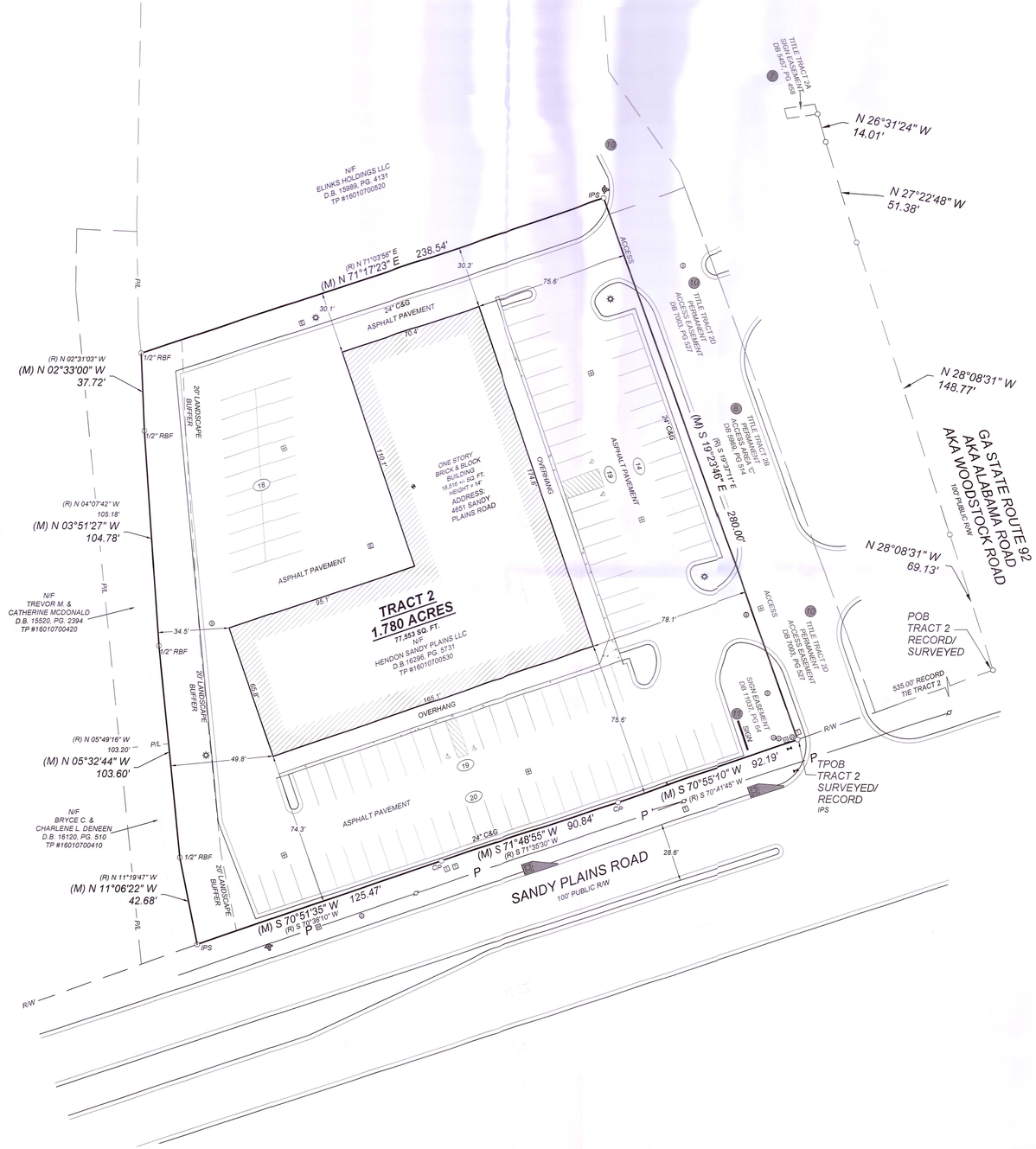
The zoning proposal is in conformity with the policy and intent of the Land Use Map of Cobb County.

This zoning proposal is consistent with current conditions affecting the use of the Property (and surrounding properties). The zoning will remove an antiquated, discontinued zoning classification and update the zoning to the current zoning classification used by the County. Additionally, this will allow for a timelier re-tenanting of the building than under the current zoning, and therefore enhance the services available to surrounding residents. The re-tenanting of this project will ultimately be beneficial for surrounding businesses as well as residents will visit the commercial node more frequently, which should lead to increased visits to surrounding businesses as well.

RECEIVED
AUG 0 6 2026
COBB COUNTY ZONING

THIS BLOCK IS RESERVED FOR
THE CLERK OF SUPERIOR COURT

GRID NORTH - GA WEST ZONE NAD 83



RECEIVED
AUG 06 2026
COBB COUNTY ZONING

0' 30' 60' 90'
GRAPHIC SCALE: 1" = 30'

SURVEY PREPARED BY:

EarthPro
LAND SURVEYING
7973 HIGHWAY 172
COMER, GA. 30629
OFFICE: 678-640-5500
FAX: 706-510-2620
EMAIL: gh@earthprolandsurvey.com
GEORGIA RLS #3105
GEORGIA COA LSF #000994

GEORGIA REGISTERED NO. 3105 EXP. 12-31-26 LAND SURVEYOR GARY S. HARVIN, JR.

EarthPro Project Number 24184

SHEET 2 OF 2

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-36-2026

SITE BACKGROUND

Applicant	High Street Atlanta Development, LLC
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	J. Kevin Moore
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Realty Income Corporation, TCVP, LLC
Property Location	Located on the south side of Ernest Barrett Parkway, on the west side of Barrett Creek Parkway, and on the east side of I-575
Address	175 Ernest Barrett Parkway
Access to Property	Ernest Barrett Parkway

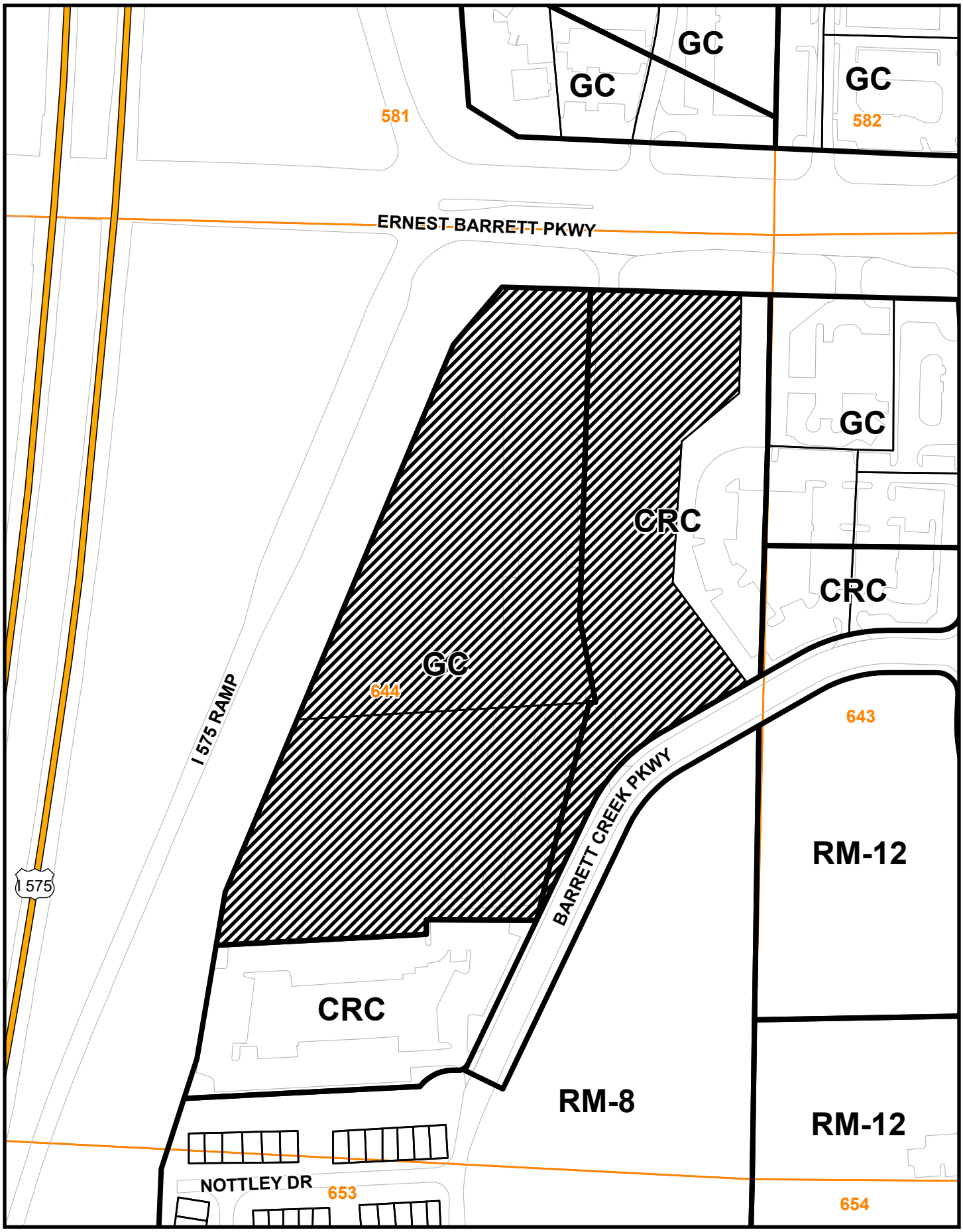
QUICK FACTS

Commission District	2 - Allen
Current Zoning	CRC, GC
Current Use of Property	Formerly Mountasia
Proposed Zoning	RRC
Proposed Use	Multi-family Residential
Future Land Use	CAC
Site Acreage	9.59
District	16
Land Lot	644
Parcel #	16064400030, 16064400040, 16064400010
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

Z-36 2026 Map

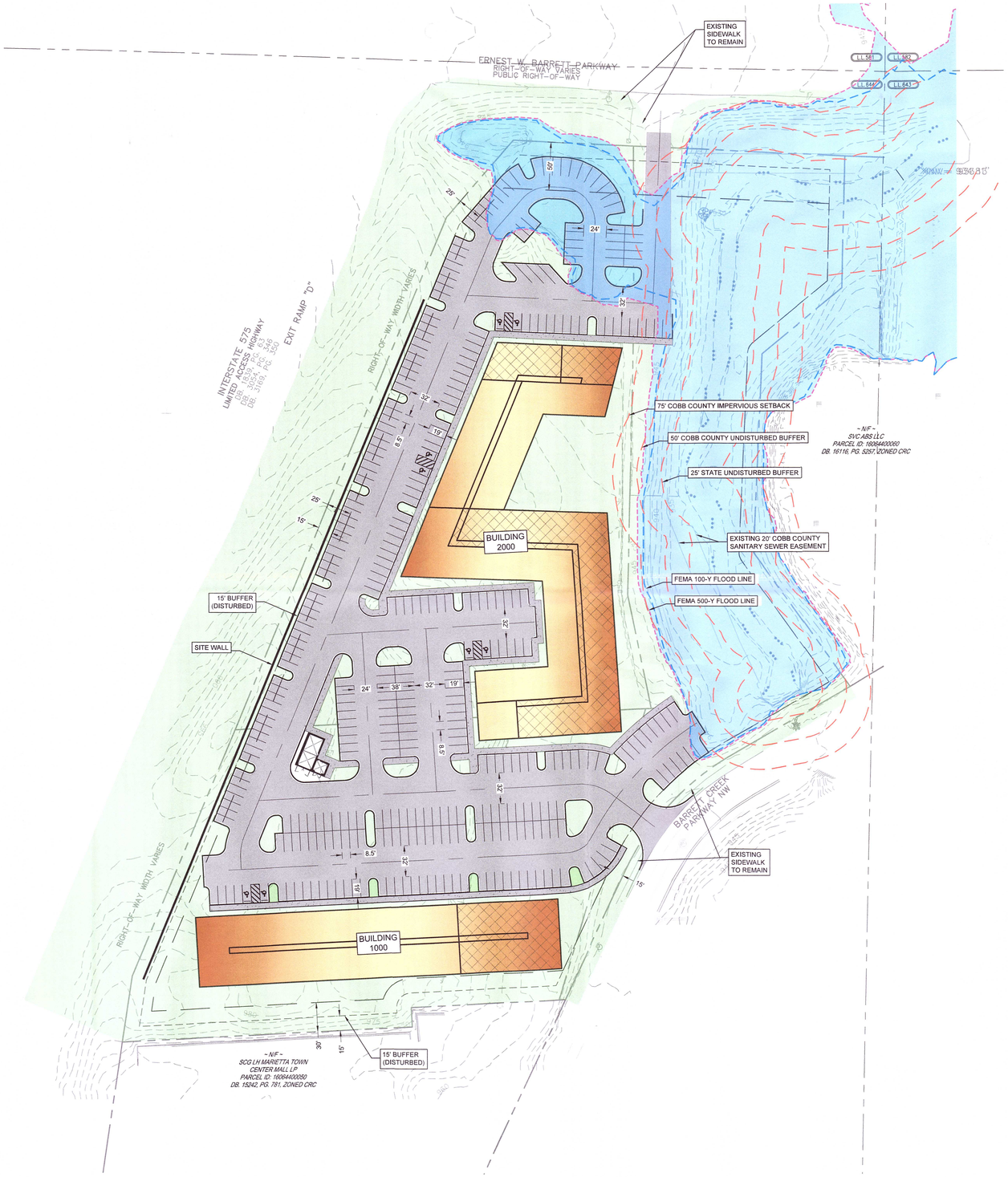


This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 155 310 Feet

Zoning Boundary

City Boundary



ZONING NOTES:

1. EX. ZONING = GC
2. PROPOSED ZONING = RRC
3. SITE AREA = 9.59 ACRES
4. TOTAL NUMBER OF PROPOSED UNITS = 282 UNITS
5. DENSITY = 29.38 UNITS PER ACRE
6. MINIMUM LOT WIDTH AT FRONT SETBACK = 200'
7. MINIMUM PUBLIC ROAD FRONTAGE = 100'
8. PROPOSED BUILDING SETBACKS: FRONT = 50';
   REAR = 30';
   SIDE (MAJOR) = 25'
   SIDE (MINOR) = 15'
9. REQUIRED LANDSCAPE BUFFER ABUTTING ALL PROPERTY LINES = 15'.
   NOTE LANDSCAPE BUFFER PROPOSED TO BE DISTURBED AND REPLANTED.
10. REQUIRED PARKING = 1.75 SPACES PER DWELLING UNIT = 493.5 SPACES
    PROVIDED PARKING = 360 REGULAR + 8 HANDICAP = 368 SPACES
    (1.30 SPACES/UNIT)
11. TYPICAL PARKING STALL DIMENSION = 8.5'W x 19'D
12. MAXIMUM IMPERVIOUS AREA = 80 %
13. BOUNDARY PERFORMED BY BARGE DESIGN SOLUTIONS, DATED 03/13/2026.
14. TOPOGRAPHY DEPICTED FROM FIELD RUN DATA
    PROVIDED BY BARGE DESIGN SOLUTIONS, DATED 03/13/2026.
15. NO WETLANDS ARE DEPICTED ON SITE.
16. ONE BLUELINE STREAMS ARE APPARENT ON THIS SITE.
17. NO ARCHEOLOGICAL FEATURES ARE APPARENT ON THIS SITE.
18. STORMWATER MANAGEMENT TO BE PROVIDED VIA UNDERGROUND DETENTION IN PARKING LOTS.

VARIANCE REQUEST FOR;

- REDUCTION OF REQUIRED PARKING SPACES FROM 1.75 SPACES/DWELLING TO 1.25 SPACES/DWELLING
- REDUCTION OF SIDE (MAJOR) SETBACK FROM 35' TO 25'.

GENERAL NOTES:

1. THIS PLAN IS CONCEPTUAL AND IS SUBMITTED IN SUPPORT OF A REZONING APPLICATION ONLY.
2. FINAL ENGINEERING PLANS SHALL COMPLY WITH ALL APPLICABLE COBB COUNTY DEVELOPMENT STANDARDS.
3. DEVELOPMENT SHALL COMPLY WITH ALL APPLICABLE COBB COUNTY FIRE MARSHAL REQUIREMENTS.
4. WATER AND SANITARY SEWER SERVICE SHALL BE PROVIDED BY THE APPROPRIATE UTILITY AUTHORITY.
5. ALL STORMWATER MANAGEMENT FACILITIES SHALL BE DESIGNED IN ACCORDANCE WITH APPLICABLE FEDERAL, STATE, AND LOCAL REGULATIONS.
6. TREE REPLACEMENT AND PRESERVATION SHALL COMPLY WITH THE COBB COUNTY TREE ORDINANCE.
7. ALL PARKING SHALL MEET THE REQUIREMENTS OF THE COBB COUNTY ZONING ORDINANCE.
8. DUMPSTER ENCLOSURES SHALL BE CONSTRUCTED OF MATERIALS COMPATIBLE WITH THE PRINCIPAL BUILDING.
9. FINAL DRIVEWAY LOCATIONS ARE SUBJECT TO COBB DOT APPROVAL.
10. ALL UTILITIES SHALL BE INSTALLED UNDERGROUND UNLESS OTHERWISE APPROVED.
11. FIRE HYDRANT LOCATIONS ARE SUBJECT TO APPROVAL BY THE COBB COUNTY FIRE MARSHAL.
12. SIDEWALKS SHALL COMPLY WITH COBB COUNTY DEVELOPMENT STANDARDS AND ADA REQUIREMENTS.

LEGEND AND LINETYPES

- FLOOD PLAIN UP TO 500-YEAR
- PROPOSED PERVIOUS
- PROPOSED BUILDING
- PROPOSED BASEMENT PORTION
- PROPOSED ASPHALT PAVEMENT
- PROPOSED SIDEWALK
- APPROXIMATE 100-YEAR FLOODPLAIN
- APPROXIMATE 500-YEAR FLOODPLAIN
- BUFFERS ESTABLISHED FROM WRESTED VEGETATION

N

EXHIBIT "C"

60' 30' 0' 60' 120'

SCALE: 1 INCH = 60 FEET

BARGE DESIGN SOLUTIONS
2839 Paces Ferry Road // Suite 800 // Atlanta, GA 30339
PHONE: (770) 628-7631 // FAX: (770) 805-0803

REZONING SITE LAYOUT PLAN

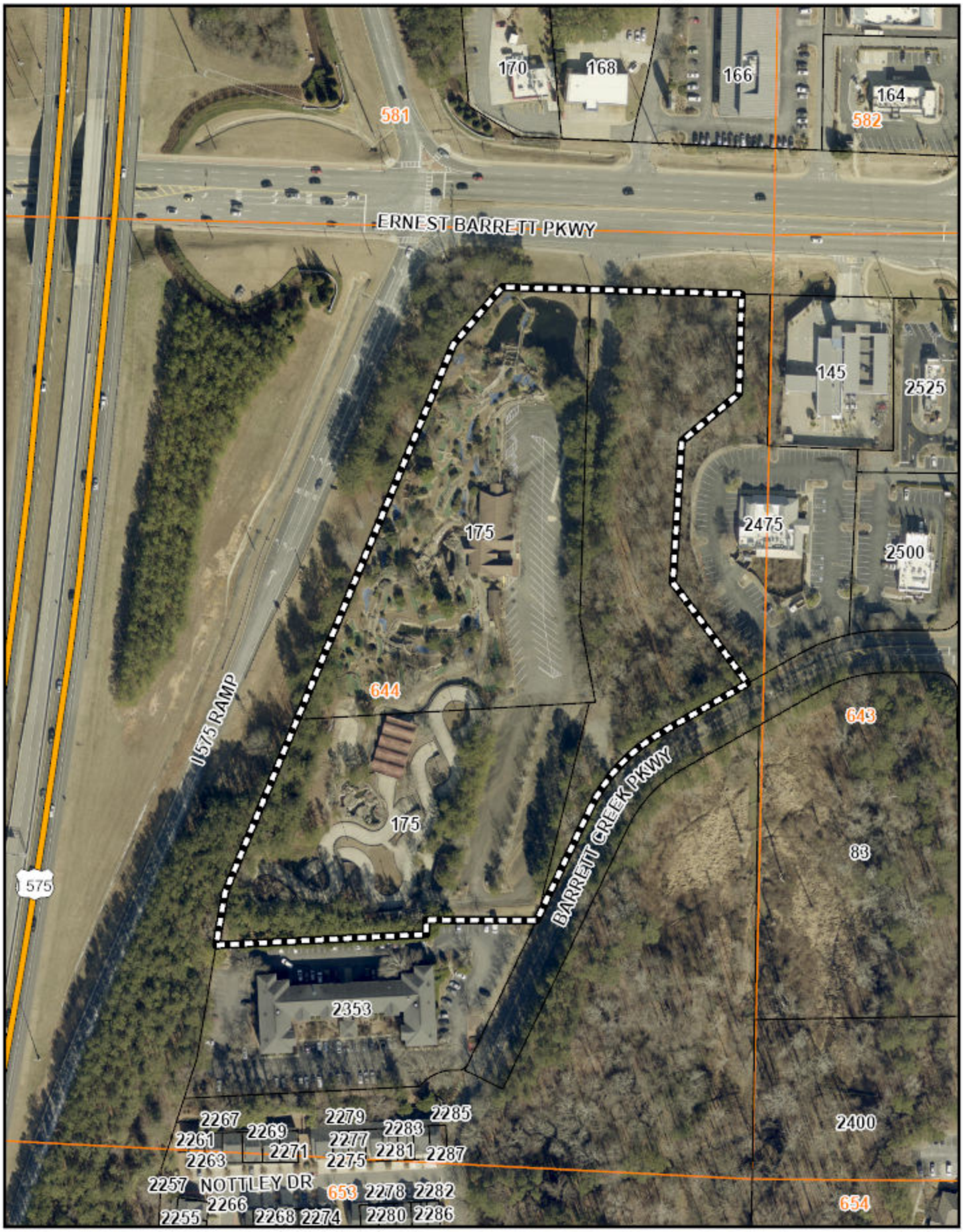
175 ERNEST BARRETT PKWY

COBB COUNTY, GA

C1.01

PROJ. NO.: 3907700

Z-36 2026 Aerial Map



This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 155 310 Feet

Zoning Boundary

City Boundary

Application No. Z- (2026)

Hearing Dates: PC - 10/06/2026
BOC - 10/20/2026

Summary of Intent for Rezoning*

Part 1. Residential Rezoning Information (attach additional information if needed)

a) **Proposed unit square-footage(s):** Proposed average unit SF is approximately 884 sf. 1 bed units will average 745 sf, 2 bed units will average 1213 sf, and 3 bed units will average 1400 sf

b) **Proposed building architecture:** There will be (2) multifamily buildings. Each will be 4 stories + basement; Type VA wood frame construction with NFPA 13R sprinkler system. Integrated amenities into 1 of the buildings will be sprinklered full NFPA 13. Exterior materials will include fiber cement panel / lap siding and brick

c) **List all requested variances:** Variance request for major side building setback from 35' to 25' to being made.

Variance request for reduction of required parking spaces from 1.75 spaces/dwelling to 1.25 spaces/dwelling

Part 2. Non-residential Rezoning Information (attach additional information if needed)

a) **Proposed use(s):** Not Applicable

b) **Proposed building architecture:** Not Applicable

c) **Proposed hours/days of operation:** Not Applicable

d) **List all requested variances:** Not Applicable

Part 3. Other Pertinent Information (List or attach additional information if needed)

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government?

(Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located). None known at this time.

*Applicant specifically reserves the right to amend any information set forth in this Summary of Intent for Rezoning, or any portion of the Application for Rezoning, or documentation attached thereto, at any time during the rezoning process.

ATTACHMENT TO APPLICATION FOR REZONING

Application No.: **Z-_____ (2026)**
Hearing Dates: **October 6, 2026**
October 20, 2026

Applicant: **High Street Atlanta Development, LLC**
Titleholders: **Realty Income Corporation;**
TCVP LLC, a Georgia limited liability company

Tax Parcel Identification Nos.: **16064400030; 16064400010**

IMPACT ANALYSIS STATEMENT

Analysis of impact of the proposed rezoning with respect to the following:

(a) This Application for Rezoning seeks rezoning of approximately 9.59 acres located along the southerly side of Ernest Barrett Parkway, along the easterly side of the I-575 exit ramp at Ernest Barrett Parkway, and along a portion of the northwesterly and westerly sides of Barrett Creek Parkway, being more particularly known as 175 Ernest Barrett Parkway (two parcels) and unnumbered Barrett Creek Parkway, Land Lot 644, 16th District, 2nd Section, Cobb County, Georgia (hereinafter the "Property" or the "Subject Property"). The Property is currently zoned General Commercial ("GC") and Community Retail Commercial ("CRC") and is located with a Regional Activity Center ("RAC"). Applicant is seeking rezoning of the Property to the Regional Retail Commercial ("RRC") zoning category for the purpose of a multi-family residential development. The requested category of RRC will permit a use for the Property that is more suitable in view of its location and development of properties in close proximity and will allow the Property to be utilized to its highest and most reasonable potential. Zoning and uses of properties in the area vary from residential to office, retail, and commercial purposes. The location of the Subject Property makes it uniquely suited for the proposed development; as well as, its location to Barrett Parkway and interstate connectivity. The proposed RRC zoning classification and development for a multi-family residential development would be compatible and beneficial to surrounding properties and the area as a whole.

(b) This zoning proposal should have no adverse effect on the existing use or usability of adjacent or nearby property. The proposed development should have a minimal, if any, impact on surrounding properties. If approved and developed according to the request, the adjacent and nearby property owners would benefit in higher land values. Cobb County will benefit from increased tax revenue.

(c) The property, as zoned, does not have a reasonable economic use. Rezoning the Property to the proposed RRC classification would allow the Property to be developed and utilized to its highest and best potential, and consistent with properties in immediate proximity.

(d) This zoning proposal will not cause excessive or burdensome use of existing streets, transportation facilities, utilities, or schools. Development, as proposed, would have minimal effect on utilities and transportation facilities. The Property has convenient access to the interstate highway and major thoroughfares within the County. Roadway improvements in and around the Subject Property in recent years have eased access and traffic concerns related to the proposed development.

(e) The zoning proposal is in conformity with the Future Land Use Map of Cobb County, Georgia.

(f) This zoning proposal is consistent with the current conditions affecting the development of this Property. Improvements to the area roadways and major thoroughfares and interstates have been made in recent years to ease traffic flow in order to accommodate development in and around the Subject Property.

Cobb County...Expect the Best!

ENVIRONMENTAL SITE ANALYSIS (ESA) FORM

Provide an Environmental Site Analysis fully addressing all items below. Describe the proposed project and the existing environmental conditions on the site. Describe adjacent properties. Reference information presented on the site plan that depicts the proposed project

1. **CONFORMANCE WITH THE COMPREHENSIVE PLAN**

Describe how the project conforms to the Comprehensive Land Use Plan. Include the portion of the Comprehensive Plan Land Use Map which supports the project's conformity to the Plan. Evaluate the proposed project with respect to the land use suggestion of the Comprehensive Plan as well as any pertinent Plan policies. Information regarding Cobb County's Comprehensive Plan may be found online at https://www.cobbcounty.org/community-development/planning/comprehensive-planning.
Rezoning of the Subject Property to the requested RRC zoning classification to allow for the redevelopment of the Property for purpose built student housing clearly complies and conforms to the policy and intent of the Comprehensive Land Use Plan. The Subject Property is located within a Regional Activity Center. The rezoning will allow an under-utilized Property to be repurposed, with little to no effect upon surrounding properties.

2. **ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT**

For each environmental site feature listed below, indicate the presence or absence of that feature on the property. Describe how the proposed project may encroach or adversely affect an environmental site feature. Information on environmental site features may be obtained from the indicated source(s) or other sources. Cite the source of information regarding the presence or absence of environmental site features (e.g. according to the U. S. Fish and Wildlife Service, National Wetlands Inventory website (http://www.fws.gov/wetlands/), wetland areas are located on the northwest portion of the site).

a. Wetlands

Barge Design Solutions, Inc. (Barge) conducted ecological surveys for the High Street Residential Project on March 6 and July 10, 2026. No wetlands were identified within the Project site; therefore, no impacts to wetlands are anticipated as a result of the proposed development. Additional details are provided in the *Summary of Natural Resource Features Memorandum* (Attachment A). Accordingly, the proposed Project is not anticipated to adversely affect any wetland resources on the Project site.

b. Floodplains

Limited impacts are proposed within the Federal Emergency Management Agency (FEMA) Zone AE (100-year) floodplain in an area of the Project that has been previously disturbed by historic development. Existing disturbances include a non-jurisdictional, man-made, concrete-lined isolated pond, recreational golf course facilities, an existing roadway crossing of the intermittent stream (INT-1), and parking associated with the former Mountasia amusement park. A no-rise analysis will be completed during the design phase to demonstrate compliance with applicable FEMA requirements. Refer to *American Land Title Association* (ALTA) *Survey* (Attachment B) for the location of FEMA-regulated floodplains and the *Rezoning Plan* (Attachment C) for the location of proposed improvements within the affected floodplain.

c. Streams/Stream Buffers

Two jurisdictional Waters of the United States (WOTUS) were delineated during the March and July 2026 ecological surveys. These features consist of one perennial stream (PER-1) and one intermittent stream (INT-1), both of which are presumed to be Relatively Permanent Waters (RPWs) and therefore subject to jurisdiction by the U.S. Army Corps of Engineers (USACE).

Both streams exhibit a defined line of wrested vegetation and are classified as Buffered State Waters under the Georgia Environmental Protection Division (EPD) Rules for Water Quality Control. As such, they are protected by a 25-foot vegetated buffer. In addition to the state-required buffer, Cobb County serves as the GEPD Local Issuing Authority (LIA) and requires a 50-foot undisturbed buffer and a 75-foot impervious setback.

The Project will utilize the existing roadway crossing of INT-1 and does not propose any impacts to jurisdictional WOTUS or Buffered State Waters. As shown on the *Rezoning Plan* (Attachment C), grading is proposed within portions of the Cobb County 75-foot impervious setback; however, no permanent impervious surfaces are proposed within this area. The grading occurs in an area that has been previously disturbed by historic development, including the non-jurisdictional, man-made concrete-lined isolated pond, recreational golf facilities, the existing roadway crossing of INT-1, and parking associated with the former Mountasia amusement park. No impacts to the Cobb County 50-foot undisturbed buffer are proposed.

Refer to Attachment A for the delineated jurisdictional water resources (PER-1 and INT-1) and Attachment C for the locations of the State and Cobb County stream buffers, as well as the proposed grading within the 75-foot impervious setback.

d. Slopes Greater Than 25 Percent

Slopes greater than 25 percent will be protected from erosion through the implementation of appropriate construction Best Management Practices (BMPs) throughout the construction period. No slopes steeper than 2:1 will remain permanently unstabilized. A permanent retaining wall will be constructed parallel to Interstate 575 (I-575) where necessary to support the proposed development. Permanent slope stabilization and grade control measures will be designed in accordance with accepted engineering practices and applicable regulatory requirements.

e. Vegetation (Including Endangered Species)

Refer to the *Summary of Natural Resource Features Memorandum* (Attachment A) for a description of the existing vegetation documented on the Project site. No suitable habitat for, or individuals of, any currently regulated state or federally listed plant species were identified during the ecological surveys. Accordingly, the proposed Project is not anticipated to adversely affect currently protected floral resources on the Project site.

f. Wildlife Species (Including Fish and Endangered Species)

Refer to the *Summary of Natural Resource Features Memorandum* (Attachment A) for a description of existing wildlife habitat within the Project site. No suitable habitat for, or individuals of, any currently regulated state or federally listed wildlife species were identified during the ecological surveys. Accordingly, the proposed Project is not anticipated to adversely affect currently protected faunal resources on the Project site.

g. Archaeological/Historic Resources

According to the Georgia Natural, Archaeological, and Historic Resources Geographic Information System (GNAHRGIS) interactive database, no documented historic resources are located within a one-mile radius of the Project site at 175 Barrett Parkway, Marietta, Cobb County, Georgia. The nearest documented historic resource was a 1924 Craftsman-style single-family residence located approximately 1.2 miles southeast of the Project at 1891 Bells Ferry Road (Attachment D).

Subsequent review indicates that the residence has since been demolished. A Google Earth Street View image dated February 2025 (Attachment D) shows the property under active redevelopment, with the structure removed, vegetation cleared, and the site graded. Current aerial imagery available through the GNAHRGIS map viewer (Attachment D) similarly depicts the property as cleared and under construction.

Additionally, on August 3, 2026, Barge's Environmental and Natural Resources Director contacted the Cobb County Historic Preservation Planner, who confirmed that the Cobb County Historic Preservation Office has not identified any additional resources of concern in the vicinity of the Project.

Based on the GNAHRGIS database, available aerial and street-level imagery, and confirmation from the Cobb County Historic Preservation Office, no historic resources are present within a one-mile radius of the Project. Accordingly, the proposed Project is not anticipated to adversely affect archaeological or historic resources.

3. PROJECT IMPLEMENTATION MEASURES

Describe how the project implements each of the measures listed below as relevant. Indicate specific implementation measures required to protect environmental site feature(s) that may be impacted.

a. Protection of environmentally sensitive areas (wetlands, floodplain, slopes exceeding 25 percent, stream buffers)
The site redevelopment plan is taking into account existing environmental features on the site and minimizing impacts where possible.

b. Protection of water quality
The redevelopment of the site will incorporate current water quality standards into the design.

c. Minimization of negative impacts on existing infrastructure
The goal of the redevelopment is to not impact existing infrastructure negatively by adhering to state and location regulations regarding stormwater.

d. Minimization of negative impacts on archeological/historically significant areas
According to Georgia's Natural, Archaeological, and Historic Resources GIS (GNAHRGIS) interactive web-based registry, no historic resources are identified within a 1-mile radius of the site so there are no anticipated impacts.

e. Minimization of negative impacts on environmentally stressed community areas where environmentally stressed community areas are defined as community areas will be exposed to a minimum of two environmentally adverse conditions resulting from public and private municipal and industrial uses.
To the best of our knowledge, the project does not appear to be located within or adjacent to an environmentally stressed community area as defined by the applicable criteria. The proposed development is not anticipated to introduce additional environmental burdens or adversely affect nearby communities. Standard erosion and sediment control measures, stormwater management

practices, and applicable local, state, and federal environmental regulations will be implemented throughout construction and operation to minimize temporary impacts.

f. Creation and preservation of green space and open space

It is intended to leave the easternmost portion of the site relatively untouched which will provide green space and open space for the development.

g. Protection of citizens from the negative impacts of noise and lighting

With the redevelopment of the site, there are no anticipated negative impacts to noise or lighting that is not already present for this area of Barrett Parkway

h. Protection of parks and recreational green space

It is intended to leave the easternmost portion of the site relatively untouched which will provide green space and potential walking trail.

i. Minimization of impacts to wildlife habitats

The site redevelopment plan is taking into account existing wildlife on the site and minimizing impacts where possible. Additionally, nearly 300 acres of undeveloped and underdeveloped land is located immediately south of the Project site that provides more suitable habitat for wildlife.

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Atlanta, GA 30339
615.254.1500 Phone
615.255.6572 Fax
bargedesign.com

BARGE
DESIGN SOLUTIONS

MEMORANDUM

TO: High Street Residential

FROM: Cameron Field, Biologist, Atlanta Office

DATE: 7/29/2026

Pin No: **3907700**

RE: Summary of Natural Resource Features for the
175 Barrett Parkway Project Site,
Marietta, Cobb County, Georgia

1.0 Introduction

Barge Design Solutions, Inc. (Barge) has been retained by High Street Residential to perform an ecology survey for the High Street Residential Project Study Area (PSA), in Marietta, Cobb County, Georgia, for the purpose of identifying potential impacts to natural resources. The project is located immediately southeast of the intersection of I-575 and Ernest W Barrett Parkway NW.

On March 6, 2026, and July 10, 2026, Barge biologists Cameron Field and Peyton Poe performed onsite investigations of the PSA. The investigation included the delineation of wetlands and watercourses, and identification of vegetation communities and habitat types that may be suitable for protected species with the state and federal agencies. The findings of this technical report are detailed below.

2.0 Site Description

The PSA consists of a derelict amusement park (Mountasia), parking lot, and adjacent undeveloped mixed pine-hardwood forest located southeast of the intersection of I-575 and Ernest W Barrett Parkway NW in Marietta, Cobb County, Georgia (Attachment A, Figure 1). The surrounding land use consists of residential homes, apartment complexes, commercial businesses, and fragmented woodland. This area falls within the Piedmont (45) ecoregion and the Southern Inner Piedmont (45a) sub-ecoregion of Georgia. The PSA is within the Kennesaw topographic quadrangle (Attachment A, Figure 2), and the project is located within the Upper Noonday Creek (031501040807) HUC-12 watershed (Attachment A, Figure 3). Eight soil units consisting of clay loams, loams, and sandy loams were identified onsite, with one unit being considered hydric for Cobb County, Georgia (Attachment A, Figure 4 and Attachment B). Two jurisdictional streams were observed within the PSA.

EXHIBIT "A"

Equal Employment Opportunity/Affirmative Action Employer

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Three vegetative communities, or land use types, were observed within the PSA, which include commercial development land use, utilities and transportation Rights-of-Way (ROWs) land use, and mixed pine-hardwood vegetative community. The commercial development land use is defined by the derelict amusement park and adjacent parking lot, which comprise most of the PSA. Dominant vegetation includes Bradford pear (*Pyrus calleryana*), shortleaf pine (*Pinus echinata*), loblolly pine (*Pinus taeda*), southern red oak (*Quercus falcata*), eastern red cedar (*Juniperus virginiana*), southern magnolia (*Magnolia grandiflora*), red maple (*Acer rubrum*), Japanese maple (*Acer palmatum*), American holly (*Ilex opaca*), crape myrtle (*Lagerstroemia indica*), yaupon (*Ilex vomitoria*), pampas grass (*Cortaderia selloana*), heavenly bamboo (*Nandina domestica*), and English ivy (*Hedera helix*). The utilities and transportation ROWs land use is defined by the frequently maintained vegetation along Ernest W Barrett Parkway NW and is located along the northern extent of the PSA. Dominant vegetation includes glossy privet (*Ligustrum lucidum*), Bermuda grass (*Cynodon dactylon*), pampas grass, henbit (*Lamium amplexicaule*), nodding onion (*Allium cernuum*), broomsedge (*Andropogon virginicus*), cranesbill (*Geranium* sp.), and Japanese honeysuckle (*Lonicera japonica*). The mixed pine-hardwood vegetative community is defined by the forested buffer along both banks of perennial stream (PER)-1 along the eastern extent of the PSA and the narrow, unmaintained forested area along the western extent of the PSA. Dominant vegetation includes tulip poplar (*Liriodendron tulipifera*), water oak (*Quercus nigra*), American sycamore (*Platanus occidentalis*), loblolly pine, river birch (*Betula nigra*), musclewood (*Carpinus caroliniana*), eastern redbud (*Cercis canadensis*), Chinese privet (*Ligustrum sinense*), black willow (*Salix nigra*), American beech (*Fagus grandifolia*), Chinese holly (*Ilex cornuta*), black cherry (*Prunus serotina*), red maple, heavenly bamboo, Japanese stilt grass (*Microstegium vimineum*), giant cane (*Arundinaria gigantea*), Christmas fern (*Polystichum acrostichoides*), river oats (*Chasmanthium latifolium*), roundleaf greenbrier (*Smilax rotundifolia*), crossvine (*Bignonia capreolata*), poison ivy (*Toxicodendron radicans*), muscadine (*Vitis rotundifolia*), Virginia creeper (*Parthenocissus quinquefolia*), kudzu (*Pueraria montana var. lobata*), and English ivy.

3.0 Water Resources

Two jurisdictional waterbodies, one perennial stream (PER) and one intermittent stream (INT), were observed within the PSA. Additionally, one non-jurisdictional manmade pond was observed. Photographs of the resources are provided in Attachment C.

PER-1 was observed in the eastern portion of the PSA flowing south to north through the undeveloped mixed pine-hardwood vegetative community. The feature was observed with bedrock, cobble, gravel, and sandy substrate, strong bed and bank, and ordinary high water mark (OHWM) indicators including scour, deposition, wracking, sediment sorting, disturbed litter and debris, and change in soil. The stream was observed with turbid water and an abundance of trash. PER-1 is assumed to be jurisdictional to the U.S. Army Corps of Engineers (USACE), as a Relatively Permanent Water (RPW), and a Georgia Environmental Protection Division (GAEPD) buffered state water, as a perennial stream.

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INT-1 was observed in the eastern portion of the PSA flowing west to east originating from a culvert under the amusement park parking lot and flowing into PER-1. The feature was observed with riprap, gravel, cobble, and sandy substrate, moderate bed and bank, and OHWM indicators including scour, water staining, and sediment sorting. The stream was observed with turbid water and an abundance of trash. INT-1 is assumed to be jurisdictional to the USACE, as an RPW, and a GAEPD buffered state water, as an intermittent stream.

One man-made pond was observed within the northern derelict amusement park section of the PSA. This pond was observed with a concrete-lined bottom with no continuous surface water connection to any adjacent jurisdictional aquatic resources; therefore, this pond is assumed to be non-jurisdictional to the USACE due to the lack of observable connections to other Waters of the U.S. (WOTUS). Additionally, this feature is fully contained within a single parcel with no inflow or outflow; therefore, this pond is assumed to be not buffered and is not a state water to the GAEPD.

4.0 Wildlife

4.1 Federal and State Listed Species

The U.S. Fish and Wildlife Service Information for Planning and Consultation (USFWS IPaC) online resource was reviewed for potential presence of federally listed animal and plant species within the PSA. A total of eight federally listed species were identified as being potentially present within the PSA. Additionally, the Georgia Department of Natural Resources (GADNR) biodiversity online search was utilized to identify state listed species within the PSA. The search criteria included a query within the project's HUC-10 watershed, Little River (0315010408). A total of four additional state listed species were identified as being potentially present within the PSA. Table 4.1 below details the listed species for the PSA. The preliminary USFWS IPaC and GADNR online rare species search results are provided in Attachment D and brief summaries of each species' potential presence within the PSA are provided below.

TABLE 4.1 – Protected Species Potentially within the Project Area

Common Name	Species	State Status	Federal Status	Habitat Type	Habitat Present
Mammals					
Gray bat	*Myotis grisescens*	Endangered	Endangered	Live in caves year-round. Hibernate in deep, vertical caves in the winter and roost in caves along rivers in the summer.	No
Tricolored bat	*Perimyotis subflavus*	--	Proposed Endangered	Hibernates during winter in caves and abandoned mines. Summer roosting occurs in leaf clusters in living or dead trees, cavities in living or dead trees, and anthropogenic structures.	Yes
Birds					
Whooping crane	*Grus americana*	--	Experimental Population, Non-Essential	Roost in shallow, freshwater wetlands with tall emergent vegetation. May venture into farmland to feed during migration.	No

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TABLE 4.1 – Protected Species Potentially within the Project Area

Common Name	Species	State Status	Federal Status	Habitat Type	Habitat Present
Bald eagle	*Haliaeetus leucocephalus*	Threatened	--	Edges of lakes and large rivers; seacoasts.	No
Fish					
Cherokee darter	*Etheostoma scotti*	Threatened	Threatened	Small to medium-sized creeks with moderate current and rocky substrates.	No
Lined chub	*Hybopsis lineapunctata*	Rare	--	Upland creeks over sandy substrate with gentle current.	No
Insects					
Monarch butterfly	*Danaus plexippus*	--	Proposed Threatened	Fallow fields or prairies with a presence of milkweed (*Asclepias spp.*) host plants for larval development.	No
Plants					
Little amphianthus	*Amphianthus pusillus*	--	Threatened	Vernal pools on granite outcrops in the southeastern Piedmont region.	No
Michaux's sumac	*Rhus michauxii*	--	Endangered	Sandy to rocky open woods that experience disturbance, such as fire or construction of ROWs.	No
White fringeless orchid	*Platanthera integrilabia*	--	Threatened	Wet, flat, boggy areas in acidic muck.	No
Pink lady's-slipper	*Cypripedium acaule*	Uncommon	--	Upland oak-hickory-pine forests; piney woods.	No
Georgia aster	*Symphyotrichum georgianum*	Threatened	--	Upland oak-hickory-pine forests and openings; sometimes with *Echinacea laevigata* or over amphibolite.	No

4.1.1 Migratory Bird Species

The USFWS IPaC lists 12 migratory bird species that may be present within the PSA. This species list of migratory birds is a listing of Birds of Conservation Concern which are not listed as federally threatened or endangered. Note, the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) make it illegal to take, possess, import, export, transport, sell, or purchase any migratory bird or the parts, nests, or eggs of such birds except under the terms of a valid federal permit. The potential presence of listed migratory bird species for the PSA is detailed below, and the USFWS IPaC list is provided in Attachment D.

Bald eagle (*Haliaeetus leucocephalus*), black-billed cuckoo (*Coccyzus erythropthalmus*), cerulean warbler (*Setophaga cerulea*), chimney swift (*Chaetura pelagica*), Chuck-will's-widow (*Antrostomus carolinensis*), grasshopper sparrow (*Ammodramus savannarum perpallidus*), Kentucky warbler (*Geothlypis formosa*), prairie warbler (*Dendroica discolor*), prothonotary warbler (*Protonotaria citrea*), red-headed woodpecker (*Melanerpes erythrocephalus*), rusty blackbird (*Euphagus carolinus*), and wood thrush (*Hylocichla mustelina*) are listed as migratory birds potentially occurring within the PSA. None of these 12 species were observed utilizing habitats within and directly adjacent to the PSA during the March 2026 or July 2026 site investigations. Since all 12 of these bird species are entitled to protection under the MBTA,

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presence/absence surveys would confirm the presence of each species within the PSA during their respective breeding seasons.

5.0 Expected Permitting and Agency Coordination

5.1 USACE and State Water Resources

The Clean Water Act (CWA) requires that any construction activities resulting in impacts to jurisdictional wetlands or other waters must obtain a permit. A Section 404 permit obtained from the USACE can grant permission for certain construction activities and impacts to regulated wetlands and waterways. A Nationwide 404 permit for Residential Developments (NWP 29) would need to be obtained for any construction activities that result in less than 0.5 acres of impacts to jurisdictional WOTUS. Impacts of 0.5 acres or greater would generally require an Individual Permit, which requires a detailed alternatives analysis and public comment period, and has a longer timeframe to be approved. A Pre-Construction Notification (PCN) form is required with the NWP 29 prior to any review or issuance of the permit. Submittal of the PCN may trigger review of the project for Section 401 Water Quality Certification (WQC) and consultation with USFWS and SHPO related to federally protected species and cultural resources, respectively, could be required through federal nexus. Compensatory mitigation could be required for impacts to jurisdictional waters greater than or equal to 0.10 acres of wetland or 0.03 acres of streambed. All USACE Savannah District regional conditions must be addressed, where applicable, for issuance of the NWP 29 for the project.

When a project is planned in Georgia that will impact a wetland, stream, river, lake, or other WOTUS, Georgia uses the §401 WQC process, which is administered by GAEPD of the GADNR. Freshwater wetlands have no additional permitting required. However, warm-water streams within the state of Georgia require a 391-3-7.05 Buffer Variance Procedures and Criteria. Buffers on state waters are valuable in protecting and conserving land and water resources; therefore, buffers should be protected. The buffer variance process will apply to all projects legally eligible for variances and to all state waters having vegetation wrested from the channel by normal stream flow, provided that adequate erosion control measures are incorporated in the project plans and specifications and are implemented. The state-wide buffer width for perennial and intermittent streams is a 25-foot undisturbed buffer as measured from the point of wrested vegetation, and the Cobb County local implementation agreement (LIA) has a 50-foot undisturbed buffer requirement. The state has a joint permitting arrangement with the USACE, including a single application form, timeline, and joint public notice process. Evaluation of resources in Georgia is conducted by the Savannah District of the USACE.

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5.2 Threatened and Endangered Species

Tricolored bat (*Perimyotis subflavus*) is anticipated to potentially be present within the PSA. Suitable summer roosting habitat for the tricolored bat was observed throughout the mixed pine-hardwood vegetative community of the PSA during the field inspection. Due to the lack of caves within the PSA, it is recommended that tree clearing be performed outside of the pup season (May 1 – July 15) with little to no adverse impacts to the federally proposed endangered bat species.

Section 7 consultation with the USFWS will be required during the Nationwide 404 permitting review, which will be performed concurrently during the permit review period with the USACE, after the permit has been submitted and deemed complete by the USACE.

6.0 Summary

Two jurisdictional aquatic resources, one perennial stream and one intermittent stream, and one non-jurisdictional man-made pond were identified during the field investigation of the PSA. Habitat for the federally proposed endangered tricolored bat is present within the PSA, which may require agency coordination.

Sincerely,

Cameron Field

Cameron Field
Project Biologist
Barge Design Solutions, Inc.

cc:
Kit Webb, Barge Design Solutions, Inc.
Frank Amatucci, Barge Design Solutions, Inc.

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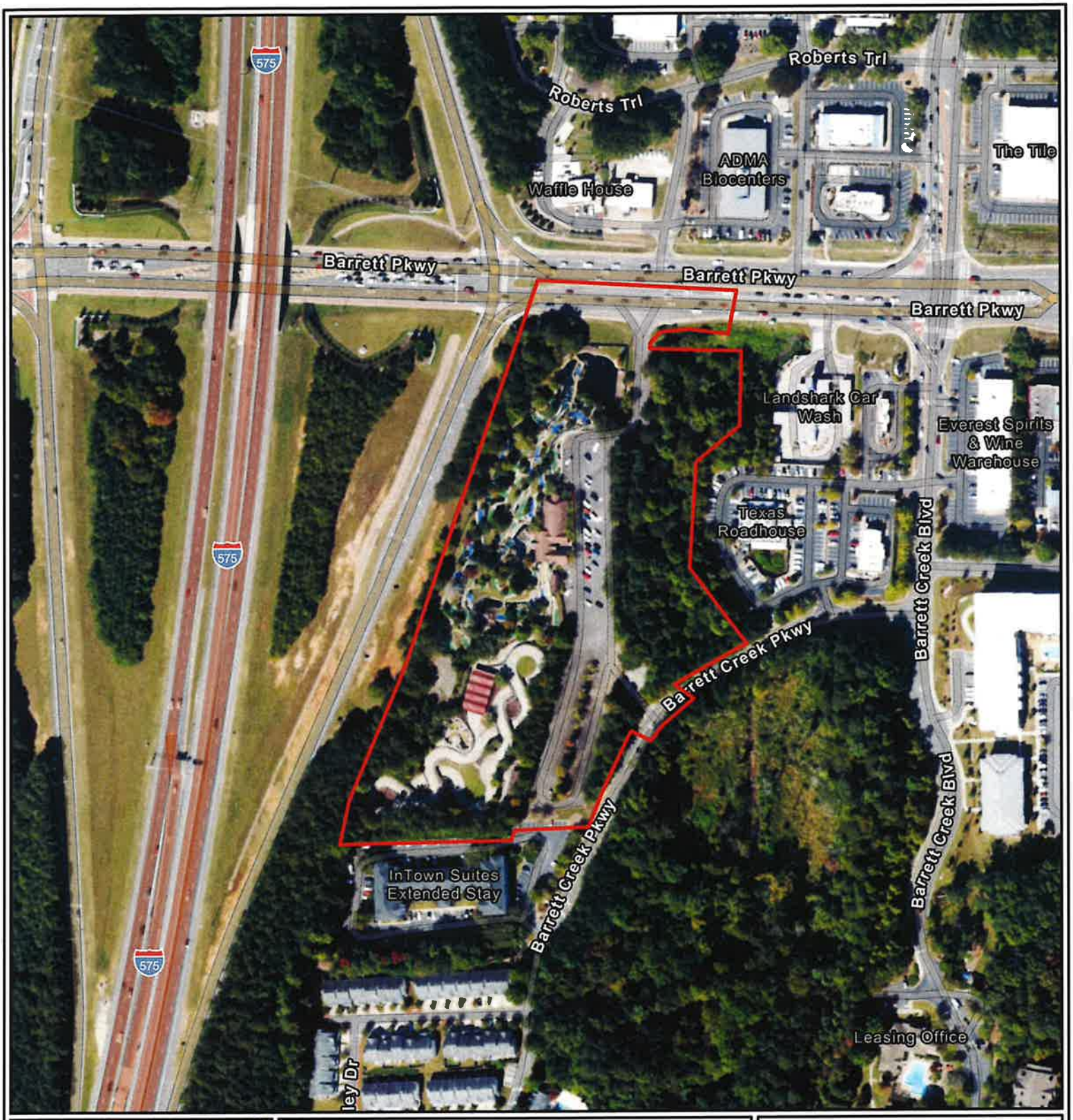
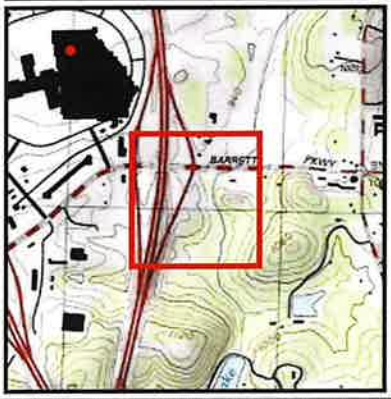
Attachment A – Figures





Project Study Area

Basemap: ESRI NAIP Imagery
Source Data: Ga Streets

1 inch = 250 feet
0 50 100 200 300 Feet
N

PROJECT:
Trammel Crow Company
High Street Residential Project
Marietta, Cobb County, Georgia

TITLE:
AERIAL SITE LOCATION MAP

PROJ NO: 3907700
DATE: July 2026

FIGURE 1

BARGE DESIGN SOLUTIONS
615 3rd Avenue South, Suite 700
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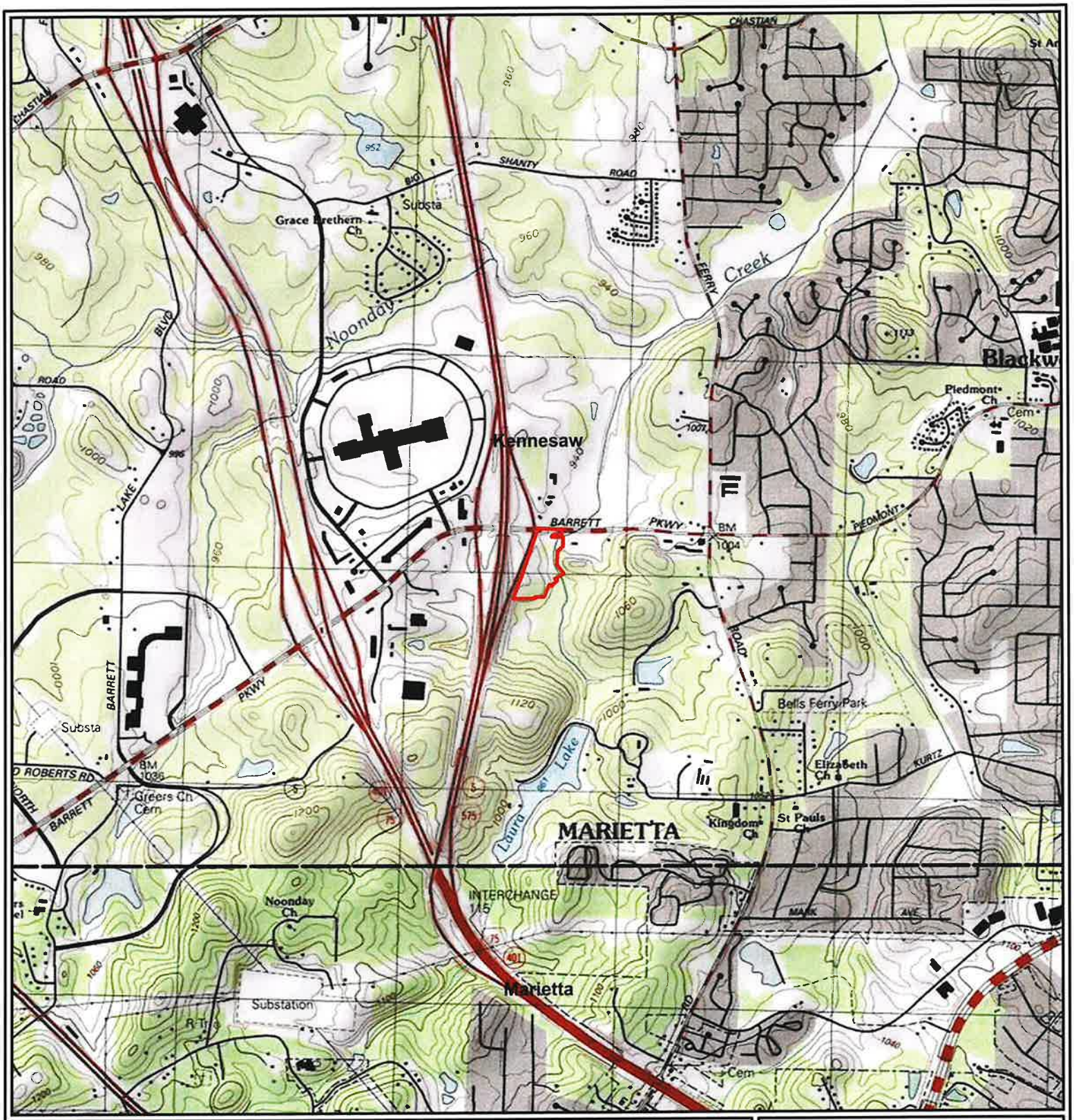
Path: \\corp.bwsc.net\data\Projects\39\3907\3907700\03_PROJECT_EXECUTION\EWR\GIS_PRO\Project_GIS.aprx



KENNESAW 7.5 MINUTE QUADRANGLE

PROJECT:
Trammel Crow Company
High Street Residential Project
Marietta, Cobb County, Georgia

TITLE:
USGS SITE LOCATION MAP

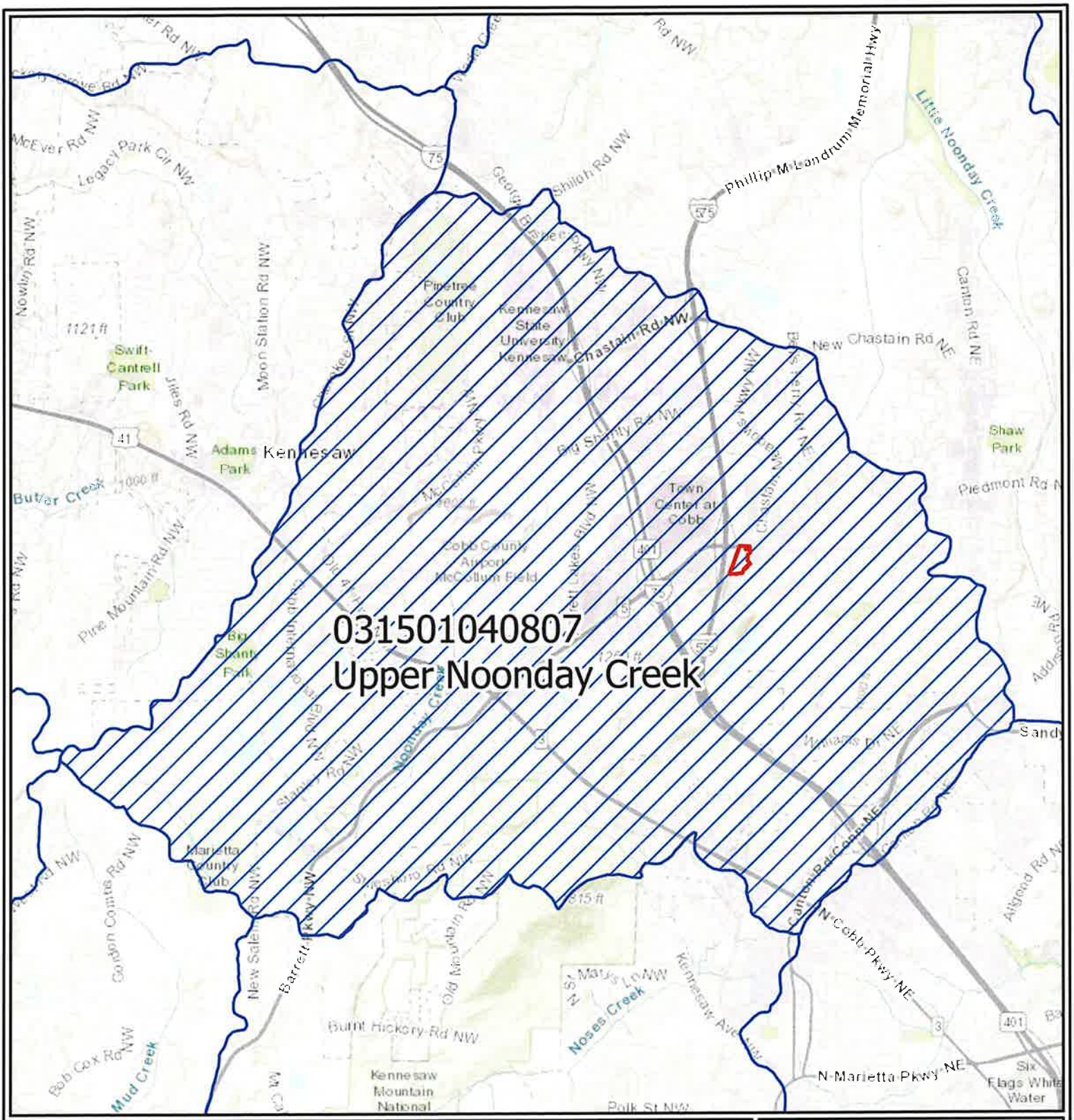
PROJ NO: 3907700

DATE: July 2026

FIGURE 2

BARGE DESIGN SOLUTIONS
615 3rd Avenue South, Suite 700
Nashville, TN 37210

Path: \\corp.bwsc.net\data\Projects\39\3907\3907700\03_PROJECT_EXECUTION\EWR\GIS_PRO\Project_GIS.aprx



PROJECT:
Trammel Crow Company
High Street Residential Project
Marietta, Cobb County, Georgia

TITLE:
PROJECT WATERSHED MAP

PROJ NO: 3907700

DATE: July 2026

FIGURE 3

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615 3rd Avenue South, Suite 700
Nashville, TN 37210

Path: \\corp.bwsc.net\data\Projects\39\39077\3907700\03_PROJECT_EXECUTION\EWR\GIS_PRO\Project_GIS.aprx

Project Study Area
Soil Unit
Project Soils
CYC2
Cah-Hydric
GeC3
GeD3
GeE2
GgC2
MsD3

1 inch = 250 feet
0 50 100 200 300 Feet
N

Basemap: ESRI NAIP Imagery
Source Data: USDA NRCS WSS (GA067)

PROJECT:
Trammel Crow Company
High Street Residential Project
Marietta, Cobb County, Georgia

TITLE:
SOILS MAP

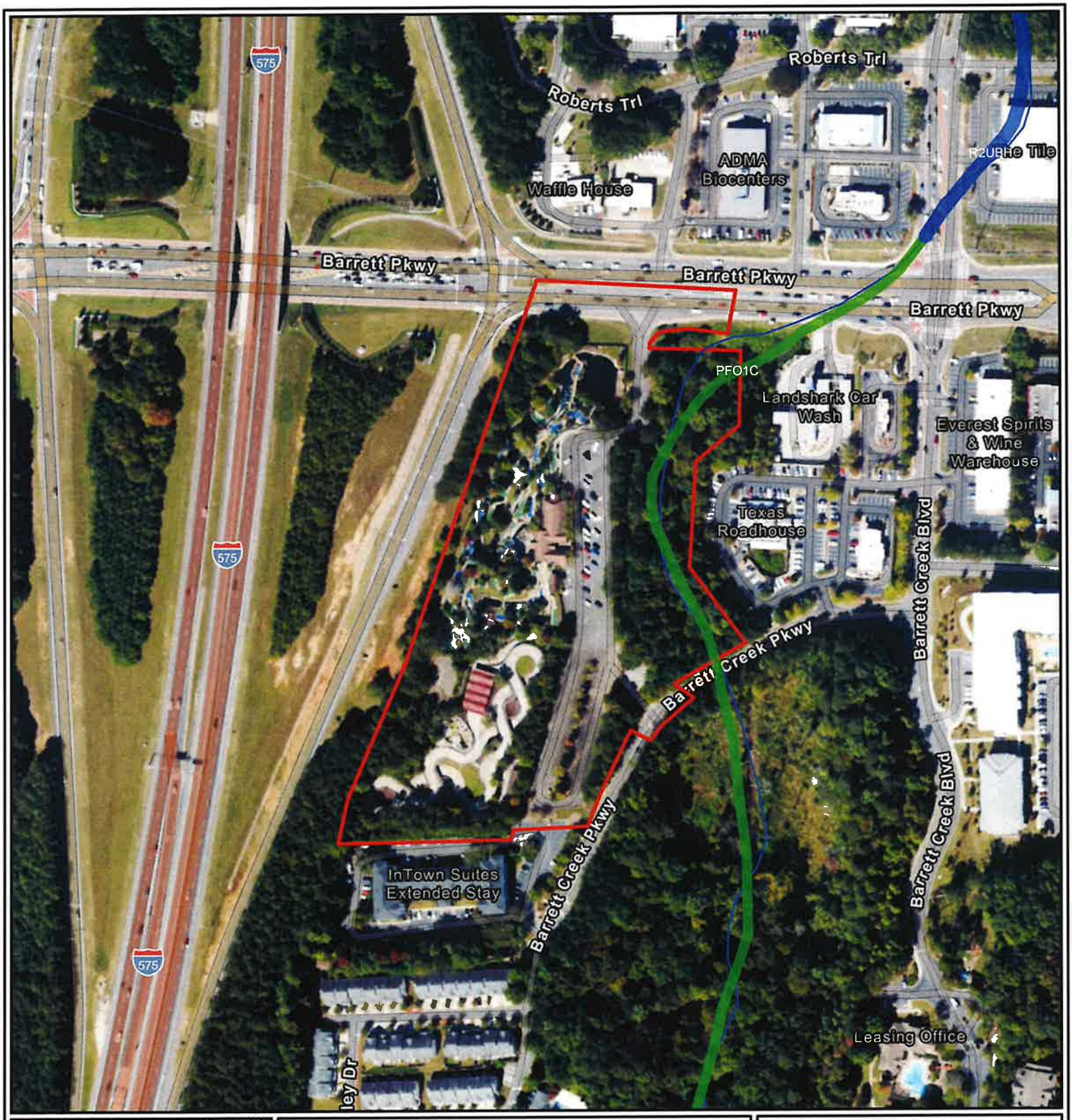
PROJ NO: 3907700

DATE: July 2026

FIGURE 4

BARGE
615 3rd Avenue South, Suite 700
Nashville, TN 37210

Path: \\corp.bwsc.net\data\Projects\39\3907\3907700\03_PROJECT_EXECUTION\EWR\GIS_PRO\Project_GIS.aprx



Project Study Area
NWI Wetland
Freshwater Forested/Shrub Wetland
Riverine
NHD Flowline
Stream/River

1 inch = 250 feet
0 50 100 200 300 Feet

Basemap: ESRI NAIP Imagery
Source Data: NWI/NHD

PROJECT:
Trammel Crow Company
High Street Residential Project
Marietta, Cobb County, Georgia

TITLE:
NATIONAL WETLAND INVENTORY & NATIONAL HYDROGRAPHY DATASET MAP

PROJ NO: 3907700

DATE: July 2026

FIGURE 5

BARGE
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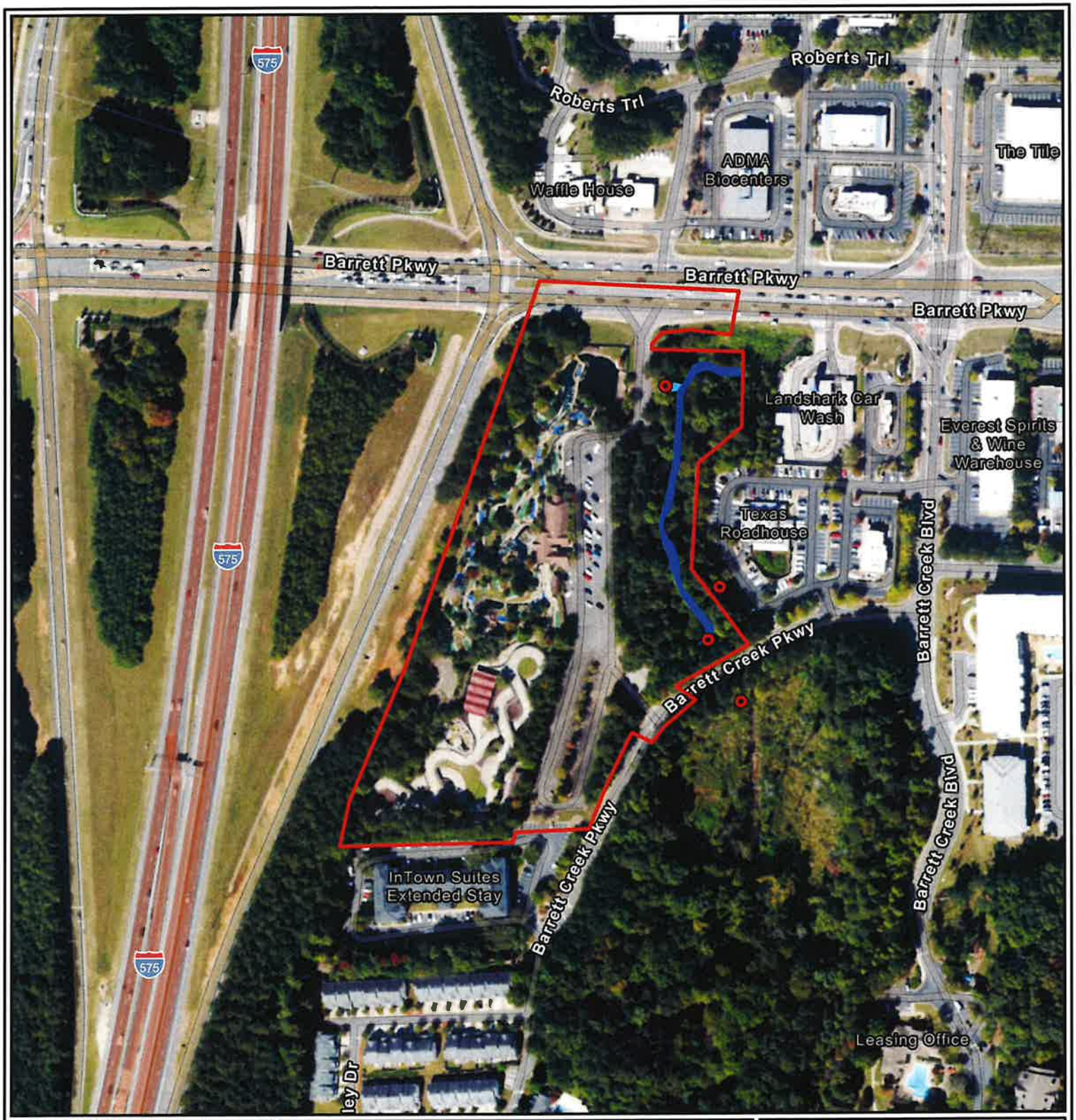
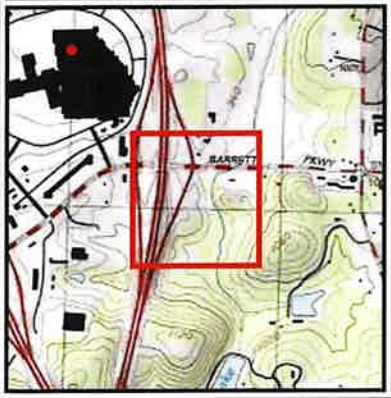
Nashville, TN 37210

Path: \\corp.bwsc.net\data\Projects\39\3907\3907700\03_PROJECT_EXECUTION\EWR\GIS_PRO\Project_GIS.aprx





Project Study Area
Culverts
Delineated Waterbody
Stream Classification
Intermittent
Perennial

N

1 inch = 250 feet
0 50 100 200 300 Feet

Basemap: ESRI NAIP Imagery
Source Data: Barge Site Investigation

PROJECT:
Trammel Crow Company
High Street Residential Project
Marietta, Cobb County, Georgia

TITLE:
EXISTING CONDITIONS MAP

PROJ NO: 3907700
DATE: July 2026

FIGURE 6

BARGE DESIGN SOLUTIONS
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Attachment B – NRCS Custom Soil Report

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United States Department of Agriculture

NRCS

Natural Resources Conservation Service

A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

Custom Soil Resource Report for Cobb County, Georgia

July 21, 2026

Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (https://offices.sc.egov.usda.gov/locator/app?agency=nrcs) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

Map Scale: 1:1,900 if printed on A portrait (8.5" x 11") sheet.

N

Meters
0 25 50 100 150

Feet
0 50 100 200 300

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 16N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Cobb County, Georgia
Survey Area Data: Version 16, Sep 2, 2025

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 14, 2022—Jun 21, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Cah	Cartecay fine sandy loam, 0 to 2 percent slopes, frequently flooded	1.9	17.1%
CYC2	Cecil sandy loam, 6 to 10 percent slopes, moderately eroded	0.0	0.1%
GeC3	Gwinnett clay loam, 6 to 10 percent slopes, severely eroded	2.5	22.2%
GeD3	Gwinnett clay loam, 10 to 15 percent slopes, severely eroded	3.9	34.3%
GeE2	Gwinnett clay loam, 15 to 25 percent slopes, eroded	2.5	22.1%
GgC2	Gwinnett loam, 6 to 10 percent slopes, eroded	0.5	4.1%
MsD3	Madison and Pacolet soils, 10 to 15 percent slopes, severely eroded	0.0	0.0%
WjF	Wilkes stony sandy loam, 10 to 40 percent slopes	0.0	0.1%
Totals for Area of Interest		**11.3**	**100.0%**

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties

and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Cobb County, Georgia

Cah—Cartecay fine sandy loam, 0 to 2 percent slopes, frequently flooded

Map Unit Setting

National map unit symbol: 2tx3n
Landscape: Piedmonts
Elevation: 450 to 1,100 feet
Mean annual precipitation: 44 to 60 inches
Mean annual air temperature: 59 to 64 degrees F
Frost-free period: 190 to 230 days
Farmland classification: Farmland of statewide importance

Map Unit Composition

Cartecay, frequently flooded, and similar soils: 95 percent
Minor components: 5 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Cartecay, Frequently Flooded

Setting

Landscape: Piedmonts
Landform: Flood plains
Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Alluvium

Typical profile

Ap - 0 to 9 inches: fine sandy loam
C - 9 to 40 inches: sandy loam
Cg - 40 to 80 inches: sandy loam, loamy sand

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Somewhat poorly drained
Capacity of the most limiting layer to transmit water (Ksat): High (1.98 to 5.95 in/hr)
Depth to water table: About 6 to 18 inches
Frequency of flooding: Frequent
Frequency of ponding: None
Available water supply, 0 to 60 inches: Low (about 5.9 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 5w
Hydrologic Soil Group: A/D
Ecological site: F136XY610GA - Flood plain forest, wet
Hydric soil rating: No

Minor Components

Roanoke, frequently flooded

Percent of map unit: 5 percent
Landscape: Piedmonts
Landform: Depressions on flood plains
Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Tread
Down-slope shape: Linear, concave
Across-slope shape: Linear, concave
Hydric soil rating: Yes

CYC2—Cecil sandy loam, 6 to 10 percent slopes, moderately eroded

Map Unit Setting

National map unit symbol: 2tfg9
Landscape: Piedmonts
Elevation: 200 to 1,400 feet
Mean annual precipitation: 44 to 60 inches
Mean annual air temperature: 59 to 64 degrees F
Frost-free period: 190 to 230 days
Farmland classification: Farmland of statewide importance

Map Unit Composition

Cecil, moderately eroded, and similar soils: 100 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Cecil, Moderately Eroded

Setting

Landscape: Piedmonts
Landform: Hills
Landform position (two-dimensional): Shoulder
Landform position (three-dimensional): Side slope
Down-slope shape: Convex
Across-slope shape: Convex
Parent material: Clayey residuum weathered from igneous and metamorphic rock

Typical profile

Ap - 0 to 4 inches: sandy loam
Bt1 - 4 to 12 inches: clay loam
Bt2 - 12 to 39 inches: clay
Bt3 - 39 to 50 inches: clay loam
BC - 50 to 64 inches: clay loam
C - 64 to 80 inches: sandy loam

Properties and qualities

Slope: 6 to 10 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained

Runoff class: Medium
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.57 to 1.98 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Moderate (about 8.3 inches)

Interpretive groups
Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 3e
Hydrologic Soil Group: B
Ecological site: F136XY820GA - Acidic upland forest, moist
Hydric soil rating: No

GeC3—Gwinnett clay loam, 6 to 10 percent slopes, severely eroded

Map Unit Setting
National map unit symbol: 4577
Landscape: Piedmonts
Elevation: 700 to 1,200 feet
Mean annual precipitation: 44 to 60 inches
Mean annual air temperature: 59 to 64 degrees F
Frost-free period: 190 to 230 days
Farmland classification: Not prime farmland

Map Unit Composition
Gwinnett and similar soils: 100 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Gwinnett

Setting
Landscape: Piedmonts
Landform: Hills
Landform position (two-dimensional): Backslope, shoulder
Landform position (three-dimensional): Side slope
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Residuum weathered from amphibolite and/or residuum weathered from gneiss

Typical profile
H1 - 0 to 7 inches: clay loam
H2 - 7 to 35 inches: clay
H3 - 35 to 45 inches: sandy clay loam

Properties and qualities
Slope: 6 to 10 percent
Depth to restrictive feature: 40 to 60 inches to paralithic bedrock
Drainage class: Well drained

Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.57 to 1.98 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Moderate (about 6.4 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 3e
Hydrologic Soil Group: B
Ecological site: F136XY820GA - Acidic upland forest, moist
Hydric soil rating: No

GeD3—Gwinnett clay loam, 10 to 15 percent slopes, severely eroded

Map Unit Setting

National map unit symbol: 4578
Landscape: Piedmonts
Elevation: 700 to 1,200 feet
Mean annual precipitation: 44 to 60 inches
Mean annual air temperature: 59 to 64 degrees F
Frost-free period: 190 to 230 days
Farmland classification: Not prime farmland

Map Unit Composition

Gwinnett and similar soils: 100 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Gwinnett

Setting

Landscape: Piedmonts
Landform: Hills
Landform position (two-dimensional): Shoulder, backslope
Landform position (three-dimensional): Side slope
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Residuum weathered from amphibolite and/or residuum weathered from gneiss

Typical profile

H1 - 0 to 7 inches: clay loam
H2 - 7 to 35 inches: clay
H3 - 35 to 45 inches: sandy clay loam

Properties and qualities

Slope: 10 to 15 percent
Depth to restrictive feature: 40 to 60 inches to paralithic bedrock
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.57 to 1.98 in/hr)

Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Moderate (about 6.4 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 4e
Hydrologic Soil Group: B
Ecological site: F136XY820GA - Acidic upland forest, moist
Hydric soil rating: No

GeE2—Gwinnett clay loam, 15 to 25 percent slopes, eroded

Map Unit Setting

National map unit symbol: 4579
Landscape: Piedmonts
Elevation: 700 to 1,200 feet
Mean annual precipitation: 44 to 60 inches
Mean annual air temperature: 59 to 64 degrees F
Frost-free period: 190 to 230 days
Farmland classification: Not prime farmland

Map Unit Composition

Gwinnett and similar soils: 100 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Gwinnett

Setting

Landscape: Piedmonts
Landform: Hills
Landform position (two-dimensional): Backslope
Landform position (three-dimensional): Side slope
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Residuum weathered from amphibolite and/or residuum weathered from gneiss

Typical profile

H1 - 0 to 7 inches: clay loam
H2 - 7 to 35 inches: clay
H3 - 35 to 45 inches: sandy clay loam

Properties and qualities

Slope: 15 to 25 percent
Depth to restrictive feature: 40 to 60 inches to paralithic bedrock
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.57 to 1.98 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None

Frequency of ponding: None
Available water supply, 0 to 60 inches: Moderate (about 6.4 inches)

Interpretive groups
Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 6e
Hydrologic Soil Group: B
Ecological site: F136XY820GA - Acidic upland forest, moist
Hydric soil rating: No

GgC2—Gwinnett loam, 6 to 10 percent slopes, eroded

Map Unit Setting
National map unit symbol: 457c
Landscape: Piedmonts
Elevation: 700 to 1,200 feet
Mean annual precipitation: 44 to 60 inches
Mean annual air temperature: 59 to 64 degrees F
Frost-free period: 190 to 230 days
Farmland classification: Farmland of statewide importance

Map Unit Composition
Gwinnett and similar soils: 100 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Gwinnett

Setting
Landscape: Piedmonts
Landform: Hills
Landform position (two-dimensional): Shoulder, backslope
Landform position (three-dimensional): Side slope
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Residuum weathered from amphibolite and/or residuum weathered from gneiss

Typical profile
H1 - 0 to 7 inches: loam
H2 - 7 to 35 inches: clay
H3 - 35 to 45 inches: sandy clay loam

Properties and qualities
Slope: 6 to 10 percent
Depth to restrictive feature: 40 to 60 inches to paralithic bedrock
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.57 to 1.98 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Moderate (about 6.4 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 4e
Hydrologic Soil Group: B
Ecological site: F136XY820GA - Acidic upland forest, moist
Hydric soil rating: No

MsD3—Madison and Pacolet soils, 10 to 15 percent slopes, severely eroded

Map Unit Setting

National map unit symbol: 457y
Landscape: Piedmonts
Elevation: 200 to 1,400 feet
Mean annual precipitation: 44 to 60 inches
Mean annual air temperature: 59 to 64 degrees F
Frost-free period: 190 to 230 days
Farmland classification: Not prime farmland

Map Unit Composition

Madison and similar soils: 75 percent
Pacolet and similar soils: 25 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Madison

Setting

Landscape: Piedmonts
Landform: Hills
Landform position (two-dimensional): Shoulder, backslope
Landform position (three-dimensional): Side slope
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Residuum weathered from mica schist and/or residuum weathered from gneiss

Typical profile

H1 - 0 to 6 inches: sandy clay loam
H2 - 6 to 30 inches: clay
H3 - 30 to 35 inches: clay loam
H4 - 35 to 66 inches: loam

Properties and qualities

Slope: 10 to 15 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.57 to 1.98 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None

Available water supply, 0 to 60 inches: Moderate (about 8.4 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 6e
Hydrologic Soil Group: B
Ecological site: F136XY820GA - Acidic upland forest, moist
Hydric soil rating: No

Description of Pacolet

Setting

Landscape: Piedmonts
Landform: Hills
Landform position (two-dimensional): Shoulder, backslope
Landform position (three-dimensional): Side slope
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Residuum weathered from granite and gneiss and/or residuum weathered from schist

Typical profile

H1 - 0 to 3 inches: clay loam
H2 - 3 to 29 inches: clay
H3 - 29 to 52 inches: sandy clay loam
H4 - 52 to 70 inches: loam

Properties and qualities

Slope: 10 to 15 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.57 to 1.98 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Moderate (about 7.7 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 6e
Hydrologic Soil Group: B
Ecological site: F136XY820GA - Acidic upland forest, moist
Hydric soil rating: No

WjF—Wilkes stony sandy loam, 10 to 40 percent slopes

Map Unit Setting

National map unit symbol: 458d
Landscape: Piedmonts
Elevation: 750 to 1,230 feet

Mean annual precipitation: 44 to 60 inches
Mean annual air temperature: 59 to 64 degrees F
Frost-free period: 215 to 225 days
Farmland classification: Not prime farmland

Map Unit Composition

Wilkes and similar soils: 100 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Wilkes

Setting

Landscape: Piedmonts
Landform: Hills
Landform position (two-dimensional): Backslope, shoulder, summit
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Residuum weathered from hornfels and/or residuum weathered from diabase and/or residuum weathered from gneiss and/or residuum weathered from diorite

Typical profile

H1 - 0 to 6 inches: stony sandy loam
H2 - 6 to 13 inches: silty clay loam
Cr - 13 to 48 inches: weathered bedrock

Properties and qualities

Slope: 10 to 40 percent
Depth to restrictive feature: 10 to 20 inches to paralithic bedrock
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high (0.20 to 0.57 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Very low (about 2.0 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 7s
Hydrologic Soil Group: D
Ecological site: F136XY730SC - Basic Upland Forest, Depth Restriction, Dry
Hydric soil rating: No

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Attachment C – Photo Summary

Equal Employment Opportunity/Affirmative Action Employer

Photo: 1
By: C. Field
Date:, July 10, 2026
Feature: PER-1
Lat: 34.01219
Long: -84.55599

Representative conditions of PER-1 looking downstream.

Photo: 2
By: C. Field
Date: July 10, 2026
Feature: PER-1
Lat: 34.01356
Long: -84.55578

Representative conditions of PER-1 looking upstream.

Photo: 3
By: C. Field
Date: July 10, 2026
Feature: Triple 10' Box Culvert Inlet
Lat: 34.01183
Long: -84.55570

Representative conditions of triple 10' box culvert inlet at PER-1.

Photo: 4
By: C. Field
Date: July 10, 2026
Feature: Triple10' Box Culvert Outlet
Lat: 34.01222
Long: -84.55587

Representative conditions of triple 10' box culvert outlet at PER-1.

Photo: 5
By: C. Field
Date: July 10, 2026
Feature: INT-1
Lat: 34.01352
Long: -84.55614

Representative conditions of INT-1 looking downstream at the confluence of PER-1.

Photo: 6
By: C. Field
Date: July 10, 2026
Feature: INT-1
Lat: 34.01352
Long: -84.55610

Representative conditions of INT-1 looking upstream.

Photo: 7
By: C. Field
Date: March 06, 2026
Feature: 48" RCP Culvert Outlet
Lat: 34.01355
Long: -84.55614

Representative conditions of the 48" RCP culvert outlet at INT-1.

Photo: 8
By: C. Field
Date: March 6, 2026
Feature: Non-jurisdictional pond
Lat: 34.01353
Long: -84.55639

Representative photo of the non-jurisdictional pond toward the north of the project study area (PSA).

Photo: 9
By: C. Field
Date: March 6, 2026
Feature: Pond riser
Lat: 34.01355
Long: -84.55674

Photo of the pond riser within the non-jurisdictional pond. Pond riser sits at the same height as top of bank and drains to a concrete flume offsite

Photo: 10
By: C. Field
Date: July 10, 2026
Feature: Mixed Pine-Hardwood Habitat
Lat: 34.01292
Long: -84.55604

Representative example of the mixed pine-hardwood vegetative habitat found onsite.

Photo: 11
By: C. Field
Date: July 10, 2026
Feature: Right-of-Way Habitat
Lat: 34.01354
Long: -84.55635

Representative example of the right-of-way vegetative habitat found onsite.

Photo: 12
By: C. Field
Date: March 6, 2026
Feature: Commercial Development
Lat: 34.01292
Long: -84.55647

Representative conditions of the commercial development within the PSA.

Photo: 13
By: C. Field
Date: March 6, 2026
Feature: Commercial Development
Lat: 34.01239
Long: -84.55755

Representative conditions of the commercial development / amusement park within the PSA.

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Attachment D – Rare, Threatened, and Endangered Species Lists

Equal Employment Opportunity/Affirmative Action Employer

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Cobb County, Georgia

Local office

Georgia Ecological Services Field Office

(706) 613-9493
(706) 613-6059
gaes_assistance@fws.gov

355 East Hancock Avenue
Room 320
Athens, GA 30601

NOT FOR CONSULTATION

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS
Gray bat Myotis grisescens Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/6329	Endangered
Tricolored bat Perimyotis subflavus Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

Birds

NAME	STATUS
Whooping crane Grus americana No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/758	EXPN

NOT FOR CONSULTATION

Fishes

NAME	STATUS
Cherokee darter Etheostoma scotti Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/2553	Threatened

Insects

NAME	STATUS
Monarch butterfly Danaus plexippus Wherever found There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

Flowering Plants

NAME	STATUS
Little amphianthus Amphianthus pusillus Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/6445	Threatened
Michaux's sumac Rhus michauxii Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/5217	Endangered
White fringeless orchid Platanthera integrilabia No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/1889	Threatened

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

Bald & Golden Eagles

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act [2] and the Migratory Bird Treaty Act (MBTA) [1]. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

There are Bald Eagles and/or Golden Eagles in your project area.

Measures for Proactively Minimizing Eagle Impacts

NOT FOR CONSULTATION

For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the National Bald Eagle Management Guidelines. You may employ the timing and activity-specific distance recommendations in this document when designing your project/activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to Bald Eagle Nesting and Sensitivity to Human Activity.

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

If disturbance or take of eagles cannot be avoided, an incidental take permit may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the Do I Need A Permit Tool. For assistance making this determination for golden eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

Ensure Your Eagle List is Accurate and Complete
If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the Supplemental Information on Migratory Birds and Eagles, to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

Review the FAQs
The FAQs below provide important additional information and resources.

NAME	BREEDING SEASON
Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Sep 1 to Jul 31

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)

NOT FOR CONSULTATION

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Bald & Golden Eagles FAQs

What does IPaC use to generate the potential presence of bald and golden eagles in my specified location?

The potential for eagle presence is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are an eagle (Bald and Golden Eagle Protection Act requirements may apply).

Proper interpretation and use of your eagle report
On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort line or no data line (red horizontal) means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide you in knowing when to implement avoidance and minimization measures to eliminate or reduce potential impacts from your project activities or get the appropriate permits should presence be confirmed.

How do I know if eagles are breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating, or resident), you may query your location using the RAIL Tool and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If an eagle on your IPaC migratory bird species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your "IPaC PROBABILITY OF PRESENCE SUMMARY" at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

Interpreting the Probability of Presence Graphs

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

How is the probability of presence score calculated? The calculation is done in three steps:
The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season ()
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data ()
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Migratory birds

The Migratory Bird Treaty Act (MBTA) [1] prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service).

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1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

Measures for Proactively Minimizing Migratory Bird Impacts

Your IPaC Migratory Bird list showcases birds of concern, including Birds of Conservation Concern (BCC), in your project location. This is not a comprehensive list of all birds found in your project area. However, you can help proactively minimize significant impacts to all birds at your project location by implementing the measures in the Nationwide avoidance and minimization measures for birds document, and any other project-specific avoidance and minimization measures suggested at the link Measures for avoiding and minimizing impacts to birds for the birds of concern on your list below.

Ensure Your Migratory Bird List is Accurate and Complete

If your project area is in a poorly surveyed area, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the Supplemental Information on Migratory Birds and Eagles document, to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

Review the FAQs

The FAQs below provide important additional information and resources.

NAME	BREEDING SEASON
Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Sep 1 to Jul 31
Black-billed Cuckoo Coccyzus erythropthalmus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10
Cerulean Warbler Setophaga cerulea This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/2974	Breeds Apr 28 to Jul 20
Chimney Swift Chaetura pelagica This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 25
Chuck-will's-widow Antrostomus carolinensis This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds May 10 to Jul 10
Grasshopper Sparrow Ammodramus savannarum perpallidus This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8329	Breeds Jun 1 to Aug 20
Kentucky Warbler Geothlypis formosa This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 20 to Aug 20

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Prairie Warbler Setophaga discolor This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Jul 31
Prothonotary Warbler Protonotaria citrea This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 1 to Jul 31
Red-headed Woodpecker Melanerpes erythrocephalus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
Rusty Blackbird Euphagus carolinus This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds elsewhere
Wood Thrush Hylocichla mustelina This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Aug 31

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (▒)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (▒)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

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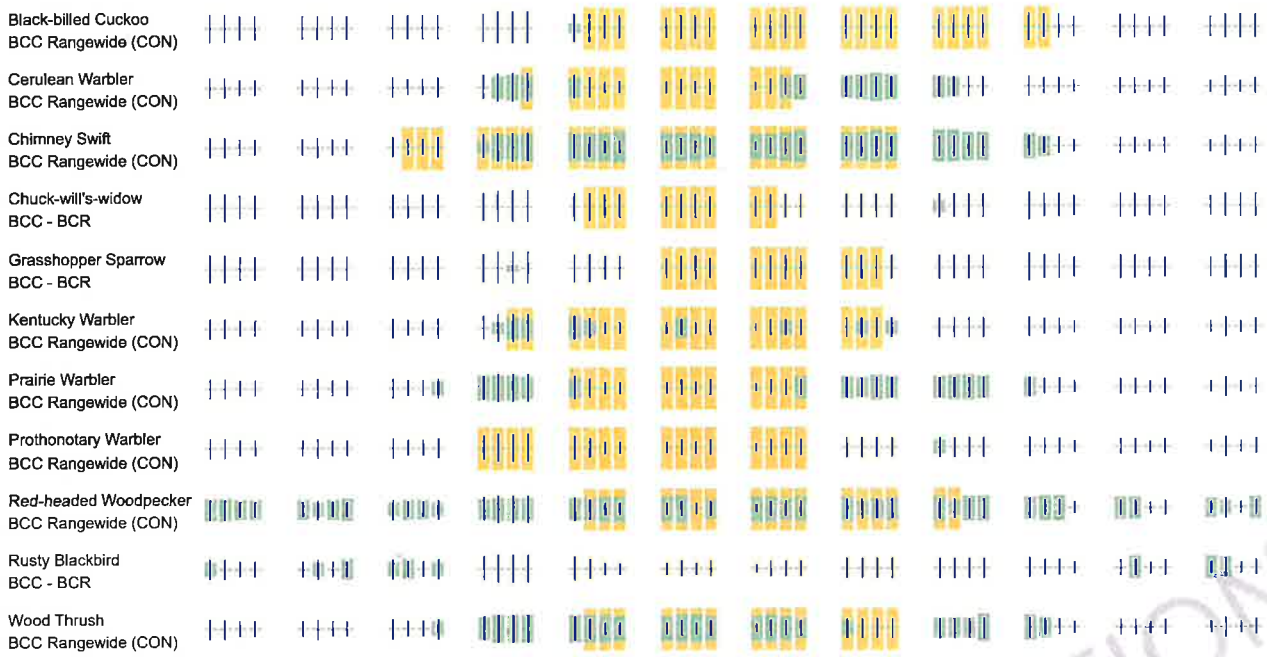

Migratory Bird FAQs

Tell me more about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Avoidance & Minimization Measures for Birds describes measures that can help avoid and minimize impacts to all birds at any location year-round. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is one of the most effective ways to minimize impacts. To see when birds are most likely to occur and breed in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location, such as those listed under the Endangered Species Act or the Bald and Golden Eagle Protection Act and those species marked as "Vulnerable". See the FAQ "What are the levels of concern for migratory birds?" for more information on the levels of concern covered in the IPaC migratory bird species list.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) with which your project intersects. These species have been identified as warranting special attention because they are BCC species in that area, an eagle (Bald and Golden Eagle Protection Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, and to verify survey effort when no results present, please visit the Rapid Avian Information Locator (RAIL) Tool.

Why are subspecies showing up on my list?

Subspecies profiles are included on the list of species present in your project area because observations in the AKN for **the species** are being detected. If the species are present, that means that the subspecies may also be present. If a subspecies shows up on your list, you may need to rely on other resources to determine if that subspecies may be present (e.g. your local FWS field office, state surveys, your own surveys).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating, or resident), you may query your location using the RAIL Tool and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your IPaC migratory bird species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your "IPaC PROBABILITY OF PRESENCE SUMMARY" at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

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Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Bald and Golden Eagle Protection Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially BCC species. For more information on avoidance and minimization measures you can implement to help avoid and minimize migratory bird impacts, please see the FAQ "Tell me more about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds".

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Proper interpretation and use of your migratory bird report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list does not represent all birds present in your project area. It is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide implementation of avoidance and minimization measures to eliminate or reduce potential impacts from your project activities, should presence be confirmed. To learn more about avoidance and minimization measures, visit the FAQ "Tell me about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds".

Interpreting the Probability of Presence Graphs
Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

How is the probability of presence score calculated? The calculation is done in three steps:
The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season ()
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data ()
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

NOT FOR CONSULTATION

Fish hatcheries

There are no fish hatcheries at this location.

Wetlands in the National Wetlands Inventory (NWI)

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Wetland information is not available at this time

This can happen when the National Wetlands Inventory (NWI) map service is unavailable, or for very large projects that intersect many wetland areas. Try again, or visit the NWI map to view wetlands at this location.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

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Scientific Name	Common Name	GA Prot	US Prot	GRank	Rnd GRank	SRank	Rnd SRank	SGCN 2025	SGCN Priority Tier	ES_ID	Element Code	Family	Element Group	Major Group	Georgia Habitat Summary	EO Count	Export Date
Cypripedium acaule	Pink Lady's-slipper	U		G5	G5	S4	S4	Yes	High Conservation Concern	19349	PMORC0Q010	Orchidaceae	Vascular Plants	Plant	Upland oak-hickory-pine forests; piney woods	229	February 12, 2026
Etheostoma scotti	Cherokee Darter	T	LT	G2	G2	S3	S3	Yes	High Conservation Concern	16510	AFCQC02XJ0	Percidae	Fishes	Animal	Small to medium-sized creeks with moderate current and rocky substrates	121	February 12, 2026
Haliaeetus leucocephalus	Bald Eagle	T		G5	G5	S3	S3	Yes	Moderate Conservation Concern	19713	ABNKC10010	Accipitridae	Birds	Animal	Edges of lakes and large rivers; seacoasts	370	February 12, 2026
Hybopsis lineapunctata	Lined Chub	R		G3G4	G3	S2	S2	Yes	High Conservation Concern	20658	AFCJB15040	Leuciscidae	Fishes	Animal	Upland creeks over sandy substrate with gentle current	62	February 12, 2026
Symphyotrichum georgianum	Georgia Aster	T		G3	G3	S3	S3	Yes	Moderate Conservation Concern	19402	PDASTE8050	Asteraceae	Vascular Plants	Plant	Upland oak-hickory-pine forests and openings; sometimes with Echinacea laevigata or over amphibolite	138	February 12, 2026

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Attachment E – Stream Data Forms

Equal Employment Opportunity/Affirmative Action Employer

Feature ID: PER-1

NC DWQ Stream Identification Form Version 4.11

Date: 7/10/26	**Project/Site:** 3907700	**Latitude:** 34.013621
Evaluator: C. Field, P. Poe	**County:** Cobb	**Longitude:** -84.555777
Total Points: *Stream is at least intermittent if ≥ 19 or perennial if ≥ 30** 31	**Stream Determination (circle one)** Ephemeral / Intermittent / Perennial	**Other** *e.g. Quad Name:*

A. Geomorphology (Subtotal = 15)	Absent	Weak	Moderate	Strong
1[a]. Continuity of channel bed and bank	0	1	2	3
2. Sinuosity of channel along thalweg	0	1	2	3
3. In-channel structure: ex. riffle-pool, step-pool, ripple-pool sequence	0	1	2	3
4. Particle size of stream substrate	0	1	2	3
5. Active/relict floodplain	0	1	2	3
6. Depositional bars or benches	0	1	2	3
7. Recent alluvial deposits	0	1	2	3
8. Headcuts	0	1	2	3
9. Grade control	0	0.5	1	1.5
10. Natural valley	0	0.5	1	1.5
11. Second or greater order channel	No = 0 ✓		Yes = 3 ☐	

[a] artificial ditches are not rated; see discussions in manual

B. Hydrology (Subtotal = 9)	Absent	Weak	Moderate	Strong
12. Presence of Baseflow	0	1	2	3
13. Iron oxidizing bacteria	0	1	2	3
14. Leaf litter	1.5	1	0.5	0
15. Sediment on plants or debris	0	0.5	1	1.5
16. Organic debris lines or piles	0	0.5	1	1.5
17. Soil-based evidence of high water table?	No = 0 ☐		Yes = 3 ✓	

C. Biology (Subtotal = 7)	Absent	Weak	Moderate	Strong
18. Fibrous roots in streambed	3	2	1	0
19. Rooted upland plants in streambed	3	2	1	0
20. Macrobenthos (note diversity and abundance)	0	1	2	3
21. Aquatic Mollusks	0	1	2	3
22. Fish	0	0.5	1	1.5
23. Crayfish	0	0.5	1	1.5
24. Amphibians	0	0.5	1	1.5
25. Algae	0	0.5	1	1.5
26. Wetland plants in streambed	FACW = 0.75; OBL = 1.5 Other = 0			

*perennial streams may also be identified using other methods. See p. 35 of manual.

Notes:

Sketch: Large system flowing south to north. Both banks naturally vegetated. Bedrock, cobble, gravel, and sand substrate. Strong bed and bank, scour, deposition, wracking, sediment sorting, disturbed littler and debris, and change in soil. Ripple-run-pool. Turbid water, abundance of trash observed. American bullfrogs, mosquitoes, minnows observed.

Field ID: INT-1

NC DWQ Stream Identification Form Version 4.11

Date: 3/6/2026	**Project/Site:** 3907700	**Latitude:** 34.013541
Evaluator: C. Field	**County:** Cobb	**Longitude:** -84.556121
Total Points: *Stream is at least intermittent if ≥ 19 or perennial if ≥ 30** **21.5**	**Stream Determination (circle one)** Ephemeral / Intermittent / Perennial	**Other** *e.g. Quad Name:*

A. Geomorphology (Subtotal = 8)	Absent	Weak	Moderate	Strong
1[a]. Continuity of channel bed and bank	0	1	2	3
2. Sinuosity of channel along thalweg	0	1	2	3
3. In-channel structure: ex. riffle-pool, step-pool, ripple-pool sequence	0	1	2	3
4. Particle size of stream substrate	0	1	2	3
5. Active/relict floodplain	0	1	2	3
6. Depositional bars or benches	0	1	2	3
7. Recent alluvial deposits	0	1	2	3
8. Headcuts	0	1	2	3
9. Grade control	0	0.5	1	1.5
10. Natural valley	0	0.5	1	1.5
11. Second or greater order channel	No = 0 ✓		Yes = 3	

[a] artificial ditches are not rated; see discussions in manual

B. Hydrology (Subtotal = 7)				
12. Presence of Baseflow	0	1	2	3
13. Iron oxidizing bacteria	0	1	2	3
14. Leaf litter	1.5	1	0.5	0
15. Sediment on plants or debris	0	0.5	1	1.5
16. Organic debris lines or piles	0	0.5	1	1.5
17. Soil-based evidence of high water table?	No = 0		Yes = 3 ✓	

C. Biology (Subtotal = 6.5)				
18. Fibrous roots in streambed	3	2	1	0
19. Rooted upland plants in streambed	3	2	1	0
20. Macrobenthos (note diversity and abundance)	0	1	2	3
21. Aquatic Mollusks	0	1	2	3
22. Fish	0	0.5	1	1.5
23. Crayfish	0	0.5	1	1.5
24. Amphibians	0	0.5	1	1.5
25. Algae	0	0.5	1	1.5
26. Wetland plants in streambed	FACW = 0.75; OBL = 1.5 Other = 0			

*perennial streams may also be identified using other methods. See p. 35 of manual.

Notes:

Sketch: Channel created by culvert outfall from under driveway/road. Fed by concrete flume to northwest of park. Drains east into PER-1 / Barrett Creek. Moderate bed and bank, scour, wrested vegetation, water staining, sediment sorting. Sand, gravel, cobble, and riprap substrate. Turbid water, debris and trash present. American bullfrogs observed.

Traffic Impact Study

175 ERNEST BARRETT PKWY TIS
COBB COUNTY, GEORGIA

Prepared by:

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GEORGIA
REGISTERED
No. PE050827
PROFESSIONAL
7/27/2026
ENGINEER
JONATHAN D. MILLS

July 27, 2026

Document History

Revision	Purpose	Originated	Reviewed	Authorized	Date
1.0	Draft Report	WM	JB	JM	07/27/2026
2.0	Final Report				

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Executive Summary

The purpose of this study is to evaluate the traffic impacts associated with the proposed multifamily housing development in Cobb County, Georgia. The development is located along Ernest W Barrett Parkway and Barrett Creek Parkway east of I-575 and will be served by two access points, one on each roadway. The Ernest W Barrett Parkway access is anticipated to utilize the existing right-in/right-out access due to its proximity to nearby signals, and the Barrett Creek Parkway access is anticipated to be a full access. The full build out is anticipated to be completed in 2028.

Existing traffic conditions were developed by collecting counts in the study area. No Build conditions for 2028 were developed by applying background growth within the study area. The trips generated by the proposed multifamily housing development were then assigned to the roadway network to create the Build (2028) traffic scenarios.

Operational analyses were performed for each scenario to identify potential deficiencies and determine whether improvements are needed to accommodate site traffic. Based on the results, recommendations to support adequate traffic operations for the Build 2028 conditions are provided.

Background Growth

Based on the historical growth in the area and proposed developments, a 1.0% annual background growth rate was applied to the existing traffic volumes.

Trip Generation

The trip generation for the proposed project was developed using the *ITE Trip Generation Manual, 12th edition*. The trip generation for Land Use Code 221 (Multifamily Housing, Mid-Rise) yields approximately 107 AM peak hour trips, 107 PM peak hour trips, and 1,258 daily trips at the completion of the development in 2028.

Traffic Analysis

Traffic operations in the study area were analyzed using the *Highway Capacity Manual, 7th edition* methodology. The analysis was conducted on the Existing, No Build 2028, and Build 2028 conditions. Based on the results, the impacts of the proposed development to the network were analyzed.

System Improvement Recommendations

Ernest W Barrett Parkway at NB/SB I-575 Ramps

- Upgrade backplates to have yellow retro-reflective border (Safety).
- Improve viewing angle for northbound and southbound right-hand turns (Safety).
- Add R560-5 sign for movements approaching a pedestrian crosswalk (Safety).
- Evaluate clearance intervals to determine if the yellow and red times should be adjusted for all signalized intersections (Safety).

Ernest W Barrett Parkway at Barrett Creek Boulevard/Chastain Meadows Parkway

- Evaluate clearance intervals to determine if the yellow and red times should be adjusted for all signalized intersections (Safety).
- Extend eastbound and northbound right turn lanes (Safety).
- Evaluate lighting at the intersection (Safety).
- Improve viewing angle for southbound right-hand turns (Safety).
- Add R560-5 sign for movements approaching a pedestrian crosswalk (Safety).

Development Improvement Recommendations (Site-Generated Traffic)

Ernest W Barrett Parkway at Proposed Access 1

- Construct one entering lane and one exiting lane that will serve as the south leg of the intersection. The access will be stop-controlled and operate under the existing Right-In/Right-Out (RIRO) conditions.
- Design the access according to federal, state, and local standards, including the *Cobb County Development Standards (Sections 401 and 402), A Policy on Geometric Design of Highways and Streets (AASHTO, 2018),* and the *Manual on Uniform Traffic Control Devices, 11th Edition.*

Barrett Creek Parkway at Proposed Access 2

- Construct one entering lane and one exiting lane that will serve as the north leg of the intersection. The access will be stop-controlled.
- Design the access according to federal, state, and local standards, including the *Cobb County Development Standards (Sections 401 and 402), A Policy on Geometric Design of Highways and Streets (AASHTO, 2018),* and the *Manual on Uniform Traffic Control Devices, 11th Edition.*

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1. DESCRIPTION OF PROPOSED DEVELOPMENT AND STUDY METHODOLOGY

1.1. Introduction and Objective

The purpose of this study is to evaluate the traffic impacts associated with the proposed multifamily housing development in Cobb County, Georgia. The development is located along Ernest W Barrett Parkway and Barrett Creek Parkway east of I-575 and will be served by two access points, one on each roadway. The Ernest W Barrett Parkway access is anticipated to utilize the existing right-in/right-out access due to its proximity to nearby signals, and the Barrett Creek Parkway access is anticipated to be a full access. The full build out is anticipated to be completed in 2028.

Existing traffic conditions were developed by collecting counts in the study area. No Build conditions for 2028 were developed by applying background growth within the study area. The trips generated by the proposed multifamily housing development were then assigned to the roadway network to create the Build (2028) traffic scenarios.

Operational analyses were performed for each scenario to identify potential deficiencies and determine whether improvements are needed to accommodate site traffic. Based on the results, recommendations to support adequate traffic operations for the Build 2028 conditions are provided.

1.2. References

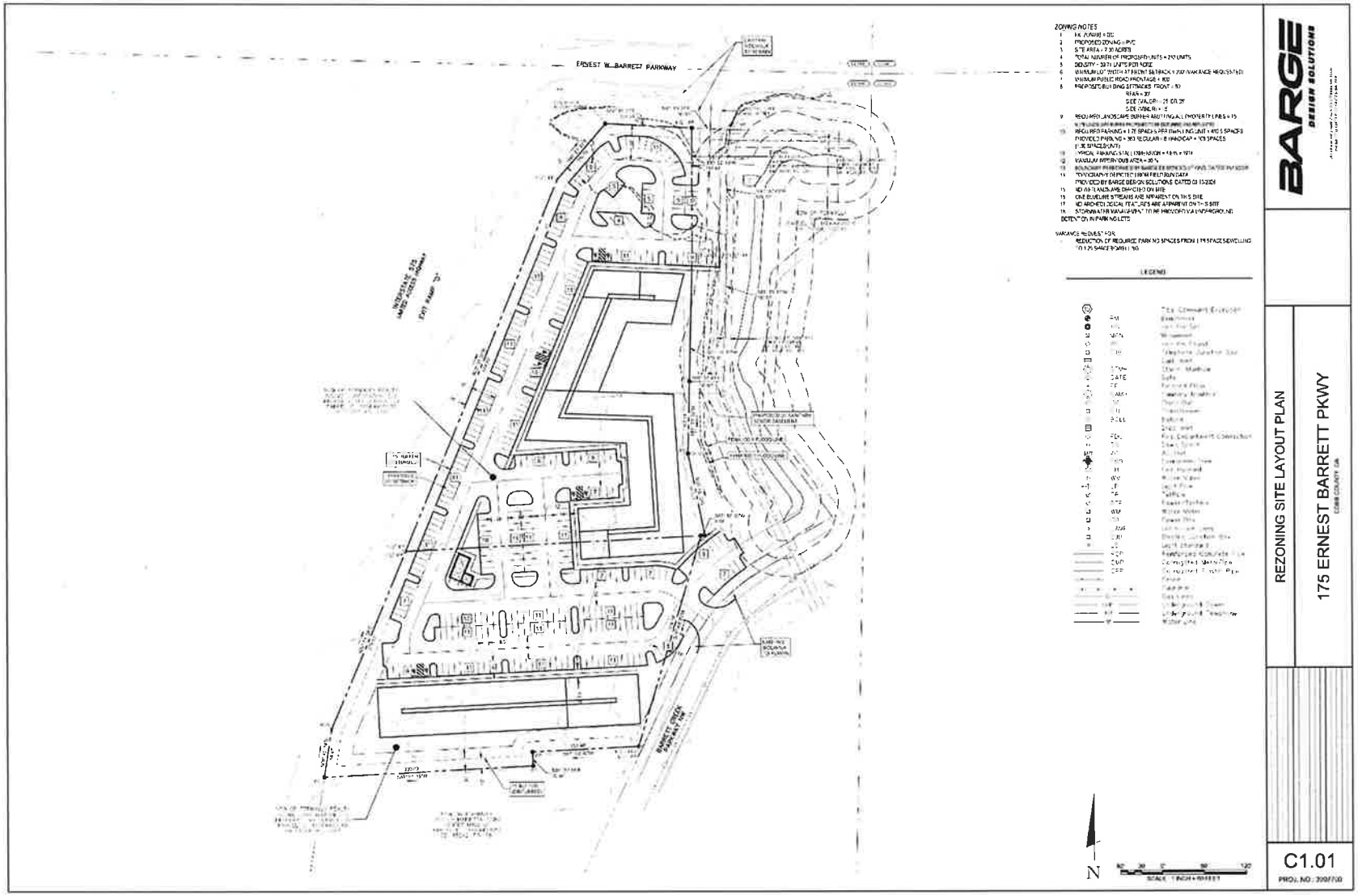
- Manual on Uniform Traffic Control Devices (MUTCD); *US Department of Transportation Federal Highway Administration (FHWA); 11th Edition*
- NCHRP 457: Evaluating Intersection Improvements: An Engineering Study Guide
- A Policy on Geometric Design of Highways and Streets (Green Book); *American Association of State Highway and Transportation Officials (AASHTO), 2018*
- Synchro 12; *Trafficware/Cubic*
- Trip Generation Manual 12th Edition; *Institute of Transportation Engineers (ITE); 2021*
- Trip Generation Handbook 3rd Edition; *Institute of Transportation Engineers (ITE); 2017*
- Study Area Peak Hour Traffic Counts; *Marr Traffic, February and March 2026*
- The Highway Capacity Manual; *Transportation Research Board; 7th Edition*
- Cobb County Development Standards: *Section 401 (Streets and Access) and 402 (Access)*

1.3. Proposed Development

In order to determine the traffic expected to be generated by the proposed development, the land uses must be evaluated, and trips generated, distributed, and assigned to the study area network. The proposed project will include multifamily housing with approximately 282 dwelling units and a dedicated club/leasing space. The existing zoning for the site is a general commercial district (GC), and the proposed zoning will be a planned village community district (PVC). The projected trip generation satisfies the thresholds for a Category 1 development but does not meet the criteria for Category 2. Accordingly, a Category 1 Traffic Study is proposed.

A general site plan is shown in Figure 1.1.

Figure 1.1 – General Site Plan



2.1. Study Area

The proposed study area includes a total of six intersections. The existing intersections include two signalized and three unsignalized intersections, with a proposed intersection at Site Access 2. The study area is shown in Figure 2.1, and the existing laneage is shown in Figure 2.2. Below is the list of intersections to be studied:

1. *Ernest W Barrett Parkway NW at I-575 SB Ramp
2. Ernest W Barrett Parkway NW at I-575 NB Ramp
3. Ernest W Barrett NW at Existing Site Access 1
4. Ernest W Barrett Parkway NW at Barrett Creek Boulevard
5. Barrett Creek Parkway NW at Barrett Creek Boulevard
6. Barrett Creek Parkway NW at Proposed Site Access 2

*Counts at the noted location were collected on March 10, 2026. These volumes will be balanced within 10% of the traffic volumes collected for the Ernest W Barrett NW at I-575 NB Ramp intersection as requested by CCDOT.

2.2. Traffic Data

Existing Traffic Volumes

Traffic turning movement counts (TMC) were collected at the six existing study intersections on a typical weekday in February and March of 2026. Vehicle turning movement and classification counts were collected at the study intersections. The traffic counts collected at the Ernest W Barrett and I-575 SB Ramps Intersection on March 10, 2026, will be balanced with the traffic counts at the NB Ramps on February 24, 2026. The study area AM and PM peak hours are shown in Table 2.1. The peak hour turning movement volumes are shown in Figure 2.3, and the raw turning movement counts are included in Appendix A.

Table 2.1 – Turning Movement Collection Summary

Peak	Count Collection Period	Peak Hour
AM	6:00 AM – Noon	**7:15 – 8:15 AM**
PM	Noon – 6:00 PM	**4:45 – 5:45 PM**

Figure 2.1 – Study Area

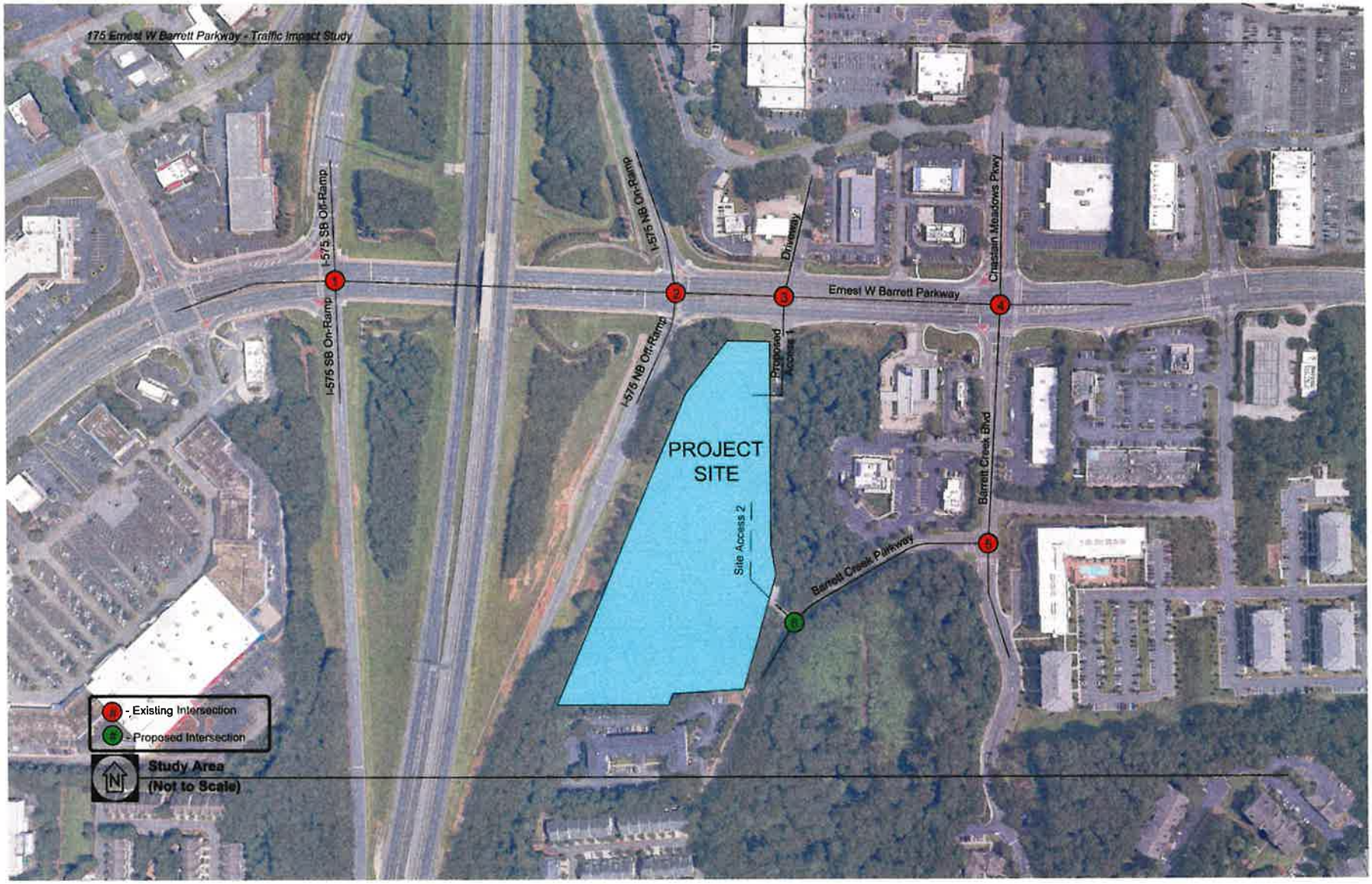


Figure 2.2 – Existing Intersection Geometry

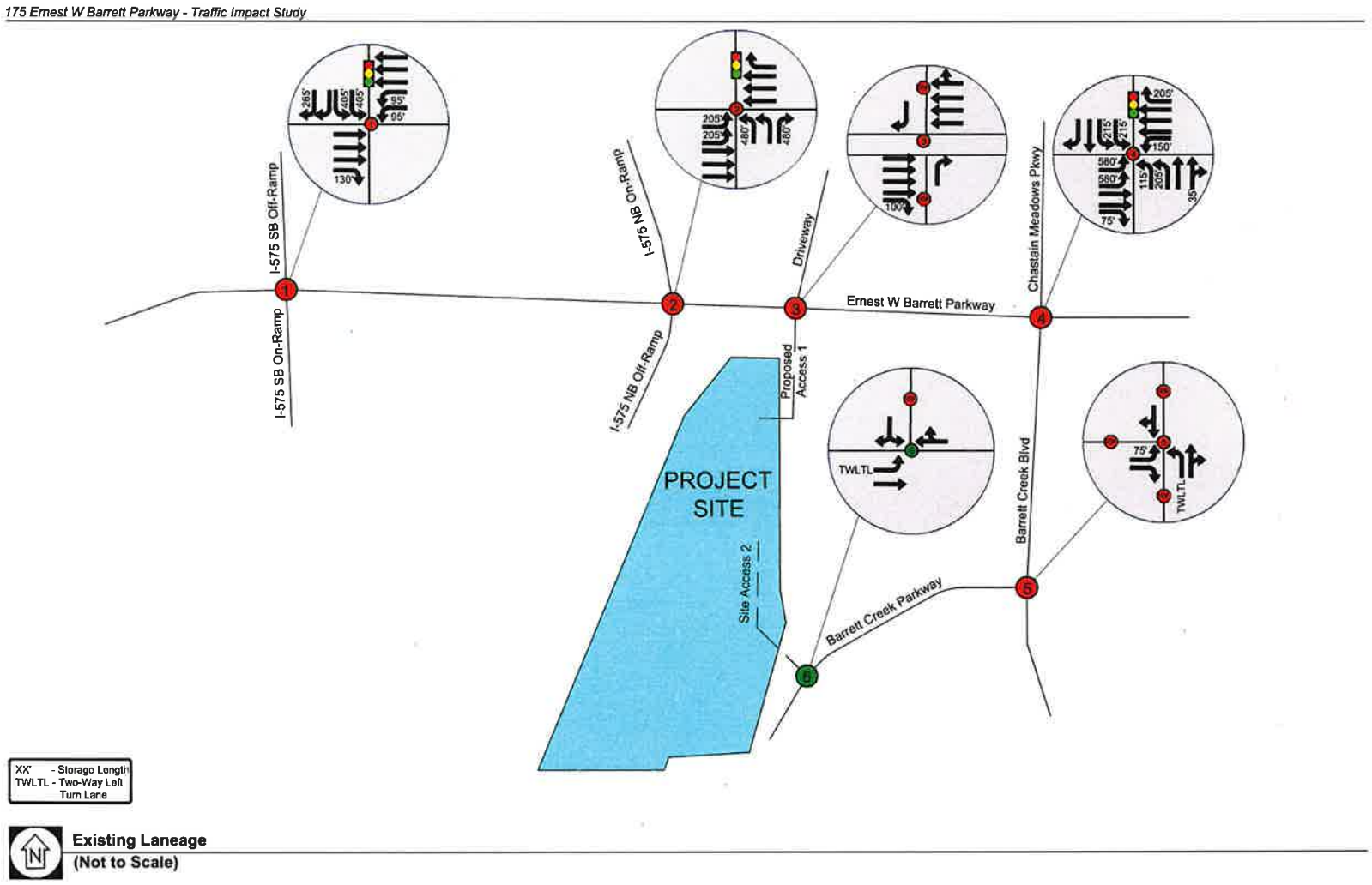
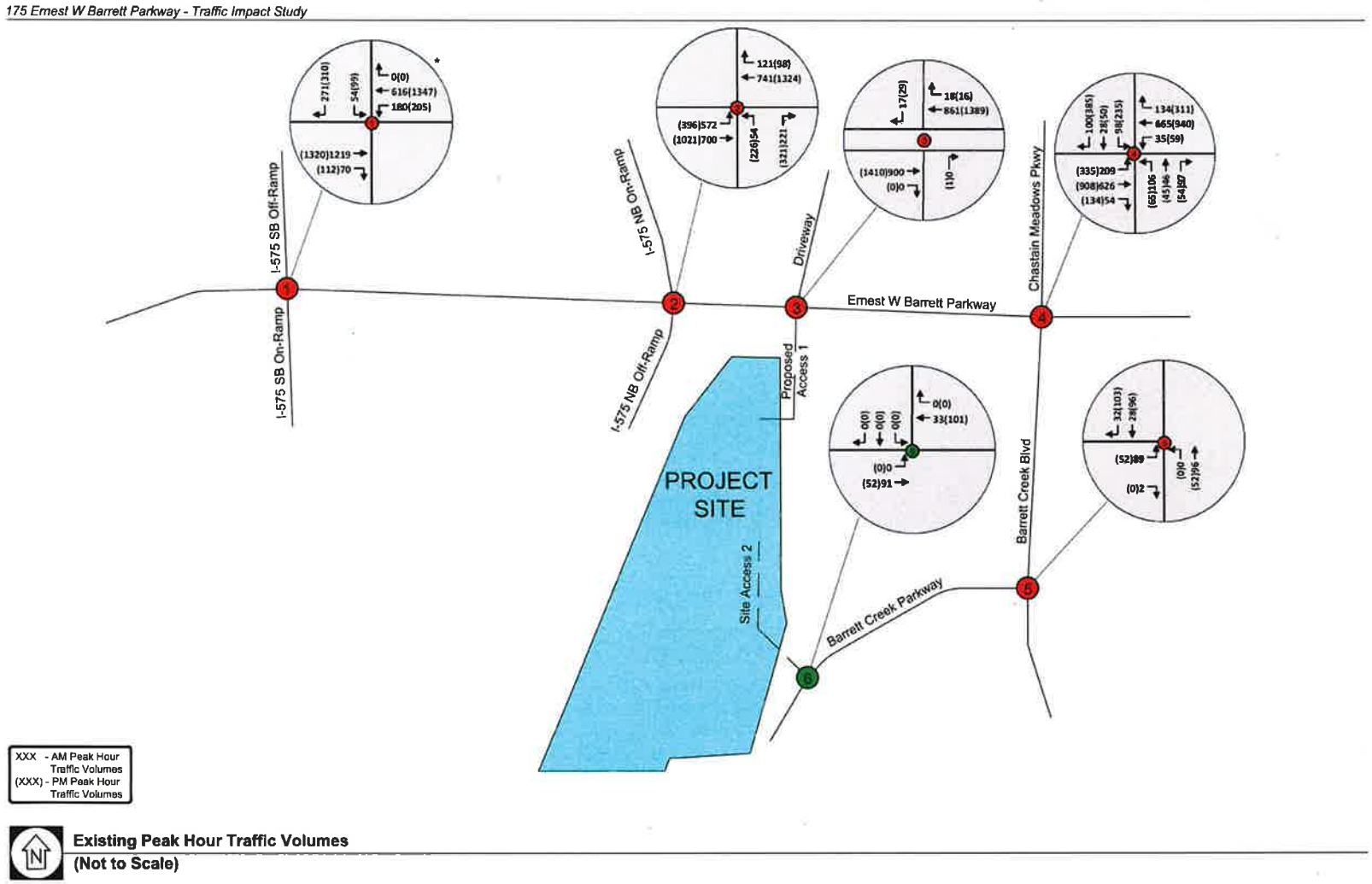


Figure 2.3 – Existing Volumes



** Volumes balanced with I-575 NB Ramp volumes*

2.3. Crash Data

Ernest W Barrett is classified as both a minor and major arterial within the study area. The most recent three years of crash data (2023-2025) was pulled at four intersections within the study area along the corridor. A total of 223 crashes were observed at all four intersections within the three-year period. The collision types and severity of the crashes at each intersection are shown in Table 2.2 and Table 2.3, respectively. Collision Diagrams for the I-575 NB Ramps, I-575 SB Ramps, and Chastain Meadows / Barrett Creek Boulevard intersections along Ernest W Barrett Parkway are shown in Figure 2.4, Figure 2.5, and Figure 2.6.

Table 2.2 – Type of Collision along Ernest W Barrett Parkway

Type of Collision - Ernest W Barrett Pkwy												
	I-575 SB Ramps			I-575 NB Ramps			Proposed Access 1			Chastain Meadows Pkwy / Barrett Creek Blvd		
Crashes	2023	2024	2025	2023	2024	2025	2023	2024	2025	2023	2024	2025
Angle	0	2	2	2	4	4	2	0	0	2	5	3
Left Turn	0	0	0	0	0	0	0	0	0	2	0	0
Rear end	6	12	11	13	10	12	0	0	1	22	29	21
Head on	0	0	1	0	0	1	0	0	0	0	0	0
Sideswipe	5	4	2	3	5	0	0	0	1	7	14	12
Other	0	0	0	0	1	1	0	0	0	0	1	0
Total	11	18	16	18	20	18	2	0	2	33	49	36
Grand Total	45			56			4			118		

Table 2.3 – Crash Severity along Ernest W Barrett Parkway

Crash Severity - Ernest W Barrett Pkwy												
	I-575 SB Ramps			I-575 NB Ramps			Proposed Access 1			Chastain Meadows Pkwy / Barrett Creek Blvd		
Crashes	2023	2024	2025	2023	2024	2025	2023	2024	2025	2023	2024	2025
K	0	0	0	0	0	0	0	0	0	0	0	0
A	0	0	0	0	0	0	0	0	0	0	0	0
B	0	1	0	1	0	1	0	0	0	0	2	1
C	1	1	4	3	0	3	1	0	0	8	9	6
O	10	16	12	14	20	14	1	0	2	25	38	29
Total	11	18	16	18	20	18	2	0	2	33	49	36
Int Total	45			56			4			118		
Grand Total	223											

Figure 2.4 – Ernest W Barrett Parkway at I-575 SB Ramps

Figure 2.5 – Ernest W Barrett Parkway at I-575 NB Ramps

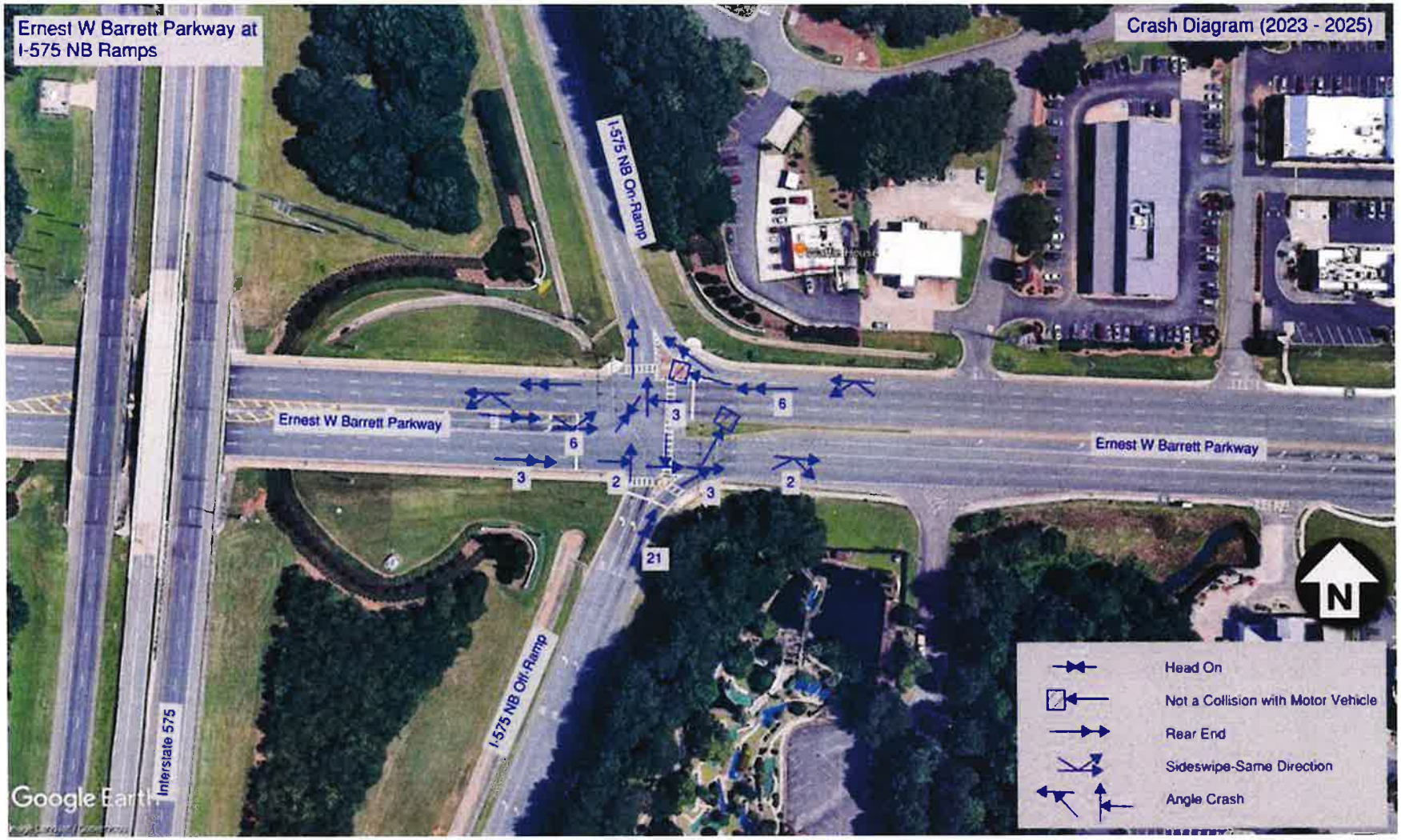


Figure 2.6 – Ernest W Barrett Parkway at Chastain Meadows Parkway / Barrett Creek Boulevard

3.1. Background Data

Background Growth

Background growth is the increase in traffic passing through the study area due to development and general population growth. It is calculated based on historical growth rates at GDOT traffic count stations near the study area. GDOT has a count station near the study area on Ernest W Barrett W of the Bells Ferry Road.

GDOT Count Station 067-0892 shows that the linear growth per year between 2018 and 2024 in the study area is approximately 0.48%. In coordination with CCDOT, A +1.0% per year linear traffic growth is being proposed based on the historic traffic volumes in the study area. The GDOT historic count data is included in Appendix A.

Background Development(s)

Cobb County has identified the proposed RaceTrac Gas Station on Bells Ferry Road and Barrett Parkway as a development that is expected to generate traffic through the study area. The finalized traffic study dated October 6, 2025, has been provided by Cobb County as a background development to be included in the base conditions and added to both the future No Build and Build traffic volumes. The background trips from this development are shown in Figure 3.1.

3.2. 2028 No Build Traffic Volumes

Background growth and the identified background development was applied to the Existing traffic volumes to determine the 2028 No Build traffic volumes. These are the volumes expected to be on the roadway during the 2028 build year due to background growth. The 2028 No Build peak hour traffic volumes are shown in Figure 3.2.

3.3. 2028 Build Traffic Volumes

The 2028 Build volumes were calculated by adding the No Build 2028 volumes to the trip assignment. The resulting traffic volumes for the 2028 Build AM and PM peak hours are shown in Figure 3.3.

Figure 3.1 – Background Development Trip Assignment

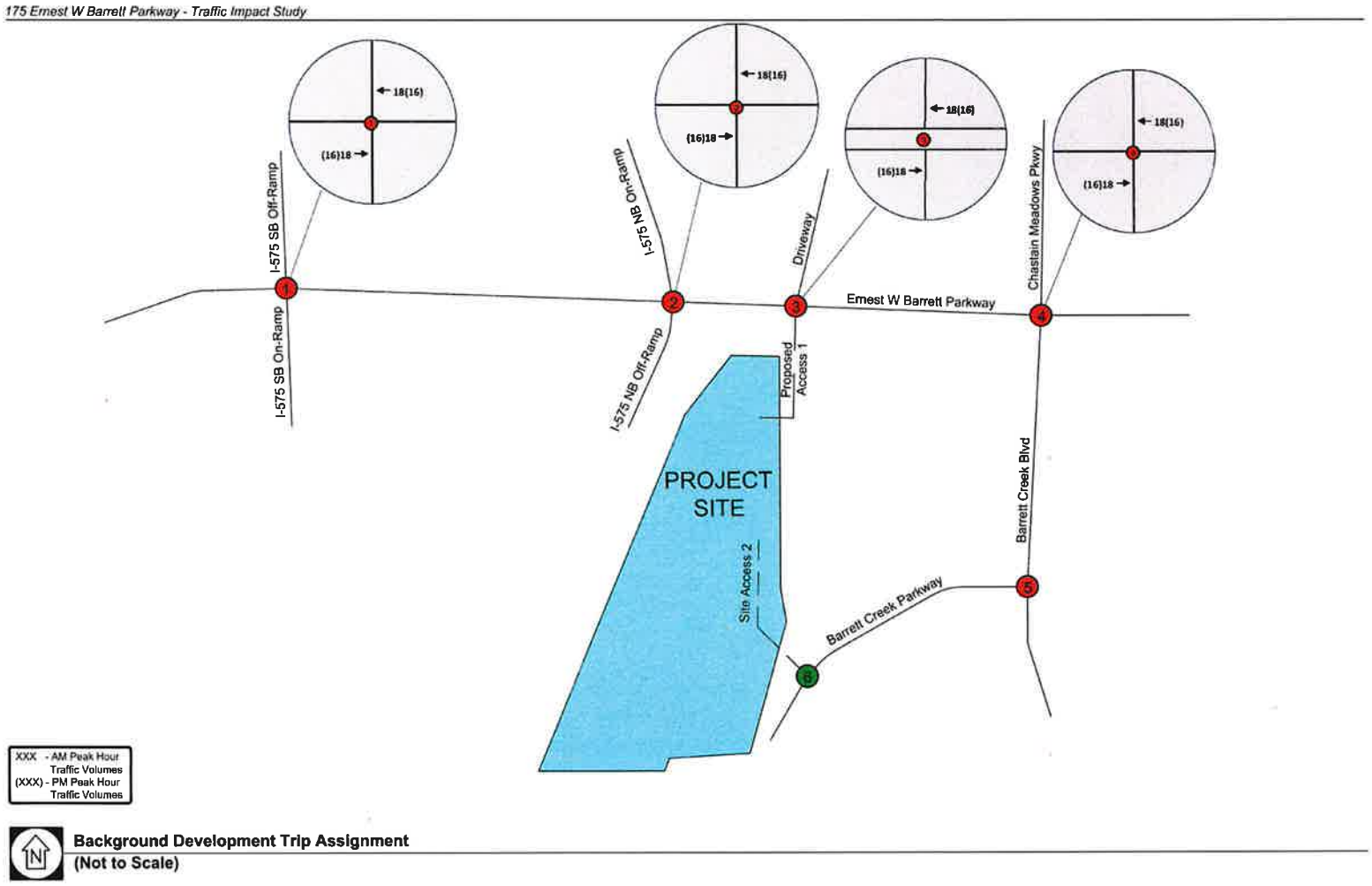
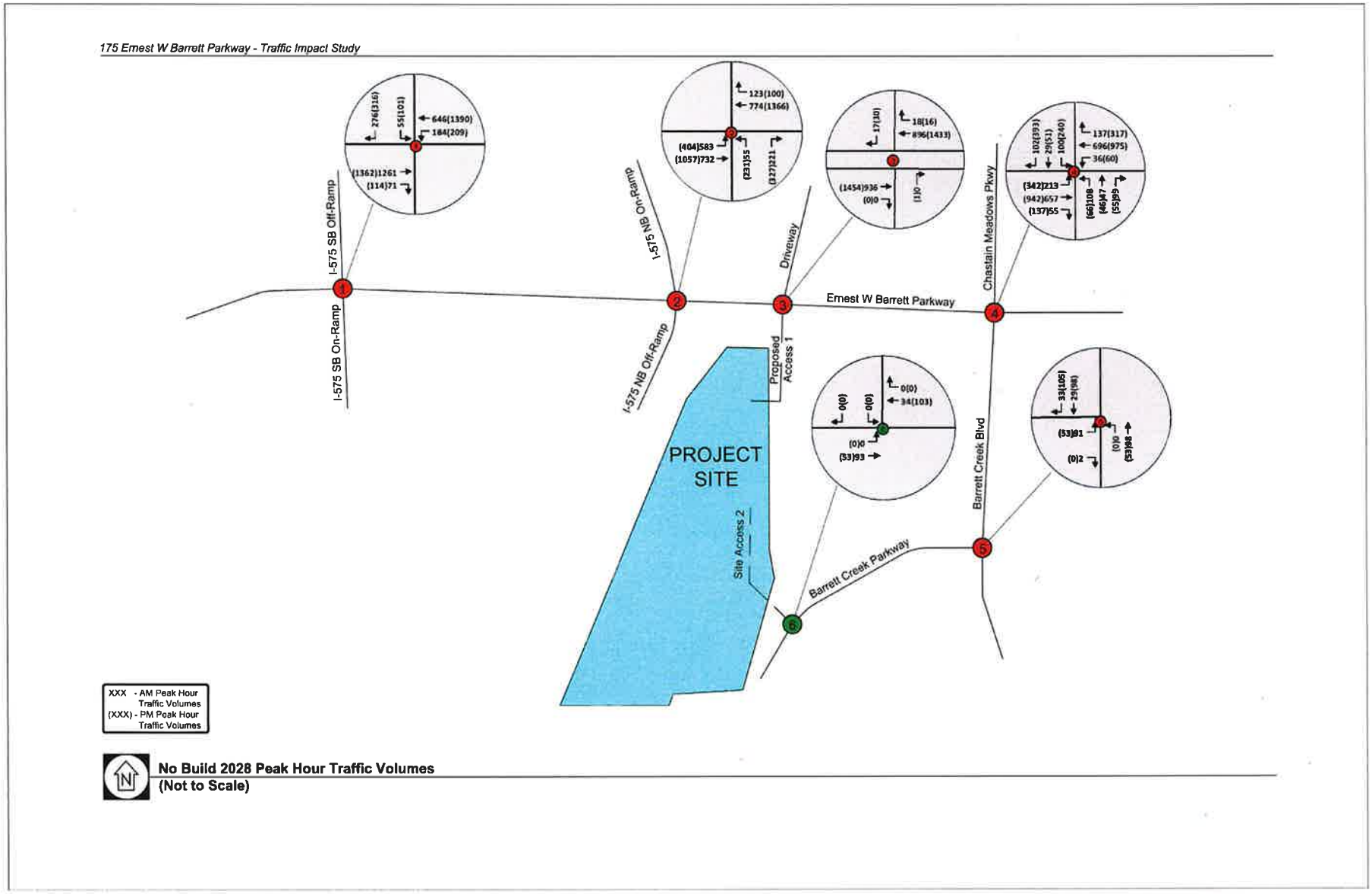
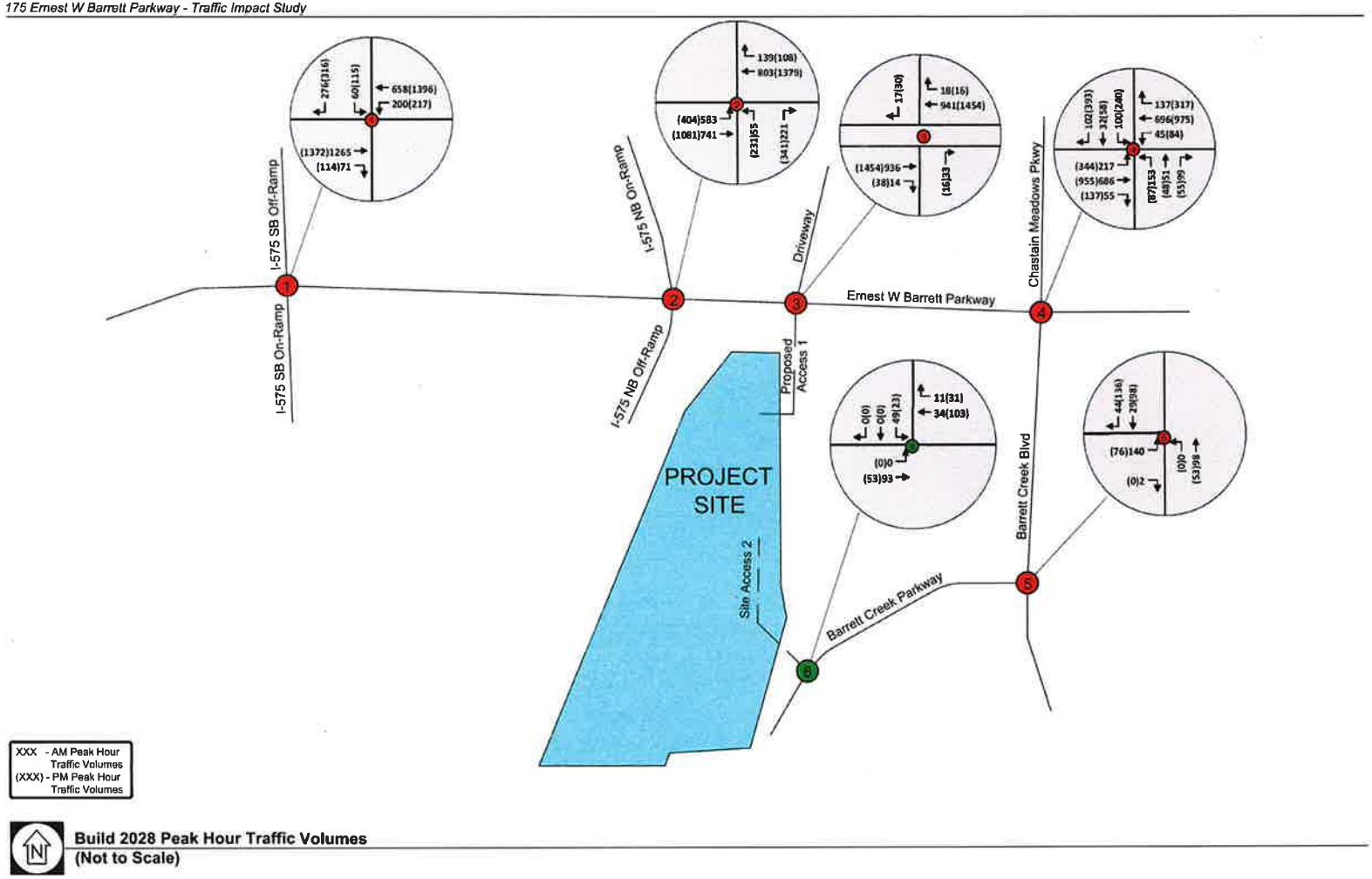


Figure 3.2 – 2028 No Build AM & PM Peak Hour Traffic Volumes



No Build 2028 Peak Hour Traffic Volumes
(Not to Scale)

Figure 3.3 – 2028 Build AM & PM Peak Hour Traffic Volumes



4.1. Trip Generation

This project proposes the construction of a four-story multifamily housing development. Based on the *ITE Trip Generation Manual, 12th Edition* the proposed trips were calculated for Multifamily Housing (Mid-Rise), Land Use Code 221. Hourly Trip Generation Rates provided by ITE were applied to the annual projected growth of the study network to determine the hourly projections for Build 2028 volumes. The proposed trips were calculated for a Multifamily Housing (Mid-Rise), Land Use Code 221. The anticipated trip generation is summarized in Table 4.1.

Table 4.1 – Proposed Trip Generation – ITE Trip Generation Manual (12th Edition)

ITE Land Use Code	Land Use	Quantity	Units	AM Enter	AM Exit	AM Total	PM Enter	PM Exit	PM Total	Weekday
Build Year (2028)										
221	Multifamily Housing (Mid-Rise)	282	d.u.	25	82	107	69	38	107	1,258
	Total New Trips			25	82	107	69	38	107	1,258

4.2. Trip Distribution

An external distribution of the trips was forecasted using existing traffic patterns, historical traffic data, and existing land use locations. The general external distribution for the area is summarized in Table 4.2. The anticipated distribution of site-generated trips is shown in Figure 4.1.

Table 4.2 – Trip Distribution Summary

Direction of Approach	Assumed Distribution
New Trips	
to/from **North** via **I-575**	**20%**
to/from **West** via **Ernest W Barrett Pkwy**	**15%**
to/from **South** via **I-575**	**20%**
to/from **North** via **Chastain Meadows Pkwy**	**10%**
to/from **East** via **Ernest W Barrett Pkwy**	**35%**

4.3. Trip Assignment

The trips expected to be generated by the development were assigned to the roadway network using the distributions. The expected assignment of total site-generated trips shown in Figure 4.2.

Figure 4.1 – Trip Distribution

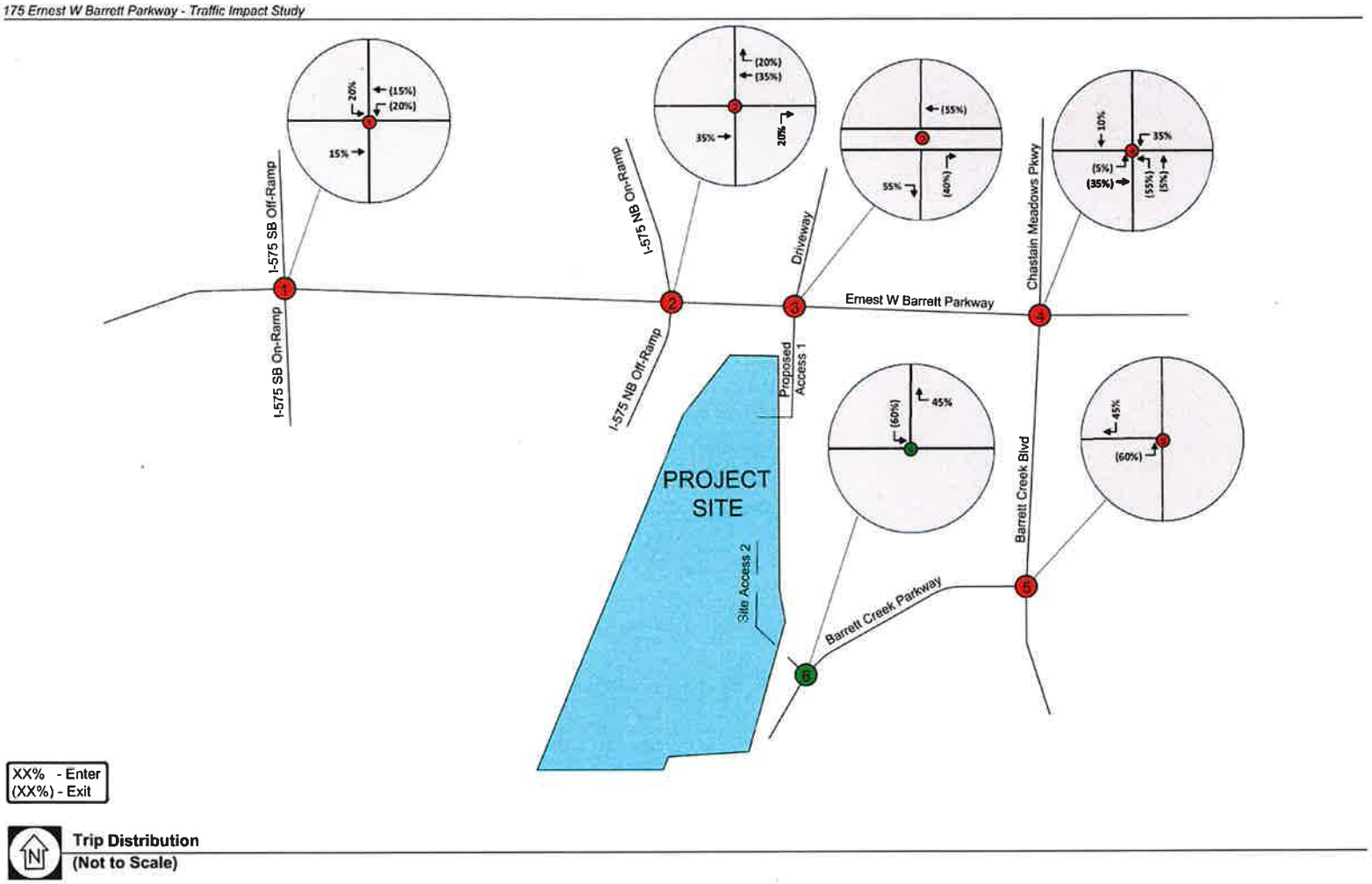
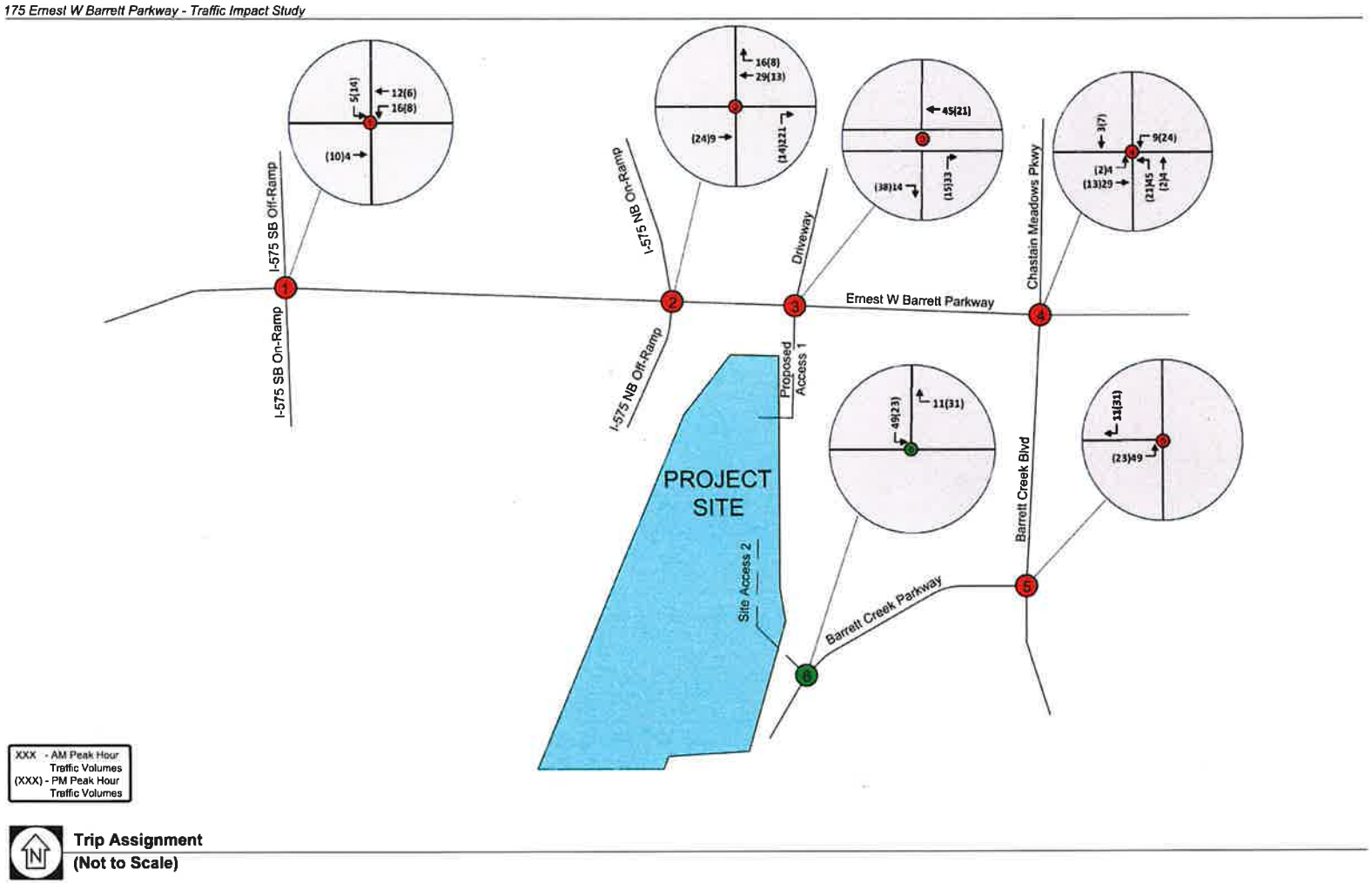


Figure 4.2 – Trip Assignment



5. TRANSPORTATION ANALYSIS

Operational analysis of the Existing, No Build, and Build scenarios of the development were conducted using industry standards. The analysis is conducted to show the effect of traffic generated by the proposed development on the transportation network.

The operational analysis results in a Level of Service (LOS) for each intersection during the AM and PM peak hours. The LOS is based on the methodology outlined in the *Highway Capacity Manual, 7th edition (HCM)*. The LOS results range from an A to an F, with A being the best and F the worst. Intersection LOS is based on the volume-to-capacity ratio and amount of delay experienced by each movement. For unsignalized intersections, the LOS is reported for critical turning movements based on the values shown in Table 5.1. For signalized intersections the LOS is reported for each approach and for the overall intersection, based on the values shown in Table 5.1.

Table 5.1 – Level of Service Criteria

Level of Service	Description	Average Control Delay (seconds per vehicle)	
		Signalized	Unsignalized
A	*Free flow*	≤ 10	≤ 10
B	*Stable flow, slight delay*	> 10 - 20	> 10 - 15
C	*Stable flow, acceptable delay*	> 20 - 35	> 15 - 25
D	*Near-unstable flow, tolerable delay*	> 35 - 55	> 25 - 35
E	*Unstable flow, intolerable delay*	> 55 - 80	> 35 - 50
F	*Forced flow, failure*	> 80	> 50

Source: Highway Capacity Manual (HCM 7th Edition)

Analysis Conditions

The results for the Existing 2026, No Build 2028, and Build 2028 scenarios at the study intersections are summarized in Table 5.2 and Table 5.3 for the AM and PM peak hours, respectively. As shown, all signalized intersections operate at LOS C or better during both peak hours, and all approaches at unsignalized intersections also operate at LOS C or better during both peak hours. Additionally, the analysis indicates that the northbound and southbound movements at Ernest W. Barrett Parkway at Chastain Meadows Parkway/Barrett Creek Boulevard are over capacity, primarily due to limited green time in the existing signal timing. Full capacity analysis results are included in Appendix D.

Table 5.2 – Capacity Analysis Results – AM Peak Hour

Intersection	Approach	2026 Existing Delay	2026 Existing LOS	2026 Existing Queue	2028 No Build Delay	2028 No Build LOS	2028 No Build Queue	2028 Build Delay	2028 Build LOS	2028 Build Queue
AM Peak Hour										
1. Ernest W Barrett Pkwy at I-575 SB Ramps (*Signalized*)	**Overall**	**25.8**	**C**		**26.0**	**C**		**26.5**	**C**	
	Eastbound	17.7	B	308'	18.4	B	337'	18.9	B	347'
	Westbound	22.4	C	138'	22.3	C	144'	23.0	C	160'
	Southbound	64.5	E	184'	64.1	E	207'	63.8	E	213'
2. Ernest W Barrett Pkwy at I-575 NB Ramps (*Signalized*)	**Overall**	**25.4**	**C**		**24.9**	**C**		**24.6**	**C**	
	Eastbound	30.8	C	291'	30.5	C	305'	30.3	C	315'
	Westbound	0.3	A	193'	0.3	A	202'	0.3	A	214'
	Northbound	67.6	E	110'	67.6	E	127'	67.6	E	131'
3. Ernest W Barrett Pkwy at Proposed Access 1 / Driveway (*TWSC, RIRO*)	Northbound	-	-	-	-	-	-	13.7	B	< 20'
	Southbound	12.9	B	< 20'	13.1	B	< 20'	13.4	B	< 20'
4. Ernest W Barrett Pkwy at Barrett Creek Blvd / Chastain Meadows Pkwy* (*Signalized*)	**Overall**	**17.6**	**B**		**17.8**	**B**		**19.4**	**B**	
	Eastbound	15.3	B	223'	15.6	B	226'	15.7	B	207'
	Westbound	15.1	B	106'	15.2	B	112'	15.5	B	112'
	Northbound	31.6	C	51'	31.6	C	52'	31.0	C	#70'
	Southbound	21.0	C	49'	21.2	C	50'	34.4	C	45'
5. Barrett Creek Blvd at Barret Creek Pkwy (*AWSC*)	EB LT/T	9.1	A	< 20'	9.2	A	< 20'	9.9	A	20'
	EB RT	7.0	A	< 20'	7.0	A	< 20'	7.0	A	< 20'
	NB T/RT	8.4	A	< 20'	8.4	A	< 20'	8.7	A	< 20'
	SB T/RT	7.9	A	< 20'	7.9	A	< 20'	8.2	A	< 20'
6. Barrett Creek Pkwy at Proposed Site Access 2 (*TWSC*)	Eastbound Left	-	-	-	-	-	-	-	-	-
	Southbound	-	-	-	-	-	-	9.6	A	< 20'

* HCM 2000 methodology required in synchro due to low split times

volume exceeds capacity due to low green time for minor street approaches, queue values shown after 2 cycles

Table 5.3 – Capacity Analysis Results – PM Peak Hour

Intersection	Approach	2026 Existing Delay	2026 Existing LOS	2026 Existing Queue	2028 No Build Delay	2028 No Build LOS	2028 No Build Queue	2028 Build Delay	2028 Build LOS	2028 Build Queue
PM Peak Hour										
1. Ernest W Barrett Pkwy at I-575 SB Ramps (*Signalized*)	**Overall**	**24.7**	**C**		**25.0**	**C**		**25.3**	**C**	
	Eastbound	20.5	C	417'	21.3	C	444'	21.6	C	450'
	Westbound	18.8	B	161'	19.0	B	163'	19.3	B	168'
	Southbound	**60.6**	**E**	329'	**60.2**	**E**	333'	**59.6**	**E**	333'
2. Ernest W Barrett Pkwy at I-575 NB Ramps (*Signalized*)	**Overall**	**19.7**	**B**		**19.5**	**B**		**19.7**	**B**	
	Eastbound	23.7	C	284'	23.7	C	289'	23.9	C	289'
	Westbound	0.6	A	355'	0.7	A	367'	0.8	A	550'
	Northbound	**60.3**	**E**	335'	**59.9**	**E**	347'	**59.5**	**E**	367'
3. Ernest W Barrett Pkwy at Proposed Access 1 / Driveway (*TWSC, RIRO*)	Northbound	16.7	C	< 20'	17.1	C	< 20'	17.8	C	< 20'
	Southbound	17.7	C	< 20'	18.2	C	< 20'	18.5	C	< 20'
4. Ernest W Barrett Pkwy at Barrett Creek Blvd / Chastain Meadows Pkwy* (*Signalized*)	**Overall**	**18.2**	**B**		**18.4**	**B**		**18.7**	**B**	
	Eastbound	16.7	B	304'	16.8	B	330'	16.6	B	331'
	Westbound	17.4	B	159'	17.7	B	165'	17.9	B	165'
	Northbound	37.5	D	#63'	37.8	D	#64'	38.2	D	#65'
	Southbound	18.0	B	#109'	18.4	B	#112'	19.3	B	#119'
5. Barrett Creek Blvd at Barret Creek Pkwy (*AWSC*)	EB LT/T	9.0	A	< 20'	9.0	A	< 20'	9.4	A	< 20'
	EB RT	-	-	-	-	-	-	-	-	-
	NB T/RT	8.0	A	< 20'	8.0	A	< 20'	8.1	A	< 20'
	SB T/RT	8.8	A	22'	8.8	A	22'	9.3	A	26'
6. Barrett Creek Pkwy at Proposed Site Access 2 (*TWSC*)	Eastbound Left	-	-	-	-	-	-	-	-	-
	Southbound	-	-	-	-	-	-	9.7	A	< 20'

* HCM 2000 methodology required in synchro due to low split times

volume exceeds capacity due to low green time for minor street approaches, queue values shown after 2 cycles

5.1. Warrants

5.1.1. Signal Warrant

A signal warrant was prepared to evaluate the need for traffic signals at the intersection of Barrett Creek Pkwy and Barrett Creek Boulevard based on *MUTCD 11th* requirements. The removal of all westbound right turns at this intersection is applied per *NCHRP 457* Guidance. The signal warrant results are shown below in Table 5.4. The analysis showed that the intersection does not meet the criteria for Warrant 1 or 2. A traffic signal is not warranted at the intersection based on the MUTCD standards. The signal warrant analysis is included in Appendix D.

Table 5.4 – Signal Warrant Results – Barrett Creek Parkway at Barrett Creek Boulevard

INTERSECTION	WARRANTS MET?			
	#1A	#1B	Combine	#2
Barrett Creek Pkwy at Barrett Creek Blvd	N (0/8 hrs)	N (0/8 hrs)	N (0/8 hrs)	N (0/4 hrs)

6. RECOMMENDATIONS

Based on the trips expected to be generated by the proposed development, the following recommendations are expected to provide safe and efficient traffic operations within the study area. Per CCDOT Guidelines, System Improvement recommendations are included to promote safe and efficient operations within the study area. Additionally, Development Improvement recommendations are included based on the trip generation and operational analysis presented when the development opens in 2028.

System Improvement Recommendations

Ernest W Barrett Parkway at NB/SB I-575 Ramps

- Upgrade backplates to have yellow retro-reflective border (Safety).
- Improve viewing angle for northbound and southbound right-hand turns (Safety).
- Add R560-5 sign for movements approaching a pedestrian crosswalk (Safety).
- Evaluate clearance intervals to determine if the yellow and red times should be adjusted for all signalized intersections (Safety).

Ernest W Barrett Parkway at Barrett Creek Boulevard/Chastain Meadows Parkway

- Evaluate clearance intervals to determine if the yellow and red times should be adjusted for all signalized intersections (Safety).
- Extend eastbound and northbound right turn lanes (Safety).
- Evaluate lighting at the intersection (Safety).
- Improve viewing angle for southbound right-hand turns (Safety).
- Add R560-5 sign for movements approaching a pedestrian crosswalk (Safety).

Development Improvement Recommendations (Site-Generated Traffic)

Ernest W Barrett Parkway at Proposed Access 1

- Construct one entering lane and one exiting lane that will serve as the south leg of the intersection. The access will be stop-controlled and operate under the existing Right-In/Right-Out (RIRO) conditions.
- Design the access according to federal, state, and local standards, including the *Cobb County Development Standards (Sections 401 and 402), A Policy on Geometric Design of Highways and Streets (AASHTO, 2018),* and the *Manual on Uniform Traffic Control Devices, 11th Edition.*

Barrett Creek Parkway at Proposed Access 2

- Construct one entering lane and one exiting lane that will serve as the north leg of the intersection. The access will be stop-controlled.
- Design the access according to federal, state, and local standards, including the *Cobb County Development Standards (Sections 401 and 402), A Policy on Geometric Design of Highways and Streets (AASHTO, 2018),* and the *Manual on Uniform Traffic Control Devices, 11th Edition.*

APPENDIX A – DATA COLLECTION

Existing Data Counts

Historic Traffic Data

TRAFFIC COUNT RECORD

BARGE DESIGN SOLUTIONS

Marr Traffic
Subconsultant

Site 1 of 6
GA-5 Phillip Landrum Memorial Hw
GA-5 Phillip Landrum Memorial Hw
Ernest W Barrett Pkwy NW (West)
Ernest W Barrett Pkwy NW (East)

Date	Lat/Long	Project
Tuesday, March 10, 2026	34.014111°, -84.560049°	175 Ernest W Barrett

15-Minute Traffic Data

	↑ Northbound↑					↓ Southbound↓					→Eastbound→					←Westbound←				
	p Landrum Memorial Hwy S/Bound					p Landrum Memorial Hwy S/Bound					Ernest W Barrett Pkwy NW (West)					Ernest W Barrett Pkwy NW (East)				
TIME	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped
6:00 – 6:15	0	0	0	0	0	7	0	49	0	2	0	111	6	0	0	35	47	0	0	0
6:15 – 6:30	0	0	0	0	0	11	0	57	0	0	0	117	10	0	0	35	70	0	0	0
6:30 – 6:45	0	0	0	0	0	23	0	63	0	0	0	197	12	0	0	36	75	0	0	0
6:45 – 7:00	0	0	0	0	0	11	0	73	0	0	0	203	16	0	0	37	92	0	0	0
7:00 – 7:15	0	0	0	0	0	14	0	75	0	1	0	262	15	0	0	39	109	0	0	0
7:15 – 7:30	0	0	0	0	0	9	0	71	0	0	0	287	13	0	0	28	128	0	0	0
7:30 – 7:45	0	0	0	0	1	7	0	62	0	0	0	321	17	0	0	39	167	0	0	0
7:45 – 8:00	0	0	0	0	0	9	0	71	0	0	0	313	17	0	0	41	152	0	0	0
8:00 – 8:15	0	0	0	0	0	9	0	67	0	0	0	278	23	0	0	49	146	0	0	0
8:15 – 8:30	0	0	0	0	0	10	0	83	0	0	0	352	11	0	0	36	175	0	0	0
8:30 – 8:45	0	0	0	0	1	9	1	120	0	0	0	301	19	0	0	31	150	0	0	0
8:45 – 9:00	0	0	0	0	0	16	0	114	0	0	0	293	15	0	0	18	155	0	0	0
9:00 – 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 – 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 – 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 – 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 – 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 – 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 – 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 – 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 – 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 – 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 – 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 – 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 – 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 – 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 – 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 – 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 – 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 – 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 – 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 – 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 – 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 – 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 – 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 – 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 – 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 – 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 – 15:45	0	0	0	0	1	21	0	80	0	0	0	383	34	0	0	37	246	0	0	0
15:45 – 16:00	0	0	0	0	1	22	0	72	0	2	0	374	33	0	0	51	242	0	0	0
16:00 – 16:15	0	0	0	0	3	29	1	61	0	1	0	357	29	0	0	52	278	0	0	0
16:15 – 16:30	0	0	0	0	2	29	0	64	0	2	0	374	33	0	0	56	320	0	0	0
16:30 – 16:45	0	0	0	0	3	31	0	97	0	1	0	356	34	0	0	44	337	0	0	0
16:45 – 17:00	0	0	0	0	1	40	0	59	0	3	0	372	23	0	0	56	373	0	0	0
17:00 – 17:15	0	0	0	0	0	31	0	90	0	1	0	392	28	0	1	63	356	0	0	0
17:15 – 17:30	0	0	0	0	4	42	0	90	0	0	0	420	26	0	0	41	326	0	0	0
17:30 – 17:45	0	0	0	0	1	36	0	71	0	1	0	356	35	0	0	49	296	0	0	0
17:45 – 18:00	0	0	0	0	1	19	0	80	0	0	0	356	30	0	0	54	326	0	0	0
18:00 – 18:15	0	0	0	0	1	32	0	65	0	4	0	314	25	0	1	43	313	0	0	0
18:15 – 18:30	0	0	0	0	0	20	1	81	0	0	0	343	33	0	0	42	352	0	0	0

Summary

	↑ Northbound↑					↓ Southbound↓					→Eastbound→					←Westbound←				
PEAK HOUR	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped
07:15 – 08:15	0	0	0	0	1	34	0	271	0	0	0	1199	70	0	0	157	593	0	0	0
PHF	0.95																			
Heavy Veh	0%					5%					5%					3%				
14:45 – 15:45	0	0	0	0	1	21	0	80	0	0	0	383	34	0	0	37	246	0	0	0
PHF	0.25																			
Heavy Veh	0%					0%					3%					2%				
16:45 – 17:45	0	0	0	0	6	149	0	310	0	5	0	1540	112	0	1	209	1351	0	0	0
PHF	0.96																			
Heavy Veh	0%					2%					2%					1%				

TRAFFIC COUNT RECORD

BARGE DESIGN SOLUTIONS

Marr Traffic
Subconsultant

Site 1X of 6

Dedicated lane to Mall Bl

Date	Lat/Long	Project
Tuesday, March 10, 2026	34.014111°, -84.560049°	175 Ernest W Barrett

15-Minute Traffic Data

	↑ Northbound↑					↓ Southbound↓					→Eastbound→					←Westbound←				
	0					Dedicated lane to Mall Blvd					0					0				
TIME	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped
6:00 – 6:15								6												
6:15 – 6:30								1												
6:30 – 6:45								1												
6:45 – 7:00								0												
7:00 – 7:15								0												
7:15 – 7:30								2												
7:30 – 7:45								4												
7:45 – 8:00								4												
8:00 – 8:15								6												
8:15 – 8:30								4												
8:30 – 8:45								13												
8:45 – 9:00								15												
9:00 – 9:15																				
9:15 – 9:30																				
9:30 – 9:45																				
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15:15 – 15:30																				
15:30 – 15:45								23												
15:45 – 16:00								30												
16:00 – 16:15								26												
16:15 – 16:30								22												
16:30 – 16:45								25												
16:45 – 17:00								32												
17:00 – 17:15								32												
17:15 – 17:30								36												
17:30 – 17:45								29												
17:45 – 18:00								34												
18:00 – 18:15								37												
18:15 – 18:30								46												

Summary

	↑ Northbound↑					↓ Southbound↓					→Eastbound→					←Westbound←				
PEAK HOUR	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped
07:15 – 08:15	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.67																			
Heavy Veh	0%					0%					0%					0%				
14:45 – 15:45	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.25																			
Heavy Veh	0%					0%					0%					0%				
16:45 – 17:45	0	0	0	0	0	0	0	129	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.9																			
Heavy Veh	0%					0%					0%					0%				

TRAFFIC COUNT RECORD

BARGE DESIGN SOLUTIONS

Marr Traffic
Subconsultant

Site 2 of 6
GA-5 N/Bound Off-Ramp
GA-5 N/Bound On-Ramp
Ernest W Barrett Pkwy NW (West)
Ernest W Barrett Pkwy NW (East)

Date	Lat/Long	Project
Tuesday, February 24, 2026	34.014043°, -84.557232°	175 Ernest W Barrett

15-Minute Traffic Data

	↑ Northbound↑					↓ Southbound↓					→Eastbound→					←Westbound←				
	GA-5 N/Bound Off-Ramp					GA-5 N/Bound On-Ramp					Ernest W Barrett Pkwy NW (West)					Ernest W Barrett Pkwy NW (East)				
TIME	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped
6:00 – 6:15	5	0	12	0	0	0	0	0	0	0	43	64	0	0	0	0	70	6	0	0
6:15 – 6:30	4	0	24	0	0	0	0	0	0	0	78	61	0	0	0	0	84	15	0	0
6:30 – 6:45	6	0	38	0	2	0	0	0	0	1	85	92	0	0	0	0	95	16	0	1
6:45 – 7:00	9	0	43	0	0	0	0	0	0	0	107	129	0	0	0	0	126	17	0	0
7:00 – 7:15	5	0	43	0	1	0	0	0	0	1	100	156	0	0	0	0	154	27	0	0
7:15 – 7:30	11	0	44	0	1	0	0	0	0	0	134	185	0	0	0	0	163	30	0	0
7:30 – 7:45	15	0	44	0	1	0	0	0	0	0	152	171	0	1	0	0	194	33	1	0
7:45 – 8:00	11	0	80	0	0	0	0	0	0	0	131	173	0	0	0	0	195	31	0	0
8:00 – 8:15	17	0	53	0	0	0	0	0	0	0	155	171	0	0	0	0	189	27	1	0
8:15 – 8:30	12	0	66	0	0	0	0	0	0	0	168	169	0	0	0	0	187	23	0	0
8:30 – 8:45	18	0	58	0	0	0	0	0	0	0	124	213	0	0	0	0	171	33	0	0
8:45 – 9:00	13	1	58	0	1	0	0	0	0	0	147	206	0	0	0	0	161	23	0	1
9:00 – 9:15	19	0	57	0	0	0	0	0	0	1	118	173	0	0	0	0	178	25	0	1
9:15 – 9:30	20	0	46	0	0	0	0	0	0	0	104	151	0	0	0	0	143	14	0	0
9:30 – 9:45	15	0	44	0	0	0	0	0	0	0	144	150	0	0	0	0	159	15	0	0
9:45 – 10:00	24	0	41	0	0	0	0	0	0	1	68	167	0	0	0	0	167	17	0	1
10:00 – 10:15	26	0	31	0	3	0	0	0	0	1	103	141	0	1	0	0	171	22	0	2
10:15 – 10:30	31	0	38	0	0	0	0	0	0	0	80	126	0	0	0	0	171	13	0	0
10:30 – 10:45	26	0	36	0	0	0	0	0	0	0	91	207	0	0	0	0	206	22	0	0
10:45 – 11:00	43	0	48	0	2	0	0	0	0	5	69	179	0	0	0	0	215	25	1	2
11:00 – 11:15	51	0	44	0	2	0	0	0	0	1	87	148	0	0	0	0	214	24	0	0
11:15 – 11:30	53	2	48	0	1	0	0	0	0	1	76	141	0	0	0	0	223	19	0	1
11:30 – 11:45	50	0	51	0	1	0	0	0	0	0	105	218	0	1	0	0	231	33	0	1
11:45 – 12:00	54	0	43	0	0	0	0	0	0	2	103	202	0	1	0	0	262	31	0	0
12:00 – 12:15	53	0	48	0	0	0	0	0	0	0	115	241	0	0	0	0	245	32	0	0
12:15 – 12:30	72	0	50	0	4	0	0	0	0	2	100	228	0	0	0	0	277	34	1	2
12:30 – 12:45	59	0	66	0	2	0	0	0	0	3	101	224	0	2	0	0	248	40	1	1
12:45 – 13:00	60	0	49	0	1	0	0	0	0	1	115	205	0	1	0	0	260	34	1	0
13:00 – 13:15	50	0	48	0	4	0	0	0	0	1	117	213	0	0	0	0	282	41	0	0
13:15 – 13:30	50	0	53	0	1	0	0	0	0	1	155	250	0	0	0	0	271	56	0	0
13:30 – 13:45	46	1	53	0	3	0	0	0	0	1	139	255	0	0	0	0	277	41	0	1
13:45 – 14:00	26	0	64	0	1	0	0	0	0	1	113	230	0	0	0	0	229	40	0	1
14:00 – 14:15	26	0	60	0	3	0	0	0	0	1	143	223	0	1	0	0	245	46	0	0
14:15 – 14:30	36	0	56	0	0	0	0	0	0	3	132	267	0	0	0	0	262	33	0	0
14:30 – 14:45	43	0	49	0	0	0	0	0	0	0	140	228	0	0	0	0	235	42	0	0
14:45 – 15:00	32	0	53	0	1	0	0	0	0	2	117	240	0	2	0	0	274	36	1	0
15:00 – 15:15	29	0	48	0	4	0	0	0	0	5	142	245	0	0	0	0	219	46	0	1
15:15 – 15:30	26	0	62	0	7	0	0	0	0	0	141	250	0	0	0	0	245	55	1	3
15:30 – 15:45	31	0	58	0	1	0	0	0	0	2	127	242	0	0	0	0	257	45	0	0
15:45 – 16:00	35	0	63	0	6	0	0	0	0	1	127	243	0	1	0	0	261	33	0	0
16:00 – 16:15	33	0	74	0	1	0	0	0	0	1	115	251	0	1	0	0	305	36	0	0
16:15 – 16:30	45	0	66	0	2	0	0	0	0	3	82	270	0	0	0	0	321	19	0	2
16:30 – 16:45	48	0	54	0	2	0	0	0	0	1	98	245	0	0	0	0	322	22	0	2
16:45 – 17:00	47	0	82	0	3	0	0	0	0	0	107	239	0	0	0	0	307	36	0	0
17:00 – 17:15	55	0	88	0	2	0	0	0	0	2	99	252	0	1	0	0	365	32	0	2
17:15 – 17:30	51	0	63	0	2	0	0	0	0	0	108	290	0	1	0	0	310	15	0	0
17:30 – 17:45	73	0	88	0	0	0	0	0	0	1	82	240	0	0	0	0	342	15	0	0
17:45 – 18:00	70	0	82	0	5	0	0	0	0	2	100	275	0	0	0	0	323	41	1	1
18:00 – 18:15	65	0	80	0	1	0	0	0	0	1	96	228	0	0	0	0	301	27	0	0
18:15 – 18:30	49	0	77	0	0	0	0	0	0	2	89	210	0	0	0	0	266	32	0	0
18:30 – 18:45	37	0	45	0	5	0	0	0	0	1	121	225	0	0	0	0	276	23	0	0
18:45 – 19:00	30	2	57	0	3	0	0	0	0	1	98	193	0	5	0	0	290	24	0	0

Summary

	↑ Northbound↑					↓ Southbound↓					→Eastbound→					←Westbound←				
PEAK HOUR	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped
07:15 – 08:15	54	0	221	0	2	0	0	0	0	0	572	700	0	1	0	0	741	121	2	0
PHF	0.97																			
Heavy Veh	3%					0%					4%					4%				
12:45 – 13:45	206	1	203	0	9	0	0	0	0	4	526	923	0	1	0	0	1090	172	1	1
PHF	0.94																			
Heavy Veh	2%					0%					3%					2%				
16:45 – 17:45	226	0	321	0	7	0	0	0	0	3	396	1021	0	2	0	0	1324	98	0	2
PHF	0.95																			
Heavy Veh	1%					0%					1%					1%				

TRAFFIC COUNT RECORD

BARGE DESIGN SOLUTIONS

Marr Traffic
Subconsultant

Site 3 of 6
Proposed Access 1
Driveway
Ernest W Barrett Pkwy NW (West)
Ernest W Barrett Pkwy NW (East)

Date	Lat/Long	Project
Tuesday, February 24, 2026	34.014029°, -84.556293°	175 Ernest W Barrett

15-Minute Traffic Data

	↑ Northbound↑					↓ Southbound↓					→Eastbound→					←Westbound←				
	Proposed Access 1					Driveway					Ernest W Barrett Pkwy NW (West)					Ernest W Barrett Pkwy NW (East)				
TIME	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped
6:00 – 6:15	0	0	0	0	0	0	0	2	0	0	0	79	0	0	0	0	74	2	0	0
6:15 – 6:30	0	0	0	0	0	0	0	3	0	0	0	85	0	0	0	0	101	1	0	0
6:30 – 6:45	0	0	0	0	2	0	0	4	0	0	0	128	0	0	0	0	110	2	0	0
6:45 – 7:00	0	0	0	0	0	0	0	2	0	0	0	177	0	0	0	0	143	5	0	0
7:00 – 7:15	0	0	0	0	1	0	0	6	0	0	0	202	0	0	0	0	169	3	0	0
7:15 – 7:30	0	0	0	0	2	0	0	5	0	0	0	218	0	0	0	0	195	5	0	0
7:30 – 7:45	0	0	0	0	0	0	0	2	0	0	0	213	0	0	0	0	230	4	0	0
7:45 – 8:00	0	0	0	0	0	0	0	2	0	0	0	242	0	0	0	0	224	3	0	0
8:00 – 8:15	0	0	0	0	0	0	0	8	0	0	0	227	0	0	0	0	212	6	0	0
8:15 – 8:30	0	0	0	0	0	0	0	2	0	0	0	234	0	0	0	0	212	4	0	0
8:30 – 8:45	0	0	0	0	0	0	0	4	0	0	0	264	0	0	0	0	198	0	0	0
8:45 – 9:00	0	0	1	0	1	0	0	4	0	0	0	269	1	0	0	0	183	3	0	0
9:00 – 9:15	0	0	0	0	0	0	0	9	0	0	0	223	0	0	0	0	190	2	0	0
9:15 – 9:30	0	0	0	0	0	0	0	4	0	0	0	197	0	0	0	0	157	1	0	0
9:30 – 9:45	0	0	0	0	0	0	0	1	0	0	0	195	0	0	0	0	176	5	0	0
9:45 – 10:00	0	0	0	0	0	0	0	10	0	0	0	209	0	0	0	0	177	4	0	0
10:00 – 10:15	0	0	0	0	1	0	0	5	0	0	0	177	0	0	0	0	185	4	0	0
10:15 – 10:30	0	0	0	0	0	0	0	4	0	0	0	167	0	0	0	0	175	3	0	0
10:30 – 10:45	0	0	0	0	0	0	0	3	0	0	0	247	0	0	0	0	229	1	0	0
10:45 – 11:00	0	0	0	0	2	0	0	7	0	0	0	228	0	0	0	0	228	6	0	0
11:00 – 11:15	0	0	0	0	1	0	0	9	0	0	0	193	0	0	0	0	234	3	0	1
11:15 – 11:30	0	0	0	0	1	0	0	6	0	0	0	194	0	0	0	0	238	8	0	0
11:30 – 11:45	0	0	0	0	0	0	0	7	0	0	0	265	0	0	0	0	258	0	0	0
11:45 – 12:00	0	0	0	0	0	0	0	7	0	0	0	248	0	0	0	0	294	7	0	0
12:00 – 12:15	0	0	0	0	0	0	0	12	0	0	0	296	0	0	0	0	262	8	0	0
12:15 – 12:30	0	0	2	0	1	0	0	11	0	0	0	281	1	0	0	0	303	2	0	0
12:30 – 12:45	0	0	0	0	2	0	0	10	0	0	0	295	0	0	0	0	284	4	0	0
12:45 – 13:00	0	0	1	0	0	0	0	10	0	0	0	261	0	0	0	0	292	3	0	0
13:00 – 13:15	0	0	0	0	2	0	0	6	0	0	0	256	0	0	0	0	310	8	0	0
13:15 – 13:30	0	0	0	0	1	0	0	9	0	0	0	306	0	0	0	0	314	2	0	0
13:30 – 13:45	0	0	0	0	2	0	0	8	0	0	0	303	0	0	0	0	313	7	0	0
13:45 – 14:00	0	0	0	0	1	0	0	7	0	0	0	295	0	0	0	0	252	4	0	0
14:00 – 14:15	0	0	0	0	3	0	0	10	0	0	0	276	0	0	0	0	279	5	0	0
14:15 – 14:30	0	0	0	0	1	0	0	15	0	0	0	304	0	0	0	0	280	4	0	0
14:30 – 14:45	0	0	0	0	1	0	0	8	0	0	0	263	0	0	0	0	262	4	0	0
14:45 – 15:00	0	0	0	0	0	0	0	8	0	0	0	273	0	0	0	0	297	6	0	0
15:00 – 15:15	0	0	0	0	3	0	0	4	0	1	0	281	0	0	0	0	268	1	0	0
15:15 – 15:30	0	0	0	0	2	0	0	14	0	0	0	308	0	0	0	0	283	4	0	0
15:30 – 15:45	0	0	0	0	2	0	0	8	0	0	0	290	0	0	0	0	292	4	0	0
15:45 – 16:00	0	0	0	0	4	0	0	4	0	0	0	309	0	0	0	0	293	1	0	0
16:00 – 16:15	0	0	0	0	3	0	0	13	0	0	0	329	0	0	0	0	326	1	0	0
16:15 – 16:30	0	0	1	0	0	0	0	5	0	0	0	331	1	0	0	0	336	4	0	0
16:30 – 16:45	0	0	0	0	2	0	0	10	0	0	0	301	0	0	0	0	337	2	0	0
16:45 – 17:00	0	0	1	0	2	0	0	9	0	0	0	383	0	0	0	0	329	4	0	0
17:00 – 17:15	0	0	0	0	0	0	0	10	0	0	0	345	0	0	0	0	387	5	0	0
17:15 – 17:30	0	0	0	0	1	0	0	6	0	0	0	356	0	0	0	0	317	2	0	0
17:30 – 17:45	0	0	0	0	0	0	0	4	0	1	0	326	0	0	0	0	356	5	0	0
17:45 – 18:00	0	0	0	0	2	0	0	8	0	0	0	367	0	0	0	0	361	5	0	0
18:00 – 18:15	0	0	0	0	2	0	0	10	0	1	0	309	0	0	0	0	310	2	0	0
18:15 – 18:30	0	0	0	0	0	0	0	5	0	1	0	281	0	0	0	0	292	1	0	0
18:30 – 18:45	0	0	0	0	5	0	0	2	0	1	0	270	0	0	0	0	294	2	0	0
18:45 – 19:00	0	0	1	0	3	0	0	8	0	1	0	252	1	0	0	0	301	2	0	0

Summary

	↑ Northbound↑					↓ Southbound↓					→Eastbound→					←Westbound←				
PEAK HOUR	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped
07:15 – 08:15	0	0	0	0	2	0	0	17	0	0	0	900	0	0	0	0	861	18	0	0
PHF	0.95																			
Heavy Veh	0%					0%					3%					4%				
12:45 – 13:45	0	0	1	0	5	0	0	33	0	0	0	1126	0	0	0	0	1229	20	0	0
PHF	0.95																			
Heavy Veh	0%					3%					2%					2%				
16:45 – 17:45	0	0	1	0	3	0	0	29	0	1	0	1410	0	0	0	0	1389	16	0	0
PHF	0.95																			
Heavy Veh	0%					0%					1%					1%				

TRAFFIC COUNT RECORD

BARGE DESIGN SOLUTIONS

Marr Traffic
Subconsultant

Site 4 of 6
Barrett Creek Blvd
Chastain Meadows Pkwy NW
Ernest W Barrett Pkwy NW (West)
Ernest W Barrett Pkwy NW (East)

Date	Lat/Long	Project
Tuesday, February 24, 2026	34.013961°, -84.554484°	175 Ernest W Barrett

15-Minute Traffic Data

	↑ Northbound ↑					↓ Southbound ↓					→Eastbound→					←Westbound←				
	Barrett Creek Blvd					Chastain Meadows Pkwy NW					Ernest W Barrett Pkwy NW (West)					Ernest W Barrett Pkwy NW (East)				
TIME	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped
6:00 – 6:15	10	2	4	0	0	8	5	11	0	0	12	64	3	1	1	1	53	14	0	0
6:15 – 6:30	17	1	6	0	0	5	2	19	0	0	13	60	7	2	0	1	64	11	0	0
6:30 – 6:45	12	4	11	0	0	12	3	21	0	0	19	96	6	4	0	1	81	11	0	0
6:45 – 7:00	25	5	18	0	0	21	2	13	0	0	31	123	15	8	0	4	100	17	0	0
7:00 – 7:15	21	3	18	0	1	12	3	27	0	0	36	143	10	1	0	5	128	14	0	0
7:15 – 7:30	28	6	28	0	1	19	5	21	0	0	48	163	10	5	0	3	157	31	0	0
7:30 – 7:45	26	11	24	0	0	32	9	31	0	0	49	151	14	3	0	10	171	27	0	0
7:45 – 8:00	23	17	24	0	0	22	9	24	0	0	56	163	20	0	0	12	180	38	0	0
8:00 – 8:15	29	12	21	0	0	25	5	24	0	0	56	149	10	6	0	10	157	38	0	1
8:15 – 8:30	23	11	14	0	0	21	8	33	0	0	53	159	20	2	0	6	158	37	0	0
8:30 – 8:45	26	10	21	0	1	24	11	27	0	0	49	185	15	1	0	5	150	31	0	0
8:45 – 9:00	18	12	14	0	0	24	2	26	0	0	61	191	14	3	0	6	141	42	0	0
9:00 – 9:15	23	10	9	0	0	33	7	44	1	0	55	164	12	1	0	11	128	28	0	0
9:15 – 9:30	12	6	20	0	0	23	6	26	0	0	46	132	7	3	0	7	104	34	0	0
9:30 – 9:45	18	15	15	0	0	20	2	38	0	1	27	147	17	2	0	8	130	29	0	0
9:45 – 10:00	16	12	8	0	0	25	3	32	1	1	59	137	8	5	0	5	129	21	0	0
10:00 – 10:15	15	8	11	0	1	18	5	41	0	3	44	121	12	3	0	2	137	27	0	1
10:15 – 10:30	13	10	14	0	0	22	7	41	0	0	38	104	14	3	0	7	122	28	0	1
10:30 – 10:45	17	11	9	0	1	32	2	42	0	0	46	186	12	1	0	5	172	31	0	0
10:45 – 11:00	14	5	10	0	0	35	8	51	0	1	50	146	14	3	0	3	155	50	0	0
11:00 – 11:15	20	3	9	0	0	44	7	49	0	0	58	139	12	1	0	4	174	45	0	1
11:15 – 11:30	15	10	6	0	0	32	9	47	0	1	42	127	18	6	0	7	178	38	0	1
11:30 – 11:45	17	3	7	0	0	50	4	50	0	1	69	169	25	5	0	6	179	48	0	0
11:45 – 12:00	23	12	9	0	0	50	10	60	0	0	63	171	12	8	0	6	212	49	0	0
12:00 – 12:15	14	11	7	0	3	54	7	80	0	3	61	205	18	6	0	8	186	52	0	4
12:15 – 12:30	14	8	12	0	1	50	15	87	0	3	56	192	13	3	0	8	185	60	0	1
12:30 – 12:45	17	8	8	0	1	54	9	73	0	3	79	195	22	8	0	5	186	75	0	1
12:45 – 13:00	21	13	16	0	1	53	10	62	0	0	60	168	17	4	0	9	194	65	0	1
13:00 – 13:15	19	10	9	0	2	55	11	70	0	0	83	158	16	4	0	6	231	61	0	2
13:15 – 13:30	13	9	6	0	3	59	9	77	0	1	86	187	18	4	0	5	218	61	0	2
13:30 – 13:45	22	6	7	0	2	48	10	63	0	5	81	226	19	4	0	7	230	65	0	0
13:45 – 14:00	22	8	10	0	0	42	11	68	0	0	72	192	14	9	0	4	148	63	0	0
14:00 – 14:15	13	5	13	0	4	35	11	63	0	5	61	213	20	3	0	8	195	52	0	2
14:15 – 14:30	13	6	19	0	1	51	11	66	0	1	71	184	25	10	0	6	188	60	0	0
14:30 – 14:45	13	4	19	0	0	53	10	63	0	1	68	179	18	10	0	9	165	64	0	1
14:45 – 15:00	15	9	12	0	0	60	4	64	0	2	51	178	17	6	0	11	212	58	1	1
15:00 – 15:15	17	9	6	0	2	47	6	68	0	3	68	212	20	3	0	4	183	38	0	0
15:15 – 15:30	17	4	13	0	4	47	11	62	0	1	73	196	23	7	0	7	203	44	0	4
15:30 – 15:45	17	11	10	0	9	50	8	62	0	3	66	189	24	7	0	8	206	59	0	7
15:45 – 16:00	8	8	19	0	3	49	15	72	0	1	59	202	32	3	0	12	204	55	0	2
16:00 – 16:15	13	11	14	0	1	41	9	108	0	0	72	239	21	1	0	6	217	56	0	0
16:15 – 16:30	22	11	12	0	1	61	11	87	0	7	75	209	17	8	0	8	206	80	0	9
16:30 – 16:45	12	11	13	0	1	66	10	103	0	0	63	239	30	4	0	10	216	88	0	0
16:45 – 17:00	25	14	20	0	0	49	9	92	0	2	92	250	32	7	0	19	212	82	0	1
17:00 – 17:15	12	11	9	0	2	68	11	108	0	4	78	209	42	6	0	10	268	76	0	3
17:15 – 17:30	16	16	10	0	0	77	23	106	0	1	80	218	29	3	0	11	193	73	0	0
17:30 – 17:45	12	4	15	0	1	41	7	79	0	0	85	231	31	6	0	19	267	80	1	2
17:45 – 18:00	19	11	18	0	2	49	18	75	0	2	66	249	36	2	0	14	264	68	0	2
18:00 – 18:15	24	7	16	0	2	50	13	78	0	1	84	198	41	3	0	14	217	79	0	0
18:15 – 18:30	25	9	16	0	2	44	11	79	0	4	62	181	34	1	0	14	188	59	0	3
18:30 – 18:45	16	14	13	0	3	42	9	60	0	4	70	180	22	4	0	14	214	49	0	7
18:45 – 19:00	22	11	14	0	3	42	9	73	1	1	62	154	18	3	0	5	193	57	0	1

Summary

	↑ Northbound ↑					↓ Southbound ↓					→Eastbound→					←Westbound←				
PEAK HOUR	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped
07:15 – 08:15	106	46	97	0	1	98	28	100	0	0	209	626	54	14	0	35	665	134	0	1
PHF	0.94																			
Heavy Veh	2%					5%					3%					3%				
12:45 – 13:45	75	38	38	0	8	215	40	272	0	6	310	739	70	16	0	27	873	252	0	5
PHF	0.94																			
Heavy Veh	4%					2%					2%					3%				
16:45 – 17:45	65	45	54	0	3	235	50	385	0	7	335	908	134	22	0	59	940	311	1	6
PHF	0.98																			
Heavy Veh	3%					0%					1%					2%				

TRAFFIC COUNT RECORD

BARGE DESIGN SOLUTIONS

Marr Traffic
Subconsultant

Site 5 of 6
Barrett Creek Blvd (South)
Barrett Creek Blvd (North)
Barrett Creek Pkwy NW
Richard Ferguson Pkwy

Date	Lat/Long	Project
Tuesday, February 24, 2026	34.012306°, -84.554591°	175 Ernest W Barrett

15-Minute Traffic Data

	↑ Northbound↑					↓ Southbound↓					→Eastbound→					←Westbound←				
	Barrett Creek Blvd (South)					Barrett Creek Blvd (North)					Barrett Creek Pkwy NW					Richard Ferguson Pkwy				
TIME	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped
6:00 – 6:15	0	9	1	0	0	2	1	3	0	0	4	0	0	0	0	0	0	0	0	0
6:15 – 6:30	0	9	1	0	0	0	1	2	0	0	6	0	0	0	0	0	0	3	0	0
6:30 – 6:45	0	16	2	0	0	0	3	3	0	0	12	1	0	0	2	1	0	1	0	0
6:45 – 7:00	0	11	1	0	0	1	1	8	0	0	17	2	0	0	0	1	0	5	0	1
7:00 – 7:15	0	15	0	0	0	1	4	2	0	0	18	1	1	0	0	0	0	3	1	0
7:15 – 7:30	0	22	4	0	0	1	2	7	0	0	22	3	0	0	1	1	0	3	0	0
7:30 – 7:45	0	29	3	0	0	2	8	4	0	0	20	3	0	0	0	0	2	5	0	0
7:45 – 8:00	0	14	2	0	0	3	9	7	0	0	20	3	1	0	0	1	4	6	0	0
8:00 – 8:15	0	21	1	0	0	0	6	6	0	0	16	2	1	0	0	1	2	6	0	0
8:15 – 8:30	0	17	0	0	0	4	6	7	1	0	21	0	0	0	0	0	1	1	0	0
8:30 – 8:45	0	20	2	0	0	3	7	9	0	0	16	1	1	0	0	0	0	6	0	0
8:45 – 9:00	0	15	2	0	0	2	1	5	0	0	9	2	0	0	0	0	0	4	0	1
9:00 – 9:15	0	16	1	0	0	0	8	7	0	0	11	1	0	0	1	1	3	3	0	0
9:15 – 9:30	0	18	2	0	1	0	6	2	0	0	7	0	1	0	0	0	1	3	0	0
9:30 – 9:45	0	15	0	0	1	3	4	7	0	0	12	1	0	0	0	3	2	2	0	0
9:45 – 10:00	0	13	0	0	0	0	4	4	0	0	9	0	0	0	0	0	2	6	0	1
10:00 – 10:15	0	7	1	0	0	0	4	5	0	0	13	1	0	0	0	1	0	5	0	0
10:15 – 10:30	1	16	0	0	0	0	6	7	0	0	6	1	0	0	0	2	0	2	0	0
10:30 – 10:45	0	9	1	0	0	1	2	4	0	0	9	0	1	0	0	0	0	2	0	0
10:45 – 11:00	0	11	1	0	0	1	3	4	0	0	8	3	0	0	1	1	0	0	0	0
11:00 – 11:15	0	8	1	0	0	3	4	10	1	0	14	1	0	0	0	2	0	2	0	0
11:15 – 11:30	0	13	1	0	0	3	13	10	0	0	6	0	1	0	2	4	4	3	0	0
11:30 – 11:45	1	2	4	0	0	4	8	7	0	0	3	0	1	0	0	0	1	5	0	0
11:45 – 12:00	0	10	1	0	0	4	8	4	0	0	13	4	0	0	0	2	3	3	0	0
12:00 – 12:15	0	5	0	0	1	1	5	12	0	0	8	0	2	0	0	0	0	3	0	0
12:15 – 12:30	0	11	2	0	0	3	13	8	0	0	13	1	0	0	0	1	1	2	0	0
12:30 – 12:45	0	8	2	0	0	5	6	10	0	0	11	0	0	0	1	3	0	5	0	0
12:45 – 13:00	0	12	4	0	0	1	12	12	0	1	14	0	0	0	0	5	3	2	0	0
13:00 – 13:15	0	12	3	0	0	6	3	5	0	2	4	0	0	0	0	1	1	5	0	1
13:15 – 13:30	1	9	0	0	0	3	10	5	0	0	5	1	2	0	0	0	0	6	0	1
13:30 – 13:45	0	16	0	0	0	5	11	11	0	0	11	1	0	0	1	1	1	1	0	0
13:45 – 14:00	0	11	1	0	0	4	6	11	0	0	10	1	0	0	0	3	2	2	0	0
14:00 – 14:15	0	7	0	0	0	1	7	14	0	0	9	1	0	0	0	2	1	2	0	0
14:15 – 14:30	0	8	3	0	0	3	15	7	0	0	10	2	1	0	1	1	2	8	0	0
14:30 – 14:45	0	8	3	0	0	3	13	13	0	4	10	0	0	0	0	5	2	2	0	0
14:45 – 15:00	0	13	2	0	0	2	15	4	0	0	9	1	1	0	0	3	0	3	0	0
15:00 – 15:15	0	9	0	0	0	3	4	15	0	0	10	1	0	0	0	1	1	5	0	0
15:15 – 15:30	0	8	3	0	0	6	14	12	0	0	5	2	1	0	1	1	1	7	0	0
15:30 – 15:45	0	11	1	0	0	3	9	10	0	0	10	0	0	0	0	1	4	3	0	1
15:45 – 16:00	0	10	2	0	0	4	16	18	0	0	9	4	0	0	0	3	4	2	0	0
16:00 – 16:15	0	7	1	0	0	3	10	15	0	0	16	0	0	0	4	5	3	5	0	0
16:15 – 16:30	0	19	0	0	0	4	9	11	0	3	11	0	0	0	1	3	1	2	0	0
16:30 – 16:45	0	13	0	0	1	5	17	14	1	0	10	2	2	0	3	3	2	9	0	0
16:45 – 17:00	0	17	2	0	0	5	17	23	0	0	13	3	0	0	0	3	5	6	0	1
17:00 – 17:15	0	10	0	0	0	4	25	18	0	0	7	1	0	0	0	2	8	2	0	0
17:15 – 17:30	0	11	2	0	0	7	21	18	1	0	12	2	0	0	1	4	7	3	0	0
17:30 – 17:45	0	9	1	0	0	4	21	21	0	0	10	4	0	0	2	3	3	4	0	0
17:45 – 18:00	1	16	3	0	0	9	26	19	0	0	16	2	0	0	0	7	5	6	0	0
18:00 – 18:15	0	13	2	0	0	6	26	23	0	0	11	1	0	0	0	4	3	4	0	0
18:15 – 18:30	0	18	2	0	0	7	17	17	0	0	14	1	0	0	0	5	1	4	0	0
18:30 – 18:45	0	6	1	0	0	5	15	17	0	1	14	1	0	0	1	2	2	7	0	0
18:45 – 19:00	0	12	1	0	0	2	4	13	0	0	13	1	0	0	0	2	3	9	0	0

Summary

	↑ Northbound↑					↓ Southbound↓					→Eastbound→					←Westbound←				
PEAK HOUR	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped
07:15 – 08:15	0	86	10	0	0	6	25	24	0	0	78	11	2	0	1	3	8	20	0	0
PHF	0.9																			
Heavy Veh	1%					5%					2%					3%				
14:15 – 15:15	0	38	8	0	0	11	47	39	0	4	39	4	2	0	1	10	5	18	0	0
PHF	0.92																			
Heavy Veh	2%					5%					11%					0%				
16:45 – 17:45	0	47	5	0	0	20	84	80	1	0	42	10	0	0	3	12	23	15	0	1
PHF	0.9																			
Heavy Veh	0%					2%					4%					0%				

TRAFFIC COUNT RECORD

BARGE DESIGN SOLUTIONS

Marr Traffic
Subconsultant

Site 6 of 6

Date	Lat/Long	Project
Wednesday, January 1, 2025	34.011800°, -84.556212°	175 Ernest W Barrett

Barrett Creek Pkwy NW, west of Proposed Access 2

15-Minute Traffic Data

	↑ Northbound↑					↓ Southbound↓					→Eastbound→					←Westbound←				
	0					0					Barrett Creek Pkwy NW,					west of Proposed Access 2				
TIME	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped
0:00 – 0:15												1					3			
0:15 – 0:30												3					4			
0:30 – 0:45												2					4			
0:45 – 1:00												2					3			
1:00 – 1:15												0					1			
1:15 – 1:30												0					1			
1:30 – 1:45												1					1			
1:45 – 2:00												1					0			
2:00 – 2:15												1					3			
2:15 – 2:30												4					6			
2:30 – 2:45												0					1			
2:45 – 3:00												0					0			
3:00 – 3:15												2					0			
3:15 – 3:30												2					2			
3:30 – 3:45												0					0			
3:45 – 4:00												1					0			
4:00 – 4:15												1					1			
4:15 – 4:30												0					1			
4:30 – 4:45												6					1			
4:45 – 5:00												5					1			
5:00 – 5:15												5					1			
5:15 – 5:30												9					2			
5:30 – 5:45												7					3			
5:45 – 6:00												6					3			
6:00 – 6:15												4					3			
6:15 – 6:30												7					2			
6:30 – 6:45												12					3			
6:45 – 7:00												20					9			
7:00 – 7:15												23					2			
7:15 – 7:30												23					7			
7:30 – 7:45												23					6			
7:45 – 8:00												25					10			
8:00 – 8:15												20					10			
8:15 – 8:30												22					9			
8:30 – 8:45												20					9			
8:45 – 9:00												13					6			
9:00 – 9:15												11					10			
9:15 – 9:30												10					3			
9:30 – 9:45												13					10			
9:45 – 10:00												10					5			
10:00 – 10:15												13					5			
10:15 – 10:30												6					6			
10:30 – 10:45												10					4			
10:45 – 11:00												12					4			
11:00 – 11:15												14					8			
11:15 – 11:30												7					14			
11:30 – 11:45												6					9			
11:45 – 12:00												15					6			
12:00 – 12:15												10					11			
12:15 – 12:30												13					10			
12:30 – 12:45												11					9			
12:45 – 13:00												14					14			
13:00 – 13:15												5					5			
13:15 – 13:30												7					6			
13:30 – 13:45												10					12			
13:45 – 14:00												9					11			
14:00 – 14:15												11					16			
14:15 – 14:30												12					8			
14:30 – 14:45												10					16			
14:45 – 15:00												11					4			
15:00 – 15:15												14					15			
15:15 – 15:30												7					11			
15:30 – 15:45												8					14			
15:45 – 16:00												12					20			
16:00 – 16:15												16					19			
16:15 – 16:30												10					12			
16:30 – 16:45												11					15			
16:45 – 17:00												16					27			
17:00 – 17:15												7					24			
17:15 – 17:30												16					26			
17:30 – 17:45												13					24			
17:45 – 18:00												19					25			
18:00 – 18:15												13					25			
18:15 – 18:30												12					19			
18:30 – 18:45												16					20			
18:45 – 19:00												13					19			
19:00 – 19:15												8					11			
19:15 – 19:30												10					19			
19:30 – 19:45												8					15			
19:45 – 20:00												12					19			
20:00 – 20:15												13					20			
20:15 – 20:30												5					15			
20:30 – 20:45												10					12			
20:45 – 21:00												3					10			
21:00 – 21:15												9					9			
21:15 – 21:30												7					15			
21:30 – 21:45												6					8			
21:45 – 22:00												3					7			
22:00 – 22:15												1					8			
22:15 – 22:30												5					7			
22:30 – 22:45												3					6			
22:45 – 23:00												2					6			
23:00 – 23:15												4					6			
23:15 – 23:30												1					3			
23:30 – 23:45												5					0			
23:45 – 0:00												1					1			

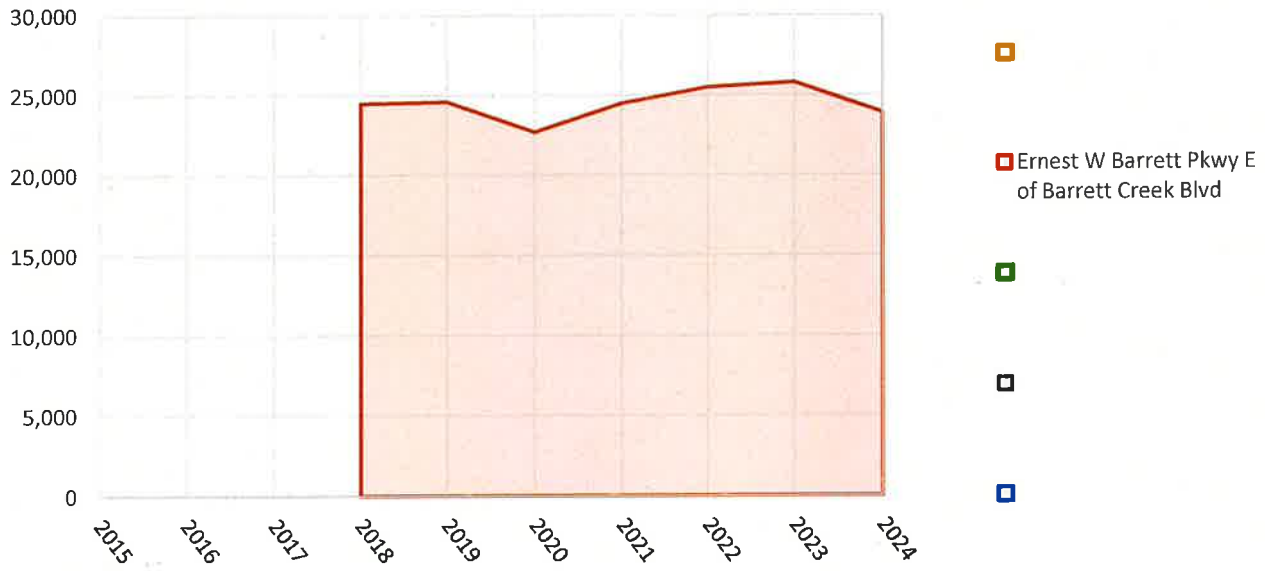
Summary

	↑ Northbound↑					↓ Southbound↓					→Eastbound→					←Westbound←				
PEAK HOUR	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped	Left	Thru	Right	U	Ped
07:15 – 08:15	0	0	0	0	0	0	0	0	0	0	0	91	0	0	0	0	33	0	0	0
PHF	0.89																			
Heavy Veh	0%					0%					2%					6%				
13:45 – 14:45	0	0	0	0	0	0	0	0	0	0	0	42	0	0	0	0	51	0	0	0
PHF	0.86																			
Heavy Veh	0%					0%					7%					8%				
16:45 – 17:45	0	0	0	0	0	0	0	0	0	0	0	52	0	0	0	0	101	0	0	0
PHF	0.89																			
Heavy Veh	0%					0%					4%					2%				

Historic Traffic Data

Year	067-0892 Ernest W Barrett Pkwy E of Barrett Creek Blvd					Total
2024	23,900					23,900
2023	25,800					25,800
2022	25,500					25,500
2021	24,500					24,500
2020	22,700					22,700
2019	24,600					24,600
2018	24,500					24,500
2017						
2016						
2015						

Current Year	2026
Horizon Year	2028
Linear Growth Per Year	0.48%
Since	2018



APPENDIX B – PROPOSED DEVELOPMENT DATA

Trip Generation Figures

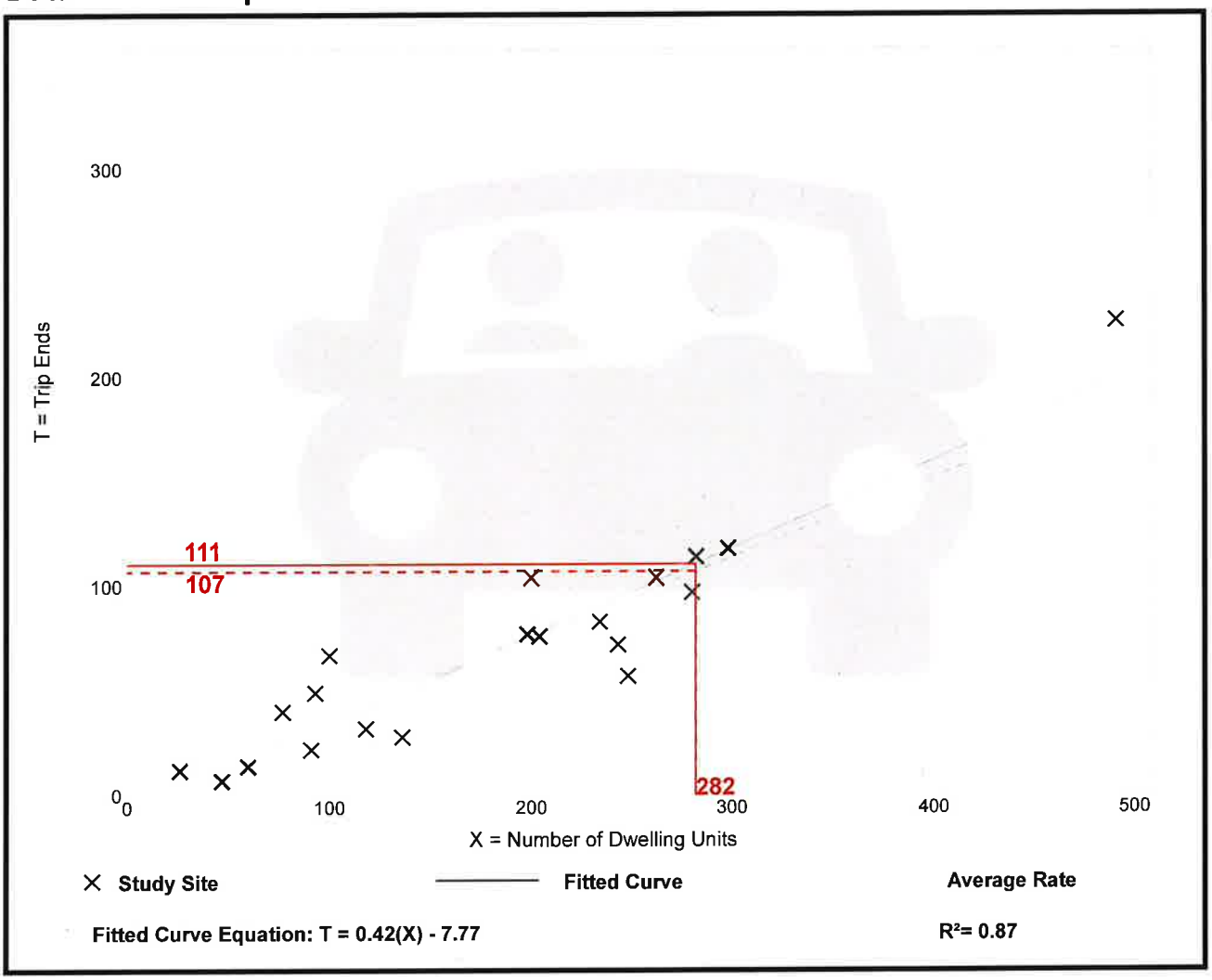
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 20
Avg. Num. of Dwelling Units: 184
Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.38	0.15 - 0.67	0.10

Data Plot and Equation



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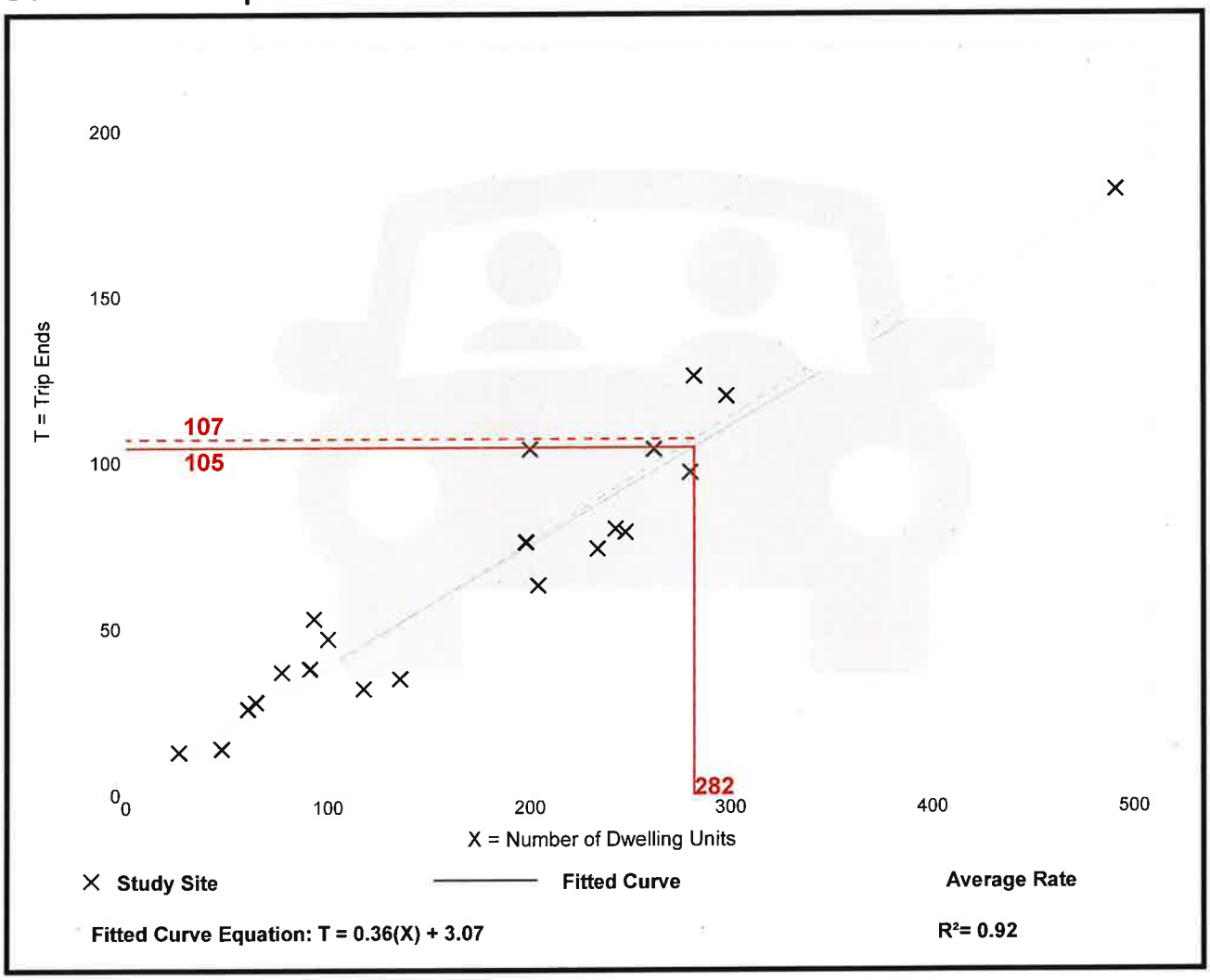
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 21
Avg. Num. of Dwelling Units: 179
Directional Distribution: 64% entering, 36% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.38	0.26 - 0.57	0.07

Data Plot and Equation



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APPENDIX C – LOS ANALYSIS

Existing

No Build and Build - 2028

Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1283	74	189	648	57	285
v/c Ratio	0.39	0.07	0.61	0.16	0.17	0.84
Control Delay (s/veh)	12.6	2.7	62.2	4.2	59.3	39.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.6	2.7	62.2	4.2	59.3	39.6
Queue Length 50th (ft)	195	0	97	68	27	81
Queue Length 95th (ft)	308	23	138	102	47	184
Internal Link Dist (ft)	287			318		
Turn Bay Length (ft)		130	95			145
Base Capacity (vph)	3311	1056	634	4069	1345	742
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.07	0.30	0.16	0.04	0.38

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱	↰↰	↑↑↑					↰↰		↱
Traffic Volume (veh/h)	0	1219	70	180	616	0	0	0	0	54	0	271
Future Volume (veh/h)	0	1219	70	180	616	0	0	0	0	54	0	271
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1826	1826	1856	1856	0				1826	0	1826
Adj Flow Rate, veh/h	0	1283	0	189	648	0				57	0	285
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	5	5	3	3	0				5	0	5
Cap, veh/h	0	2927		247	3576	0				688	0	316
Arrive On Green	0.00	0.59	0.00	0.07	0.71	0.00				0.20	0.00	0.20
Sat Flow, veh/h	0	5149	1547	3428	5233	0				3374	0	1547
Grp Volume(v), veh/h	0	1283	0	189	648	0				57	0	285
Grp Sat Flow(s),veh/h/ln	0	1662	1547	1714	1689	0				1687	0	1547
Q Serve(g_s), s	0.0	21.5	0.0	8.1	6.5	0.0				2.1	0.0	27.0
Cycle Q Clear(g_c), s	0.0	21.5	0.0	8.1	6.5	0.0				2.1	0.0	27.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2927		247	3576	0				688	0	316
V/C Ratio(X)	0.00	0.44		0.76	0.18	0.00				0.08	0.00	0.90
Avail Cap(c_a), veh/h	0	2927		640	3576	0				1361	0	624
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.2	0.0	68.3	7.4	0.0				48.3	0.0	58.3
Incr Delay (d2), s/veh	0.0	0.5	0.0	4.9	0.1	0.0				0.1	0.0	9.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.3	0.0	3.7	2.3	0.0				0.9	0.0	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	17.7	0.0	73.2	7.5	0.0				48.4	0.0	67.7
LnGrp LOS		B		E	A					D		E
Approach Vol, veh/h		1283			837						342	
Approach Delay, s/veh		17.7			22.4						64.5	
Approach LOS		B			C						E	

Timer - Assigned Phs	2	5	6	8
Phs Duration (G+Y+Rc), s	112.9	17.8	95.1	37.1
Change Period (Y+Rc), s	7.0	7.0	7.0	6.5
Max Green Setting (Gmax), s	76.0	28.0	41.0	60.5
Max Q Clear Time (g_c+I1), s	8.5	10.1	23.5	29.0
Green Ext Time (p_c), s	13.1	0.7	13.7	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	25.8
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	591	722	766	125	56	228
v/c Ratio	0.81	0.17	0.28	0.13	0.24	0.76
Control Delay (s/veh)	70.4	1.0	12.9	3.2	66.8	27.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.4	1.0	12.9	3.2	66.8	27.9
Queue Length 50th (ft)	243	12	130	7	28	21
Queue Length 95th (ft)	291	14	193	51	49	110
Internal Link Dist (ft)		386	204			
Turn Bay Length (ft)	205				480	480
Base Capacity (vph)	1133	4232	2759	966	1178	678
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.17	0.28	0.13	0.05	0.34

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	1	572	700	0	2	0	741	121	54	0	221	0
Future Volume (veh/h)	1	572	700	0	2	0	741	121	54	0	221	0
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	
Lane Width Adj.		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Ped-Bike Adj(A_pbT)		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	
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1841	1841	0		0	1841	1841	1856	0	1856	
Adj Flow Rate, veh/h		590	722	0		0	764	0	56	0	228	
Peak Hour Factor		0.97	0.97	0.97		0.97	0.97	0.97	0.97	0.97	0.97	
Percent Heavy Veh, %		4	4	0		0	4	4	3	0	3	
Cap, veh/h		681	3783	0		0	2559		562	0	258	
Arrive On Green		0.20	0.75	0.00		0.00	1.00	0.00	0.16	0.00	0.16	
Sat Flow, veh/h		3401	5191	0		0	5191	1560	3428	0	1572	
Grp Volume(v), veh/h		590	722	0		0	764	0	56	0	228	
Grp Sat Flow(s),veh/h/ln		1700	1675	0		0	1675	1560	1714	0	1572	
Q Serve(g_s), s		25.2	6.2	0.0		0.0	0.0	0.0	2.1	0.0	21.3	
Cycle Q Clear(g_c), s		25.2	6.2	0.0		0.0	0.0	0.0	2.1	0.0	21.3	
Prop In Lane		1.00		0.00		0.00		1.00	1.00		1.00	
Lane Grp Cap(c), veh/h		681	3783	0		0	2559		562	0	258	
V/C Ratio(X)		0.87	0.19	0.00		0.00	0.30		0.10	0.00	0.89	
Avail Cap(c_a), veh/h		1145	3783	0		0	2559		1188	0	545	
HCM Platoon Ratio		1.00	1.00	1.00		1.00	2.00	2.00	1.00	1.00	1.00	
Upstream Filter(I)		1.00	1.00	0.00		0.00	1.00	0.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh		58.0	5.4	0.0		0.0	0.0	0.0	53.3	0.0	61.3	
Incr Delay (d2), s/veh		3.9	0.1	0.0		0.0	0.3	0.0	0.1	0.0	9.8	
Initial Q Delay(d3), s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		11.1	2.1	0.0		0.0	0.1	0.0	0.9	0.0	9.2	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		61.9	5.5	0.0		0.0	0.3	0.0	53.4	0.0	71.1	
LnGrp LOS		E	A				A		D		E	
Approach Vol, veh/h			1312				764			284		
Approach Delay, s/veh			30.8				0.3			67.6		
Approach LOS			C				A			E		

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	36.5	82.9		30.6		119.4
Change Period (Y+Rc), s	6.5	6.5		6.0		6.5
Max Green Setting (Gmax), s	50.5	28.5		52.0		85.5
Max Q Clear Time (g_c+I1), s	27.2	2.0		23.3		8.2
Green Ext Time (p_c), s	2.8	11.7		1.3		15.5

Intersection Summary	
HCM 7th Control Delay, s/veh	25.4
HCM 7th LOS	C

Notes

User approved ignoring U-Turning movement.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	0
Future Volume (veh/h)	0	0
Initial Q (Qb), veh		
Lane Width Adj.		
Ped-Bike Adj(A_pbT)		
Parking Bus, Adj		
Work Zone On Approach		
Adj Sat Flow, veh/h/ln		
Adj Flow Rate, veh/h		
Peak Hour Factor		
Percent Heavy Veh, %		
Cap, veh/h		
Arrive On Green		
Sat Flow, veh/h		
Grp Volume(v), veh/h		
Grp Sat Flow(s),veh/h/ln		
Q Serve(g_s), s		
Cycle Q Clear(g_c), s		
Prop In Lane		
Lane Grp Cap(c), veh/h		
V/C Ratio(X)		
Avail Cap(c_a), veh/h		
HCM Platoon Ratio		
Upstream Filter(I)		
Uniform Delay (d), s/veh		
Incr Delay (d2), s/veh		
Initial Q Delay(d3), s/veh		
%ile BackOfQ(50%),veh/ln		
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh		
LnGrp LOS		
Approach Vol, veh/h		
Approach Delay, s/veh		
Approach LOS		
Timer - Assigned Phs		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱			↱			↱
Traffic Vol, veh/h	0	900	0	0	861	18	0	0	0	0	0	17
Future Vol, veh/h	0	900	0	0	861	18	0	0	0	0	0	17
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	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	100	-	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	4	4	4	1	1	1	1	1	1
Mvmt Flow	0	947	0	0	906	19	0	0	0	0	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	474	-	-	453
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.12	-	-	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.91	-	-	3.91
Pot Cap-1 Maneuver	0	-	0	0	-	-	0	0	462	0	0	476
Stage 1	0	-	0	0	-	-	0	0	-	0	0	-
Stage 2	0	-	0	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	462	-	-	476
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0	12.86
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	476
HCM Lane V/C Ratio	-	-	-	-	0.038
HCM Ctrl Dly (s/v)	0	-	-	-	12.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	237	666	57	37	707	143	113	152	104	30	106
v/c Ratio	0.60	0.29	0.05	0.11	0.30	0.17	0.25	0.57	0.40	0.31	0.07
Control Delay (s/veh)	35.6	8.6	1.5	14.2	13.9	1.0	31.6	22.6	37.5	43.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.6	8.6	1.5	14.2	13.9	1.0	31.6	22.6	37.5	43.0	0.1
Queue Length 50th (ft)	70	113	1	10	79	0	22	12	25	14	0
Queue Length 95th (ft)	87	223	16	29	106	9	51	41	49	41	0
Internal Link Dist (ft)		477			470			304		367	
Turn Bay Length (ft)	580		95	150		205	115		210		260
Base Capacity (vph)	408	2308	1077	340	2328	842	457	267	266	96	1538
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.29	0.05	0.11	0.30	0.17	0.25	0.57	0.39	0.31	0.07

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	14	209	626	54	35	665	134	106	46	97	98	28
Future Volume (vph)	14	209	626	54	35	665	134	106	46	97	98	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor		0.97	0.95	1.00	1.00	0.91	1.00	0.97	0.95		0.97	1.00
Frt		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.90		1.00	1.00
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)		3400	3505	1568	1752	5036	1568	3433	3179		3335	1810
Flt Permitted		0.95	1.00	1.00	0.40	1.00	1.00	0.95	1.00		0.95	1.00
Satd. Flow (perm)		3400	3505	1568	735	5036	1568	3433	3179		3335	1810
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	15	222	666	57	37	707	143	113	49	103	104	30
RTOR Reduction (vph)	0	0	0	22	0	0	84	0	94	0	0	0
Lane Group Flow (vph)	0	237	666	35	37	707	59	113	58	0	104	30
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	2%	2%	2%	5%	5%
Turn Type	Prot	Prot	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA
Protected Phases	1	1	6			2		7	4		3	8
Permitted Phases				6	2		2					
Actuated Green, G (s)		8.7	45.8	45.8	31.1	31.1	31.1	8.8	6.4		4.8	2.4
Effective Green, g (s)		8.7	45.8	45.8	31.1	31.1	31.1	8.8	6.4		4.8	2.4
Actuated g/C Ratio		0.12	0.61	0.61	0.41	0.41	0.41	0.12	0.09		0.06	0.03
Clearance Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		394	2140	957	304	2088	650	402	271		213	57
v/s Ratio Prot		c0.07	0.19			c0.14		0.03	c0.02		c0.03	c0.02
v/s Ratio Perm				0.02	0.05		0.04					
v/c Ratio		0.60	0.31	0.04	0.12	0.34	0.09	0.28	0.21		0.49	0.53
Uniform Delay, d1		31.5	7.0	5.8	13.5	14.9	13.4	30.2	32.0		33.9	35.7
Progression Factor		0.92	1.41	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2		2.6	0.4	0.1	0.8	0.4	0.3	0.4	0.4		1.8	8.5
Delay (s)		31.6	10.3	5.9	14.3	15.4	13.6	30.6	32.4		35.7	44.2
Level of Service		C	B	A	B	B	B	C	C		D	D
Approach Delay (s/veh)			15.3			15.1			31.6			21.0
Approach LOS			B			B			C			C

Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	57.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	100
Future Volume (vph)	100
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1538
Flt Permitted	1.00
Satd. Flow (perm)	1538
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	106
RTOR Reduction (vph)	0
Lane Group Flow (vph)	106
Heavy Vehicles (%)	5%
Turn Type	Free
Protected Phases	
Permitted Phases	Free
Actuated Green, G (s)	75.0
Effective Green, g (s)	75.0
Actuated g/C Ratio	1.00
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	1538
v/s Ratio Prot	
v/s Ratio Perm	0.07
v/c Ratio	0.07
Uniform Delay, d1	0.0
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	0.1
Level of Service	A
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	89	2	0	96	28	32
Future Vol, veh/h	89	2	0	96	28	32
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	1	1	5	5
Mvmt Flow	99	2	0	107	31	36
Number of Lanes	1	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	9.1	8.4	7.9
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	0%	100%	0%	0%
Vol Thru, %	100%	100%	0%	0%	47%
Vol Right, %	0%	0%	0%	100%	53%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	96	89	2	60
LT Vol	0	0	89	0	0
Through Vol	0	96	0	0	28
RT Vol	0	0	0	2	32
Lane Flow Rate	0	107	99	2	67
Geometry Grp	5	5	5	5	3b
Degree of Util (X)	0	0.144	0.15	0.003	0.083
Departure Headway (Hd)	4.862	4.862	5.46	4.256	4.483
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	0	741	660	843	802
Service Time	2.57	2.57	3.173	1.969	2.493
HCM Lane V/C Ratio	0	0.144	0.15	0.002	0.084
HCM Control Delay, s/veh	7.6	8.4	9.1	7	7.9
HCM Lane LOS	N	A	A	A	A
HCM 95th-tile Q	0	0.5	0.5	0	0.3

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	91	33	0	0	0
Future Vol, veh/h	0	91	33	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	6	6	1	1
Mvmt Flow	0	102	37	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	37	0	-	0	139	37
Stage 1	-	-	-	-	37	-
Stage 2	-	-	-	-	102	-
Critical Hdwy	4.12	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.218	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1573	-	-	-	856	1038
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1573	-	-	-	856	1038
Mov Cap-2 Maneuver	-	-	-	-	856	-
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	924	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1573	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1375	117	214	1403	103	323
v/c Ratio	0.48	0.13	0.64	0.39	0.15	0.84
Control Delay (s/veh)	21.9	8.1	87.9	5.3	47.1	61.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.9	8.1	87.9	5.3	47.1	61.0
Queue Length 50th (ft)	290	18	115	91	43	240
Queue Length 95th (ft)	417	62	161	100	64	329
Internal Link Dist (ft)	287			318		
Turn Bay Length (ft)		130	95			145
Base Capacity (vph)	2862	924	624	3630	1430	706
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.13	0.34	0.39	0.07	0.46

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱	↰↰	↑↑↑					↰↰		↱
Traffic Volume (veh/h)	0	1320	112	205	1347	0	0	0	0	99	0	310
Future Volume (veh/h)	0	1320	112	205	1347	0	0	0	0	99	0	310
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1885	1885	0				1870	0	1870
Adj Flow Rate, veh/h	0	1375	0	214	1403	0				103	0	323
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	2	2	1	1	0				2	0	2
Cap, veh/h	0	2855		274	3523	0				779	0	357
Arrive On Green	0.00	0.56	0.00	0.08	0.68	0.00				0.23	0.00	0.23
Sat Flow, veh/h	0	5274	1585	3483	5316	0				3456	0	1585
Grp Volume(v), veh/h	0	1375	0	214	1403	0				103	0	323
Grp Sat Flow(s),veh/h/ln	0	1702	1585	1742	1716	0				1728	0	1585
Q Serve(g_s), s	0.0	24.4	0.0	9.0	17.7	0.0				3.6	0.0	29.7
Cycle Q Clear(g_c), s	0.0	24.4	0.0	9.0	17.7	0.0				3.6	0.0	29.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2855		274	3523	0				779	0	357
V/C Ratio(X)	0.00	0.48		0.78	0.40	0.00				0.13	0.00	0.90
Avail Cap(c_a), veh/h	0	2855		627	3523	0				1440	0	660
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	19.9	0.0	67.8	10.3	0.0				46.4	0.0	56.5
Incr Delay (d2), s/veh	0.0	0.6	0.0	4.8	0.3	0.0				0.1	0.0	8.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.7	0.0	4.2	6.6	0.0				1.6	0.0	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	20.5	0.0	72.6	10.6	0.0				46.5	0.0	65.1
LnGrp LOS		C		E	B					D		E
Approach Vol, veh/h		1375			1617						426	
Approach Delay, s/veh		20.5			18.8						60.6	
Approach LOS		C			B						E	

Timer - Assigned Phs	2	5	6	8
Phs Duration (G+Y+Rc), s	109.7	18.8	90.9	40.3
Change Period (Y+Rc), s	7.0	7.0	7.0	6.5
Max Green Setting (Gmax), s	74.0	27.0	40.0	62.5
Max Q Clear Time (g_c+I1), s	19.7	11.0	26.4	31.7
Green Ext Time (p_c), s	34.4	0.8	11.4	2.1

Intersection Summary	
HCM 7th Control Delay, s/veh	24.7
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	419	1075	1394	103	238	338
v/c Ratio	0.76	0.29	0.53	0.12	0.33	0.85
Control Delay (s/veh)	86.4	6.6	23.7	9.3	50.6	60.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	86.4	6.6	23.7	9.3	50.6	60.3
Queue Length 50th (ft)	225	90	296	26	104	246
Queue Length 95th (ft)	284	102	355	51	131	335
Internal Link Dist (ft)		386	204			
Turn Bay Length (ft)	205				480	480
Base Capacity (vph)	1167	3653	2618	848	1201	612
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.29	0.53	0.12	0.20	0.55

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	2	396	1021	0	0	1324	98	226	0	321	0	0
Future Volume (veh/h)	2	396	1021	0	0	1324	98	226	0	321	0	0
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0		
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Ped-Bike Adj(A_pbT)		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		
Work Zone On Approach			No			No			No			
Adj Sat Flow, veh/h/ln		1885	1885	0	0	1885	1885	1885	0	1885		
Adj Flow Rate, veh/h		417	1075	0	0	1394	0	238	0	263		
Peak Hour Factor		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %		1	1	0	0	1	1	1	0	1		
Cap, veh/h		499	3745	0	0	2785		658	0	302		
Arrive On Green		0.14	0.73	0.00	0.00	1.00	0.00	0.19	0.00	0.19		
Sat Flow, veh/h		3483	5316	0	0	5316	1598	3483	0	1598		
Grp Volume(v), veh/h		417	1075	0	0	1394	0	238	0	263		
Grp Sat Flow(s),veh/h/ln		1742	1716	0	0	1716	1598	1742	0	1598		
Q Serve(g_s), s		17.5	10.8	0.0	0.0	0.0	0.0	8.9	0.0	24.0		
Cycle Q Clear(g_c), s		17.5	10.8	0.0	0.0	0.0	0.0	8.9	0.0	24.0		
Prop In Lane		1.00		0.00	0.00		1.00	1.00		1.00		
Lane Grp Cap(c), veh/h		499	3745	0	0	2785		658	0	302		
V/C Ratio(X)		0.84	0.29	0.00	0.00	0.50		0.36	0.00	0.87		
Avail Cap(c_a), veh/h		1173	3745	0	0	2785		1207	0	554		
HCM Platoon Ratio		1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00		
Upstream Filter(I)		1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00		
Uniform Delay (d), s/veh		62.6	7.0	0.0	0.0	0.0	0.0	52.9	0.0	59.0		
Incr Delay (d2), s/veh		3.8	0.2	0.0	0.0	0.6	0.0	0.3	0.0	7.7		
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln		8.0	3.8	0.0	0.0	0.2	0.0	4.0	0.0	10.4		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		66.3	7.2	0.0	0.0	0.6	0.0	53.3	0.0	66.7		
LnGrp LOS		E	A			A		D		E		
Approach Vol, veh/h			1492			1394			501			
Approach Delay, s/veh			23.7			0.6			60.3			
Approach LOS			C			A			E			

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	28.0	87.7		34.4		115.6
Change Period (Y+Rc), s	6.5	6.5		6.0		6.5
Max Green Setting (Gmax), s	50.5	28.5		52.0		85.5
Max Q Clear Time (g_c+I1), s	19.5	2.0		26.0		12.8
Green Ext Time (p_c), s	2.0	20.3		2.4		27.4

Intersection Summary	
HCM 7th Control Delay, s/veh	19.7
HCM 7th LOS	B

Notes

User approved ignoring U-Turning movement.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	
Lane Width Adj.	
Ped-Bike Adj(A_pbT)	
Parking Bus, Adj	
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	
Adj Flow Rate, veh/h	
Peak Hour Factor	
Percent Heavy Veh, %	
Cap, veh/h	
Arrive On Green	
Sat Flow, veh/h	
Grp Volume(v), veh/h	
Grp Sat Flow(s),veh/h/ln	
Q Serve(g_s), s	
Cycle Q Clear(g_c), s	
Prop In Lane	
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	
Upstream Filter(I)	
Uniform Delay (d), s/veh	
Incr Delay (d2), s/veh	
Initial Q Delay(d3), s/veh	
%ile BackOfQ(50%),veh/ln	
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱			↱			↱
Traffic Vol, veh/h	0	1410	0	0	1389	16	0	0	1	0	0	29
Future Vol, veh/h	0	1410	0	0	1389	16	0	0	1	0	0	29
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	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	100	-	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	1484	0	0	1462	17	0	0	1	0	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	742	-	-	731
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.12	-	-	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.91	-	-	3.91
Pot Cap-1 Maneuver	0	-	0	0	-	-	0	0	309	0	0	314
Stage 1	0	-	0	0	-	-	0	0	-	0	0	-
Stage 2	0	-	0	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	309	-	-	314
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	16.69	17.69
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	309	-	-	-	314
HCM Lane V/C Ratio	0.003	-	-	-	0.097
HCM Ctrl Dly (s/v)	16.7	-	-	-	17.7
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	364	927	137	61	959	317	66	101	240	51	393
v/c Ratio	0.63	0.40	0.13	0.26	0.46	0.38	0.22	1.04	0.74	0.54	0.25
Control Delay (s/veh)	34.2	9.0	3.5	19.4	17.4	3.5	33.6	128.2	48.8	70.8	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.2	9.0	3.5	19.4	17.4	3.5	33.6	128.2	48.8	70.8	0.4
Queue Length 50th (ft)	110	99	3	19	119	0	15	~13	57	~36	0
Queue Length 95th (ft)	136	304	57	50	159	47	34	#63	#109	#106	0
Internal Link Dist (ft)		477			470			304		367	
Turn Bay Length (ft)	580		95	150		205	115		210		260
Base Capacity (vph)	647	2335	1092	233	2073	833	317	97	323	95	1599
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.40	0.13	0.26	0.46	0.38	0.21	1.04	0.74	0.54	0.25

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	22	335	908	134	1	59	940	311	65	45	54	235
Future Volume (vph)	22	335	908	134	1	59	940	311	65	45	54	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0
Lane Util. Factor		0.97	0.95	1.00		1.00	0.91	1.00	0.97	0.95		0.97
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	0.92		1.00
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00		0.95
Satd. Flow (prot)		3467	3574	1599		1770	5085	1583	3400	3219		3467
Flt Permitted		0.95	1.00	1.00		0.31	1.00	1.00	0.95	1.00		0.95
Satd. Flow (perm)		3467	3574	1599		574	5085	1583	3400	3219		3467
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	22	342	927	137	1	60	959	317	66	46	55	240
RTOR Reduction (vph)	0	0	0	50	0	0	0	193	0	53	0	0
Lane Group Flow (vph)	0	364	927	87	0	61	959	124	66	48	0	240
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%	2%	2%	3%	3%	3%	1%
Turn Type	Prot	Prot	NA	Perm	Perm	Perm	NA	Perm	Prot	NA		Prot
Protected Phases	1	1	6				2		7	4		3
Permitted Phases				6	2	2		2				
Actuated Green, G (s)		12.4	47.8	47.8		29.4	29.4	29.4	5.4	2.2		7.0
Effective Green, g (s)		12.4	47.8	47.8		29.4	29.4	29.4	5.4	2.2		7.0
Actuated g/C Ratio		0.17	0.64	0.64		0.39	0.39	0.39	0.07	0.03		0.09
Clearance Time (s)		6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0
Vehicle Extension (s)		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0
Lane Grp Cap (vph)		573	2277	1019		225	1993	620	244	94		323
v/s Ratio Prot		c0.10	0.26				c0.19		0.02	0.01		c0.07
v/s Ratio Perm				0.05		0.11		0.08				
v/c Ratio		0.64	0.41	0.09		0.27	0.48	0.20	0.27	0.51		0.74
Uniform Delay, d1		29.2	6.7	5.2		15.5	17.1	15.0	32.9	35.9		33.1
Progression Factor		1.01	1.39	4.60		1.00	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2		2.2	0.5	0.2		2.9	0.8	0.7	0.6	4.2		8.9
Delay (s)		31.6	9.8	24.2		18.5	17.9	15.8	33.5	40.1		42.0
Level of Service		C	A	C		B	B	B	C	D		D
Approach Delay (s/veh)			16.7				17.4			37.5		
Approach LOS			B				B			D		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBT	SBR
Lane Configurations	↑	↱
Traffic Volume (vph)	50	385
Future Volume (vph)	50	385
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.0	4.0
Lane Util. Factor	1.00	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	1881	1599
Flt Permitted	1.00	1.00
Satd. Flow (perm)	1881	1599
Peak-hour factor, PHF	0.98	0.98
Adj. Flow (vph)	51	393
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	51	393
Heavy Vehicles (%)	1%	1%
Turn Type	NA	Free
Protected Phases	8	
Permitted Phases		Free
Actuated Green, G (s)	3.8	75.0
Effective Green, g (s)	3.8	75.0
Actuated g/C Ratio	0.05	1.00
Clearance Time (s)	6.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	95	1599
v/s Ratio Prot	c0.03	
v/s Ratio Perm		c0.25
v/c Ratio	0.54	0.25
Uniform Delay, d1	34.7	0.0
Progression Factor	1.00	1.00
Incremental Delay, d2	5.7	0.4
Delay (s)	40.5	0.4
Level of Service	D	A
Approach Delay (s/veh)	18.0	
Approach LOS	B	

Intersection Summary

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	52	0	0	52	1	96	103
Future Vol, veh/h	52	0	0	52	1	96	103
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	4	4	1	1	2	2	2
Mvmt Flow	58	0	0	58	1	107	114
Number of Lanes	1	1	1	1	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	9	8	8.8
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	0%	100%	0%	0%
Vol Thru, %	100%	100%	0%	100%	48%
Vol Right, %	0%	0%	0%	0%	52%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	52	52	0	200
LT Vol	0	0	52	0	0
Through Vol	0	52	0	0	96
RT Vol	0	0	0	0	104
Lane Flow Rate	0	58	58	0	222
Geometry Grp	5	5	5	5	3b
Degree of Util (X)	0	0.078	0.092	0	0.264
Departure Headway (Hd)	4.849	4.849	5.711	5.209	4.273
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	0	742	629	0	847
Service Time	2.559	2.559	3.428	2.925	2.273
HCM Lane V/C Ratio	0	0.078	0.092	0	0.262
HCM Control Delay, s/veh	7.6	8	9	7.9	8.8
HCM Lane LOS	N	A	A	N	A
HCM 95th-tile Q	0	0.3	0.3	0	1.1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	52	101	0	0	0
Future Vol, veh/h	0	52	101	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	4	4	2	2	1	1
Mvmt Flow	0	58	113	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	113	0	-	0	172	113
Stage 1	-	-	-	-	113	-
Stage 2	-	-	-	-	58	-
Critical Hdwy	4.14	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.236	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1463	-	-	-	820	942
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	967	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1463	-	-	-	820	942
Mov Cap-2 Maneuver	-	-	-	-	820	-
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	967	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1463	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1327	75	194	680	58	291
v/c Ratio	0.41	0.07	0.62	0.17	0.15	0.85
Control Delay (s/veh)	14.0	3.0	61.6	5.0	57.0	43.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	3.0	61.6	5.0	57.0	43.7
Queue Length 50th (ft)	217	0	102	77	27	106
Queue Length 95th (ft)	337	25	144	107	47	207
Internal Link Dist (ft)	287			318		
Turn Bay Length (ft)		130	95			145
Base Capacity (vph)	3237	1034	634	4002	1345	732
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.07	0.31	0.17	0.04	0.40

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱	↰↰	↑↑↑					↰↰		↱
Traffic Volume (veh/h)	0	1261	71	184	646	0	0	0	0	55	0	276
Future Volume (veh/h)	0	1261	71	184	646	0	0	0	0	55	0	276
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1826	1826	1856	1856	0				1826	0	1826
Adj Flow Rate, veh/h	0	1327	0	194	680	0				58	0	291
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	5	5	3	3	0				5	0	5
Cap, veh/h	0	2900		253	3556	0				702	0	322
Arrive On Green	0.00	0.58	0.00	0.07	0.70	0.00				0.21	0.00	0.21
Sat Flow, veh/h	0	5149	1547	3428	5233	0				3374	0	1547
Grp Volume(v), veh/h	0	1327	0	194	680	0				58	0	291
Grp Sat Flow(s),veh/h/ln	0	1662	1547	1714	1689	0				1687	0	1547
Q Serve(g_s), s	0.0	22.8	0.0	8.3	6.9	0.0				2.1	0.0	27.5
Cycle Q Clear(g_c), s	0.0	22.8	0.0	8.3	6.9	0.0				2.1	0.0	27.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2900		253	3556	0				702	0	322
V/C Ratio(X)	0.00	0.46		0.77	0.19	0.00				0.08	0.00	0.90
Avail Cap(c_a), veh/h	0	2900		640	3556	0				1361	0	624
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.9	0.0	68.2	7.7	0.0				47.9	0.0	57.9
Incr Delay (d2), s/veh	0.0	0.5	0.0	4.9	0.1	0.0				0.0	0.0	9.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.8	0.0	3.8	2.5	0.0				0.9	0.0	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	18.4	0.0	73.1	7.8	0.0				47.9	0.0	67.3
LnGrp LOS		B		E	A					D		E
Approach Vol, veh/h		1327			874						349	
Approach Delay, s/veh		18.4			22.3						64.1	
Approach LOS		B			C						E	

Timer - Assigned Phs	2	5	6	8
Phs Duration (G+Y+Rc), s	112.3	18.1	94.3	37.7
Change Period (Y+Rc), s	7.0	7.0	7.0	6.5
Max Green Setting (Gmax), s	76.0	28.0	41.0	60.5
Max Q Clear Time (g_c+I1), s	8.9	10.3	24.8	29.5
Green Ext Time (p_c), s	14.0	0.7	13.1	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	26.0
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	602	755	800	127	57	228
v/c Ratio	0.82	0.18	0.29	0.13	0.23	0.78
Control Delay (s/veh)	74.4	1.0	13.8	3.6	65.2	31.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	74.4	1.0	13.8	3.6	65.2	31.9
Queue Length 50th (ft)	256	12	141	9	28	36
Queue Length 95th (ft)	305	14	202	53	50	127
Internal Link Dist (ft)		386	204			
Turn Bay Length (ft)	205				480	480
Base Capacity (vph)	1133	4199	2713	953	1178	668
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.18	0.29	0.13	0.05	0.34

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	1	583	732	0	2	0	774	123	55	0	221	0
Future Volume (veh/h)	1	583	732	0	2	0	774	123	55	0	221	0
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	
Lane Width Adj.		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Ped-Bike Adj(A_pbT)		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	
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1841	1841	0		0	1841	1841	1856	0	1856	
Adj Flow Rate, veh/h		601	755	0		0	798	0	57	0	228	
Peak Hour Factor		0.97	0.97	0.97		0.97	0.97	0.97	0.97	0.97	0.97	
Percent Heavy Veh, %		4	4	0		0	4	4	3	0	3	
Cap, veh/h		692	3783	0		0	2542		562	0	258	
Arrive On Green		0.20	0.75	0.00		0.00	1.00	0.00	0.16	0.00	0.16	
Sat Flow, veh/h		3401	5191	0		0	5191	1560	3428	0	1572	
Grp Volume(v), veh/h		601	755	0		0	798	0	57	0	228	
Grp Sat Flow(s),veh/h/ln		1700	1675	0		0	1675	1560	1714	0	1572	
Q Serve(g_s), s		25.6	6.6	0.0		0.0	0.0	0.0	2.1	0.0	21.3	
Cycle Q Clear(g_c), s		25.6	6.6	0.0		0.0	0.0	0.0	2.1	0.0	21.3	
Prop In Lane		1.00		0.00		0.00		1.00	1.00		1.00	
Lane Grp Cap(c), veh/h		692	3783	0		0	2542		562	0	258	
V/C Ratio(X)		0.87	0.20	0.00		0.00	0.31		0.10	0.00	0.88	
Avail Cap(c_a), veh/h		1145	3783	0		0	2542		1188	0	545	
HCM Platoon Ratio		1.00	1.00	1.00		1.00	2.00	2.00	1.00	1.00	1.00	
Upstream Filter(I)		1.00	1.00	0.00		0.00	1.00	0.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh		57.8	5.4	0.0		0.0	0.0	0.0	53.3	0.0	61.3	
Incr Delay (d2), s/veh		4.1	0.1	0.0		0.0	0.3	0.0	0.1	0.0	9.8	
Initial Q Delay(d3), s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		11.4	2.2	0.0		0.0	0.1	0.0	0.9	0.0	9.2	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		61.9	5.5	0.0		0.0	0.3	0.0	53.4	0.0	71.1	
LnGrp LOS		E	A				A		D		E	
Approach Vol, veh/h			1356				798			285		
Approach Delay, s/veh			30.5				0.3			67.6		
Approach LOS			C				A			E		

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	37.0	82.4		30.6		119.4
Change Period (Y+Rc), s	6.5	6.5		6.0		6.5
Max Green Setting (Gmax), s	50.5	28.5		52.0		85.5
Max Q Clear Time (g_c+I1), s	27.6	2.0		23.3		8.6
Green Ext Time (p_c), s	2.9	12.3		1.3		16.4

Intersection Summary	
HCM 7th Control Delay, s/veh	24.9
HCM 7th LOS	C

Notes

User approved ignoring U-Turning movement.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	0
Future Volume (veh/h)	0	0
Initial Q (Qb), veh		
Lane Width Adj.		
Ped-Bike Adj(A_pbT)		
Parking Bus, Adj		
Work Zone On Approach		
Adj Sat Flow, veh/h/ln		
Adj Flow Rate, veh/h		
Peak Hour Factor		
Percent Heavy Veh, %		
Cap, veh/h		
Arrive On Green		
Sat Flow, veh/h		
Grp Volume(v), veh/h		
Grp Sat Flow(s),veh/h/ln		
Q Serve(g_s), s		
Cycle Q Clear(g_c), s		
Prop In Lane		
Lane Grp Cap(c), veh/h		
V/C Ratio(X)		
Avail Cap(c_a), veh/h		
HCM Platoon Ratio		
Upstream Filter(I)		
Uniform Delay (d), s/veh		
Incr Delay (d2), s/veh		
Initial Q Delay(d3), s/veh		
%ile BackOfQ(50%),veh/ln		
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh		
LnGrp LOS		
Approach Vol, veh/h		
Approach Delay, s/veh		
Approach LOS		
Timer - Assigned Phs		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱			↱			↱
Traffic Vol, veh/h	0	936	0	0	896	18	0	0	0	0	0	17
Future Vol, veh/h	0	936	0	0	896	18	0	0	0	0	0	17
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	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	100	-	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	4	4	4	1	1	1	1	1	1
Mvmt Flow	0	985	0	0	943	19	0	0	0	0	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	493	-	-	472
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.12	-	-	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.91	-	-	3.91
Pot Cap-1 Maneuver	0	-	0	0	-	-	0	0	449	0	0	463
Stage 1	0	-	0	0	-	-	0	0	-	0	0	-
Stage 2	0	-	0	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	449	-	-	463
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0	13.09
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	463
HCM Lane V/C Ratio	-	-	-	-	0.039
HCM Ctrl Dly (s/v)	0	-	-	-	13.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	242	699	59	38	740	146	115	155	106	31	109
v/c Ratio	0.61	0.30	0.05	0.12	0.32	0.17	0.25	0.58	0.40	0.32	0.07
Control Delay (s/veh)	35.7	9.0	1.5	14.3	14.0	1.1	31.6	22.8	37.6	43.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.7	9.0	1.5	14.3	14.0	1.1	31.6	22.8	37.6	43.4	0.1
Queue Length 50th (ft)	71	145	2	11	83	0	23	12	25	15	0
Queue Length 95th (ft)	78	226	13	30	112	10	52	41	50	42	0
Internal Link Dist (ft)		477			470			304		367	
Turn Bay Length (ft)	580		95	150		205	115		210		260
Base Capacity (vph)	408	2308	1077	328	2327	842	457	268	266	96	1538
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.30	0.05	0.12	0.32	0.17	0.25	0.58	0.40	0.32	0.07

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	14	213	657	55	36	696	137	108	47	99	100	29
Future Volume (vph)	14	213	657	55	36	696	137	108	47	99	100	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor		0.97	0.95	1.00	1.00	0.91	1.00	0.97	0.95		0.97	1.00
Frt		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.90		1.00	1.00
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)		3400	3505	1568	1752	5036	1568	3433	3180		3335	1810
Flt Permitted		0.95	1.00	1.00	0.39	1.00	1.00	0.95	1.00		0.95	1.00
Satd. Flow (perm)		3400	3505	1568	712	5036	1568	3433	3180		3335	1810
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	15	227	699	59	38	740	146	115	50	105	106	31
RTOR Reduction (vph)	0	0	0	23	0	0	85	0	96	0	0	0
Lane Group Flow (vph)	0	242	699	36	38	740	61	115	59	0	106	31
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	2%	2%	2%	5%	5%
Turn Type	Prot	Prot	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA
Protected Phases	1	1	6			2		7	4		3	8
Permitted Phases				6	2		2					
Actuated Green, G (s)		8.7	45.8	45.8	31.1	31.1	31.1	8.8	6.4		4.8	2.4
Effective Green, g (s)		8.7	45.8	45.8	31.1	31.1	31.1	8.8	6.4		4.8	2.4
Actuated g/C Ratio		0.12	0.61	0.61	0.41	0.41	0.41	0.12	0.09		0.06	0.03
Clearance Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		394	2140	957	295	2088	650	402	271		213	57
v/s Ratio Prot		c0.07	0.20			c0.15		0.03	c0.02		c0.03	c0.02
v/s Ratio Perm				0.02	0.05		0.04					
v/c Ratio		0.61	0.33	0.04	0.13	0.35	0.09	0.29	0.22		0.50	0.54
Uniform Delay, d1		31.6	7.1	5.8	13.6	15.1	13.4	30.2	32.0		33.9	35.8
Progression Factor		0.91	1.47	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2		2.8	0.4	0.1	0.9	0.5	0.3	0.4	0.4		1.8	10.2
Delay (s)		31.6	10.8	5.9	14.5	15.5	13.6	30.6	32.4		35.8	45.9
Level of Service		C	B	A	B	B	B	C	C		D	D
Approach Delay (s/veh)			15.6			15.2			31.6			21.2
Approach LOS			B			B			C			C

Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	58.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	102
Future Volume (vph)	102
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1538
Flt Permitted	1.00
Satd. Flow (perm)	1538
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	109
RTOR Reduction (vph)	0
Lane Group Flow (vph)	109
Heavy Vehicles (%)	5%
Turn Type	Free
Protected Phases	
Permitted Phases	Free
Actuated Green, G (s)	75.0
Effective Green, g (s)	75.0
Actuated g/C Ratio	1.00
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	1538
v/s Ratio Prot	
v/s Ratio Perm	0.07
v/c Ratio	0.07
Uniform Delay, d1	0.0
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	0.1
Level of Service	A
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	91	2	0	98	29	33
Future Vol, veh/h	91	2	0	98	29	33
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	1	1	5	5
Mvmt Flow	101	2	0	109	32	37
Number of Lanes	1	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	9.2	8.4	7.9
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	0%	100%	0%	0%
Vol Thru, %	100%	100%	0%	0%	47%
Vol Right, %	0%	0%	0%	100%	53%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	98	91	2	62
LT Vol	0	0	91	0	0
Through Vol	0	98	0	0	29
RT Vol	0	0	0	2	33
Lane Flow Rate	0	109	101	2	69
Geometry Grp	5	5	5	5	3b
Degree of Util (X)	0	0.147	0.154	0.003	0.086
Departure Headway (Hd)	4.87	4.87	5.471	4.267	4.492
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	0	739	658	841	800
Service Time	2.58	2.58	3.185	1.98	2.504
HCM Lane V/C Ratio	0	0.147	0.153	0.002	0.086
HCM Control Delay, s/veh	7.6	8.4	9.2	7	7.9
HCM Lane LOS	N	A	A	A	A
HCM 95th-tile Q	0	0.5	0.5	0	0.3

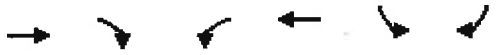
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	93	34	0	0	0
Future Vol, veh/h	0	93	34	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	6	6	1	1
Mvmt Flow	0	104	38	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	38	0	-	0	143	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	104	-
Critical Hdwy	4.12	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.218	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1572	-	-	-	852	1037
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1572	-	-	-	852	1037
Mov Cap-2 Maneuver	-	-	-	-	852	-
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	922	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1572	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1419	119	218	1448	105	329
v/c Ratio	0.50	0.13	0.64	0.40	0.15	0.84
Control Delay (s/veh)	22.9	8.6	87.6	5.3	46.5	60.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.9	8.6	87.6	5.3	46.5	60.5
Queue Length 50th (ft)	306	19	118	94	44	246
Queue Length 95th (ft)	444	64	163	102	64	333
Internal Link Dist (ft)	287			318		
Turn Bay Length (ft)		130	95			145
Base Capacity (vph)	2831	915	624	3604	1430	706
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.13	0.35	0.40	0.07	0.47

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱	↰↰	↑↑↑					↰↰		↱
Traffic Volume (veh/h)	0	1362	114	209	1390	0	0	0	0	101	0	316
Future Volume (veh/h)	0	1362	114	209	1390	0	0	0	0	101	0	316
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1885	1885	0				1870	0	1870
Adj Flow Rate, veh/h	0	1419	0	218	1448	0				105	0	329
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	2	2	1	1	0				2	0	2
Cap, veh/h	0	2829		279	3503	0				792	0	363
Arrive On Green	0.00	0.55	0.00	0.08	0.68	0.00				0.23	0.00	0.23
Sat Flow, veh/h	0	5274	1585	3483	5316	0				3456	0	1585
Grp Volume(v), veh/h	0	1419	0	218	1448	0				105	0	329
Grp Sat Flow(s),veh/h/ln	0	1702	1585	1742	1716	0				1728	0	1585
Q Serve(g_s), s	0.0	25.7	0.0	9.2	18.8	0.0				3.6	0.0	30.3
Cycle Q Clear(g_c), s	0.0	25.7	0.0	9.2	18.8	0.0				3.6	0.0	30.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2829		279	3503	0				792	0	363
V/C Ratio(X)	0.00	0.50		0.78	0.41	0.00				0.13	0.00	0.91
Avail Cap(c_a), veh/h	0	2829		627	3503	0				1440	0	660
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.7	0.0	67.7	10.6	0.0				45.9	0.0	56.2
Incr Delay (d2), s/veh	0.0	0.6	0.0	4.8	0.4	0.0				0.1	0.0	8.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.3	0.0	4.3	7.0	0.0				1.6	0.0	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	21.3	0.0	72.5	11.0	0.0				46.0	0.0	64.7
LnGrp LOS		C		E	B					D		E
Approach Vol, veh/h		1419			1666						434	
Approach Delay, s/veh		21.3			19.0						60.2	
Approach LOS		C			B						E	

Timer - Assigned Phs	2	5	6	8
Phs Duration (G+Y+Rc), s	109.1	19.0	90.1	40.9
Change Period (Y+Rc), s	7.0	7.0	7.0	6.5
Max Green Setting (Gmax), s	74.0	27.0	40.0	62.5
Max Q Clear Time (g_c+I1), s	20.8	11.2	27.7	32.3
Green Ext Time (p_c), s	35.2	0.8	10.5	2.1

Intersection Summary	
HCM 7th Control Delay, s/veh	25.0
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	427	1113	1438	105	243	344
v/c Ratio	0.77	0.31	0.56	0.13	0.33	0.85
Control Delay (s/veh)	86.8	6.9	25.0	9.8	49.5	61.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	86.8	6.9	25.0	9.8	49.5	61.4
Queue Length 50th (ft)	230	94	308	27	105	259
Queue Length 95th (ft)	289	105	367	52	132	347
Internal Link Dist (ft)		386	204			
Turn Bay Length (ft)	205				480	480
Base Capacity (vph)	1167	3610	2562	832	1201	607
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.31	0.56	0.13	0.20	0.57

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	2	404	1057	0	0	1366	100	231	0	327	0	0
Future Volume (veh/h)	2	404	1057	0	0	1366	100	231	0	327	0	0
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0		
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Ped-Bike Adj(A_pbT)		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		
Work Zone On Approach			No			No			No			
Adj Sat Flow, veh/h/ln		1885	1885	0	0	1885	1885	1885	0	1885		
Adj Flow Rate, veh/h		425	1113	0	0	1438	0	243	0	269		
Peak Hour Factor		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %		1	1	0	0	1	1	1	0	1		
Cap, veh/h		507	3725	0	0	2752		672	0	308		
Arrive On Green		0.15	0.72	0.00	0.00	1.00	0.00	0.19	0.00	0.19		
Sat Flow, veh/h		3483	5316	0	0	5316	1598	3483	0	1598		
Grp Volume(v), veh/h		425	1113	0	0	1438	0	243	0	269		
Grp Sat Flow(s),veh/h/ln		1742	1716	0	0	1716	1598	1742	0	1598		
Q Serve(g_s), s		17.8	11.4	0.0	0.0	0.0	0.0	9.1	0.0	24.5		
Cycle Q Clear(g_c), s		17.8	11.4	0.0	0.0	0.0	0.0	9.1	0.0	24.5		
Prop In Lane		1.00		0.00	0.00		1.00	1.00		1.00		
Lane Grp Cap(c), veh/h		507	3725	0	0	2752		672	0	308		
V/C Ratio(X)		0.84	0.30	0.00	0.00	0.52		0.36	0.00	0.87		
Avail Cap(c_a), veh/h		1173	3725	0	0	2752		1207	0	554		
HCM Platoon Ratio		1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00		
Upstream Filter(I)		1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00		
Uniform Delay (d), s/veh		62.4	7.3	0.0	0.0	0.0	0.0	52.5	0.0	58.7		
Incr Delay (d2), s/veh		3.8	0.2	0.0	0.0	0.7	0.0	0.3	0.0	7.6		
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln		8.1	4.0	0.0	0.0	0.2	0.0	4.0	0.0	10.6		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		66.1	7.5	0.0	0.0	0.7	0.0	52.8	0.0	66.4		
LnGrp LOS		E	A			A		D		E		
Approach Vol, veh/h			1538			1438			512			
Approach Delay, s/veh			23.7			0.7			59.9			
Approach LOS			C			A			E			

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	28.3	86.7		34.9		115.1						
Change Period (Y+Rc), s	6.5	6.5		6.0		6.5						
Max Green Setting (Gmax), s	50.5	28.5		52.0		85.5						
Max Q Clear Time (g_c+I1), s	19.8	2.0		26.5		13.4						
Green Ext Time (p_c), s	2.0	20.8		2.4		28.8						

Intersection Summary	
HCM 7th Control Delay, s/veh	19.5
HCM 7th LOS	B

Notes

User approved ignoring U-Turning movement.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	
Lane Width Adj.	
Ped-Bike Adj(A_pbT)	
Parking Bus, Adj	
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	
Adj Flow Rate, veh/h	
Peak Hour Factor	
Percent Heavy Veh, %	
Cap, veh/h	
Arrive On Green	
Sat Flow, veh/h	
Grp Volume(v), veh/h	
Grp Sat Flow(s),veh/h/ln	
Q Serve(g_s), s	
Cycle Q Clear(g_c), s	
Prop In Lane	
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	
Upstream Filter(I)	
Uniform Delay (d), s/veh	
Incr Delay (d2), s/veh	
Initial Q Delay(d3), s/veh	
%ile BackOfQ(50%),veh/ln	
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱			↱			↱
Traffic Vol, veh/h	0	1454	0	0	1433	16	0	0	1	0	0	30
Future Vol, veh/h	0	1454	0	0	1433	16	0	0	1	0	0	30
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	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	100	-	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	1531	0	0	1508	17	0	0	1	0	0	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	765	-	-	754
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.12	-	-	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.91	-	-	3.91
Pot Cap-1 Maneuver	0	-	0	0	-	-	0	0	298	0	0	303
Stage 1	0	-	0	0	-	-	0	0	-	0	0	-
Stage 2	0	-	0	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	298	-	-	303
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	17.11	18.24
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	298	-	-	-	303
HCM Lane V/C Ratio	0.004	-	-	-	0.104
HCM Ctrl Dly (s/v)	17.1	-	-	-	18.2
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	371	961	140	62	995	323	67	103	245	52	401
v/c Ratio	0.64	0.41	0.13	0.28	0.48	0.39	0.23	1.05	0.76	0.55	0.25
Control Delay (s/veh)	33.5	9.5	3.5	19.9	17.7	3.5	33.6	130.4	50.0	72.2	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.5	9.5	3.5	19.9	17.7	3.5	33.6	130.4	50.0	72.2	0.4
Queue Length 50th (ft)	112	117	4	19	125	0	15	~13	59	~38	0
Queue Length 95th (ft)	126	330	56	51	165	48	34	#64	#112	#108	0
Internal Link Dist (ft)		477			470			304		367	
Turn Bay Length (ft)	580		95	150		205	115		210		260
Base Capacity (vph)	647	2335	1093	225	2068	835	317	98	323	95	1599
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.41	0.13	0.28	0.48	0.39	0.21	1.05	0.76	0.55	0.25

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	22	342	942	137	1	60	975	317	66	46	55	240
Future Volume (vph)	22	342	942	137	1	60	975	317	66	46	55	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0
Lane Util. Factor		0.97	0.95	1.00		1.00	0.91	1.00	0.97	0.95		0.97
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	0.92		1.00
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00		0.95
Satd. Flow (prot)		3467	3574	1599		1770	5085	1583	3400	3219		3467
Flt Permitted		0.95	1.00	1.00		0.30	1.00	1.00	0.95	1.00		0.95
Satd. Flow (perm)		3467	3574	1599		555	5085	1583	3400	3219		3467
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	22	349	961	140	1	61	995	323	67	47	56	245
RTOR Reduction (vph)	0	0	0	51	0	0	0	197	0	54	0	0
Lane Group Flow (vph)	0	371	961	89	0	62	995	126	67	49	0	245
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%	2%	2%	3%	3%	3%	1%
Turn Type	Prot	Prot	NA	Perm	Perm	Perm	NA	Perm	Prot	NA		Prot
Protected Phases	1	1	6				2		7	4		3
Permitted Phases				6	2	2		2				
Actuated Green, G (s)		12.5	47.8	47.8		29.3	29.3	29.3	5.4	2.2		7.0
Effective Green, g (s)		12.5	47.8	47.8		29.3	29.3	29.3	5.4	2.2		7.0
Actuated g/C Ratio		0.17	0.64	0.64		0.39	0.39	0.39	0.07	0.03		0.09
Clearance Time (s)		6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0
Vehicle Extension (s)		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0
Lane Grp Cap (vph)		577	2277	1019		216	1986	618	244	94		323
v/s Ratio Prot		c0.11	0.27				c0.20		0.02	0.02		c0.07
v/s Ratio Perm				0.06		0.11		0.08				
v/c Ratio		0.64	0.42	0.09		0.29	0.50	0.20	0.27	0.52		0.76
Uniform Delay, d1		29.2	6.7	5.2		15.7	17.3	15.1	32.9	35.9		33.2
Progression Factor		0.98	1.44	4.65		1.00	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2		2.3	0.5	0.2		3.3	0.9	0.7	0.6	4.7		9.8
Delay (s)		30.9	10.3	24.5		19.0	18.2	15.9	33.6	40.6		43.0
Level of Service		C	B	C		B	B	B	C	D		D
Approach Delay (s/veh)			16.8				17.7			37.8		
Approach LOS			B				B			D		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBT	SBR
Lane Configurations	↑	↱
Traffic Volume (vph)	51	393
Future Volume (vph)	51	393
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.0	4.0
Lane Util. Factor	1.00	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	1881	1599
Flt Permitted	1.00	1.00
Satd. Flow (perm)	1881	1599
Peak-hour factor, PHF	0.98	0.98
Adj. Flow (vph)	52	401
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	52	401
Heavy Vehicles (%)	1%	1%
Turn Type	NA	Free
Protected Phases	8	
Permitted Phases		Free
Actuated Green, G (s)	3.8	75.0
Effective Green, g (s)	3.8	75.0
Actuated g/C Ratio	0.05	1.00
Clearance Time (s)	6.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	95	1599
v/s Ratio Prot	c0.03	
v/s Ratio Perm		c0.25
v/c Ratio	0.55	0.25
Uniform Delay, d1	34.8	0.0
Progression Factor	1.00	1.00
Incremental Delay, d2	6.3	0.4
Delay (s)	41.1	0.4
Level of Service	D	A
Approach Delay (s/veh)	18.4	
Approach LOS	B	

Intersection Summary

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	53	0	0	53	98	105
Future Vol, veh/h	53	0	0	53	98	105
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	4	4	1	1	2	2
Mvmt Flow	59	0	0	59	109	117
Number of Lanes	1	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	9	8	8.8
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	0%	100%	0%	0%
Vol Thru, %	100%	100%	0%	100%	48%
Vol Right, %	0%	0%	0%	0%	52%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	53	53	0	203
LT Vol	0	0	53	0	0
Through Vol	0	53	0	0	98
RT Vol	0	0	0	0	105
Lane Flow Rate	0	59	59	0	226
Geometry Grp	5	5	5	5	3b
Degree of Util (X)	0	0.079	0.094	0	0.268
Departure Headway (Hd)	4.855	4.855	5.721	5.218	4.278
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	0	741	628	0	846
Service Time	2.566	2.566	3.438	2.935	2.278
HCM Lane V/C Ratio	0	0.08	0.094	0	0.267
HCM Control Delay, s/veh	7.6	8	9	7.9	8.8
HCM Lane LOS	N	A	A	N	A
HCM 95th-tile Q	0	0.3	0.3	0	1.1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	53	103	0	0	0
Future Vol, veh/h	0	53	103	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	4	4	2	2	1	1
Mvmt Flow	0	60	116	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	116	0	-	0	175	116
Stage 1	-	-	-	-	116	-
Stage 2	-	-	-	-	60	-
Critical Hdwy	4.14	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.236	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1461	-	-	-	817	939
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	966	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1461	-	-	-	817	939
Mov Cap-2 Maneuver	-	-	-	-	817	-
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	966	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1461	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1332	75	211	693	63	291
v/c Ratio	0.42	0.07	0.64	0.17	0.16	0.85
Control Delay (s/veh)	14.7	3.2	62.8	4.9	56.7	45.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.7	3.2	62.8	4.9	56.7	45.3
Queue Length 50th (ft)	225	0	111	76	30	114
Queue Length 95th (ft)	347	26	160	104	50	213
Internal Link Dist (ft)	287			318		
Turn Bay Length (ft)		130	95			145
Base Capacity (vph)	3194	1021	634	3983	1345	728
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.07	0.33	0.17	0.05	0.40

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱	↰↰	↑↑↑					↰↰		↱
Traffic Volume (veh/h)	0	1265	71	200	658	0	0	0	0	60	0	276
Future Volume (veh/h)	0	1265	71	200	658	0	0	0	0	60	0	276
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1826	1826	1856	1856	0				1826	0	1826
Adj Flow Rate, veh/h	0	1332	0	211	693	0				63	0	291
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	5	5	3	3	0				5	0	5
Cap, veh/h	0	2873		271	3556	0				702	0	322
Arrive On Green	0.00	0.58	0.00	0.08	0.70	0.00				0.21	0.00	0.21
Sat Flow, veh/h	0	5149	1547	3428	5233	0				3374	0	1547
Grp Volume(v), veh/h	0	1332	0	211	693	0				63	0	291
Grp Sat Flow(s),veh/h/ln	0	1662	1547	1714	1689	0				1687	0	1547
Q Serve(g_s), s	0.0	23.2	0.0	9.1	7.1	0.0				2.3	0.0	27.5
Cycle Q Clear(g_c), s	0.0	23.2	0.0	9.1	7.1	0.0				2.3	0.0	27.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2873		271	3556	0				702	0	322
V/C Ratio(X)	0.00	0.46		0.78	0.19	0.00				0.09	0.00	0.90
Avail Cap(c_a), veh/h	0	2873		640	3556	0				1361	0	624
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	18.4	0.0	67.8	7.7	0.0				47.9	0.0	57.9
Incr Delay (d2), s/veh	0.0	0.5	0.0	4.8	0.1	0.0				0.1	0.0	9.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.0	0.0	4.1	2.5	0.0				1.0	0.0	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	18.9	0.0	72.6	7.8	0.0				48.0	0.0	67.3
LnGrp LOS		B		E	A					D		E
Approach Vol, veh/h		1332			904						354	
Approach Delay, s/veh		18.9			23.0						63.8	
Approach LOS		B			C						E	

Timer - Assigned Phs	2	5	6	8
Phs Duration (G+Y+Rc), s	112.3	18.8	93.4	37.7
Change Period (Y+Rc), s	7.0	7.0	7.0	6.5
Max Green Setting (Gmax), s	76.0	28.0	41.0	60.5
Max Q Clear Time (g_c+I1), s	9.1	11.1	25.2	29.5
Green Ext Time (p_c), s	14.3	0.8	12.8	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	26.5
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	602	764	830	143	57	228
v/c Ratio	0.82	0.18	0.31	0.15	0.22	0.78
Control Delay (s/veh)	77.3	1.1	14.6	3.6	64.7	33.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	77.3	1.1	14.6	3.6	64.7	33.0
Queue Length 50th (ft)	264	13	149	10	28	40
Queue Length 95th (ft)	315	15	214	54	49	131
Internal Link Dist (ft)		386	204			
Turn Bay Length (ft)	205				480	480
Base Capacity (vph)	1133	4191	2705	957	1178	665
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.18	0.31	0.15	0.05	0.34

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	1	583	741	0	2	0	803	139	55	0	221	0
Future Volume (veh/h)	1	583	741	0	2	0	803	139	55	0	221	0
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	
Lane Width Adj.		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Ped-Bike Adj(A_pbT)		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	
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1841	1841	0		0	1841	1841	1856	0	1856	
Adj Flow Rate, veh/h		601	764	0		0	828	0	57	0	228	
Peak Hour Factor		0.97	0.97	0.97		0.97	0.97	0.97	0.97	0.97	0.97	
Percent Heavy Veh, %		4	4	0		0	4	4	3	0	3	
Cap, veh/h		692	3783	0		0	2542		562	0	258	
Arrive On Green		0.20	0.75	0.00		0.00	1.00	0.00	0.16	0.00	0.16	
Sat Flow, veh/h		3401	5191	0		0	5191	1560	3428	0	1572	
Grp Volume(v), veh/h		601	764	0		0	828	0	57	0	228	
Grp Sat Flow(s),veh/h/ln		1700	1675	0		0	1675	1560	1714	0	1572	
Q Serve(g_s), s		25.6	6.6	0.0		0.0	0.0	0.0	2.1	0.0	21.3	
Cycle Q Clear(g_c), s		25.6	6.6	0.0		0.0	0.0	0.0	2.1	0.0	21.3	
Prop In Lane		1.00		0.00		0.00		1.00	1.00		1.00	
Lane Grp Cap(c), veh/h		692	3783	0		0	2542		562	0	258	
V/C Ratio(X)		0.87	0.20	0.00		0.00	0.33		0.10	0.00	0.88	
Avail Cap(c_a), veh/h		1145	3783	0		0	2542		1188	0	545	
HCM Platoon Ratio		1.00	1.00	1.00		1.00	2.00	2.00	1.00	1.00	1.00	
Upstream Filter(I)		1.00	1.00	0.00		0.00	1.00	0.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh		57.8	5.4	0.0		0.0	0.0	0.0	53.3	0.0	61.3	
Incr Delay (d2), s/veh		4.1	0.1	0.0		0.0	0.3	0.0	0.1	0.0	9.8	
Initial Q Delay(d3), s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		11.4	2.2	0.0		0.0	0.1	0.0	0.9	0.0	9.2	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		61.9	5.5	0.0		0.0	0.3	0.0	53.4	0.0	71.1	
LnGrp LOS		E	A				A		D		E	
Approach Vol, veh/h			1365				828			285		
Approach Delay, s/veh			30.3				0.3			67.6		
Approach LOS			C				A			E		

Timer - Assigned Phs	1	2		4	6
Phs Duration (G+Y+Rc), s	37.0	82.4		30.6	119.4
Change Period (Y+Rc), s	6.5	6.5		6.0	6.5
Max Green Setting (Gmax), s	50.5	28.5		52.0	85.5
Max Q Clear Time (g_c+I1), s	27.6	2.0		23.3	8.6
Green Ext Time (p_c), s	2.9	12.8		1.3	16.7

Intersection Summary	
HCM 7th Control Delay, s/veh	24.6
HCM 7th LOS	C

Notes

User approved ignoring U-Turning movement.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	0
Future Volume (veh/h)	0	0
Initial Q (Qb), veh		
Lane Width Adj.		
Ped-Bike Adj(A_pbT)		
Parking Bus, Adj		
Work Zone On Approach		
Adj Sat Flow, veh/h/ln		
Adj Flow Rate, veh/h		
Peak Hour Factor		
Percent Heavy Veh, %		
Cap, veh/h		
Arrive On Green		
Sat Flow, veh/h		
Grp Volume(v), veh/h		
Grp Sat Flow(s),veh/h/ln		
Q Serve(g_s), s		
Cycle Q Clear(g_c), s		
Prop In Lane		
Lane Grp Cap(c), veh/h		
V/C Ratio(X)		
Avail Cap(c_a), veh/h		
HCM Platoon Ratio		
Upstream Filter(I)		
Uniform Delay (d), s/veh		
Incr Delay (d2), s/veh		
Initial Q Delay(d3), s/veh		
%ile BackOfQ(50%),veh/ln		
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh		
LnGrp LOS		
Approach Vol, veh/h		
Approach Delay, s/veh		
Approach LOS		
Timer - Assigned Phs		

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱			↱			↱
Traffic Vol, veh/h	0	936	14	0	941	18	0	0	33	0	0	17
Future Vol, veh/h	0	936	14	0	941	18	0	0	33	0	0	17
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	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	100	-	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	4	4	4	1	1	1	1	1	1
Mvmt Flow	0	985	15	0	991	19	0	0	35	0	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	493	-	-	495
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.12	-	-	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.91	-	-	3.91
Pot Cap-1 Maneuver	0	-	0	0	-	-	0	0	449	0	0	447
Stage 1	0	-	0	0	-	-	0	0	-	0	0	-
Stage 2	0	-	0	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	449	-	-	447
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	13.69	13.39
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	449	-	-	-	447
HCM Lane V/C Ratio	0.077	-	-	-	0.04
HCM Ctrl Dly (s/v)	13.7	-	-	-	13.4
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	246	730	59	48	740	146	163	159	106	34	109
v/c Ratio	0.62	0.32	0.06	0.15	0.32	0.17	0.36	0.56	0.40	0.35	0.07
Control Delay (s/veh)	36.3	9.1	1.3	15.0	14.1	1.1	32.8	22.1	37.6	44.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.3	9.1	1.3	15.0	14.1	1.1	32.8	22.1	37.6	44.8	0.1
Queue Length 50th (ft)	72	162	2	14	83	0	32	13	25	16	0
Queue Length 95th (ft)	74	207	11	36	112	10	#70	#43	50	45	0
Internal Link Dist (ft)		477			470			304		367	
Turn Bay Length (ft)	580		95	150		205	115		210		260
Base Capacity (vph)	408	2289	1069	315	2300	835	457	285	266	96	1538
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.32	0.06	0.15	0.32	0.17	0.36	0.56	0.40	0.35	0.07

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	14	217	686	55	45	696	137	153	51	99	100	32
Future Volume (vph)	14	217	686	55	45	696	137	153	51	99	100	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor		0.97	0.95	1.00	1.00	0.91	1.00	0.97	0.95		0.97	1.00
Frt		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.90		1.00	1.00
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)		3400	3505	1568	1752	5036	1568	3433	3189		3335	1810
Flt Permitted		0.95	1.00	1.00	0.37	1.00	1.00	0.95	1.00		0.95	1.00
Satd. Flow (perm)		3400	3505	1568	690	5036	1568	3433	3189		3335	1810
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	15	231	730	59	48	740	146	163	54	105	106	34
RTOR Reduction (vph)	0	0	0	23	0	0	86	0	95	0	0	0
Lane Group Flow (vph)	0	246	730	36	48	740	60	163	64	0	106	34
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	2%	2%	2%	5%	5%
Turn Type	Prot	Prot	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA
Protected Phases	1	1	6			2		7	4		3	8
Permitted Phases				6	2		2					
Actuated Green, G (s)		8.7	45.4	45.4	30.7	30.7	30.7	10.0	6.8		4.8	1.6
Effective Green, g (s)		8.7	45.4	45.4	30.7	30.7	30.7	10.0	6.8		4.8	1.6
Actuated g/C Ratio		0.12	0.61	0.61	0.41	0.41	0.41	0.13	0.09		0.06	0.02
Clearance Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		394	2121	949	282	2061	641	457	289		213	38
v/s Ratio Prot		c0.07	c0.21			0.15		c0.05	c0.02		0.03	c0.02
v/s Ratio Perm				0.02	0.07		0.04					
v/c Ratio		0.62	0.34	0.04	0.17	0.36	0.09	0.36	0.22		0.50	0.89
Uniform Delay, d1		31.6	7.4	6.0	14.1	15.3	13.6	29.6	31.6		33.9	36.6
Progression Factor		0.92	1.43	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2		3.0	0.4	0.1	1.3	0.5	0.3	0.5	0.4		1.8	103.9
Delay (s)		32.2	11.0	6.1	15.4	15.8	13.9	30.1	32.0		35.8	140.5
Level of Service		C	B	A	B	B	B	C	C		D	F
Approach Delay (s/veh)			15.7			15.5			31.0			34.4
Approach LOS			B			B			C			C

Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	59.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	102
Future Volume (vph)	102
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1538
Flt Permitted	1.00
Satd. Flow (perm)	1538
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	109
RTOR Reduction (vph)	0
Lane Group Flow (vph)	109
Heavy Vehicles (%)	5%
Turn Type	Free
Protected Phases	
Permitted Phases	Free
Actuated Green, G (s)	75.0
Effective Green, g (s)	75.0
Actuated g/C Ratio	1.00
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	1538
v/s Ratio Prot	
v/s Ratio Perm	0.07
v/c Ratio	0.07
Uniform Delay, d1	0.0
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	0.1
Level of Service	A
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	140	2	0	98	29	44
Future Vol, veh/h	140	2	0	98	29	44
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	1	1	5	5
Mvmt Flow	156	2	0	109	32	49
Number of Lanes	1	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	9.9	8.7	8.2
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	0%	100%	0%	0%
Vol Thru, %	100%	100%	0%	0%	40%
Vol Right, %	0%	0%	0%	100%	60%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	98	140	2	73
LT Vol	0	0	140	0	0
Through Vol	0	98	0	0	29
RT Vol	0	0	0	2	44
Lane Flow Rate	0	109	156	2	81
Geometry Grp	5	5	5	5	3b
Degree of Util (X)	0	0.153	0.238	0.003	0.104
Departure Headway (Hd)	5.046	5.046	5.507	4.302	4.617
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	0	713	653	832	778
Service Time	2.762	2.762	3.23	2.025	2.636
HCM Lane V/C Ratio	0	0.153	0.239	0.002	0.104
HCM Control Delay, s/veh	7.8	8.7	9.9	7	8.2
HCM Lane LOS	N	A	A	A	A
HCM 95th-tile Q	0	0.5	0.9	0	0.3

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	93	34	11	49	0
Future Vol, veh/h	0	93	34	11	49	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	6	6	1	1
Mvmt Flow	0	104	38	12	55	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	51	0	-	0	149	44
Stage 1	-	-	-	-	44	-
Stage 2	-	-	-	-	104	-
Critical Hdwy	4.12	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.218	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1556	-	-	-	846	1028
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1556	-	-	-	846	1028
Mov Cap-2 Maneuver	-	-	-	-	846	-
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	922	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.55
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1556	-	-	-	846
HCM Lane V/C Ratio	-	-	-	-	0.065
HCM Ctrl Dly (s/v)	0	-	-	-	9.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1429	119	226	1454	120	329
v/c Ratio	0.51	0.13	0.65	0.40	0.17	0.84
Control Delay (s/veh)	23.2	8.7	86.6	5.6	46.9	60.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.2	8.7	86.6	5.6	46.9	60.5
Queue Length 50th (ft)	312	19	122	92	51	246
Queue Length 95th (ft)	450	65	168	114	72	333
Internal Link Dist (ft)	287			318		
Turn Bay Length (ft)		130	95			145
Base Capacity (vph)	2819	911	624	3604	1430	706
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.13	0.36	0.40	0.08	0.47

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱	↰↰	↑↑↑					↰↰		↱
Traffic Volume (veh/h)	0	1372	114	217	1396	0	0	0	0	115	0	316
Future Volume (veh/h)	0	1372	114	217	1396	0	0	0	0	115	0	316
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1885	1885	0				1870	0	1870
Adj Flow Rate, veh/h	0	1429	0	226	1454	0				120	0	329
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	2	2	1	1	0				2	0	2
Cap, veh/h	0	2814		287	3501	0				794	0	364
Arrive On Green	0.00	0.55	0.00	0.08	0.68	0.00				0.23	0.00	0.23
Sat Flow, veh/h	0	5274	1585	3483	5316	0				3456	0	1585
Grp Volume(v), veh/h	0	1429	0	226	1454	0				120	0	329
Grp Sat Flow(s),veh/h/ln	0	1702	1585	1742	1716	0				1728	0	1585
Q Serve(g_s), s	0.0	26.2	0.0	9.6	18.9	0.0				4.2	0.0	30.3
Cycle Q Clear(g_c), s	0.0	26.2	0.0	9.6	18.9	0.0				4.2	0.0	30.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2814		287	3501	0				794	0	364
V/C Ratio(X)	0.00	0.51		0.79	0.42	0.00				0.15	0.00	0.90
Avail Cap(c_a), veh/h	0	2814		627	3501	0				1440	0	660
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.0	0.0	67.5	10.7	0.0				46.1	0.0	56.2
Incr Delay (d2), s/veh	0.0	0.7	0.0	4.8	0.4	0.0				0.1	0.0	8.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.5	0.0	4.4	7.0	0.0				1.8	0.0	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	21.6	0.0	72.3	11.0	0.0				46.2	0.0	64.5
LnGrp LOS		C		E	B					D		E
Approach Vol, veh/h		1429			1680						449	
Approach Delay, s/veh		21.6			19.3						59.6	
Approach LOS		C			B						E	

Timer - Assigned Phs	2			5	6		8					
Phs Duration (G+Y+Rc), s	109.0			19.4	89.7		41.0					
Change Period (Y+Rc), s	7.0			7.0	7.0		6.5					
Max Green Setting (Gmax), s	74.0			27.0	40.0		62.5					
Max Q Clear Time (g_c+I1), s	20.9			11.6	28.2		32.3					
Green Ext Time (p_c), s	35.3			0.8	10.3		2.2					

Intersection Summary		
HCM 7th Control Delay, s/veh	25.3	
HCM 7th LOS	C	

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	427	1138	1452	114	243	359
v/c Ratio	0.77	0.32	0.58	0.14	0.31	0.85
Control Delay (s/veh)	87.8	7.4	27.0	10.8	47.8	62.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	87.8	7.4	27.0	10.8	47.8	62.0
Queue Length 50th (ft)	230	99	317	29	104	278
Queue Length 95th (ft)	289	110	550	59	129	367
Internal Link Dist (ft)		386	204			
Turn Bay Length (ft)	205				480	480
Base Capacity (vph)	1167	3547	2499	814	1201	603
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.32	0.58	0.14	0.20	0.60

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	2	404	1081	0	0	1379	108	231	0	341	0	0
Future Volume (veh/h)	2	404	1081	0	0	1379	108	231	0	341	0	0
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0		
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Ped-Bike Adj(A_pbT)		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		
Work Zone On Approach			No			No			No			
Adj Sat Flow, veh/h/ln		1885	1885	0	0	1885	1885	1885	0	1885		
Adj Flow Rate, veh/h		425	1138	0	0	1452	0	243	0	284		
Peak Hour Factor		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %		1	1	0	0	1	1	1	0	1		
Cap, veh/h		507	3676	0	0	2704		705	0	323		
Arrive On Green		0.15	0.71	0.00	0.00	1.00	0.00	0.20	0.00	0.20		
Sat Flow, veh/h		3483	5316	0	0	5316	1598	3483	0	1598		
Grp Volume(v), veh/h		425	1138	0	0	1452	0	243	0	284		
Grp Sat Flow(s),veh/h/ln		1742	1716	0	0	1716	1598	1742	0	1598		
Q Serve(g_s), s		17.8	12.2	0.0	0.0	0.0	0.0	9.0	0.0	25.9		
Cycle Q Clear(g_c), s		17.8	12.2	0.0	0.0	0.0	0.0	9.0	0.0	25.9		
Prop In Lane		1.00		0.00	0.00		1.00	1.00		1.00		
Lane Grp Cap(c), veh/h		507	3676	0	0	2704		705	0	323		
V/C Ratio(X)		0.84	0.31	0.00	0.00	0.54		0.34	0.00	0.88		
Avail Cap(c_a), veh/h		1173	3676	0	0	2704		1207	0	554		
HCM Platoon Ratio		1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00		
Upstream Filter(I)		1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00		
Uniform Delay (d), s/veh		62.4	7.9	0.0	0.0	0.0	0.0	51.3	0.0	58.0		
Incr Delay (d2), s/veh		3.8	0.2	0.0	0.0	0.8	0.0	0.3	0.0	8.2		
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln		8.1	4.4	0.0	0.0	0.2	0.0	4.0	0.0	11.2		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		66.1	8.1	0.0	0.0	0.8	0.0	51.6	0.0	66.3		
LnGrp LOS		E	A			A		D		E		
Approach Vol, veh/h			1563			1452			527			
Approach Delay, s/veh			23.9			0.8			59.5			
Approach LOS			C			A			E			

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	28.3	85.3		36.4		113.6						
Change Period (Y+Rc), s	6.5	6.5		6.0		6.5						
Max Green Setting (Gmax), s	50.5	28.5		52.0		85.5						
Max Q Clear Time (g_c+I1), s	19.8	2.0		27.9		14.2						
Green Ext Time (p_c), s	2.0	20.9		2.5		29.7						

Intersection Summary	
HCM 7th Control Delay, s/veh	19.7
HCM 7th LOS	B

Notes

User approved ignoring U-Turning movement.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	
Lane Width Adj.	
Ped-Bike Adj(A_pbT)	
Parking Bus, Adj	
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	
Adj Flow Rate, veh/h	
Peak Hour Factor	
Percent Heavy Veh, %	
Cap, veh/h	
Arrive On Green	
Sat Flow, veh/h	
Grp Volume(v), veh/h	
Grp Sat Flow(s),veh/h/ln	
Q Serve(g_s), s	
Cycle Q Clear(g_c), s	
Prop In Lane	
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	
Upstream Filter(I)	
Uniform Delay (d), s/veh	
Incr Delay (d2), s/veh	
Initial Q Delay(d3), s/veh	
%ile BackOfQ(50%),veh/ln	
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱			↱			↱
Traffic Vol, veh/h	0	1454	38	0	1454	16	0	0	16	0	0	30
Future Vol, veh/h	0	1454	38	0	1454	16	0	0	16	0	0	30
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	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	100	-	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	1531	40	0	1531	17	0	0	17	0	0	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	765	-	-	765
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.12	-	-	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.91	-	-	3.91
Pot Cap-1 Maneuver	0	-	0	0	-	-	0	0	298	0	0	298
Stage 1	0	-	0	0	-	-	0	0	-	0	0	-
Stage 2	0	-	0	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	298	-	-	298
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	17.78	18.48
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	298	-	-	-	298
HCM Lane V/C Ratio	0.056	-	-	-	0.106
HCM Ctrl Dly (s/v)	17.8	-	-	-	18.5
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	373	974	140	87	995	323	89	105	245	59	401
v/c Ratio	0.65	0.42	0.13	0.39	0.48	0.39	0.30	1.07	0.76	0.64	0.25
Control Delay (s/veh)	32.9	9.5	3.3	23.2	17.7	3.6	34.6	136.5	50.0	81.3	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.9	9.5	3.3	23.2	17.7	3.6	34.6	136.5	50.0	81.3	0.4
Queue Length 50th (ft)	110	123	5	29	125	0	20	~14	59	~46	0
Queue Length 95th (ft)	120	331	53	72	165	48	42	#65	#112	#119	0
Internal Link Dist (ft)		477			470			304		367	
Turn Bay Length (ft)	580		95	150		205	115		210		260
Base Capacity (vph)	647	2335	1093	222	2066	835	317	98	323	92	1599
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.42	0.13	0.39	0.48	0.39	0.28	1.07	0.76	0.64	0.25

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	22	344	955	137	1	84	975	317	87	48	55	240
Future Volume (vph)	22	344	955	137	1	84	975	317	87	48	55	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0
Lane Util. Factor		0.97	0.95	1.00		1.00	0.91	1.00	0.97	0.95		0.97
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	0.92		1.00
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00		0.95
Satd. Flow (prot)		3467	3574	1599		1770	5085	1583	3400	3224		3467
Flt Permitted		0.95	1.00	1.00		0.29	1.00	1.00	0.95	1.00		0.95
Satd. Flow (perm)		3467	3574	1599		548	5085	1583	3400	3224		3467
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	22	351	974	140	1	86	995	323	89	49	56	245
RTOR Reduction (vph)	0	0	0	51	0	0	0	197	0	54	0	0
Lane Group Flow (vph)	0	373	974	89	0	87	995	126	89	51	0	245
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%	2%	2%	3%	3%	3%	1%
Turn Type	Prot	Prot	NA	Perm	Perm	Perm	NA	Perm	Prot	NA		Prot
Protected Phases	1	1	6				2		7	4		3
Permitted Phases				6	2	2		2				
Actuated Green, G (s)		12.5	47.8	47.8		29.3	29.3	29.3	5.5	2.2		7.0
Effective Green, g (s)		12.5	47.8	47.8		29.3	29.3	29.3	5.5	2.2		7.0
Actuated g/C Ratio		0.17	0.64	0.64		0.39	0.39	0.39	0.07	0.03		0.09
Clearance Time (s)		6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0
Vehicle Extension (s)		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0
Lane Grp Cap (vph)		577	2277	1019		214	1986	618	249	94		323
v/s Ratio Prot		c0.11	0.27				c0.20		0.03	0.02		c0.07
v/s Ratio Perm				0.06		0.16		0.08				
v/c Ratio		0.65	0.43	0.09		0.41	0.50	0.20	0.36	0.54		0.76
Uniform Delay, d1		29.2	6.8	5.2		16.6	17.3	15.1	33.1	35.9		33.2
Progression Factor		0.96	1.44	4.40		1.00	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2		2.4	0.6	0.2		5.6	0.9	0.7	0.9	5.8		9.8
Delay (s)		30.3	10.3	23.2		22.2	18.2	15.9	34.0	41.7		43.0
Level of Service		C	B	C		C	B	B	C	D		D
Approach Delay (s/veh)			16.6				17.9			38.2		
Approach LOS			B				B			D		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	66.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBT	SBR
Lane Configurations	↑	↱
Traffic Volume (vph)	58	393
Future Volume (vph)	58	393
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.0	4.0
Lane Util. Factor	1.00	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	1881	1599
Flt Permitted	1.00	1.00
Satd. Flow (perm)	1881	1599
Peak-hour factor, PHF	0.98	0.98
Adj. Flow (vph)	59	401
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	59	401
Heavy Vehicles (%)	1%	1%
Turn Type	NA	Free
Protected Phases	8	
Permitted Phases		Free
Actuated Green, G (s)	3.7	75.0
Effective Green, g (s)	3.7	75.0
Actuated g/C Ratio	0.05	1.00
Clearance Time (s)	6.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	92	1599
v/s Ratio Prot	c0.03	
v/s Ratio Perm		c0.25
v/c Ratio	0.64	0.25
Uniform Delay, d1	35.0	0.0
Progression Factor	1.00	1.00
Incremental Delay, d2	14.3	0.4
Delay (s)	49.3	0.4
Level of Service	D	A
Approach Delay (s/veh)	19.3	
Approach LOS	B	

Intersection Summary

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	76	0	0	53	98	136
Future Vol, veh/h	76	0	0	53	98	136
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	4	4	1	1	2	2
Mvmt Flow	84	0	0	59	109	151
Number of Lanes	1	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	9.4	8.1	9.3
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	0%	100%	0%	0%
Vol Thru, %	100%	100%	0%	100%	42%
Vol Right, %	0%	0%	0%	0%	58%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	53	76	0	234
LT Vol	0	0	76	0	0
Through Vol	0	53	0	0	98
RT Vol	0	0	0	0	136
Lane Flow Rate	0	59	84	0	260
Geometry Grp	5	5	5	5	3b
Degree of Util (X)	0	0.081	0.136	0	0.312
Departure Headway (Hd)	4.97	4.97	5.803	5.3	4.316
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	0	723	619	0	837
Service Time	2.686	2.686	3.526	3.022	2.326
HCM Lane V/C Ratio	0	0.082	0.136	0	0.311
HCM Control Delay, s/veh	7.7	8.1	9.4	8	9.3
HCM Lane LOS	N	A	A	N	A
HCM 95th-tile Q	0	0.3	0.5	0	1.3

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	53	103	31	23	0
Future Vol, veh/h	0	53	103	31	23	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	4	4	2	2	1	1
Mvmt Flow	0	60	116	35	26	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	151	0	-	0	193	133
Stage 1	-	-	-	-	133	-
Stage 2	-	-	-	-	60	-
Critical Hdwy	4.14	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.236	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1418	-	-	-	798	919
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	966	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1418	-	-	-	798	919
Mov Cap-2 Maneuver	-	-	-	-	798	-
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	966	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.66
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1418	-	-	-	798
HCM Lane V/C Ratio	-	-	-	-	0.032
HCM Ctrl Dly (s/v)	0	-	-	-	9.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

APPENDIX D – WARRANT ANALYSIS RESULTS

NCHRP 457 for Minor-Road Right-Turn Volume Reduction for Warrant Check

Signal Warrant Results

Figure 2 - 11. Minor-road right-turn volume reduction for warrant check.

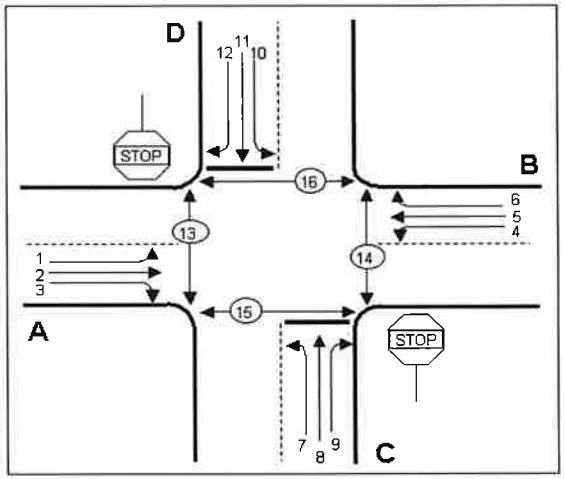
INPUT

Number of lanes on major-road approach:	1
Right-turn geometry on minor-road:	Shared-lane approach

Approach	Number	Movement	Volume
Major A	2	Through	98
	3	Right	0
Major B	5	Through	29
	6	Right	44
Minor C	7	Left	0
	8	Through	0
	9	Right	0
Minor D	10	Left	140
	11	Through	0
	12	Right	0

OUTPUT

Variable	Value
Conflicting major-road volume (V_{c9}), veh/h:	98
Conflicting major-road volume (V_{c12}), veh/h:	51
Right-turn volume reduction (V_{r9}), veh/h:	502
Right-turn volume reduction (V_{r12}), veh/h:	549
Adjusted right-turn volume reduction (V_{r9}), veh/h:	0
Adjusted right-turn volume reduction (V_{r12}), veh/h:	0
Adjusted minor-road volume, veh/h:	140
Guidance:	**Second warrant check not needed.**



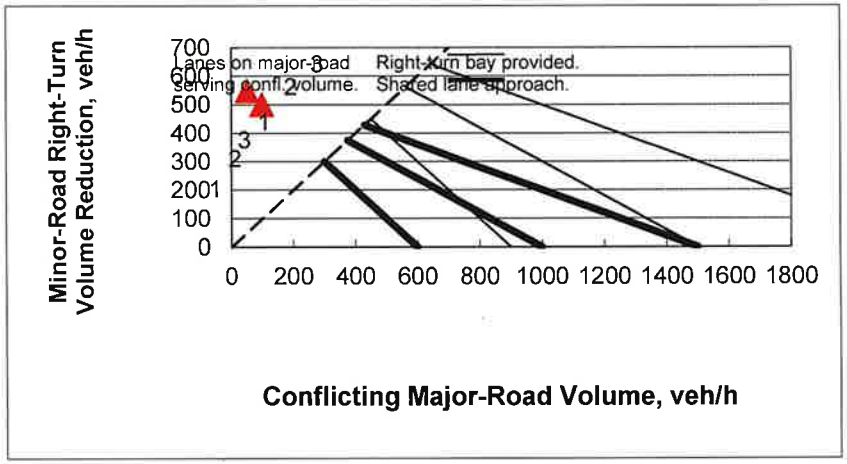


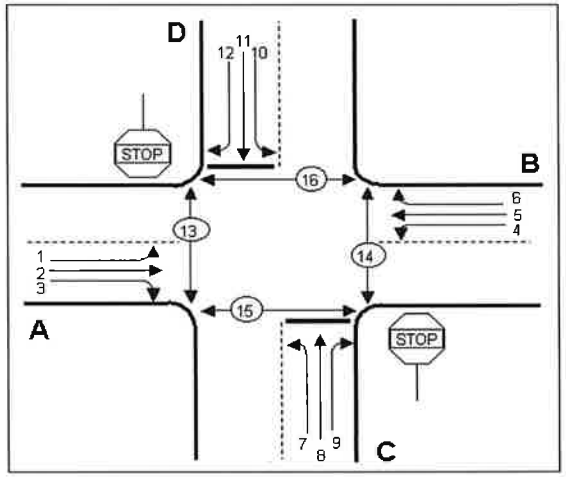
Figure 2 - 11. Minor-road right-turn volume reduction for warrant check.

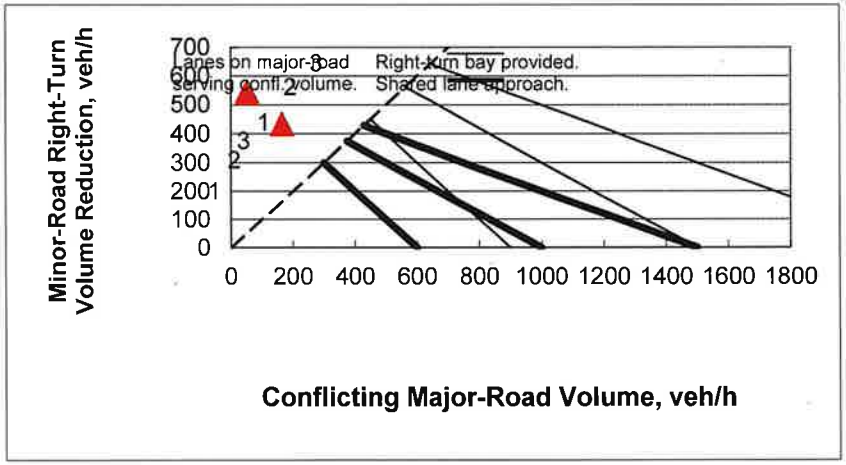
INPUT

Number of lanes on major-road approach:			1
Right-turn geometry on minor-road:			Shared-lane approach
Approach	Number	Movement	Volume
Major A	2	Through	53
	3	Right	0
Major B	5	Through	98
	6	Right	136
Minor C	7	Left	0
	8	Through	0
	9	Right	0
Minor D	10	Left	76
	11	Through	0
	12	Right	0

OUTPUT

Variable	Value
Conflicting major-road volume (V_{c9}), veh/h:	53
Conflicting major-road volume (V_{c12}), veh/h:	166
Right-turn volume reduction (V_{r9}), veh/h:	547
Right-turn volume reduction (V_{r12}), veh/h:	434
Adjusted right-turn volume reduction (V_{r9}), veh/h:	0
Adjusted right-turn volume reduction (V_{r12}), veh/h:	0
Adjusted minor-road volume, veh/h:	76
Guidance:	**Second warrant check not needed.**





Traffic Signal Warrant Analysis

Analyst:	WM
Agency:	Barge Design Solutions, Inc.
Date:	7/22/2026
Jurisdiction:	Cobb County
Major Street:	Barrett Creek Parkway
Minor Street:	Barrett Creek Boulevard

Does the posted speed limit or the 85th-percentile speed on the major street exceed 40 mph?	No
Does the intersection lie within the built-up area of an isolated community having a population of less than 10,000?	No
Apply 56% warrant to Warrant 1, Combination Warrant?	No
Major Street - Number of Approach Lanes (1 or 2):	1
Minor Street - Number of Approach Lanes (1 or 2):	1

			Major Street	Minor Street	Warrant 1, Condition A		Warrant 1, Condition B		Warrant 1, Combination Warrant				Warrant 2	Warrant 3, Category B
					Table 4C-1		*Table 4C-1*		*Table 4C-1*		*Table 4C-1*		*Figure 4C-1*	*Figure 4C-3*
					100%		100%		80%		80%		100%	100%
			Total of Both Approaches	Higher Volume Approach	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Evaluation of Applicable Curve	Evaluation of Applicable Curve
12:00 AM	TO	01:00 AM	0	0	0%	0%	0%	0%	0%	0%	0%	0%	#DIV/0!	#DIV/0!
01:00 AM	TO	02:00 AM	2	2	0%	1%	0%	3%	1%	2%	0%	3%	1%	0%
02:00 AM	TO	03:00 AM	1	1	0%	1%	0%	1%	0%	1%	0%	2%	0%	0%
03:00 AM	TO	04:00 AM	1	1	0%	1%	0%	1%	0%	1%	0%	2%	0%	0%
04:00 AM	TO	05:00 AM	1	2	0%	1%	0%	3%	0%	2%	0%	3%	1%	0%
05:00 AM	TO	06:00 AM	2	8	0%	5%	0%	11%	1%	7%	0%	13%	3%	2%
06:00 AM	TO	07:00 AM	80	73	16%	49%	11%	97%	20%	61%	13%	122%	24%	17%
07:00 AM	TO	08:00 AM	152	148	30%	99%	20%	197%	38%	123%	25%	247%	48%	35%
08:00 AM	TO	09:00 AM	142	117	28%	78%	19%	156%	36%	98%	24%	195%	38%	28%
09:00 AM	TO	10:00 AM	130	69	26%	46%	17%	92%	33%	58%	22%	115%	22%	16%
10:00 AM	TO	11:00 AM	98	60	20%	40%	13%	80%	25%	50%	16%	100%	19%	14%
11:00 AM	TO	12:00 PM	135	58	27%	39%	18%	77%	34%	48%	23%	97%	19%	14%
12:00 PM	TO	01:00 PM	151	67	30%	45%	20%	89%	38%	56%	25%	112%	22%	16%
01:00 PM	TO	02:00 PM	142	51	28%	34%	19%	68%	36%	43%	24%	85%	16%	12%
02:00 PM	TO	03:00 PM	164	57	33%	38%	22%	76%	41%	48%	27%	95%	18%	14%
03:00 PM	TO	04:00 PM	179	57	36%	38%	24%	76%	45%	48%	30%	95%	18%	14%
04:00 PM	TO	05:00 PM	233	77	47%	51%	31%	103%	58%	64%	39%	128%	25%	18%
05:00 PM	TO	06:00 PM	307	78	61%	52%	41%	104%	77%	65%	51%	130%	25%	19%
06:00 PM	TO	07:00 PM	250	81	50%	54%	33%	108%	63%	68%	42%	135%	26%	19%
07:00 PM	TO	08:00 PM	27	21	5%	14%	4%	28%	7%	18%	5%	35%	7%	5%
08:00 PM	TO	09:00 PM	22	12	4%	8%	3%	16%	6%	10%	4%	20%	4%	3%
09:00 PM	TO	10:00 PM	19	6	4%	4%	3%	8%	5%	5%	3%	10%	2%	1%
10:00 PM	TO	11:00 PM	11	7	2%	5%	1%	9%	3%	6%	2%	12%	2%	2%
11:00 PM	TO	12:00 AM	6	4	1%	3%	1%	5%	2%	3%	1%	7%	1%	1%
					Threshold		Threshold		Threshold		Threshold		Threshold	Threshold
					500	150	750	75	400	120	600	60	Varies	Varies
					Summary		Summary		Summary		Summary		Summary	Summary
					TOTAL	0	TOTAL	0	TOTAL	0	TOTAL	0	TOTAL 0	TOTAL 0
					Met?	No	Met?	No	TOTAL	0	Met?	No	Met? No	Met? No

Methodology is Derived from the
Manual on Uniform Traffic Control Devices (MUTCD)
11th Edition, December 2023

COMMENTS/NOTES:	COMMENTS/NOTES:	COMMENTS/NOTES:
Build 2028		

ATTACHMENT TO APPLICATION FOR REZONING

Application No.: Z-_____ (2026)
Hearing Dates: October 6, 2026
October 20, 2026

BEFORE THE COBB COUNTY BOARD OF COMMISSIONERS OF ROADS AND REVENUES AND THE COBB COUNTY PLANNING COMMISSION

CONSTITUTIONAL CHALLENGE ATTACHMENT TO APPLICATION FOR REZONING

COME NOW, Applicant, HIGH STREET ATLANTA DEVELOPMENT, LLC (hereinafter referred to as "Applicant"), and Property Owners, REALTY INCOME CORPORATION and TCVP LLC (hereinafter collectively referred to as "Owners" or "Property Owners"), and assert the following:

1.

By Application for Rezoning dated and filed August 6, 2026, Applicant and Property Owners applied for rezoning of certain real property, being 9.59 acres, more or less, lying and being in Cobb County, Georgia, a more particular description and delineation of the subject property being set forth in said Application (hereinafter referred to as the "Property" or the "Subject Property").

2.

The Application for Rezoning of the Property seeks rezoning from the existing zoning categories of General Commercial ("GC") and Community Retail Commercial ("CRC") to the proposed zoning category of Regional Retail Commercial ("RRC"), as established by the governing authority of Cobb County, Georgia, under and pursuant to Ga. Laws 1956, p. 2006, as amended, being hereinafter referred to as the "Zoning and Planning Ordinance of Cobb County."

MOORE INGRAM
JOHNSON & STEELE
A Limited Liability Partnership
Emerson Overlook
326 Roswell Street
Suite 100
Marietta, GA 30060
(770) 429-1499
FAX (770) 429-8631

3.

With respect to the existing GC and CRC zoning classifications of the Subject Property, Applicant and Property Owners do contend the Zoning and Planning Ordinance of Cobb County is unconstitutional as applied to the Subject Property in that said Ordinance does not permit the Applicant and Property Owners to utilize the Property to the use set forth within the Application for Rezoning without the necessity of rezoning. However, Applicant and Property Owners do not contend the current zoning categories of GC and CRC are unconstitutional, per se, only as applied. Thus, the Zoning and Planning Ordinance of Cobb County deprives Applicant and Property Owners of their Property under and pursuant to Art. I, § I, ¶¶ I and II of the Georgia Constitution of 1983, and the Equal Protection and Due Process Clauses of the Fifth and Fourteenth Amendments to the Constitution of the United States of America. This deprivation of Property without due process violates the constitutional prohibition against the taking of private property without just compensation. Also violated are the Applicant's and Property Owners' rights to unfettered use of their Property, as stated above, in that said zoning classifications do not bear a substantial relation to the public health, safety, morality, or general welfare and are, therefore, confiscatory and void. Further, said Ordinance is unconstitutional in that it is arbitrary and unreasonable resulting in relatively little gain or benefit to the public, while inflicting serious injury and loss on the Applicant and Property Owners.

4.

To the extent the Zoning and Planning Ordinance of Cobb County allows or permits the Board of Commissioners to rezone the Subject Property to any category other than as requested, said Ordinance is further unconstitutional in that same violates the Applicant's and Property Owners' constitutionally guaranteed rights to due process, both substantive and

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procedural. Furthermore, any such action by the Board of Commissioners, or as allowed by the Zoning and Planning Ordinance of Cobb County, is an unconstitutional use of the zoning power and would constitute an abuse of discretion with no justification or benefit flowing to the public welfare. Accordingly, said Ordinance or action would likewise represent a taking of private property rights without the payment of just and adequate compensation in violation of the Constitutions of the State of Georgia and the United States of America.

5.

The Zoning and Planning Ordinance of Cobb County is further unconstitutional in that the procedures contained therein pertaining to the public hearing held in connection with the Zoning Application also violate Art. I, § I, ¶¶ I, II, and XII of the Georgia Constitution of 1983 in that said procedures impose unreasonable time restraints, contain the absence of rebuttal, contain the inability to confront witnesses, contain the lack of procedural and evidentiary safeguards, do not restrict evidence received to the issue at hand and are controlled wholly and solely by political considerations rather than the facts and considerations required by law. These procedures fail to comport with the due process requirements of the Constitution of the State of Georgia 1983 and the due process requirements of the Constitution of the United States of America.

Respectfully submitted, this 6th day of August, 2026.

MOORE INGRAM JOHNSON & STEELE, LLP

BY: _____
J. Kevin Moore
Georgia Bar No. 519728

Attorneys for Applicant and Property Owners

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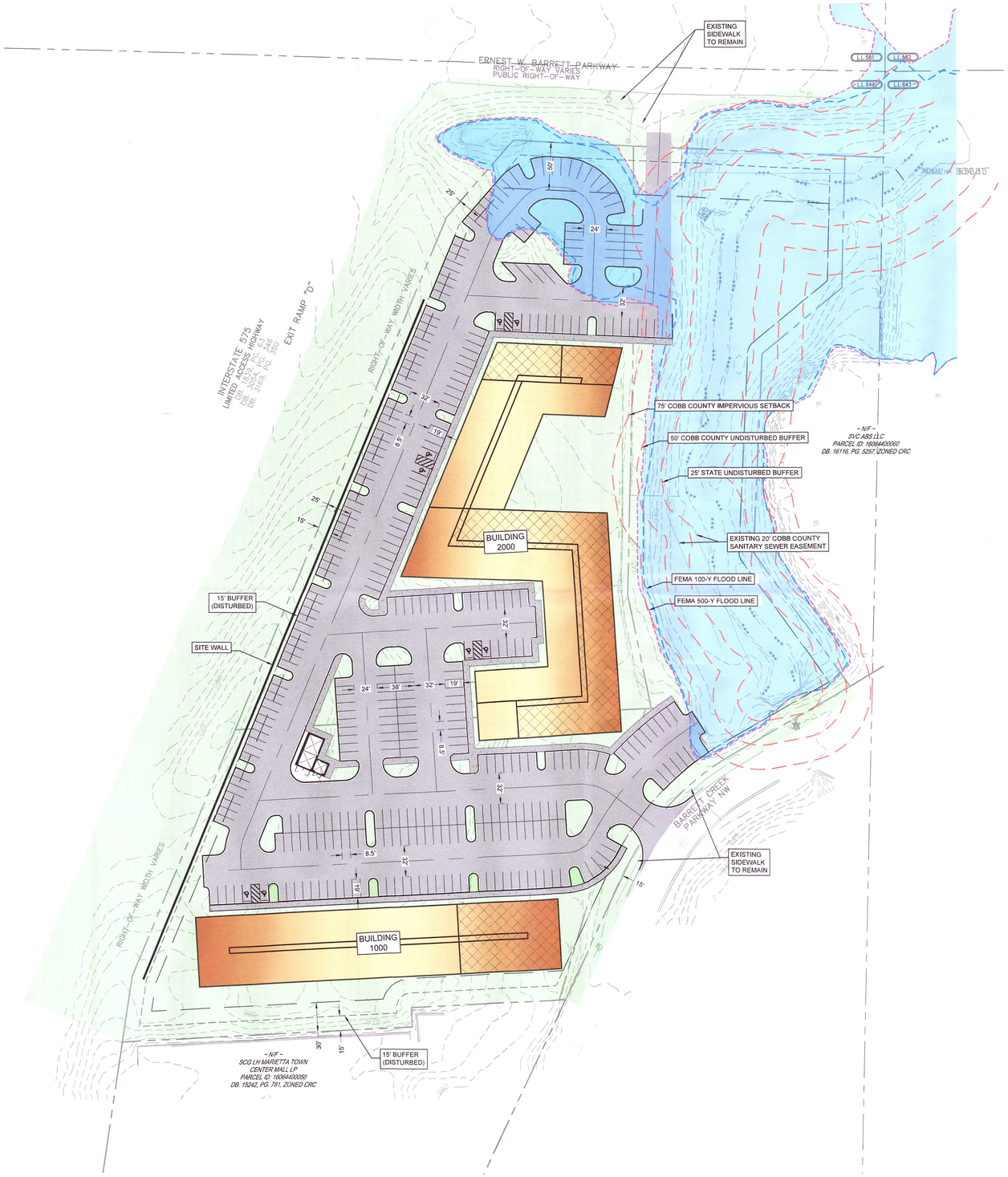


ZONING NOTES:

1. EX. ZONING = GC
2. PROPOSED ZONING = RRC
3. SITE AREA = 9.59 ACRES
4. TOTAL NUMBER OF PROPOSED UNITS = 282 UNITS
5. DENSITY = 29.38 UNITS PER ACRE
6. MINIMUM LOT WIDTH AT FRONT SETBACK = 200'
7. MINIMUM PUBLIC ROAD FRONTAGE = 100'
8. PROPOSED BUILDING SETBACKS: FRONT = 50';
   REAR = 30';
   SIDE (MAJOR) = 25'
   SIDE (MINOR) = 15'
9. REQUIRED LANDSCAPE BUFFER ABUTTING ALL PROPERTY LINES = 15'.
   NOTE LANDSCAPE BUFFER PROPOSED TO BE DISTURBED AND REPLANTED.
10. REQUIRED PARKING = 1.75 SPACES PER DWELLING UNIT = 493.5 SPACES
    PROVIDED PARKING = 360 REGULAR + 8 HANDICAP = 368 SPACES
    (1.30 SPACES/UNIT)
11. TYPICAL PARKING STALL DIMENSION = 8.5'W x 19'D
12. MAXIMUM IMPERVIOUS AREA = 80 %
13. BOUNDARY PERFORMED BY BARGE DESIGN SOLUTIONS, DATED 03/13/2026.
14. TOPOGRAPHY DEPICTED FROM FIELD RUN DATA
    PROVIDED BY BARGE DESIGN SOLUTIONS, DATED 03/13/2026.
15. NO WETLANDS ARE DEPICTED ON SITE.
16. ONE BLUELINE STREAMS ARE APPARENT ON THIS SITE.
17. NO ARCHEOLOGICAL FEATURES ARE APPARENT ON THIS SITE.
18. STORMWATER MANAGEMENT TO BE PROVIDED VIA UNDERGROUND DETENTION IN PARKING LOTS.

VARIANCE REQUEST FOR;

- REDUCTION OF REQUIRED PARKING SPACES FROM 1.75 SPACES/DWELLING TO 1.25 SPACES/DWELLING
- REDUCTION OF SIDE (MAJOR) SETBACK FROM 35' TO 25'.

GENERAL NOTES:

1. THIS PLAN IS CONCEPTUAL AND IS SUBMITTED IN SUPPORT OF A REZONING APPLICATION ONLY.
2. FINAL ENGINEERING PLANS SHALL COMPLY WITH ALL APPLICABLE COBB COUNTY DEVELOPMENT STANDARDS.
3. DEVELOPMENT SHALL COMPLY WITH ALL APPLICABLE COBB COUNTY FIRE MARSHAL REQUIREMENTS.
4. WATER AND SANITARY SEWER SERVICE SHALL BE PROVIDED BY THE APPROPRIATE UTILITY AUTHORITY.
5. ALL STORMWATER MANAGEMENT FACILITIES SHALL BE DESIGNED IN ACCORDANCE WITH APPLICABLE FEDERAL, STATE, AND LOCAL REGULATIONS.
6. TREE REPLACEMENT AND PRESERVATION SHALL COMPLY WITH THE COBB COUNTY TREE ORDINANCE.
7. ALL PARKING SHALL MEET THE REQUIREMENTS OF THE COBB COUNTY ZONING ORDINANCE.
8. DUMPSTER ENCLOSURES SHALL BE CONSTRUCTED OF MATERIALS COMPATIBLE WITH THE PRINCIPAL BUILDING.
9. FINAL DRIVEWAY LOCATIONS ARE SUBJECT TO COBB DOT APPROVAL.
10. ALL UTILITIES SHALL BE INSTALLED UNDERGROUND UNLESS OTHERWISE APPROVED.
11. FIRE HYDRANT LOCATIONS ARE SUBJECT TO APPROVAL BY THE COBB COUNTY FIRE MARSHAL.
12. SIDEWALKS SHALL COMPLY WITH COBB COUNTY DEVELOPMENT STANDARDS AND ADA REQUIREMENTS.

LEGEND AND LINETYPES

- FLOOD PLAIN UP TO 500-YEAR
- PROPOSED PERVIOUS
- PROPOSED BUILDING
- PROPOSED BASEMENT PORTION
- PROPOSED ASPHALT PAVEMENT
- PROPOSED SIDEWALK
- APPROXIMATE 100-YEAR FLOODPLAIN
- APPROXIMATE 500-YEAR FLOODPLAIN
- BUFFERS ESTABLISHED FROM WRESTED VEGETATION

N

EXHIBIT "C"

60' 30' 0' 60' 120'

SCALE: 1 INCH = 60 FEET

BARGE DESIGN SOLUTIONS
2839 Paces Ferry Road | Suite 800 | Atlanta, GA 30339
PHONE: (770) 628-7631 | FAX: (770) 805-0803

REZONING SITE LAYOUT PLAN

175 ERNEST BARRETT PKWY

COBB COUNTY, GA

C1.01

PROJ. NO.: 3907700

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-37-2026

SITE BACKGROUND

Applicant	Hawk-Guys, LLC
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	J. Kevin Moore
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Hawk-Guys, LLC
Property Location	Located on the west side of Powder Springs Road and at the northern terminus of Hartridge Drive
Address	2060 Powder Springs Road
Access to Property	Powder Springs Road

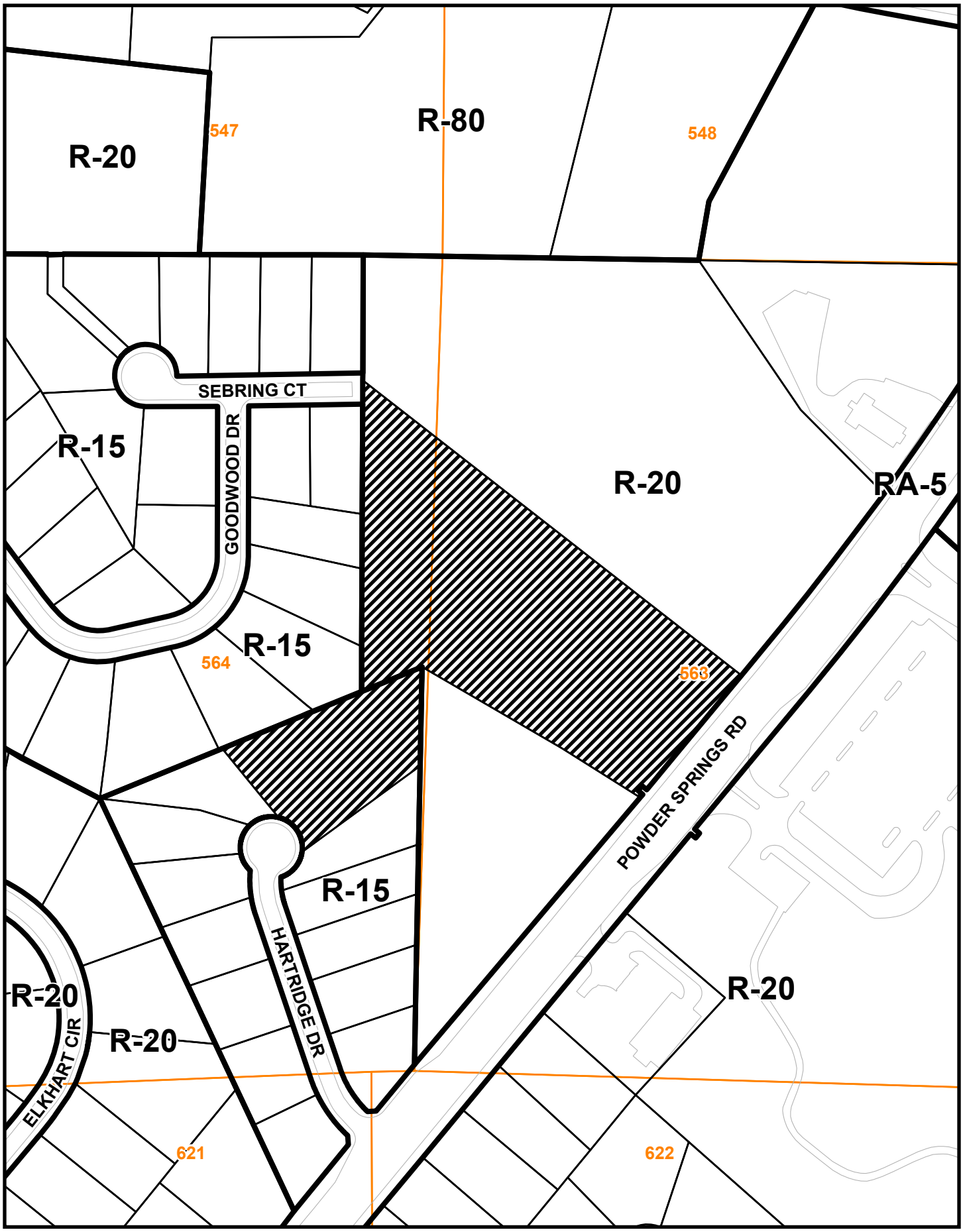
QUICK FACTS

Commission District	4 - Sheffield
Current Zoning	R-15, R-20
Current Use of Property	Single-family Residence
Proposed Zoning	RA-5
Proposed Use	Single-family Residential
Future Land Use	LDR
Site Acreage	5.63
District	19
Land Lot	563, 564
Parcel #	19056300060, 19056400780
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

Z-37 2026 Map



This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 175 350 Feet

Zoning Boundary

City Boundary

Z-37

LEGEND

- WM -------- WATER METER
- WV -------- WATER VALVE
- FH -------- FIRE HYDRANT
- S -------- SANITARY SEWER MANHOLE
- o C.O. -------- CLEANOUT
- LP -------- LIGHT POLE
- GAS -------- GAS VALVE
- PP -------- POWER POLE
- GA -------- GUY ANCHOR
- B -------- BOLLARD
- o I.C.V. -------- IRRIGATION CONTROL VALVE
- FOM -------- FIBER OPTIC MARKER
- FDC -------- FIRE DEPT. CONNECTION
- CONC -------- CONCRETE
- CP -------- CALCULATED POINT
- IPF -------- IRON PIN FOUND
- IPS -------- IRON PIN SET (1/2" REBAR)
- RWM -------- R/W MONUMENT
- P/L -------- PROPERTY LINE
- R/W -------- RIGHT OF WAY
- N/F -------- NOW OR FORMERLY
- B/L -------- BUILDING LINE
- OTP -------- OPEN TOP PIPE
- DWCB -------- DOUBLE WING CATCH BASIN
- HW -------- HEADWALL
- JB -------- JUNCTION BOX
- DI -------- DROP INLET
- CMP -------- CORRUGATED METAL PIPE
- RCP -------- REINFORCED CONCRETE PIPE
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- X -------- FENCE
- GAS -------- GAS LINE
- UGE -------- UNDERGROUND POWER LINE
- OHP -------- OVERHEAD POWER LINE
- SS -------- SANITARY SEWER LINE
- SD -------- STORM DRAIN LINE
- W -------- WATER LINE

EXISTING SANITARY SEWER (TYP.)

DAYTONA WAY SOUTHWEST

20' EX. S.S.E.

30' TEMP. CONST. ESMNT.

20' S.S.E.

PROPOSED SANITARY SEWER OUTFALL

EX. WALLED STORMWATER MANAGEMENT POND

ADJACENT PROPERTY LINES (TYP.)

TRACT 2
PARCEL ID: 19056400780
CURRENT ZONING: R-15
TRACT SIZE: 1.13 AC

TRACT 1
PARCEL ID: 19056300060
CURRENT ZONING: R-20
TRACT SIZE: 4.5 AC

STORM WATER MANAGEMENT POND

10' LANDSCAPE BUFFER

4' PROPOSED CONCRETE SIDEWALK

R/W

R55'
R45'

ROAD A (50' R/W)

10' LANDSCAPE BUFFER

PROPOSED LOT LINE (TYP.)

MAIL KIOSK / COMMON AREA

POWDER SPRINGS ROAD (100' R/W)

LOT	AREA
1	8942 S.F.
2	7,700 S.F.
3	7,700 S.F.
4	7,700 S.F.
5	7,783 S.F.
6	7,956 S.F.
7	8,129 S.F.
8	13,041 S.F.
9	20,425 S.F.
10	9,621 S.F.
11	9,127 S.F.
12	8,520 S.F.
13	7,864 S.F.
14	7,326 S.F.

SITE ANALYSIS

TOTAL SITE AREA	= ± 5.63 AC
PARCEL ID TRACT 1	= 19056300060
PARCEL ID TRACT 2	= 19056400780
CURRENT USE	= WOODED/VACANT
CURRENT ZONING TRACT 1	= R-20
CURRENT ZONING TRACT 2	= R-15
PROPOSED ZONING	= RA-5
PROPOSED USE	= SINGLE-FAMILY RESIDENTIAL DEVELOPMENT
MINIMUM LOT SIZE	= 7,000 SF
MINIMUM LOT WIDTH	= 70' AT FRONT SETBACK LINE 50' CUL-DE-SAC OR INTERIOR LOT
BUILDING SETBACK	
FRONT	= 20' (INTERIOR) OR 40'
SIDE	= MAJOR 25' MINOR 5' (15' BETWEEN DWELLINGS)
REAR	= 30' (INTERIOR) OR 40' EXTERIOR PERIMETER
MAXIMUM DENSITY	= 5 RESIDENTIAL UNITS/ACRE (28 UNITS)
PROPOSED DENSITY	= ± 2.48 UNITS/ACRE (14 UNITS)
PAVEMENT WIDTH	= 20'
ROAD WIDTH	= 24' BACK OF CURB TO BACK OF CURB

MAGNETIC NORTH

GRAPHIC SCALE

150 0 20 40 80 40

(IN FEET)
1 inch = 40 ft.

PREPARED BY:
HRC
HUGHES-RAY COMPANY, INC.
ENGINEERS| SURVEYORS| LANDSCAPE ARCHITECTS
6554 EAST CHURCH STREET
DOUGLASVILLE, GEORGIA 30134
p 770.942.0196
f 770.942.0152
www.HughesRay.com

No.	DATE:	REVISION

CONCEPT PLAN
OF

2060 POWDER SPRINGS ROAD

L.L. 563 & 564 19th DISTRICT, 2nd SECTION
COBB COUNTY, GEORGIA

OWNER:
HAWK-GUYS, LLC
2665 RANTIN DR
EAST POINT, GA 30344

DEVELOPER:
SAME AS ABOVE

24 HR. CONTACT:
JOHN MELE
470.403.0768

GEORGIA
No. PE025760
PROFESSIONAL ENGINEER
JONATHAN J. TILENIS
7/21/26

DATE:	7/21/26
DRAWN BY:	MHB
CHECKED BY:	BCH
JOB#:	H26151

CP1

Z-37 2026 Aerial Map

This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 175 350 Feet

Zoning Boundary

City Boundary

Application No. Z- (2026)

Hearing Dates: PC - 10/06/2026
BOC - 10/20/2026

Summary of Intent for Rezoning*

Part 1. Residential Rezoning Information (attach additional information if needed)

a) **Proposed unit square-footage(s):** Minimum 2,200 square feet of heated living space

b) **Proposed building architecture:** Traditional, Transitional, and Modern Farmhouse Style Detached Single-Family Homes

c) **List all requested variances:** None known at this time

Part 2. Non-residential Rezoning Information (attach additional information if needed)

a) **Proposed use(s):** Not Applicable

b) **Proposed building architecture:** Not Applicable

c) **Proposed hours/days of operation:** Not Applicable

d) **List all requested variances:** Not Applicable

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COBB COUNTY ZONING

Part 3. Other Pertinent Information (List or attach additional information if needed)

The proposed development will be a high-quality, detached single-family residential community designed to be compatible with the character of surrounding residential developments.

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government? (Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located). None known at this time

*Applicant specifically reserves the right to amend any information set forth in this Summary of Intent for Rezoning, or any portion of the Application for Rezoning, or documentation attached thereto, at any time during the rezoning process.

Z-37

LEGEND

- WM -------- WATER METER
- WV -------- WATER VALVE
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- S -------- SANITARY SEWER MANHOLE
- o C.O. -------- CLEANOUT
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20' S.S.E.

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TRACT SIZE: 4.5 AC

STORM WATER MANAGEMENT POND

10' LANDSCAPE BUFFER

4' PROPOSED CONCRETE SIDEWALK

R/W

R55'
R45'

ROAD A (50' R/W)

10' LANDSCAPE BUFFER

PROPOSED LOT LINE (TYP.)

MAIL KIOSK / COMMON AREA

POWDER SPRINGS ROAD (100' R/W)

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PROPOSED ZONING	= RA-5
PROPOSED USE	= SINGLE-FAMILY RESIDENTIAL DEVELOPMENT
MINIMUM LOT SIZE	= 7,000 SF
MINIMUM LOT WIDTH	= 70' AT FRONT SETBACK LINE 50' CUL-DE-SAC OR INTERIOR LOT
BUILDING SETBACK	
FRONT	= 20' (INTERIOR) OR 40'
SIDE	= MAJOR 25' MINOR 5' (15' BETWEEN DWELLINGS)
REAR	= 30' (INTERIOR) OR 40' EXTERIOR PERIMETER
MAXIMUM DENSITY	= 5 RESIDENTIAL UNITS/ACRE (28 UNITS)
PROPOSED DENSITY	= ± 2.48 UNITS/ACRE (14 UNITS)
PAVEMENT WIDTH	= 20'
ROAD WIDTH	= 24' BACK OF CURB TO BACK OF CURB

MAGNETIC NORTH

GRAPHIC SCALE

160 0 20 40 80 40

(IN FEET)
1 inch = 40 ft.

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No.	DATE:	REVISION

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OF

2060 POWDER SPRINGS ROAD

L.L. 563 & 564 19th DISTRICT, 2nd SECTION
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DEVELOPER:
SAME AS ABOVE

24 HR. CONTACT:
JOHN MELE
470.403.0768

GEORGIA
No. PE025010
PROFESSIONAL ENGINEER
JONATHAN J. TILENIS
7/21/26

DATE:	7/21/26
DRAWN BY:	MHB
CHECKED BY:	BCH
JOB#:	H26151

CP1

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-38-2026

SITE BACKGROUND

Applicant	Sonny M. McMillen
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	J. Kevin Moore
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Sonny M. McMillen
Property Location	Located on the north side of Powder Springs Road and on the south side of Pine Grove Drive, across from Sanders Road
Address	2998 Powder Springs Road
Access to Property	Powder Springs Road

QUICK FACTS

Commission District	4 - Sheffield
Current Zoning	UVC, R-20
Current Use of Property	Single-family Residence and Psychic
Proposed Zoning	UVC
Proposed Use	Single-family Residence and Sale of High-end Appliances
Future Land Use	NAC
Site Acreage	1.18
District	19
Land Lot	837, 866
Parcel #	19083700020, 19083700160
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

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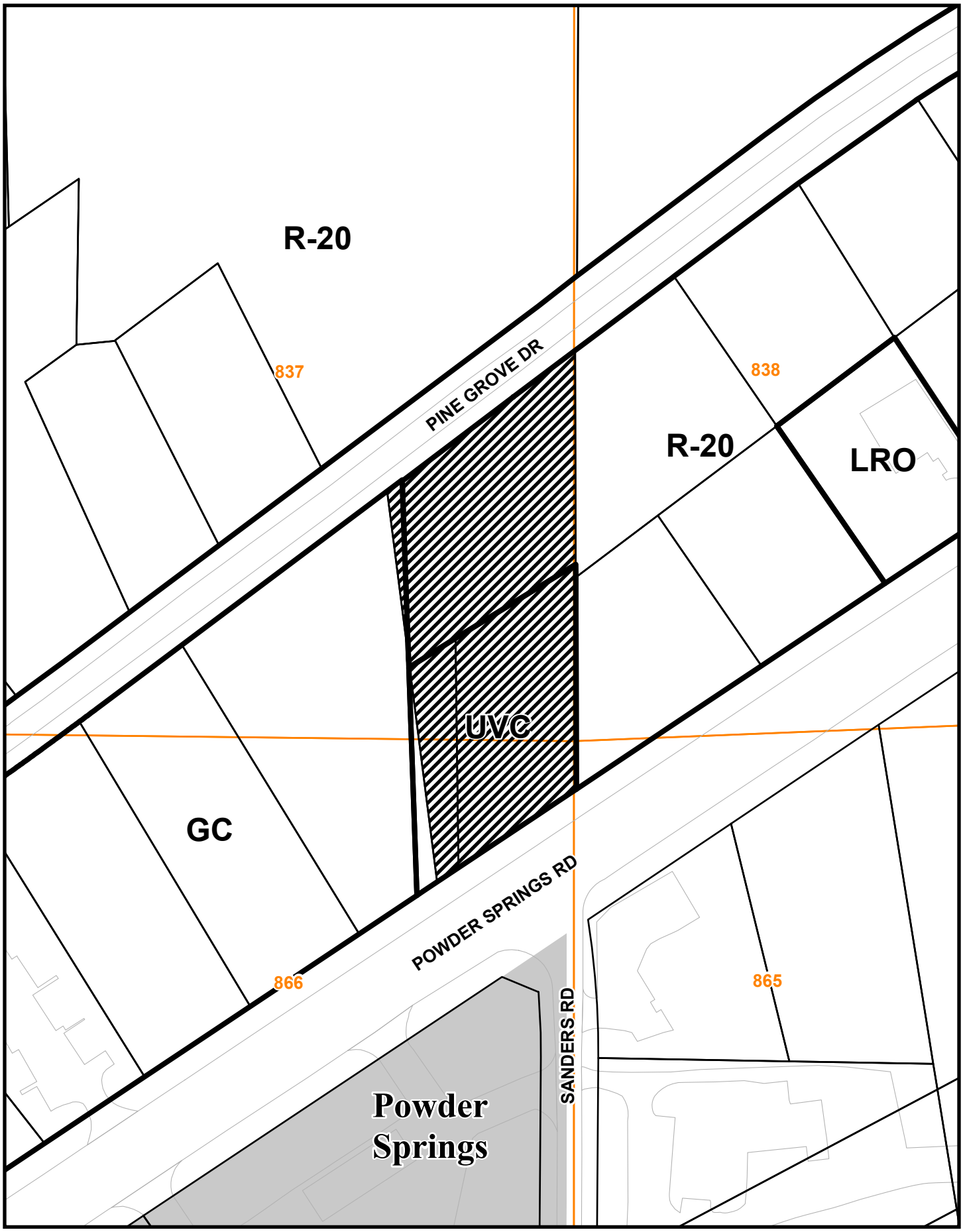
Z-38 2026 Map



This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 95 190 Feet

Zoning Boundary

City Boundary

2-38

PLAT TO ACCOMPANY ZONING APPLICATION FOR

SONNY McMILLEN

LOCATED IN LAND LOTS 837 & 866, 19TH DISTRICT,
2ND SECTION, COBB COUNTY, GEORGIA

ADDRESS: 2998 POWDER SPRINGS RD
MARIETTA, GA 30064

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COBB COUNTY ZC

TOTAL AREA = 1.179 ACRES
51,342 SQ. FT.

ZONING CONDITIONS

TRACTS 1 & 2 TO BE COMBINED IF RE ZONING IS ATTAINED.

ANY PROPERTY WITHIN THE UVC DISTRICT WHICH ABUTS RESIDENTIALLY ZONED PROPERTY SHALL HAVE A MINIMUM TEN FOOT LANDSCAPED SCREENING BUFFER ADJACENT TO ALL RESIDENTIALLY ZONED PROPERTY, WHICH WILL BE SUBJECT TO COUNTY STAFF APPROVAL

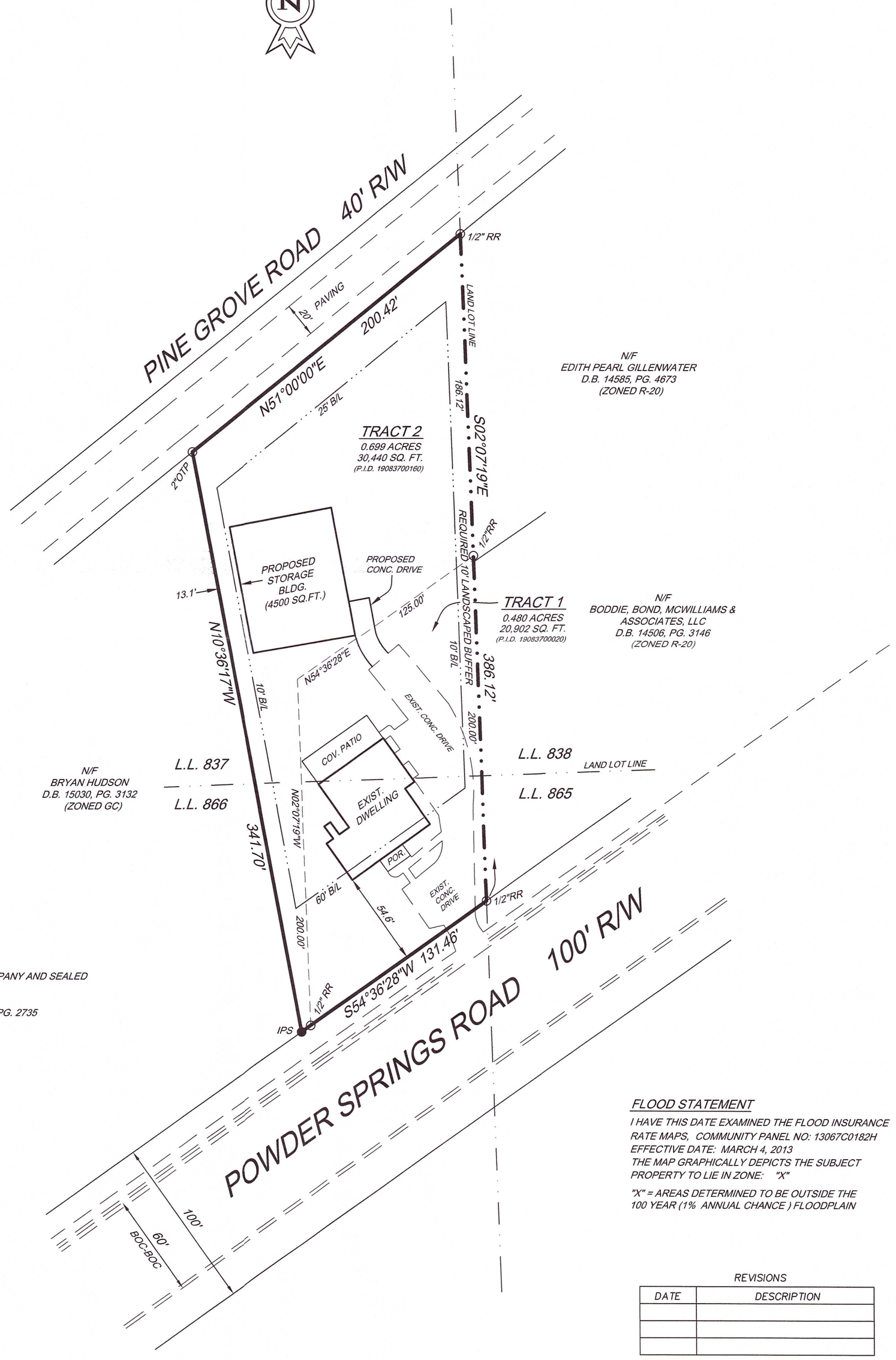
ANY ACCESSORY BUILDING OR STRUCTURE IN EXCESS OF 1,000 SQ. FT. OF GROSS SPACE SHALL BE LOCATED TO THE REAR OF THE PRIMARY STRUCTURE AND AT LEAST 40' FROM ANY RESIDENTIAL PROPERTY LINE

TRACT 1:
CURRENT ZONING: UVC (URBAN VILLAGE COMMERCIAL)
MINIMUM LOT SIZE: 20,000 SF
BUILDING SETBACKS:
FRONT: 60' (ARTERIAL)
40' (LOCAL)
SIDE: 25' (MAJOR)
10' (MINOR)
REAR: 30'

TRACT 2:
CURRENT ZONING: R-20
MINIMUM LOT SIZE: 20,000 SF
BUILDING SETBACKS:
FRONT: 40' (ARTERIAL)
35' (LOCAL)
SIDE: 25' (MAJOR)
10' (MINOR)
REAR: 30'

COMBINED TRACT 1 & TRACT 2:
PROPOSED ZONING: UVC (URBAN VILLAGE COMMERCIAL)
MINIMUM LOT SIZE: 20,000 SF
BUILDING SETBACKS:
FRONT: 60' (ARTERIAL)
SIDE: 25' (MAJOR)
10' (MINOR)
REAR: 30'

NO CEMETERIES OR WETLANDS HAVE BEEN DETECTED



LEGEND

CORNER MONUMENTATION:
= IPS = CORNER SET WITH A 1/2" STEEL REINFORCING ROD
CORNER FOUND
UNMONUMENTED CORNER
CORNER TO BE SET WHEN CONSTRUCTION PERMITS
— X — X — FENCE LINE
RR = STEEL REINFORCING ROD
OTP = OPEN TOP WATER PIPE
CTP = CRIMPED TOP WATER PIPE
PP = POWER POLE =
C/L = CENTERLINE =
B/L = BUILDINGLINE =
R/W = RIGHT OF WAY
L.L.L. = LAND LOT LINE =
WATER MAINS = —W—W—W—W—W—
OVERHEAD POWER LINES = —E—E—E—
GAS MAINS = —G—G—G—G—G—
SANITARY SEWER MAIN = —SS—SS—SS—
N/F = NOW OR FORMERLY OWNED BY
NSAB = NAIL SET AT BASE
NFAB = NAIL FOUND AT BASE
D.B. = DEED BOOK
P.B. = PLAT BOOK
R/W MON. = CONCRETE RIGHT OF WAY MONUMENT
BOC = BACK OF CURB
EOP = EDGE OF PAVEMENT
CMP = CORRUGATED METAL CULVERT PIPE

SURVEY REFERENCES:

1) PLAT OF SURVEY FOR HOPE NEWCOMER, PREPARED BY THE CRUSSELLE COMPANY AND SEALED BY BENJAMIN W. CRUSSELLE (RLS NO. 2841) DATED JANUARY 8, 2002

2) WARRANTY DEED IN FAVOR OF SONNY M. McMILLEN RECORDED IN D.B. 14518, PG. 2735

0 50 100 150
GRAPHIC SCALE 1" = 50'

GEORGIA REGISTERED No. 2841 LAND SURVEYOR BENJAMIN W. CRUSSELLE

FLOOD STATEMENT

I HAVE THIS DATE EXAMINED THE FLOOD INSURANCE RATE MAPS, COMMUNITY PANEL NO: 13067C0182H
EFFECTIVE DATE: MARCH 4, 2013
THE MAP GRAPHICALLY DEPICTS THE SUBJECT PROPERTY TO LIE IN ZONE: "X"

"X" = AREAS DETERMINED TO BE OUTSIDE THE 100 YEAR (1% ANNUAL CHANCE) FLOODPLAIN

REVISIONS

DATE	DESCRIPTION

THE RUSSELLE COMPANY
PROFESSIONAL LAND SURVEYORS
2981 POWDER SPRINGS ROAD
MARIETTA, GEORGIA 30064
(770) 943-5903
E-MAIL: BEN@CRUSSELLE.COM

PROJ. NO. CO1218 FILE: CO1218 REZONING.DWG
FIELD SURVEY DATE: 06/19/2026
PLAT DATE: 07/01/2026 SCALE: 1" = 50'

SHEET SIZE = 17" X 22"

Z-38 2026 Aerial Map

This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 95 190 Feet

Zoning Boundary

City Boundary

Application No. Z- (2026)

Hearing Dates: PC - 10/06/2026
BOC - 10/20/2026

Summary of Intent for Rezoning*

Part 1. Residential Rezoning Information (attach additional information if needed)

a) **Proposed unit square-footage(s):** 2857+/- square feet

b) **Proposed building architecture:** Traditional

c) **List all requested variances:** None known at this time

Part 2. Non-residential Rezoning Information (attach additional information if needed)

a) **Proposed use(s):** Sale of high-end appliances

b) **Proposed building architecture:** Standing metal building with metal seam roof

c) **Proposed hours/days of operation:** Monday-Saturday; 9:00 a.m. - 7 p.m. (by appointment only)

d) **List all requested variances:** None known at this time

Part 3. Other Pertinent Information (List or attach additional information if needed)

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Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government? (Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located). None known at this time

*Applicant specifically reserves the right to amend any information set forth in this Summary of Intent for Rezoning, or any portion of the Application for Rezoning, or documentation attached thereto, at any time during the rezoning process.

ATTACHMENT TO APPLICATION FOR REZONING

Application No.: Z-_____ (2026)
Hearing Dates: October 6, 2026
October 20, 2026

Applicant/Titleholder: Sonny M. McMillen

T ax Parcel Identification No.: 19083700020

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IMPACT ANALYSIS STATEMENT

Analysis of impact of the proposed rezoning with respect to the following:

(a) Applicant and Property Owner, Sonny M. McMillen (hereinafter collectively "Applicant"), is seeking rezoning of approximately 1.179 acres located on the northwesterly side of Powder Springs Road and the southeasterly side of Pine Grove Road, being more particularly known as 2998 Powder Springs Road, located in Land Lots 837 and 866, 19th District, 2nd Section, Cobb County, Georgia (hereinafter the "Property" or the "Subject Property"). The portion of the Property adjacent to Powder Springs Road is zoned Urban Village Commercial ("UVC"), and the portion of the Property adjacent to Pine Grove Drive is zoned R-20. On June 18, 2002, in Application No. Z-49 (2002), the Cobb County Board of Commissioners approved rezoning of the UVC portion of the Property to allow for Applicant's continued use of the Property as his residence; as well as to conduct his business from the Property. In this Application for Rezoning, Applicant seeks rezoning of the overall Property to the UVC zoning category to allow for his continued residential use and to allow for a change in low-volume commercial use; specifically, the sale of high-end appliances, by appointment only, on the Property. The proposed rezoning will permit a use that is more suitable to the Subject Property as it lies adjacent to property zoned to the General Commercial ("GC") zoning category and is located within a Neighborhood Activity Center ("NAC") future land use designation. Further, properties in the immediate vicinity along Powder Springs Road are zoned to the Neighborhood Shopping ("NS") and Low-Rise Office ("LRO") zoning categories. Directly across Powder Springs Road, at its intersection with Sanders Road, the easterly side is incorporated City of Powder Springs, and the westerly side is incorporated City of Mableton. Properties located at and in the general area and at this intersection are primarily utilized for commercial purposes.

(b) This zoning proposal should have no adverse effect on the existing use or usability of adjacent or nearby property. The proposed use of the Subject Property should have no impact on surrounding properties.

(c) The Subject Property, as presently zoned, does not have a reasonable economic use as Applicant no longer conducts the business approved in Z-49 (2002). The proposed zoning, and to allow Applicant's change in the proposed commercial use, will allow for a higher and better use of the Subject Property.

(d) This zoning proposal will not cause excessive or burdensome use of existing streets, transportation facilities, utilities, or schools. The proposed use will have no effect on schools, minimal effect on utilities and transportation facilities. Any effect on traffic should be minimal due to the nature of the business for which this rezoning is sought.

(e) The zoning proposal is in conformity with the Land Use Map of Cobb County, Georgia.

(f) This zoning proposal is consistent with the current conditions affecting the use of this Property; as well as surrounding properties. The proposed rezoning would allow for a more suitable and economic use without high impact on any adjacent or surrounding properties.

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ENVIRONMENTAL SITE ANALYSIS (ESA) FORM

Application No.: Z-_____ (2026)
Hearing Dates: October 6, 2026
October 20, 2026

Applicant/Titleholder: Sonny M. McMillen

Tax Parcel Identification No.: 19083700020

BEFORE THE COBB COUNTY BOARD OF COMMISSIONERS OF ROADS AND REVENUES AND THE COBB COUNTY PLANNING COMMISSION

Applicant and Property Owner, Mr. Sonny M. McMillen (hereinafter "Applicant"), is seeking rezoning of approximately 1.179 acres, located on the northwesterly side of Powder Springs Road and along the southeasterly side of Pine Grove Road, being more particularly known as 2998 Powder Springs Road, Land Lots 837 and 866, 19th District, 2nd Section, Cobb County, Georgia (the "Property" or the "Subject Property"). Applicant's residence is located on the Property. In June 2002, the Cobb County Board of Commissioners rezoned a portion of the Property from R-20 to the Urban Village Commercial ("UVC") zoning category to allow for the continuation of Applicant's residence and to allow for the operation of Applicant's psychic reading business only. Applicant no longer wishes to engage in the use-specific business, and seeks rezoning of the entire Property to the UVC zoning category to allow for continued residential use and to allow for a change in the use for low-volume commercial use for a portion of the Property. Adjacent and nearby properties are utilized for residential and commercial/retail related purposes.

1. **Conformance with the Comprehensive Plan**

   Rezoning of the Subject Property to the requested UVC zoning classification to allow for the continuation of the residential use and re-purposing of the commercial use complies and conforms to the policy and intent of the Comprehensive Land Use Plan. The rezoning will allow the Property to be repurposed, with little to no effect upon surrounding residential neighborhoods and absolutely no impact or effect upon surrounding commercial/retail properties.

2. **Environmental Impacts of the Proposed Project**

   The proposed rezoning will have no impact or effect upon any wetlands, flood plain, streams, stream buffers, slopes, vegetation, wildlife, or archeological or historical sites as none exist on the Subject Property. There is an existing single-family residence, with related parking, fronting Powder Springs Road. Applicant proposes the construction of a metal building, with metal seam roof, to allow for the sale of high-end appliances to allow for a change in the approved commercial use. The proposed business would operate Monday through Saturday, and by appointment only.

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COBB COUNTY ZONING

3. **Project Implementation Measures**

Applicant states there should be little to no impact on existing site features and no impact upon environmental features. Trees located on a small portion of the Property will have to be cleared to allow for placement of the approximately 4,500 square foot metal building.

ENVIRONMENTAL SITE ANALYSIS (ESA) FORM

Application No.: Z-_____ (2026)
Hearing Dates: October 6, 2026
October 20, 2026

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soil and ecological consultants
1899 Montrose Drive, East Point, GA 30344
Tel. (404)861-9665

COUNTY: Cobb	**DATE** 5/3/2026
OWNER or SPONSOR: Sonny McMillan	
ADDRESS: 2998 POWDER SPRINGS RD SW, MARIETTA GA 30064	
PHONE NUMBERS: (404) 543-7448	
SITE LOCATION ADDRESS: 2998 POWDER SPRINGS RD SW, Powder Springs, Ga	
SUBDIVISION: n/a	**LOT NUMBER(S)** n/a
LEVEL OF STUDY: 3	

SOIL INTERPRETATIVE DATA FOR ON-SITE SEWAGE MANAGEMENT SYSTEM

Soil Series	% Slope	Depth to Resistant Layer	Depth to seasonal High Water Table (inch)	Absorption Rate at Recommended Trench Depth (min/in)	Recommended Trench Depth (inches)	Suitability Code (listed below)
Appling	2-5	>72	>72	75	24-48	A
Hard labor 2	2-5	>72	54	75	24-48	P
Hard Labor 1	2-5	>72	36-40	60	12-24	C

SUITABILITY CODE DESRIPTIONS AND GENERAL NOTES

A-soil series should function as a suitable absorption field with proper design, installation and maintenance.

P- These soils have deep seasonal water tables that require shallow installation of on-site system drain fields. Intensive investigations and data collection may be needed to ensure percolation rates in shallow horizons have suitable percolation rates. Properties of the soil and site may require the drainfield area to be greater than the minimum and/or the drainfield design to require equal distribution or level field installation. Design and installation of an alternative system in these soils must be approved by the local Environmental Health Specialist.

C- Because of flooding, shallow seasonal water tables, soil horizons with very slow percolation rate, perched water tables, or imperfect drainage, these soils are not suitable for installation of a conventional on-site system without site modifications, special designs or installation. Non-conventional systems and installation must be approved by the local Environmental Health Specialist.

F-Soil not suitable for drain field use. Ponding or flooding may occur in this area

MAP LEGEND

Scale:1"= 60'

Boring Location ⊗

Slope Dir. (falling) ⟶

Seal:

NOTES:

- **All surface and subsurface water, gutters, etc., should be diverted away from drain field and septic tank**
- **Septic tank should be water proof**

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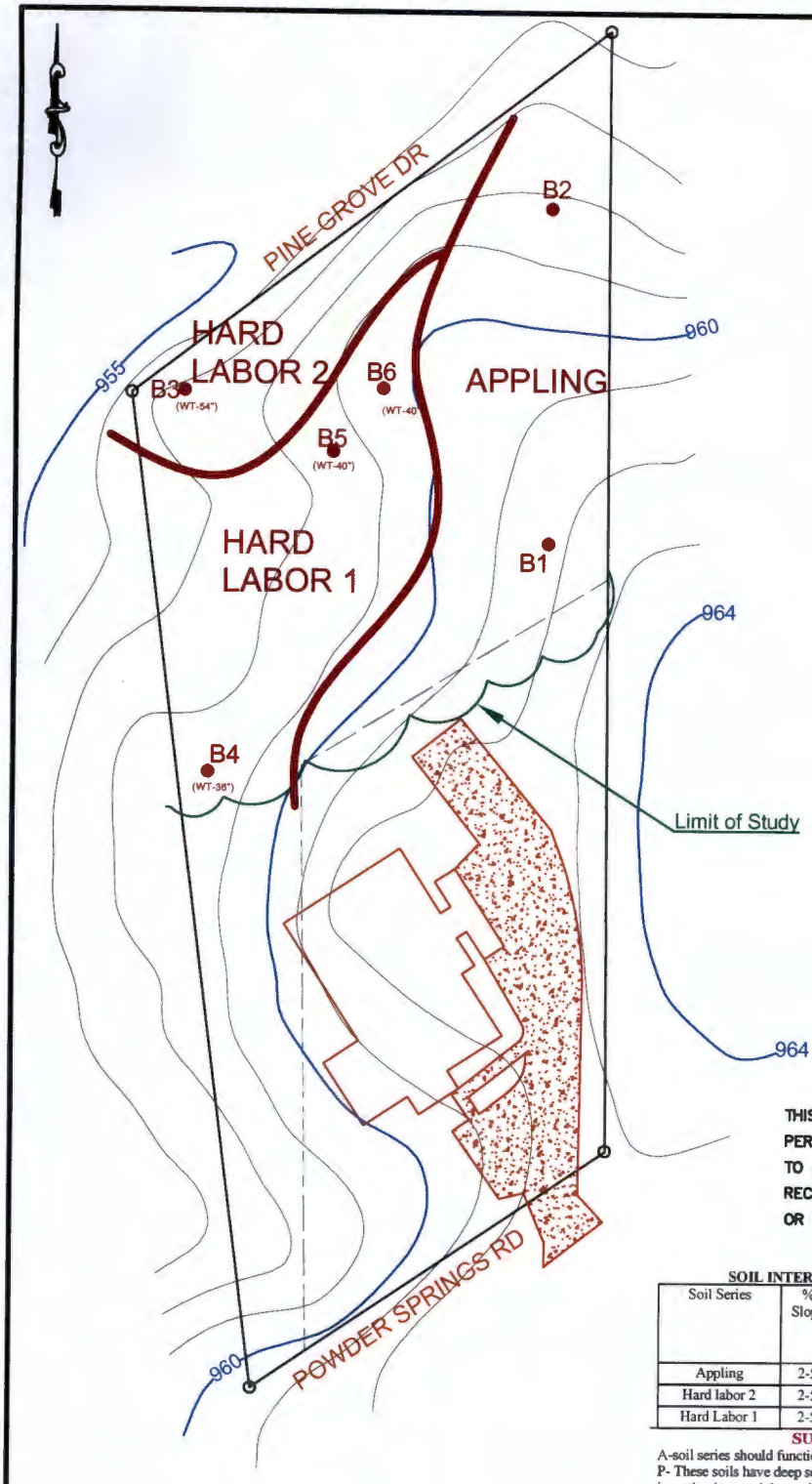
COBB COUNTY ZONING

PLEASE SEE ATTACHED DRAWING



MAP REDRAWN FROM COBB COUNTY GIS WEB SITE AND SHOULD NOT BE CONSIDERED AS SURVEYOR ACCURATE

1' TOPO OBTAINED FROM NOAA DATA ACCESS VIEWER

ALTERATIONS IN LANDSCAPE OR CHANGES IN SOIL HYDROLOGY CAN AFFECT SUITABILITY OF SOILS FOR SEPTIC SYSTEM

BORINGS LOCATED USING A JUNIPER GEODE SUBMETER GPS ANTENNA

60 0 60

SCALE:1"=60'

THIS SOILS MAP WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS OR ENTITY NAMED HEREON. THIS SOILS MAP DOES NOT EXTEND TO ANY UNNAMED PERSON, PERSONS, OR ENTITY WITHOUT EXPRESS RECERTIFICATION BY THE SOIL SCIENTIST NAMING SAID PERSON, PERSONS, OR ENTITY.

E-2 ENVIRONMENTAL
SOIL INTERPRETATIVE DATA FOR ON-SITE SEWAGE MANAGEMENT SYSTEM

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LEVEL 3 SOIL INVESTIGATION

SHEET 1 OF 1

2998 POWDER SPRINGS RD.
L.L. 837-DIST. 19
COBB COUNTY, GEORGIA
FOR: SONNY MCMILLAN

E2 ENVIRONMENTAL, LLc
soil and ecological consultants
1899 MONTROSE DRIVE
EAST POINT, GEORGIA 30344
TEL. (404) 861-9665
EMAIL: joeeatman64@gmail.com

DRAWN BY: JOE F. EATMAN | REVIEWED BY: | DATE: MAY 3, 2026 | FILE NAME:

2-38

PLAT TO ACCOMPANY ZONING APPLICATION FOR

SONNY McMILLEN

LOCATED IN LAND LOTS 837 & 866, 19TH DISTRICT,
2ND SECTION, COBB COUNTY, GEORGIA

ADDRESS: 2998 POWDER SPRINGS RD
MARIETTA, GA 30064

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COBB COUNTY ZC

TOTAL AREA = 1.179 ACRES
51,342 SQ. FT.

ZONING CONDITIONS

TRACTS 1 & 2 TO BE COMBINED IF RE ZONING IS ATTAINED.

ANY PROPERTY WITHIN THE UVC DISTRICT WHICH ABUTS RESIDENTIALLY ZONED PROPERTY SHALL HAVE A MINIMUM TEN FOOT LANDSCAPED SCREENING BUFFER ADJACENT TO ALL RESIDENTIALLY ZONED PROPERTY, WHICH WILL BE SUBJECT TO COUNTY STAFF APPROVAL

ANY ACCESSORY BUILDING OR STRUCTURE IN EXCESS OF 1,000 SQ. FT. OF GROSS SPACE SHALL BE LOCATED TO THE REAR OF THE PRIMARY STRUCTURE AND AT LEAST 40' FROM ANY RESIDENTIAL PROPERTY LINE

TRACT 1:
CURRENT ZONING: UVC (URBAN VILLAGE COMMERCIAL)
MINIMUM LOT SIZE: 20,000 SF
BUILDING SETBACKS:
FRONT: 60' (ARTERIAL)
40' (LOCAL)
SIDE: 25' (MAJOR)
10' (MINOR)
REAR: 30'

TRACT 2:
CURRENT ZONING: R-20
MINIMUM LOT SIZE: 20,000 SF
BUILDING SETBACKS:
FRONT: 40' (ARTERIAL)
35' (LOCAL)
SIDE: 25' (MAJOR)
10' (MINOR)
REAR: 30'

COMBINED TRACT 1 & TRACT 2:
PROPOSED ZONING: UVC (URBAN VILLAGE COMMERCIAL)
MINIMUM LOT SIZE: 20,000 SF
BUILDING SETBACKS:
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10' (MINOR)
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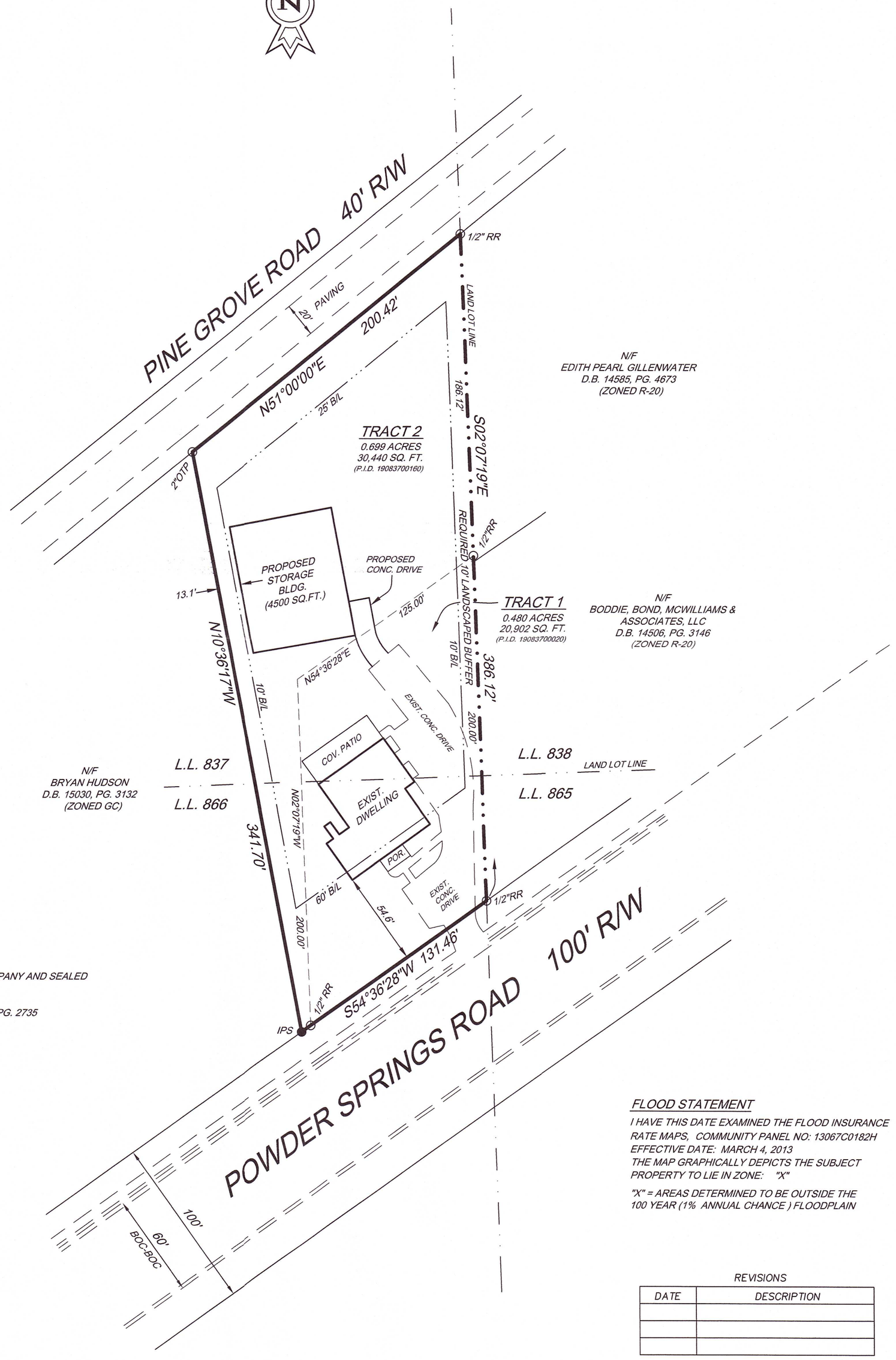

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PROJ. NO. CO1218 FILE: CO1218 REZONING.DWG
FIELD SURVEY DATE: 06/19/2026
PLAT DATE: 07/01/2026 SCALE: 1" = 50'

SHEET SIZE = 17" X 22"

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-39-2026

SITE BACKGROUND

Applicant	Penler Development, LLC
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	J. Kevin Moore
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	RSS CSMC2021-ADV-DE AUR, LLC
Property Location	Located at the northern terminus of Lodge Road, east of Greers Chapel Road
Address	1940 Lodge Road
Access to Property	Lodge Road

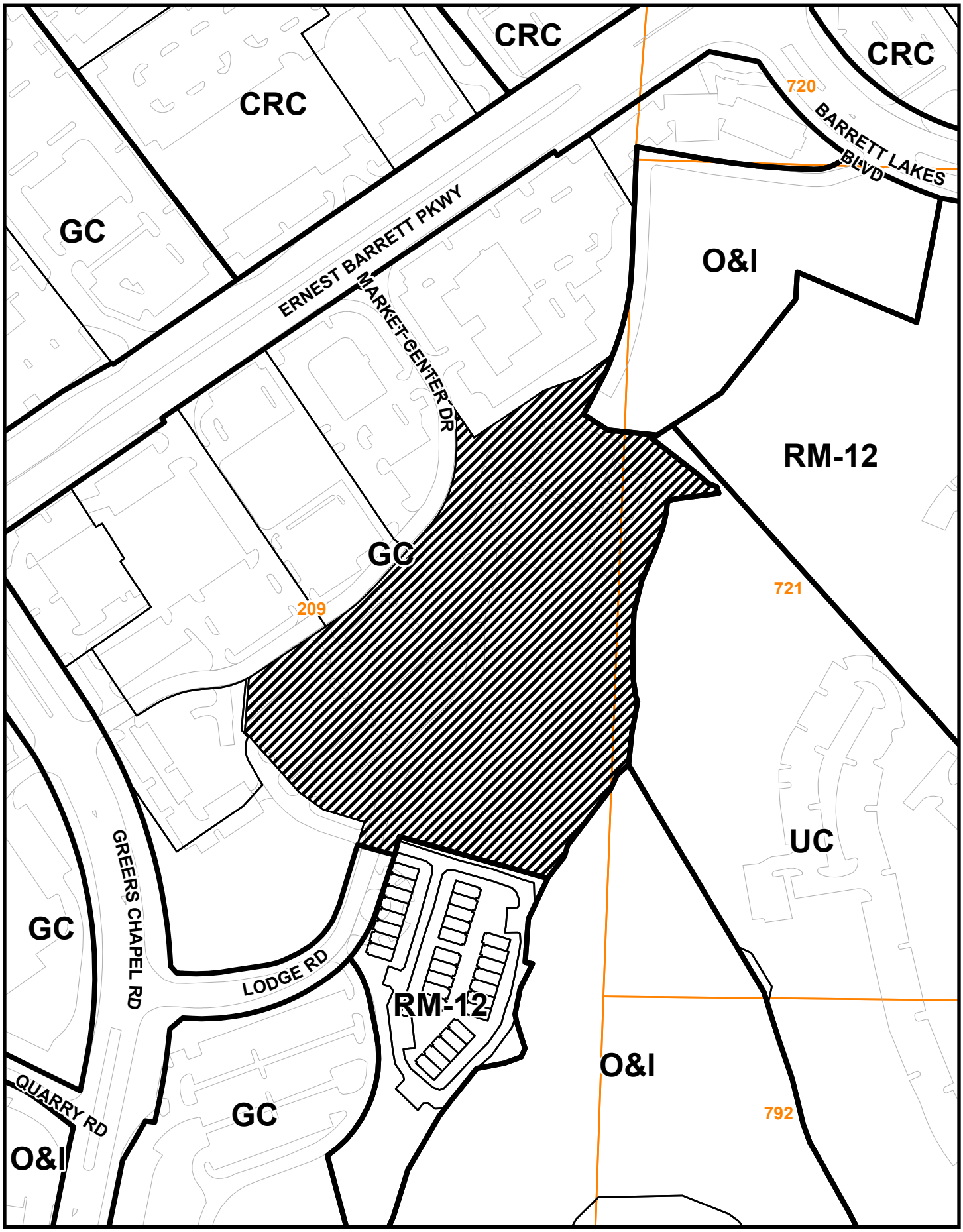
QUICK FACTS

Commission District	2 - Allen
Current Zoning	Gc
Current Use of Property	Office Building
Proposed Zoning	RRC
Proposed Use	Multi-family Residential
Future Land Use	RAC
Site Acreage	8.60
District	16, *20*
Land Lot	721, *209*
Parcel #	20020900230
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

Z-39 2026 Map



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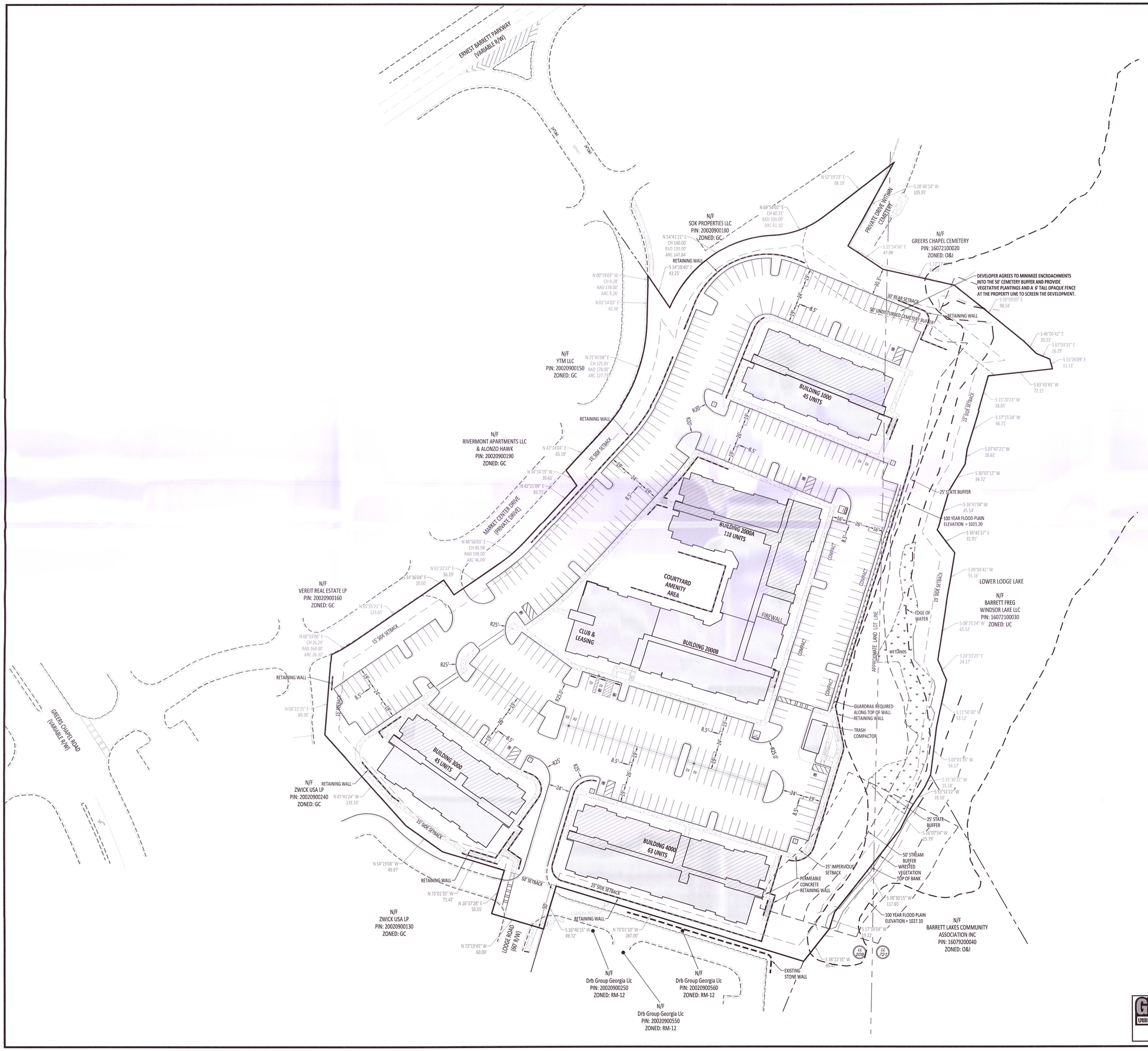
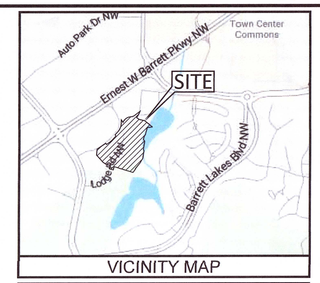
0 185 370 Feet

Zoning Boundary

City Boundary





VICINITY MAP

PROJECT DATA

SITE ADDRESS:	1940 LODGE ROAD NW KENNESAW, GA 30144
TOTAL SITE AREA:	8.604 ACRES (374,980 SF)
FLOOD PLAIN AREA:	1.08 ACRES
NET SITE AREA:	7.524 ACRES
EXISTING ZONING:	GC
PROPOSED ZONING:	RRC
ALLOWABLE IMPERVIOUS COVERAGE:	80%
EXISTING IMPERVIOUS COVERAGE:	52% (4.44 ACRES) (193,200 SF)
PROPOSED IMPERVIOUS COVERAGE:	58% (5.00 ACRES) (218,000 SF)
TOTAL RESIDENTIAL UNITS:	280 UNITS (4 STORY WITH BASEMENT)
TOTAL BUILDING NRSF:	
PARKING REQUIRED:	1.40 SPACES PER UNIT (PER VARIANCE APPROVAL)

NOTE: STANDARD PARKING SPACES ARE MEASURED 8.5' x 19' IN ACCORDANCE WITH COBB COUNTY DETAIL #114. A MAXIMUM OF 20% OF THE PARKING MAY BE COMPACT SPACES HAVING MINIMUM DIMENSIONS OF 8' x 16'.

DEVELOPMENT GENERAL NOTES

- PROPERTY LINES AND EXISTING CONDITIONS TAKEN FROM AN ALTA LAND TITLE SURVEY FOR PENLER. PROVIDED BY TECHNICAL SURVEY SERVICES, DATED AUGUST 1, 2026.
- THERE ARE LAKES, STREAMS, WETLANDS OR OTHER JURISDICTIONAL WATERS LOCATED ON OR WITHIN 200 FEET OF THE SITE.
- THIS PROPERTY DOES LIE WITHIN A 100-YEAR FLOOD HAZARD ZONE AND ESTABLISHED BY FEMA MAP 13052 0039 J DATED, OCTOBER 5, 2018.
- THERE ARE NO CEMETERIES, OR ARCHITECTURAL/ARCHEOLOGICAL LANDMARKS LOCATED ON SITE.
- THE PROPERTY MAY BE SUBJECT TO EASEMENTS, CLAIMS, PRESCRIPTIONS, SUBSURFACE CONDITIONS OR OTHER MATTERS OF TITLE WHICH ARE NOT VISIBLE, NOT RECORDED OR NOT DISCLOSED BY THE OWNER.

VARIANCE REQUESTS

1) REDUCE PARKING REQUIREMENT TO 1.4 SPACES PER UNIT
2) REDUCE REQUIRED 50' CEMETERY BUFFER TO 35' AND ALLOW DISTURBANCE.
3) VARIANCE REQUEST TO REMOVE THE REQUIREMENT STATED IN SECTION 416.2.4 OF THE COBB COUNTY DEVELOPMENT STANDARDS - COMMERCIAL DEVELOPMENTS "A SURFACE/NT NUMBER OF TREES MUST BE PLANTED IN INTERIOR PORTIONS OF PARKING LOTS TO ACHIEVE A RATIO OF ONE TREE PER 1,140 SF OF PARKING BAY AREA." NOTE: OTHER REQUIRED PARKING LOT TREES (WITHIN 50 FEET OF ALL PARKING SPACES) STILL APPLY.

NORTH

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

GEORGIA811 Utilities Protection Center, Inc. Know what's below. Call before you dig.

GEORGE C. HARWELL III REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER K. HARWELL
summit Engineering Consultants, Inc.
6400 Shiloh Crossing, Suite 200
Alpharetta, GA 30005
(p) 770-667-0094

Aug 5, 2026

PENLER
3715 Northside Pkwy NW
Building 400 STE 200
Atlanta, GA 30327

No	Date

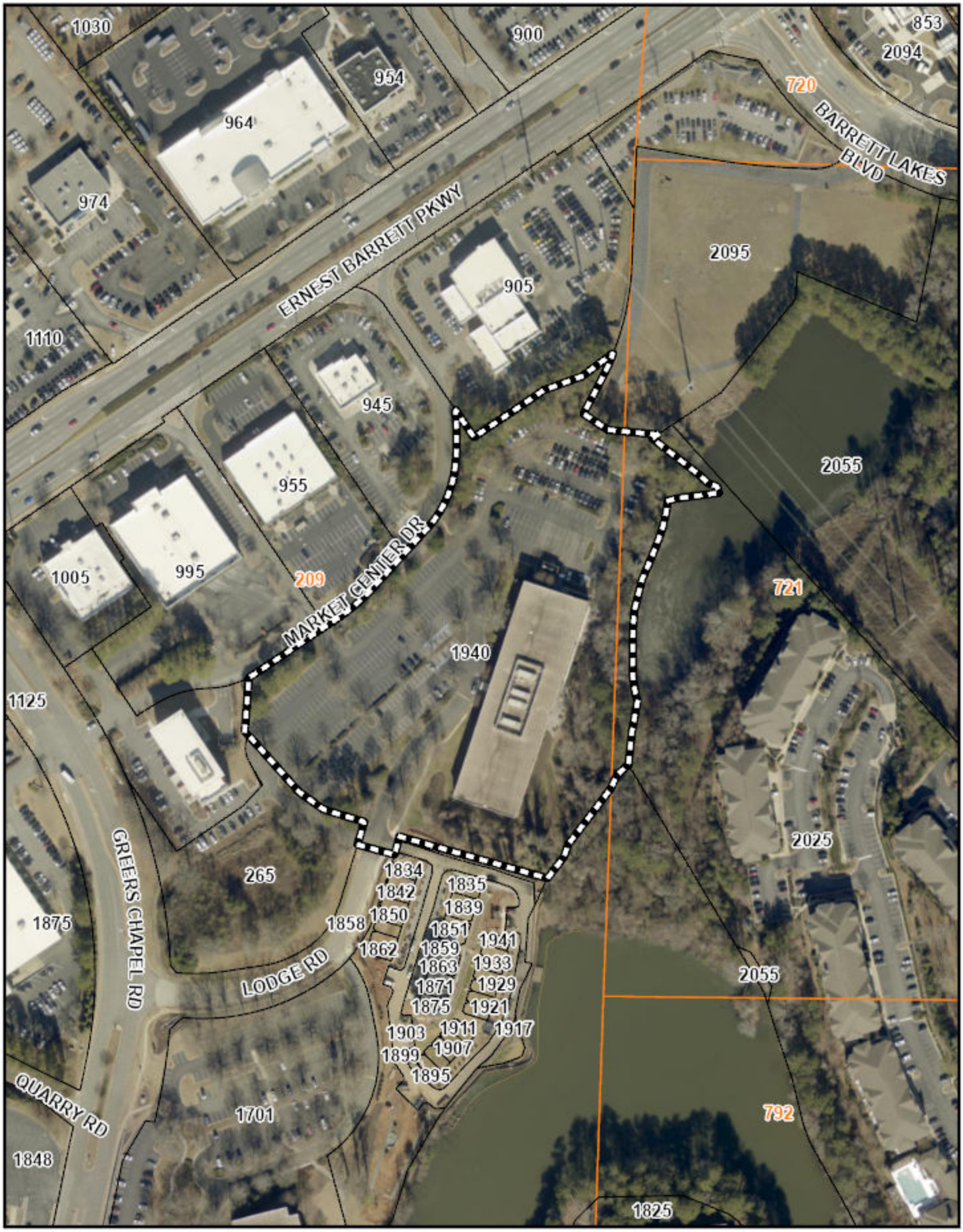
Revision Schedule

Project No.	S-26-017
Design By:	DG / CH
Drawn By:	CNR
Checked By:	DG / CH
Date:	8/5/26
Scale:	1" = 40'

ZONING SITE PLAN
PENLER LODGE ROAD APARTMENTS
LAND LOT 209 - 20th DISTRICT - 2nd SECTION
LAND LOT 721 - 16th DISTRICT - 2nd SECTION
COBB COUNTY, GEORGIA

Drawing No.
1 OF 1
S-26-017con

Z-39 2026 Aerial Map



This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 185 370 Feet

Zoning Boundary

City Boundary

Application No. Z- (2026)

Hearing Dates: PC - 10/06/2026
BOC - 10/20/2026

Summary of Intent for Rezoning*

Part 1. Residential Rezoning Information (attach additional information if needed)

a) **Proposed unit square-footage(s):** 248,513 total NSF

b) **Proposed building architecture:** Modern Farmhouse with various hardi-plank siding, board & batten, etc.; 4 and 4/5 split-story buildings

c) **List all requested variances:** See submitted Site Plan for list of requested variances

Part 2. Non-residential Rezoning Information (attach additional information if needed)

a) **Proposed use(s):** Not Applicable

b) **Proposed building architecture:** Not Applicable

c) **Proposed hours/days of operation:** Not Applicable

d) **List all requested variances:** Not Applicable

Part 3. Other Pertinent Information (List or attach additional information if needed)

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government?

(Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located). None known at this time.

*Applicant specifically reserves the right to amend any information set forth in this Summary of Intent for Rezoning, or any portion of the Application for Rezoning, or documentation attached thereto, at any time during the rezoning process.

ATTACHMENT TO APPLICATION FOR REZONING

Application No.: **Z-_____ (2026)**
Hearing Dates: **October 6, 2026**
October 20, 2026

Applicant: **Penler Development, LLC**
Titleholder: **RSS CSMC2021-ADV – DE AUR, LLC, a Delaware limited liability company**

Tax Parcel Identification No.: **20020900230**

IMPACT ANALYSIS STATEMENT

Analysis of impact of the proposed rezoning with respect to the following:

(a) This Application for Rezoning seeks rezoning of approximately 8.604 acres located at the terminus of Lodge Road, and along the southerly side of Market Center Drive, easterly of Greers Chapel Road, being more particularly known as 1940 Lodge Road, Land Lot 209, 20th District, 2nd Section, and Land Lot 721, 16th District, 2nd Section, Cobb County, Georgia (hereinafter the "Property" or the "Subject Property"). The Property is currently zoned General Commercial ("GC") and is located with a Regional Activity Center ("RAC"). Applicant is seeking rezoning of the Property to the Regional Retail Commercial ("RRC") zoning category for the purpose of a multi-family residential development. The requested category of RRC will permit a use for the Property that is more suitable in view of its location and development of properties in close proximity and will allow the Property to be utilized to its highest and most reasonable potential. Zoning and uses of properties in the area vary from residential to office, retail, and commercial purposes. The location of the Subject Property makes it uniquely suited for the proposed development; as well as, its location to Barrett Parkway and interstate connectivity. The proposed RRC zoning classification and development for a multi-family residential development would be compatible and beneficial to surrounding properties and the area as a whole.

(b) This zoning proposal should have no adverse effect on the existing use or usability of adjacent or nearby property. The proposed development should have a minimal, if any, impact on surrounding properties. If approved and developed according to the request, the adjacent and nearby property owners would benefit in higher land values. Cobb County will benefit from increased tax revenue.

(c) The property, as zoned, does not have a reasonable economic use. Rezoning the Property to the proposed RRC classification would allow the Property to be developed and utilized to its highest and best potential, and consistent with properties in immediate proximity.

(d) This zoning proposal will not cause excessive or burdensome use of existing streets, transportation facilities, utilities, or schools. Development, as proposed, would have minimal effect on utilities and transportation facilities. The Property has convenient access to the interstate highway and major thoroughfares within the County. Roadway improvements in and around the Subject Property in recent years have eased access and traffic concerns related to the proposed development.

(e) The zoning proposal is in conformity with the Future Land Use Map of Cobb County, Georgia.

(f) This zoning proposal is consistent with the current conditions affecting the development of this Property. Improvements to the area roadways and major thoroughfares and interstates have been made in recent years to ease traffic flow in order to accommodate development in and around the Subject Property.

summit
Engineering Consultants, Inc.

August 3, 2026

RE: Environmental Site Analysis for Rezoning
Subject Property-1940 Lodge Road, Kennesaw, Georgia

COBB COUNTY-ENVIRONMENTAL SITE ANALYSIS(ESA) FORM

1. **Conformance with the Comprehensive Plan:**
   The CLUP indicates that the property is in a Regional Activity Center. The proposed use is consistent with the CLUP. No change is required or requested.
2. **For each environmental site feature listed below, indicate the presence or absence of that feature on the property. Describe how the proposed project may encroach or adversely affect an environmental site feature. Information on environmental site features may be obtained from the indicated source(s) or other sources. Cite the source of information regarding the presence or absence of environmental site features (e.g. according to the U. S. Fish and Wildlife Service, National Wetlands Inventory website (http://www.fws.gov/wetlands/), wetland areas are located on the northwest portion of the site). Are there any environmentally sensitive areas on the property(ies)?**
   a. **Wetlands**
      There is a small "lake" and some fringe wetlands located along the east boundary of the property. This small lake provides some stormwater management for the surrounding area. The water's edge and wetlands are depicted on the zoning site plan. No impacts are proposed in these areas. A field study has been conducted by Corblu Ecology Group. Their findings were used to locate and plot these features. The USGS F&W Wetland Inventory map is consistent with their findings.
   b. **Floodplain**
      The property lies within Zone A according to a review of the FEMA Flood Map panel #13067C0039J. The stream associated is Tributary #6 of Noonday Creek. This Tributary has been previously studied, and the HEC RAS model will ultimately be used to determine/prove that the development will cause no-rise in the studied elevations. No discharge of fill is proposed below the established 100 year or Future 100 Yr Base Flood Elevation.
   c. **Streams/stream buffers**
      The stream feeding the above-mentioned lake is considered a Perennial stream according to the Corblu study. Its location has been field verified by a survey and by Corblu. Buffers from the POWV are as follows: 25 ft. undisturbed (State), additional 25 ft undisturbed (Cobb County), and an additional 25 ft. limited disturbance/non-impervious setback (Cobb County). No disturbance is proposed in either undisturbed buffer. Limited disturbance and only permeable improvements are proposed at the fringe of the outside zone.

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6250 SHILOH ROAD, SUITE 100 • ALPHARETTA • GEORGIA 30005
PHONE 770-667-0094
WWW.SUMMITCON.NET

d. **Slopes greater than 25 percent (as determined by an analysis performed consistent with industry accepted engineering and design practices)**
The site has been previously developed as an office building with associated surface parking. As such, the only slopes exceeding 25% are at the very edges and are minimal compared to the overall site. These areas were previously disturbed/constructed as part of the office development. There will be limited impact on these slopes. Retaining walls are proposed that limit the additional disturbance of these previously manufactured sloped areas.

e. **Vegetation (including endangered species)**
Again, this site was previously developed. There are no known or suspected vegetation or historic trees that will be impacted. No endangered flora exists on the site. Screening will be provided along the north boundary where the project is adjacent to a cemetery.

f. **Wildlife Species (including fish and endangered species)**
According to the U.S. Fish and wildlife Service IPaC resource, there are no known endangered species/habitats on site nor were any encountered during our site inspection. There are no known or suspected wildlife or endangered species that could be affected by the project. The small lake is to remain and will not be used for sediment storage or other activities that would increase BOD or otherwise degrade the habitat.

g. **Archeological/Historical Sites**
The site was previously developed. According to Georgia's Natural, Archeological, and Historical Resources here are no known or suspected Archeological or Historic sites. There is a private cemetery to the north. We have spoken with the Cobb County Cemetery preservation representative, who has supported allowing the proposed car parking to remain/be reconstructed no closer than the existing car parking. At the time the site was developed there was no required cemetery buffer. The active cemetery area is separated from the project by a GA Power Transmission line(s). An opaque screening fence and vegetation, as allowed by Cobb will be used to provide further screening. Note: There are existing storm and sanitary sewer lines in the area that limit the amount of planting allowed.

3. **Project Implementation Measures:**
Describe how the project implements each of the measures listed below as relevant. Indicate specific implementation measures required to protect environmental site feature(s) that may be impacted.

a. Protection of environmentally sensitive areas (wetlands, floodplain, slopes exceeding 25 percent, stream buffers)
See above: No impacts proposed on sensitive areas
b. Protection of water quality: Water quality measures will be provided to remove suspended solids and pollutants in accordance with Cobb and State codes/ordinances. Note: No WQ features exist for the impervious areas previously developed. This development will improve the quality of runoff as compared to the existing condition.
c. Minimization of negative impacts on existing infrastructure: Existing infrastructure is to remain. Existing driveway locations are being reused. Existing storm and sanitary sewer

outfalls are being used and attached to. Water service is available at the property. There will be no adverse impacts on existing infrastructure.

d. Minimization of negative impacts on archeological/historically significant areas: See above concerning cemetery. There are no existing historically/archeological significant areas on the property or in the viewshed.

e. Minimization of negative impacts on environmentally stressed community areas where environmentally stressed community areas are defined as community areas will be exposed to a minimum of two environmentally adverse conditions resulting from public and private municipal and industrial uses such as

- **Public and private municipal (solid waste and wastewater treatment facilities, utilities, airports, and railroads):**
- **Industrial (landfills, quarries and manufacturing facilities):**

These are not present/applicable to this site.

f. Creation and preservation of green space and open space: Parking landscaping will be more generous than existing. The existing lake and adjacent areas are being preserved.

g. Protection of citizens from the negative impacts of noise and lighting: "Dark Sky" lighting will be incorporated, which was not required when previously developed. The site is topographically isolated as it is below road level and across a flood plain from any other developments.

h. Protection of parks and recreational green space: See above.

i. Minimization of impacts to wildlife habitats: See above.

Respectfully Submitted,

Christopher K. Harrell, P.E.
charrell@summitcon.net
o: 770-667-0094
c: 404-401-9695

GEORGIA REGISTERED NO. 17679 PROFESSIONAL ENGINEER 8/3/26 CHRISTOPHER K. HARRELL

6250 SHILOH ROAD, SUITE 100 • ALPHARETTA • GEORGIA 30005
PHONE 770-667-0094
WWW.SUMMITCON.NET

Proposed Residential Development
1940 Lodge Road
Traffic Study - Submittal 1

A traffic Submittal 1 (dated July 14, 2026) was received for this proposed development. Cobb DOT reviewed the July 14th Submittal 1 and recommends a full traffic study (Submittal 2) as part of the rezoning application for the property. Comments below are based on the July 14th Submittal 1.

If the comment below is accepted, the applicant is approved to continue to the full Submittal 2 traffic study. No revised Submittal 1 is required for resubmittal if email confirmation of comment acceptance is provided to Cobb DOT.

Traffic Study Comments

1. Update Table 1 and associated text to use the ITE rates for Land Use 221. The revised Table 1 should be used for the Submittal 2 analysis.

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COBB COUNTY ZONING

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1940 Lodge Road
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A&R Engineering Inc.
2160 Kingston Court, Suite O
Marietta, GA 30067
Tel : (770) 690-9255 Fax : (770) 690-9210
www.areng.com

Memorandum

GEORGIA REGISTERED NO. 22518 PROFESSIONAL ENGINEER ABDUL KAREEM AMER

To:	Cobb County Department of Transportation
From:	Abdul Amer P.E., A&R Engineering
Date:	July 14, 2026
Subject:	Submittal 1 for Proposed Residential Development at 1940 Lodge Road, Cobb County, GA | 26-128

The purpose of this memorandum is to document the scope of the traffic impact study for the proposed residential development that will be located at 1940 Lodge Road in Cobb County. The development will consist of multiple mid-rise apartment buildings with a combined total of 280 multifamily units. The site proposes utilizing an existing full access driveway on Market Center Drive NW and an access connection at the eastern end of Lodge Road NW. A conceptual site plan is included.

The location of the site is shown below in Figure 1.

Figure 1 – Site Overlay Map

AUG 0 6 2026
COBB

STUDY METHODOLOGY:

To evaluate future traffic operations in this area, a projection of normal traffic growth will be applied to the existing volumes. Existing data points collected by GDOT over the last three years (2022-2024) revealed a traffic volume increase of approximately 1% in the area. This growth factor will be applied to the existing traffic volumes to estimate the traffic volumes for the buildout year (2028) of the development. The traffic study will include an analysis for the existing and future "No-Build" and "Build" conditions at the study intersections, both of which will account for the background growth in traffic. Recommendations to improve operations will be included as necessary.

TRIP GENERATION FOR PROPOSED SITE:

Trip generation estimates were based on the rates and equations published in the 12th edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation estimates for the site were based on the ITE land use category *221 – Multifamily Housing (Mid-Rise).* The trip generation volumes for the development are shown in the table below.

TABLE 1 – TRIP GENERATION FOR PROPOSED DEVELOPMENT

Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-Way
ITE 221 – Multifamily Housing (Mid-Rise)	280 Units	25	85	110	66	38	104	1,256

STUDY INTERSECTIONS AND TRAFFIC COUNTS:

AM (7:00 - 9:00) and PM (4:00 - 6:00) peak hour traffic counts will be collected after Cobb County schools open for the Fall semester (August 3, 2026) at the at the following intersections:

1. SR 3/US 41 (Cobb Parkway) at Greers Chapel Road NW
2. Greers Chapel Road NW at Barrett Lakes Boulevard
3. Greers Chapel Road NW at Lodge Road NW
4. Greers Chapel Road NW at Market Center Drive NW
5. Ernest W Barrett Parkway NW at Greers Chapel Road NW / Roberts Boulevard
6. Ernest W Barrett Parkway NW at Barrett Market Center Driveway
7. Ernest W Barrett Parkway NW at Market Center Drive NW
8. Market Center Drive NW at Barrett Market Center Driveway / Site Driveway 1

TRIP DISTRIBUTION:

We are proposing the following outer-leg trip distribution based on the surrounding roadway network and the nature of the planned development:

Ernest W Barrett Parkway (West) – 20%
SR 3/US 41 (Cobb Parkway) (South) – 25%
Roberts Boulevard (North) – 5%
Market Center Drive NW (West) – 1%
Barrett Lakes Boulevard (East) – 7%
Greers Chapel Road NW (West) – 2%

Ernest W Barrett Parkway (East) – 35%
SR 3/US 41 (Cobb Parkway) (North) – 5%

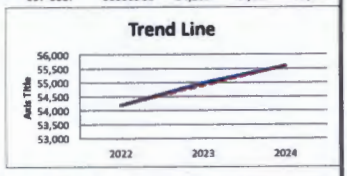
A graphic showing the study intersection locations and outer-leg distribution is included in the next page.

FIGURE 2 - OUTER-LEG DISTRIBUTION

A&R Engineering Inc.

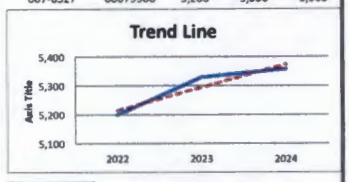
Location	Growth Rate	R Squared	Station ID	Route	2022	2023	2024
Ernest W Barrett Pkwy (W of Market Center Dr NW)	1.3%	0.99	067-0887	000005CO	54,200	55,000	55,600
Barrett Lakes Blvd NW (E of Executive Ln NW)	1.5%	0.88	067-8527	00679900	5,200	5,330	5,360
US 41/SR 3 (Cobb Pkwy NW) (N of Greers Chapel Rd NW)	1.2%	1.00	067-0018	00000300	32,800	33,200	33,600
Roberts Blvd NW (W of Vaughn Rd NW)	-1.6%	0.65	067-8736	00016400	9,680	9,340	9,380
Vaughn Rd NW (N of Roberts Blvd NW)	1.7%	0.84	067-8025	00016600	2,390	2,460	2,470
Weighted Average	**1.0%**	1.00	Sum of Count Stations =		104,270	105,330	106,410

Location	Traffic Counter	RCLINK	2022	2023	2024
Ernest W Barrett Pkwy (W of Market Center Dr NW)	067-0887	000005CO	54,200	55,000	55,600



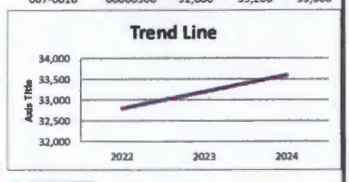
Growth Rate		Intercept	########	Slope	700.00
Trend Line	1.3%		54,233	54,933	55,633

Location	Traffic Counter	RCLINK	2022	2023	2024
Barrett Lakes Blvd NW (E of Executive Ln NW)	067-8527	00679900	5,200	5,330	5,360



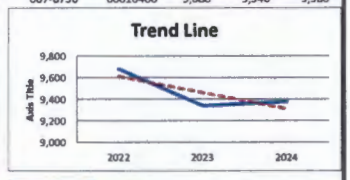
Growth Rate		Intercept	-156,543	Slope	80.00
Trend Line	1.5%		5,217	5,297	5,377

Location	Traffic Counter	RCLINK	2022	2023	2024
US 41/SR 3 (Cobb Pkwy NW) (N of Greers Chapel Rd NW)	067-0018	00000300	32,800	33,200	33,600



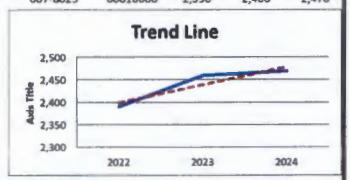
Growth Rate		Intercept	-776,000	Slope	400.00
Trend Line	1.2%		32,800	33,200	33,600

Location	Traffic Counter	RCLINK	2022	2023	2024
Roberts Blvd NW (W of Vaughn Rd NW)	067-8736	00016400	9,680	9,340	9,380



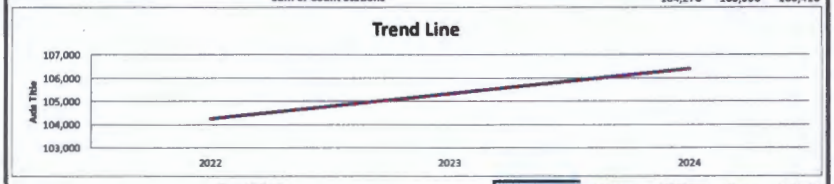
Growth Rate		Intercept	312,917	Slope	-150.00
Trend Line	-1.6%		9,617	9,467	9,317

Location	Traffic Counter	RCLINK	2022	2023	2024
Vaughn Rd NW (N of Roberts Blvd NW)	067-8025	00016600	2,390	2,460	2,470



Growth Rate		Intercept	-78,480	Slope	40.00
Trend Line	1.7%		2,400	2,440	2,480

Weighted Average			2022	2023	2024
Sum of Count Stations			104,270	105,330	106,410



Growth Rate		Intercept	########	Slope	1,070.00
Trend Line	1.0%		104,267	105,337	106,407

PENLER

LODGE ROAD

COBB COUNTY, GA

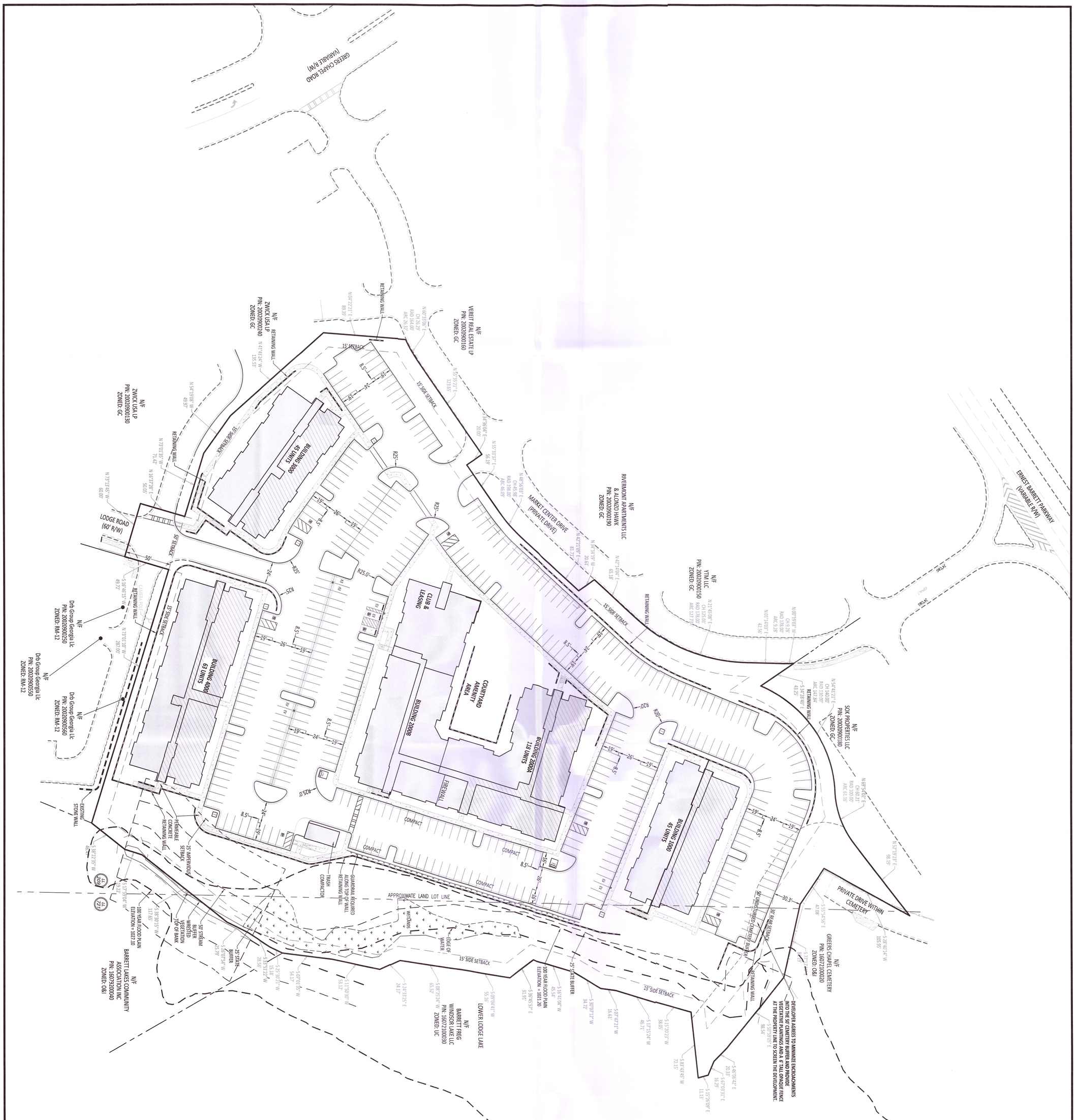
DENSITY STUDY • 06-11-2026

PEN2025-05

SUMMIT CONTRACTING GROUP

DYNAMIK DESIGN

THIS DENSITY STUDY IS THE EXCLUSIVE PROPERTY OF SUMMIT CONTRACTING GROUP, INC. AND DYNAMIK DESIGN AND SHALL NOT BE REPRODUCED OR USED IN ANYWAY WITHOUT THE EXPRESS WRITTEN PERMISSION OF SUMMIT CONTRACTING GROUP, INC. OR ITS AUTHORIZED AGENTS



PROJECT DATA

SITE ADDRESS: 1940 LODGE ROAD NW KENNESAW, GA 30144

TOTAL SITE AREA: 8.604 ACRES (374,980 SF)
FLOOD PLAIN AREA: 1.080 ACRES
NET SITE AREA: 7.524 ACRES
EXISTING ZONING: GC
PROPOSED ZONING: RRC
ALLOWABLE IMPERVIOUS COVERAGE: 80%
EXISTING IMPERVIOUS COVERAGE: 52% (4.44 ACRES) (193,200 SF)
PROPOSED IMPERVIOUS COVERAGE: 58% (5.00 ACRES) (218,000 SF)
TOTAL RESIDENTIAL UNITS: 280 UNITS (4 STORY WITH BASEMENT)
TOTAL BUILDING NRSF:
PARKING REQUIRED: 1.40 SPACES PER UNIT (PER VARIANCE APPROVAL)

NOTE: STANDARD PARKING SPACES ARE MEASURED 8.5' x 19' IN ACCORDANCE WITH COBB COUNTY DETAIL #114. A MAXIMUM OF 20% OF THE PARKING MAY BE COMPACT SPACES HAVING MINIMUM DIMENSIONS OF 8' x 16'.

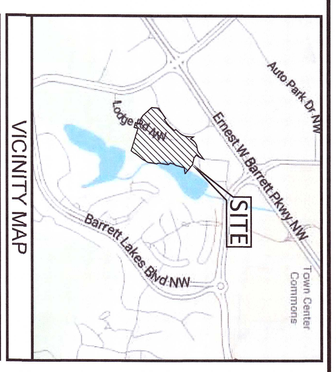
DEVELOPMENT GENERAL NOTES

- PROPERTY LINES AND EXISTING CONDITIONS TAKEN FROM AN ALTA LAND TITLE SURVEY FOR PENLER, PROVIDED BY TECHNICAL SURVEY SERVICES, INC., DATED 11/20/25.
- THERE ARE LAKES, STREAMS, WETLANDS OR OTHER JURISDICTIONAL WATERS LOCATED ON OR WITHIN 200 FEET OF THE SITE.
- THIS PROPERTY DOES LIE WITHIN A 100-YEAR FLOOD HAZARD ZONE AND ESTABLISHED BY FEMA MAP 13067J0039 J DATED: OCTOBER 5, 2018.
- THERE ARE NO CEMETERIES, OR ARCHITECTURAL/ARCHEOLOGICAL LANDMARKS LOCATED ON SITE.
- THE PROPERTY MAY BE SUBJECT TO EASEMENTS, CLAIMS, RESTRICTIONS, SUBSURFACE CONDITIONS OR OTHER MATTERS OF TITLE WHICH MAY OR MAY NOT BE VISIBLE, NOT RECORDED OR NOT DISCLOSED BY THE OWNER.

VARIANCE REQUESTS

1) REDUCE PARKING REQUIREMENT TO 1.4 SPACES PER UNIT
2) REDUCE REQUIRED 50' CEMETERY BUFFER TO 35' AND ALLOW DISTURBANCE.
3) VARIANCE REQUEST TO REMOVE THE REQUIREMENT STATED IN SECTION 416.2.4 OF THE COBB COUNTY DEVELOPMENT STANDARDS: COMMERCIAL DEVELOPMENTS "A SUFFICIENT NUMBER OF TREES MUST BE PLANTED IN AND ON PARKING LOTS TO ACHIEVE A RATIO OF ONE TREE PER 1,140 SF OF PARKING BAY AREA." NOTE: OTHER REQUIRED PARKING LOT TREES WITHIN 50 FEET OF ALL PARKING SPACES STILL APPLY.

VICINITY MAP



GEORGIA 811 Utilities Protection Center, Inc. Know what's below. Call before you dig.

GRAPHIC SCALE 40 0 20 40 80 (IN FEET) 1 inch = 40 ft.

NORTH

ZONING SITE PLAN

PENLER LODGE ROAD APARTMENTS

LAND LOT 209 - 20th DISTRICT - 2nd SECTION
LAND LOT 721 - 16th DISTRICT - 2nd SECTION
COBB COUNTY, GEORGIA

Project No.	S-26-017
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PENLER
3715 Northside Pkwy NW
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Atlanta, GA 30327

summit
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6250 Shiloh Road, Suite 100
Alpharetta, GA 30005
(p) 770-667-0094

GEORGIA REGISTERED No. 17 PROFESSIONAL CIVIL ENGINEER CHRISTOPHER K. HARRELL

Aug. 5, 2026

Drawing No. 1 OF 1

S-26-017con

2 - 31

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-40-2026

SITE BACKGROUND

Applicant	The Standard at Kennesaw, LLC
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Parks F. Huff
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	The Standard at Kennesaw, LLC and Argonaut Associates, LTD
Property Location	Located on the east side of Townpark Drive and on the west side of I-575
Address	114 Townpark Drive
Access to Property	Townpark Drive

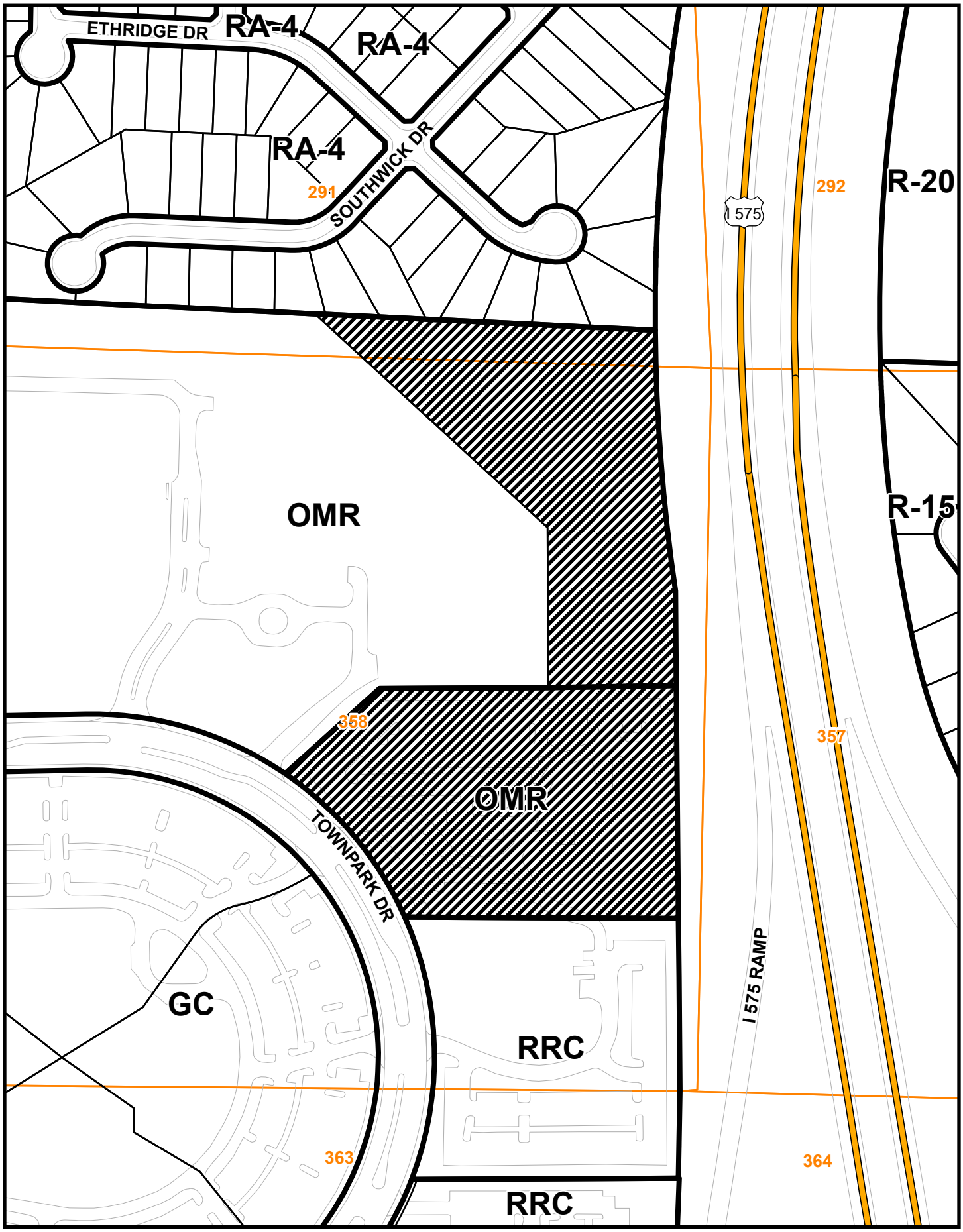
QUICK FACTS

Commission District	2 - Allen
Current Zoning	OMR
Current Use of Property	Office Building
Proposed Zoning	RRC
Proposed Use	Purpose Built Student Housing
Future Land Use	RAC
Site Acreage	10.46
District	16
Land Lot	291, 358
Parcel #	16035800030, 16035800010
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

Z-40 2026 Map



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0 195 390 Feet

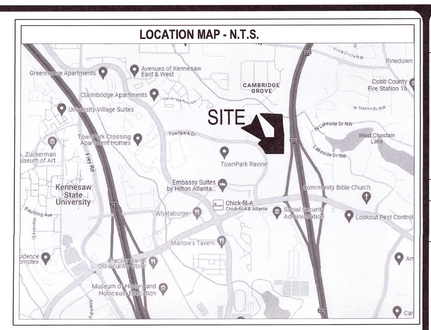
Zoning Boundary

City Boundary

NOTES

1. USE ARCHITECTURAL PLANS FOR BUILDING STAKE OUT.
2. ALL DIMENSIONS SHOWN ARE FROM FACE OF BUILDING, CURB, OR WALL UNLESS OTHERWISE NOTED.

LOCATION MAP - N.T.S.



SITE DATA:	
ZONING USE:	RRC
TOTAL AREA:	10.46 ACRES
DISTURBED AREA:	5.23 ACRES
COBB COUNTY, GA	
LAND LOT: 358,	
DISTRICT 16TH	
PARCEL ID:	16035800030
BUILDING SETBACKS:	
FRONT:	50 FT.
MINOR SIDE:	15 FT.
MAJOR SIDE:	25 OR 35 FT.
REAR:	35 FT.
BUILDING DATA	
TOTAL UNITS:	220 UNITS (815 BEDS)
UNITS PER ACRE: 220 UNITS / 10.46ACRES =	21.03 UNITS PER ACRE
ALLOWABLE BUILDING HEIGHT: MAX.	55 FT.
BUILDING HEIGHT:	55 FT.
PARKING DATA	
PARKING SPACES EQUIVALENCY CALCULATION: 0.5 EQUIVALENT APARTMENT UNITS PER BEDROOM = (0.5 X 815 BEDROOMS/408 UNITS)	
0.75 X 408 UNITS =	306 PARKING SPACES
TOTAL REQUIRED:	306 SPACES
ELEC. VEHICLE:	4 SPACES
PARKING PROVIDED:	
DECK REGULAR PARKING:	735 SPACES
REGULAR SURFACE PARKING:	8 SPACES
REG. SURFACE VAN ADA PARKING:	2 SPACE
TOTAL PARKING PROVIDED	745 SPACES
UTILITY PROVIDERS	
WATER:	COBB COUNTY WATER SYSTEM
SEWER:	COBB COUNTY WATER SYSTEM

LAYOUT LEGEND

- PROPOSED BUILDING
- EXISTING CURB & GUTTER / PROPOSED CURB & GUTTER
- PROPOSED H.D. ASPHALT PAVING
- PROPOSED GDOT ASPHALT PAVING
- PROPOSED L.D. ASPHALT PAVING
- PROPOSED ADA CONCRETE PAVING
- PROPOSED CONCRETE PAVING
- PROPOSED CONCRETE SIDEWALK
- PROPOSED FENCING / PROPOSED GUARDRAIL
- PROPOSED RETAINING WALL
- PROPOSED STRIPING
- PROPOSED RAILROAD / EXISTING RAILROAD
- *BUILDING SETBACK LINE*
- EXISTING BUFFER / PROPOSED BUFFER
- EXISTING 100-YR FLOODPLAIN
- PROPOSED 100-YR FLOODPLAIN

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TOWNPARK DRIVE
(100' R/W - PUBLIC - PER COBB COUNTY DOT)

5 STORY APARTMENTS BUILDING AND PARKING DECK
365,000 S.F.
BUILDING TO BE SPRINKLERED
SPRINKLER SYSTEM TYPE: NFPA 13
BUILDING WILL HAVE CLASS I STANDPIPE

UNDER CONSTRUCTION

SOUTH COURTYARD

NORTH COURTYARD

ENTRY PLAZA

50' SIDEWALK

50' FRONT SETBACK

50' SIDE SETBACK

30' REAR SETBACK

ENTER-ONLY EMERGENCY ACCESS

FIRE LANE SIGNAGE

SWING GATE WITH KNOX BOX AND SIGNAGE

DUMPSTER LOCATION

NO STUDENT ACCESS GATE

SWING GATE

ADA RAMP

CROSSWALK TYP.

EX. CURB & GUTTER

EX. SIDEWALK

COMMUNICATIONS & ACCESS EASEMENTS

PROPOSED RIGHT OF WAY

CROSSWALK DIP

12' SEWER EASEMENT (PER DB 4006 PG 446)

FEMA FLOODPLAIN ZONE A

20' SANITARY SEWER EASEMENT PER DB 13410 PG 4862

10' SANITARY SEWER EASEMENT (APPROXIMATE LOCATION)

30' SOUTHERN RAILWAY EASEMENT PER DB 1410 PG 21

ZONE X

ZONE A

POND

4.874 ACRES
ARGONAUT ASSOCIATES LTD
PARCEL 16035800010
TOWNPARK DRIVE
DB 13410 PG 4862

N/F
R G BIRO REVOCABLE LIVING
PARCEL 16029100480
DB 16271 PG 5263
PB 169 PG 47
LOT 57

N/F
RAJIN N. & NAGARI K. REDDY
PARCEL 16029100460
DB 16005 PG 2297
PB 169 PG 47
LOT 58

N/F
MARK FUTRAL &
HEATHER LEIGH
PARCEL 16029100460
DB 16005 PG 2297
PB 169 PG 47
LOT 58

N/F
JACLYN & HURBER KRIDER
PARCEL 16029100430
DB 16076 PG 3388
PB 169 PG 47
LOT 61

N/F
ANITA C. ENTREKIN
LIVING TRUST
PARCEL 16029100420
DB 15279 PG 5445
PB 169 PG 47
LOT 62

N/F
YAO RUI & YANG DANDAN
PARCEL 16029100410
DB 15631 PG 4801
PB 169 PG 47
LOT 63

N/F
JACQUELINE KANDAYA
PARCEL 16029100400
DB 14932 PG 1514
PB 169 PG 47
LOT 64

N/F
PATSY A. & JAMIE T. PERSAUD
PARCEL 16029100390
DB 15251 PG 1331
PB 169 PG 47
LOT 65

CAMBRIDGE GROVE SUBDIVISION

N/F
BANK OF AMERICA NATIONAL ASSOCIATION
PARCEL 16015000060
DB 11618 PG 4858

N/F
THE STANDARD AT KENNESAW LLC
PARCEL 16035800010
DB 16310 PG 261

INTERSTATE 575
(VARIABLE R/W)

INTERSTATE 575
(VARIABLE R/W)

INTERSTATE 575
(VARIABLE R/W)

N00°13'56"E 278.71'
S00°29'08"W 428.46'
S00°56'10"W 97.84'
S89°42'04"W 497.97'
N16°45'49"E 293.54'
C=543.63' R=3474.04'
S04°54'42"E 543.08'

GRAPHIC SCALE
-40 0 20 40 80 160
(IN FEET)
1 INCH = 40 FT.

OWNER/DEVELOPER (PRIMARY PERMITTEE)
LCD ACQUISITIONS, LLC
315 OCONEE STREET
ATHENS, GA 30601
(706) 543-1910
HARRIS.MOYE@LANDMARKPROPERTIES.COM

PROJECT ENGINEER
JEREMIAH PHILLIPS, P.E.
PAPE-DAWSON ENGINEERS
2951 FLOWERS ROAD SOUTH
SUITE 119
ATLANTA, GEORGIA 30341
CONTACT: MIKE WRIGHT
(770) 452-7849
MIKE.WRIGHT@PAPE-DAWSON.COM

24 HOUR CONTACT
BRIAN LOWIE
(706) 543-1910
BRIAN.LOWIE@LANDMARKPROPERTIES.COM

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CALL 811
FREE THROUGHOUT THE U.S.A.
3 WORKING DAYS BEFORE YOU DIG.

NO.	REVISION	DATE

GEORGIA REGISTERED PROFESSIONAL ENGINEER JEREMIAH CASON PHILLIPS

PAPE-DAWSON
2951 FLOWERS ROAD SOUTH, STE 119 | ATLANTA, GA 30341 | 770.452.7849
GEORGIA ENGINEERING FIRM #PEF009089 | GEORGIA SURVEYING FIRM #LSF001506

LANDMARK-STANDARD @KENNESAW PHASE II

114 TOWNPARK DRIVE
LAND LOT 357, 358, 363, 364,16th DISTRICT
COBB COUNTY GA.

JOB NO. 25318-00
DATE 07/2026
DESIGNER MAW
CHECKED JP DRAWN MAW
SHEET C3.0

NOT ISSUED FOR CONSTRUCTION

ZONING SITE PLAN

Date: August 3, 2026, 5:19 PM - User ID: mwright
File: C:\PROJECTS\2025\25-318 Landmark - Townpark Pond Assessment\5.0 Drawing\25-318 Base.dwg

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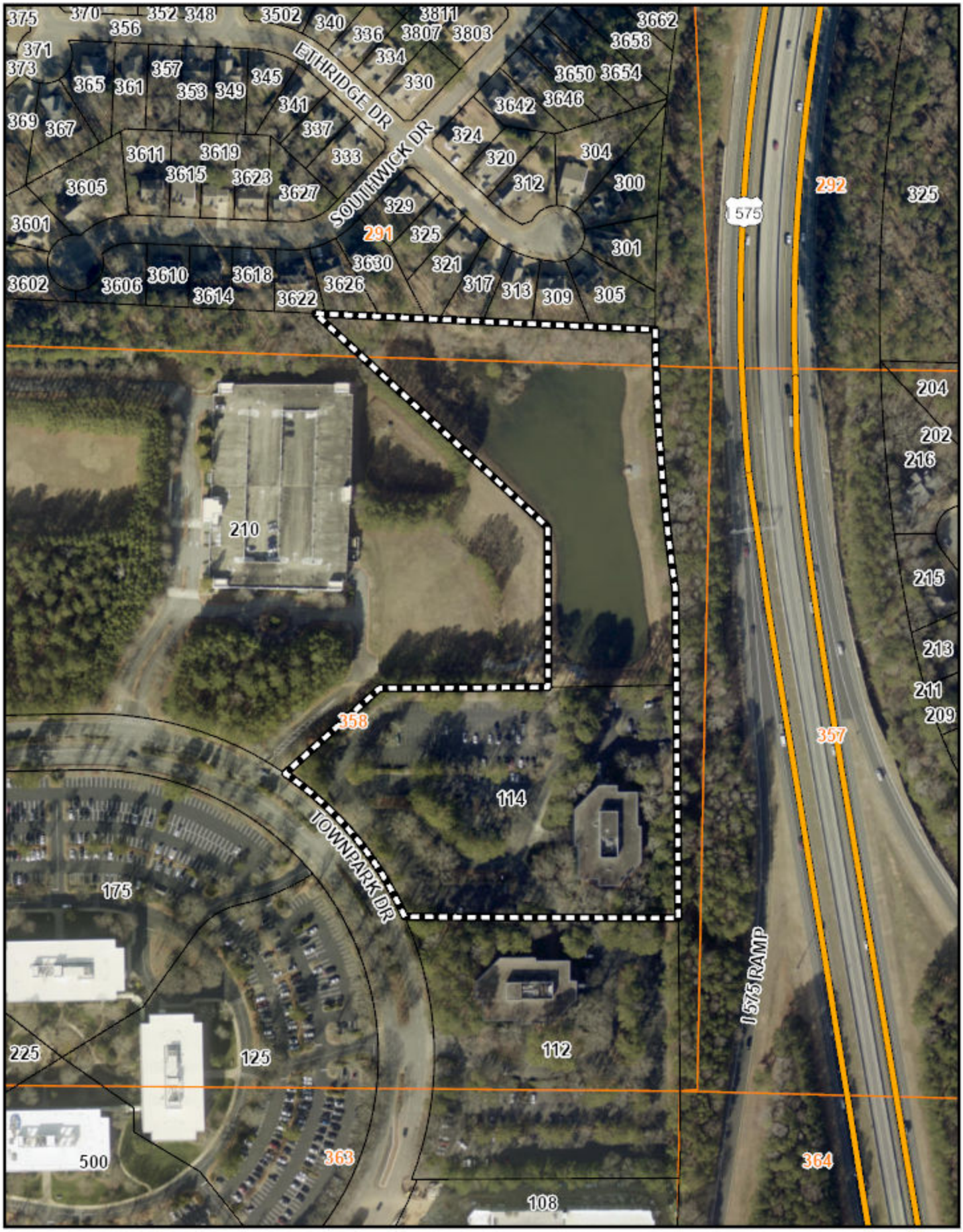
Z-40 2026 Aerial Map



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0 195 390 Feet

Zoning Boundary

City Boundary

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COBB COUNTY ZONING

Application No. Z-

PC Hearing: 10-06-2026
BOC Hearing: 10-20-2026

Summary of Intent for Rezoning

Part 1. Residential Rezoning Information (attach additional information if needed)

a) **Proposed unit square-footage(s):** SEE ATTACHED STATEMENT OF INTENT

b) **Proposed building architecture:** SEE ATTACHED RENDERINGS/ELEVATIONS.

c) **List all requested variances:** None at this time.

Part 2. Non-residential Rezoning Information (attach additional information if needed)

a) **Proposed use(s):**

b) **Proposed building architecture:**

c) **Proposed hours/days of operation:**

d) **List all requested variances:**

Part 3. Other Pertinent Information (List or attach additional information if needed)

The current proposal will be similar to the abutting RRC zoning to the south at 112 Townpark Drive.

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government?

(Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located). No.

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STATEMENT OF INTENT

OF

THE STANDARD AT KENNESAW LLC

Rezoning and Special Land Use Permit Applications for a 10.54-Acre Tract of Land located in Land Lots 291 and 358, 16th District, 2nd Section, Cobb County, Georgia

Submitted for the Applicant by:

Parks F. Huff
Sams, Larkin & Huff, LLP
Suite 100
376 Powder Springs Street
Marietta, GA 30064
(770) 422-7016
phuff@samslarkinhuff.com

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I. INTRODUCTION

This Application for Rezoning along with the Special Land Use Permit ("SLUP") which is being filed concurrently herewith, seeks certain entitlements in order to allow the construction and development of a Purpose-Built Student Housing ("PBSH") community on the property at issue ("Subject Property"). The Subject Property consists of a tract of land which is approximately 10.54 acres in size, and which is located on the east side of Townpark Drive, north of Chastain Road and west of I-575. The Property is presently zoned Office Mid-Rise ("OMR") and is developed with an office building, and, due to the lack of demand for such product, the property has lain idle and was recently purchased at a foreclosure auction by the lender.

Cobb County's Future Land Use Map ("FLUM") reflects that the Subject Property is located within the confines of a Regional Activity Center ("RAC") and is appropriate for the PBSH Residential Community as proposed and as shown on the site plans and other documentation being submitted herewith. The Applicants' proposal is to develop the Subject Property for a 220-unit (815 bedrooms) (71.2 units per acre) highly amenitized PBSH community. In that regard, our Athens, Georgia-based Applicant, which is a fully integrated real estate company specializing in the acquisition, development and the on-going management of high-quality student housing communities, has been responsible for successfully developing, constructing and operating more than 115 purpose built student housing communities across the United States which are carefully designed to meet the needs of students attending universities and colleges such as Kennesaw State University ("KSU") and those students who seek to reside in the surrounding community. The Applicant's track record throughout the student housing community is unparalleled, having garnered National accolades which include Top Student

Housing Developer; Best Architecture/Designs; Top Student Housing Project of the Year; Best Package & Offering of Amenities; and, analogous and equally prestigious awards throughout the United States.

Both this Rezoning Application and the SLUP Application, which is being contemporaneously submitted, meet all of the PBSH Ordinance requirements and contain no requests for concurrent Variances or for any type of relaxation from County-imposed regulations. In fact, our client, with all of its Student Communities, consistently raises the bar and sets the standard for purpose-built student housing communities throughout the market.

With respect to the current proposal for a PBSH Community, the Applicant proposes a mixture of one-bedroom up to six-bedroom/six-bathroom units. The PBSH Community will also include a 12,000 square-foot rooftop amenity area and a rooftop pool.

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II. CRITERIA TO BE APPLIED TO SPECIAL LAND USE PERMITS

A. Whether or not there will be a significant adverse effect on the neighborhood or area in which the proposed use will be located.

The Subject Property is located contiguous or adjacent to properties which are zoned and used for high density residential (apartments) and a recently approved student housing project that is currently under development; copious amounts of office space and office inventory contained within stand-alone buildings, within office parks; and, retail and commercial properties. The geographic area within which the proposed PBSH community will be located is specifically designed to accommodate high density residential, office, retail and commercial uses and the traffic and transportation issues generated thereby. The proposed Student Community will be developed with a density which is analogous to other high density, multi-family zoned properties within this regional sub-area of Cobb County.

B. Whether or not the use is otherwise compatible with the neighborhood.

The neighborhoods and properties around the Subject Property are zoned RRC, OMR, GC, O&I, RM-12, RM-16, and UVC, and consist of high-density residential, commercial and office uses within a Regional Activity Center ("RAC") under the County's Future Land Use Map. Given these facts and the reality that the area already consists of a preponderance of intense developments, which create an extraordinary amount of "mass", the proposed use is compatible with and complementary to nearby neighborhoods and commercial properties. Just as importantly, the Subject Property's immediate proximity to KSU renders the property as the most optimal location for student housing either built or planned to be built within this sub-market.

In terms of compatibility with the neighborhood which surrounds the proposed community, most of the adjacent office buildings within this area range between four and five (4-5) stories in height; the existing PBSH Community known as "The Blake" is four (4) stories in height. All of the buildings within the proposed PBSH Community will be a maximum of five (5) stories in height and a precast deck with five levels of parking (735 spaces) and one level of amenities; and, thus, compatible with and complementary to the neighborhood.

C. Whether or not the use proposed will result in a nuisance as defined under state law.

The proposed use, as newly adopted by the Cobb County Board of Commissioners in August of 2019, meets all of the Ordinance requirements and will not result in a nuisance, either public or private, as that term is defined under Georgia law. In fact, the proposed construction of the PBSH community in this location with direct contiguity to I-75, Chastain Road and Townpark Drive will eliminate the possibility of potential nuisances occurring.

In addition to the foregoing, the proposed PBSH Development is advantageous for the overall community within which it is situated as it will lessen the number of students seeking off-campus living arrangements within Single-Family homes, both attached and detached, in order to reside within buildings specifically designed to meet their current and future needs. Although covered in the Traffic Generation Memo which will be submitted under separate cover, the proposed Student Community will literally ensure

that hundreds of vehicles and their attendant trips and turning movements will be eliminated and thus not problematic to traffic and transportation issues related to Chastain Road, Busbee Parkway, I-575 and I-75.

Additionally, the Skip Spann Connector ("SSC"), which was completed in April 2016, has reduced traffic congestion; increased safety for pedestrian and bike traffic; and, serves as the first lighted bridge in Cobb County. The SSC consists of four lanes of new connecting roadway and a ten-foot (10') multi-use path on both sides of the bridge which provide safer pedestrian and bicycle traffic between the KSU campus; the KSU Sports and Entertainment Park; and, other area destinations including the Subject Property. The raised planters, which include native shrubbery, act as a barrier between the multi-use paths and the roadway which provide KSU's and the Applicants' students with a safer and easier commute to classes on campus as a result of the project. Additionally, the Big Owl Bus (KSU's bus service) has a stop within a short walking distance from this project.

D. Whether or not the quiet enjoyment of surrounding property will be adversely affected.

The surrounding properties consist of high-density residential developments, commercial uses and concentrated office developments which are similar in intensity to the residential community proposed by these Applications. All pedestrian and vehicular entry points into the community will be gated with access provided via keypad, call box or resident digital key. Security video and surveillance cameras will be installed in strategic positions throughout the development and, as required by the PBSH Code, on-site management will be provided 24/7. Also, consistent with the County's PBSH Code, the

proposed security protocols mandate a full interfacing with local law enforcement officials and, if necessary, revising the Applicants' Safety Plan (also submitted herewith) in accordance with standards of Crime Prevention Through Environmental Design ("CPTED").

E. Whether or not property values of surrounding property will be adversely affected.

Surrounding properties, consisting primarily of high density-oriented properties, will not be adversely affected. The area has a lot of office space vacancy and converting existing empty space to another use will help existing office developments that are struggling with excess capacity.

F. Whether or not adequate provisions are made for parking and traffic considerations.

The Traffic Engineers of A&R Engineering, Inc. ("A&R") have formulated a Traffic Generation Memo which will be submitted under separate cover. Ultimately, A&R will prepare and submit a full Traffic Impact Study ("TIS") including in-depth analyses of Levels of Service ("LOS") at key intersections; analyses of a.m./p.m. traffic counts; the distribution of existing and proposed turning movements on those rights-of-ways and intersections denominated by Cobb DOT as those which may be affected; and, addressing and resolving additional directives from Cobb DOT.

As shown on the rendered and on the dimensioned site plans, on-site parking will be provided by way of a six (6) level structured parking deck. With respect to traffic, transit and transportation issues, the proposal will meet the needs of the traffic generated both by

the residents of the proposed Student Community and within this sub-area of the RAC with the acknowledgement that the RAC was specifically designed for uses which generate heavy traffic. The Subject Property has its principal access from a Major Collector roadway (Townpark Drive), thereafter having access to Arterial roadways, highways and interstate highways.

G. Whether or not the site or intensity of the use is appropriate.

The Subject Property consists of a 10.54-acre tract of land developed with an office building. The size of the property is more than adequate to accommodate the proposed PBSH community and within the strictures inherent to the newly adopted Code, thus the use and intensity is entirely appropriate from a land use planning perspective, particularly considering the Subject Property's proximity to major interstate transit corridors and critical arterial rights-of-way.

H. Whether or not special or unique conditions overcome the Board of Commissioners' general presumption that residential neighborhoods not allow non-compatible businesses.

The proposed use is compatible to high-density residential developments, concentrated office parks and intense commercial utilization of properties surrounding the Subject Property. The proposed Student Community, upon its construction, development and full build-out will have no adverse effect upon the residential uses and values in view of the fact that the proposed use is compatible and complementary in nature.

I. Whether or not adequate provisions are made regarding hours of operation.

Not applicable to the proposed PBSH community.

J. Whether or not adequate controls and limits are placed on commercial and business deliveries.

Deliveries to the Subject Property will be commensurate in number and type to existing deliveries or visits to multi-family residential developments within this RAC.

K. Whether or not adequate landscape plans are incorporated to ensure an appropriate transition.

Consistent with the Applicant's other student housing developments throughout the United States and in accordance with the landscaping depicted in the photographs of their other products and amenities, a fully developed landscaped plan will be submitted during the Plan Review process subject to review and approval by Cobb County's Arborist and the County's Community Development Department with final review and approval by the District Commissioner. Prior thereto and in accordance with preliminary discussions with Staff and others, a preliminary conceptual landscape plan will be submitted at the time of submission of a letter of agreeable stipulations/conditions prior to this SLUP Application and Application for Rezoning being heard and considered by the Planning Commission and the Board of Commissioners.

L. Whether or not the public health, safety, welfare or moral concerns of the surrounding neighborhood will be adversely affected.

The surrounding "neighborhood" consists of high-density residential uses, concentrated office uses and intense commercial uses, all of which are compatible to and provide extraordinary "mass" for the proposed Purpose Built Student Housing Community. Moreover, and perhaps, most importantly, the public health, safety, welfare and moral concerns of the surrounding neighborhood will be fully and completely served, as will the needs of KSU and its student population, upon the construction and build-out of the proposed PBSH community.

M. Whether the Application complies with applicable specific requirements set forth in this chapter for a Special Land Use Permit for particular types of uses.

Both this SLUP Application and the Application for Rezoning which are being simultaneously submitted meet every single requirement under and pursuant to the PBSH Ordinance and all of the required information and documentation supplied with respect to both Applications has been supplied and formally submitted.

N. Whether the Applicant has provided sufficient information to allow a full consideration of all relevant factors.

The Applications have addressed all issues raised by law; those required to be addressed by the newly adopted PBSH code; and, those which are needed in order to address and resolve concerns which have or may be articulated. The Applicants remain available to respond to additional questions or issues raised by the County's professional staff, Members of the Planning Commission and/or Members of the Board of Commissioners and will plan meetings with Civic Activity Advocates; Law Enforcement Officials; Representatives of KSU; and, Representatives of the Town Center CID.

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III. PRESERVATION OF CONSTITUTIONAL RIGHTS

The Zoning Ordinance of Cobb County, Georgia lacks adequate standards for the Board of County Commissioners to exercise its power to issue Special Land Use Permits. In essence, the standards are not sufficient to contain the discretion of the Board of Commissioners and to provide the Courts with a reasonable basis for judicial review. Because the stated standards (individually and collectively) are too vague and uncertain to provide reasonable guidance to the Board of Commissioners, the Zoning Ordinance violates the Fifth and Fourteenth Amendments of the Constitution of the United States in matters of zoning. The Zoning Ordinance also violates Article I, Section III, Paragraph 1; and Article 1, Paragraphs 1 and 2 of the Constitution of the State of Georgia, 1983.

The Board of Commissioners has been granted the power to zone pursuant to Article IX, Section II, Paragraph 4 of the Constitution of the State of Georgia, 1983. It is a power which must be fairly exercised. Based upon this element of fairness, the Zoning Ordinance of Cobb County, Georgia violates Article IX, Section II, Paragraph 4 of the Constitution of the State of Georgia, 1983.

The Zoning Ordinance presently in effect is contrary to the best interests of the health and welfare of the citizens of Cobb County, Georgia, and constitutes an arbitrary and capricious act. As a result, the Zoning Ordinance is in violation of Article I, Section III, Paragraph 1 of the Constitution of the State of Georgia; and Article I, Section II, Paragraph 3 of the Constitution of the State of Georgia, 1983. Furthermore, the Zoning Ordinance violates the due process clause and equal protection clauses of the Fifth and Fourteenth Amendments to the Constitution of the United States of America.

In addition, the Zoning Ordinance is unconstitutional in that it renders the Subject Property unusable and adversely affects its marketability. Therefore, the Zoning Ordinance constitutes a taking of the Applicant's and/or the Owner's property without just and adequate compensation and without due process of law in violation of the Fifth and Fourteenth Amendments to the United States Constitution and in violation of Article I, Section I, Paragraph 1 and Article I, Section III, Paragraph 1(a) of the Constitution of Georgia.

The failure to approve the requested Special Land Use Permit for the Subject Property would constitute the taking of property without due process and without the payment of adequate compensation in violation of Article I, Section I, Paragraph 1 of the Constitution of the State of Georgia, 1983; and the Fifth and Fourteenth Amendments of the Constitution of the United States.

Failure to grant the Application for the Special Land Use Permit would be contrary to the best interests of the health and welfare of the citizens of Cobb County, Georgia, and would further constitute an arbitrary and capricious act. As such, a failure to grant the application would constitute a violation of Article I, Section I, Paragraph 1 of the Constitution of the State of Georgia, 1983; and Article I, Section III, Paragraph 1 of the Constitution of the State of Georgia; and Article I, Section II, Paragraph 3 of the Constitution of the State of Georgia, 1983, together with the due process clause and equal protection clauses of the Fifth and Fourteenth Amendments to the Constitution of the United States of America.

Any limitation on the time for presentation of the issues before the Board of Commissioners which has the power to zone and rezone is a violation of the guarantees of free speech under Article I, Section I, Paragraph 5 of the Constitution of the State of Georgia, 1983 and the First Amendment of the Constitution of the United States of America. Further, said

limitations are in violation of the right to petition and assemble, in violation of Article I, Section I, Paragraph IX of the Constitution of the State of Georgia, 1983 and the First Amendment of the Constitution of the United States of America as well as the due process clauses of the Constitution of Georgia, 1983 and the Constitution of the United States of America.

The Zoning Ordinance of Cobb County, Georgia is unlawful, null and void in that its adoption and map adoption/maintenance did not comply with the requirements of its predecessor ordinance and/or the Zoning Procedures Law, O.C.G.A. § 36-66-1, et seq.

IV. CONCLUSION

Based upon the foregoing reasons, the Applicant respectfully requests that the Special Land Use Permit, along with its simultaneously submitted Application for Rezoning at issue be approved with the Applicant soliciting any comments from staff or other officials of Cobb County so that such recommendations or input may be incorporated as conditions of approval of these Rezoning and SLUP Applications.

Respectfully submitted, this the 6 day of May, 2026.

SAMS, LARKIN & HUFF, LLP

By: _____
PARKS F. HUFF
Attorney for Applicant
Georgia Bar No. 375010

376 Powder Springs Street, Suite 100
Marietta, GA 30064
(770) 422-7016

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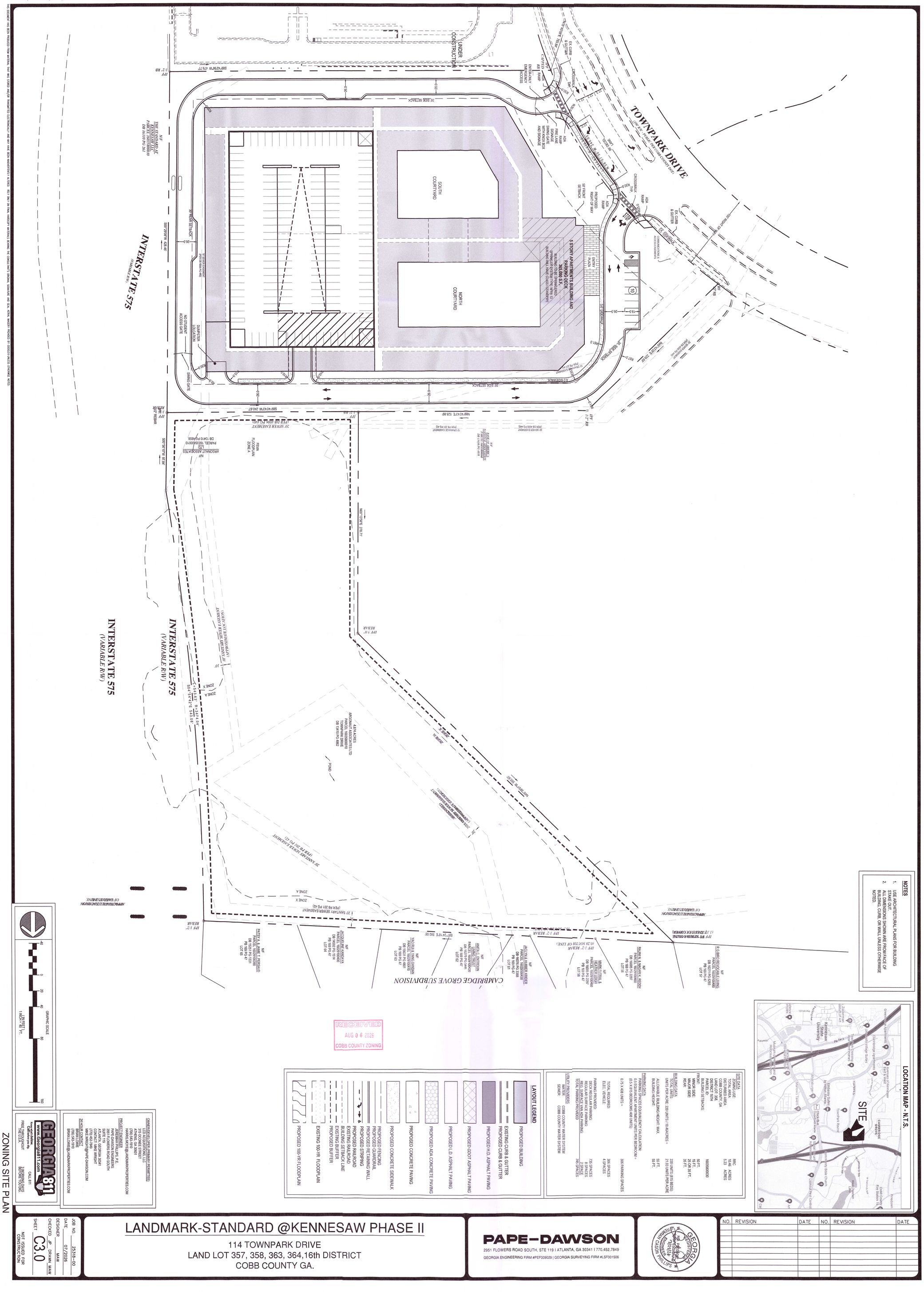


Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-41-2026

SITE BACKGROUND

Applicant	Alliance Residential Company
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Parks F. Huff
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Galleria Hotel Group, LLC
Property Location	Located on the northwest corner of Paces Ferry Road and Skyline Trail and on the east side of Spring Hill Parkway
Address	2415 Paces Ferry Road
Access to Property	Skyline Trail

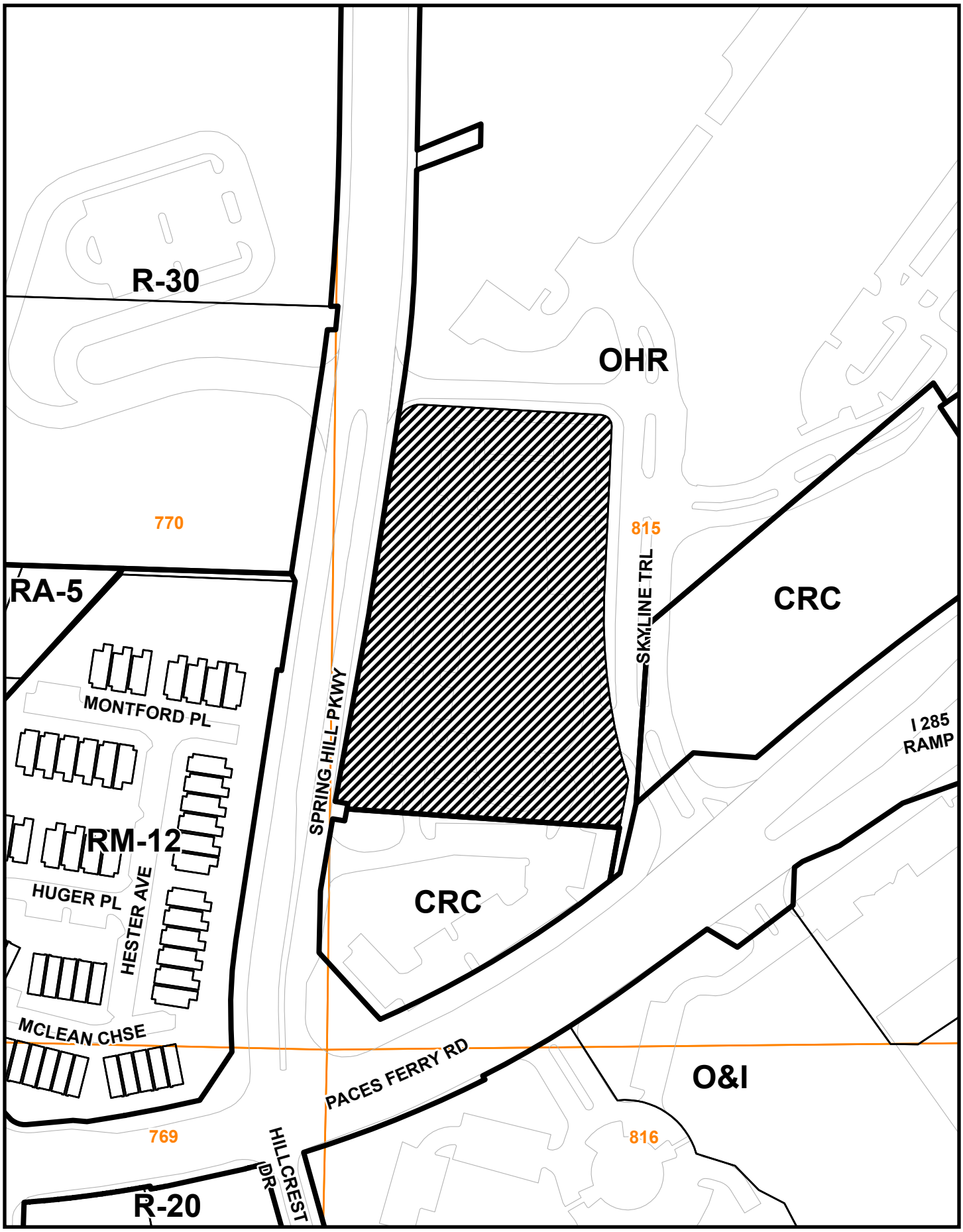
QUICK FACTS

Commission District	2 - Allen
Current Zoning	OHR
Current Use of Property	Hotel
Proposed Zoning	RRC
Proposed Use	Multi-family Residential
Future Land Use	RAC
Site Acreage	3.28
District	17
Land Lot	815
Parcel #	17081500380
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

Z-41 2026 Map



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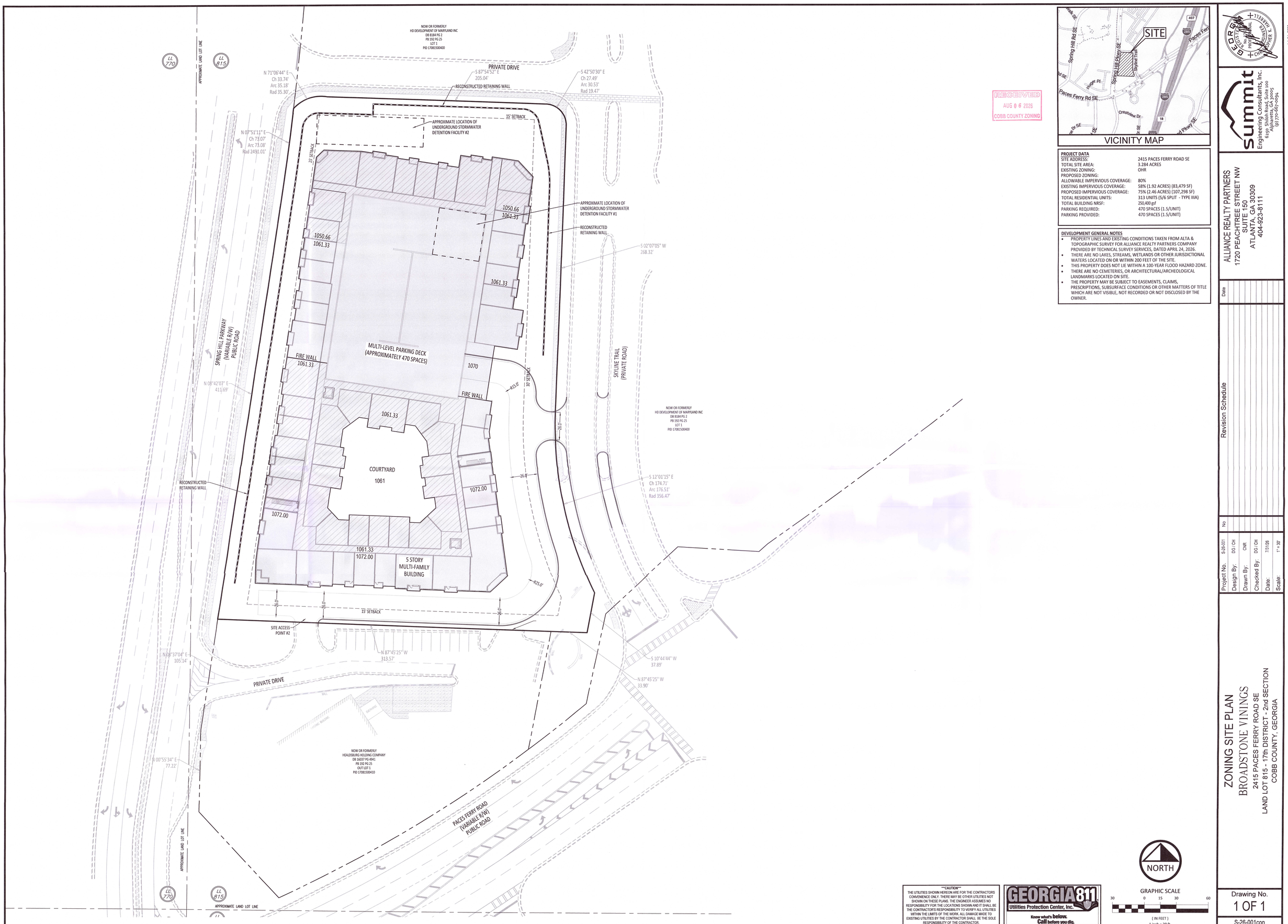
0 130 260 Feet

Zoning Boundary

City Boundary



VICINITY MAP

RECEIVED
AUG 06 2025
COBB COUNTY ZONING

PROJECT DATA

SITE ADDRESS:	2415 PACES FERRY ROAD SE
TOTAL SITE AREA:	3.284 ACRES
EXISTING ZONING:	OHR
PROPOSED ZONING:	
ALLOWABLE IMPERVIOUS COVERAGE:	80%
EXISTING IMPERVIOUS COVERAGE:	58% (1.92 ACRES) (83,479 SF)
PROPOSED IMPERVIOUS COVERAGE:	75% (2.46 ACRES) (107,298 SF)
TOTAL RESIDENTIAL UNITS:	313 UNITS (5/6 SPLIT - TYPE IIIA)
TOTAL BUILDING NRSF:	250,400 gsf
PARKING REQUIRED:	470 SPACES (1.5/UNIT)
PARKING PROVIDED:	470 SPACES (1.5/UNIT)

DEVELOPMENT GENERAL NOTES

- PROPERTY LINES AND EXISTING CONDITIONS TAKEN FROM ALTA & TOPOGRAPHIC SURVEY FOR ALLIANCE REALTY PARTNERS COMPANY PROVIDED BY TECHNICAL SURVEY SERVICES, DATED APRIL 24, 2026.
- THERE ARE NO LAKES, STREAMS, WETLANDS OR OTHER JURISDICTIONAL WATERS LOCATED ON OR WITHIN 200 FEET OF THE SITE.
- THIS PROPERTY DOES NOT LIE WITHIN A 100-YEAR FLOOD HAZARD ZONE.
- THERE ARE NO CEMETERIES, OR ARCHITECTURAL/ARCHEOLOGICAL LANDMARKS LOCATED ON SITE.
- THE PROPERTY MAY BE SUBJECT TO EASEMENTS, CLAIMS, PRESCRIPTIONS, SUBSURFACE CONDITIONS OR OTHER MATTERS OF TITLE WHICH ARE NOT VISIBLE, NOT RECORDED OR NOT DISCLOSED BY THE OWNER.

"CAUTION"
THE UTILITIES SHOWN HEREON ARE FOR THE CONTRACTORS CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN ON THESE PLANS. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL UTILITIES WITHIN THE LIMITS OF THE WORK. ALL DAMAGE MADE TO EXISTING UTILITIES BY THE CONTRACTOR SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

GEORGIA 811 Utilities Protection Center, Inc.
Know what's below. Call before you dig.

NORTH

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.

summit
Engineering Consultants, Inc.
6500 Shiloh Road, Suite 100
Alpharetta, GA 30005
(p) 770-667-0094

ALLIANCE REALTY PARTNERS
1720 PEACHTREE STREET NW
SUITE 150
ATLANTA, GA 30309
404-923-8111

Date

Revision Schedule

No.	
Project No.	S-26-001
Design By:	DG / CH
Drawn By:	CNR
Checked By:	DG / CH
Date:	7/31/26
Scale:	1" = 30'

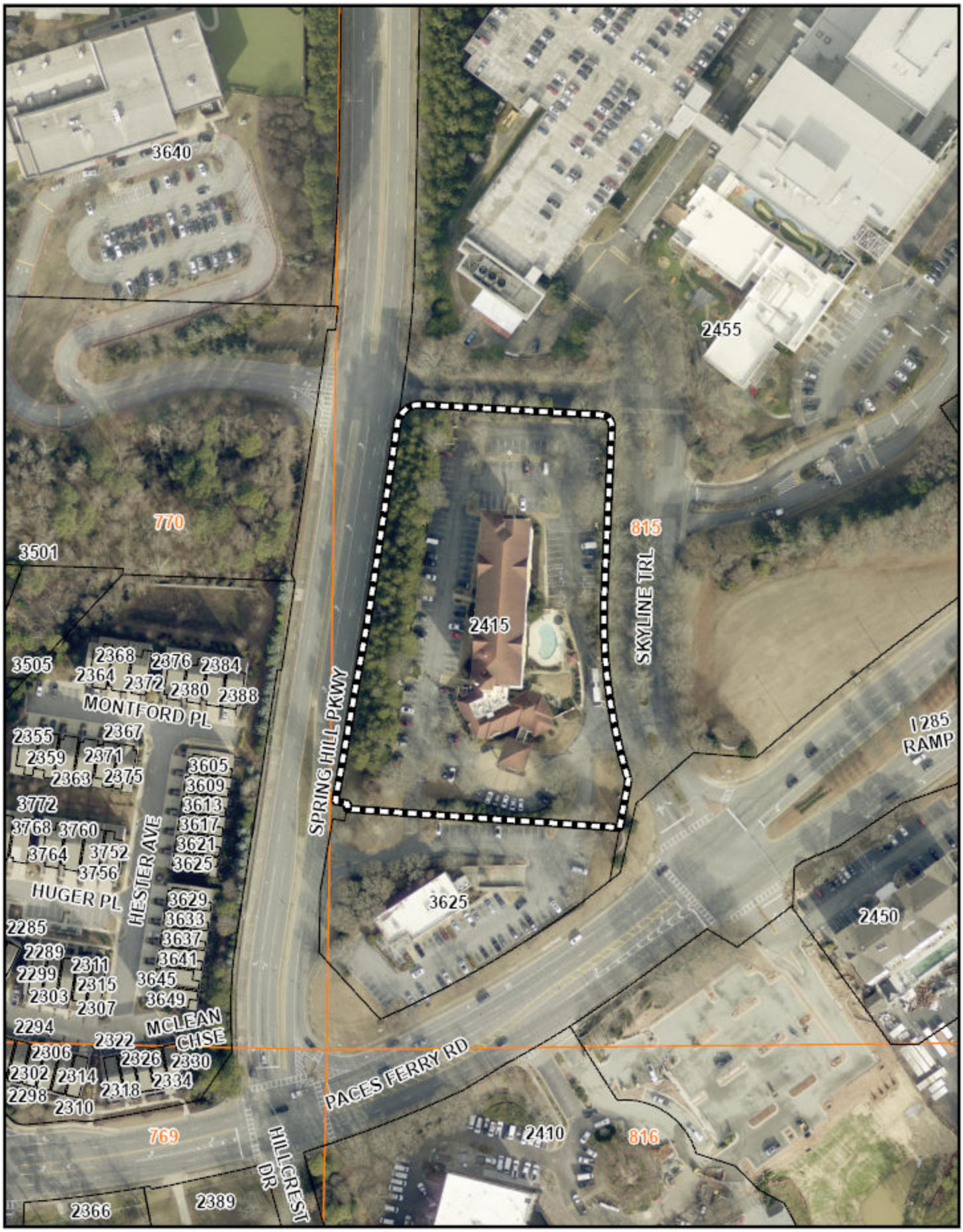
Jul. 31, 2026

ZONING SITE PLAN
BROADSTONE VININGS
2415 PACES FERRY ROAD SE
LAND LOT 815 - 17th DISTRICT - 2nd SECTION
COBB COUNTY, GEORGIA

Drawing No.
1 OF 1

S-26-001con

Z-41 2026 Aerial Map



This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 130 260 Feet

Zoning Boundary

City Boundary

Application No. Z-_____

PC Hearing: 10-06-2026
BOC Hearing: 10-20-2026

Summary of Intent for Rezoning

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COBB COUNTY ZONING

Part 1. Residential Rezoning Information (attach additional information if needed)

a) **Proposed unit square-footage(s):** _____

b) **Proposed building architecture:** _____

c) **List all requested variances:** 1. Waive the rear setback from 30' to 25' on Skyline Trail; 2. Waive the front setback from 50' to 25'; and, 3. Allow the parking spaces to be calculated at 1.5 spaces per dwelling unit instead of the required 1.75 spaces per dwelling unit

Part 2. Non-residential Rezoning Information (attach additional information if needed)

a) **Proposed use(s):** _____

b) **Proposed building architecture:** _____

c) **Proposed hours/days of operation:** _____

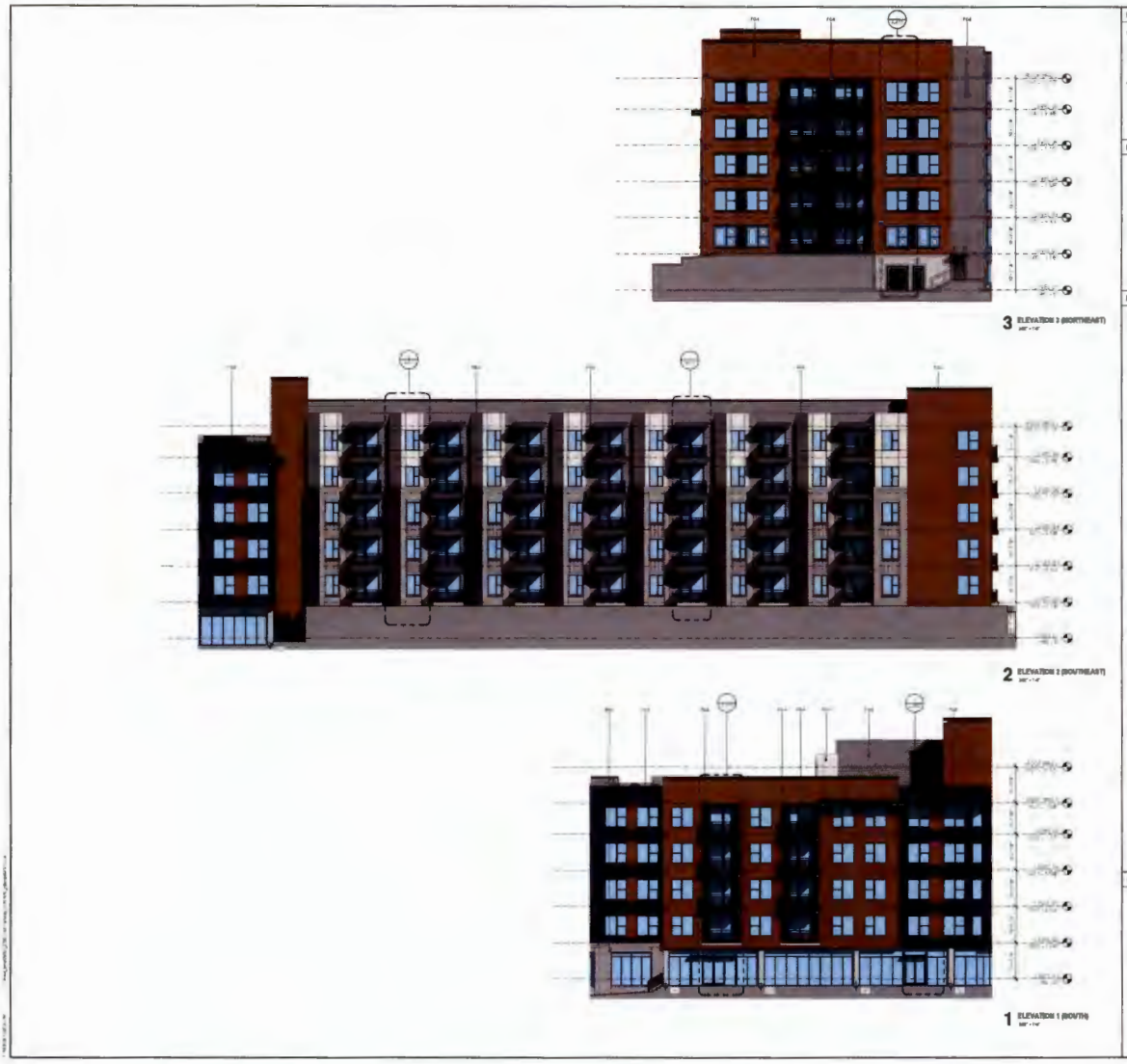
d) **List all requested variances:** _____

Part 3. Other Pertinent Information (List or attach additional information if needed)

The Applicant is requesting the rezoning in order to develop a 313-unit multi-family residential use.

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government? (Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located). No.

RECEIVED
AUG 06 2026
COBB COUNTY ZONING



ELEVATION NOTES

ELEVATION LEGEND

EXTERIOR MATERIAL LEGEND

KEY PLAN

BROCK HUDGINS ARCHITECTS

STATE OF GEORGIA REGISTERED ARCHITECT

BROADSTONE COBB PARKWAY

ALLIANCE

EXTERIOR ELEVATIONS - OVERALL (COLOR)

A-500

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AUG 06 2026
COBB COUNTY ZONING

BROCK HUDGINS ARCHITECTS

STATE OF GEORGIA
REGISTERED ARCHITECT

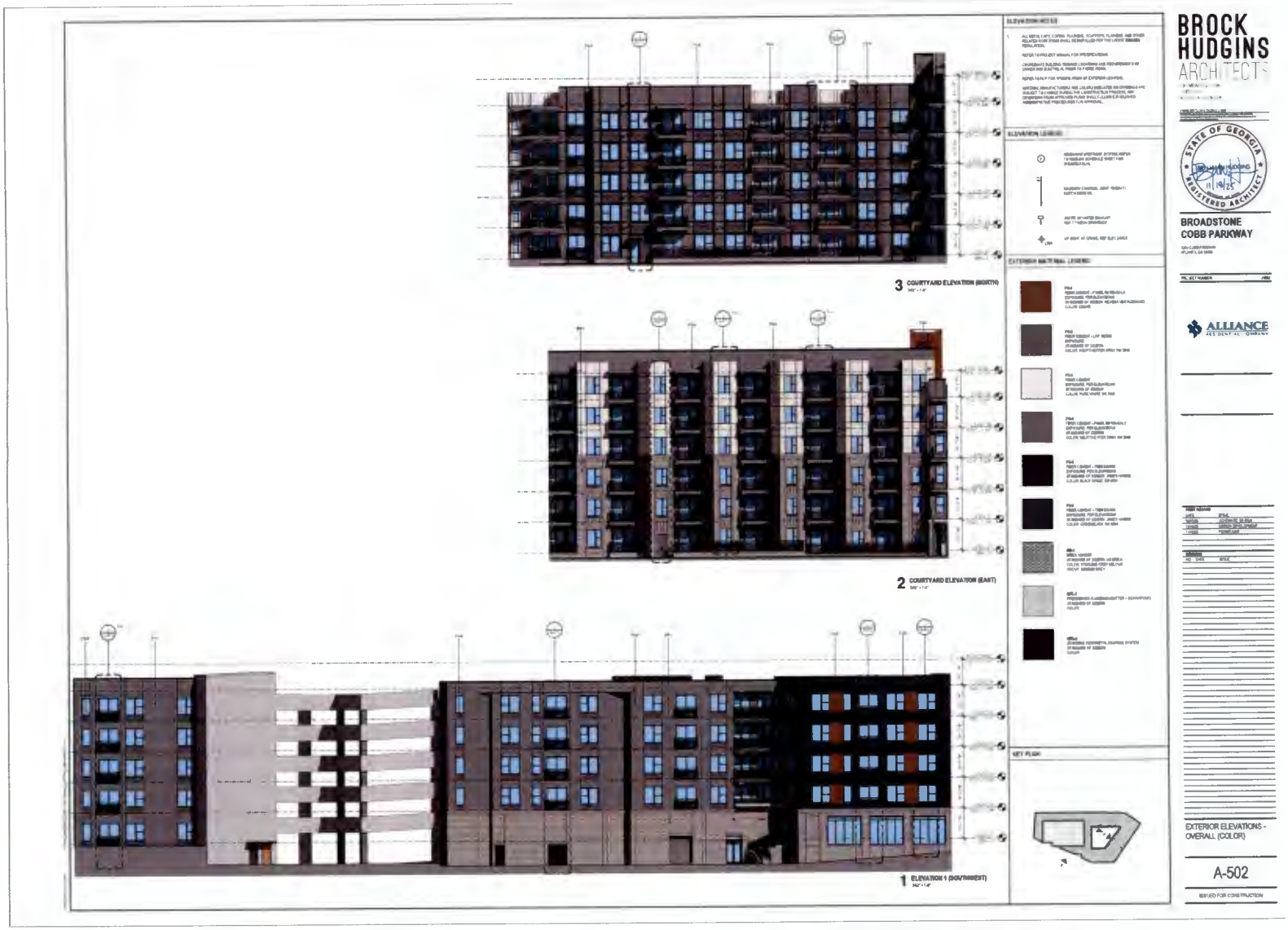
BROADSTONE COBB PARKWAY

ALLIANCE

EXTERIOR ELEVATIONS - OVERALL (COLOR)

A-501

RECEIVED
AUG 06 2026
COBB COUNTY ZONING



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COBB COUNTY ZONING

2 COURTYARD ELEVATION (SOUTH)

1 COURTYARD ELEVATION (WEST)

ELEVATION NOTES

ELEVATION LEGEND

EXTERIOR MATERIAL LEGEND

KEY PLAN

BROCK HUDGINS ARCHITECTS

STATE OF GEORGIA REGISTERED ARCHITECT

BROADSTONE COBB PARKWAY

ALLIANCE RESIDENTIAL COMPANY

EXTERIOR ELEVATIONS - OVERALL (COLOR)

A-503

ISSUED FOR CONSTRUCTION

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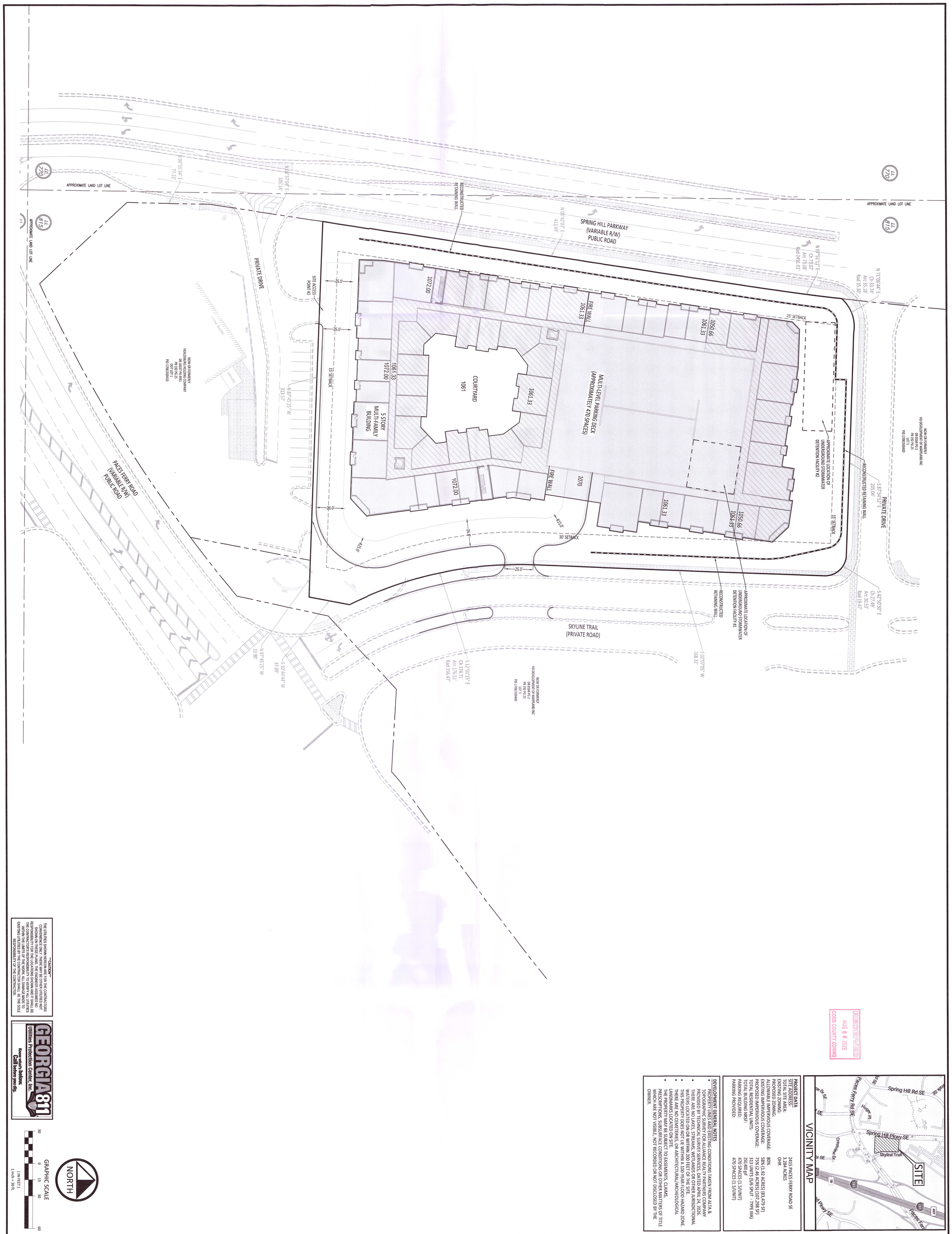
AUG 06 2026
COBB COUNTY ZONING



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GEORGIA 811
Utilities Protection Center, Inc.
Know what's below.
Call before you dig.

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.

NORTH

PROJECT DATA

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PROPOSED ZONING:	
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TOTAL BUILDING NRSF:	250,400 gsf
PARKING REQUIRED:	470 SPACES (1.5/UNIT)
PARKING PROVIDED:	470 SPACES (1.5/UNIT)

DEVELOPMENT GENERAL NOTES

- PROPERTY LINES AND EXISTING CONDITIONS TAKEN FROM ALTA & TOPOGRAPHIC SURVEY FOR ALLIANCE REALTY PARTNERS COMPANY PROVIDED BY TRINITY SURVEYING SOLUTIONS, DATED 7/21/2026.
- THERE ARE NO LAKES, STREAMS, WETLANDS OR OTHER JURISDICTIONAL WATERS LOCATED ON OR WITHIN 200 FEET OF THE SITE.
- THIS PROPERTY DOES NOT LIE WITHIN A 100-YEAR FLOOD HAZARD ZONE
- THERE ARE NO CEMETERIES, OR ARCHITECTURAL/ARCHEOLOGICAL LANDMARKS LOCATED ON SITE.
- THE PROPERTY MAY BE SUBJECT TO EASEMENTS, CLAIMS, PRESCRIPTIONS, SUBSURFACE CONDITIONS OR OTHER MATTERS OF TITLE WHICH ARE NOT VISIBLE, NOT RECORDED OR NOT DISCLOSED BY THE OWNER.

VICINITY MAP

RECEIVED
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COBB COUNTY ZONING

ZONING SITE PLAN
BROADSTONE VININGS
2415 PACES FERRY ROAD SE
LAND LOT 815 - 17th DISTRICT - 2nd SECTION
COBB COUNTY, GEORGIA

Project No.	S-26-001
Design By:	DG / CH
Drawn By:	CNR
Checked By:	DG / CH
Date:	7/31/26
Scale:	1" = 30'

No	Revision Schedule	Date

ALLIANCE REALTY PARTNERS
1720 PEACHTREE STREET NW
SUITE 150
ATLANTA, GA 30309
404-923-8111

summit
Engineering Consultants, Inc.
6250 Shiloh Road, Suite 100
Alpharetta, GA 30005
(p) 770-667-0094

GEORGIA
REGISTERED
No. 47
PROFESSIONAL
ENGINEER
CHRISTOPHER K. HARRELL

Jul. 31, 2026

Drawing No.
1 OF 1
S-26-001con

2-14

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-42-2026

SITE BACKGROUND

Applicant	Martha A. Russell, Trustee, The Thomas Clayton Russell Trust of 5-5-2017
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Adam J. Rozen
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	The Thomas Clayton Russell Trust of 5-5-2017
Property Location	Located on the southwest corner of West Atlanta Street and Pearl Street
Address	788 West Atlanta Street
Access to Property	West Atlanta Street, Pearl Street

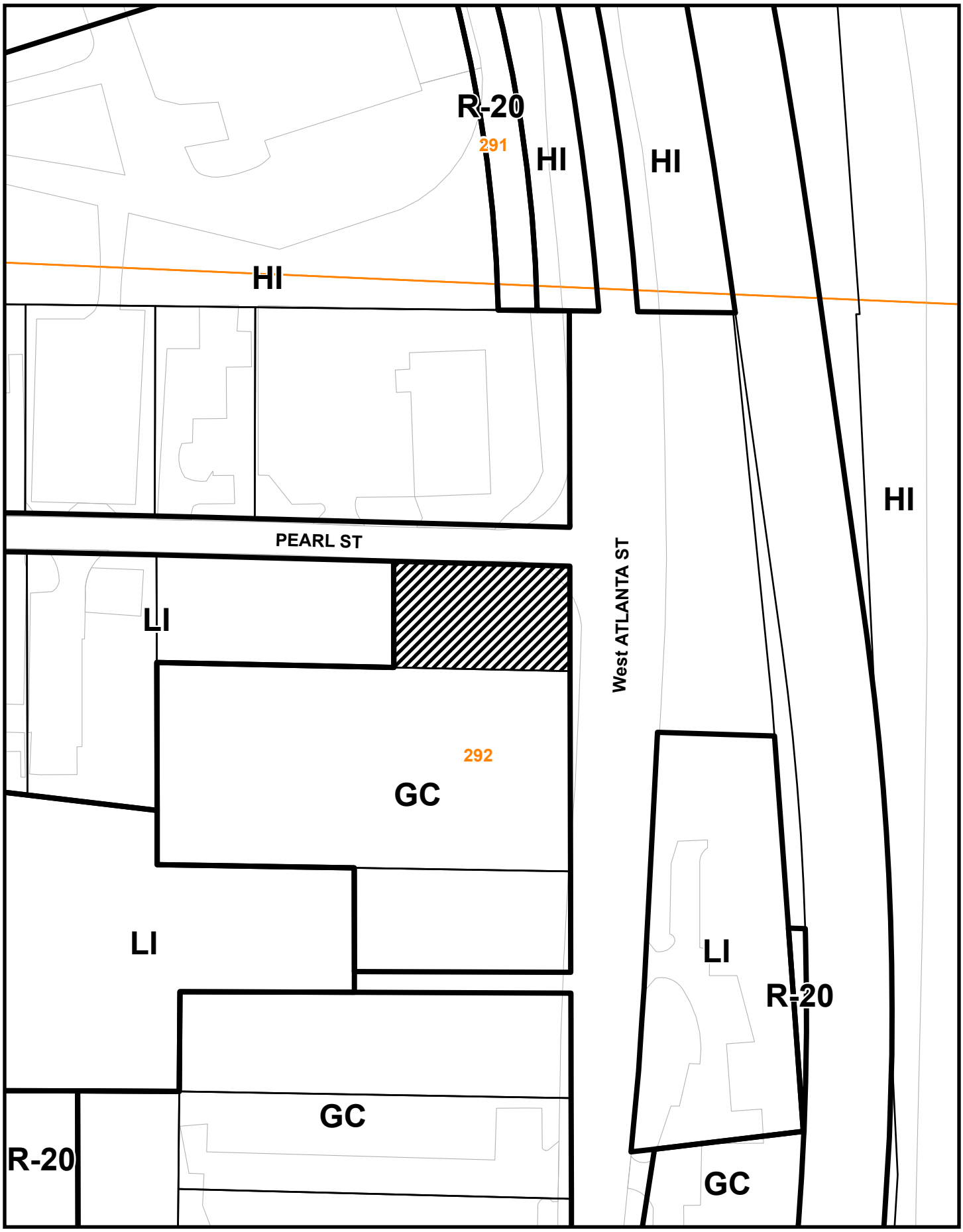
QUICK FACTS

Commission District	2 - Allen
Current Zoning	GC
Current Use of Property	Single-family Residence
Proposed Zoning	LI
Proposed Use	Administrative and Special Contractor Office
Future Land Use	IC
Site Acreage	0.21
District	17
Land Lot	292
Parcel #	17029200160
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

Z-42 2026 Map



This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 85 170 Feet

Zoning Boundary

City Boundary

Rezoning Plat

788 West Atlanta Street

Cobb County, Georgia Land Lot 292, 17th District, 2nd Section

prepared for:
Martha J. Russell

DGM
LAND PLANNING CONSULTANTS, INC.
1635 OLD HWY 41
SUITE 112–314
KENNESAW, GA 30152
770–514–9006
DGMLPC.COM

0 10 20 40
Scale: 1" = 20'
August 5, 2026

north

Concurrent Variances Requested

1) mimimum lot size for LI = 40,000 SF --- requested 9,150 SF
2) LI front setback = 50' ---------- requested 21'
3) LI major side setback = 25' ---------- requested 10.5'
4) LI side setback: = 20'---------- requested 4'
5) LI rear setback = 30'---------- requested 5'
6) min. lot width at front setback = 100'--- requested 68'

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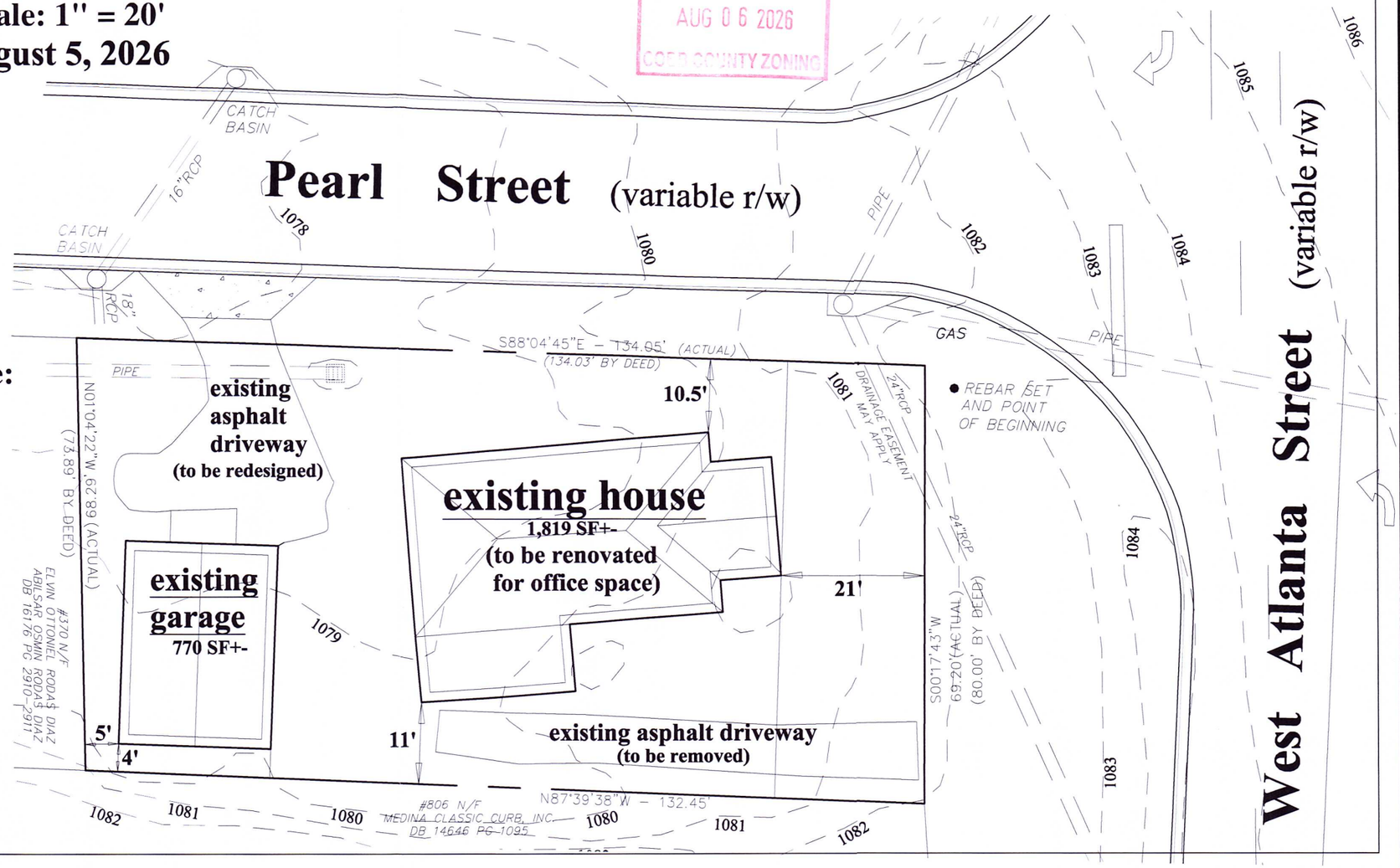
COBB COUNTY ZONING

Site Data

Total Site Area: .21 AC
Present Zoning: GC
Proposed Zoning: LI
LI Building Setbacks:
front: 50' side: 20' rear: 30'
Total Impervious Surface:
3,892 SF



General Notes:

1. Boundary taken from survey by McClung Surveying, dated April 13, 2026.
2. Topographic information from Cobb County GIS.
3. According to Flood Insurance Rate Map (FIRM) #13067C0116 J, October 10, 2018, no portion of this site contains floodplain.
4. No cemeteries are known to exist on site.
5. No streams and/or wetlands are known to exist on site.
6. No archeological or architectural landmarks are known to exist on site.
7. No utility easements are known to exist on site.
8. Stormwater management and water quality structures are conceptual in size and will be revised based on hydrologic study.

GEORGIA LANDSCAPE ARCHITECT 906 DAVID G. MEYER

Z-42 2026 Aerial Map

This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 85 170 Feet

Zoning Boundary

City Boundary

Application No. _____

Summary of Intent for Rezoning

Part 1. Residential Rezoning Information (attach additional information if needed)

a) **Proposed unit square-footage(s):** N/A

b) **Proposed building architecture:** _____

c) **List all requested variances:** _____

Part 2. Non-residential Rezoning Information (attach additional information if needed)

a) **Proposed use(s):** Offices for related and nearby automotive uses and special contractor

b) **Proposed building architecture:** rehab and renovation of existing structure; general character to remain.

c) **Proposed hours/days of operation:** 8 a.m. to 6 p.m.

d) **List all requested variances:**

Requested variances identified on the enclosed Site Plan to accommodate existing conditions.

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Part 3. Other Pertinent Information (List or attach additional information if needed)

The Subject Property is zoned GC in an area denominated as Industrial Compatible and therefore requires rezoning under 134-227. Despite this limitation imposed by Ordinance, the Subject Property is within an area entirely envisioned for future industrial use and largely surrounded by industrial uses.

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government? (Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located).

ZONING IMPACT STATEMENT

of

The Thomas Clayton Russell Trust of 5-5-2017

Rezoning Application

Concerning a .2 Acre Tract of Land located in Land Lot 292, 17th District, Marietta, Cobb County, Georgia

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COBB COUNTY ZONING

Submitted for the Applicant by:

Adam J. Rozen, Esq.
Rozen, Rozen & Reilly, LLP
248 Roswell Street
Marietta, GA 30060
770-427-7004
ajrozen@rozenandrozen.com

COMES NOW, APPLICANT, The Thomas Clayton Russell Trust of 5-5-2017, and pursuant to §134-121(a)(7) of the Cobb County Zoning Ordinance, files this its Zoning Impact Statement, as follows:

A. The zoning proposal will permit a utilization of the property which is suitable in the context of development and existing zonings along West Atlanta Street, Pearl Street and nearby South Cobb Drive their neighboring and nearby properties.

B. The zoning proposal will have no adverse effect or impact upon the existing uses or usability of adjacent or nearby properties. The property is located within an area classified as Industrial Compatible ("IC") under Cobb County's Future Land Use Map and contains properties along and off of West Atlanta Street also zoned as Light Industrial ("LI") and Heavy Industrial ("HI").

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COBB COUNTY ZONING

C. The Subject Property to be affected by the zoning proposal has no reasonable economic use as currently zoned as General Commercial ("GC") in that the fair market value of same falls below the range of values of similarly zoned and situated properties with equivalent utility' particularly considering the requirement of rezoning due to not being within a Community Activity Center or Regional Activity Center pursuant to §134-227.

D. The zoning proposal will have no adverse impact upon the existing County infrastructure including, but not limited to, existing streets, transportation facilities, utilities or schools.

E. The zoning proposal is located within a IC future land use category which stretches over approximately 10,000,000 square feet bounded by South Cobb Drive and West Atlanta

Street and the requested zoning for automotive and contractor office uses is consistent with the desired development within IC considering the existing industrial development and the expectation of industrial in the future for such a large swath of land.

F. There is no substantial relationship between the existing zoning classification of which limits the property in terms of its present utilization and the public health, safety and general welfare. Additionally, considered in the context of development at this location, there are no established land use planning principles or political considerations which would adversely affect the proposed zoning.

Respectfully submitted, this the 6th day of August, 2026.

ROZEN, ROZEN & REILLY, LLP

By:_____
ADAM J. ROZEN
Attorney for Applicant
Ga. Bar No. 161610

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AUG 06 2026
COBB COUNTY ZONING

Rezoning Plat

788 West Atlanta Street

Cobb County, Georgia Land Lot 292, 17th District, 2nd Section

prepared for:
Martha J. Russell

DGM
LAND PLANNING CONSULTANTS, INC.
1635 OLD HWY 41
SUITE 112–314
KENNESAW, GA 30152
770–514–9006
DGMLPC.COM

GEORGIA LANDSCAPE ARCHITECT 906 DAVID G. MEYER

0 10 20 40
Scale: 1" = 20'
August 5, 2026

north

Site Data

Total Site Area: .21 AC
Present Zoning: GC
Proposed Zoning: LI
LI Building Setbacks:
front: 50' side: 20' rear: 30'
Total Impervious Surface: 3,892 SF

Concurrent Variances Requested

1) mimimum lot size for LI = 40,000 SF --- requested 9,150 SF
2) LI front setback = 50' ---------- requested 21'
3) LI major side setback = 25' ---------- requested 10.5'
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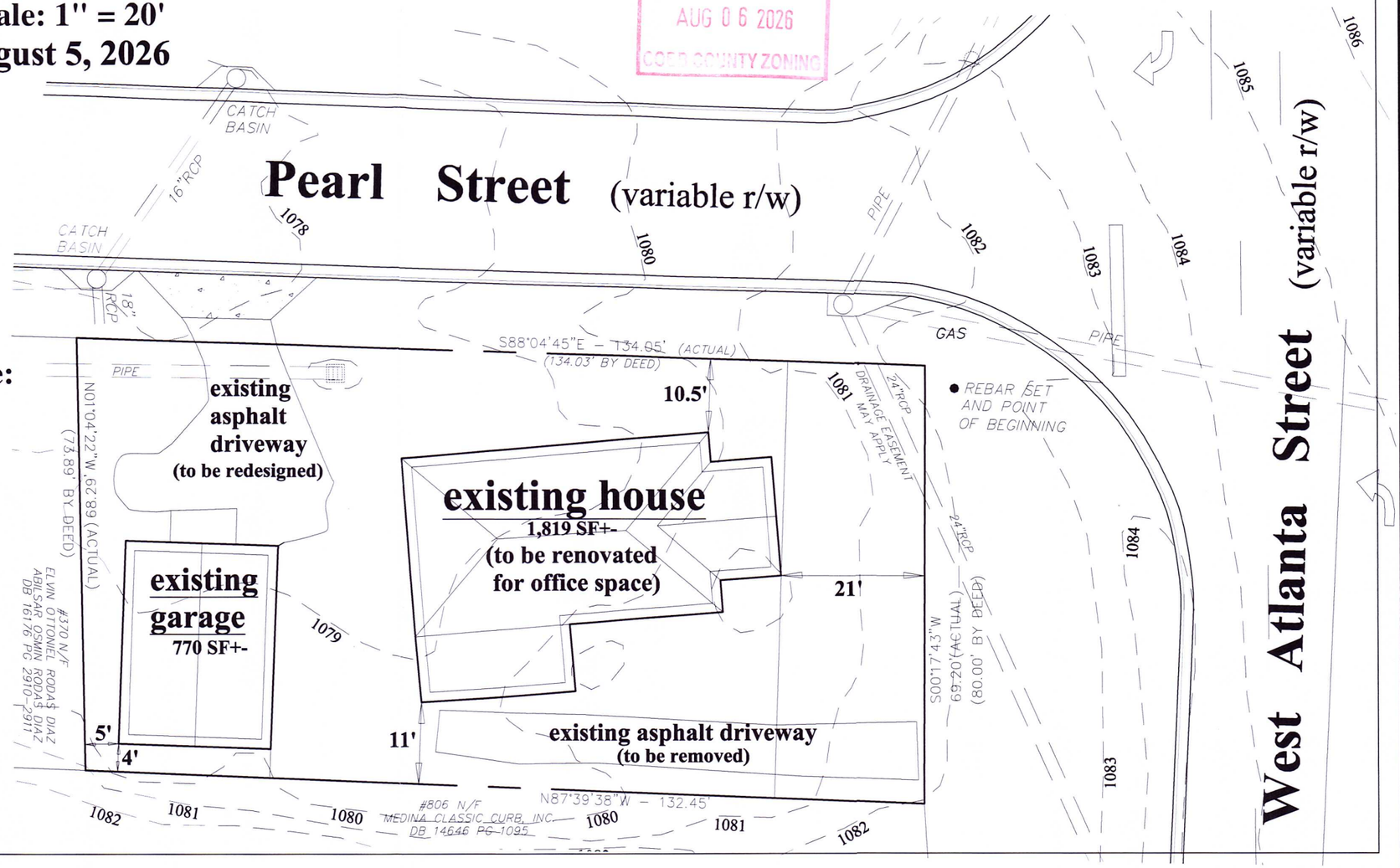
COBB COUNTY ZONING



General Notes:

1. Boundary taken from survey by McClung Surveying, dated April 13, 2026.
2. Topographic information from Cobb County GIS.
3. According to Flood Insurance Rate Map (FIRM) #13067C0116 J, October 10, 2018, no portion of this site contains floodplain.
4. No cemeteries are known to exist on site.
5. No streams and/or wetlands are known to exist on site.
6. No archeological or architectural landmarks are known to exist on site.
7. No utility easements are known to exist on site.
8. Stormwater management and water quality structures are conceptual in size and will be revised based on hydrologic study.

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-43-2026

SITE BACKGROUND

Applicant	IK Holdings, LLC
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Faizan Gillani
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Tarek Real Estates, LLC
Property Location	Located at the northeast corner of Johnson Ferry Road and Lassiter Road
Address	2898 Johnson Ferry Road
Access to Property	Johnson Ferry Road, Lassiter Road

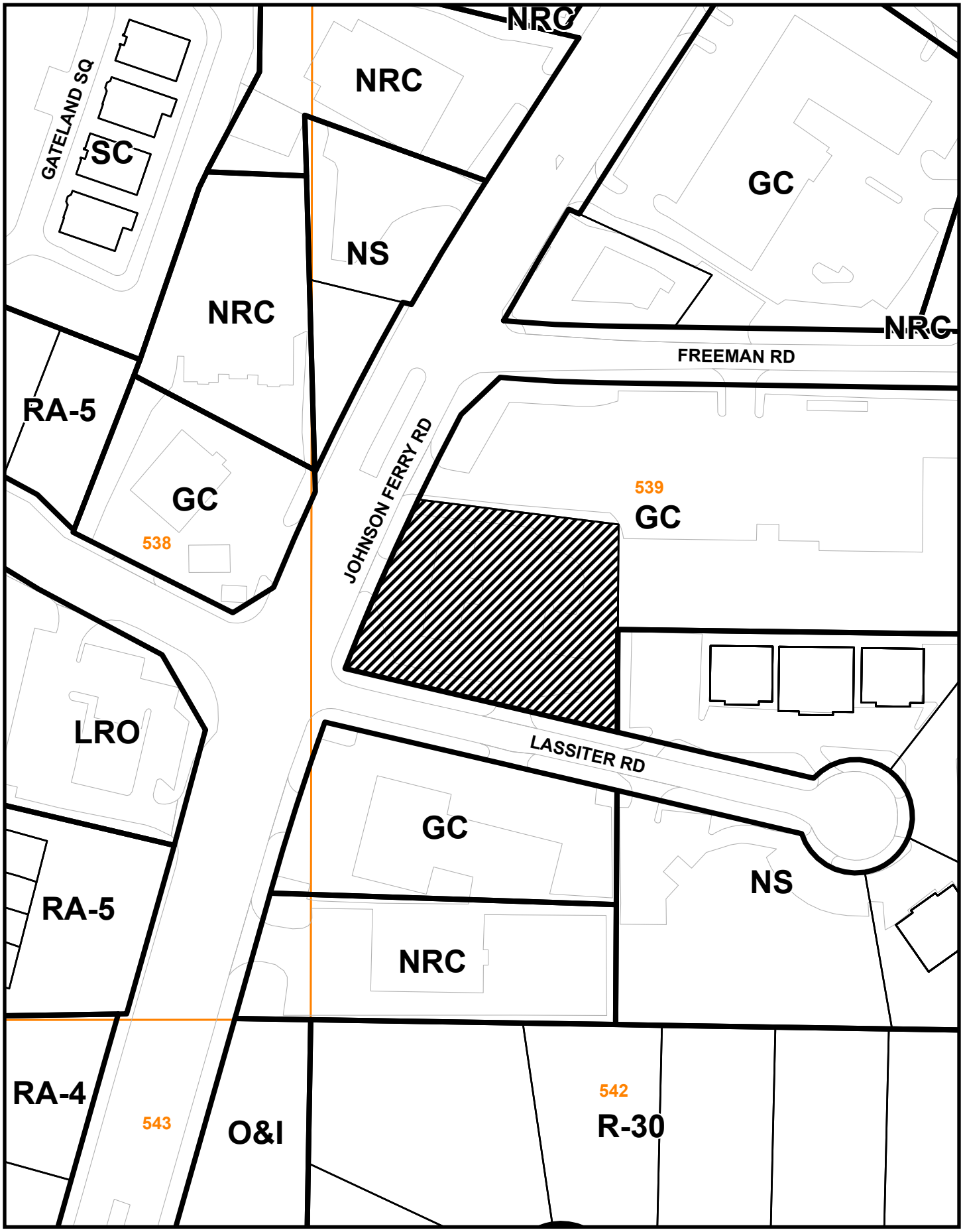
QUICK FACTS

Commission District	3 - Birrell
Current Zoning	GC
Current Use of Property	Convenience Store with Fuel Sales
Proposed Zoning	NRC
Proposed Use	Convenience Store with Fuel Sales
Future Land Use	NAC
Site Acreage	0.81
District	16
Land Lot	539
Parcel #	16053900420
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

Z-43 2026 Map



This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 95 190 Feet

Zoning Boundary

City Boundary

SPR-2026-00228
NE QUAD (30062)
ACC PIN: 16 0539 0 042 0

The Owner hereby designates (print) THE GENERAL CONTRACTOR
As the fire prevention program superintendent. The above-named person shall be responsible for compliance with IFC chapter 3300 in its entirety and NFPA 241-09. Failure to comply can result in stop work orders and/or citation.

This site plan review is limited in scope to site preparation for construction. The egress components have not been reviewed. All building(s), structure(s), egress components, including ramps and stairs must be submitted separately to the fire marshal's office for review and approval prior to construction. Independent building permits are required in addition to the Land Disturbance Permit.
The person identified below is designated at the design professional responsible for all means of egress components outside of the building.

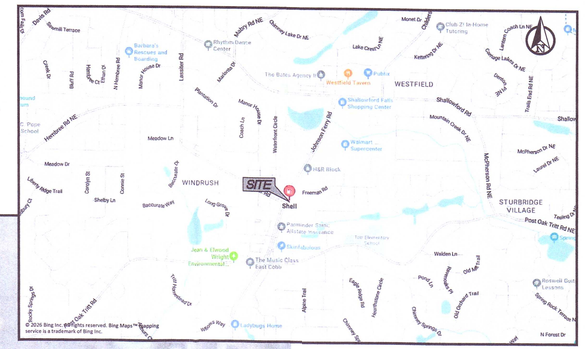
Name Aaron T. Crump Phone (404) 556-7721

COBB ZONING NOTES:

1. COBB COUNTY ACCEPTS NO RESPONSIBILITY FOR THE AMERICANS WITH DISABILITIES ACT (ADA), EXCEPT FOR NOTIFICATION REQUIREMENT. THE OWNER/DEVELOPER IS SOLELY RESPONSIBLE FOR COMPLIANCE WITH SAID ACT
2. ANY CONSTRUCTION TRAILERS TO BE PERMITTED THROUGH THE ZONING DIVISION.
3. ANY SIGNS TO BE PERMITTED THROUGH THE COBB COUNTY ZONING DIVISION; I.E., SUBDIVISION ENTRANCE SIGNS, MONUMENTS AND ALL COMMERCIAL SIGNS. THE LOCATION OF SUBDIVISION SIGNS MUST ALSO BE SHOWN ON THE PLANS.
4. THE PARKING LOT AND PARKING SPACES SHALL CONFORM TO COUNTY DETAIL #114.
5. ANY DUMPSTER ENCLOSURE SHALL COMPLY WITH 426.06 (3), BE BEHIND THE PRINCIPAL STRUCTURE AND FIVE (5') FEET FROM ALL PROPERTY LINES.

FIRE LANE NOTES:

a. FIRE LANE SIGNS SHALL BE A MINIMUM OF 12 INCHES WIDE BY 18 INCHES HIGH AND HAVE RED LETTERS ON A WHITE BACKGROUND. BOTH SIDES OF SIGNS SHALL READ 'NO PARKING, FIRE LANE'. 'NO PARKING' MAY BE REPLACED BY A 'P' WITH A 'NO' SYMBOL, PROVIDED THE 'P' IS A MINIMUM OF SIX INCHES IN HEIGHT.
b. LETTERS FOR FIRE LANE SIGNS SHALL NOT BE LESS THAN 2 INCHES IN HEIGHT.
c. FIRE LANE SIGNS SHALL BE POSTED AT THE BEGINNING OF THE FIRE LANE AND ONE AT THE END OF FIRE LANE WITH SIGNS NOT MORE THAN 100 FEET APART.
d. FIRE LANES LESS THAN 40 FEET IN LENGTH MAY HAVE ONE SIGN POSTED IN THE MIDDLE OF THE FIRE LANE.
e. FIRE LANE SIGNS SHALL NOT BE MORE THAN 4 FEET FROM EDGE OF CURB AND SHALL BE VISIBLE FROM BOTH DIRECTIONS OF DRIVING SURFACE.
f. HEIGHT OF THE FIRE LANE SIGN FACE AS MEASURED FROM BOTTOM OF SIGN SHALL BE A MINIMUM OF 4 FEET AND A MAXIMUM OF 7 FEET FROM GROUND LEVEL.
g. FIRE LANES 20 TO 28 FEET, MARKINGS AND SIGNS WILL BE REQUIRED ON BOTH SIDES
h. FIRE LANES 29 TO 37 FEET, MARKINGS AND SIGNS WILL BE REQUIRED ON ONE SIDE.
i. FIRE LANES WIDER THAN 37 FEET, NO MARKINGS OR SIGNS REQUIRED.
j. FIRE LANE CURBING OR LINEAR DELINEATING OF THE FIRE LANE SHALL BE PAINTED RED. THE TOP AND FACE OF CURB SHALL BE PAINTED. EVERY EXISTING BUILDING SHALL CONFORM TO THIS SUBSECTION WHEN REPAINTING IS NECESSARY. NEW BUILDINGS SHALL CONFORM PRIOR TO A CERTIFICATE OF OCCUPANCY BEING ISSUED. COBB COUNTY CODE SECTION 118-231.
k. INCLUDE THE FIRE LANE INSTALLATION AND SIGNAGE DETAILS ON THE PLANS


SITE
WINDRUSH
STURBRIDGE VILLAGE
WESTFIELD
Shell
Westfield Towers
Shallowford Falls Shopping Center
Walmart Supercenter
H&R Block
Jean & Elwood Wright Environmental
The Music Class Fast Coke
Dunfullouis
Lovinbugs Horse
Barbara's Rescues and Boarding
Rhythm Dance Center
The Bilbo Agency
Publix
Chick-fil-A
Club 21 In-Home Fitness
Ketteringe Dr NE
Shallowford Rd
Mountain Creek Dr NE
McPherson Dr NE
Laurel Dr NE
Post Oak Tritt Rd NE
Taylor Dr
Roswell Golf Leisure
Valley Rock Trace N
Walden Ln
Old Mill Trail
Old Chimney Trail
Pond Ct
Northview Circle
Lauren Trail
Alpine Trail
Jean Dr
Sherry Way
Meadow Ln
Meadow Dr
Shelby Ln
Stirrup Dr
Stirrup Point
Liberty Ridge Trail
Liberty Ridge Dr
Liberty Ridge Ct
Dunlap Ridge Dr
Dunlap Ln
Dunlap Trail
Dunlap Ridge Trail
Hembree Rd NE
Hembree Rd
Bluff Rd
Bluff Rd NE
Lassiter Rd
Lassiter Rd NE
Mimosa Dr
Mimosa Rd NE
Northview Rd NE
Northview Dr
Northview Rd
Lauren Ln
Lauren Ln NE
Lauren Crossing Ln
Lauren Ln NE
Lauren Ln
Lauren Crossing Ln
Lauren Ln
Lauren Crossing Ln
Lauren Ln
Lauren Crossing Ln

Z-43 2026 Aerial Map

This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 95 190 Feet

Zoning Boundary

City Boundary

Application No. _____

Summary of Intent for Rezoning

Part 1. Residential Rezoning Information (attach additional information if needed)

a) **Proposed unit square-footage(s):** _____

b) **Proposed building architecture:** _____

c) **List all requested variances:** _____

Part 2. Non-residential Rezoning Information (attach additional information if needed)

a) **Proposed use(s):** Convenience store with fuel and retail

b) **Proposed building architecture:** 6085, one story CMU + brick, storefront, and fuel canopy.

c) **Proposed hours/days of operation:** 24/7

d) **List all requested variances:** _____

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Part 3. Other Pertinent Information (List or attach additional information if needed)

The current use is a gas station, this application is to allow for the redevelopment into a nicer, cleaner, and state of the art facility.

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government?
(Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located).

No

SIX-FACTOR NON-RESIDENTIAL ZONING IMPACT ANALYSIS

Rezoning Request: GC to NRC

Applicant: IK Holdings, LLC
Property: 2898 Johnson Ferry Road, Marietta, Georgia 30062
Current/Proposed Zoning: GC to NRC
Proposed Project: Complete redevelopment of an existing convenience store with fuel sales into a modern convenience store with fuel sales and associated retail space.

Introduction. This analysis is submitted in support of the requested rezoning of the approximately 0.81-acre property from GC to NRC. The application does not propose introducing a gas station or fuel sales to a previously vacant, residential, or otherwise undeveloped property. The property is already developed and operating as a convenience store with fuel sales. The purpose of the request is to allow the complete redevelopment and modernization of that established commercial use with a new approximately 6,085-square-foot, one-story convenience store and retail building, fuel canopy, parking, circulation, stormwater, landscaping, and related site improvements.

A. Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property.

The proposed use is suitable in view of the use and development of adjacent and nearby property. The subject property is an established commercial site located at the intersection of Johnson Ferry Road and Lassiter Road and has long been used as a convenience store with fuel sales. The rezoning will not introduce a new category of activity to the site; it will allow an existing neighborhood-serving commercial use to be rebuilt and modernized. Nearby properties include existing commercial zoning and development, and the requested NRC classification provides an appropriate neighborhood-retail framework for the continued use of this already-developed commercial property. The proposal does not extend commercial development onto any adjoining property and is compatible with the established development pattern of the intersection.

B. Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property.

The proposal is not expected to adversely affect the existing use or usability of adjacent or nearby property. Because the property already operates as a gas station and convenience store, the general nature of the use, customer activity, deliveries, and fuel sales are existing conditions rather than new impacts created by the rezoning. Redevelopment will replace the older facility with a modern site and building designed through the current plan-review process. The new development is expected to improve the appearance, organization, accessibility, lighting, landscaping, stormwater management, and overall maintenance of the site. The project will remain confined to the subject property and will not expand the commercial use onto neighboring parcels.

C. Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned.

The property presently has a limited economic use as an operating gas station in its existing condition. However, the existence of the current business does not mean that the property has a reasonable and practical opportunity for comprehensive redevelopment under the present zoning classification and existing nonconforming site conditions. The requested NRC zoning will provide a current and appropriate zoning framework for the established neighborhood-serving commercial use and will allow substantial reinvestment in the property. Without the rezoning, the practical result may be the continued operation of an aging facility rather than the complete redevelopment of the site into a modern, code-compliant commercial project. The requested zoning therefore provides a more reasonable long-term economic use while preserving the same fundamental commercial character of the property.

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D. Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.

The proposal is not expected to cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools. The site is already developed with the same general use and is already served by existing road access and utility infrastructure. This is a redevelopment of an established gas station, not the conversion of vacant or residential land to a new high-intensity use. The project contains no residential units and therefore will not create a direct impact on school enrollment. The proposed plan provides on-site parking, internal circulation, accessible routes, and stormwater detention, subject to review by the applicable County departments. Any requested reduction in driveway throat depth is attributable to the existing corner-lot configuration, existing public rights-of-way, established access conditions, and limited site geometry; it is not the result of an expansion onto adjoining property. Any incremental traffic or utility demand associated with the larger, modern facility can be evaluated and addressed through the County plan-review and permitting process.

E. Whether the zoning proposal is in conformity with the policy and intent of the land use plan.

The zoning proposal is in conformity with the policy and intent of the land use plan because it promotes reinvestment in an established commercial site and maintains a neighborhood-serving commercial use at an existing commercial intersection. The requested NRC classification is appropriate for convenience retail, fuel sales, and related neighborhood commercial services at this location. The proposal directs redevelopment to property that is already committed to commercial use, rather than extending commercial development into an adjoining residential area or onto undeveloped land. Approval will support orderly redevelopment, compatibility with the surrounding commercial pattern, and continued provision of services to residents and businesses in the surrounding area.

F. Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for approval or disapproval of the zoning proposal.

Existing and changing conditions support approval of the zoning request. The property contains an older operating gas station that is appropriate for complete redevelopment and modernization. The tract is a small, constrained corner parcel bordered by existing public rights-of-way and surrounding development, with established access points and a limited development envelope. These are existing site conditions that must be accommodated in any redevelopment and explain the need for flexibility in site circulation and driveway geometry. The proposal responds to current customer, safety, accessibility, stormwater, and development expectations without changing the fundamental use of the property. Approval will encourage private reinvestment, improve the appearance and functionality of an existing commercial corner, and allow the existing gas station use to continue in a cleaner, safer, and more modern form.

Conclusion. Approval of the requested rezoning will not create a new gas station use where none currently exists. It will allow an existing gas station and convenience-store site to be comprehensively redeveloped as a modern neighborhood commercial facility, while addressing current site-design and permitting requirements to the greatest extent practicable within the existing corner parcel.

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SPR-2026-00228
NE QUAD (30062)
ACC PIN: 16 0539 0 042 0

The Owner hereby designates (print) THE GENERAL CONTRACTOR
As the fire prevention program superintendent. The above-named person shall be responsible for compliance with IFC chapter 3300 in its entirety and NFPA 241-09. Failure to comply can result in stop work orders and/or citation.

This site plan review is limited in scope to site preparation for construction. The egress components have not been reviewed. All building(s), structure(s), egress components, including ramps and stairs must be submitted separately to the fire marshal's office for review and approval prior to construction. Independent building permits are required in addition to the Land Disturbance Permit.
The person identified below is designated at the design professional responsible for all means of egress components outside of the building.

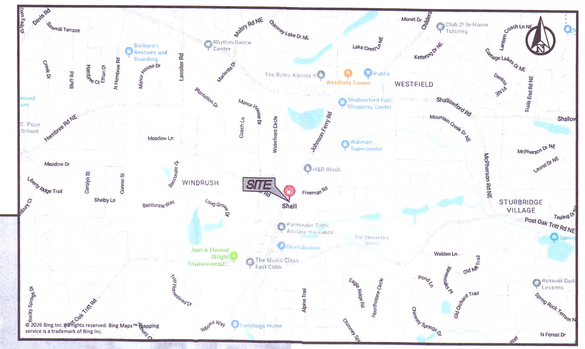
Name Aaron T. Crump Phone (404) 556-7721

COBB ZONING NOTES:

1. COBB COUNTY ACCEPTS NO RESPONSIBILITY FOR THE AMERICANS WITH DISABILITIES ACT (ADA), EXCEPT FOR NOTIFICATION REQUIREMENT. THE OWNER/DEVELOPER IS SOLELY RESPONSIBLE FOR COMPLIANCE WITH SAID ACT
2. ANY CONSTRUCTION TRAILERS TO BE PERMITTED THROUGH THE ZONING DIVISION.
3. ANY SIGNS TO BE PERMITTED THROUGH THE COBB COUNTY ZONING DIVISION; I.E., SUBDIVISION ENTRANCE SIGNS, MONUMENTS AND ALL COMMERCIAL SIGNS. THE LOCATION OF SUBDIVISION SIGNS MUST ALSO BE SHOWN ON THE PLANS.
4. THE PARKING LOT AND PARKING SPACES SHALL CONFORM TO COUNTY DETAIL #114.
5. ANY DUMPSTER ENCLOSURE SHALL COMPLY WITH 426.06 (3), BE BEHIND THE PRINCIPAL STRUCTURE AND FIVE (5') FEET FROM ALL PROPERTY LINES.

FIRE LANE NOTES:

a. FIRE LANE SIGNS SHALL BE A MINIMUM OF 12 INCHES WIDE BY 18 INCHES HIGH AND HAVE RED LETTERS ON A WHITE BACKGROUND. BOTH SIDES OF SIGNS SHALL READ 'NO PARKING, FIRE LANE'. 'NO PARKING' MAY BE REPLACED BY A 'P' WITH A 'NO' SYMBOL, PROVIDED THE 'P' IS A MINIMUM OF SIX INCHES IN HEIGHT.
b. LETTERS FOR FIRE LANE SIGNS SHALL NOT BE LESS THAN 2 INCHES IN HEIGHT.
c. FIRE LANE SIGNS SHALL BE POSTED AT THE BEGINNING OF THE FIRE LANE AND ONE AT THE END OF FIRE LANE WITH SIGNS NOT MORE THAN 100 FEET APART.
d. FIRE LANES LESS THAN 40 FEET IN LENGTH MAY HAVE ONE SIGN POSTED IN THE MIDDLE OF THE FIRE LANE.
e. FIRE LANE SIGNS SHALL NOT BE MORE THAN 4 FEET FROM EDGE OF CURB AND SHALL BE VISIBLE FROM BOTH DIRECTIONS OF DRIVING SURFACE.
f. HEIGHT OF THE FIRE LANE SIGN FACE AS MEASURED FROM BOTTOM OF SIGN SHALL BE A MINIMUM OF 4 FEET AND A MAXIMUM OF 7 FEET FROM GROUND LEVEL.
g. FIRE LANES 20 TO 28 FEET, MARKINGS AND SIGNS WILL BE REQUIRED ON BOTH SIDES
h. FIRE LANES 29 TO 37 FEET, MARKINGS AND SIGNS WILL BE REQUIRED ON ONE SIDE.
i. FIRE LANES WIDER THAN 37 FEET, NO MARKINGS OR SIGNS REQUIRED.
j. FIRE LANE CURBING OR LINEAR DELINEATING OF THE FIRE LANE SHALL BE PAINTED RED. THE TOP AND FACE OF CURB SHALL BE PAINTED. EVERY EXISTING BUILDING SHALL CONFORM TO THIS SUBSECTION WHEN REPAINTING IS NECESSARY. NEW BUILDINGS SHALL CONFORM PRIOR TO A CERTIFICATE OF OCCUPANCY BEING ISSUED. COBB COUNTY CODE SECTION 118-231.
k. INCLUDE THE FIRE LANE INSTALLATION AND SIGNAGE DETAILS ON THE PLANS



VICINITY MAP
N.T.S.

VARIANCES REQUESTED
- REDUCE MIN. 50' THROAT DEPTH REQUIREMENT

NOTE: NO PERMANENT SIGN(S), FLAG POLE(S), PROPOSED FIRE HYDRANTS, POWER TRANSFORMERS, SIDEWALKS OR ADA RAMPS WILL BE PLACED IN CONFLICT WITH AN ORDINANCE CODED OR APPROVED TREE PLANTING LOCATION.

NOTE: THE COBB COUNTY ARBORIST OR LANDSCAPE ARCHITECT MUST APPROVE THE SITE LIGHTING PLAN. LIGHT POLES ARE NOT PERMITTED IN PARKING PENINSULAS, ISLANDS AND MEDIANS WITHOUT THE PRIOR APPROVAL OF THE COUNTY ARBORIST. 20' MINIMUM SPACING IS REQUIRED BETWEEN THE TRUNK OF ANY PROPOSED OVER-STORY HARDWOOD TREE (OR EXISTING TREE COUNTED FOR TREE ORDINANCE CREDIT) AND ANY EXISTING OR PROPOSED LIGHT POLE. IF THE SERVICE PROVIDER (ELECTRIC COMPANY) PRODUCES A LIGHTING PLAN, IT MUST ADHERE TO THE LIGHTING PLAN SHOWN IN THE CIVIL ENGINEERING DRAWINGS APPROVED BY COBB COUNTY FOR THE LAND DISTURBANCE PERMIT. IF A LIGHTING PLAN IS NOT PART OF THE CIVIL DRAWINGS, THE LIGHTING PLAN DESIGNER MUST SUBMIT A PLAN TO THE ARBORIST/LANDSCAPE ARCHITECT FOR REVIEW AND APPROVAL. IF SITE LIGHTING IS INSTALLED WITHOUT AN APPROVED PLAN, THE CERTIFICATE OF OCCUPANCY WILL BE WITHHELD UNTIL ALL CONFLICTING POWER POLES ARE MOVED. CALL 770-528-2147.

NOTE: COBB COUNTY ACCEPTS NO RESPONSIBILITY FOR THE AMERICANS WITH DISABILITIES ACT (ADA), EXCEPT FOR THE NOTIFICATION REQUIREMENT. THE OWNER/DEVELOPER IS SOLELY RESPONSIBLE FOR COMPLIANCE WITH SAID ACT.

NOTE: THE PARKING LOT AND PARKING SPACES SHALL CONFORM TO COUNTY DETAIL #114 (SEE SHEET C901 FOR DETAIL).

NO STREET PARKING HAS BEEN APPROVED FOR THIS DEVELOPMENT.

ANY SIGNS TO BE PERMITTED THROUGH THE COBB COUNTY ZONING DIVISION; I.E., SUBDIVISION ENTRANCE SIGNS, MONUMENTS, AND ALL COMMERCIAL SIGNS. THE LOCATION OF SUBDIVISION SIGNS MUST ALSO BE SHOWN ON THE PLANS

SITE SUMMARY

PARCEL NUMBER	16 0539 0 042 0
EXISTING ZONING	GC (GENERAL COMMERCIAL)
PROPOSED ZONING	
PROPOSED USE	C-STORE/RETAIL
FUTURE LAND USE	COMMERCIAL NAC (NEIGHBORHOOD ACTIVITY CENTER)
EXISTING SITE AREA	0.805 AC (35,055-SF)
PROPOSED SITE AREA	±0.743 AC (±32,370-SF)
ROW DEDICATION AREA	±0.062 AC (±2,685-SF)
EXISTING BUILDING AREA	±1,627-SF (TO BE DEMOLISHED)
PROPOSED BUILDING AREA	C-STORE: ±5,000-SF RETAIL: ±1,075-SF TOTAL: ±6,085-SF
MIN. FRONTAGE	50'
MIN. LOT SIZE	20,000-SF
MIN. LOT WIDTH	60' AT FRONT BSL
MAX. FAR	RETAIL: 0.25 (±0.20 AC)
PROP. FAR	BOTH UNITS: 0.19 (±0.14 AC)
MAX. BUILDING HEIGHT	50' / 4-STORIES
FRONT BUILDING SETBACK	40'/50' OFF ARTERIAL
SIDE BUILDING SETBACK	10' MINOR/25' MAJOR
REAR BUILDING SETBACK	30'
PUMP/CANOPY SETBACK	15' FROM ROW
ACCESSORY SETBACK	DUMPSTERS TO BE MIN 5' FROM BUILDING
TRANSITIONAL BUFFER	N/A
LANDSCAPE STRIP	MIN. 8' ADJ. TO ROW
MIN. PARKING SIZE	90': 162-SF (8.5' X 19')
MIN. AISLE WIDTH	90° PARKING: 24'
REQUIRED PARKING	MIN: 14; MAX: NONE
PROPOSED PARKING	13
MIN. ADA SPACES	1
	PARKING REQUIRED BASED ON: C-STORE: MIN. 1 SP/EMPLOYEE OR 5 SP, WHICHEVER IS GREATER RETAIL: MIN. 1 SP/200-SF NET FLOOR AREA

PARKING SUMMARY

PARKING AREA	PARKING MINIMUM	PARKING PROPOSED
C-STORE	5	4
GEN SVC EST	9	9
TOTAL	14	13

SITE AREA

AREA	SQ. FT.	ACRES	
TOTAL SITE AREA	±32,370	±0.743 AC	AFTER ROW DEDICATION
DISTURBED AREA	±35,000	±0.80	
IMPERVIOUS AREA	±23,000	±0.53	±71%
PERVIOUS AREA	±9,370	±0.21	±29%

NOTES
- SITE IS CURRENTLY DEVELOPED AS A C-STORE AND GAS STATION, WITH ALL ASSOCIATED INFRASTRUCTURE.
- THE ENTIRE SITE LIES WITHIN THE ZONE "X" AREA OF MINIMAL FLOOD HAZARD.
- THERE ARE NO STATE WATERS ON SITE.
- THERE ARE NO WETLANDS ON SITE.
- THERE ARE NO STREAM BUFFERS ON SITE.
- PROPERTY WITH THE SHORTER AMOUNT OF ROAD FRONTAGE WILL BE THE FRONT SETBACK FOR DETERMINING OTHER SETBACKS.
- JOHNSON FERRY ROAD IS CLASSIFIED AS A MINOR ARTERIAL.

SITE LEGEND
- PROPERTY LINE
- SETBACK LINE
- EASEMENT LINE
- TRAFFIC FLOW ARROW (PAVEMENT MARKING)
- ADA STALL
- DUMPSTER PAD LOCATION
- PARKING SPACE COUNT
- PROP. HEAVY DUTY ASPHALT
- EXISTING ASPHALT TO BE RESURFACED
- PROPOSED CONCRETE VEHICLE USE AREA
- PROPOSED CONCRETE SIDEWALK

COBB COUNTY STAMP

GEORGIA811 www.Georgia811.com

GEORGIA REGISTERED No. 030800 PROFESSIONAL ENGINEER AARON T. CRUMP
COMCO LEVEL CERTIFICATION NO. 14184 EXPIRES: 7/28/2027 ACRUMP@CTNGROUP.COM
07/07/26

Z-43

CONTINEO GROUP
755 COMMERCE DRIVE
SUITE 700
DECATUR, GA 30030
404.556.7721
www.tcg.engineer

AUG 06 2026 COBB COUNTY

IK HOLDINGS, LLC
3560 MOYE TRAIL, DULUTH, GA 30097
CONTACT: GILLIAN LAM
(404) 514-3451
GILLIANINVESTMENTS@GMAIL.COM

C-STORE SITE IMPROVEMENTS
JURISDICTION: COBB COUNTY
ISSUED FOR: PERMIT
LOCATION: 2898 JOHNSON FERRY ROAD NE, MARIETTA, GA 30062

#	DATE	REVISIONS

These drawings and the design represented herein, are the exclusive property of The Contineo Group and shall not be reproduced, published or used in any way for the project intended without the express written consent of The Contineo Group. Any unauthorized use or reproduction of these drawings and designs contained therein is prohibited. Any unauthorized use will be subject to legal action.

DRAWN: KK | CHECK: RTC
JOB NO: 26-224 | DATE: 07/07/26

SITE PLAN
SHEET C200

C:\USERS\CONTINEO\CONTINEO-MASTER DROPBOX\BRYAN RUSSELL\CONTINEO-MASTER\(P-DRIVE) PROJECTS\2026\26-224 - IK - 2898 JOHNSONS FERRY RD\ C-STORE\4 - CIVIL DESIGN\6_DWG\CONCEPTS

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-44-2026

SITE BACKGROUND

Applicant	The Service Fort, LLC
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Dakota Carruthers
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Fortress Management Company, LLC
Property Location	Located on the south side of the western terminus of Main Street, west of Lois Street
Address	1870 Main Street
Access to Property	Main Street

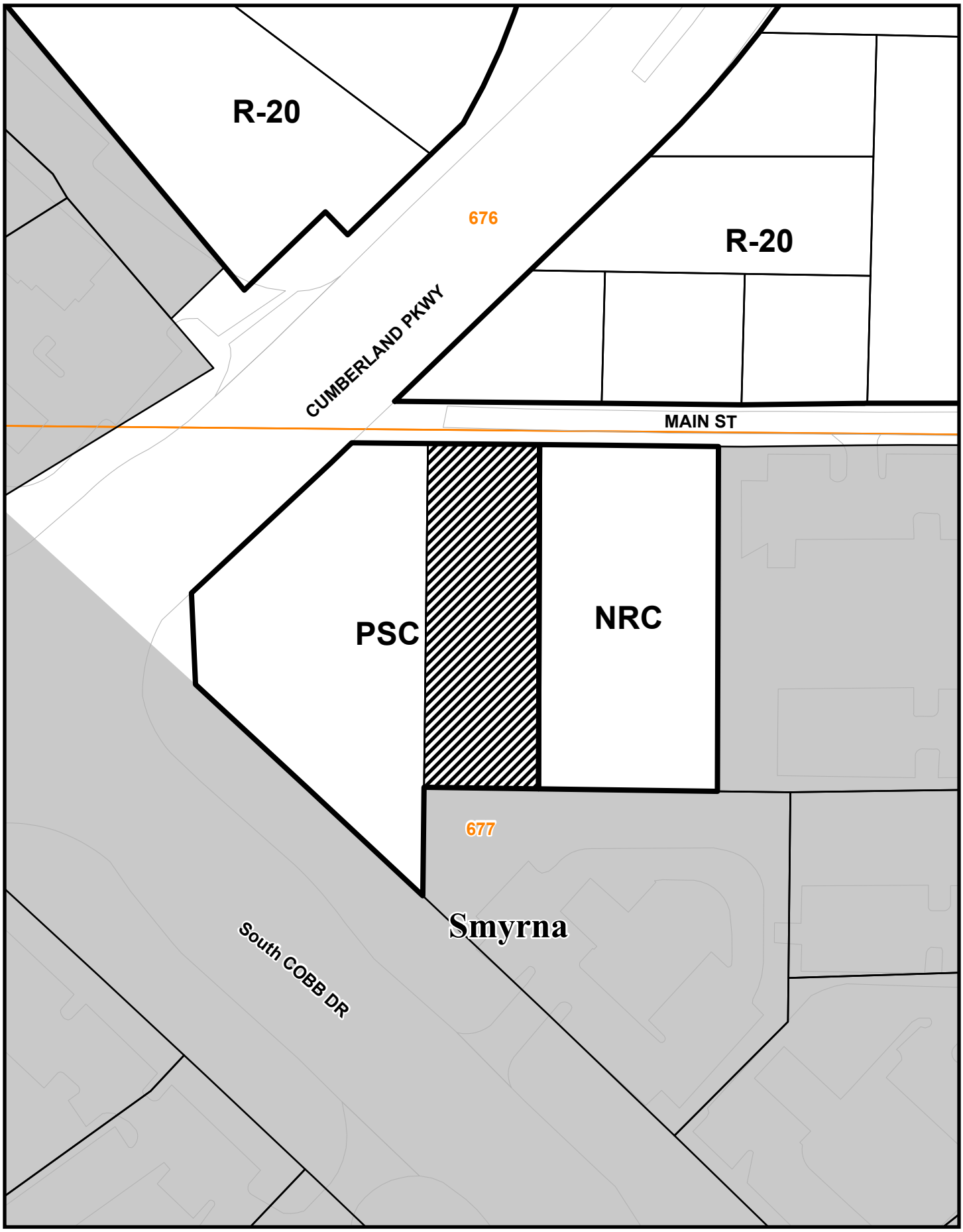
QUICK FACTS

Commission District	2 - Allen
Current Zoning	PSC
Current Use of Property	Single-family Residence
Proposed Zoning	NRC
Proposed Use	Janitorial Service Company
Future Land Use	NAC
Site Acreage	0.46
District	17
Land Lot	677
Parcel #	17067700160
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

Z-44 2026 Map



This map is provided for display and planning purposes only. It is not meant to be a legal description.

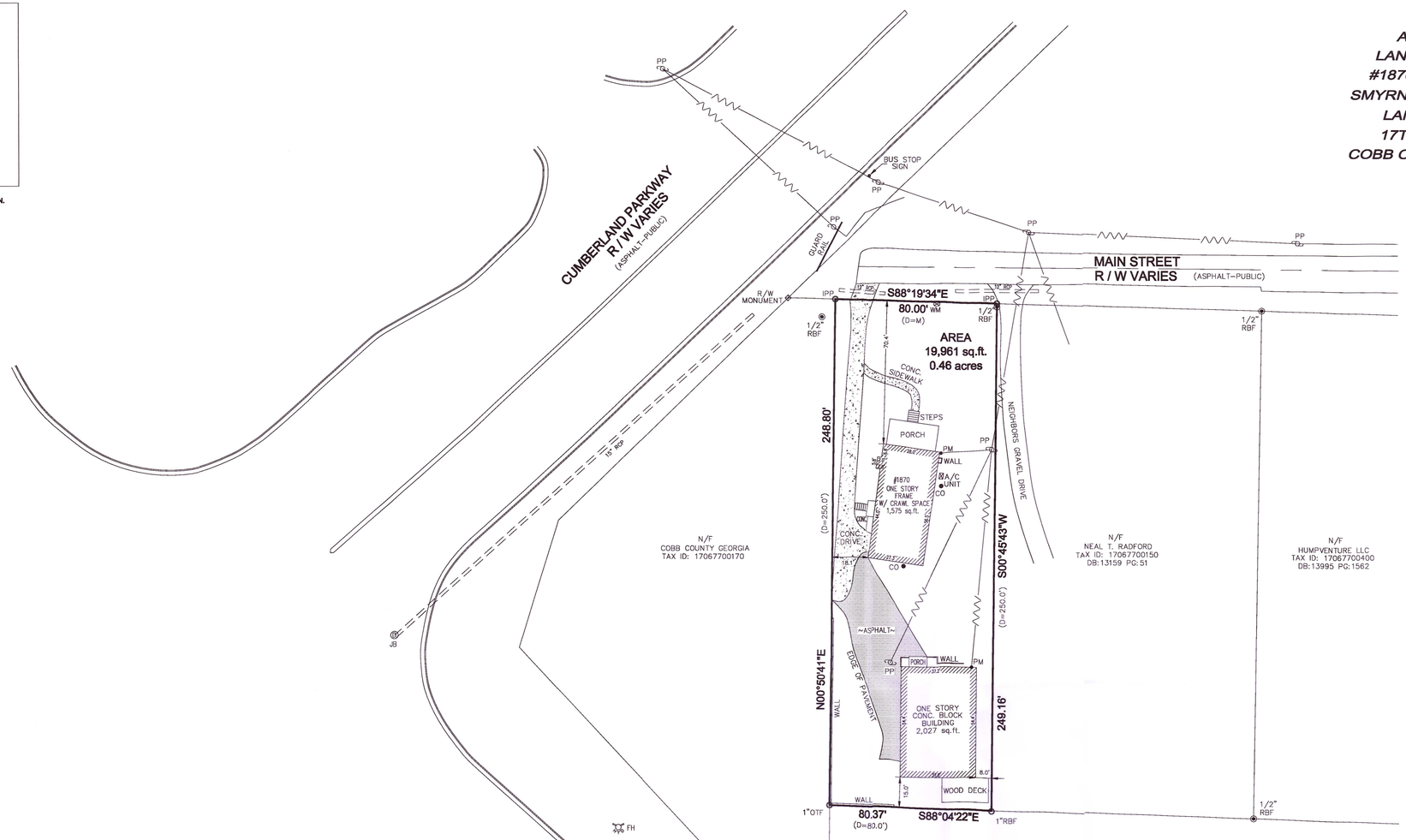
0 75 150 Feet

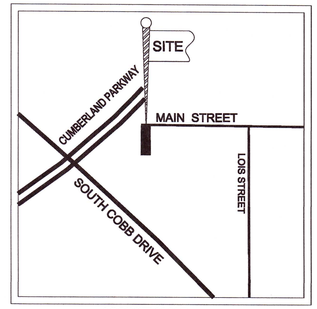
Zoning Boundary

City Boundary

THIS BOX IS RESERVED FOR THE CLERK
OF SUPERIOR COURT RECORDING INFORMATION.

ALTA/NSPS LAND SURVEY OF #1870 MAIN STREET SMYRNA, GEORGIA, 30080 LAND LOT 677 17TH DISTRICT COBB COUNTY, GEORGIA





VICINITY MAP
(NOT TO SCALE)

LEGEND

IPF	IRON PIN FOUND	CMF	CONCRETE MONUMENT FOUND
OT	OPEN TOP PIN	EB	ELECTRIC BOX
CT	CRIMP TOP PIN	SMH	SEWER MAN HOLE
RB	REINFORCING BAR	FDC	FIRE DEPARTMENT CONTROL VALVE
CL	CENTERLINE	CB	CATCH BASIN
R/W	RIGHT-OF-WAY	JB	JUNCTION BOX
LL	LAND LOT	DI	DROP INLET
L	LINE	LLL	LAND LOT LINE
R	RADIUS	HW	HEAD WALL
CONC	CONCRETE	CMP	CORRUGATED METAL PIPE
C	CURVE	RCP	REINFORCED CONCRETE PIPE
CO	CLEAN OUT	ICV	IRRIGATION CONTROL VALVE
PP	POWER POLE	SSE	SANITARY SEWER EASEMENT
SP	SERVICE POLE	DE	DRAINAGE EASEMENT
GV	GAS VALVE	FH	FIRE HYDRANT
GM	GAS METER	WV	WATER VALVE
LP	LIGHT POLE	WM	WATER METER
SS	SANITARY SEWER	HCS	HANDI CAP SIGN
SBT	SOUTHERN BELL TELEPHONE	POB	POINT OF BEGINNING
PB	POWER BOX	POC	POINT OF COMMENCEMENT
-X-X-	FENCE	BSL	BUILDING SETBACK LINE
M	MEASURED	D	DEED
P	PLAT	IPP	IRON PIN PLACED (1/2" REBAR)

GENERAL NOTES

1. INFORMATION REGARDING THE REPUTED PRESENCE, SIZE, CHARACTER, AND LOCATION OF EXISTING UNDERGROUND UTILITIES AND STRUCTURES IS SHOWN HEREON. THERE IS NO CERTAINTY OF THE ACCURACY OF THIS INFORMATION AND IT SHALL BE CONSIDERED IN THAT LIGHT BY THOSE USING THIS DRAWING. THE LOCATION AND ARRANGEMENT OF UNDERGROUND UTILITIES AND STRUCTURES SHOWN HEREON MAY BE INACCURATE AND UTILITIES AND STRUCTURES NOT SHOWN MAY BE ENCOUNTERED. THE OWNER, HIS EMPLOYEES, HIS CONSULTANTS, HIS CONTRACTORS, AND/OR HIS AGENTS SHALL HEREBY DISTINCTLY UNDERSTAND THAT THE SURVEYOR IS NOT RESPONSIBLE FOR THE CORRECTNESS OR SUFFICIENCY OF THIS INFORMATION SHOWN HEREON AS TO SUCH UNDERGROUND INFORMATION.

2. RIGHT-OF-WAYS ARE BASED ON CENTERLINES OF EXISTING PATHS OF TRAVEL, UNLESS NOTED OTHERWISE.

3. NO VISIBLE EVIDENCE OF A CEMETERY FOUND ON SUBJECT PROPERTY.

4. BEARINGS BASED ON GRID NORTH OBSERVATIONS

5. SUBJECT PROPERTY CURRENTLY ZONED: "PSC" (PLANNED SHOPPING CENTER)
PER COBB COUNTY ZONING MAP -- NO ZONING REPORT SUPPLIED
BUILDING SETBACK LINES:
FRONT: 100 FFET
SIDE: 50 FEET
REAR: 50 FEET
MAXIMUM BUILDING HEIGHT: 75 FEET (NO MORE THAN 6 STORIES)

6. NO FIELD DELINATION OF WETLANDS WAS CONDUCTED BY A QUALIFIED SPECIALIST HIRED BY THE CLIENT, NO MARKERS WERE FOUND.

7. NO ABOVE GROUND OBSERVABLE EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL, IN THE PROCESS OF CONDUCTING THE FIELDWORK.

8. EXCEPT AS SHOWN THERE ARE NO ABOVE GROUND VISIBLE EVIDENCE OF LAKES, STREAMS, PONDS, RIVERS ON OR FLOWING THROUGH SUBJECT PROPERTY.

9. SQUARE FOOTAGE OF BUILDING IS BASED UPON EXTERIOR FOOTPRINT AT GROUNDLEVEL

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

11. NO EVIDENCE OF RECENT STREET OF SIDEWALK CONSTRUCTION, OR REPAIRS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.

LEGAL DESCRIPTION (MEASURED)

ALL THAT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 677 OF THE 17TH DISTRICT OF COBB COUNTY, GEORGIA, AND BEING MORE PARTICULARY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT AT THE INTERSECTION OF THE SOUTH SIDE OF MAIN STREET (HAVING AN APPARENT VARIABLE RIGHT-OF-WAY) AND THE WEST SIDE OF LOIS STREET (HAVING AN APPARENT VARIABLE RIGHT-OF-WAY) ; THENCE PROCEEDING NORTH 89 DEGREES 14 MINUTES 51 SECONDS WEST A DISTANCE OF 557.67' (MEASURED) FEET TO THE TRUE POINT OF BEGINNING;

THENCE DEPARTING SAID RIGHT-OF-WAY AND PROCEEDING SOUTH 00 DEGREES 45 MINUTES 43 SECONDS WEST A DISTANCE OF 249.16 FEET TO A REBAR FOUND; THENCE PROCEEDING NORTH 88 DEGREES 04 MINUTES 22 SECONDS WEST A DISTANCE OF 80.37 FEET TO A OPEN TOP FOUND; THENCE PROCEEDING NORTH 00 DEGREES 50 MINUTES 41 SECONDS EAST A DISTANCE OF 248.80 FEET TO THE RIGHT-OF-WAY OF MAIN STREET AND A IRON PIN PLACED; THENCE PROCEEDING ALONG SAID RIGHT-OF-WAY SOUTH 88 DEGREES 19 MINUTES 34 SECONDS EAST A DISTANCE OF 80.00 FEET TO AN IRON PIN PLACED AND BEING THE POINT OF BEGINNING.

DESCRIBED TRACT OR PARCEL OF LAND CONTAINS 19,961 SQUARE FEET OR 0.46 ACRES.

SCHEDULE B - PART II EXCEPTIONS
PER TITLE INSURANCE COMMITMENT
DATED: NOVEMBER 15, 2018 8:000 AM / COMMITMENT NO. 201812001

****PER SCHEDULE B PART II NO EXCEPTIONS APPLY TO SUBJECT PROPERTY****

FLOOD STATEMENT

BY GRAPHICALLY PLOTTING ONLY, THE SUBJECT PROPERTY DOES NOT FALL WITHIN A 100 YEAR FEDERALLY DESIGNATED FLOOD HAZARD AREA. THE SUBJECT PROPERTY FALLS IN ZONE "X" OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 13067C0226G - EFFECTIVE DATE OF DECEMBER 16, 2008, ZONE "X", AS DESCRIBED BY SAID MAP BEING "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN".

AUG 07 2026
COBB COUNTY ZONING

SURVEYOR'S CERTIFICATE

TO: CHICAGO TITLE INSURANCE COMPANY , MEDLEY & ASSOCIATES, LLC AND FORTRESS MANAGEMENT COMPANY LLC

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6A, 7A, 8, 9, 11A, 13, 14, 16, 17 & 18 OF TABLE "A" THEREOF. THE FIELD WORK WAS COMPLETED ON JANUARY 18, 2019

JOHN W. STANZILIS, JR.
GEORGIA REGISTERED LAND SURVEYOR #2109

PLAT CERTIFICATION NOTICE

IN MY OPINION, THIS PLAT IS A CORRECT REPRESENTATION OF THE LAND PLATTED AND HAS BEEN PREPARED IN CONFORMITY WITH THE MINIMUM STANDARDS AND REQUIREMENTS OF THE LAW OF THE STATE OF GEORGIA.

THIS SURVEY WAS PREPARED IN CONFORMITY WITH THE TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN CHAPTER 180-7 OF THE RULES OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN THE GEORGIA PLAT ACT O.C.G.A. 15-6-67. AUTHORITY O.C.G.A. SECS. 15-6-67, 43-15-6, 43-15-19, 43-15-22.

CERTIFICATE OF AUTHORIZATION NO. LSF000374

GRAPHIC SCALE

30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

SOLAR LAND SURVEYING COMPANY

P.O. BOX 723993 ATLANTA, GEORGIA 31139-0993
TELEPHONE (770) 794-9055 FAX (770) 794-9052

The field data upon which this plat is based has a closure of 1 foot in FEET feet, an angular error of 03 seconds per angle point and was adjusted using the Least Squares Method. This plat has been calculated for closure and found to be accurate to 1 foot in 10000+ feet. An electronic total station and a 100' chain were used to gather the information used in the preparation of this plat. No State Plane Coordinate Monument found within 500' of this property.

ALL MATTERS PERTAINING TO TITLE ARE EXCEPTED

This plat was prepared for the exclusive use of the person, persons, or entity named hereon. This plat does not extend to any unnamed person, persons, or entity without the express recertification of the surveyor making such person, persons, or entity.

ABOVE THE GROUND PLAT PREPARED FOR :
CHICAGO TITLE INSURANCE COMPANY , MEDLEY & ASSOCIATES, LLC
FORTRESS MANAGEMENT COMPANY LLC

DATE 1/18/2019
SCALE 1" = 30'

LAND LOT 677 17TH DISTRICT SECTION 2 COBB COUNTY, GEORGIA
LOT BLOCK UNIT
SUBDIVISION
SURVEYED: DRAFTED:
PLOTTED: DISC #:
APPROVED:

REVISION	BY:	DATE:

GEORGIA REGISTERED No. 2109 PROFESSIONAL LAND SURVEYOR JOHN W. STANZILIS, JR.

JOB # 18-5988

PLAT BOOK ____, PAGE ____
DEED BOOK 15429, PAGE 3840

Z-44 2026 Aerial Map

This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 75 150 Feet

Zoning Boundary

City Boundary

Parker Poe

RECEIVED
AUG 07 2026
COBB COUNTY ZONING

Impact Analysis

Every application for rezoning involving a request for a non-residential zoning district shall include a complete written, documented analysis of the impact of the proposed rezoning with respect to each of the following matters:

(a) Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;

Yes. The proposed NRC zoning will permit a use that is suitable in view of the use and development of adjacent and nearby property. The proposed office service and supply use is consistent with the existing office and commercial character in the immediate area, including adjacent NRC zoning to the east and City of Smyrna GC zoning to the south. The adjacent NRC parcel was rezoned from PSC in 2023 to allow a janitorial office space, further demonstrating that the requested NRC classification and proposed use are compatible with surrounding development.

(b) Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;

No. The rezoning proposal will not adversely affect the existing use or usability of adjacent or nearby property. Applicant has no intention to alter the Property and seeks only to use the existing buildings as office space for The Service Fort. Because the janitorial services are performed off-site, the proposed use is expected to function as a low-intensity office use rather than a use generating substantial on-site activity. The proposed NRC zoning provides an appropriate neighborhood-scale commercial classification and will serve as a compatible transition among nearby NRC, PSC, residential, and City of Smyrna GC zoning districts.

(c) Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned;

The Property does not have a reasonable economic use as currently zoned. The Property is currently zoned PSC, but the Cobb County Code provides that undeveloped property zoned PSC outside a community activity center or regional activity center must be brought back for rezoning consistent with the comprehensive plan. The requested NRC zoning better aligns the Property with its existing small-scale office-oriented improvements, the surrounding neighborhood service area, and the Property's NAC future land use designation. Rezoning to NRC will allow the Property to be used in a manner consistent with its highest and best use while preserving the existing buildings and site pattern.

(d) Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools;

No. The zoning proposal will not result in a use that will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools. Applicant proposes no immediate alteration to the Property and intends to operate an office for a

commercial janitorial service company, with services completed off-site and roughly two employees on-site.

(e) Whether the zoning proposal is in conformity with the policy and intent of the land use plan; and

Yes. The zoning proposal is in conformity with the policy and intent of the land use plan. The Property has a future land use designation of NAC, and the NRC district is intended to provide neighborhood-scale commercial uses. The requested rezoning will allow the Property to be used for an office service and supply use within existing buildings and within a relatively small neighborhood service area. The proposal therefore advances the intent of the land use plan by aligning zoning with the Property's future land use designation, surrounding zoning pattern, and compatible small-scale commercial and office uses.

(f) Whether 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 zoning proposal.

Existing and changing conditions support approval of the rezoning proposal. The Property is bordered by NRC zoning to the east, PSC zoning to the west, R-20 zoning to the north, and City of Smyrna GC zoning to the south, and the adjacent NRC parcel was recently rezoned from PSC in 2023 to allow a janitorial office space. Those conditions reflect an established and evolving pattern of neighborhood-scale commercial and office uses in the immediate area.

Parker Poe

Dakota Carruthers
t: 678.690.5710
f: 404.869.6972
dakotacarruthers@parkerpoe.com

Atlanta, GA
Charleston, SC
Charlotte, NC
Columbia, SC
Greenville, SC
Raleigh, NC
Spartanburg, SC
Washington, DC

August 6, 2026

Via Hand Delivery
Via Email [john.pederson@cobbcounty.gov]

RECEIVED
AUG 07 2026
COBB COUNTY ZONING

John Pederson
Zoning Division Manager
Cobb County
100 Cherokee Street, Suite 130
Marietta, GA 30090

Re: Rezoning Application ("**Application**") by The Service Fort, LLC ("**Applicant**") with respect to approximately 0.46 acres commonly known as 1870 Main Street SE, Smyrna, Georgia, 30080, Tax Parcel Number 17067700160 (the "**Property**")

Letter of Intent

Ladies and Gentlemen:

This law firm has the pleasure of representing Applicant with respect to the Application. Applicant respectfully submits for consideration the Application, seeking rezoning of the Property from PSC (Planned Shopping Center) to NRC (Neighborhood Retail Commercial), to allow for a office service and supply use of the Property.

Background and Existing Zoning

The Property is approximately 0.46 acres currently improved with a 1,575sq.ft. one story building and a 2,027sq.ft. one story building. Applicant acquired the Property in 2019, identifying the Property as a prime location for the office of the Service Fort business, falling in line with existing office uses in the immediate area. Applicant has no immediate intention to alter the property, only to use the space as an office for The Service Fort. The Service Fort is a family owned and operated commercial janitorial service company with services completed off-site.

The property is bordered by NRC zoning to the east, PSC zoning to the west, R-20 zoning to the north, and City of Smyrna GC zoning to the south. The adjacent NRC parcel was rezoned from PSC in 2023 to allow for a janitorial office space.

The Property has a future land use designation of NAC. The Cobb County Code of Ordinances states that any undeveloped property zoned PSC outside a community activity center or regional activity center the owner of such property shall be required to bring the property back

in for rezoning consistent with the comprehensive plan. The NRC district may be used to provide step-down nodal zoning and the scope at which properties are developed within the NRC district should reflect their relatively small neighborhood service area. The proposed use of the Property meets this criteria.

Application Requirements

Applicant seeks to rezone the Property[1] as described above and, in support of the Application, Applicant submits the following[2] (one of each unless otherwise indicated):

1. Application and disclosure forms with original signatures;
2. A copy of the warranty deed;
3. A current legal description of the property;
4. A copy of the paid tax receipt;
5. A copy of the current boundary survey[3];
6. This letter of intent.
7. Impact analysis; and
8. Application fee and sign deposit fee checks.

---

[1] Applicant notifies Cobb County of its constitutional concerns with respect to its Application. If the Cobb County Board of Commissioners the "***Board***") denies the Application in whole or in part, then the Property does not have a reasonable economic use under the Cobb County Zoning Ordinance. Moreover, the Application meets the test set out by the Georgia Supreme Court to be used in establishing the constitutional balance between private property rights and zoning and planning as an expression of the government's police power. *See Guhl vs. Holcomb Bridge Road*, 238 Ga. 322 (1977). If the Council denies the Application in whole or in part, such an action will deprive Applicant and Owner of the ability to use the Property in accordance with its highest and best use. Similarly, if the Board rezones the Property to some classification other than NRC or with conditions not requested by Applicant, and either without Applicant's consent, then such approval would deprive Applicant and Owner of any reasonable use and development of the Property. Any such action is unconstitutional and will result in a taking of property rights in violation of the just compensation clause of the Constitution of the State of Georgia (*see Ga. Const. 1983, Art. I, § 3, para. 1(a)*), and the just compensation clause of the Fifth Amendment to the United States Constitution (*see U.S. Const. Amend. 5*). To the extent that the Cobb County Zoning Ordinance allows such an action by the Board, the Zoning Ordinance is unconstitutional. Any such denial or conditional approval would discriminate between Applicant and Owner and owners of similarly situated property in an arbitrary, capricious, unreasonable and unconstitutional manner in violation of Article I, Section I, Paragraph 2 of the Georgia Constitution and the Equal Protection Clause of the Fourteenth Amendment to the United States Constitution. Also, a failure to grant the Application or a conditional approval of the Application (with conditions not expressly approved by Applicant) would constitute a gross abuse of discretion and would constitute an unconstitutional violation of Applicant's and Owner's rights to substantive and procedural due process as guaranteed by the Georgia Constitution (*see Ga. Const. 1983, Art. I, § 1, para. 1*) and the Fifth and Fourteenth Amendments of the United States Constitution (*see U.S. Const. Amend. 5 and 14*). Nevertheless, Applicant remains optimistic that Cobb County's consideration of the Application will be conducted in a constitutional manner.

[2] Applicant submits an invoice receipt for system evaluation of the existing septic system at the Property by the Cobb County Environmental Health Department. Evaluation is in process and will be completed prior to public hearing.

[3] Applicant does not submit a site plan as there is no proposed change to the Property.

The Application, including this Letter of Intent, support Applicant's request for rezoning. Applicant respectfully requests that the Zoning Division recommend approval of the Application to the Planning Commission and the Board of Commissioners. Applicant is happy to answer questions or provide any additional information that the Zoning Division and the Board may have with regard to this Application.

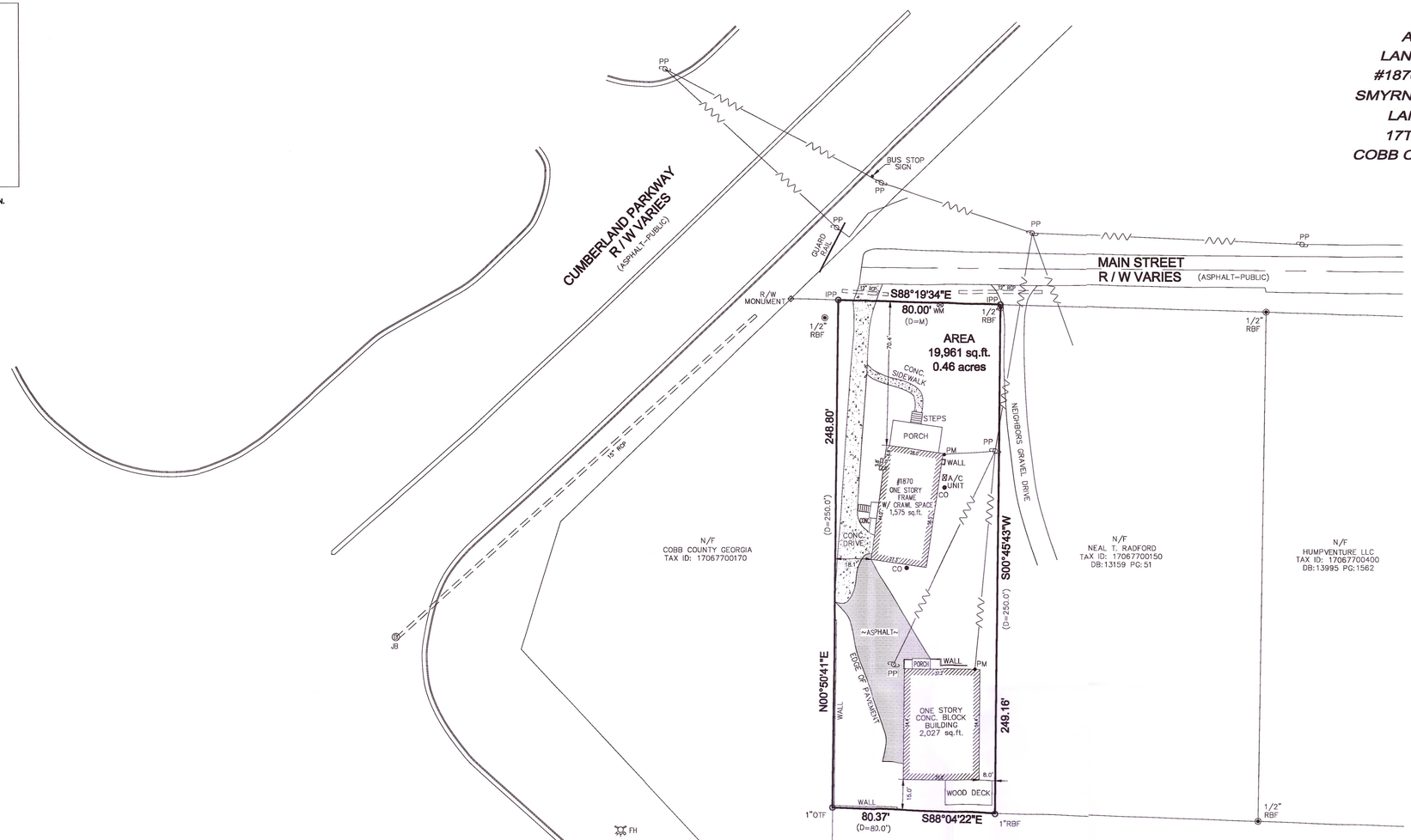
Sincerely,

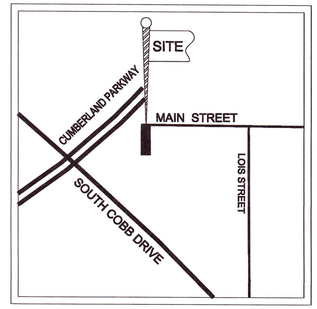
Dakota Carruthers, AICP
Land Use Planner

DC/dc/ews

THIS BOX IS RESERVED FOR THE CLERK
OF SUPERIOR COURT RECORDING INFORMATION.

ALTA/NSPS LAND SURVEY OF #1870 MAIN STREET SMYRNA, GEORGIA, 30080 LAND LOT 677 17TH DISTRICT COBB COUNTY, GEORGIA





VICINITY MAP
(NOT TO SCALE)

LEGEND

IPF	IRON PIN FOUND	CMF	CONCRETE MONUMENT FOUND
OT	OPEN TOP PIN	EB	ELECTRIC BOX
CT	CRIMP TOP PIN	SMH	SEWER MAN HOLE
RB	REINFORCING BAR	FDC	FIRE DEPARTMENT CONTROL VALVE
CL	CENTERLINE	CB	CATCH BASIN
R/W	RIGHT-OF-WAY	JB	JUNCTION BOX
LL	LAND LOT	DI	DROP INLET
L	LINE	LLL	LAND LOT LINE
R	RADIUS	HW	HEAD WALL
CONC	CONCRETE	CMP	CORRUGATED METAL PIPE
C	CURVE	RCP	REINFORCED CONCRETE PIPE
CO	CLEAN OUT	ICV	IRRIGATION CONTROL VALVE
PP	POWER POLE	SSE	SANITARY SEWER EASEMENT
SP	SERVICE POLE	DE	DRAINAGE EASEMENT
GV	GAS VALVE	FH	FIRE HYDRANT
GM	GAS METER	WV	WATER VALVE
LP	LIGHT POLE	WM	WATER METER
SS	SANITARY SEWER	HCS	HANDI CAP SIGN
SBT	SOUTHERN BELL TELEPHONE	POB	POINT OF BEGINNING
PB	POWER BOX	POC	POINT OF COMMENCEMENT
-X-X-	FENCE	BSL	BUILDING SETBACK LINE
M	MEASURED	D	DEED
P	PLAT	IPP	IRON PIN PLACED (1/2" REBAR)

GENERAL NOTES

1. INFORMATION REGARDING THE REPUTED PRESENCE, SIZE, CHARACTER, AND LOCATION OF EXISTING UNDERGROUND UTILITIES AND STRUCTURES IS SHOWN HEREON. THERE IS NO CERTAINTY OF THE ACCURACY OF THIS INFORMATION AND IT SHALL BE CONSIDERED IN THAT LIGHT BY THOSE USING THIS DRAWING. THE LOCATION AND ARRANGEMENT OF UNDERGROUND UTILITIES AND STRUCTURES SHOWN HEREON MAY BE INACCURATE AND UTILITIES AND STRUCTURES NOT SHOWN MAY BE ENCOUNTERED. THE OWNER, HIS EMPLOYEES, HIS CONSULTANTS, HIS CONTRACTORS, AND/OR HIS AGENTS SHALL HEREBY DISTINCTLY UNDERSTAND THAT THE SURVEYOR IS NOT RESPONSIBLE FOR THE CORRECTNESS OR SUFFICIENCY OF THIS INFORMATION SHOWN HEREON AS TO SUCH UNDERGROUND INFORMATION.

2. RIGHT-OF-WAYS ARE BASED ON CENTERLINES OF EXISTING PATHS OF TRAVEL, UNLESS NOTED OTHERWISE.

3. NO VISIBLE EVIDENCE OF A CEMETERY FOUND ON SUBJECT PROPERTY.

4. BEARINGS BASED ON GRID NORTH OBSERVATIONS

5. SUBJECT PROPERTY CURRENTLY ZONED: "PSC" (PLANNED SHOPPING CENTER)
PER COBB COUNTY ZONING MAP -- NO ZONING REPORT SUPPLIED
BUILDING SETBACK LINES:
FRONT: 100 FFET
SIDE: 50 FEET
REAR: 50 FEET
MAXIMUM BUILDING HEIGHT: 75 FEET (NO MORE THAN 6 STORIES)

6. NO FIELD DELINATION OF WETLANDS WAS CONDUCTED BY A QUALIFIED SPECIALIST HIRED BY THE CLIENT, NO MARKERS WERE FOUND.

7. NO ABOVE GROUND OBSERVABLE EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL, IN THE PROCESS OF CONDUCTING THE FIELDWORK.

8. EXCEPT AS SHOWN THERE ARE NO ABOVE GROUND VISIBLE EVIDENCE OF LAKES, STREAMS, PONDS, RIVERS ON OR FLOWING THROUGH SUBJECT PROPERTY.

9. SQUARE FOOTAGE OF BUILDING IS BASED UPON EXTERIOR FOOTPRINT AT GROUNDLEVEL

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

11. NO EVIDENCE OF RECENT STREET OF SIDEWALK CONSTRUCTION, OR REPAIRS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.

LEGAL DESCRIPTION (MEASURED)

ALL THAT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 677 OF THE 17TH DISTRICT OF COBB COUNTY, GEORGIA, AND BEING MORE PARTICULARY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT AT THE INTERSECTION OF THE SOUTH SIDE OF MAIN STREET (HAVING AN APPARENT VARIABLE RIGHT-OF-WAY) AND THE WEST SIDE OF LOIS STREET (HAVING AN APPARENT VARIABLE RIGHT-OF-WAY) ; THENCE PROCEEDING NORTH 89 DEGREES 14 MINUTES 51 SECONDS WEST A DISTANCE OF 557.67' (MEASURED) FEET TO THE TRUE POINT OF BEGINNING;

THENCE DEPARTING SAID RIGHT-OF-WAY AND PROCEEDING SOUTH 00 DEGREES 45 MINUTES 43 SECONDS WEST A DISTANCE OF 249.16 FEET TO A REBAR FOUND; THENCE PROCEEDING NORTH 88 DEGREES 04 MINUTES 22 SECONDS WEST A DISTANCE OF 80.37 FEET TO A OPEN TOP FOUND; THENCE PROCEEDING NORTH 00 DEGREES 50 MINUTES 41 SECONDS EAST A DISTANCE OF 248.80 FEET TO THE RIGHT-OF-WAY OF MAIN STREET AND A IRON PIN PLACED; THENCE PROCEEDING ALONG SAID RIGHT-OF-WAY SOUTH 88 DEGREES 19 MINUTES 34 SECONDS EAST A DISTANCE OF 80.00 FEET TO AN IRON PIN PLACED AND BEING THE POINT OF BEGINNING.

DESCRIBED TRACT OR PARCEL OF LAND CONTAINS 19,961 SQUARE FEET OR 0.46 ACRES.

SCHEDULE B - PART II EXCEPTIONS
PER TITLE INSURANCE COMMITMENT
DATED: NOVEMBER 15, 2018 8:000 AM / COMMITMENT NO. 201812001

"PER SCHEDULE B PART II NO EXCEPTIONS APPLY TO SUBJECT PROPERTY"

FLOOD STATEMENT

BY GRAPHICALLY PLOTTING ONLY, THE SUBJECT PROPERTY DOES NOT FALL WITHIN A 100 YEAR FEDERALLY DESIGNATED FLOOD HAZARD AREA. THE SUBJECT PROPERTY FALLS IN ZONE "X" OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 13067C0226G - EFFECTIVE DATE OF DECEMBER 16, 2008, ZONE "X", AS DESCRIBED BY SAID MAP BEING "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN".

AUG 07 2026
COBB COUNTY ZONING

SURVEYOR'S CERTIFICATE

TO: CHICAGO TITLE INSURANCE COMPANY , MEDLEY & ASSOCIATES, LLC AND FORTRESS MANAGEMENT COMPANY LLC

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6A, 7A, 8, 9, 11A, 13, 14, 16, 17 & 18 OF TABLE "A" THEREOF. THE FIELD WORK WAS COMPLETED ON JANUARY 18, 2019

JOHN W. STANZILIS, JR.
GEORGIA REGISTERED LAND SURVEYOR #2109

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(IN FEET)
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CHICAGO TITLE INSURANCE COMPANY , MEDLEY & ASSOCIATES, LLC
FORTRESS MANAGEMENT COMPANY LLC

DATE 1/18/2019
SCALE 1" = 30'

LAND LOT 677 17TH DISTRICT SECTION 2 COBB COUNTY, GEORGIA
LOT BLOCK UNIT
SUBDIVISION
SURVEYED: DRAFTED:
PLOTTED: DISC #:
APPROVED:

REVISION	BY:	DATE:

GEORGIA REGISTERED No. 2109 PROFESSIONAL LAND SURVEYOR JOHN W. STANZILIS, JR.

JOB # 18-5988

PLAT BOOK ____, PAGE ____
DEED BOOK 15429, PAGE 3840

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

LUP-29-2026

SITE BACKGROUND

Applicant	Gilberto Villasana
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Gilberto Villasana
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Gilberto Villasana and Juana C. Alcala
Property Location	Located on the south side of Ramblewood Drive, east of Buckeye Lane, and west of Research Drive
Address	1124 Ramblewood Drive
Access to Property	Ramblewood Drive

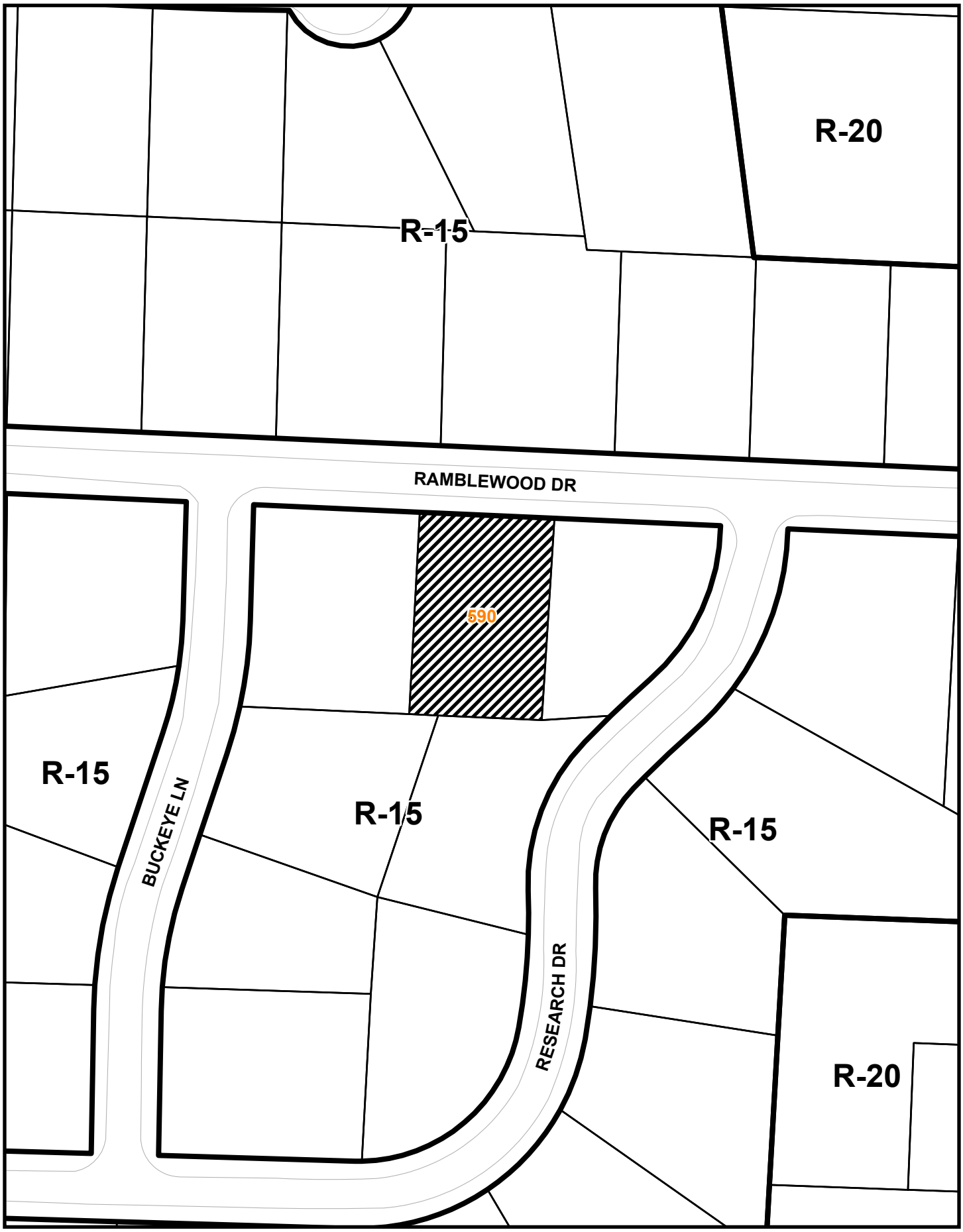
QUICK FACTS

Commission District	3 - Birrell
Current Zoning	R-15
Current Use of Property	Single-family Residential
Proposed Use	To allow more adults and vehicles than the Code allows
Future Land Use	LDR
Site Acreage	0.33
District	16
Land Lot	590
Parcel #	16059000610
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

LUP-29 2026 Map



This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 80 160 Feet

Zoning Boundary

City Boundary

ArcGIS Web Map

7/7/2026, 2:08:16 PM

1:564

0 0 0.01 0.02 mi

0 0.01 0.01 0.02 km

- CAM_ActiveAddress
- Zoning Districts
  - R-15
- Land Lots
- Subdivisions
- CobbParcels
- Ramps
- Local
- Local
- Minor Collectors
- Major Collectors
- Arterials
- Interstates
- ORTHO
  - Red: Band_1
  - Green: Band_2

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ArcGIS Web AppBuilder

Esri Community Maps Contributors, Cobb County (GA) DOT, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS | cobbecodevmap_mercator.mxd | Copyright

LUP-29 2026 Aerial Map

This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 80 160 Feet

Zoning Boundary

City Boundary

Application #: _____

PC Hearing Date: _____

BOC Hearing Date: _____

TEMPORARY LAND USE PERMIT WORKSHEET (FOR NUMBER OF ADULTS AND/OR VEHICLES)

RECEIVED
JUL 09 2026
COBB COUNTY ZONING

1. **Number of unrelated adults in the house?** 0
2. **Number of related adults in the house?** 5
3. **Number of vehicles at the house?** 5
4. **Where do the residents park?**
   Driveway: ✓ ; **Street:** _____ ; **Garage:** _____
5. **Does the property owner live in the house? Yes** ✓ ; **No** _____
6. **Any outdoor storage? No** ✓ ; **Yes** _____ **(If yes, please state what is kept outside):** _____
7. **Length of time requested (24 months maximum):** 24 months maximum
8. **Is this application a result of a Code Enforcement action? No** ___ ; **Yes** ✓ **(If yes, attach a copy of the Notice of Violation and/or tickets to this form).**
9. **Any additional information? (Please attach additional information if needed):**

_____

_____

Applicant signature: _____ **Date:** 7/7/2026

Applicant name (printed): Gilberto Villascana

ZONING STAFF USE ONLY BELOW THIS LINE

Zoning of property: R-15

Size of house per Cobb County Tax Assessor records: 1782

Number of related adults proposed: 5 **Number permitted by code:** 4

Number of unrelated adults proposed: 01 **Number permitted by code:** 1

Number of vehicles proposed: 58 **Number permitted by code:** 4

Number of vehicles proposed to be parked outside: 5 **Number of vehicles permitted** 4

6 (2 in garage)

-or-

all 8 on driveways/paved (preferred)

CONSENT OF CONTIGUOUS OCCUPANTS OR LAND OWNERS

TO ACCOMPANY APPLICATION FOR LAND USE PERMIT

By signature, it is hereby acknowledged that I give my consent/or have no objection that Gilberto Villusanu Castrillo intends to make an application for a Land Use Permit for the purpose of To Park my Vehicles on the premises described in the application.

RECEIVED
JUL 09 2026
COBB COUNTY ZONING

	Signature	Printed name	Address
1.		Gilberto Villusanu Castrillo	1124 Ramblewood Dr NE Marietta GA 30066
2.		Jeanne McPherson	1124 Ramblewood Dr NE Marietta GA 30066
3.		Nilda Dubon	1198 Ramblewood Marietta GA
4.		Aracelis Rocs	1185 Ramblewood Dr. Marietta
5.		Steve Wood	1171 Ramblewood Dr Marietta
6.		Erik Garcia	1030 Heaps Ln Marietta
7.			
8.			
9.			
10.			
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			
20.			

(Attach additional pages if necessary)

Revised October 1, 2009

COBB COUNTY - COMMUNITY DEVELOPMENT AGENCY
Code Enforcement Division

Mailing Address
P.O. Box 649
Marietta, Ga. 30061

Physical Address
1150 Powder Springs Rd.
Suite 400
Marietta, Ga. 30064

Fax: (770) 528-2092

RECEIVED
JUL 09 2026
COBB COUNTY ZONING

Notice of Violation

Violation Number: CODE-2026-03350 Date: 06/24/2026

The Cobb County Code Enforcement Division has grounds to believe the property located at:

1124 RAMBLEWOOD DR NE	MARIETTA, GA 30066	16	0590	061	R-15
(Address)	(City/State/Zip)	(Dist)	(Land Lot)	(Par)	(Zoning)

and/or VILLASANA GILBERTO & ALCALA JUANA C (1124 RAMBLEWOOD DR NE MARIETTA, GA 30066)

may be in violation of the Official Code of Cobb County, Georgia. You have 10 days to bring the violation(s) into compliance. An inspection will be made on or about 10 days from June 24, 2026. Failure to comply could result in a citation being issued for you to appear in the Cobb County Magistrate Court, and you may be subject to a fine, imprisonment or both.

Violation	Code Section	Requirement for Compliance
PERMITTED USE/SINGLE FAMILY DWELLING	134-198 (3)	Must comply with all requirements in the attached definition of dwelling unit. **see attached**

Danny Harrell (Danny.Harrell@cobbcounty.gov)
Officer

770-528-2112
Telephone

Contact the Officer listed above by telephone or email for further information. Officer availability 8:00-9:00 a.m. and 3:30-4:30 p.m. Monday through Friday. You may leave voice mail or send email at any time.

A COMPLETE COPY OF THE COBB COUNTY ORDINANCE MAY BE VIEWED AT **WWW.COBBCOUNTY.GOV**

please call

Date 7/6/2026

I, Juana Carlota Alcala medina, live at
(name)
1124 Ramblewood dr marietta GA 30066
(address)

The following adults 18 years of age or older, and legally emancipated minors live at the residence:

Name	Age	* Relationship to Primary Owner/Resident	Type of Vehicle regularly parked at residence
1. Juana Carlota Alcala	45	wife	Van, toyota (Self)
2. Gilberto Villasana	56	Primary owner	GMC pickup truck
3. William Villasana	28	Son	Honda civic sedan
4. Jequeline Villasana	23	daughter	Jeep
5. Carlos Villasana	19	Son	Honda CR-V
6.			
7.			
8.			
9.			
10.			
11.			
12.			

*Relationship example: mother, father, son, daughter, sister, brother, cousin, or none if not related.

Juana Carlota Alcala medina Gilberto Villasana-C
Signature

Darshnika Patel
Notary Public

7/6/2026
Date

DARSHNIKA PATEL
NOTARY PUBLIC
Cherokee County
State of Georgia
My Comm. Expires Jan. 18, 2028

LP-29

ArcGIS Web Map

7/7/2026, 2:08:16 PM

1:564

0 0 0.01 0.02 mi

0 0.01 0.01 0.02 km

CAM_ActiveAddress

Zoning Districts

R-15

Land Lots

Subdivisions

CobbParcels

Ramps

Local

Local

Minor Collectors

Major Collectors

Arterials

Interstates

ORTHO

Red: Band_1

Green: Band_2

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Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

LUP-30-2026

SITE BACKGROUND

Applicant	Keith Mingo
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Keith Mingo
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Keith A. Mingo
Property Location	Located on the northwest corner of Cherry Ridge Drive and Hiram Lithia Springs Road
Address	5116 Cherry Ridge Drive
Access to Property	Cherry Ridge Drive

QUICK FACTS

Commission District	4 - Sheffield
Current Zoning	R-20
Current Use of Property	Single-family Residence
Proposed Use	Allow more vehicles than the Code allows
Future Land Use	VLDR
Site Acreage	0.74
District	19
Land Lot	1027, 1028
Parcel #	19102800270
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

LUP-30 2026 Map

This map is provided for display and planning purposes only. It is not meant to be a legal description.

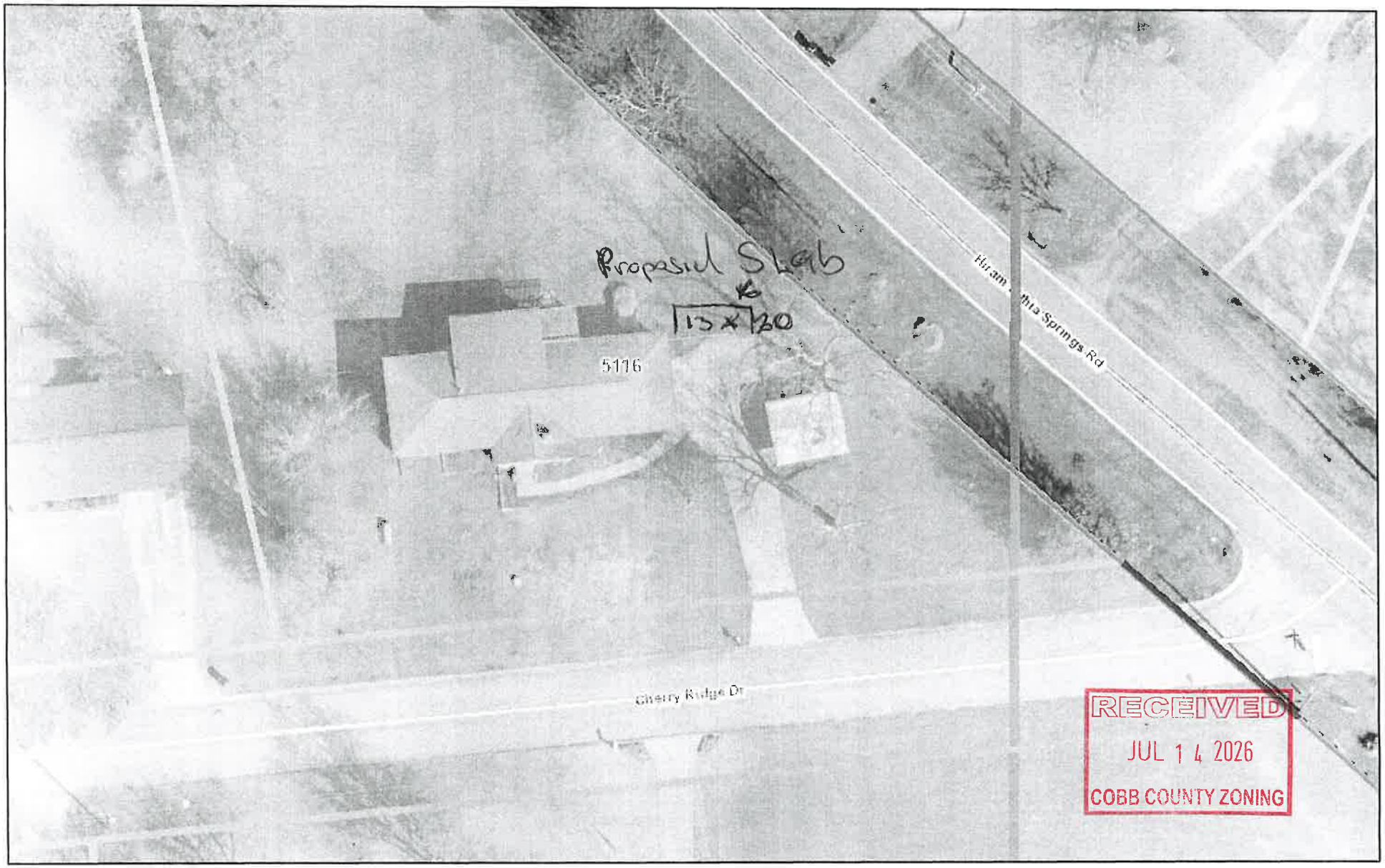
0 100 200 Feet

Zoning Boundary

City Boundary

ArcGIS Web Map

4-P-30



RECEIVED
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COBB COUNTY ZONING

3/16/2026, 1:31:29 PM

1:564

0 0 0.01 0.02 mi

0 0.01 0.01 0.02 km

° CAM_ActiveAddress

Zoning Districts

R-20

Land Lots

Subdivisions

CobbParcels

Ramps

Local

Local

Minor Collectors

Major Collectors

Arterials

Interstates

ORTHO

Red: Band_1

Green: Band_2

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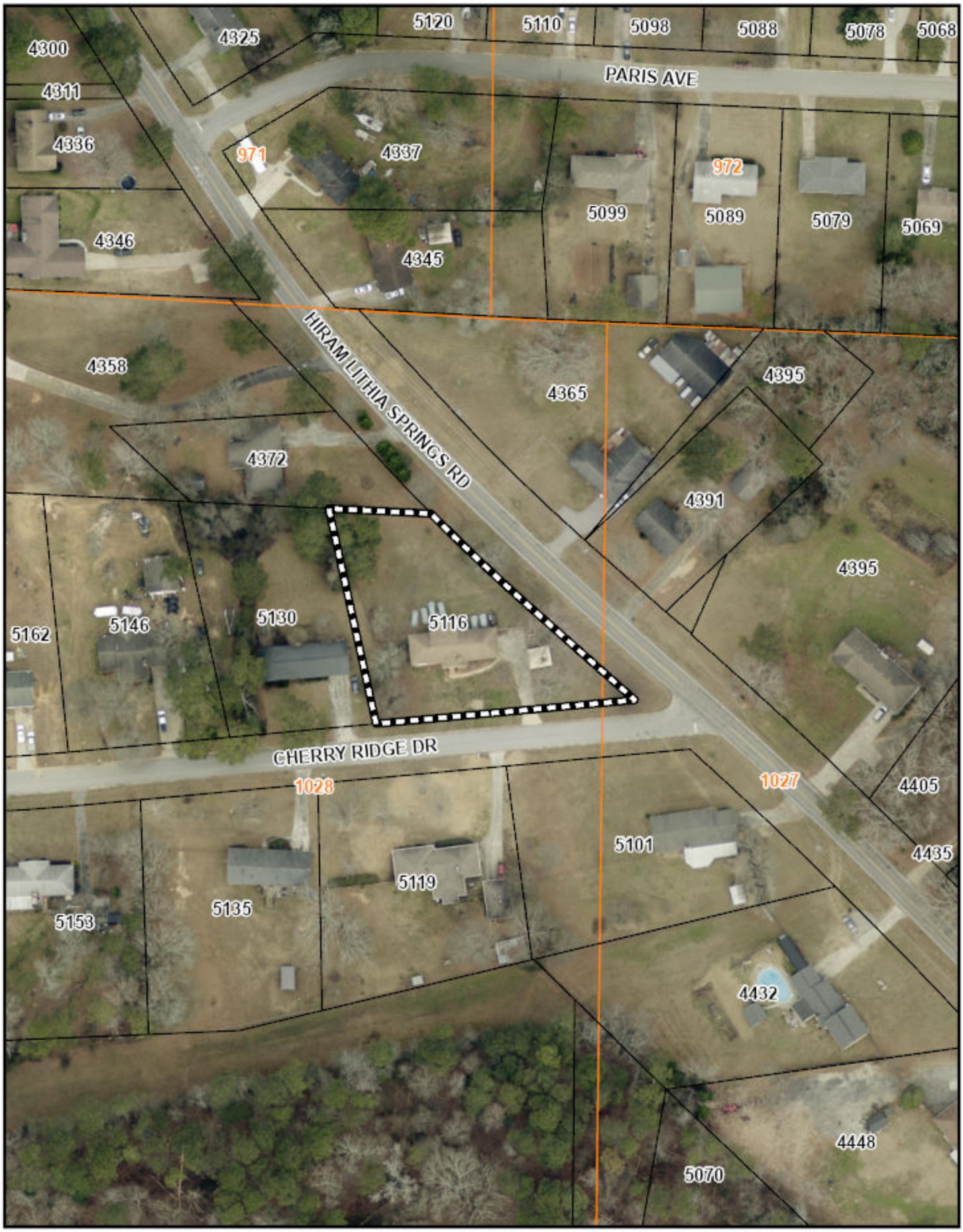
LUP-30 2026 Aerial Map



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0 100 200 Feet

Zoning Boundary

City Boundary

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JUL 14 2026
COBB COUNTY ZONING

Revised December18, 2013

Application #:_____

PC Hearing Date:_____

BOC Hearing Date:_____

TEMPORARY LAND USE PERMIT WORKSHEET (FOR NUMBER OF ADULTS AND/OR VEHICLES)

1. **Number of unrelated adults in the house?** 0
2. **Number of related adults in the house?** 2
3. **Number of vehicles at the house?** 5
4. **Where do the residents park?**
   Driveway: ✓ ; **Street:**_____ ; **Garage:**_____
5. **Does the property owner live in the house? Yes** ✓ ;**No**_____
6. **Any outdoor storage? No** ✓ ; **Yes**_____**(If yes, please state what is kept outside):**_____
7. **Length of time requested (24 months maximum):** 24 months
8. **Is this application a result of a Code Enforcement action? No**___ ;**Yes** ✓ **(If yes, attach a copy of the Notice of Violation and/or tickets to this form).**
9. **Any additional information? (Please attach additional information if needed):**
   The Slab is 13 x 20
   4-Vehicle Plus Trailer

Applicant signature: Keith Mingo **Date:** 7-

Applicant name (printed): KEITH MINGO

ZONING STAFF USE ONLY BELOW THIS LINE

Zoning of property: R-20

Size of house per Cobb County Tax Assessor records: 1534

Number of related adults proposed: 2 **Number permitted by code:** 3

Number of unrelated adults proposed: 0 **Number permitted by code:** 1

Number of vehicles proposed: 5 **Number permitted by code:** 3

Number of vehicles proposed to be parked outside: 5 **Number of vehicles permitted** 3

Revised December 18, 2013

S 34891

COBB COUNTY, GEORGIA
ORDINANCE CODE VIOLATION CITATION,
SUMMONS, ACCUSATION

CODE ENFORCEMENT DIVISION

DATE 6 / 9 / 2026 TIME 1:15 AM/PM

NAME Mingo (Last) Keith (First) A (M.I.)

BUSINESS NAME

ADDRESS 5116 Cherry Ridge Dr.

CITY Powder Springs STATE GA ZIP 30127

PHONE _____ DOB ___/___/___ SEX Male

HAIR _____ WEIGHT _____ HEIGHT ____

DLN# _____ EXP ___/___/___

VIOLATION

Within the Unincorporated Area of Cobb County, Georgia, the Violator did then and there commit the following offense:

VIOLATION: Parking Standards

CODE SECTION: 134-272 (b) b & c

DESCRIPTION: Notice was given 2/5/2026 by D Roberts, Multiple vehicles and a trailer parked on the grass in the backyard.

OFFENSE LOCATION 5116 Cherry Ridge Dr. (ADDRESS, CITY) Powder Springs

SUMMONS

7/9/2026

YOU ARE HEREBY ORDERED TO APPEAR TO ANSWER THESE CHARGES ON THE 9th DAY OF July 20 26 AT 9 AM AT THE MAGISTRATE COURT OF COBB COUNTY, GEORGIA, 32 WADDELL STREET, (BUILDING "D2") MARIETTA, GA, 3RD FLOOR PUBLIC SAFETY BUILDING. FAILURE TO APPEAR COULD SUBJECT YOU TO PENALTIES OF CONTEMPT O A BENCH WARRANT AS PROVIDED BY LAW. SIGNATURE ACKNOWLEDGES SERVICE OF THE SUMMONS AND RECEIPT OF COPY OF SAME.

SIGNATURE Left to Door

ISSUE DATE ___/___/ 2026

CODE ENF OFFICER _____

CCCE CASE NUMBER _____

S34891

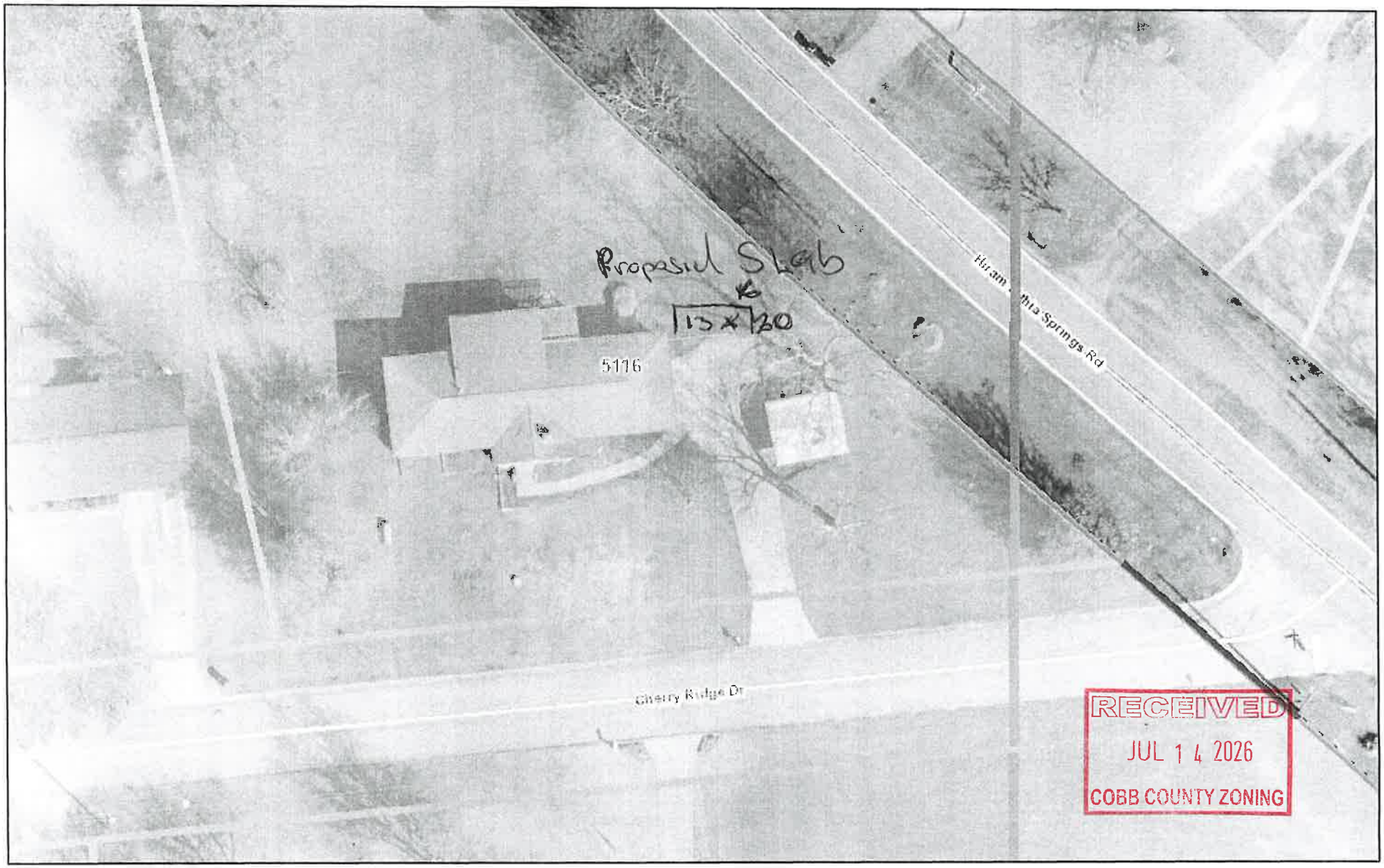
Distribution-White: Court Copy; Yellow: Violator Copy; Pink: Code Enforcement

VIOLATOR COPY

RECEIVED
JUL 14 2026
COBB COUNTY ZONING

ArcGIS Web Map

LP-30



3/16/2026, 1:31:29 PM

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° CAM_ActiveAddress

Zoning Districts

R-20

Land Lots

Subdivisions

CobbParcels

Ramps

Local

Local

Minor Collectors

Major Collectors

Arterials

Interstates

ORTHO

Red: Band_1

Green: Band_2

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Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

LUP-31-2026

SITE BACKGROUND

Applicant	Doris Diaz
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Doris Diaz
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Doris Yesenia Diaz Mendoza
Property Location	Located on the east side of Elkhart Circle
Address	2685 Elkhart Circle
Access to Property	Elkhart Circle

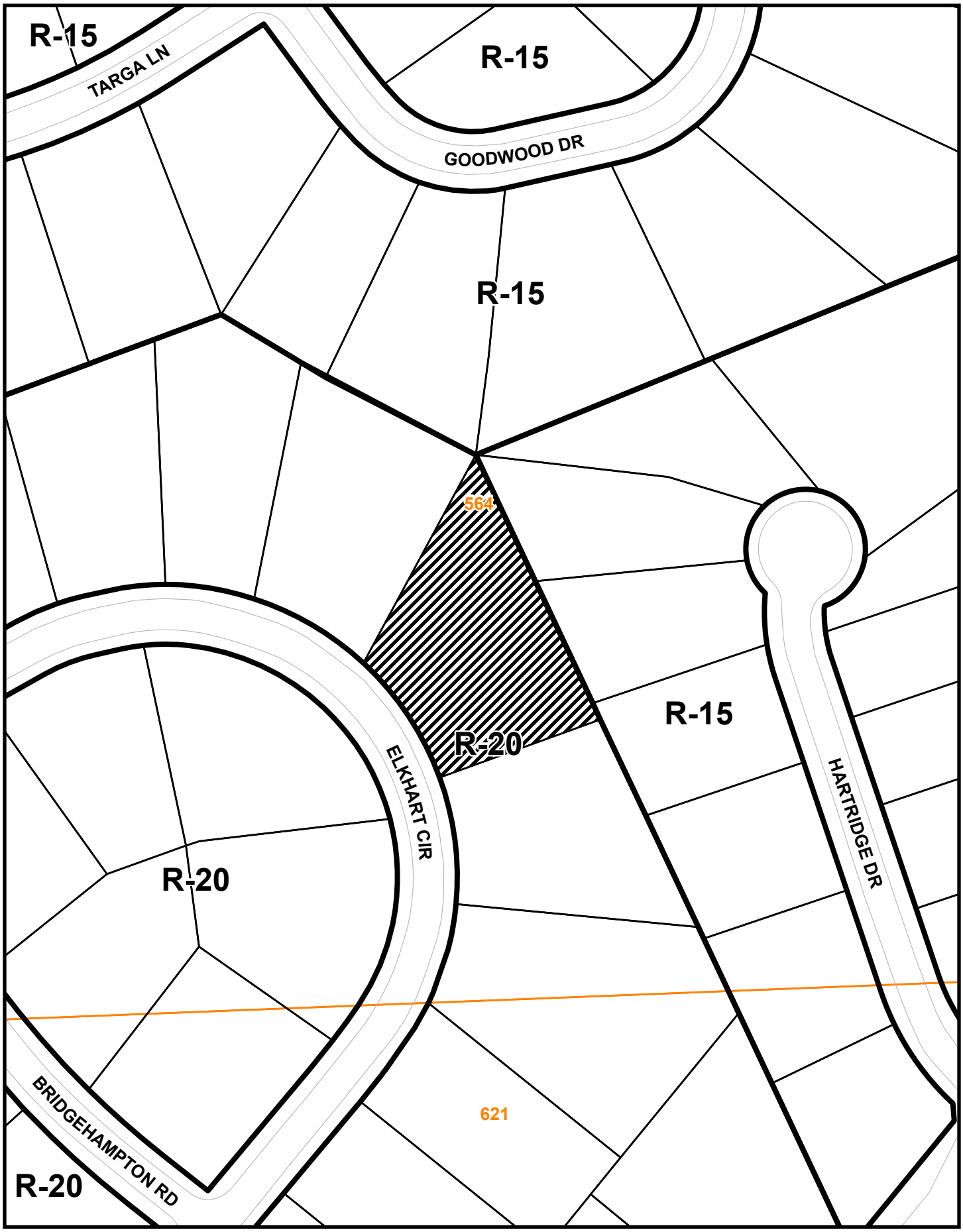
QUICK FACTS

Commission District	4 - Sheffield
Current Zoning	R-20
Current Use of Property	Single-family Residence
Proposed Use	Allow more vehicles than the Code allows
Future Land Use	LDR
Site Acreage	0.63
District	19
Land Lot	564
Parcel #	19056400120
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

LUP-31 2026 Map



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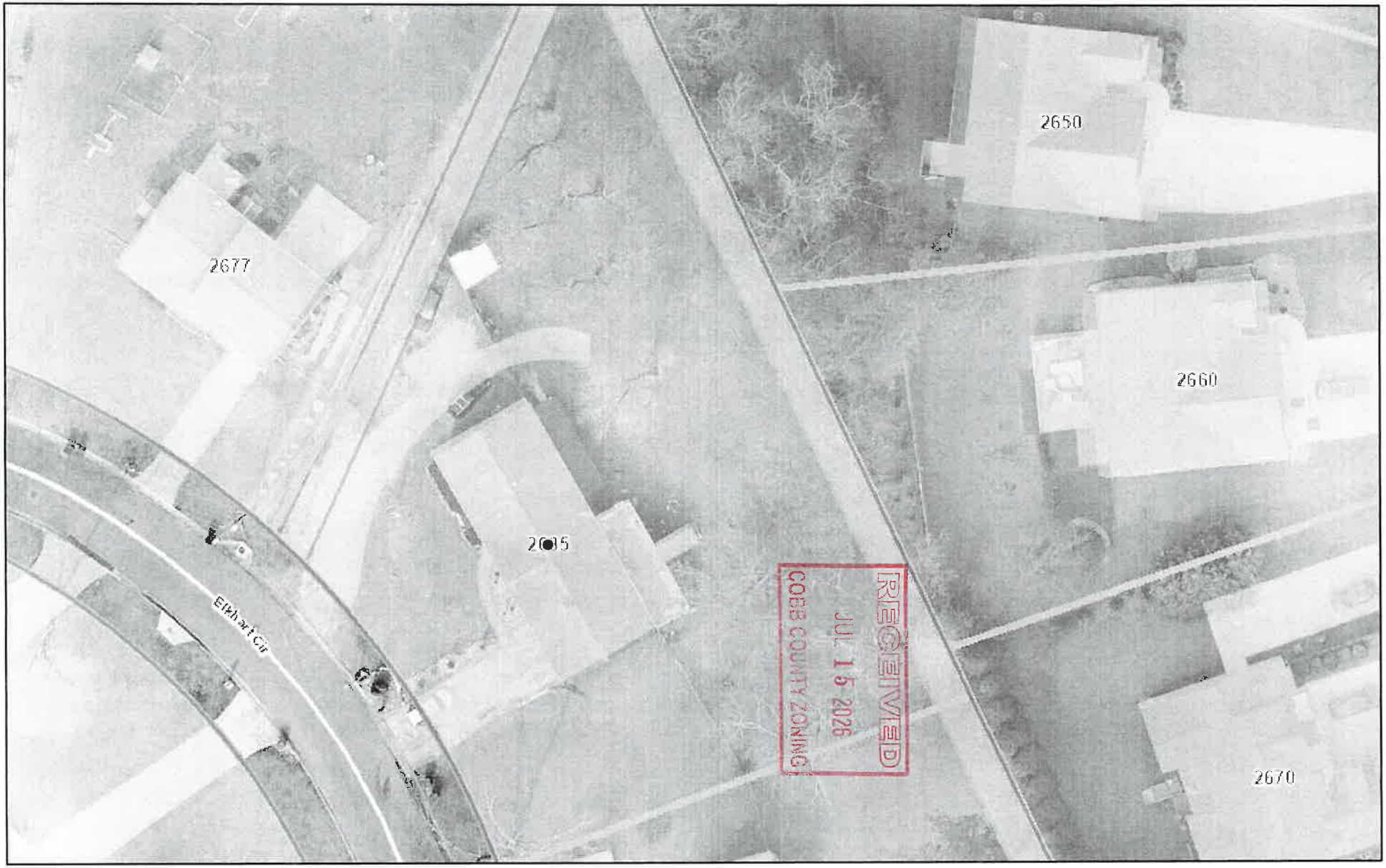
0 90 180 Feet

Zoning Boundary

City Boundary

LUP-31

ArcGIS Web Map



7/15/2026, 9:37:10 AM

1:564

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° CAM_ActiveAddress

Zoning Districts
- R-20
- R-15

Land Lots
Subdivisions
CobbParcels

CountyEasements
<all other values>
DOT
WATER

Ramps
Local
Local

Minor Collectors
Major Collectors
Arterials

Interstates
Impervious

ORTHO
Red: Band_1

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LUP-31 2026 Aerial Map

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0 90 180 Feet

Zoning Boundary

City Boundary

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JUL 15 2026
COBB COUNTY ZONING

Application #: _____
PC Hearing Date: _____
BOC Hearing Date: _____

TEMPORARY LAND USE PERMIT WORKSHEET (FOR NUMBER OF ADULTS AND/OR VEHICLES)

1. Number of unrelated adults in the house? 1
2. Number of related adults in the house? 3
3. Number of vehicles at the house? 5
4. Where do the residents park?
   Driveway: /; Street: /; Garage: _____
5. Does the property owner live in the house? Yes/; No_____
6. Any outdoor storage? No /; Yes_____(If yes, please state what is kept outside): _____
7. Length of time requested (24 months maximum): 24
8. Is this application a result of a Code Enforcement action? No___; Yes/ (If yes, attach a copy of the Notice of Violation and/or tickets to this form).
9. Any additional information? (Please attach additional information if needed):
   One of the 5 vehicles is used by the 17 year old child of the applicant.

Applicant signature: _____ Date: 07-16-2026

Applicant name (printed): Doris Diaz

ZONING STAFF USE ONLY BELOW THIS LINE

Zoning of property: R-20

Size of house per Cobb County Tax Assessor records: 1549

Number of related adults proposed: 3 Number permitted by code: 3

Number of unrelated adults proposed: 0 Number permitted by code: 1

Number of vehicles proposed: 5 Number permitted by code: 3

Number of vehicles proposed to be parked outside: 5 Number of vehicles permitted 3

CONSENT OF CONTIGUOUS OCCUPANTS OR LAND OWNERS
TO ACCOMPANY APPLICATION FOR LAND USE PERMIT

By signature, it is hereby acknowledged that I give my consent/or have no objection that _____ _____ intends to make an application for a Land Use Permit for the purpose of _____ on the premises described in the application.

	Signature	Printed name	Address
1.	Toni Smith	Toni Smith	2693 Elkhart Circle
2.	Luis Mendoza	Luis Mendoza	2677 Elkhart circle
3.			
4.			
5.			
6.			
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20.			

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AUG 13 2026
COBB COUNTY ZONING

(Attach additional pages if necessary)

Revised October 1, 2009

COBB COUNTY - COMMUNITY DEVELOPMENT AGENCY
Code Enforcement Division

Mailing Address
P.O. Box 649
Marietta, Ga. 30061

Physical Address
1150 Powder Springs Rd.
Suite 400
Marietta, Ga. 30064

Fax (770) 528-2092

Notice of Violation

Violation Number: CODE-2026-04369 Date: 07/13/2026

The Cobb County Code Enforcement Division has grounds to believe the property located at:

2685 ELKHART CIR SW	MARIETTA, GA 30064	19	0564	012	R-20
(Address)	(City/State/Zip)	(Dist)	(Land Lot)	(Par)	(Zoning)

and/or MENDOZA DORIS YESENIA DIAZ (2685 ELKHART CIR SW MARIETTA, GA 30064)

may be in violation of the Official Code of Cobb County, Georgia. You have 10 days to bring the violation(s) into compliance. An inspection will be made on or about 10 days from July 13, 2026. Failure to comply could result in a citation being issued for you to appear in the Cobb County Magistrate Court, and you may be subject to a fine, imprisonment or both.

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JUL 15 2026
COBB COUNTY ZONING

Violation	Code Section	Requirement for Compliance
PERMITTED USE/CUSTOMARY HOME OCCUPATION	134-197 (3)	Observe all Customary Home Occupation (CHO) regulations. **No employees, clients, materials, equipment, etc. allowed at residence. Only 1 business vehicle weighing less than 12,500 lb. gross vehicle weight rating is allowed at residence. **RECEIVED A COMPLAINT OF A BUSINESS BEING RAN FROM THE HOME.**
PARKING STANDARDS	134-272 (6) b & c	All vehicles must be parked on a hardened/treated surface. All tires must be on hardened/treated surface. Surface must be installed flush with the ground and capable of supporting all vehicle/equipment tires without driving onto or over an unapproved parking surface. **RECEIVED A COMPLAINT OF VEHICLES PARKING ON AN UNAPPROVED SURFACE.**
PERMITTED USE/SINGLE FAMILY DWELLING	134-197 (3)	Must comply with all requirements in the attached definition of dwelling unit. **see attached* **RECEIVED A COMPLAINT OF TOO MANY VEHICLES PARKING OUTSIDE THE GARAGE ON A REGULAR BASIS.** *

Skyler Christians (Skyler.Christians@cobbcounty.gov) — Officer

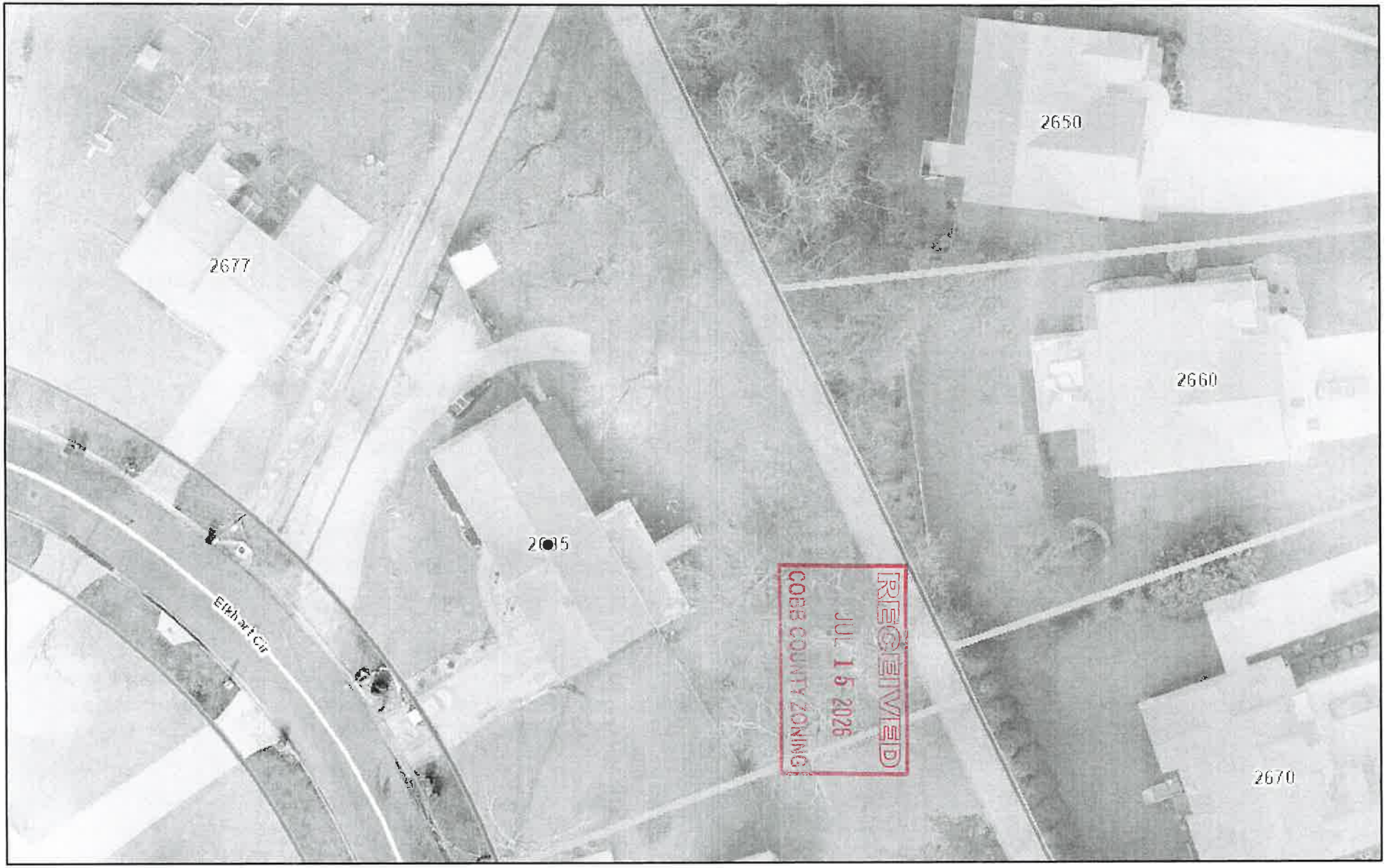
770-528-2127 — Telephone

Contact the Officer listed above by telephone or email for further information. Officer availability 8:00-9:00 a.m. and 3:30-4:30 p.m. Monday through Friday. You may leave voice mail or send email at any time.

A COMPLETE COPY OF THE COBB COUNTY ORDINANCE MAY BE VIEWED AT **WWW.COBBCOUNTY.GOV**

LUP-31

ArcGIS Web Map



7/15/2026, 9:37:10 AM

1:564

0 0 0.01 0.02 mi

0 0.01 0.01 0.02 km

° CAM_ActiveAddress

Zoning Districts
- R-20
- R-15

Land Lots
Subdivisions
CobbParcels

CountyEasements
<all other values>
DOT
WATER

Ramps
Local
Local

Minor Collectors
Major Collectors
Arterials

Interstates
Impervious

ORTHO
Red: Band_1

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Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

LUP-32-2026

SITE BACKGROUND

Applicant	Hassan McKeithan
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Hassan McKeithan
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Hassan McKeithan
Property Location	Located on the north side of Monarda Way, directly across from Monarda Court
Address	1133 Monarda Way
Access to Property	Monarda Way

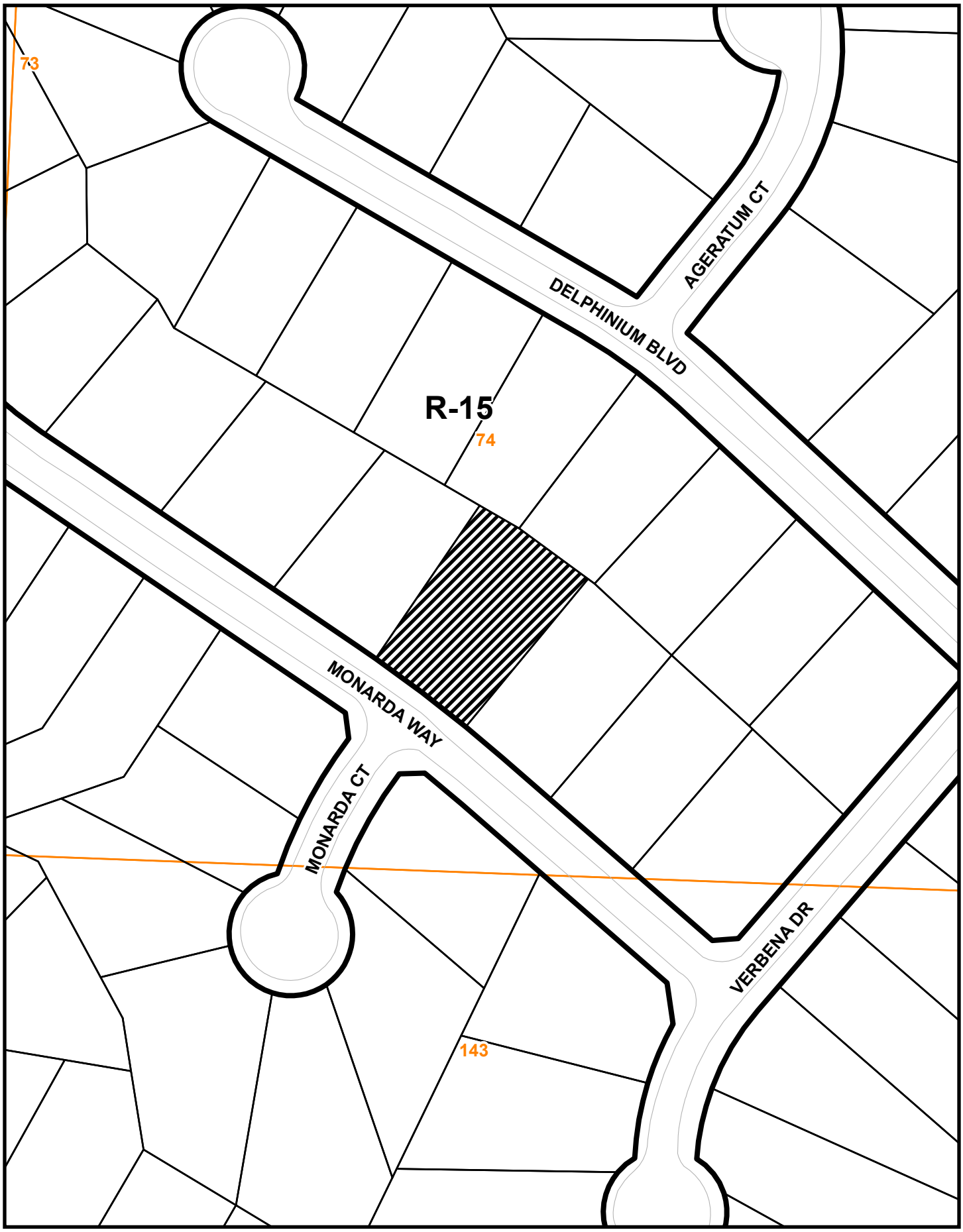
QUICK FACTS

Commission District	3 - Birrell
Current Zoning	R-15
Current Use of Property	Single-family Residence
Proposed Use	Allow more vehicles to be parked outside than the Code allows
Future Land Use	LDR
Site Acreage	0.35
District	16
Land Lot	74
Parcel #	16007400870
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

LUP-32 2026 Map



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0 87.5 175 Feet

Zoning Boundary

City Boundary

LUP-32

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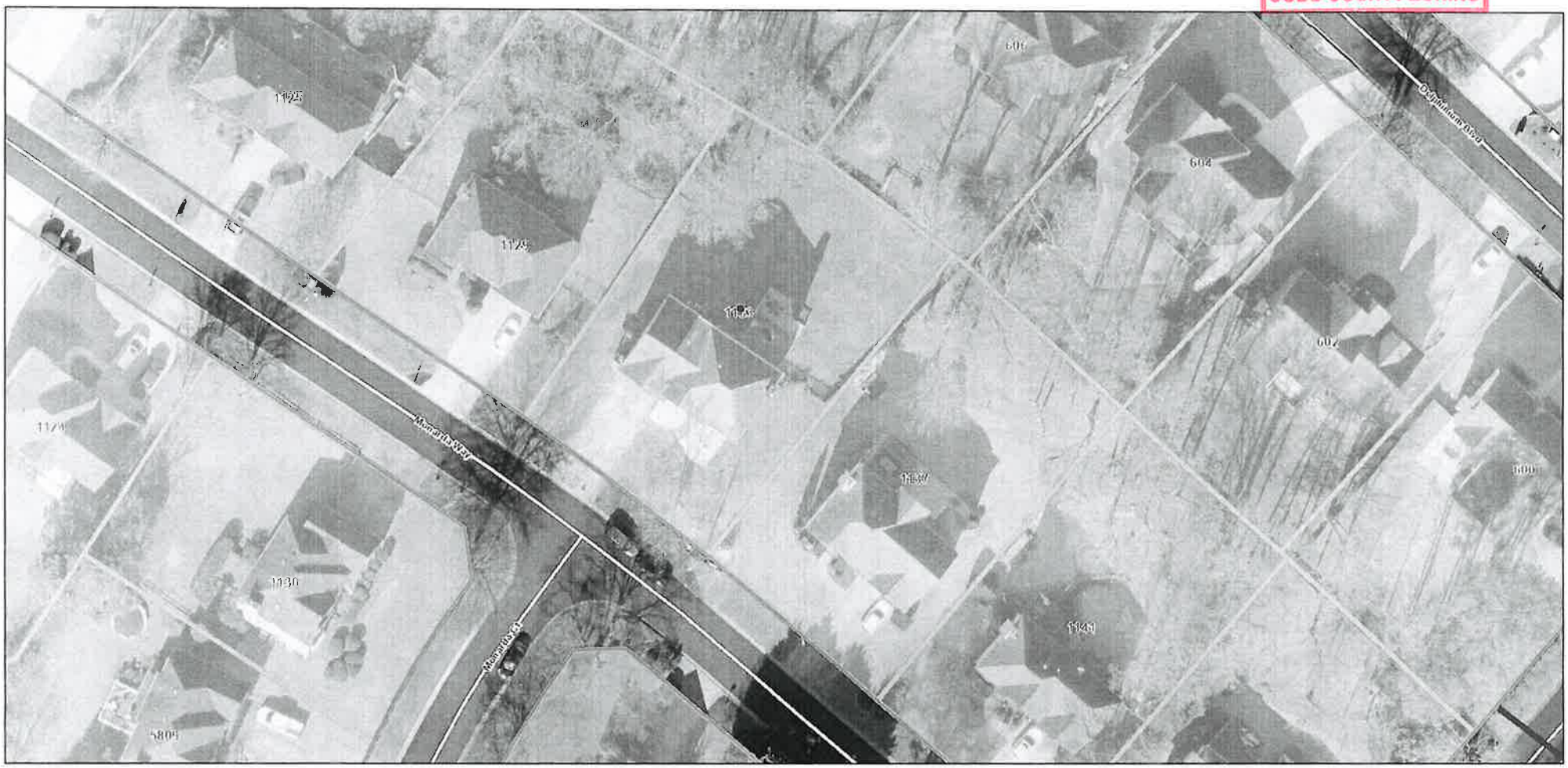
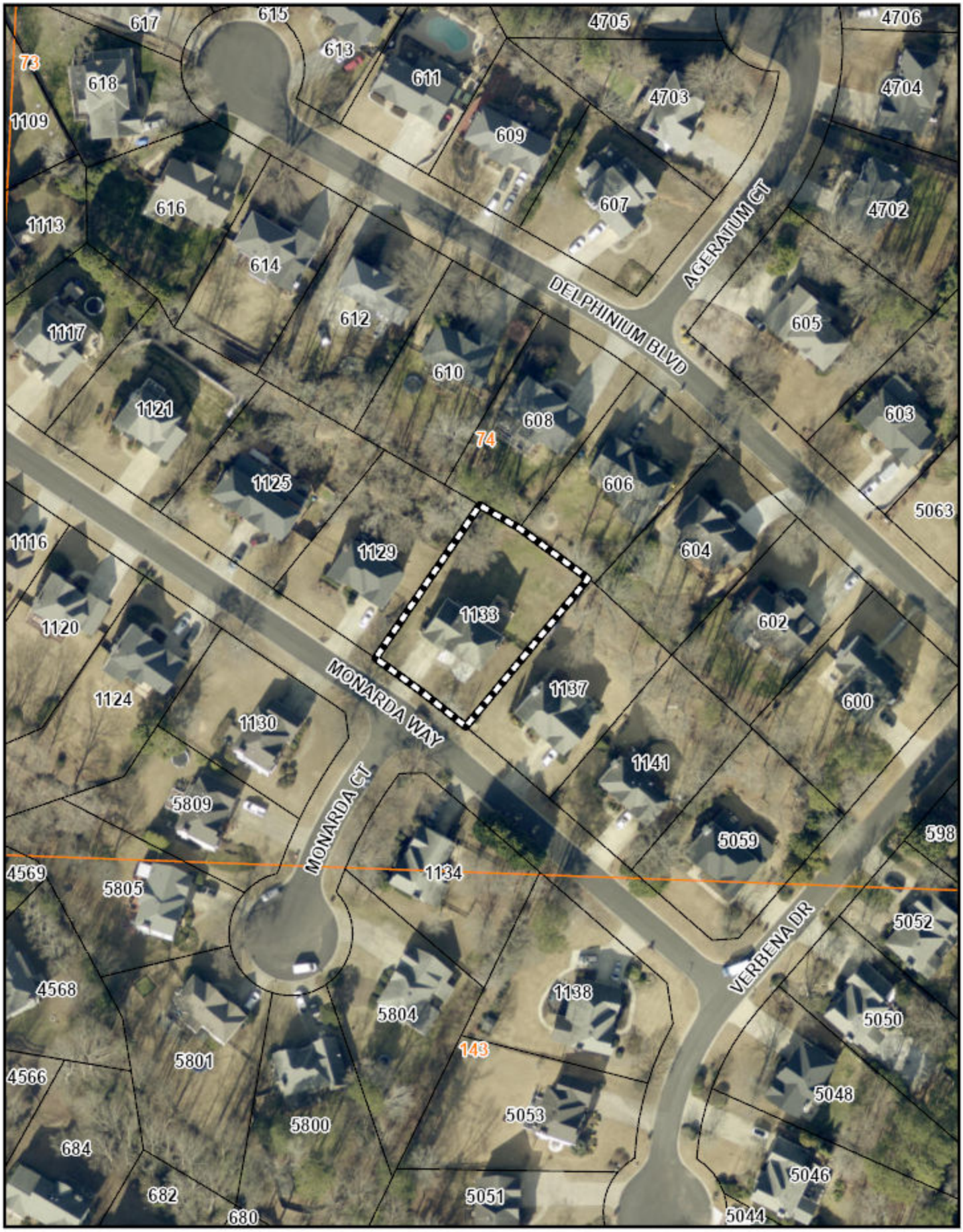
COBB COUNTY ZONING

ArcGIS Web Map



LUP-32 2026 Aerial Map



This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 87.5 175 Feet

Zoning Boundary

City Boundary

Revised December18, 2013

Application #: _____

PC Hearing Date: _____

BOC Hearing Date: _____

TEMPORARY LAND USE PERMIT WORKSHEET (FOR NUMBER OF ADULTS AND/OR VEHICLES)

1. **Number of unrelated adults in the house?** 0
2. **Number of related adults in the house?** 4
3. **Number of vehicles at the house?** 5
4. **Where do the residents park?**
   Driveway: 4 **; Street:** 1 **; Garage:** _____
5. **Does the property owner live in the house? Yes** ✓ **;No** _____
6. **Any outdoor storage? No** ✓ **; Yes** _____ **(If yes, please state what is kept outside):** _____
7. **Length of time requested (24 months maximum):** 24 months
8. **Is this application a result of a Code Enforcement action? No** ___ **;Yes** ✓ **(If yes, attach a copy of the Notice of Violation and/or tickets to this form).**
9. **Any additional information? (Please attach additional information if needed):**

_____

_____

Applicant signature: _____ **Date:** 7/21/26

Applicant name (printed): _____

ZONING STAFF USE ONLY BELOW THIS LINE

Zoning of property: R-15

Size of house per Cobb County Tax Assessor records: 3939

Number of related adults proposed: 4 **Number permitted by code:** 10

Number of unrelated adults proposed: 0 **Number permitted by code:** 1

Number of vehicles proposed: 5 **Number permitted by code:** 10

Number of vehicles proposed to be parked outside: 5 **Number of vehicles permitted** 4

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JUL 21 2026
COBB COUNTY ZONING

Revised December 18, 2013

S 37711

COBB COUNTY, GEORGIA
ORDINANCE CODE VIOLATION CITATION, SUMMONS, ACCUSATION

CODE ENFORCEMENT DIVISION

DATE 07/20/2026 HASSAN TIME ____ AM/PM

NAME McKeitham (Last) Andrea (First) A (M.I.)

BUSINESS NAME ____

ADDRESS 1133 Monarda Way NW

CITY Acworth STATE GA ZIP 30102

PHONE ____ DOB 07/04/1981 SEX F

HAIR ____ WEIGHT 230 HEIGHT 5'08"

DLN# GA 049345795 EXP 07/06/29

VIOLATION

Within the Unincorporated Area of Cobb County, Georgia, the Violator did then and there commit the following offense:

VIOLATION: Single Family Dwelling

CODE SECTION: 134-198(3)

DESCRIPTION: 5 vehicles observed on EMI

Notice issued 05-26-26
By OFC Edwards.

OFFENSE LOCATION Same (ADDRESS, CITY)

SUMMONS

YOU ARE HEREBY ORDERED TO APPEAR TO ANSWER THESE CHARGES ON THE 27 DAY OF August 2026 AT 9 AM AT THE MAGISTRATE COURT OF COBB COUNTY, GEORGIA, 32 WADDELL STREET, (BUILDING "D2") MARIETTA, GA, 3RD FLOOR PUBLIC SAFETY BUILDING. FAILURE TO APPEAR COULD SUBJECT YOU TO PENALTIES OF CONTEMPT A BENCH WARRANT AS PROVIDED BY LAW. SIGNATURE ACKNOWLEDGES SERVICE OF THE SUMMONS AND RECEIPT OF COPY OF SAME.

SIGNATURE X [illegible]

ISSUE DATE 07/21/2026

CODE ENF OFFICER [illegible]

CCCE CASE NUMBER CCCE-2026-02776

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JUL 21 2026
COBB COUNTY ZONING

on-White: Court Copy; Yellow: Violator Copy; Pink: Code Enforcement

NOTICE

Code-2026 02971

Code Enforcement
Community Development
PO BOX 649
Marietta GA 30061
Phone (770) 528-2180

Please contact David Roberts at Cobb County Code Enforcement within 24 hours regarding:

********CALL BETWEEN 8:00-9:00 AM OR 3:30-4:30 PM********

- ☐ Parking Standards Violation
- ☐ Litter Violation
- ☐ Outside Storage Violation
- ☒ Single Family Dwelling Violation
- ☐ Customary Home Occupation Violation
- ☐ Non-Compliance Vehicle
- ☐ Grass & Weeds
- ☐ Signs Prohibited
- ☐ OTHER

Early Morning Inspection was completed and it was determined too many cars were parked at the property. A Land use permit was not applied for a citation is due

We have received multiple complaints

David C Roberts
David.roberts@cobbcounty.gov
770 528-2181

CITATIONS DUE
YES NO

CALL BETWEEN 8:00-9:00 AM OR 3:30 PM-4:30 PM OR EMAIL ANYTIME FOR THE QUICKEST RESPONSE

RECEIVED
JUL 21 2026
COBB COUNTY ZONING

LUP-32

CONSENT OF CONTIGUOUS OCCUPANTS OR LAND OWNERS TO ACCOMPANY APPLICATION FOR LAND USE PERMIT

By signature, it is hereby acknowledged that I give my consent/or have no objection that _____ _____ intends to make an application for a Land Use Permit for the purpose of _____ on the premises described in the application.

	Signature	Printed name	Address
1.	George Katsoudas	George KATSOUDAS	1137 MONARDA WAY Acworth GA
2.	Elemy Katsoudas	Elemy Katsoudas	1137 Monarda way Acworth GA 3010
3.		Quintez Gurley	1124 Monarda Way NW
4.		Hassan McKeithan	1133 monarda way NW Acworth GA
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RECEIVED
AUG 03 2026
COBB COUNTY ZONING

(Attach additional pages if necessary)

Revised October 1, 2009

LVP-32

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Certificate of Mailing — Firm

Name and Address of Sender	TOTAL NO. of Pieces Listed by Sender	TOTAL NO. of Pieces Received at Post Office™	Affix Stamp Here *Postmark with Date of Receipt.*
RECEIVED AUG 03 2026 COBB COUNTY ZONING		Postmaster, per *(name of receiving employee)*	MARIETTA, GA 300 JUL 22 2026 USPS SPRAYBERRY BRANCH

USPS® Tracking Number / Firm-specific Identifier	Address (Name, Street, City, State, and ZIP Code™)	Postage	Fee	Special Handling	Parcel Airlift
9589 0710 5270 4230 7550 96	Parra Flores Pedro A 606 Delphinium Blvd NW Acworth GA 30102				
9589 0710 5270 4230 7551 02	Horn Michael P & Lingyun 1124 Monarda WAY NW Acworth GA 30102				
9589 0710 5270 4230 7550 89	McDaniel David & Kathryn 608 Delphinium Blvd NW Acworth GA 30102				
4.					
5.					
6.					

U.S. POSTAGE PAID
MARIETTA, GA
30066
JUL 22, 26
AMOUNT
$2.25
S2325A500213-25

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See Reverse for Instructions

LUP-32

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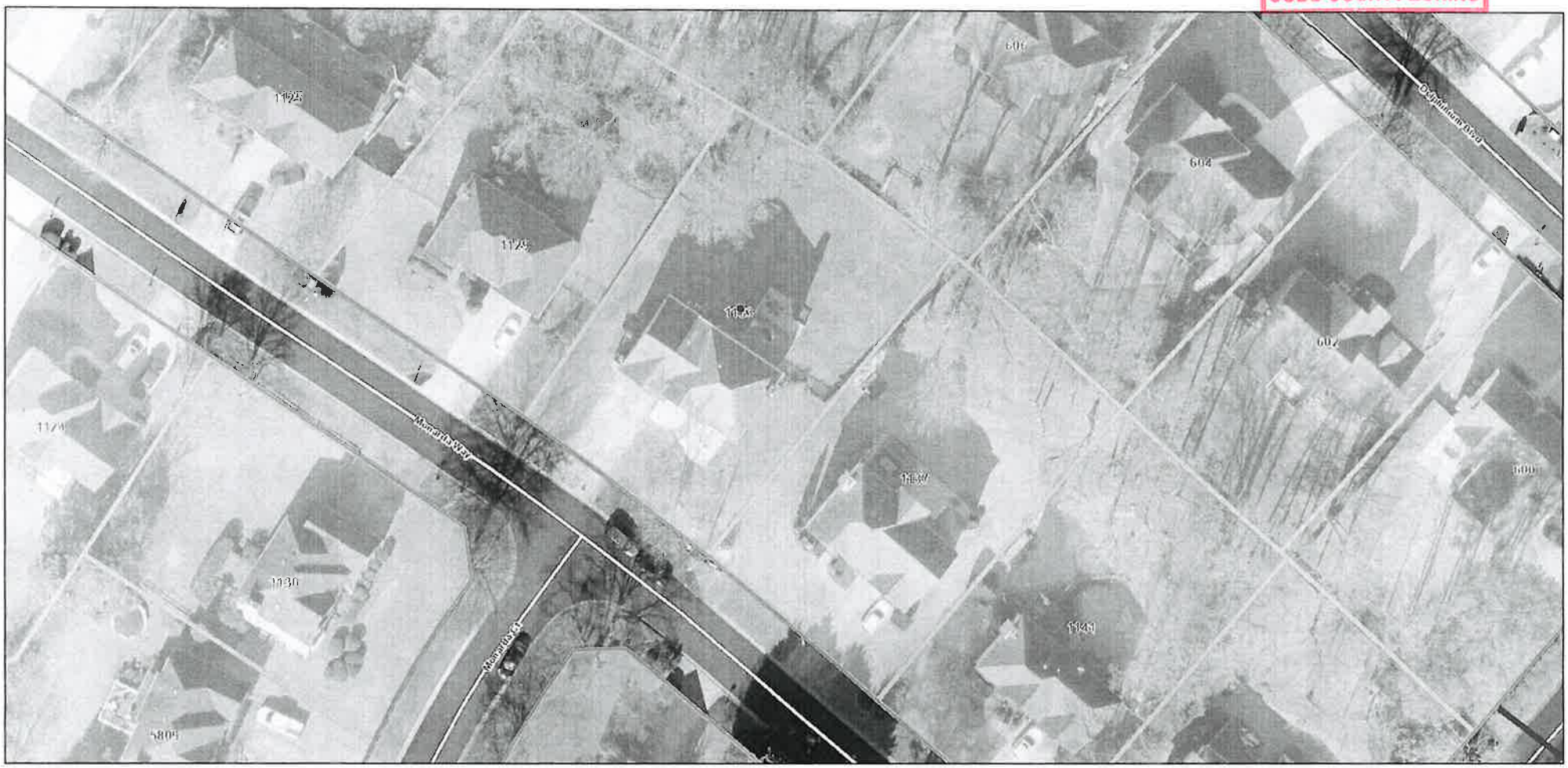
JUL 21 2026
COBB COUNTY ZONING

ArcGIS Web Map



7/21/2026, 11:55:09 AM

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0 0.01 0.01 0.03 km

CAM_ActiveAddress

Zoning Districts

R-15

Land Lots

Subdivisions

CobbParcels

Ramps

Local

Local

Minor Collectors

Major Collectors

Arterials

Interstates

ORTHO

Red: Band_1

Green: Band_2

Blue: Band_3

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Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

LUP-33-2026

SITE BACKGROUND

Applicant	J. Santos Baza Martinez
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	J. Santos Baza Martinez
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	J. Santos Baza Martinez
Property Location	Located on the southwest corner of Olive Springs Road and Tatum Street
Address	1786 Olive Springs Road
Access to Property	Olive Springs Road

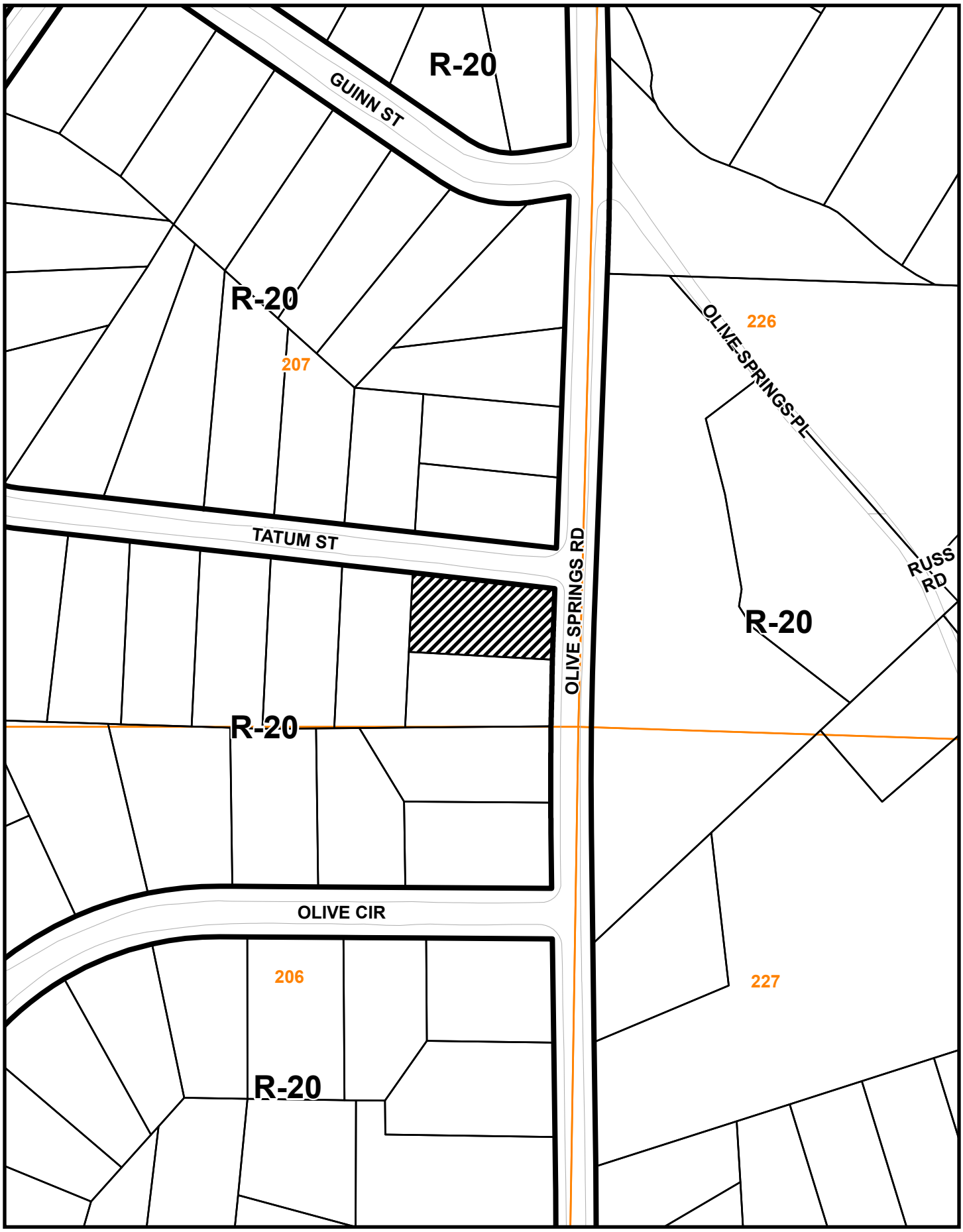
QUICK FACTS

Commission District	2 - Allen
Current Zoning	R-20
Current Use of Property	Single-family Residence
Proposed Use	Allow more adults and vehicles than the Code allows
Future Land Use	LDR
Site Acreage	0.24
District	17
Land Lot	207
Parcel #	17020700890
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

LUP-33 2026 Map



This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 110 220 Feet

Zoning Boundary

City Boundary

LUP-33

ArcGIS Web Map

LUP-33 2026 Aerial Map

This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 110 220 Feet

Zoning Boundary

City Boundary

Revised December18, 2013

Application #:_____

PC Hearing Date:_____

BOC Hearing Date:_____

TEMPORARY LAND USE PERMIT WORKSHEET (FOR NUMBER OF ADULTS AND/OR VEHICLES)

1. Number of unrelated adults in the house? 0
2. Number of related adults in the house? 4
3. Number of vehicles at the house? 3
4. Where do the residents park?
   Driveway: ✓ ; Street:_____ ; Garage: _____
5. Does the property owner live in the house? Yes_____ ;No ✓
6. Any outdoor storage? No ✓ ; Yes_____(If yes, please state what is kept outside):_____
7. Length of time requested (24 months maximum): 24 MONTHS
8. Is this application a result of a Code Enforcement action? No___ ;Yes ✓ (If yes, attach a copy of the Notice of Violation and/or tickets to this form).
9. Any additional information? (Please attach additional information if needed):
   Submitted in response of Violation CODE 2026-04037 Dated 7/7/26

Applicant signature: _____ Date: _____

Applicant name (printed): Santos Baza Martinez

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COBB COUNTY ZONING

ZONING STAFF USE ONLY BELOW THIS LINE

Zoning of property: R-20

Size of house per Cobb County Tax Assessor records: 996

Number of related adults proposed: 4 Number permitted by code: 2

Number of unrelated adults proposed: 0 Number permitted by code: 1

Number of vehicles proposed: 3 Number permitted by code: 2

Number of vehicles proposed to be parked outside: 3 Number of vehicles permitted 2

Revised December 18, 2013

CONSENT OF CONTIGUOUS OCCUPANTS OR LAND OWNERS
TO ACCOMPANY APPLICATION FOR LAND USE PERMIT

By signature, it is hereby acknowledged that I give my consent/or have no objection that _____ _____ intends to make an application for a Land Use Permit for the purpose of _____ on the premises described in the application.

	Signature	Printed name	Address
1.	Jorge Pedroza	Jorge Pedroza	1796 Olive springs Rd
2.	Delfino Govea	Delfino Govea	23 Tatum street
3.			
4.			
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AUG 04 2026
COBB COUNTY ZONING

(Attach additional pages if necessary)

Revised October 1, 2009

LUP-33

ArcGIS Web Map

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

LUP-34-2026

SITE BACKGROUND

Applicant	Barbara Gorman and Herb Gorman
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Barbara Gorman and Herb Gorman
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Herbert F. Gorman and Barbara J. Gorman
Property Location	Located on the southwest corner of Devonshire Drive and Nottingham Drive
Address	4047 Devonshire Drive
Access to Property	Devonshire Drive

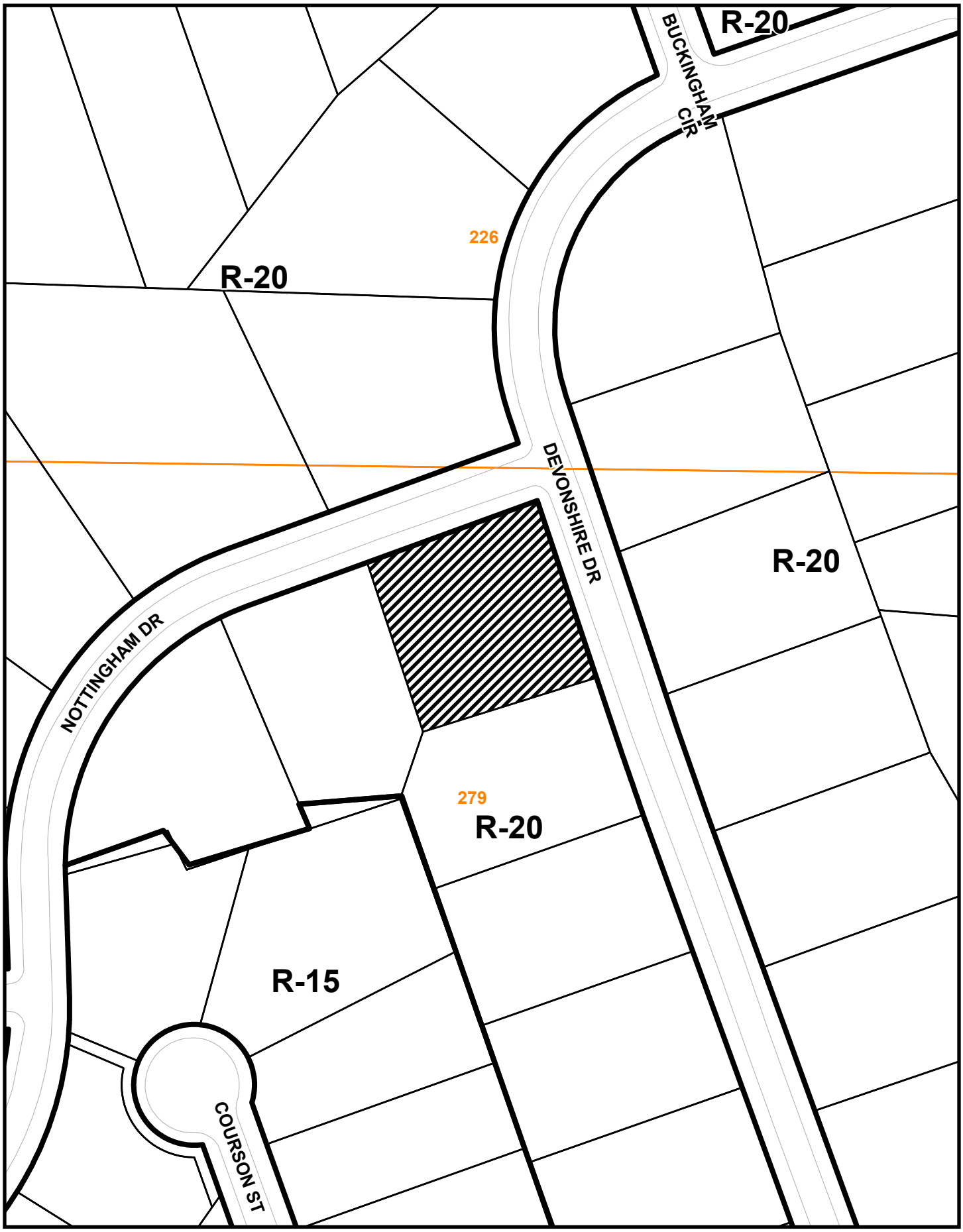
QUICK FACTS

Commission District	3 - Birrell
Current Zoning	R-20
Current Use of Property	Single-family Residence
Proposed Use	Allow more vehicles parked outside than the Code allows
Future Land Use	LDR
Site Acreage	0.52
District	16
Land Lot	279
Parcel #	16027900270
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

LUP-34 2026 Map



This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 90 180 Feet

Zoning Boundary

City Boundary

LCP-34

ArcGIS Web Map

7/17/2026, 10:22:41 AM

1:564

0 0 0.01 0.02 mi

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CAM_ActiveAddress
Land Lots
Subdivisions
CobbParcels
CountyEasements
<all other values>
DOT
WATER
Ramps
Local
Local
Minor Collectors
Major Collectors
Arterials
Interstates
Cobb Orthophotos
Red: Band_1
Green: Band_2
Blue: Band_3

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LUP-34 2026 Aerial Map

This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 90 180 Feet

Zoning Boundary

City Boundary

Application #:_____

PC Hearing Date:_____

BOC Hearing Date:_____

TEMPORARY LAND USE PERMIT WORKSHEET (FOR NUMBER OF ADULTS AND/OR VEHICLES)

1. **Number of unrelated adults in the house?** 0
2. **Number of related adults in the house?** 7
3. **Number of vehicles at the house?** 7
4. **Where do the residents park?**
   Driveway: ✓ ; **Street:**_____ ; **Garage:**_____
5. **Does the property owner live in the house? Yes** ✓ ;**No**_____
6. **Any outdoor storage? No**_____ ; **Yes** ✓ **(If yes, please state what is kept outside):** Pop-Up Camper
7. **Length of time requested (24 months maximum):** 24 months
8. **Is this application a result of a Code Enforcement action? No**___ ;**Yes** ✓ **(If yes, attach a copy of the Notice of Violation and/or tickets to this form).**
9. **Any additional information? (Please attach additional information if needed):** We are a house of 7 related adults driving 7 vehicles.

Applicant signature: Barbara Gorman **Date:** 7/30/26

Applicant name (printed): Barbara Gorman

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COBB COUNTY ZONING

ZONING STAFF USE ONLY BELOW THIS LINE

Zoning of property: R-20

Size of house per Cobb County Tax Assessor records: 2974

Number of related adults proposed: 7 **Number permitted by code:** 7

Number of unrelated adults proposed: 0 **Number permitted by code:** 1

Number of vehicles proposed: 7 **Number permitted by code:** 7

Number of vehicles proposed to be parked outside: 7 **Number of vehicles permitted** 4

CONSENT OF CONTIGUOUS OCCUPANTS OR LAND OWNERS
TO ACCOMPANY APPLICATION FOR LAND USE PERMIT

By signature, it is hereby acknowledged that I give my consent/or have no objection that Barbara + Herb Gorman intends to make an application for a Land Use Permit for the purpose of parking of vehicles on the driveway on the premises described in the application.

	Signature	Printed name	Address
1.	Clelande	Charlotte Velarde	4037 Devonshire Dr, Marietta, GA 30066
2.			
3.			
4.			
5.			
6.			
7.			
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COBB COUNTY ZONING

(Attach additional pages if necessary)

Revised October 1, 2009

COBB COUNTY - COMMUNITY DEVELOPMENT AGENCY
Code Enforcement Division

Ma ling Address
P.O. Box 649
Marietta Ga. 30061

Physical Address
1'50 Powder Springs Rd.
Suite 400
Marietta, Ga. 30064

Fax: (770) 528-2092

Notice of Violation

Violation Number: CODE-2026-04213 Date: 07/07/2026

The Cobb County Code Enforcement Division has grounds to believe the property located at:

4047 DEVONSHIRE DR NE	MARIETTA, GA 30066	16	0279	027	R-20
(Address)	(City/State/Zip)	(Dist)	(Land Lot)	(Par)	(Zoning)

and/or GORMAN HERBERT F & BARBARA J (4047 DEVONSHIRE DR MARIETTA, GA 30066)

may be in violation of the Official Code of Cobb County, Georgia. You have 10 days to bring the violation(s) into compliance. An inspection will be made on or about 10 days from July 7, 2026. Failure to comply could result in a citation being issued for you to appear in the Cobb County Magistrate Court, and you may be subject to a fine, imprisonment or both.

Violation	Code Section	Requirement for Compliance
PERMITTED USE/SINGLE FAMILY DWELLING	134-197 (3)	Must comply with all requirements in the attached definition of dwelling unit. **see attached**
PARKING STANDARDS	134-272 (6) b & c	All vehicles must be parked on a hardened/treated surface. All tires must be on hardened/treated surface. Surface must be installed flush with the ground and capable of supporting all vehicle/equipment tires without driving onto or over an unapproved parking surface.

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JUL 30 2026
COBB COUNTY ZONING

David Roberts (David.Roberts@cobbcounty.gov) — Officer

770-528-2181 — Telephone

Contact the Officer listed above by telephone or email for further information. Officer availability 8:00-9:00 a.m. and 3:30-4:30 p.m. Monday through Friday. You may leave voice mail or send email at any time.

A COMPLETE COPY OF THE COBB COUNTY ORDINANCE MAY BE VIEWED AT **WWW.COBBCOUNTY.GOV**

We received a complant that too many cars were parked at the property and they were parked in the grass

COBB COUNTY
COMMUNITY DEVELOPMENT AGENCY

Code Enforcement Division
1150 Powder Springs St. Ste 400
Marietta, Georgia 30064
(770) 528-2180 fax (770) 528-2092

Brent Farrell
Division Manager

Incident Number: CODE-2026-04213

Follow the attached ordinances – One family (within the fourth degree) including up to one unrelated adult **OR** two or fewer unrelated adults may occupy a single-family residence. There must be at least 390 square feet of total building square footage for each related adult occupant and each vehicle regularly parked at the residence.

The tax records for this property show 2974 square feet which allows for 7 related adults, including up to one unrelated adult or two or fewer unrelated adults; and 7 vehicles to be regularly parked at this residence. Of the total number of vehicles allowed, only 4 may be parked outside of a garage or carport.

Please provide a notarized statement within the next 10 days stating how many adults reside at this residence, and how they are related. Additionally, please list the vehicles that are regularly parked at this residence.

Section 134-1 DEFINITIONS

Adult means any person over the age of 18 years old or legally emancipated in the State of Georgia

Family means two or more persons related by blood, legal adoption, or marriage, occupying a dwelling. Related means persons are all related to each other within the fourth degree, as defined in O.C.G.A. § 53-2-1, which includes parents, children, grandparents, grandchildren, brothers and sisters. State of Georgia authorized foster children of a family member shall also be deemed a member of the family for this purpose

Single-family dwelling unit. A single-family dwelling unit consists of one or more rooms which are arranged, designed or used as living quarters for one family including up to one unrelated adult, or two or fewer unrelated adults and their children and or grandchildren.

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COBB COUNTY ZONING

(1) A single-family dwelling unit shall have an interior bathroom and complete kitchen facilities, permanently installed.

(2) A single-family dwelling unit shall have at least 390 square feet of living building square footage (as determined and maintained in the records of the Cobb County Tax Assessor) per each adult occupant.

(3) No more than one vehicle per 390 square feet of living building square footage may be parked regularly overnight on the property upon which the single-family dwelling unit exists.

R-20

Of the total number of vehicles allowed per 390 square feet of living building square footage, there shall be a maximum of **five** or less (of the total) parked outside of a garage, carport or the like for properties zoned **R-40, R-80 and RR**.

All Other zoning districts used for single family dwelling units shall have no more than **Four** vehicles parked outside of a garage, carport or the like.

Apply Aug 26
sign - Sept 26
Oct 20
hearing Oct 7

This includes vehicles parked within the right-of-way adjacent to a dwelling unit.

"Regularly" means a majority of days in any seven-day period.
Exceptions to this definition may be considered as part of a land use permit processed in accordance with section 134-36. Contact Zoning (770) 528-2035.

7/16/26 - Sean - planner - spoke w/
Temporary Land Use (24 mo)
$150 App $100/sign x 2 signs (deposit) = $280
- 100 signs return
8-5 M-F 1150 Powder Springs St (NCG)

(Marianne house)
Above + Beyond Realty LLC - call, Mail letter to Notify
1902 Sheldon Ln
Conyers, GA 30094

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134-290
2/8/22
25' off line
4 hear

Date July 12, 2026

I, Barbara Gorman (name), live at 4047 Devonshire Dr., Marietta, GA 30066 (address)

The following adults 18 years of age or older, and legally emancipated minors live at the residence:

Name	Age	* Relationship to Primary Owner/Resident	Type of Vehicle regularly parked at residence
1. Herbert Gorman	65	Owner	Work-KIA Soul ~~(Self)~~
2. Barbara Gorman	56	owner	Suburban (self)
3. C.H. Cooper Gorman	22	Son	Dodge Dakota
4. Ryan Gorman	20	Son	Ford Raptor
5. Garrett Gorman	20	Son	Tesla
6. Kaitlyn Gorman	20	Daughter	Honda Civic
7. Hunter Gorman	20	Son	BMW 328i
8.			
9.			
10.			
11.			
12.			

*Relationship example: mother, father, son, daughter, sister, brother, or none if not related.

Barbara Gorman
Signature

Chasity McKinley
Notary Public

7/13/2026
Date

CHASITY MCKINLEY
NOTARY PUBLIC
Cobb County
State of Georgia
My Comm. Expires Dec. 29, 2026

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JUL 30 2026
COBB COUNTY ZONING

LCP-34

ArcGIS Web Map

7/17/2026, 10:22:41 AM

1:564

0 0 0.01 0.02 mi

0 0.01 0.01 0.02 km

CAM_ActiveAddress
Land Lots
Subdivisions
CobbParcels
CountyEasements
<all other values>
DOT
WATER
Ramps
Local
Local
Minor Collectors
Major Collectors
Arterials
Interstates
Cobb Orthophotos
Red: Band_1
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Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

LUP-35-2026

SITE BACKGROUND

Applicant	GBW Investment Partners, LLLP
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Parks F. Huff
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	GBW Investment Partners, LLLP
Property Location	Located on the west side of Hurt Road, directly across from Herren Drive
Address	448 Hurt Road
Access to Property	Hurt Road

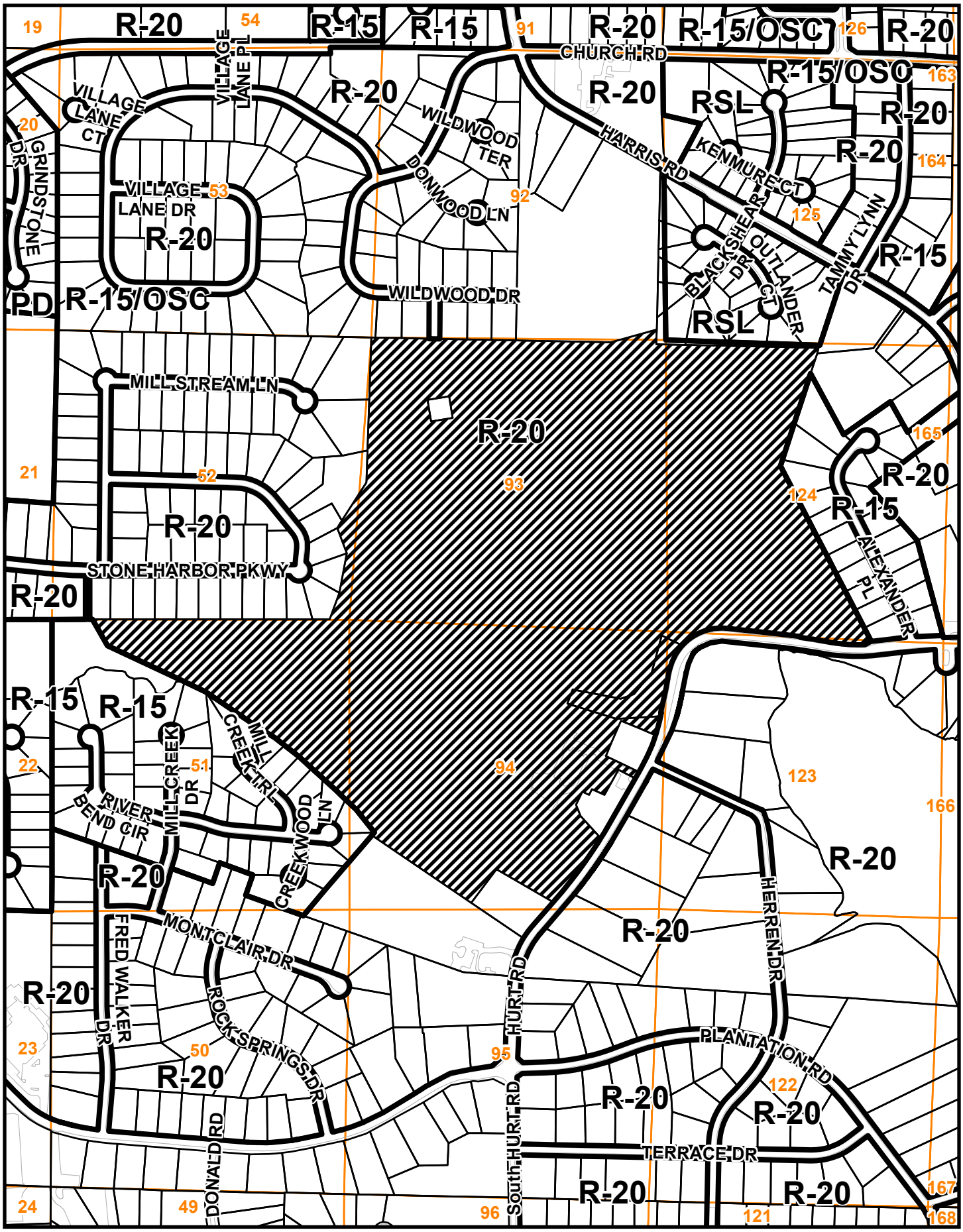
QUICK FACTS

Commission District	4 - Sheffield
Current Zoning	R-20
Current Use of Property	Private Fishing Lake and Horse Stables
Proposed Use	Allow the addition of a tiny home community
Future Land Use	LDR
Site Acreage	106.66
District	17
Land Lot	51, 93, 94, 124, 125
Parcel #	17009400080, 17009400180
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

LUP-35 2026 Map



This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 500 1,000 Feet

Zoning Boundary

City Boundary

Preliminary Plan

G.B.'s Lake Community

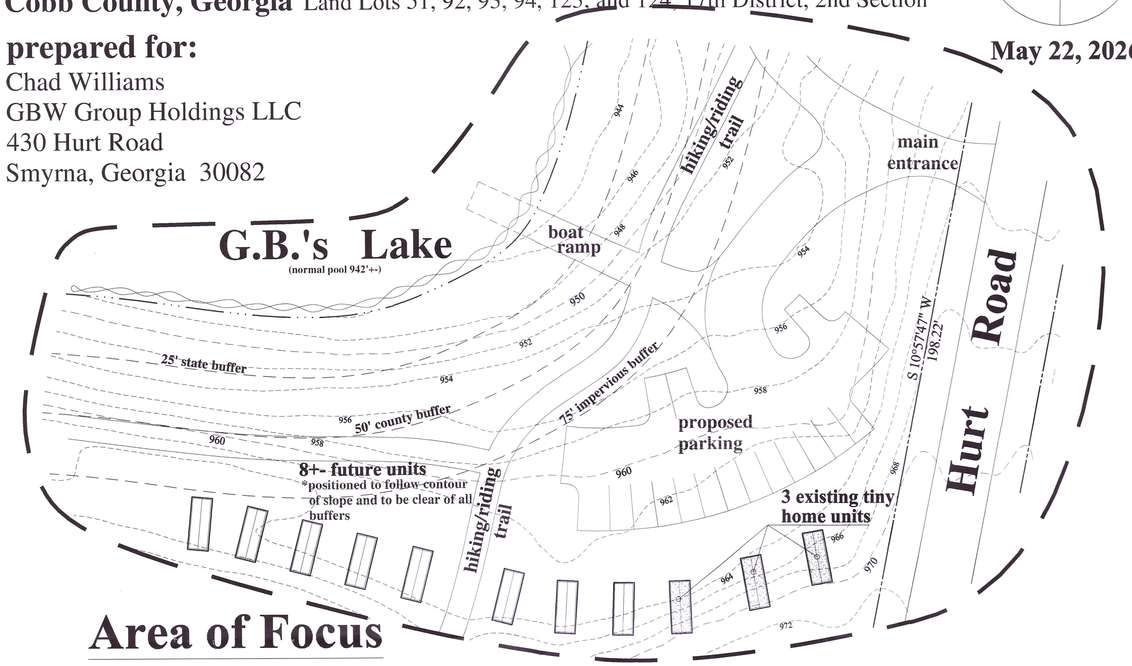
Cobb County, Georgia Land Lots 51, 92, 93, 94, 123, and 124, 17th District, 2nd Section

prepared for:

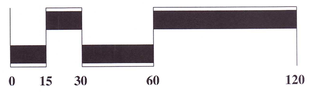
Chad Williams
GBW Group Holdings LLC
430 Hurt Road
Smyrna, Georgia 30082

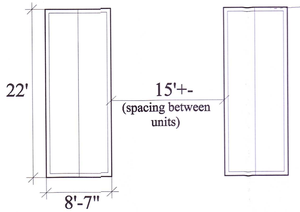
May 22, 2026

north



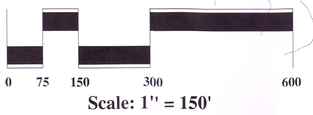
Area of Focus





typical unit and spacing
(not to scale)

Entire Property



DGM
LAND PLANNING CONSULTANTS, INC.
1635 OLD HWY 41
SUITE 112–314
KENNESAW, GA 30152
770–514–9006
DGMLPC.COM

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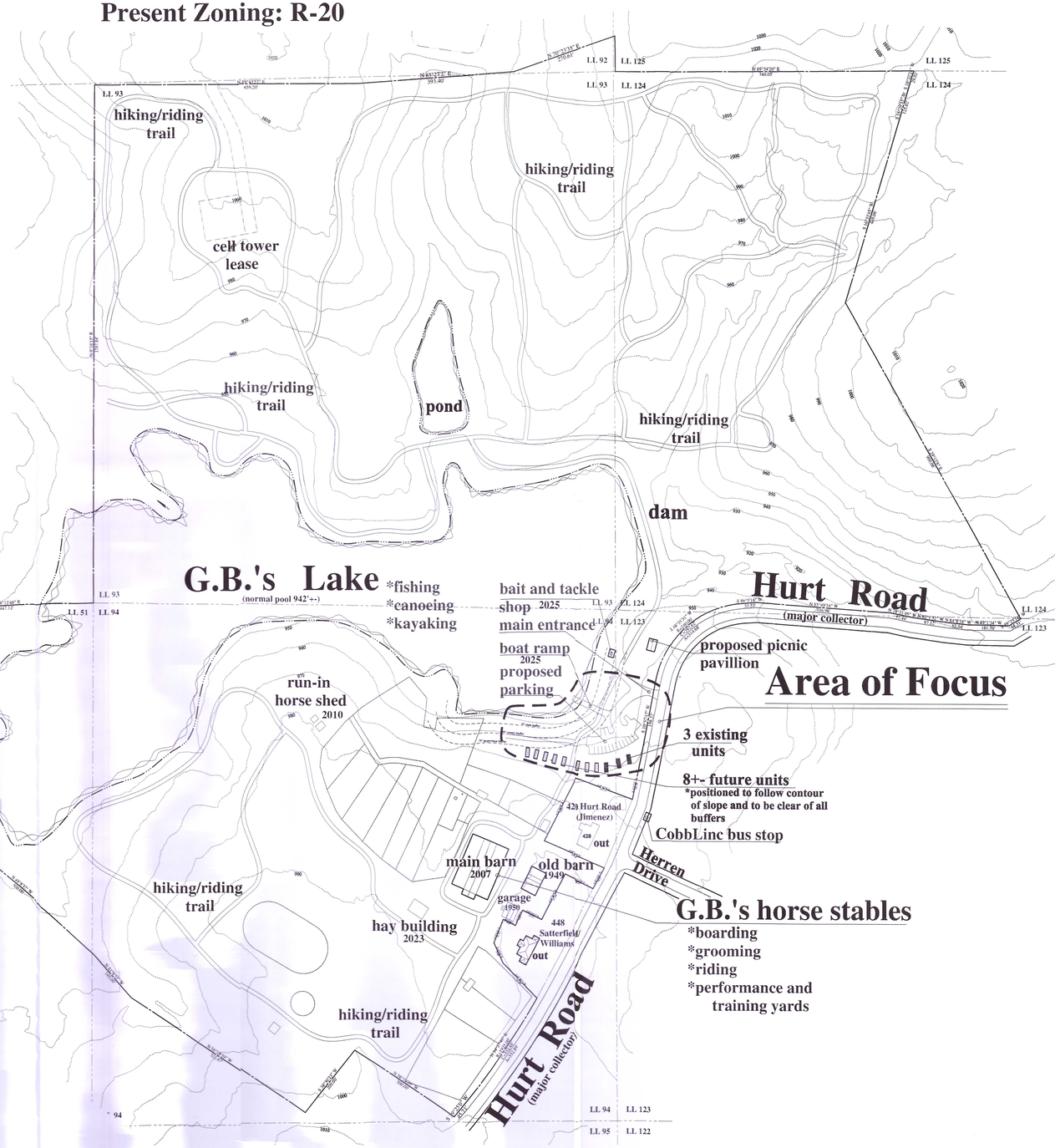
COBB COUNTY ZONING

Site Data

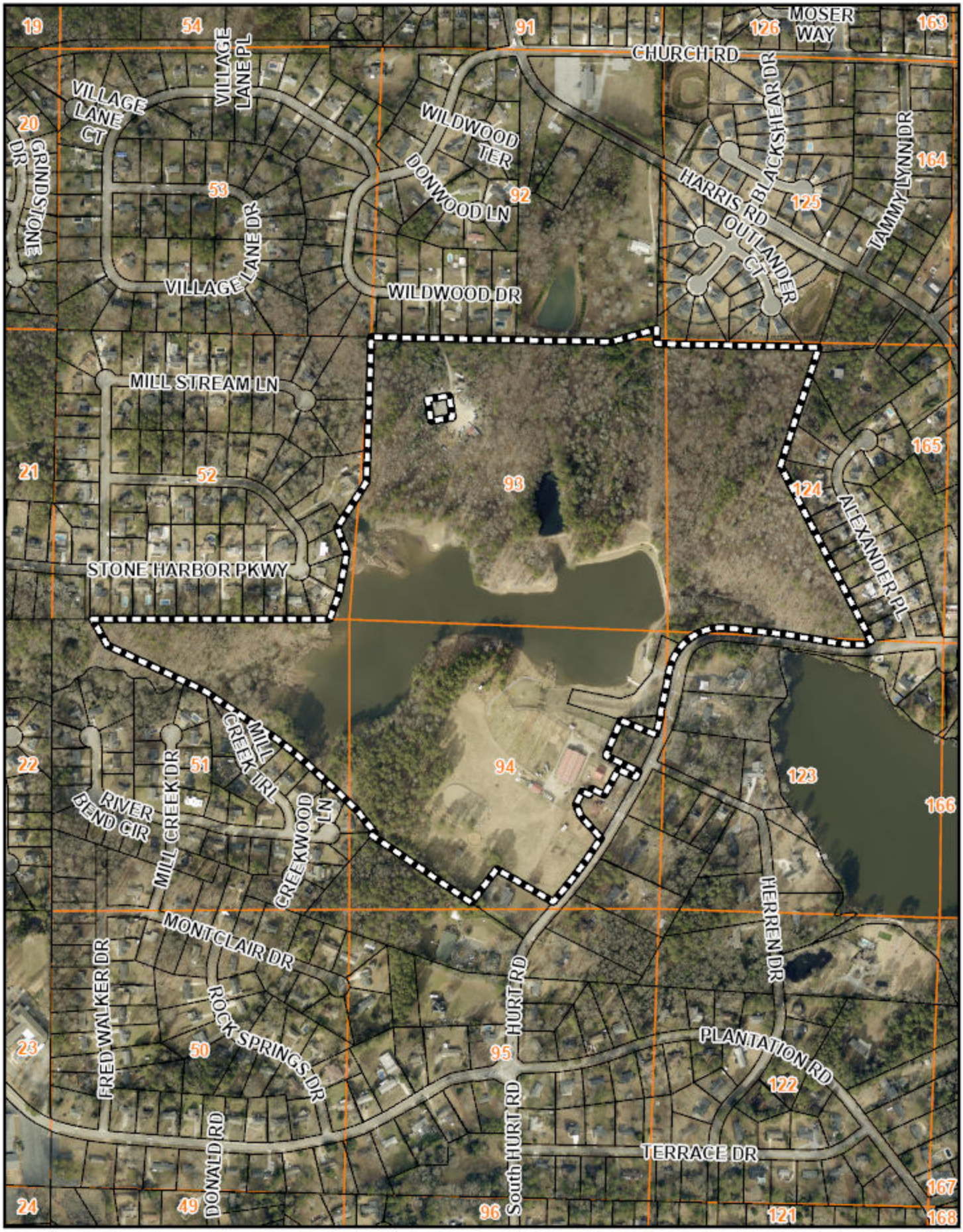
Total Site Area: 106.66 AC

(acreage in floodplain undetermined)

Present Zoning: R-20



LUP-35 2026 Aerial Map



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0 500 1,000 Feet

Zoning Boundary

City Boundary

RECEIVED
AUG 06 2026
COBB COUNTY ZONING

RECEIVED
AUG 06 2026
COBB COUNTY ZONING

4-R-35

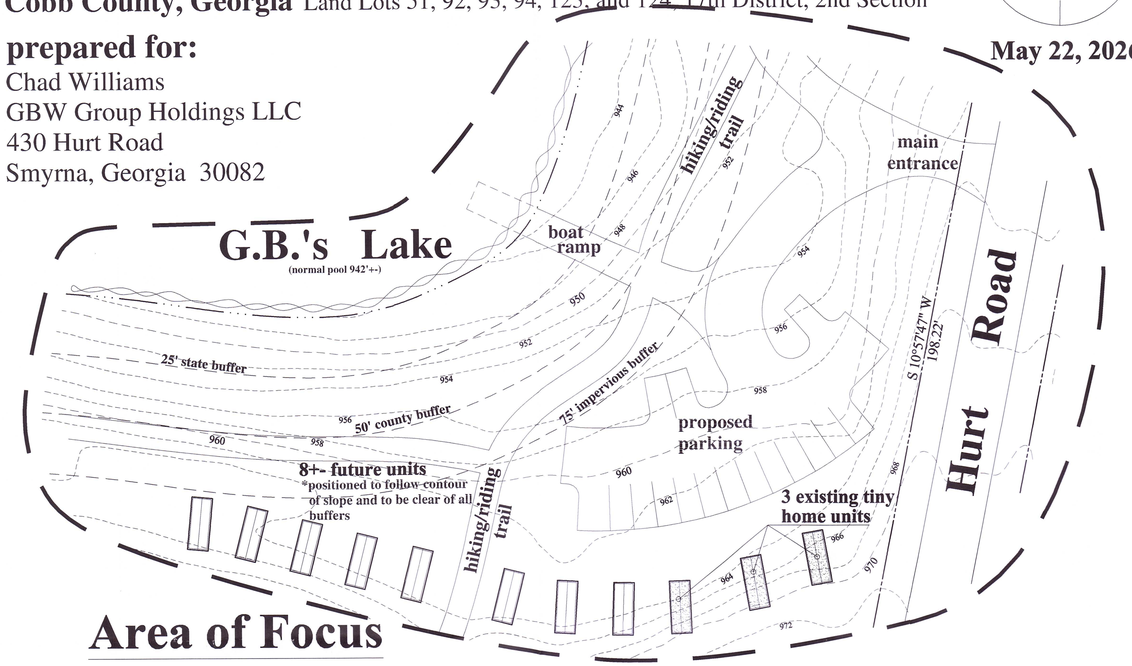
Preliminary Plan

G.B.'s Lake Community

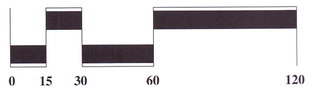
Cobb County, Georgia Land Lots 51, 92, 93, 94, 123, and 124, 17th District, 2nd Section

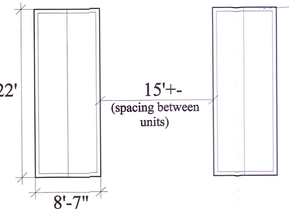
May 22, 2026

prepared for:
Chad Williams
GBW Group Holdings LLC
430 Hurt Road
Smyrna, Georgia 30082



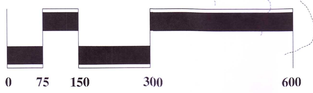
Area of Focus





typical unit and spacing
(not to scale)

Entire Property



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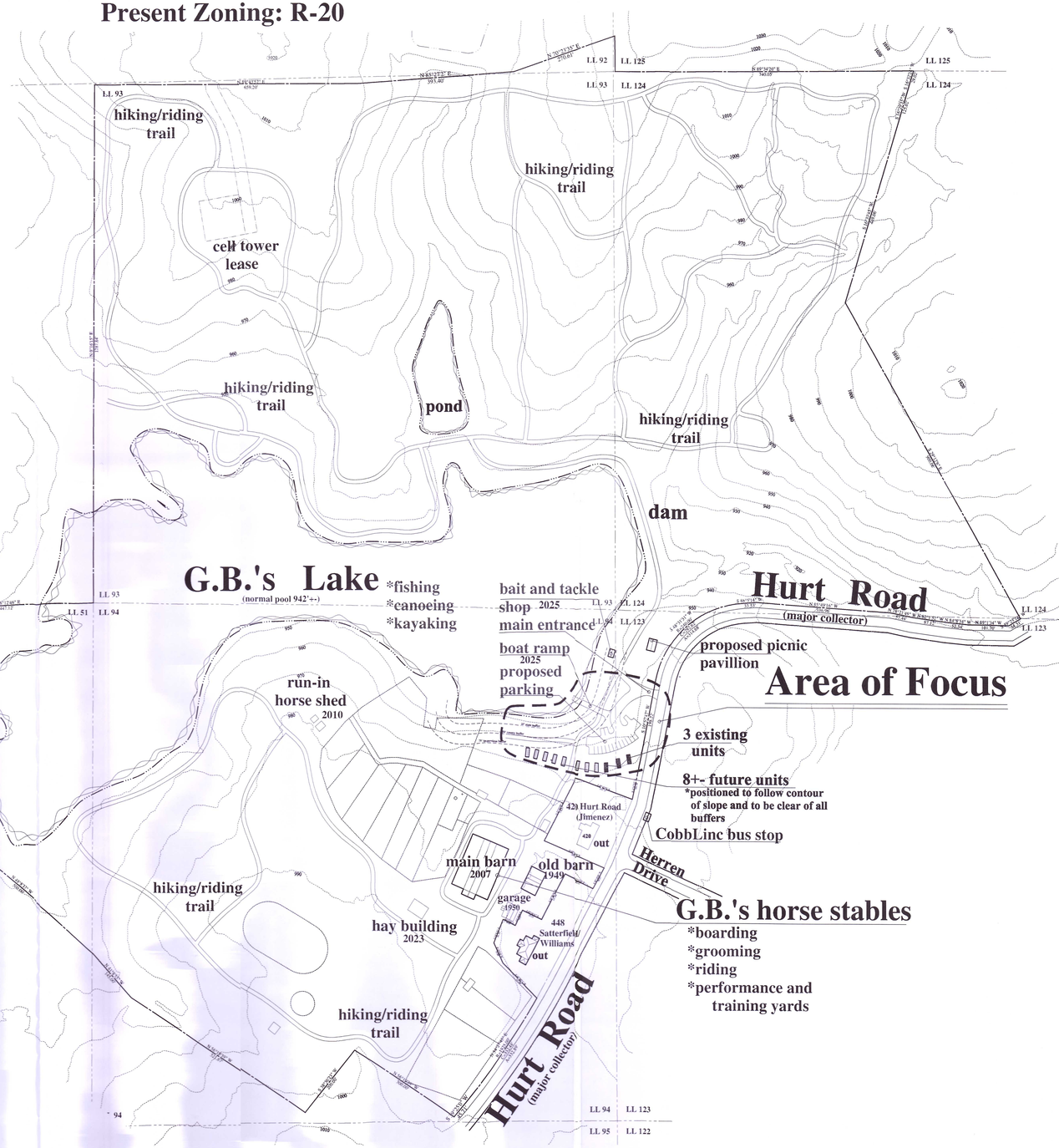
1635 OLD HWY 41
SUITE 112–314
KENNESAW, GA 30152
770–514–9006
DGMLPC.COM

RECEIVED
AUG 06 2026
COBB COUNTY ZONING

Site Data

Total Site Area: 106.66 AC
(acreage in floodplain undetermined)
Present Zoning: R-20



Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

SLUP-8-2026

SITE BACKGROUND

Applicant	Rick Kuhlman
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Rick Kuhlman
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	North Church Lane Properties, LLC
Property Location	Located on the west side of Olympic Industrial Drive, south of Plant Atkinson Road
Address	2967 Olympic Industrial Drive
Access to Property	Olympic Industrial Drive

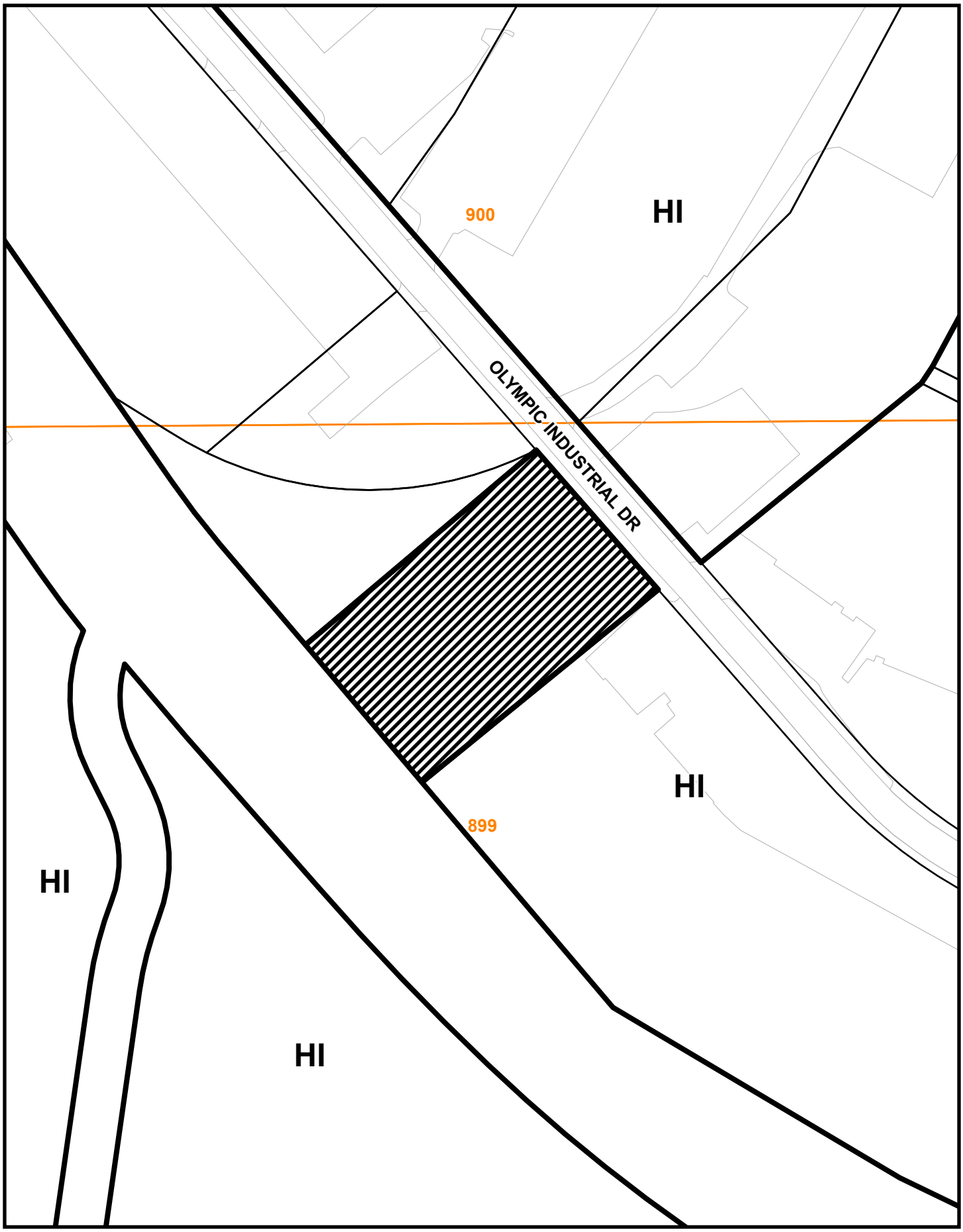
QUICK FACTS

Commission District	2 - Allen
Current Zoning	HI
Current Use of Property	Industrial
Proposed Zoning	HI
Proposed Use	Firewood Splitting and Storage
Future Land Use	IND
Site Acreage	1.33
District	17
Land Lot	899
Parcel #	17089900130
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

SLUP-8 2026 Map



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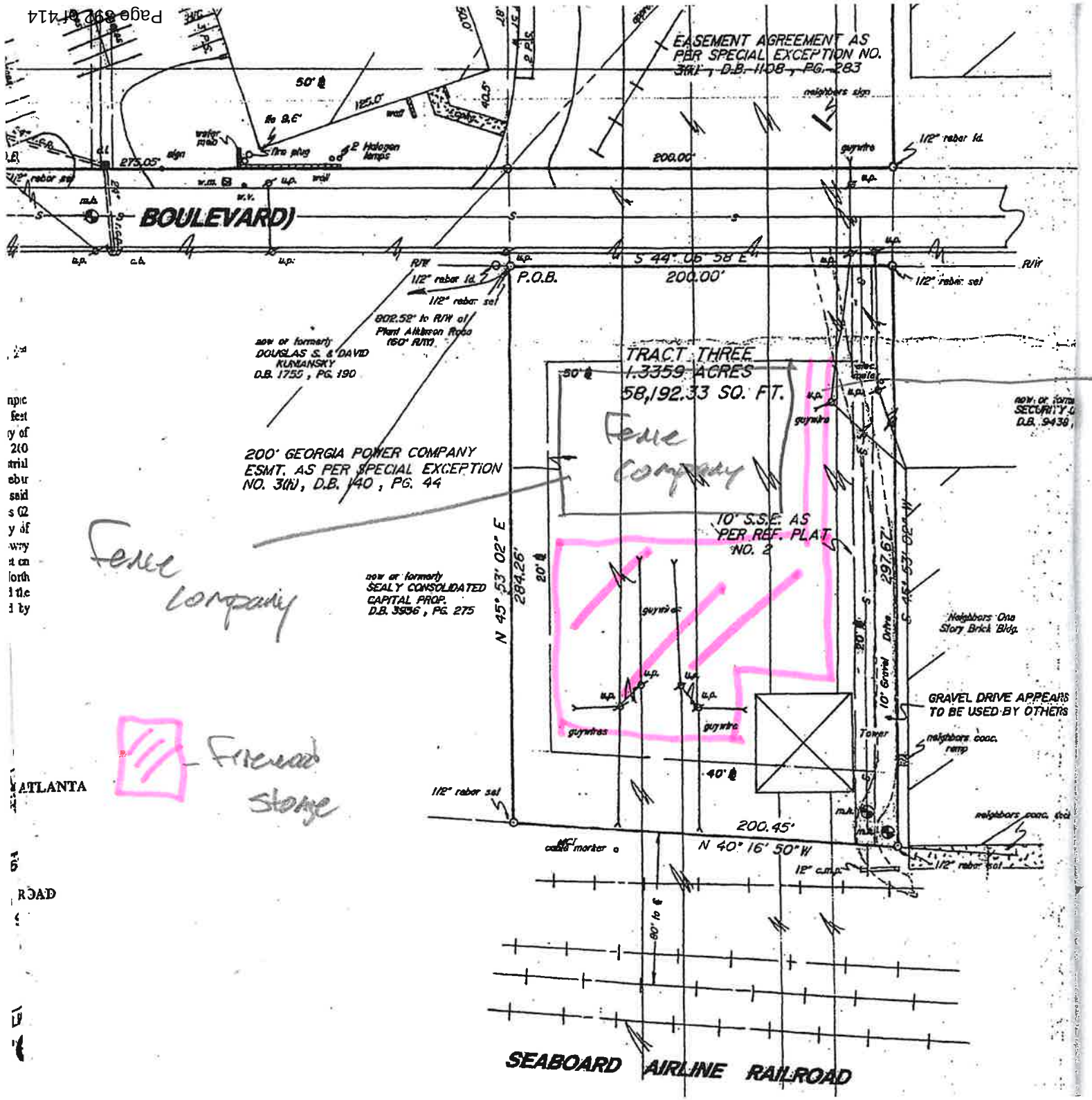
0 110 220 Feet

Zoning Boundary

City Boundary

SUP-8



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SLUP-8 2026 Aerial Map

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0 110 220 Feet

Zoning Boundary

City Boundary

CONSENT OF CONTIGUOUS OCCUPANTS OR LAND OWNERS
TO ACCOMPANY APPLICATION FOR SPECIAL LAND USE PERMIT

By signature, it is hereby acknowledged that I give my consent/or have no objection that _____ Rick Kuhlman / Tracy Tinker intends to make an application for a Special Land Use Permit for the purpose of Firewood Storage / Firewood on the premises described in the application.

	Signature	Printed name	Address
1.	Amanda Easley	Amanda Easley	Investa Services 2961 Olympic Ind. Dr Ste 101, ATL. 30339
2.		Justin Fitzpatrick	2971 Olympic IND Dr. Ste 114 ATL 30339
3.			
4.			
5.			
6.			
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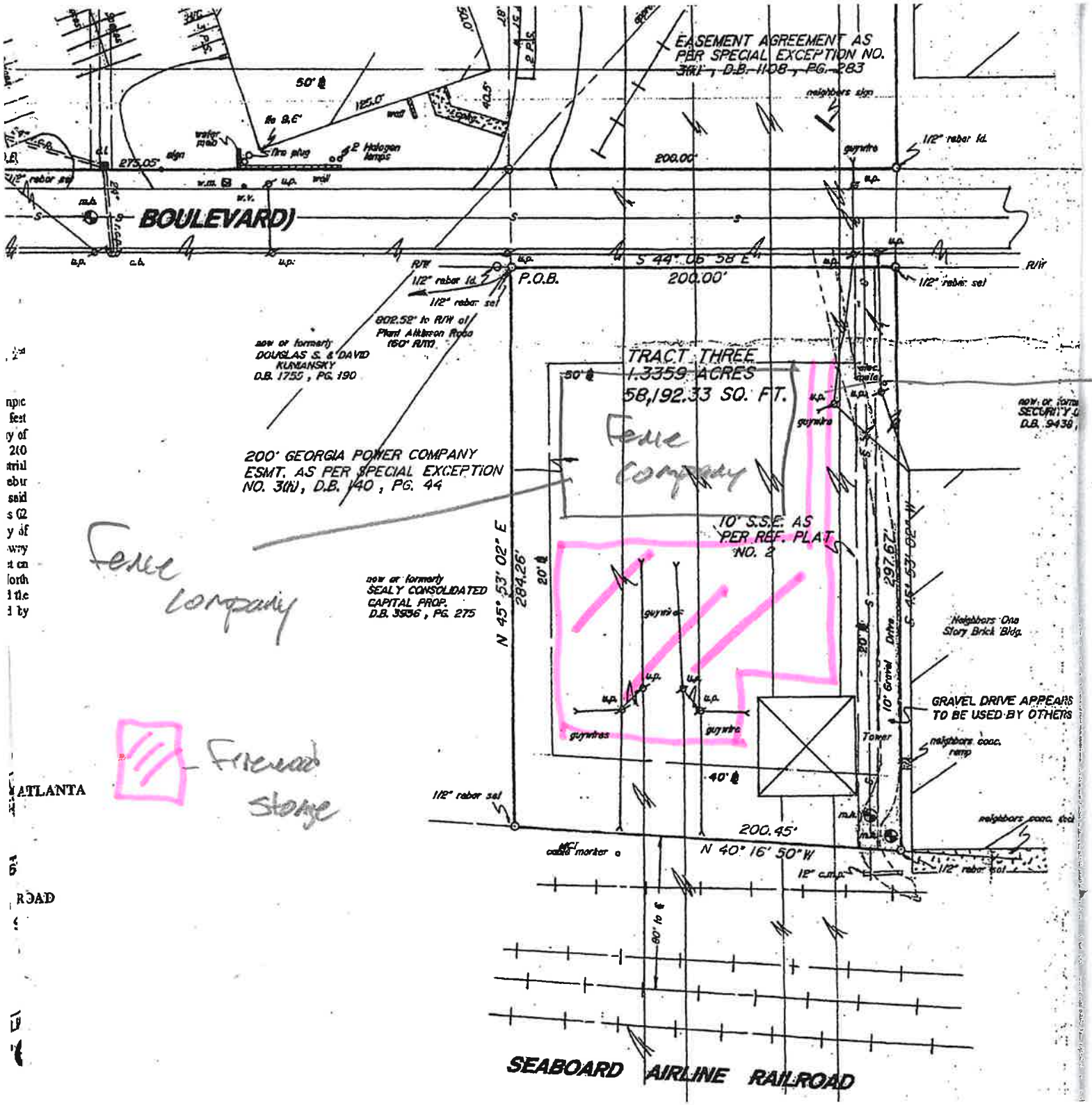
(Attach additional pages if necessary)

Revised October 1, 2009

SLUP-8



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COBB COUNTY ZONING

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

SLUP-9-2026

SITE BACKGROUND

Applicant	The Standard at Kennesaw, LLC
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Parks F. Huff
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	The Standard at Kennesaw, LLC and Argonaut Associates, LTD
Property Location	Located on the east side of Townpark Drive and on the west side of I-575
Address	114 Townpark Drive
Access to Property	Townpark Drive

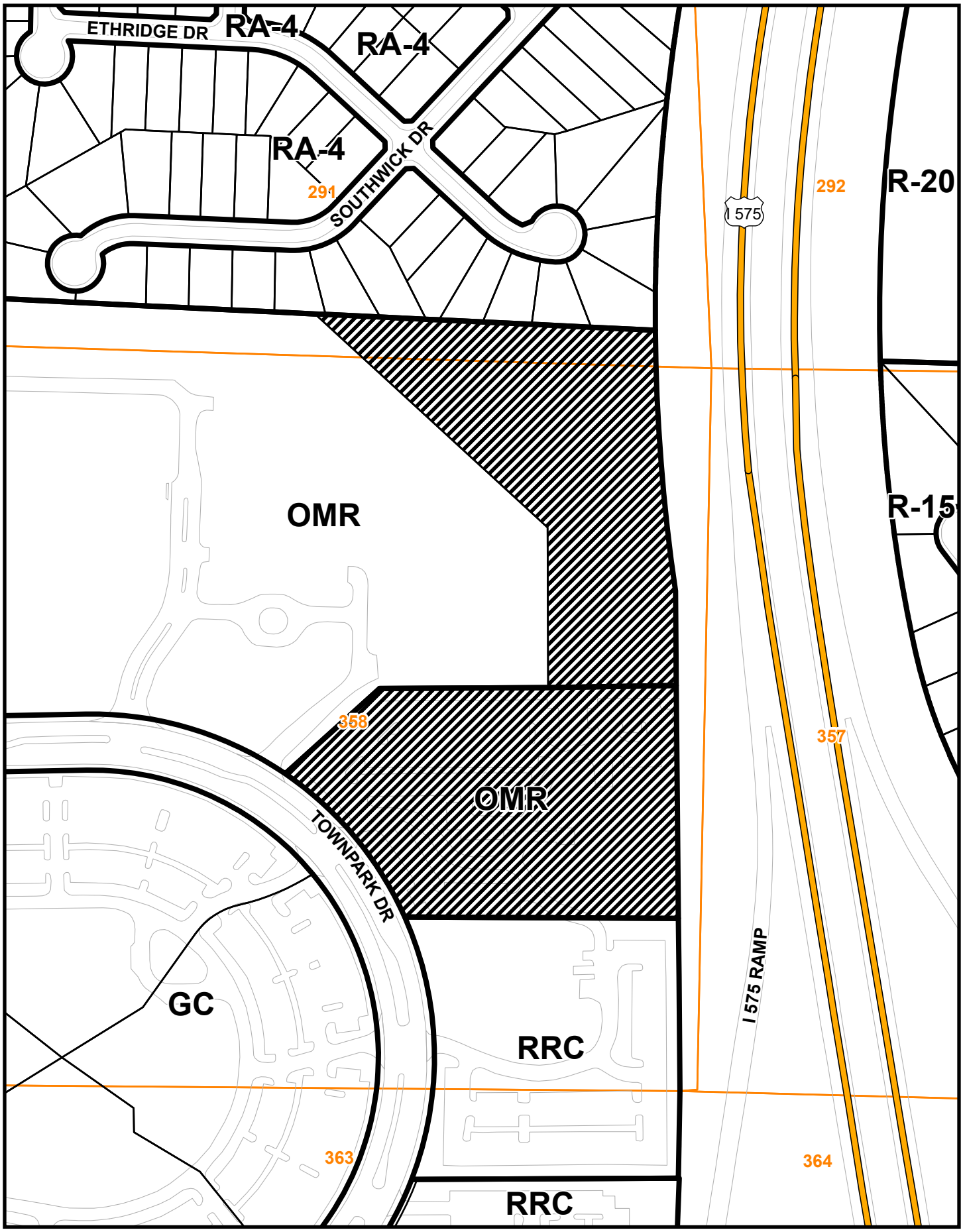
QUICK FACTS

Commission District	2 - Allen
Current Zoning	OMR
Current Use of Property	Office Building
Proposed Zoning	OMR
Proposed Use	Purpose Built Student Housing
Future Land Use	RAC
Site Acreage	10.54
District	16
Land Lot	291, 358
Parcel #	16035800030, 16035800010
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

SLUP-9 2026 Map



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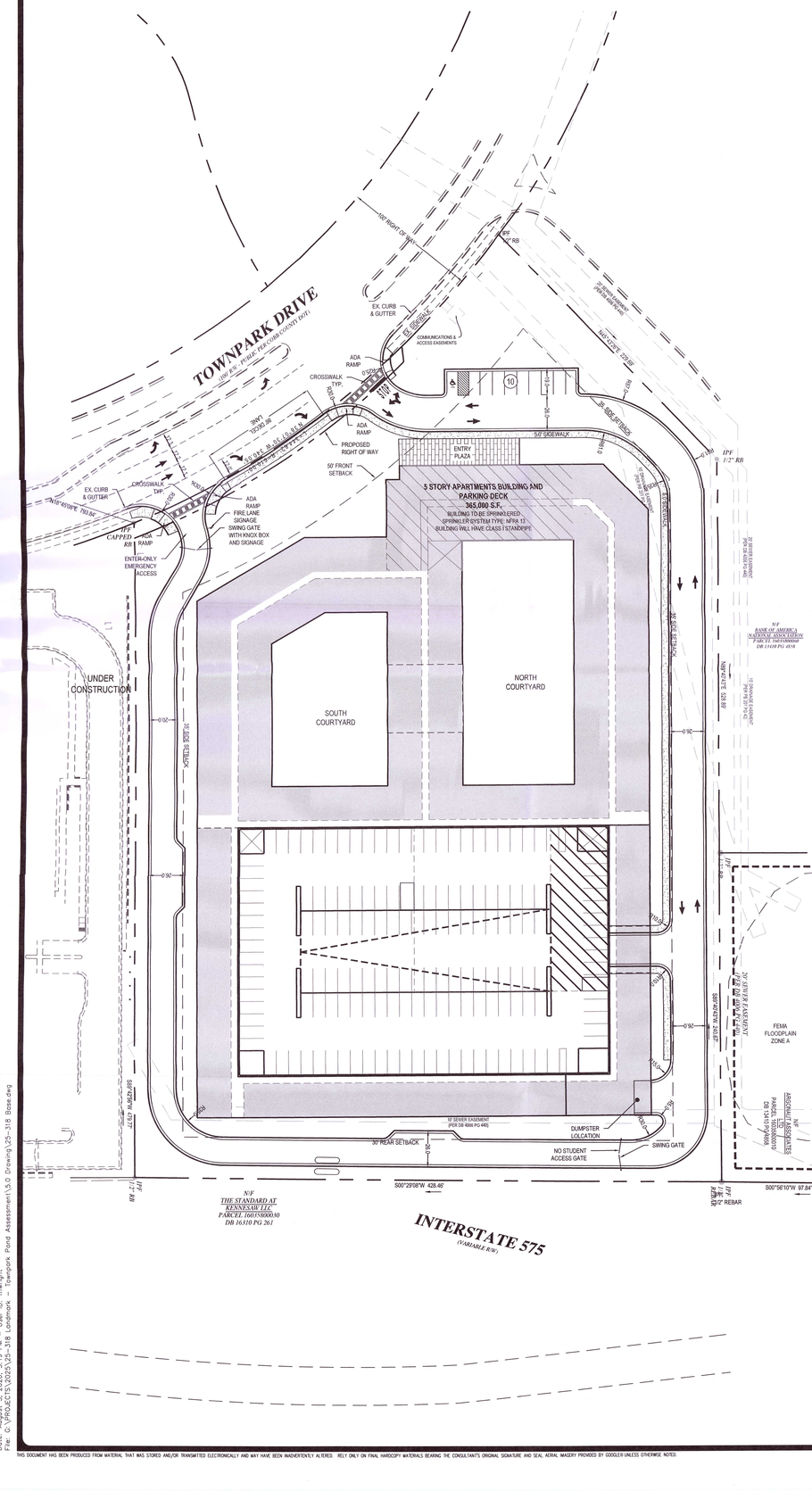
0 195 390 Feet

Zoning Boundary

City Boundary

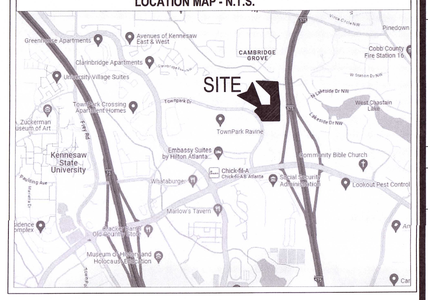
Z-40 / SLP-9



NOTES

1. USE ARCHITECTURAL PLANS FOR BUILDING STAKE OUT.
2. ALL DIMENSIONS SHOWN ARE FROM FACE OF BUILDING, CURB, OR WALL UNLESS OTHERWISE NOTED.

LOCATION MAP - N.T.S.



SITE DATA

ZONING USE:	RRC
TOTAL AREA:	10.46 ACRES
DISTURBED AREA:	5.23 ACRES
COBB COUNTY, GA	
LAND LOT: 358,	
DISTRICT 16TH	
PARCEL ID:	16035800030
BUILDING SETBACKS:	
FRONT:	50 FT.
MINOR SIDE:	15 FT.
MAJOR SIDE:	25 OR 35 FT.
REAR:	35 FT.

BUILDING DATA

TOTAL UNITS:	220 UNITS (815 BEDS)
UNITS PER ACRE: 220 UNITS / 10.46ACRES =	21.03 UNITS PER ACRE
ALLOWABLE BUILDING HEIGHT: MAX.	55 FT.
BUILDING HEIGHT:	55 FT.

PARKING DATA

PARKING SPACES EQUIVALENCY CALCULATION:
0.5 EQUIVALENT APARTMENT UNITS PER BEDROOM =
(0.5 X 815 BEDROOMS:408 UNITS)

0.75 X 408 UNITS = 306 PARKING SPACES

TOTAL REQUIRED:	306 SPACES
ELEC. VEHICLE:	4 SPACES
PARKING PROVIDED:	
DECK REGULAR PARKING:	735 SPACES
REGULAR SURFACE PARKING:	8 SPACES
REG. SURFACE VAN ADA PARKING:	2 SPACE
TOTAL PARKING PROVIDED	745 SPACES

UTILITY PROVIDERS

WATER: COBB COUNTY WATER SYSTEM
SEWER: COBB COUNTY WATER SYSTEM

LAYOUT LEGEND

- PROPOSED BUILDING
- EXISTING CURB & GUTTER
- PROPOSED CURB & GUTTER
- PROPOSED H.D. ASPHALT PAVING
- PROPOSED GDOT ASPHALT PAVING
- PROPOSED L.D. ASPHALT PAVING
- PROPOSED ADA CONCRETE PAVING
- PROPOSED CONCRETE PAVING
- PROPOSED CONCRETE SIDEWALK
- PROPOSED FENCING
- PROPOSED GUARDRAIL
- PROPOSED RETAINING WALL
- PROPOSED STRIPING
- PROPOSED RAILROAD
- EXISTING RAILROAD
- BUILDING SETBACK LINE
- EXISTING BUFFER
- *PROPOSED BUFFER*
- EXISTING 100-YR FLOODPLAIN
- PROPOSED 100-YR FLOODPLAIN

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NO.	REVISION	DATE

GEORGIA REGISTERED PROFESSIONAL ENGINEER JEREMIAH CASON PHILLIPS

PAPE-DAWSON
291 FLOWERS ROAD SOUTH, STE 119 | ATLANTA, GA 30341 | 770.452.7849
GEORGIA ENGINEERING FIRM #PSF000039 | GEORGIA SURVEYING FIRM #LSF001596

LANDMARK-STANDARD @KENNESAW PHASE II

114 TOWNPARK DRIVE
LAND LOT 357, 358, 363, 364,16th DISTRICT
COBB COUNTY GA.

OWNER/DEVELOPER (PRIMARY PERMITTEE)
LCD ACQUISITIONS, LLC
315 OCONEE STREET
ATHENS, GA 30601
(706) 543-1910
HARRIS.MOYE@LANDMARKPROPERTIES.COM

PROJECT ENGINEER
JEREMIAH PHILLIPS, P.E.
PAPE-DAWSON ENGINEERS
2991 FLOWERS ROAD SOUTH
SUITE 119
ATLANTA, GEORGIA 30341
CONTACT: MIKE WRIGHT
(770) 452-7849
MIKE.WRIGHT@PAPE-DAWSON.COM

24 HOUR CONTACT
BRIAN LOWIE
(706) 543-1910
BRIAN.LOWIE@LANDMARKPROPERTIES.COM

GRAPHIC SCALE
-40 0 20 40 80 160
(IN FEET)
1 INCH = 40 FT.

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JOB NO. 25318-00
DATE 07/2026
DESIGNER MAW
CHECKED JP DRAWN MAW
SHEET C3.0

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ZONING SITE PLAN

Date: August 7, 2026, 5:19 PM - User ID: mwright
File: G:\PROJECTS\25318-00 LandMark - Townpark Road Assessment\5.0 Drawing\25-318 Base.dwg

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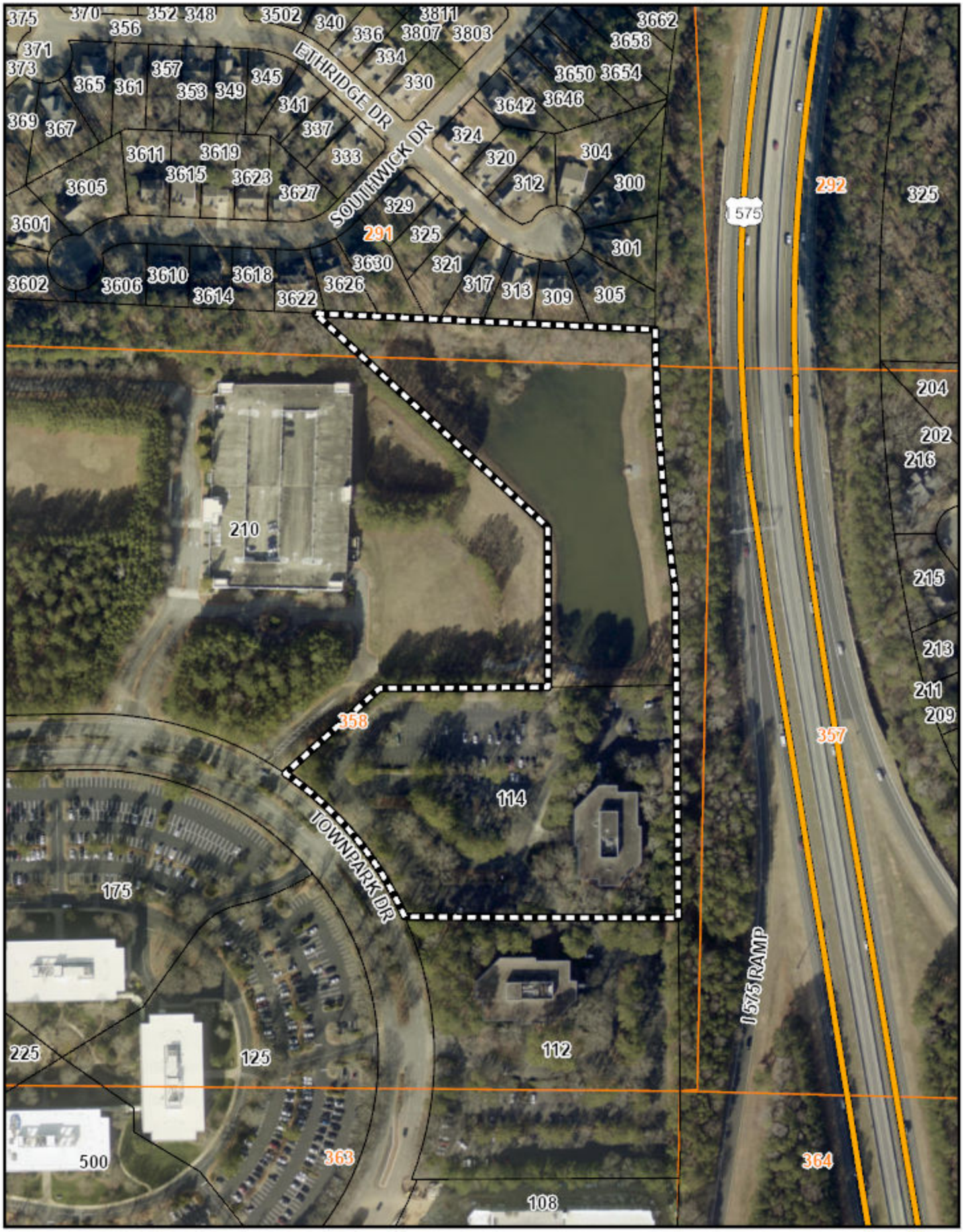
SLUP-9 2026 Aerial Map



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COBB COUNTY ZONING

STATEMENT OF INTENT

OF

THE STANDARD AT KENNESAW LLC

Rezoning and Special Land Use Permit Applications for a 10.54-Acre Tract of Land located in Land Lots 291 and 358, 16th District, 2nd Section, Cobb County, Georgia

Submitted for the Applicant by:

Parks F. Huff
Sams, Larkin & Huff, LLP
Suite 100
376 Powder Springs Street
Marietta, GA 30064
(770) 422-7016
phuff@samslarkinhuff.com

I. INTRODUCTION

This Application for Rezoning along with the Special Land Use Permit ("SLUP") which is being filed concurrently herewith, seeks certain entitlements in order to allow the construction and development of a Purpose-Built Student Housing ("PBSH") community on the property at issue ("Subject Property"). The Subject Property consists of a tract of land which is approximately 10.54 acres in size, and which is located on the east side of Townpark Drive, north of Chastain Road and west of I-575. The Property is presently zoned Office Mid-Rise ("OMR") and is developed with an office building, and, due to the lack of demand for such product, the property has lain idle and was recently purchased at a foreclosure auction by the lender.

Cobb County's Future Land Use Map ("FLUM") reflects that the Subject Property is located within the confines of a Regional Activity Center ("RAC") and is appropriate for the PBSH Residential Community as proposed and as shown on the site plans and other documentation being submitted herewith. The Applicants' proposal is to develop the Subject Property for a 220-unit (815 bedrooms) (71.2 units per acre) highly amenitized PBSH community. In that regard, our Athens, Georgia-based Applicant, which is a fully integrated real estate company specializing in the acquisition, development and the on-going management of high-quality student housing communities, has been responsible for successfully developing, constructing and operating more than 115 purpose built student housing communities across the United States which are carefully designed to meet the needs of students attending universities and colleges such as Kennesaw State University ("KSU") and those students who seek to reside in the surrounding community. The Applicant's track record throughout the student housing community is unparalleled, having garnered National accolades which include Top Student

Housing Developer; Best Architecture/Designs; Top Student Housing Project of the Year; Best Package & Offering of Amenities; and, analogous and equally prestigious awards throughout the United States.

Both this Rezoning Application and the SLUP Application, which is being contemporaneously submitted, meet all of the PBSH Ordinance requirements and contain no requests for concurrent Variances or for any type of relaxation from County-imposed regulations. In fact, our client, with all of its Student Communities, consistently raises the bar and sets the standard for purpose-built student housing communities throughout the market.

With respect to the current proposal for a PBSH Community, the Applicant proposes a mixture of one-bedroom up to six-bedroom/six-bathroom units. The PBSH Community will also include a 12,000 square-foot rooftop amenity area and a rooftop pool.

II. CRITERIA TO BE APPLIED TO SPECIAL LAND USE PERMITS

A. Whether or not there will be a significant adverse effect on the neighborhood or area in which the proposed use will be located.

The Subject Property is located contiguous or adjacent to properties which are zoned and used for high density residential (apartments) and a recently approved student housing project that is currently under development; copious amounts of office space and office inventory contained within stand-alone buildings, within office parks; and, retail and commercial properties. The geographic area within which the proposed PBSH community will be located is specifically designed to accommodate high density residential, office, retail and commercial uses and the traffic and transportation issues generated thereby. The proposed Student Community will be developed with a density which is analogous to other high density, multi-family zoned properties within this regional sub-area of Cobb County.

B. Whether or not the use is otherwise compatible with the neighborhood.

The neighborhoods and properties around the Subject Property are zoned RRC, OMR, GC, O&I, RM-12, RM-16, and UVC, and consist of high-density residential, commercial and office uses within a Regional Activity Center ("RAC") under the County's Future Land Use Map. Given these facts and the reality that the area already consists of a preponderance of intense developments, which create an extraordinary amount of "mass", the proposed use is compatible with and complementary to nearby neighborhoods and commercial properties. Just as importantly, the Subject Property's immediate proximity to KSU renders the property as the most optimal location for student housing either built or planned to be built within this sub-market.

In terms of compatibility with the neighborhood which surrounds the proposed community, most of the adjacent office buildings within this area range between four and five (4-5) stories in height; the existing PBSH Community known as "The Blake" is four (4) stories in height. All of the buildings within the proposed PBSH Community will be a maximum of five (5) stories in height and a precast deck with five levels of parking (735 spaces) and one level of amenities; and, thus, compatible with and complementary to the neighborhood.

C. **Whether or not the use proposed will result in a nuisance as defined under state law.**

The proposed use, as newly adopted by the Cobb County Board of Commissioners in August of 2019, meets all of the Ordinance requirements and will not result in a nuisance, either public or private, as that term is defined under Georgia law. In fact, the proposed construction of the PBSH community in this location with direct contiguity to I-75, Chastain Road and Townpark Drive will eliminate the possibility of potential nuisances occurring.

In addition to the foregoing, the proposed PBSH Development is advantageous for the overall community within which it is situated as it will lessen the number of students seeking off-campus living arrangements within Single-Family homes, both attached and detached, in order to reside within buildings specifically designed to meet their current and future needs. Although covered in the Traffic Generation Memo which will be submitted under separate cover, the proposed Student Community will literally ensure

that hundreds of vehicles and their attendant trips and turning movements will be eliminated and thus not problematic to traffic and transportation issues related to Chastain Road, Busbee Parkway, I-575 and I-75.

Additionally, the Skip Spann Connector ("SSC"), which was completed in April 2016, has reduced traffic congestion; increased safety for pedestrian and bike traffic; and, serves as the first lighted bridge in Cobb County. The SSC consists of four lanes of new connecting roadway and a ten-foot (10') multi-use path on both sides of the bridge which provide safer pedestrian and bicycle traffic between the KSU campus; the KSU Sports and Entertainment Park; and, other area destinations including the Subject Property. The raised planters, which include native shrubbery, act as a barrier between the multi-use paths and the roadway which provide KSU's and the Applicants' students with a safer and easier commute to classes on campus as a result of the project. Additionally, the Big Owl Bus (KSU's bus service) has a stop within a short walking distance from this project.

D. Whether or not the quiet enjoyment of surrounding property will be adversely affected.

The surrounding properties consist of high-density residential developments, commercial uses and concentrated office developments which are similar in intensity to the residential community proposed by these Applications. All pedestrian and vehicular entry points into the community will be gated with access provided via keypad, call box or resident digital key. Security video and surveillance cameras will be installed in strategic positions throughout the development and, as required by the PBSH Code, on-site management will be provided 24/7. Also, consistent with the County's PBSH Code, the

proposed security protocols mandate a full interfacing with local law enforcement officials and, if necessary, revising the Applicants' Safety Plan (also submitted herewith) in accordance with standards of Crime Prevention Through Environmental Design ("CPTED").

E. Whether or not property values of surrounding property will be adversely affected.

Surrounding properties, consisting primarily of high density-oriented properties, will not be adversely affected. The area has a lot of office space vacancy and converting existing empty space to another use will help existing office developments that are struggling with excess capacity.

F. Whether or not adequate provisions are made for parking and traffic considerations.

The Traffic Engineers of A&R Engineering, Inc. ("A&R") have formulated a Traffic Generation Memo which will be submitted under separate cover. Ultimately, A&R will prepare and submit a full Traffic Impact Study ("TIS") including in-depth analyses of Levels of Service ("LOS") at key intersections; analyses of a.m./p.m. traffic counts; the distribution of existing and proposed turning movements on those rights-of-ways and intersections denominated by Cobb DOT as those which may be affected; and, addressing and resolving additional directives from Cobb DOT.

As shown on the rendered and on the dimensioned site plans, on-site parking will be provided by way of a six (6) level structured parking deck. With respect to traffic, transit and transportation issues, the proposal will meet the needs of the traffic generated both by

the residents of the proposed Student Community and within this sub-area of the RAC with the acknowledgement that the RAC was specifically designed for uses which generate heavy traffic. The Subject Property has its principal access from a Major Collector roadway (Townpark Drive), thereafter having access to Arterial roadways, highways and interstate highways.

G. Whether or not the site or intensity of the use is appropriate.

The Subject Property consists of a 10.54-acre tract of land developed with an office building. The size of the property is more than adequate to accommodate the proposed PBSH community and within the strictures inherent to the newly adopted Code, thus the use and intensity is entirely appropriate from a land use planning perspective, particularly considering the Subject Property's proximity to major interstate transit corridors and critical arterial rights-of-way.

H. Whether or not special or unique conditions overcome the Board of Commissioners' general presumption that residential neighborhoods not allow non-compatible businesses.

The proposed use is compatible to high-density residential developments, concentrated office parks and intense commercial utilization of properties surrounding the Subject Property. The proposed Student Community, upon its construction, development and full build-out will have no adverse effect upon the residential uses and values in view of the fact that the proposed use is compatible and complementary in nature.

I. Whether or not adequate provisions are made regarding hours of operation.

Not applicable to the proposed PBSH community.

J. Whether or not adequate controls and limits are placed on commercial and business deliveries.

Deliveries to the Subject Property will be commensurate in number and type to existing deliveries or visits to multi-family residential developments within this RAC.

K. Whether or not adequate landscape plans are incorporated to ensure an appropriate transition.

Consistent with the Applicant's other student housing developments throughout the United States and in accordance with the landscaping depicted in the photographs of their other products and amenities, a fully developed landscaped plan will be submitted during the Plan Review process subject to review and approval by Cobb County's Arborist and the County's Community Development Department with final review and approval by the District Commissioner. Prior thereto and in accordance with preliminary discussions with Staff and others, a preliminary conceptual landscape plan will be submitted at the time of submission of a letter of agreeable stipulations/conditions prior to this SLUP Application and Application for Rezoning being heard and considered by the Planning Commission and the Board of Commissioners.

L. Whether or not the public health, safety, welfare or moral concerns of the surrounding neighborhood will be adversely affected.

The surrounding "neighborhood" consists of high-density residential uses, concentrated office uses and intense commercial uses, all of which are compatible to and provide extraordinary "mass" for the proposed Purpose Built Student Housing Community. Moreover, and perhaps, most importantly, the public health, safety, welfare and moral concerns of the surrounding neighborhood will be fully and completely served, as will the needs of KSU and its student population, upon the construction and build-out of the proposed PBSH community.

M. Whether the Application complies with applicable specific requirements set forth in this chapter for a Special Land Use Permit for particular types of uses.

Both this SLUP Application and the Application for Rezoning which are being simultaneously submitted meet every single requirement under and pursuant to the PBSH Ordinance and all of the required information and documentation supplied with respect to both Applications has been supplied and formally submitted.

N. Whether the Applicant has provided sufficient information to allow a full consideration of all relevant factors.

The Applications have addressed all issues raised by law; those required to be addressed by the newly adopted PBSH code; and, those which are needed in order to address and resolve concerns which have or may be articulated. The Applicants remain available to respond to additional questions or issues raised by the County's professional staff, Members of the Planning Commission and/or Members of the Board of Commissioners and will plan meetings with Civic Activity Advocates; Law Enforcement Officials; Representatives of KSU; and, Representatives of the Town Center CID.

III. PRESERVATION OF CONSTITUTIONAL RIGHTS

The Zoning Ordinance of Cobb County, Georgia lacks adequate standards for the Board of County Commissioners to exercise its power to issue Special Land Use Permits. In essence, the standards are not sufficient to contain the discretion of the Board of Commissioners and to provide the Courts with a reasonable basis for judicial review. Because the stated standards (individually and collectively) are too vague and uncertain to provide reasonable guidance to the Board of Commissioners, the Zoning Ordinance violates the Fifth and Fourteenth Amendments of the Constitution of the United States in matters of zoning. The Zoning Ordinance also violates Article I, Section III, Paragraph 1; and Article 1, Paragraphs 1 and 2 of the Constitution of the State of Georgia, 1983.

The Board of Commissioners has been granted the power to zone pursuant to Article IX, Section II, Paragraph 4 of the Constitution of the State of Georgia, 1983. It is a power which must be fairly exercised. Based upon this element of fairness, the Zoning Ordinance of Cobb County, Georgia violates Article IX, Section II, Paragraph 4 of the Constitution of the State of Georgia, 1983.

The Zoning Ordinance presently in effect is contrary to the best interests of the health and welfare of the citizens of Cobb County, Georgia, and constitutes an arbitrary and capricious act. As a result, the Zoning Ordinance is in violation of Article I, Section III, Paragraph 1 of the Constitution of the State of Georgia; and Article I, Section II, Paragraph 3 of the Constitution of the State of Georgia, 1983. Furthermore, the Zoning Ordinance violates the due process clause and equal protection clauses of the Fifth and Fourteenth Amendments to the Constitution of the United States of America.

In addition, the Zoning Ordinance is unconstitutional in that it renders the Subject Property unusable and adversely affects its marketability. Therefore, the Zoning Ordinance constitutes a taking of the Applicant's and/or the Owner's property without just and adequate compensation and without due process of law in violation of the Fifth and Fourteenth Amendments to the United States Constitution and in violation of Article I, Section I, Paragraph 1 and Article I, Section III, Paragraph 1(a) of the Constitution of Georgia.

The failure to approve the requested Special Land Use Permit for the Subject Property would constitute the taking of property without due process and without the payment of adequate compensation in violation of Article I, Section I, Paragraph 1 of the Constitution of the State of Georgia, 1983; and the Fifth and Fourteenth Amendments of the Constitution of the United States.

Failure to grant the Application for the Special Land Use Permit would be contrary to the best interests of the health and welfare of the citizens of Cobb County, Georgia, and would further constitute an arbitrary and capricious act. As such, a failure to grant the application would constitute a violation of Article I, Section I, Paragraph 1 of the Constitution of the State of Georgia, 1983; and Article I, Section III, Paragraph 1 of the Constitution of the State of Georgia; and Article I, Section II, Paragraph 3 of the Constitution of the State of Georgia, 1983, together with the due process clause and equal protection clauses of the Fifth and Fourteenth Amendments to the Constitution of the United States of America.

Any limitation on the time for presentation of the issues before the Board of Commissioners which has the power to zone and rezone is a violation of the guarantees of free speech under Article I, Section I, Paragraph 5 of the Constitution of the State of Georgia, 1983 and the First Amendment of the Constitution of the United States of America. Further, said

limitations are in violation of the right to petition and assemble, in violation of Article I, Section I, Paragraph IX of the Constitution of the State of Georgia, 1983 and the First Amendment of the Constitution of the United States of America as well as the due process clauses of the Constitution of Georgia, 1983 and the Constitution of the United States of America.

The Zoning Ordinance of Cobb County, Georgia is unlawful, null and void in that its adoption and map adoption/maintenance did not comply with the requirements of its predecessor ordinance and/or the Zoning Procedures Law, O.C.G.A. § 36-66-1, et seq.

IV. CONCLUSION

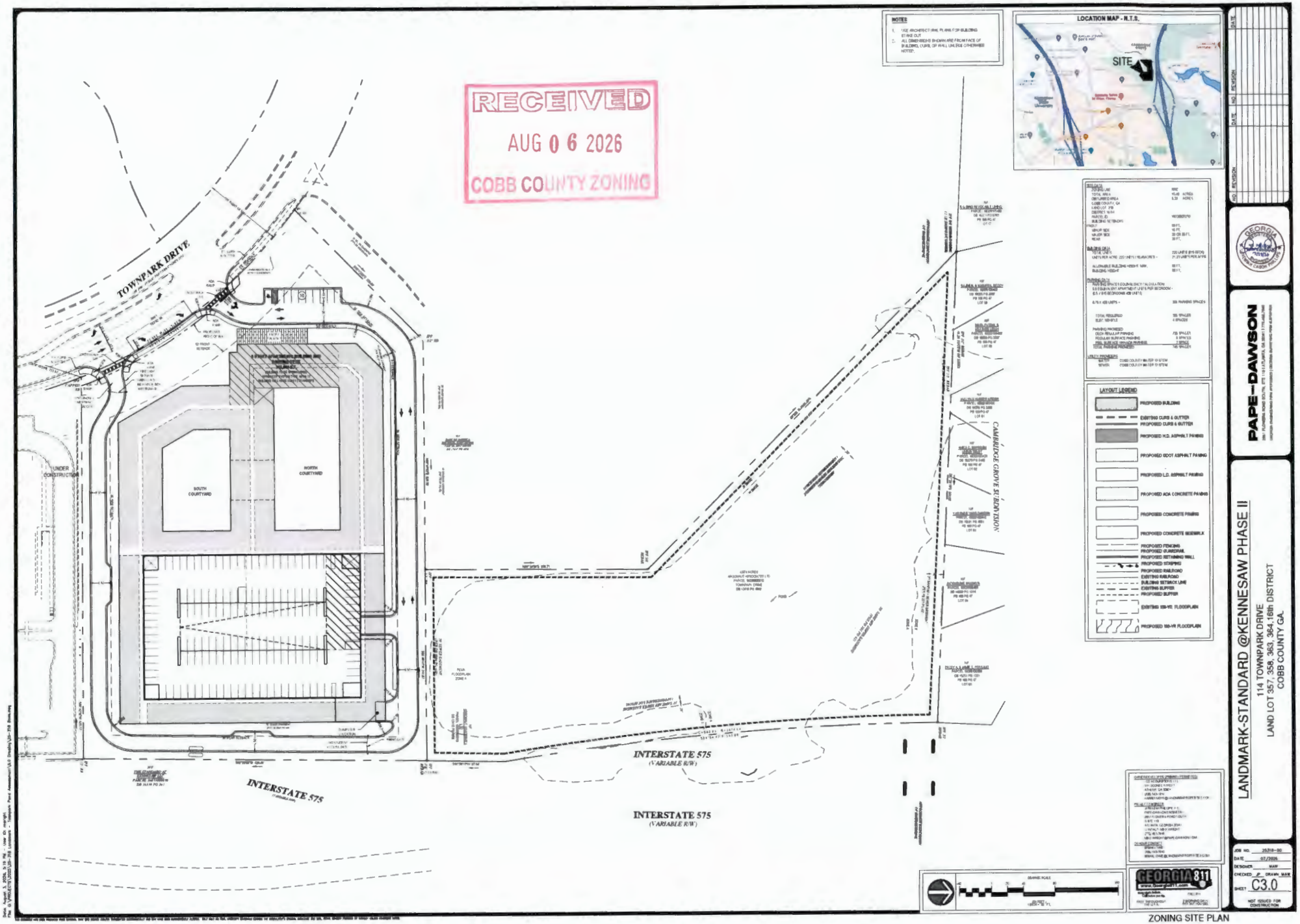
Based upon the foregoing reasons, the Applicant respectfully requests that the Special Land Use Permit, along with its simultaneously submitted Application for Rezoning at issue be approved with the Applicant soliciting any comments from staff or other officials of Cobb County so that such recommendations or input may be incorporated as conditions of approval of these Rezoning and SLUP Applications.

Respectfully submitted, this the 6 day of May, 2026.

SAMS, LARKIN & HUFF, LLP

By: _____
PARKS F. HUFF
Attorney for Applicant
Georgia Bar No. 375010

376 Powder Springs Street, Suite 100
Marietta, GA 30064
(770) 422-7016



PAPE-DAWSON

LANDMARK-STANDARD @KENNESAW PHASE II

114 TOWNPARK DRIVE
LAND LOT 357, 358, 363, 364,16th DISTRICT
COBB COUNTY GA.

JOB NO. 25218-00
DATE 07/2026
DESIGNED MAW
CHECKED JP DRAWN MAW
SHEET C3.0

NOT ISSUED FOR CONSTRUCTION

ZONING SITE PLAN

Date: August 3, 2026, 5:19 PM – User ID: mwright
File: G:\PROJECTS\2025\25-318 Landmark – Townpark Pond Assessment\5.0 Drawing\25-318 Base.dwg

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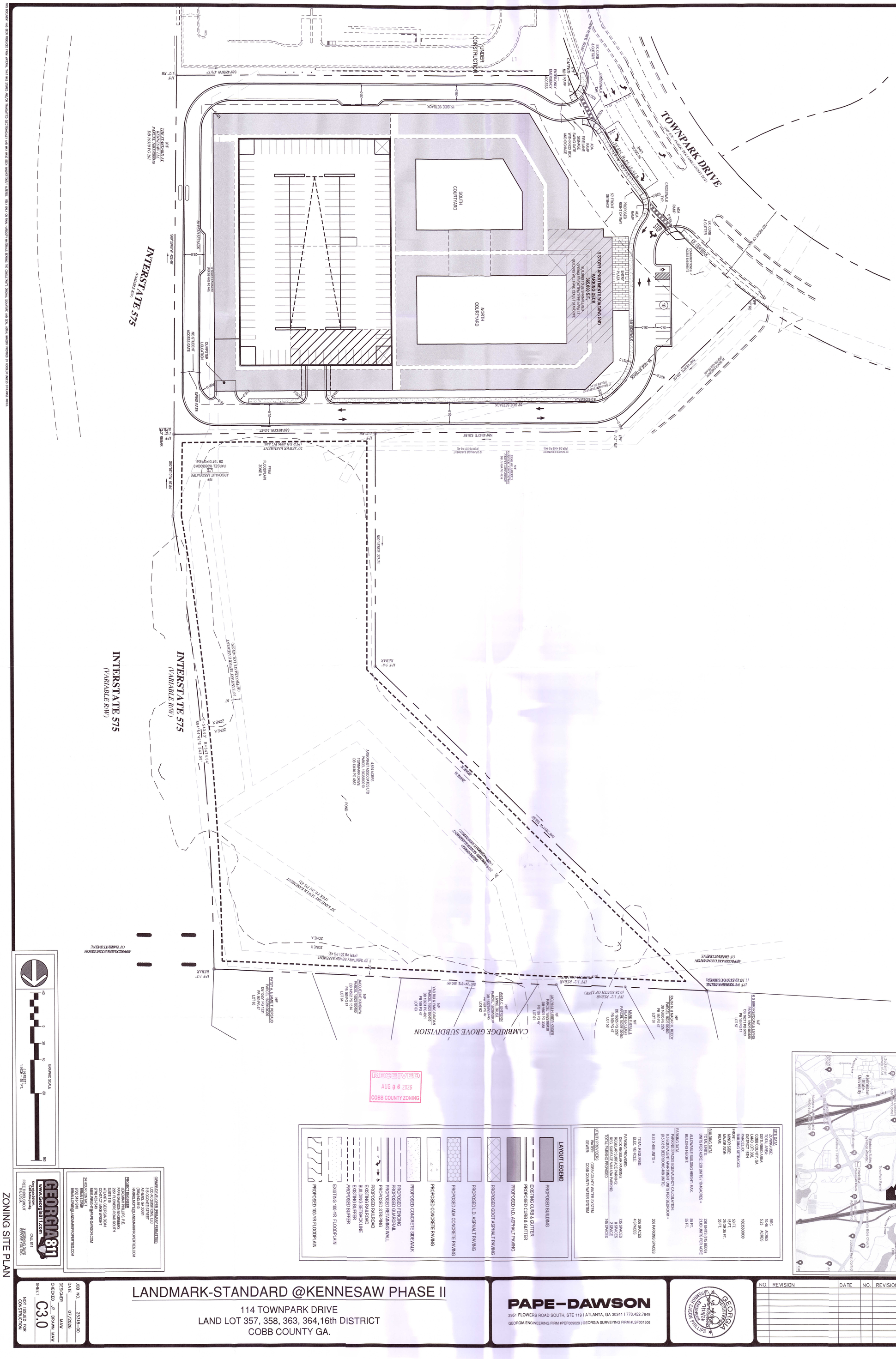
UNDER CONSTRUCTION
TOWNPARK DRIVE
(LOW VOL. ARTERIAL-PRECIPITATION COUNTY DOT)
INTERSTATE 575
(VARIABLE R/W)
SOUTH COURTYARD
NORTH COURTYARD
5 STORY APARTMENTS BUILDING AND PARKING DECK
365,000 S.F.
BUILDING TO BE SPRINKLERED
(BUILDING WILL HAVE CLASS 1 STANDPIPE)
BUILDING WILL HAVE ELEVATOR(S)
50' FRONT SETBACK
PROPOSED RIGHT OF WAY
50' REAR SETBACK
35' SIDE SETBACK
5' SIDEWALK
ENTRY PLAZA
EX. CURB & GUTTER
CROSSWALK TYP.
ADA RAMP
EX. SIDEWALK
EX. RIGHT OF WAY
FIRE LANE WITH KNOX BOX AND SIGNAGE
SWING GATE
NO STUDENT ACCESS GATE
DUMPSTER LOCATION
COMMUNICATIONS ACCESS EASEMENT
N/F THE STANDARD AT KENNESAW, LLC PARCEL 1605300020 DB 16310 PG 261
ARGONAUT ASSOCIATES LTD PARCEL 1605300010
FEMA FLOODPLAIN ZONE A
ZONE X
ZONE A
POND
CAMBRIDGE GROVE SUBDIVISION
APPROXIMATE LOCATION OF CENTERLINE
APPROXIMATE LOCATION OF CENTERLINE
S89°42'56"W 419.77'
S89°40'43"W 240.67'
N89°40'43"E 528.89'
S00°29'06"W 428.46'
N00°13'26"E 278.71'
S87°24'16"E 592.55'
S04°54'42"E 343.08'
R=3474.04'
L=563.63'
4.874 ACRES
20' SANITARY SEWER EASEMENT (PER PB 201 PG 42)
20' SANITARY SEWER EASEMENT (PER DB 4006 PG 440)
10' DRAINAGE EASEMENT (PER PB 201 PG 42)
20' SEWER EASEMENT (PER DB 4006 PG 440)
30' SEWER EASEMENT (PER DB 4006 PG 440)
10' SANITARY SEWER EASEMENT (PER DB 4006 PG 440)
20' SANITARY SEWER EASEMENT (PER PB 201 PG 42)
20' SANITARY SEWER EASEMENT (PER DB 4006 PG 440)
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20' SANITARY SEWER EASEMENT (PER PB 201 PG 42)
20' SANITARY SEWER EASEMENT (PER PB 201 PG 42)
20' SANITARY SEWER EASEMENT (PER DB 4006 PG 440