MINUTES OF ZONING HEARING
COBB COUNTY BOARD OF COMMISSIONERS
MAY 17, 2022
9:00 A.M.

The Board of Commissioners' Zoning Hearing was held on Tuesday, May 17, 2022, in the second-floor public meeting room of Cobb County Building A, 100 Cherokee Street, Marietta, Georgia. Present and comprising a quorum of the Board were:

Lisa Cupid, Chairwoman
Commissioner Monique Sheffield
Commissioner JoAnn Birrell
Commissioner Keli Gambrill
Commissioner Jerica Richardson

CALL TO ORDER – CHAIRWOMAN CUPID

Chairwoman Cupid called the hearing to order at 9:04 a.m.

Mr. Pederson, Zoning Division Manager, reviewed the hearing procedures and announced the following cases which were *withdrawn, held, or continued.*

WITHDRAWN, HELD, AND CONTINUED CASES

Z-19 **NEW BUDDY'S LLC** (Doris Weatherford Cantrell Revocable Trust dated July 23, 2013, owner) requesting rezoning from **GC** and **NS** to **NRC** for a convenience store with fuel sales in land lot 296 of the 20th district. Property is located on the northeast side of Due West Road, northwest of Burnt Hickory Road, and at the terminus of Burnt Hickory Way (3808 Due West Road). ***(Continued by Staff until the May 3, 2022, Planning Commission hearing). WITHDRAWN WITHOUT PREJUDICE***

SLUP-7 **BROWARD DEVELOPMENT** (Carol Ann Waddell and Christina Waddell Holcombe, Stephen R. Pendleton and Victoria B. Pendleton, owners) requesting a **Special Land Use Permit** for a climate-controlled self-storage, single family residential lot in land lots 405 and 498 of the 18th district. Property is located on the northeast side of Mableton Parkway and on the southwest side of Cardell Circle, north of Hunnicut Road (6949 Mableton Parkway). ***WITHDRAWN WITHOUT PREJUDICE***

O.B. 12 To consider a reduction of public road frontage and lot size for Reflection Luxury Homes for property located on the northeast intersection of Pitner Road and Cheatham Road, and on the west side of Cheatham Road, in land lot 153 of the 20th district (2586 Pitner Road). ***WITHDRAWN WITHOUT PREJUDICE***

WITHDRAWN, HELD, AND CONTINUED CASES (CONT.)

Z-78'21 **ST. BENEDICT'S EPISCOPAL SCHOOL** (Cooper Lake-Daniel, LLC, owner) requesting rezoning from **O&I** and **R-20** to **O&I** for a school in land lot 695 of the 17th district. Property is located on the east and north side of Daniel Street, on the west side of Cooper Lake Road (2001 Daniel Street, 2235 Cooper Lake Road). ***(Previously continued by the Planning Commission (PC) from the November 2, 2021, PC hearing until the December 7, 2021, PC hearing; held by the Board of Commissioners (BOC) from the December 21, 2021, BOC Zoning hearing until the February 15, 2022, BOC Zoning hearing; continued by the BOC from the February 15, 2022, and March 15, 2022, BOC Zoning hearings until the April 19, 2022, BOC Zoning hearing; held by the BOC from the April 19, 2022, BOC Zoning hearing until the June 21, 2022, BOC Zoning hearing; therefore, was not considered at this hearing).***

Z-83'21 **ST. BOURKE** (M.J. Westmoreland, Westmoreland, Inc., owner) requesting rezoning from **OS** to **RM-8** for a townhome community in land lots 390 and 391 of the 18th district. Property is located on the north side of Mableton Parkway, northwest of Hunnicut Road (6721 Mableton Parkway). ***(Previously held by the Planning Commission (PC) from the December 7, 2021, and February 1, 2022, PC hearings until the April 5, 2022, PC hearing; continued by Staff from the April 5, 2022, PC hearing until the May 3, 2022, PC hearing; held by the PC until the June 7, 2022, PC hearing; therefore, was not considered at this hearing).***

SLUP-11'21 **ST. BENEDICT'S EPISCOPAL SCHOOL** (Cooper Lake-Daniel, LLC, owner) requesting a **Special Land Use Permit** for a school in land lot 695 of the 17th district. Property is located on the east and north side of Daniel Street, on the west side of Cooper Lake Road (2001 Daniel Street, 2235 Cooper Lake Road). ***(Previously continued by the Planning Commission (PC) from the November 2, 2021, PC hearing until the December 7, 2021, PC hearing; held by the Board of Commissioners (BOC) from the December 21, 2021, BOC Zoning hearing until the February 15, 2022, BOC Zoning hearing; continued by the BOC from the February 15, 2022, and March 15, 2022, BOC Zoning hearings until the April 19, 2022, BOC Zoning hearing; held by the BOC from the April 19, 2022, BOC Zoning hearing until the June 21, 2022, BOC Zoning hearing; therefore, was not considered at this hearing).***

Z-7 **KM HOMES** (Luther John Deavers, Luther Guy Deavers Jr., owners) requesting rezoning from **R-20** to **FST** for a townhome community in land lot 22 of the 20th district. Property is located on the southeast side of Wade Green Road, north of Wooten Lake Road (4556, 4570, 4600 Wade Green Road). ***(Previously continued by Staff from the February 1, 2022, and the March 1, 2022, Planning Commission (PC) hearings until the April 5, 2022, PC hearing; held by the PC until the May 3, 2022, PC hearing; continued by Staff until the June 7, 2022, PC hearing; therefore, was not considered at this hearing).***

WITHDRAWN, HELD, AND CONTINUED CASES (CONT.)

Z-20 **FRANCISCO PADILLA** (Francisco Padilla, owner) requesting rezoning from **R-20** to **NRC** for retail, office in land lots 488, 489, and 549 of the 19th district. Property is located on the northwest side of Powder Springs Road, north of Mellor Lane (1888 Powder Springs Road). ***(Previously continued by Staff from the April 5, 2022, and May 3, 2022, Planning Commission hearing until the June 7, 2022, PC hearing; therefore, was not considered at this hearing).***

Z-21 **FRANCISCO PADILLA** (Francisco Joel Padilla Perez, owner) requesting rezoning from **CF** to **NRC** for an office in land lot 1214 of the 19th district. Property is located on the west side of Austell Road, on the south side of Doby Lane (5120 Austell Road). ***(Previously continued by Staff from the April 5, 2022, and May 3, 2022, Planning Commission hearing until the June 7, 2022, PC hearing; therefore, was not considered at this hearing).***

Z-24 **DAVEST ENTERPRISES, LLC** (Davest Enterprises, LLC, owner) requesting rezoning from **LRO** and **NRC** to **NRC** for a personal care home in land lot 37 of the 20th district. Property is located on the southwest side of Cobb Parkway, north of Cedarcrest Road (4707 Cobb Parkway NW). ***(Previously continued by Staff until the June 7, 2022, Planning Commission hearing; therefore, was not considered at this hearing).***

Z-26 **DUKE REALTY LIMITED PARTNERSHIP** (Charles M. Bettis, owner) requesting rezoning from **GC** and **LI** to **LI** for a warehouse, distribution facility in land lots 499, 502, and 503 of the 18th district. Property is located on the southeast side of Discovery Boulevard and on the northeast side of Mableton Parkway (Discovery Boulevard). ***(Previously held by the Planning Commission (PC) until the July 5, 2022, PC hearing; therefore, was not considered at this hearing).***

SLUP-5 **PARALLEL TOWERS III, LLC aka PARALLEL INFRASTRUCTURE LLC** (FDP Properties, LLC, owner) requesting a **Special Land Use Permit** for a cellular tower in land lots 131 and 132 of the 16th district. Property is located on the east side of Canton Road, across from the terminus of Shallowford Road (4648 Canton Rd). ***(Previously continued by Staff until the May 3, 2022, Planning Commission (PC) hearing; held by the PC until the June 7, 2022, PC hearing; therefore, was not considered at this hearing).***

LUP-8 **DONNA JORDAN** (Mildred Sharlene Mahaffey, Willie Gene Abernathy and Donna Marie Jordan, owners) requesting a **Temporary Land Use Permit** to allow two houses on one lot in land lot 42 of the 18th district. Property is located on the north side of Lee Road, west of Veterans Memorial Highway (264 Lee Road). ***(Previously held by the Planning Commission (PC) until the June 7, 2022, PC hearing; therefore, was not considered at this hearing).***

WITHDRAWN, HELD, AND CONTINUED CASES (CONT.)

O.B. 15 To consider a site plan and stipulation amendment for Mountainprize, Inc. regarding rezoning application Z-43 of 2021, for property located on the east side of Dallas Acworth Highway, south of Cobb Parkway (US Highway 41) in land lots 40, 41, and 75 of the 20th district (4204 Dallas Acworth Highway). ***(Previously continued by the Board of Commissioners (BOC) until the May 17, 2022, BOC Zoning hearing; continued by Staff until the June 21, 2022, BOC Zoning hearing; therefore, was not considered at this hearing).***

O. B. 22 To consider a site plan and stipulation amendment for Robert A. Kerr and Rachelle Kerr regarding rezoning application Z-51 of 2013, for property located on the north side of Roswell Road, west of Robert Lane in land lots 961, 984, and 985 of the 16th district (925 Sunny Meadows Lane). ***(Continued by Staff until the June 21, 2022, Board of Commissioners' Zoning hearing; therefore, was not considered at this hearing).***

Mr. Pederson made the following announcements and then read in the cases for the Consent Agenda.

CAMPAIGN DISCLOSURE

All speakers who have made a campaign contribution totaling $250.00 or more, within the last two years, to a local government official considering a zoning case are required to complete the "Campaign Disclosure Form" prior to speaking.

INFORMATION REGARDING ZONING CASES

All information regarding zoning cases must be turned in to the Zoning Office on the Wednesday prior to the zoning hearing for consideration. If said information is turned in past the deadline, then it is at the Board's discretion as to whether the information will be considered.

CONSENT AGENDA

MOTION: Motion by Cupid, second by Birrell, to **approve** the following cases on the Consent Agenda, *as revised*:

Z-23 **PERIMETER CONSTRUCTION GROUP, LLC** (Estate of Berma Beatrice Brumbelow, owner) requesting rezoning from **R-30** to **R-20** for a single-family residential subdivision in land lot 586 of the 19th district. Property is located on the north side of Moon Road, west of Florence Road (5500 Moon Road).

CONSENT AGENDA (CONT.)

Z-23 **PERIMETER CONSTRUCTION GROUP, LLC (CONT.)**

To **approve** Z-23 to the **R-20** zoning district, subject to:

1. **Letter of agreeable conditions from Kevin Moore dated April 25, 2022 (attached and made a part of these minutes), with the following changes:**
   A. **Item No. 11 – add to the end: *"The 40-foot rear buffer is to include the property of the Beshers."* (name of property owner)**
   B. **Item No. 12, subset b – add to the end: *"Sidewalks are to be on both sides of the road within the development."***
   C. **Item No. 3 – add to the end: *"Final elevations to be approved by the District Commissioner."***
2. **No mass grading on the property during development and construction except for public rights-of-way, utilities, and building pads**
3. **Subdivision sign permitted to be a "shingle" (hanging type) sign, to be approved by the District Commissioner**
4. **All other Staff comments and recommendations, *not otherwise in conflict,* including Planning Commission recommendations**

Z-25 **HEALEY WEATHERHOLTZ PROPERTIES** (Healey Weatherholtz Village LLLP, 37 Johnson Ferry Road, LLC, owner) requesting rezoning from **CF, R-80,** and **R-40** to **NRC** for neighborhood retail in land lots 73 and 81 of the 1st district. Property is located on the west side of Johnson Ferry Road, and on the north side of Paper Mill Road (37 Johnson Ferry Road, 255 Village Parkway).

To **approve** Z-25 to the **NRC** zoning district, subject to:

1. **Letter of agreeable conditions from Garvis L. Sams, Jr. dated April 27, 2022 (attached and made a part of these minutes)**
2. **Site Plan received by the Zoning Division on March 3, 2022, with the District Commissioner approving minor modifications (attached and made a part of these minutes)**
3. **Adherence to Johnson Ferry Road Design Guidelines for all future additions and/or redevelopments to the site**
4. **Variances as identified in Zoning Division comments**
5. **Fire Department comments and recommendations**
6. **Stormwater Management Division comments and recommendations**
7. **Water and Sewer Division comments and recommendations**
8. **Department of Transportation comments and recommendations**

CONSENT AGENDA (CONT.)

SLUP-6 **B&E TX LLC** (The Nasrollah Mikail Rostamian 2008 Family Trust dated June 11, 2008, owner) requesting a **Special Land Use Permit** for a climate-controlled self-service storage facility in land lot 125 of the 20th district. Property is located on the south side of Cobb Parkway, the east side of Jim Owens Road, and the north side of New Rutledge Road (3030 Jim Owens Road).

To **approve** SLUP-6, subject to:

1. ***Revised* Site Plan dated May 16, 2022 (attached and made a part of these minutes)**
2. **Letter of agreeable conditions from Kevin Moore. dated April 25, 2022 (attached and made a part of these minutes), with the following change:**
   A. **Item No. 8 – revise to read: *"The 20-foot landscape buffer along New Rutledge Road be perpetually maintained and be replaced in the event of any damage, infestation, or storm loss."***
3. **All Staff comments and recommendations will apply and will supersede any Applicant stated conditions or comments in the event of any conflict**

OTHER BUSINESS

O.B. 20 To consider a stipulation amendment for B&E TX, LLC regarding rezoning application #423 of 1985, for property located on the easterly side of Jim Owens Road and the northerly side of New Rutledge Road in land lot 125 of the 20th district (3030 Jim Owens Road).

To **approve** O.B. 20, subject to:

1. **Exhibit B received by the Zoning Division on April 12, 2022 (attached and made a part of these minutes)**
2. ***Revised* Site Plan dated May 16, 2022 (attached and made a part of these minutes)**
3. **Cobb DOT comments and recommendations contained in the Other Business packet (attached and made a part of these minutes)**

At the call for O.B. 21 (Arylessence, Inc.), opposition was present; therefore, O.B. 21 was pulled from the Consent Agenda and heard on the Regular Agenda in its numerical order *(see page 12 of these minutes).*

CONSENT AGENDA (CONT.)

OTHER BUSINESS (CONT.)

O.B. 23 To consider a stipulation amendment for Howell Coop, LLC regarding rezoning application Z-50 of 1997 and #213 of 1983, for property located on the north side of Barrett Creek Parkway, west of Barrett Creek Boulevard in land lots 643 and 644 of the 16th district (2500 Barrett Creek Blvd).

To **approve** O.B. 23, subject to:

1. **Exhibit B received by the Zoning Division on April 12, 2022 (attached and made a part of these minutes), excluding all the signage and elevations submitted April 12, 2022**
2. ***Revised* signage and elevations contained in the email from John Pederson to the Board of Commissioners dated May 11, 2022 (attached and made a part of these minutes)**
3. **All previous stipulations and conditions, *not otherwise in conflict with this amendment,* to remain in effect**

Prior to approving the Consent Agenda, three more cases, LUP-9 (Still Family Farm, LLC), O.B. 9 (Vanderlande Industries, Inc.), and Z-27 (Broward Development) were added to the Consent Agenda.

LUP-9 **STILL FAMILY FARM, LLC** (Glenn C. Still and Sarah Still Martin, The Estate of Sarah Still Martin and James Daniel Martin, Martin Family Partnership, LP, owners) requesting a **Temporary Land Use Permit** to allow Agritourism, Nature Education, and Conservation Programs in land lot 439 of the 19th district. Property is located on the north side of Macland Road, east of Macland Circle (5630 Macland Road).

MOTION: Motion by Gambrill, second by Sheffield, to **add** LUP-9 with stipulations to the Consent Agenda as follows:

To **approve** LUP-9, subject to:

1. **Staff comments and recommendations as listed in the printed agenda (Zoning Analysis); as listed under Staff recommendations, this LUP is for 24 months**

VOTE: **ADOPTED** 5-0

CONSENT AGENDA (CONT.)

OTHER BUSINESS (CONT.)

O.B. 9 To consider a stipulation and site plan amendment for Vanderlande Industries, Inc. regarding rezoning application Z-20 of 2015 for property located on the east side of Chastain Meadows Parkway, and on the west side of Bells Ferry Road in land lots 498, 499, and 510 of the 16th district (3054 Chastain Meadows Parkway).

MOTION: Motion by Birrell, second by Cupid, to **add** O.B. 9 with stipulations to the Consent Agenda as follows:

To **approve** O.B. 9, subject to:

1. **Exhibit "B" which includes Site Plan labeled as Exhibit "1", received by the Zoning Division on March 3, 2022 (attached and made a part of these minutes)**
2. **Stormwater Management Division comments and recommendations contained in the Other Business packet (attached and made a part of these minutes)**
3. **Water and Sewer Division comments and recommendations contained in the Other Business packet (attached and made a part of these minutes)**
4. **Cobb DOT comments and recommendations contained in the Other Business packet (attached and made a part of these minutes)**
5. **Fire Department comments and recommendations contained in the Other Business packet (attached and made a part of these minutes)**
6. **Letter of agreeable conditions from Kevin Moore dated April 13, 2022 (attached and made a part of these minutes), which includes Site Plan marked as Exhibit "A"**
7. **Maximum impervious surface not to exceed 30.3%**
8. **Maximum height of all buildings and parking deck not to exceed 50 feet**
9. **To include a traffic study analysis of the intersection of Chastain Meadows Parkway at Chastain Road prior to a Land Disturbance Permit (LDP) being issued**
10. **All previous stipulations and conditions, *not otherwise in conflict with this amendment,* to remain in effect**
11. **Traffic study submitted by the Applicant and email from Amy Diaz with a summary of that traffic study dated May 12, 2022 (attached and made a part of these minutes)**

VOTE: **ADOPTED** 5-0

CONSENT AGENDA (CONT.)

Z-27 **BROWARD DEVELOPMENT** (Carol Ann Waddell and Christina Waddell Holcombe, Stephen R. Pendleton and Victoria B. Pendleton, owners) requesting rezoning from **GC** and **R-20** to **LI** and **R-20** for a climate controlled self-service storage facility in a single family residential lot in land lots 405 and 498 of the 18th district. Property is located on the northeast side of Mableton Parkway and on the southwest side of Cardell Circle, north of Hunnicut Road (6949 Mableton Parkway).

MOTION: Motion by Sheffield, second by Cupid, to **add** Z-27 with stipulations to the Consent Agenda as follows:

To **delete** Z-27 to the **CRC** and **R-20** zoning districts, subject to:

1. **Access hours to be from 6:00 a.m. until 10:00 p.m., seven days a week**
2. **Submittal 1 traffic study to be submitted during Plan Review**
3. **Mableton Parkway Design Guidelines must be met during Plan Review**
4. **Landscape Review Committee shall be established to include the Applicant, the County Arborist, and representatives from the Mableton Improvement Coalition, with final approval by the District Commissioner**
5. **All other Staff comments and recommendations, *not otherwise in conflict***

Correction to Z-27 of these minutes – approved in the 8-16-22 BOC Zoning minutes ⟹

VOTE: **ADOPTED** 5-0

CONSENT VOTE: **ADOPTED** 5-0

REGULAR AGENDA

By general consensus, companion cases, Z-48'21 and SLUP-3'21 (Ray Murphy), were heard concurrently but voted on separately.

Z-48'21 **RAY MURPHY** (Ray Murphy, owner) requesting rezoning from **GC** to **LI** for an automotive storage yard and wrecker service for damaged or confiscated vehicles in land lots 154 and 155 of the 17th district. Property is located on the northwest side of Austell Road, at the terminus of Austell Circle (1818, 1830 Austell Road). ***(Previously continued by the Planning Commission (PC) from the July 6, 2021, PC hearing until the August 3, 2021, PC hearing; held by the PC from the August 3, 2021, PC hearing until the November 2, 2021, PC hearing; held by the PC from the November 2, 2021, PC hearing until the December 7, 2021, PC hearing; continued by Staff until the February 1, 2022, PC hearing; held by the PC until the May 3, 2022, PC hearing).***

REGULAR AGENDA (CONT.)

Z-48'21 **RAY MURPHY (CONT.)**

SLUP-3'21 **RAY MURPHY** (Ray Murphy, owner) requesting a **Special Land Use Permit** for an automobile storage yard and wrecker service for damaged or confiscated vehicles in land lots 154 and 155 of the 17th district. Property is located on the northwest side of Austell Road, at the terminus of Austell Circle (1818, 1830 Austell Road). ***(Previously continued by the Planning Commission (PC) from the July 6, 2021, PC hearing until the August 3, 2021, PC hearing; held by the PC from the August 3, 2021, PC hearing until the November 2, 2021, PC hearing; held by the PC from the November 2, 2021, PC hearing until the December 7, 2021, PC hearing; continued by Staff until the February 1, 2022, PC hearing; held by the PC until the May 3, 2022, PC hearing).***

The public hearing was opened, and Vickie Murphy-Norris addressed the Board. During the presentation, Chairwoman Cupid called for a brief recess from 9:39 a.m. until 9:47 a.m. in order to address computer display issues. Following the presentation and discussion, the following motions were made:

MOTION: Motion by Gambrill, second by Richardson, to **delete** Z-48'21 to the **NRC** zoning district, subject to:

1. **For this use and owner *only***
2. **Nonconforming use to adhere to Section 134-31, not to cease or fall out of compliance for a period no longer than six months**
3. **No automotive repair or sales**
4. **Final parking plan, submitted on April 20, 2022, shall be approved and in effect no later than May 17, 2023 (*see changes to the parking plan in stipulation #13 below)***
5. **Final landscape plan to be approved by the District Commissioner in the next 60 days; landscape buffer can be a combination of fencing, landscaping, or supplemental plantings; to be completed within six months from date of approval**
6. **Fire Department comments and recommendations**
7. **Water and Sewer Division comments and recommendations**
8. **Stormwater Management Division comments and recommendations**
9. **Department of Transportation comments and recommendations**

Prior to the vote for Z-48'21, discussion ensued, and Commissioner Gambrill amended her motion to include the following stipulations:

REGULAR AGENDA (CONT.)

Z-48'21 & SLUP-3'21 **RAY MURPHY (CONT.)**

10. **No outdoor storage or display of merchandise except for the confiscated or wrecked cars**
11. **Wrecker service hours to be Monday through Sunday from 9:00 a.m. until 11:00 p.m.** ***(see changes to the hours in the motion for SLUP-3'21 below)***
12. **Cobb County Staff to work with the Environmental Protection Agency (EPA) and the Environmental Protection Department (EPD) for this site**
13. **The parking plan to show no more than 150 vehicles and shall be on a hardened surface; no vehicle shall be placed within 20-feet of the property line**

VOTE: **ADOPTED** 4-1, Cupid opposed

After the vote for Z-48'21, the following motion was made for companion case, SLUP-3'21:

MOTION: Motion by Gambrill, second by Richardson, to **approve** SLUP-3'21, subject to:

1. **Wrecker service hours to be Monday through Friday 9:00 a.m. until 9:00 p.m.; Saturday 9:00 a.m. until 11:00 p.m.; Sunday 12:00 p.m. until 6:00 p.m.**
2. **All Staff comments and stipulations as those stated in companion case Z-48'21**
3. **Limit to 12 months**

VOTE: **ADOPTED** 4-1, Cupid opposed

OTHER BUSINESS

O.B. 21 To consider a site plan and stipulation amendment for Arylessence, Inc. regarding rezoning application Z-155 of 2004, for property located on the north and west sides of Lake Drive, south of Jamerson Road in land lot 86 of the 16th district (1091 Lake Dive).

The public hearing was opened, and Kevin Moore addressed the Board. Following the presentation and discussion, the following motion was made:

OTHER BUSINESS (CONT.)

O.B. 21 (CONT.)

MOTION: Motion by Birrell, second by Cupid, to **approve** O.B. 21, subject to:

1. **Exhibit B, which includes the site plan labeled as Exhibit "1", received by the Zoning Division on April 12, 2022 (attached and made a part of these minutes)**
2. **Stormwater Management Division comments and recommendations contained in the Other Business packet (attached and made a part of these minutes)**
3. **Cobb DOT comments and recommendations contained in the Other Business packet (attached and made a part of these minutes)**
4. **All previous stipulations and conditions, *not otherwise in conflict*, to remain in effect**

VOTE: **ADOPTED** 5-0

ADJOURNMENT

The hearing adjourned at 10:43 a.m.

Robin L. Stone, Deputy County Clerk
Cobb County Board of Commissioners

MOORE INGRAM JOHNSON & STEELE

A LIMITED LIABILITY PARTNERSHIP
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April 25, 2022

Min. Bk. 95 Petition No. Z-23
Doc. Type letter
Meeting Date 5-17-22

Via E-mail Only

Mr. John P. Pederson, AICP
Zoning Division Manager
Zoning Division
Cobb County Community Development Agency
Suite 400
1150 Powder Springs Road
Marietta, Georgia 30064

RE: Application for Rezoning - Application No.: Z-23 (2022)
Applicant: Perimeter Construction Group, LLC
Property Owner: Estate of Berma Beatrice Brumbelow
Property: 15.06 acres, more or less, located on the north side of Moon Road, west of Florence Road, being more particularly known as 5500 Moon Road; Land Lot 586, 19th District, 2nd Section, Cobb County, Georgia

Dear John:

The undersigned and this firm represent Perimeter Construction Group, LLC, as Applicant (hereinafter referred to as "Applicant"), and the Estate of Berma Beatrice Brumbelow, the Property Owner (hereinafter referred to as "Property Owner"), in their Application for Rezoning with regard to property located on the north side of Moon Road, west of Florence Road, being more particularly known as 5500 Moon Road, Land Lot 586, 19th District, 2nd Section, Cobb County, Georgia (hereinafter the "Property" or "Subject Property"). After meetings and discussions with Planning and Zoning Staff and various Cobb County Departmental Representatives, discussions with area residents and homeowner representatives, reviewing the Departmental Comments and Staff Recommendations, and reviewing the uses of surrounding properties, we have been authorized by the Applicant to submit this letter of agreeable stipulations and conditions which, if the Application for Rezoning is approved, as submitted, shall become a part of the grant of the requested zoning and shall be binding upon the Subject Property. The proposed stipulations are as follows:

Petition No. Z-23
Meeting Date 5-17-22
Continued

(1) Applicant seeks rezoning of the Subject Property from the existing zoning category of R-30 to the proposed zoning category of R-20, with reference to the revised Zoning Plan prepared for Applicant by Vaughn & Melton Consulting Engineers, Inc. dated October 30, 2019, last revised April 5, 2022, and submitted electronically to the Zoning Office on April 21, 2022. A reduced copy of the revised Zoning Plan is attached as Exhibit "A."

(2) The Subject Property consists of a total of 15.06 acres of total site area and shall contain a maximum of twenty-one (21) single-family residential homes.

(3) The proposed residences shall be Traditional in style and architecture, and shall have a minimum two-car garage. The exterior façades shall consist of brick, stone, stacked stone, cedar shake, board and batten, hardi-plank, cementitious siding, and combinations thereof, with complementary accents, and shall be substantially similar to the homes depicted in the renderings attached collectively as Exhibit "B."

(4) The proposed residences shall have a minimum of 2,200 square feet, ranging to 3,000 square feet, and greater.

(5) Applicant agrees to the creation of a mandatory homeowners association consistent with similar upscale communities in the area. The mandatory homeowners association shall be responsible for the upkeep and maintenance of all landscaping and maintenance of common areas, entrance area, mail kiosk, and the like contained within the proposed residential community.

(6) Additionally, and in conjunction with the creation of the mandatory homeowners association, Applicant agrees to the recording and enforcement of a Declaration of Covenants, Easements, and Restrictions which will contain covenants, rules, and regulations applicable to the proposed development. The mandatory association shall be responsible for the enforcement of the Covenants.

(7) The detention areas shall be as shown and reflected on the referenced, revised Zoning Plan. The areas shall be fenced with a black, vinyl-clad chain link fence, a minimum of six (6) feet in height, with landscaping to the exterior for purposes of visual screening. The landscaping shall be approved by the Cobb County Arborist during the Plan Review Process. All vegetation and landscaping surrounding the detention areas shall be maintained by the mandatory homeowners association.

(8) Minor modifications to the within stipulations, the referenced, revised Zoning Plan, lighting, signage, landscaping, architecture, site features, and the like, may be approved by the District Commissioner, as needed or necessary, except for those that:

(a) Increase the density of a residential project or the overall square footage of a non-residential project;

(b) Reduce the size of an approved buffer adjacent to a property that is zoned the same or in a more restrictive zoning district;

(c) Relocate a structure closer to the property line of an adjacent property that is zoned the same or in a more restrictive zoning district;

(d) Increase the height of a building that is adjacent to a property that is zoned the same or in a more restrictive zoning district;

(e) Change an access location to a different roadway;

(f) Would be in direct contradiction or conflict with any of the stipulations of this rezoning;

(g) Would be in direct contradiction or conflict with Cobb County Code and Ordinances; or

(h) Would be in direct contradiction or conflict with any Staff Recommendations that were adopted into the final zoning decision.

(9) All setbacks, landscape, and buffer areas may be penetrated for purposes of access, utilities, and stormwater management, including, but not limited to, drainage facilities and any and all slopes or other required engineering features of the foregoing. Any disturbed areas must be replanted with like vegetation.

(10) Perimeter lots shall have a reduced front setback of thirty (30) feet and an increased rear setback of forty (40) feet.

(11) Applicant agrees there shall be established a forty (40) foot rear undisturbed buffer during development and construction for perimeter lots.

Petition No. Z-23
Meeting Date 5-17-22
Continued

(12) Applicant agrees to the following system improvements to mitigate traffic concerns:

(a) Construction of a deceleration lane for access into the proposed development on Moon Road; and

(b) Installation of sidewalk, curb, and gutter along the property frontage on Moon Road.

We believe the requested zoning, pursuant to the submitted revised Zoning Plan and the stipulations set forth herein, is an appropriate use of the Subject Property while taking into consideration the existing conditions and use of the Property and the area neighborhoods. The proposed community shall be a quality development, shall be compatible with surrounding communities, and shall be an enhancement to the Subject Property. Thank you for your consideration in this request.

With kindest regards, I remain

Very truly yours,

MOORE, INGRAM, JOHNSON & STEELE, LLP

J. Kevin Moore

JKM:cc
Attachments

Petition No. Z-23
Meeting Date 5-17-22
Continued

c: Cobb County Board of Commissioners:
Lisa N. Cupid, Chairwoman
JoAnn Birrell
Keli A. Gambrill
Jerica Richardson
Monique Sheffield
(With Copies of Attachments)

Cobb County Planning Commission:
Stephen Vault, Chairman
David Anderson
Fred Beloin
Deborah Dance
Michael Hughes
(With Copies of Attachments)

Jeannie Peyton
Senior Planner
Zoning Division
Cobb County Community Development Agency
(With Copies of Attachments)

Perimeter Construction Group, LLC
(With Copies of Attachments)

Petition No. Z-23
Meeting Date 5-17-22
Continued

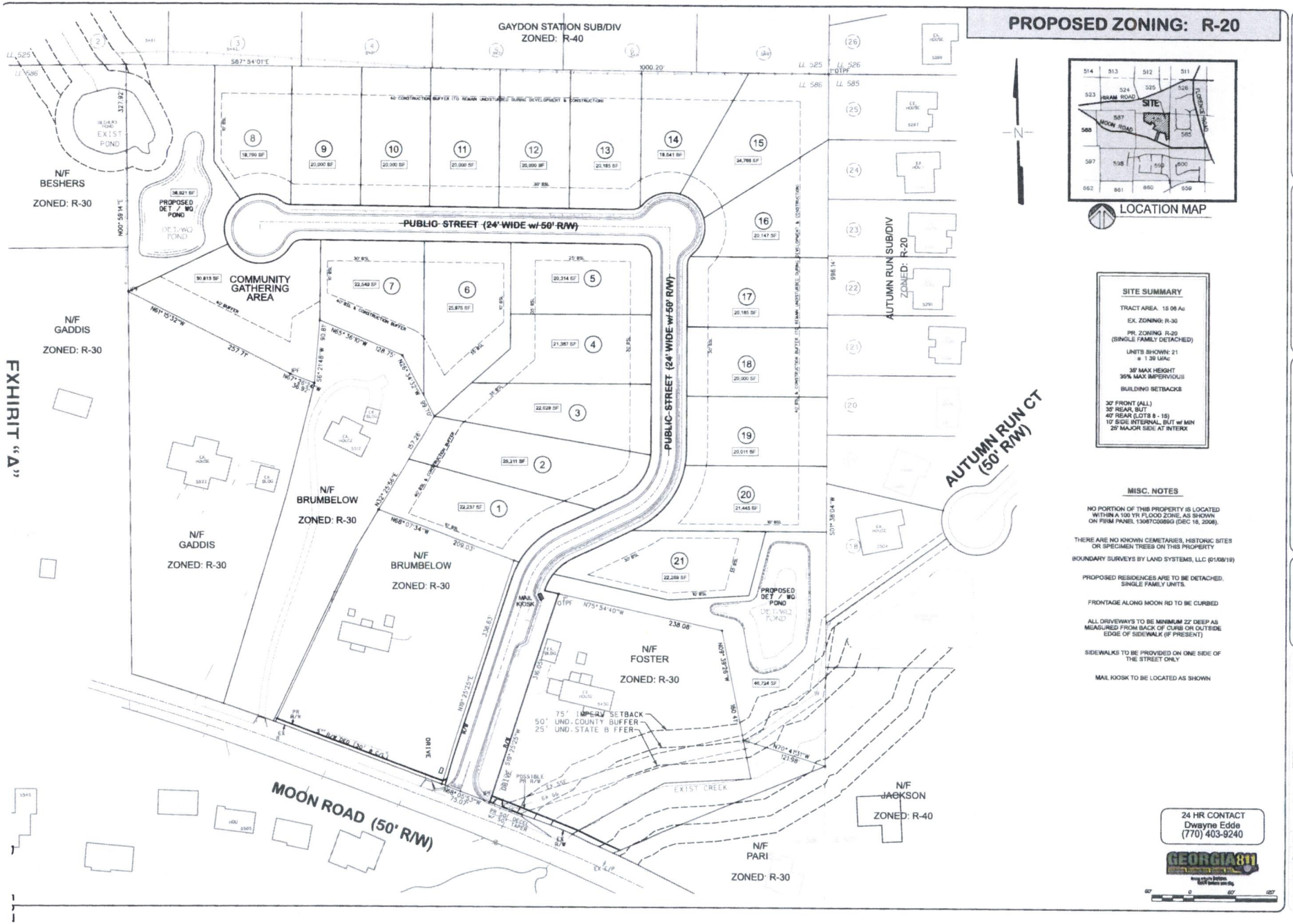


EXHIBIT "A"

PREPARED BY:
Vaughan & Melton
Consulting Engineers, Inc.
Engineering - Surveying
300 Chastain Center Blvd, Ste 325
Kennesaw, Georgia 30144
TEL: (770) 627-3560 FAX: (404) 627-3594
V&M Contact:
Frans van Leeuwen
KENTUCKY 606-248-8800
NORTH CAROLINA 828-253-2796
TENNESSEE 865-546-5800
SOUTH CAROLINA 864-674-4776
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PREPARED FOR:
[OWNER]
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3459 Acworth Due West Rd, Ste 317
Acworth, GA 30101
Tel: 770.439.2213

[DEVELOPER]
Morris Property Enterprises, LLC
3459 Acworth Due West Rd, Ste 317
Acworth, GA 30101
Tel: 770.439.2213
CONTACT
Dwayne Edde
770.403.9240

Brumbelow Walk
5500 MOON ROAD, POWDER SPRINGS, GA
PROJECT ADDRESS
585 / 19th / 2nd
LAND LOT / DISTRICT / SECTION
COBB COUNTY, GEORGIA
JURISDICTION
ZONING PLAN (#61)

SIGNED / SEALED
GEORGIA REGISTERED PROFESSIONAL No. PE031881

DATE: 04/05/2022
REVISION
No. 1 SITE PLAN
2.
3.
PVL DESIGN
PVL, PRH DRAWN
PRH CHECKED
10/20/19 DATE
SCALE AS SHOWN
SHEET Z-01
PROJECT No.



EXHIBIT "B"

Petition No. Z-23
Meeting Date 5-17-22
Continued


Petition No. Z-23
Meeting Date 5-17-22
Continued


Petition No. Z-23
Meeting Date 5-17-22
Continued

Petition No. Z-23
Meeting Date 5-17-22
Continued



Min. Bk. 95 Petition No. Z-25
Doc. Type letter
Meeting Date 5-17-22

S L H

SAMS, LARKIN & HUFF

A LIMITED LIABILITY PARTNERSHIP
SUITE 100
376 POWDER SPRINGS STREET
MARIETTA, GEORGIA 30064-3448

GARVIS L. SAMS, JR.
JOEL L. LARKIN
PARKS F. HUFF

770•422•7016
TELEPHONE
770•426•6583
FACSIMILE

April 27, 2022
(REVISED STIPULATION LETTER)

VIA EMAIL

Mr. John P. Pederson, AICP, Manager
Cobb County Zoning Division
Community Development Agency
1150 Powder Springs Road, Suite 400
Marietta, GA 30064

Re: Application of Healey Weatherholtz Properties to Rezone a 6.83 Acre Tract from R-80, R-40 and CF to NRC (Application No. Z-25)

Dear John:

You will recall that this firm represents Healey Weatherholtz Properties ("HWP") concerning the above-captioned Application for Rezoning. In that regard, on April 7, 2022, we submitted the initial stipulation letter concerning HWP's and my discussions with the groups and/or individuals hereinafter named. This Application is scheduled to be heard and considered by the Cobb County Planning Commission next week on May 3, 2022 and, thereafter, by the Cobb County Board of Commissioners ("BOC") on May 17, 2022.

The property at issue ("Subject Property") consists of a 6.83 acre tract of land which is located on the west side of Johnson Ferry Road, east side of Village Trace and Village Parkway and at the northwestern intersection of Johnson Ferry Road and Paper Mill Road. The totality of the Subject Property is located within the confines of a Neighborhood Activity Center ("NAC") under Cobb County's Future Land Use Map ("FLUM") which contemplates the same type of existing uses and developments owned by HWP which consist of neighborhood retail commercial uses.

Over the years, scores of developers, builders, lenders, property owners and others have sought clarity with respect to the governance of Paper Mill Village ("PMV"). The mixed-use development for the Subject Property was approved in 1982 after litigation and by way of a Superior Court of Cobb County Order ("Order"). A preponderance of the Subject Property and PMV is partially split-zoned in the Future Commercial ("CF"), R-80 and R-40 zoning districts, respectively.

Petition No. Z-25
Meeting Date 5-17-22
Continued

VIA EMAIL

Many of the tracts which make up PMV are considered as non-conforming, "grandfathered" properties. In other words, the continued utilization of many of those tracts within PMV is predicated upon the same use continuing without interruption for a period of time as dictated by the Cobb County Zoning Ordinance or are required to be rezoned in accordance with current Zoning Ordinance requirements and applicable zoning classifications. Also, interestingly, the CF classification does not, independent of these particular circumstances, provide any present right to utilize property zoned as such and has always been considered a "holding district" for future commercial development.

The May 6, 1982 Cobb Superior Court Order, for the most part, was based upon a 1973 Agreement which was recorded on the Deed Records and which served as a guide until the litigation was commenced and completed almost a decade later, specifically allowing a mixed use development to be constructed at this intersection of Johnson Ferry Road and Paper Mill Road. However, even though the Order allowed the development, it was and is subject to development conforming to a conceptual site plan; architectural renderings/elevations; and, Covenants Conditions and Restrictions ("CCRs") between Cobb County, area residents and the developer at that time, all of which was incorporated into the Order.

In the interim decades, the BOC has approved amendments to certain uses by amending the Court Order through the submission of Applications for Rezoning, Other Business Applications, Special Land Use Permits and/or Variances, dependent upon the individual circumstances concerning each property thus revised or amended.

Most of the area residents and neighbors who negotiated that Settlement four (4) decades ago are no longer with us. However, PMV came to fruition as a mixed-use development and which, to this day, is an aesthetically pleasing, successful and strategically positioned assemblage of tracts which have served the area's neighborhoods well for the past forty plus (40+) years.

While this Application has been pending, we have met and established a dialogue with Cobb County's professional staff; sent out notification letters to every property owner within one-thousand feet of the Subject Property; have met and/or conferred with representatives from Chattahoochee Plantation Estates and Hampton Farms Subdivisions as well as the Principals of Retail Planning Corporation which has offices in and which manages certain properties which make up PMV; and, with representatives of the East Cobb Civic Association ("ECCA"). HWP has provided me with the authority to submit this Revised letter of agreeable stipulations/conditions even as the discussions remain ongoing.

HWP is amenable to the following Revised stipulations becoming conditions and a part of the grant of the requested Rezoning and binding upon the Subject Property thereafter:

1. The Revised stipulations and conditions set forth herein, except as otherwise governed by the Order, shall replace and supersede certain stipulations and conditions which are currently in place concerning the Subject Property. However, the Order shall remain in full force and effect except as amended hereby and any such amendment which is solely related to HWP's properties in PMV.

2. The development of the Subject Property shall be substantial conformity to that certain Site Plan prepared by CC Land Surveyors which was filed concurrently with the Application for Rezoning and which currently represents "As-built" nature of the Subject Property. The total site area of the Subject Property, consisting of 6.83 acres shall continue to be used and continue to be maintained as a mixed-use development including multiple commercial buildings.

   At present, HWP has represented that it has no current plans for demolition or for new construction; and, that it submitted its Application for Rezoning in order to address future utilization of all of the tracts which HWP owns and which constitute the Subject Property and to do so with relative ease rather than the cumbersome process of proceeding through a Rezoning or other types of Entitlement applications and the attendant process every time a prospective tenant presents itself.

3. Compliance with Cobb County Development Standards and Ordinances related to project improvements except as otherwise approved by the Board of Commissioners, the Cobb County Department of Transportation, the Cobb County Fire Marshal's Office or the Cobb County Community Development Agency, as their respective authority may allow.

4. Compliance with recommendations from the Stormwater Management Division with respect to the existing As-built pond on the site and subject to the Wetlands Delineation Report which was submitted concurrently with the Application for Rezoning. The pond consists of percentages of ownership, as follows:

   1. Healey Weatherholtz Village, LLLP 50.0%
   2. 200 Village Parkway L.P. 30.3%
   3. East Cobb Pre, LLC 19.7%

5. Compliance with the recommendations from the Cobb County Fire Marshal's Office. Presently, the Fire Marshal's Office has found HWP's proposal to be "acceptable as presented" and that a full review will be conducted whenever plans are submitted during a Plan Review Process. In the interim, the Fire Marshal's Office has no comments on the As-built nature of PMV.

6. Compliance with the recommendations from the Cobb County Water System with respect to the availability and acquisition of water and sewer which presently service the Subject Property.

7. Compliance with the recommendations from the Cobb County Department of Transportation ("DOT"). However, since no additional ground-up construction or redevelopment of PMV is planned, DOT's comments defer to the existing As-built circumstances and any improvements to the property which constitute "redevelopment" as defined by the Cobb County Zoning Ordinance will trigger the imposition of DOT Comments as contained within the Zoning Analysis.

8. The following uses shall be conditionally prohibited:

    a. Billiards and Pool Halls; however, certain types of restaurants such as Sports Bars and Grills shall be allowed a maximum of two (2) pool/billiard tables.

    b. Carwashes.

    c. Store-Front type Churches, except where the prohibition of same may be constitutionally impermissible.

    d. Community Fairs, except to continue the allowance of Art Exhibits and PMV-sponsored events as mentioned below.

    e. Cultural Facilities, except to continue Art Exhibits and PMV-sponsored events which have historically taken place from time to time during the existence of PMV.

    f. Designated Recycling Collection locations.

    g. Emissions Stations.

h. Outdoor Golf Courses.

i. Freestanding Climate Control Self-Service Storage Facility; however, storage within existing buildings within PMV shall be permitted.

j. Freestanding Ice Vending Machines.

k. Full-Service Gasoline Stations.

l. Funeral Homes.

m. Group Homes.

n. In-Home Day Care.

o. Self-Service Laundries.

p. Light Automotive Repair.

q. Non-profit fishing lakes.

r. Parking for Vehicles, except for the temporary parking for tenants and their customers or clients.

s. Radio, Television and other Communication Towers.

t. Rest Homes and Personal Care Homes.

u. Self-Service Fuel Sales.

v. Automotive Parts Stores exceeding 3,000 square feet.

w. Sex and/or Adult Themed Novelty Shops.

x. Supermarkets, exceeding 10,000 square feet.

y. Video Stores for rental or sale as a principal use; however, video-related merchandise may be sold as components of other businesses within PMV.

z. Stores which principally feature and sell CBD and CBD related products, remedies or novelties and stores which constitute "Vape Shops" or feature smoking and related paraphernalia.

aa. Large truck, van, or other such vehicles "for rent or lease", such as U-Haul.

bb. Package stores; however, excepting any specialty boutique-type wine or spirits shops or any grocery or other stores which may currently be allowed to serve or sell alcohol.

9. HWP agrees to follow the existing "Williamsburg" architectural style and to formulate an Architectural Oversight Committee ("AOC") consisting of HWP, a representative of Chattahoochee Plantation Estates, a representative from Hampton Farms, the Community Development Agency Director and the District Commissioner who shall be an Ex-Officio member of the AOC but who shall also be the final arbiter with respect to any circumstances wherein agreements can not be reached or an impasse exists.

   "The Williamsburg style" was fueled by the complete restoration of Colonial Williamsburg in the late 1920's by the John Rockefeller Foundation. Home to eighty-eight (88) Colonial-period structures, these buildings became the inspiration and prototypes for hundreds of reproductions and quickly became popular with many residential and commercial developers.

   Some common characteristics of both Williamsburg Styles mentioned above may include steeply pitched, side-gabled roofs and double-hung windows highlighted by decorative shutters and/or flower boxes. Most Williamsburg Style buildings lack a front porch and, instead, are accessed by a short flight of stairs.

10. The District Commissioner shall have the authority to approve minor modifications to this rezoning proposal as the development proceeds through the Plan Review Process and thereafter except for those that:

    a. Reduce the size of an approved buffer adjacent to property which is zoned the same or in a more restrictive zoning district

    b. Relocate a structure closer to the property line of an adjacent property which is zoned in the same or in a more restrictive zoning district

c. Increase the height of a building which is adjacent to a property that is zoned is the same or a more restrictive zoning district

d. Change access to a different right-of-way

e. Violate the Cobb County Zoning Ordinance.

HWP is a fully-integrated company which invests in, holds, develops and manages high-quality retail commercial properties throughout the metropolitan Atlanta area. HWP is also specifically experienced in the various components of this mixed-use development which it has owned since 2008.

I understand that Staff has recommended be approval of the Rezoning Application subject to certain stipulations/conditions, I am authorized to tell you that we are amenable to those additional stipulations/conditions imposed by Staff and those contained within this Revised stipulation letter. However, please do not hesitate to contact me should you need any additional information or documentation prior to this application being heard and considered by the Planning Commission and Board of Commissioners next month. With kind regards, I am

Very truly yours,

SAMS, LARKIN & HUFF, LLP

Garvis L. Sams, Jr.
gsams@samslarkinhuff.com

GLS, Jr./dls

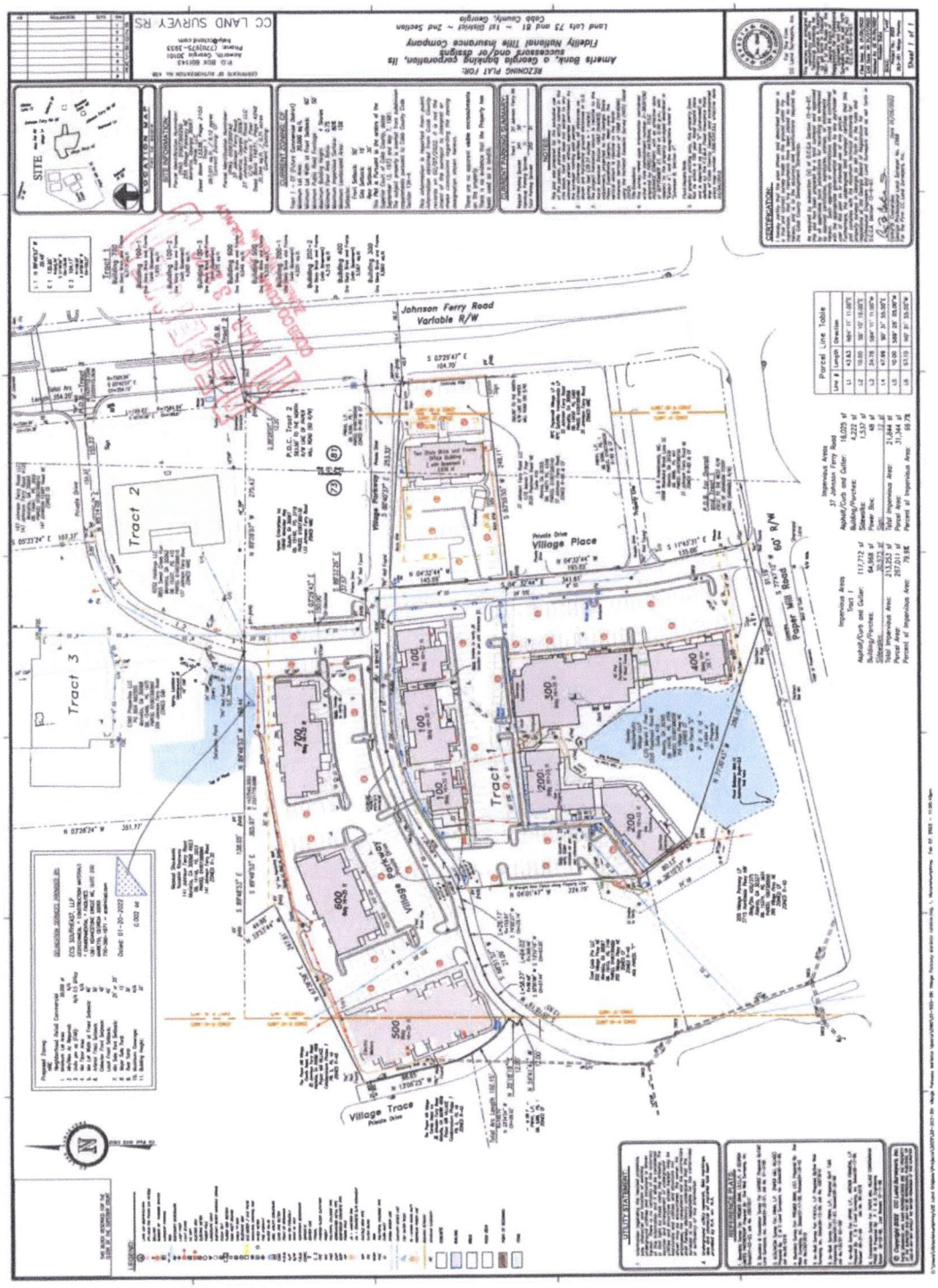
cc: Members, Cobb County Board of Commissioners (via email)
Members, Cobb County Planning Commission (via email)
BOC Commission Assistants (via email)
Dr. Jackie McMorris, County Manager (via email)
Ms. Jessica Guinn, AICP, Director, Community Development (via email)
Mr. Phil Westbrook, Planner III (via email)
Ms. Jeannie Peyton, Senior Planner (via email)

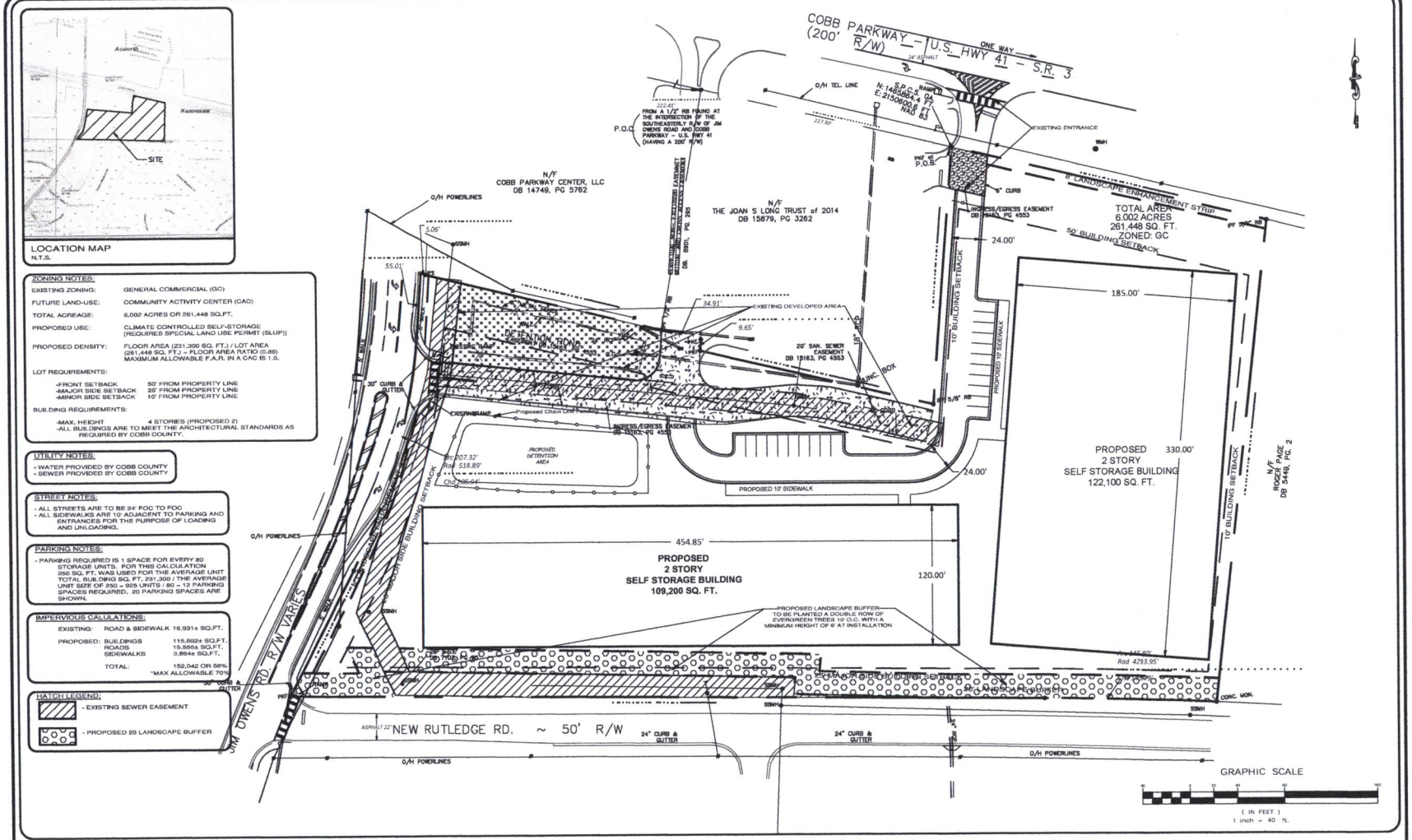
Petition No. Z-25
Meeting Date 5-17-22
Continued

VIA EMAIL

Mr. Terry Martin, Planner III (via email)
Mr. Donald Wells, Planner II (via email)
Ms. Margie Vazquez, Planner II (via email)
Mr. LeDarius Scott, Planner I (via email)
Ms. Pamela Mabry, County Clerk (via email)
Ms. Robin Stone, Deputy County Clerk (via email)
Ms. Leila Washington, Deputy County Clerk (via email)
Captain Josh Davis, Fire Marshal's Office (via email)
Mr. Carl Carver, P.E., Stormwater Management Division (via email)
Ms. Amy Diaz, P.E., Cobb DOT (via email)
Ms. Abby Rettig, Cobb DOT (via email)
Mr. Tim Davidson, Water System (via email)
Mr. Joe Gavalis, Chattahoochee Plantation Estates (via email)
Ms. Kim Swanson, Hampton Farms Subdivision (via email)
Ms. Jill Flamm, ECCA (via email)
Ms. Chris Lindstrom, ECCA (via email)
Mr. Owen Brown, Retail Planning Corporation (via email)
Mr. Quill O. Healey, II, Healey Weatherholtz Properties (via email)
Mr. Eric Weatherholtz, Healey Weatherholtz Properties (via email)
Ms. Cathy Costarides, PLS, CC Land Surveyors (via email)

Min. Bk. 95 Petition No. Z-25
Doc. Type Site Plan
Meeting Date 5-17-22





LOCATION MAP
N.T.S.

ZONING NOTES:

EXISTING ZONING:	GENERAL COMMERCIAL (GC)
FUTURE LAND-USE:	COMMUNITY ACTIVITY CENTER (CAC)
TOTAL ACREAGE:	6.002 ACRES OR 261,448 SQ.FT.
PROPOSED USE:	CLIMATE CONTROLLED SELF-STORAGE [REQUIRES SPECIAL LAND USE PERMIT (SLUP)]
PROPOSED DENSITY:	FLOOR AREA (231,300 SQ. FT.) / LOT AREA (261,448 SQ. FT.) = FLOOR AREA RATIO (0.88) MAXIMUM ALLOWABLE F.A.R. IN A CAC IS 1.0.

LOT REQUIREMENTS:

-FRONT SETBACK	50' FROM PROPERTY LINE
-MAJOR SIDE SETBACK	25' FROM PROPERTY LINE
-MINOR SIDE SETBACK	10' FROM PROPERTY LINE

BUILDING REQUIREMENTS:

-MAX. HEIGHT	4 STORIES (PROPOSED 2)

-ALL BUILDINGS ARE TO MEET THE ARCHITECTURAL STANDARDS AS REQUIRED BY COBB COUNTY.

UTILITY NOTES:
- WATER PROVIDED BY COBB COUNTY
- SEWER PROVIDED BY COBB COUNTY

STREET NOTES:
- ALL STREETS ARE TO BE 24' FOC TO FOC
- ALL SIDEWALKS ARE 10' ADJACENT TO PARKING AND ENTRANCES FOR THE PURPOSE OF LOADING AND UNLOADING.

PARKING NOTES:
- PARKING REQUIRED IS 1 SPACE FOR EVERY 80 STORAGE UNITS. FOR THIS CALCULATION 250 SQ. FT. WAS USED FOR THE AVERAGE UNIT. TOTAL BUILDING SQ. FT. 231,300 / THE AVERAGE UNIT SIZE OF 250 = 925 UNITS / 80 = 12 PARKING SPACES REQUIRED. 20 PARKING SPACES ARE SHOWN.

IMPERVIOUS CALULATIONS:

EXISTING:	ROAD & SIDEWALK	16,931± SQ.FT.
PROPOSED:	BUILDINGS	115,892± SQ.FT.
	ROADS	15,555± SQ.FT.
	SIDEWALKS	3,864± SQ.FT.
	TOTAL:	152,042 OR 58%

*MAX ALLOWABLE 70%

HATCH LEGEND:
- - EXISTING SEWER EASEMENT
- - PROPOSED 20 LANDSCAPE BUFFER

GENERAL NOTES:
1) SURVEY INFORMATION PROVIDED BY D&S LAND SURVEYING, INC. DATED 01/10/2022.
2) THIS PROPERTY IS NOT LOCATED IN A FEDERAL FLOOD AREA AS INDICATED ON THE GEORGIA DFIRM SITE, THE OFFICIAL FLOOD HAZARD MAP COMMUNITY PANEL NO. 13067C0619H OCTOBER 5, 2018 IS SHOWN AS THE EFFECTIVE PANEL BUT WAS NOT AVAILABLE FOR DOWNLOAD AT THE TIME.
3) THERE ARE NO CEMETERIES ON THE SITE.
4) THERE ARE NO STREAMS ON THE SITE.

DETENTION & WATER QUALITY NOTES:
1) ADJUSTMENTS TO THE SITE LAYOUT ARE LIKELY DURING THE ENGINEERING PHASE TO ACCOMMODATE THE NECESSARY WATER QUALITY AND DETENTION FOR THE DEVELOPMENT. A HYDROLOGICAL STUDY WILL BE NECESSARY TO DETERMINE THE NEEDS OF THE SITE.

DEVELOPER:
B&E TX LLC
620 WILSON AVE SUITE 243
BROOKLYN, NY 11207
BARAK COANIS MANAGER
PHONE: (262) 883-7503

24 HOUR CONTACT:
JONATHAN LIVNAT
(404) 539-6426

IF YOU DIG GEORGIA...
CALL US FIRST!
1-800-282-7411
(404-325-5000)
METRO ATLANTA ONLY
UTILITIES PROTECTION CENTER
IT'S THE LAW

Min. Bk. 95 Petition No. SLUP-6
Doc. Type Revised Site Plan
Meeting Date 5-17-22

Hdg
HEARN DESIGN GROUP
250 EAST JARRARD STREET
SUITE C, BOX 168
CLEVELAND, GA 30528
PHONE: (404) 409-1014

GEORGIA REGISTERED LANDSCAPE ARCHITECT No. LA001555 LESTER R. HEARN, III

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THESE DRAWINGS AND ITS REPRODUCTIONS ARE THE PROPERTY OF THE OWNER AND MAY NOT BE REPRODUCED, PUBLISHED OR USED IN ANY WAY WITHOUT THE WRITTEN PERMISSION OF THE LANDSCAPE ARCHITECT.

OPTION 1 PRELIMINARY PLAT
3030 JIM OWENS RD
B & E TX, LLC.,
LAND LOT 125, 20TH DISTRICT, 2ND SECTION
COBB COUNTY, GA

FOR SPECIAL LAND USE PERMIT APPLICATION

No.	REVISION	DATE:
1	REVISION PER COUNTY COMMENTS	03/22/2022
2	REVISION PER COMMENTS RECEIVED	04/06/2022
3	REVISION PER FURTHER DETAIL BUFFER	05/16/2022

DRAWING SCALE:	1" = 40'
DESIGNED BY:	LRH
DRAWN BY:	LRH
CHECKED BY:	LRH
DATE:	02/16/2022

SHEET
P-1

MOORE INGRAM JOHNSON & STEELE

A LIMITED LIABILITY PARTNERSHIP
WWW.MIJS.COM

MARIETTA, GEORGIA
EMERSON OVERLOOK
326 ROSWELL STREET
SUITE 100
MARIETTA, GEORGIA 30060
TELEPHONE (770) 429-1499

KNOXVILLE, TENNESSEE
408 N. CEDAR BLUFF ROAD
SUITE 500
KNOXVILLE, TENNESSEE 37923
TELEPHONE (865) 692-9039

JACKSONVILLE, FLORIDA
10201 CENTURION PARKWAY N.
SUITE 401
JACKSONVILLE, FLORIDA 32256
TELEPHONE (904) 428-1465

BRENTWOOD, TENNESSEE
5300 MARYLAND WAY
SUITE 200
BRENTWOOD, TENNESSEE 37027
TELEPHONE (615) 425-7347

LEXINGTON, KENTUCKY
771 CORPORATE DRIVE
SUITE 430
LEXINGTON, KENTUCKY 40503
TELEPHONE (859) 309-0026

ORLANDO, FLORIDA
7380 WEST SAND LAKE ROAD
SUITE 500
ORLANDO, FLORIDA 32819
TELEPHONE (407) 367-6233

HARRISBURG, PENNSYLVANIA
3909 HARTZDALE DRIVE
SUITE 901
CAMP HILL, PENNSYLVANIA 17011
TELEPHONE (717) 790-2854

April 25, 2022

Min. Bk. 95 Petition No. SLUP-6
Doc. Type letter
Meeting Date 5-17-22

Via E-mail Only

Mr. John P. Pederson, AICP
Zoning Division Manager
Zoning Division
Cobb County Community Development Agency
Suite 400
1150 Powder Springs Road
Marietta, Georgia

RE: Application for Special Land Use Permit - Application No. SLUP-6 (2022)
Application for "Other Business" - Application No. OB-20 (2022)
Applicant: B&E TX LLC
Property Owner: The Nasrollah Mikail Rostamian 2008 Family Trust dated June 11, 2008
Property: 6.002 acres, more or less, located on the southerly side of Hickory Cobb Parkway, the easterly side of Jim Owens Road, and along the northerly side of New Rutledge Road, being more particularly known as 3030 Jim Owens Road, Land Lot 125, 20th District, 2nd Section, Cobb County, Georgia

Dear John:

The undersigned and this firm represent the Applicant, B&E TX LLC (hereinafter referred to as "Applicant"), and the Property Owner, The Nasrollah Mikail Rostamian 2008 Family Trust dated June 11, 2008 (hereinafter referred to as "Owner" or "Property Owner"), in the Applications for Special Land Use Permit and "Other Business" with regard to a total tract of 6.002 acres, more or less, located on the southerly side of Cobb Parkway and the easterly side of Jim Owens Road and along the northerly side of New Rutledge Road, being more particularly known as 3030 Jim Owens Road, Land Lot 125, 20th District, 2nd Section, Cobb County, Georgia (hereinafter

referred to as the "Property" or the "Subject Property"). After meetings with Planning and Zoning Staff; reviewing the Departmental Comments, and reviewing the uses of surrounding properties, we have been authorized by the Applicant to submit this letter of agreeable stipulations and conditions, which, if the Applications for Special Land Use Permit and "Other Business" are approved, as submitted, shall become a part of the grant of the requested Special Land Use Permit approval and shall be binding upon the Subject Property. The proposed stipulations are as follows:

(1) The stipulations and conditions set forth herein shall replace and supersede in full any and all prior stipulations and conditions, in whatsoever form, which are currently in place on the Subject Property; together with any and all Departmental Comments and Staff Recommendations relating to the Subject Property from any prior zoning actions.

(2) Applicant seeks approval of a Special Land Use Permit for the operation of climate-controlled self-storage facilities, with reference to the revised Site Plan prepared for Applicant by Heavner Design Group, dated February 16, 2022, last revised April 5, 2022, and submitted electronically to the Cobb Zoning Division on April 6, 2022. A reduced copy of the revised Site Plan is attached as Exhibit "A."

(3) The proposed climate-controlled self-storage facilities shall be a maximum of two (2) stories in height.

(4) The exterior of the proposed facilities shall be predominantly brick, stacked stone, EFIS, and glass, and combinations thereof, and shall be substantially similar to the rendering attached as Exhibit "B."

(5) All units shall be accessible interiorly only with no exterior access to units; excepting only that loading and unloading for storage purposes shall be from designated areas.

(6) Lighting for the parking areas shall be environmentally sensitive, shoe-box style (or other similar light-directing feature) and shall be fitted with non-glare lenses and cut-off shields to prevent light from extending beyond the property line.

(7) Security lighting on the proposed facilities shall be wall packs, hooded, environmentally sensitive, and shall be fitted with non-glare lenses and cut-off shields to prevent light from extending beyond the property line.

(8) Applicant agrees to maintain a twenty (20) foot fully landscaped buffer along New Rutledge Road for purposes of visual screening.

(9) Minor modifications to the within stipulations, the referenced Site Plan, lighting, landscaping, architecture, site features, signage, and the like, may be approved by the District Commissioner, as needed or necessary, except for those that:

(a) Increase the density of a residential project or the overall square footage of a non-residential project;

(b) Reduce the size of an approved buffer adjacent to a property that is zoned the same or in a more restrictive zoning district;

(c) Relocate a structure closer to the property line of an adjacent property that is zoned the same or in a more restrictive zoning district;

(d) Increase the height of a building that is adjacent to a property that is zoned the same or in a more restrictive zoning district;

(e) Change an access location to a different roadway;

(f) Would be in direct contradiction or conflict with any of the stipulations of this rezoning;

(g) Would be in direct contradiction or conflict with Cobb County Code and Ordinances; or

(h) Would be in direct contradiction or conflict with any Staff Recommendations that were adopted into the final zoning decision.

(10) All setbacks, landscape, and buffer areas may be penetrated for purposes of access, utilities, and stormwater management; including, but not limited to, detention/retention facilities, drainage facilities, surface parking, and any and all slopes or other required engineering features of the foregoing.

(11) Applicant agrees to comply with all Cobb County Stormwater Management requirements applicable to the Subject Property.

(12) Applicant agrees to comply with the Comments and Recommendations made by the Cobb County Department of Transportation.

We believe the requested approvals sought pursuant to the Special Land Use Permit and "Other Business Applications," pursuant to the revised Site Plan and the stipulations set forth herein, is an appropriate use of the Subject Property. The proposed use takes into consideration the challenges posed by the Subject Property; as well as the uses and development of surrounding properties. The proposed facilities will be of the highest caliber, shall be compatible with surrounding commercial developments, shall be an enhancement to the Subject Property, and shall provide a useful service to residents within the surrounding vicinity.

With kindest regards, I remain

Very truly yours,

MOORE, INGRAM, JOHNSON & STEELE, LLP

J. Kevin Moore

JKM:cc
Attachments
c: Cobb County Board of Commissioners:
Lisa N. Cupid, Chairwoman
JoAnn Birrell
Keli A. Gambrill
Jerica Richardson
Monique Sheffield
(With Copies of Attachments)

Cobb County Planning Commission
Stephen Vault, Chairman
David Anderson
Fred Beloin
Deborah Dance
Michael Hughes
(With Copies of Attachments)

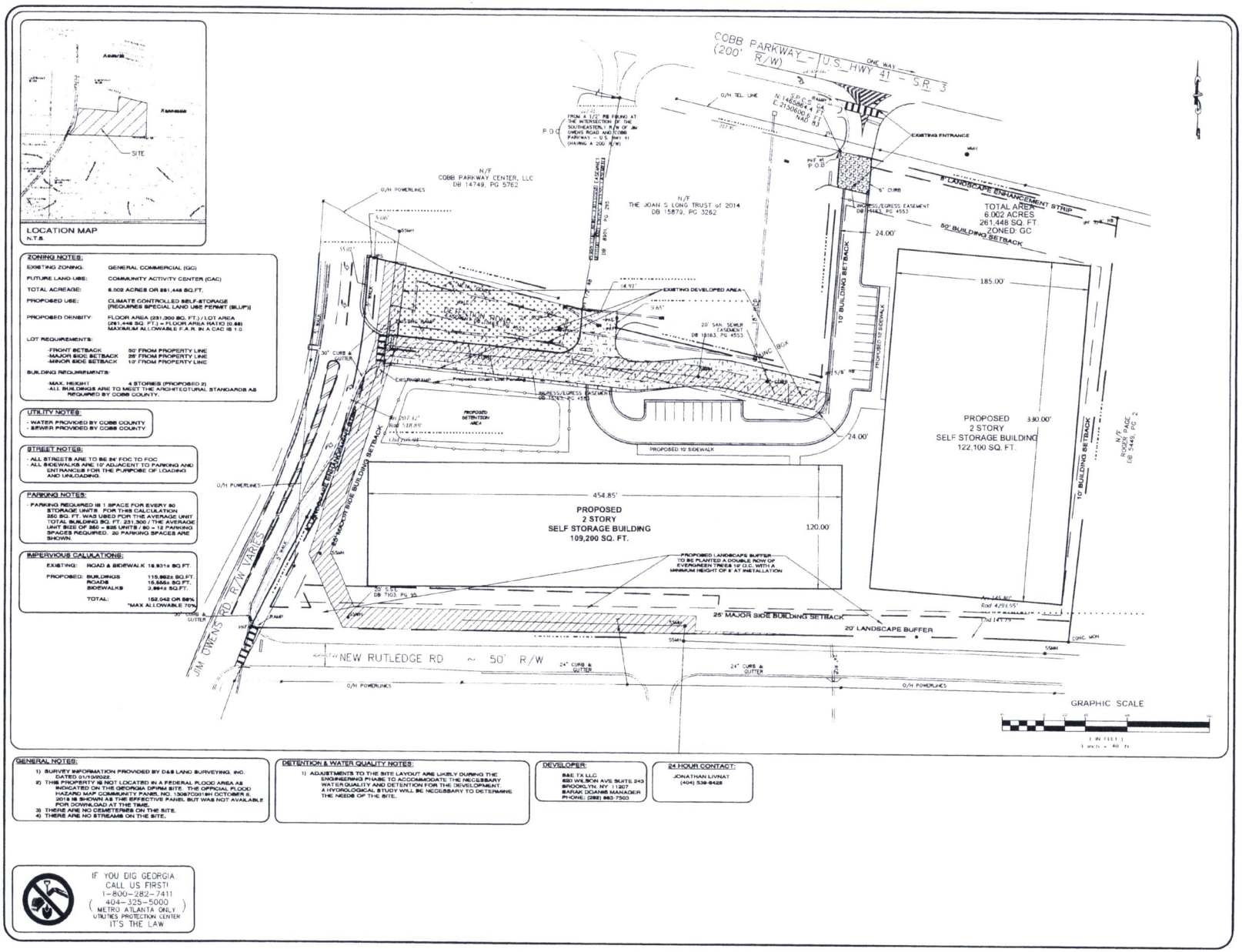
Petition No. SUP-6
Meeting Date 5-17-22
Continued

c: Jeannie Peyton
Senior Planner
Zoning Division
Cobb County Community Development Agency
(With Copies of Attachments)

B&E TX LLC
(With Copies of Attachments)

Petition No. SLUP-6
Meeting Date 5-17-22
Continued

EXHIBIT "A"



GENERAL NOTES:
1) SURVEY INFORMATION PROVIDED BY D&S LAND SURVEYING, INC. DATED 01/10/2022.
2) THIS PROPERTY IS NOT LOCATED IN A FEDERAL FLOOD AREA AS INDICATED ON THE GEORGIA DFIRM SITE. THE OFFICIAL FLOOD HAZARD MAP COMMUNITY PANEL NO. 13067C0091H OCTOBER 6, 2013 IS SHOWN AS THE EFFECTIVE PANEL BUT WAS NOT AVAILABLE FOR DOWNLOAD AT THE TIME.
3) THERE ARE NO CEMETERIES ON THE SITE.
4) THERE ARE NO STREAMS ON THE SITE.

DETENTION & WATER QUALITY NOTES:
1) ADJUSTMENTS TO THE SITE LAYOUT ARE LIKELY DURING THE ENGINEERING PHASE TO ACCOMMODATE THE NECESSARY WATER QUALITY AND DETENTION FOR THE DEVELOPMENT. A HYDROLOGICAL STUDY WILL BE NECESSARY TO DETERMINE THE NEEDS OF THE SITE.

DEVELOPER:
B&E TX LLC
633 WILSON AVE SUITE 243
BROOKLYN, NY 11207
BARAK DOANIS MANAGER
PHONE: (282) 963-7503

24 HOUR CONTACT:
JONATHAN LIVNAT
(404) 538-8428

IF YOU DIG GEORGIA
CALL US FIRST!
1-800-282-7411
(404-325-5000
METRO ATLANTA ONLY)
UTILITIES PROTECTION CENTER
IT'S THE LAW

Hdg HEAVNER DESIGN GROUP
250 EAST JARRARD STREET
SUITE C, BOX 168
CLEVELAND, GA 30528
PHONE: (404) 405-1014
GEORGIA REGISTERED No. LA001363 LANDSCAPE ARCHITECT LESTER R. HEAVNER, III

© COPYRIGHT 2022
THESE DRAWINGS AND ITS INSTRUCTIONS ARE THE PROPERTY OF THE OWNER AND MAY NOT BE REPRODUCED, PUBLISHED OR USED IN ANY WAY WITHOUT THE WRITTEN PERMISSION OF THE LANDSCAPE ARCHITECT.

OPTION 1 PRELIMINARY PLAT
3030 JIM OWENS RD
B & E Tx, LLC.,
LAND LOT 125, 20TH DISTRICT, 2ND SECTION
COBB COUNTY, GA

FOR SPECIAL LAND USE PERMIT APPLICATION

No.	REVISION	DATE
1	REVISION PER COUNTY COMMENTS	03/02/2022
2	REVISION PER COMMENTS RECEIVED	04/04/2022

DRAWING SCALE	1" = 40'
DESIGNED BY	LRH
DRAWN BY	LRH
CHECKED BY	LRH
DATE	02/16/2022
SHEET	P-1

Petition No. SLUP-6
Meeting Date 5-17-22
Continued



EXHIBIT "B"

Min. Bk. 95 Petition No. 0.B.9
Doc. Type Exhibit "B"

Meeting Date 5-17-22

EXHIBIT "B" - ATTACHMENT TO APPLICATION FOR "OTHER BUSINESS"
(SITE PLAN AMENDMENT)

OB Application No.:	**OB-9 (2022)**
Zoning Application No.:	**Z-20 (2015)**
OB Application Nos.:	**OB-14 (2018); OB-56 (2018); OB-16 (2020)**
Original Zoning Hearing Date:	**February 17, 2015**
Date of Zoning Decisions:	**April 21, 2015; May 19, 2015**
Date of OB Decisions:	**May 15, 2018; November 20, 2018 May 19, 2020**
Current OB Hearing Date:	**April 19, 2022**
Applicant:	**Vanderlande Industries Inc.**
Titleholder:	**Development Authority of Cobb County**

RECEIVED
MAR 3 2022
COBB CO. COMM. DEV. AGENCY

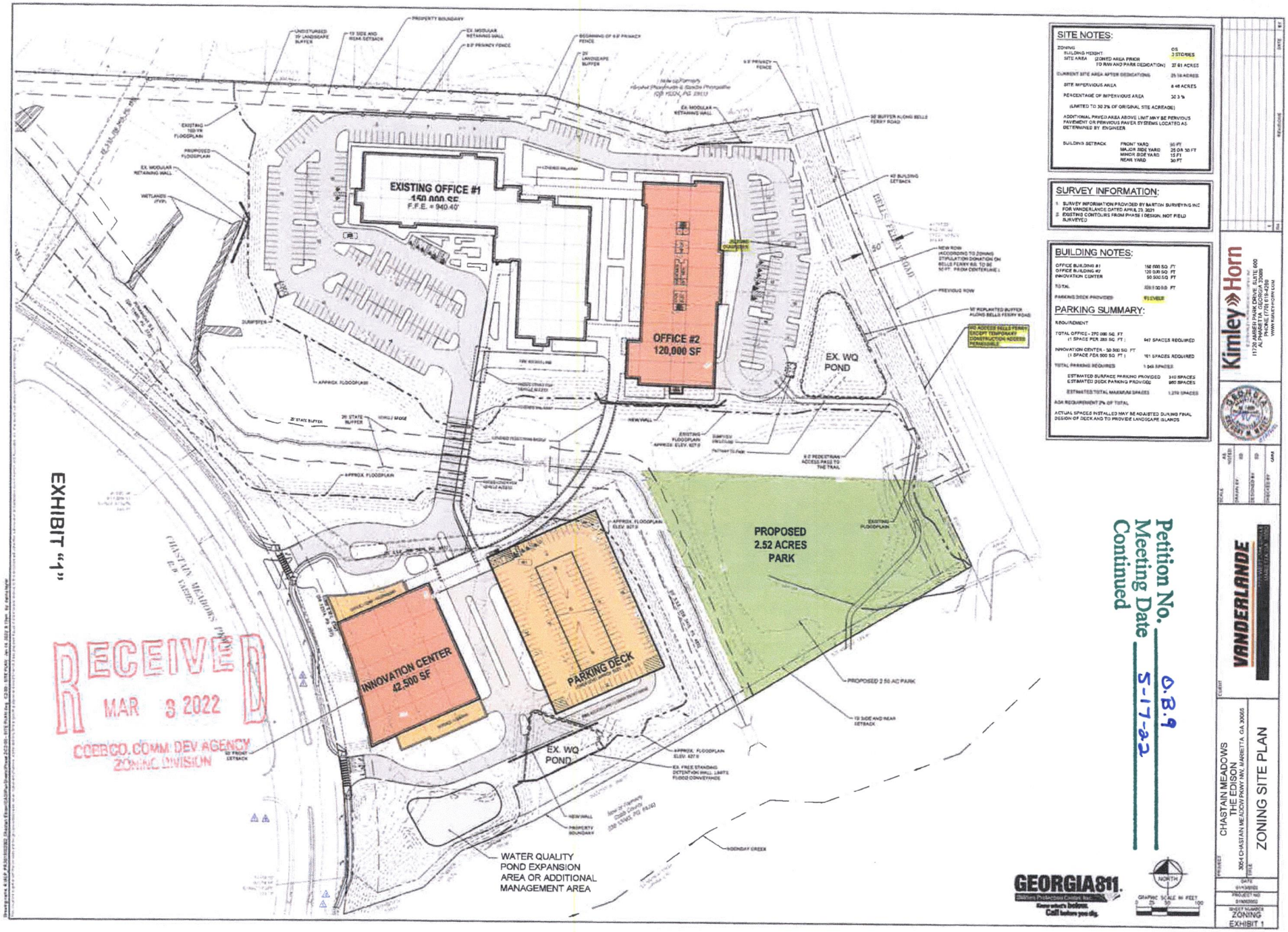
BEFORE THE COBB COUNTY BOARD OF COMMISSIONERS

The property which is the subject of this Application for "Other Business" is approximately 25.18 acres located on the northeasterly side of Chastain Meadows Parkway and the westerly side of Bells Ferry Road, southerly of Big Shanty Road, and now being more particularly known as 3054 Chastain Meadows Parkway, N.W., Land Lots 498, 499, 510, and 511, 16th District, 2nd Section, Cobb County, Georgia (hereinafter "Property" or "Subject Property"). In the 2015 rezoning of the Subject Property, the Board of Commissioners approved rezoning to the Office Services ("OS") zoning classification for the purpose of developing the Property for office and warehouse distribution. Subsequent "Other Business" Applications have amended the originally approved site plan and stipulations to allow for office development.

The Applicant in this Application for "Other Business," Vanderlande Industries Inc. (hereinafter "Applicant"), is seeking approval by the Cobb County Board of Commissioners of a revised Site Plan, and any required stipulation amendments, to allow for the construction of an additional three-story office building, containing a maximum of 120,000 square feet; an Innovation Center, containing a maximum of 42,500 square feet; and a parking deck. Applicant presents for approval the Zoning Site Plan prepared for Applicant by Kimley Horn & Associates, Inc. dated January 13, 2022, a reduced copy of which is attached hereto as Exhibit "1," and is further submitted with the overall "Other Business" Application package.

Unless otherwise specifically set forth herein, the balance and remainder of the stipulations and conditions enumerated in the official minutes, and any attachments thereto, of the Board of Commissioners Zoning Hearings related to the rezoning and "Other Business" approvals for development of the Subject Property; as well as any amendments by District Commissioner approval, which are not otherwise in conflict herein, are unaltered or unchanged by this request for Site Plan Amendment.

The Site Plan Amendment proposed and presented herein in no way adversely impacts or affects the quality or integrity of the overall development initially approved by the Cobb County Board of Commissioners. If the amended Site Plan is approved, as submitted, it shall become an additional part of the final rezoning and shall be binding upon development of the Subject Property.


EXISTING OFFICE #1
150,000 SF
F.F.E. = 940.40'
OFFICE #2
120,000 SF
EX. WQ POND
PROPOSED
2.52 ACRES
PARK
INNOVATION CENTER
42,500 SF
PARKING DECK
EX. WQ POND
WATER QUALITY
POND EXPANSION
AREA OR ADDITIONAL
MANAGEMENT AREA
BELLS FERRY ROAD
PROPOSED 2.50 AC PARK
NOONDAY CREEK
SITE NOTES:
ZONING OS
BUILDING HEIGHT 3 STORIES
SITE AREA (ZONED AREA PRIOR TO R/W AND PARK DEDICATION) 27.61 ACRES
CURRENT SITE AREA AFTER DEDICATIONS 25.19 ACRES
SITE IMPERVIOUS AREA 8.48 ACRES
PERCENTAGE OF IMPERVIOUS AREA 30.3 %
(LIMITED TO 30.3% OF ORIGINAL SITE ACREAGE)
ADDITIONAL PAVED AREA ABOVE LIMIT MAY BE PERVIOUS PAVEMENT OR PERVIOUS PAVER SYSTEMS LOCATED AS DETERMINED BY ENGINEER
BUILDING SETBACK: FRONT YARD 50 FT
MAJOR SIDE YARD 25 OR 50 FT
MINOR SIDE YARD 15 FT
REAR YARD 30 FT
SURVEY INFORMATION:
1. SURVEY INFORMATION PROVIDED BY BARTON SURVEYING INC FOR VANDERLANDE DATED APRIL 23, 2021
2. EXISTING CONTOURS FROM PHASE I DESIGN, NOT FIELD SURVEYED
BUILDING NOTES:
OFFICE BUILDING #1 150,000 SQ. FT
OFFICE BUILDING #2 120,000 SQ. FT
INNOVATION CENTER 50,500 SQ. FT
TOTAL 320,500 SQ. FT
PARKING DECK PROVIDED 5 LEVELS
PARKING SUMMARY:
REQUIREMENT
TOTAL OFFICE - 270,000 SQ. FT (1 SPACE PER 285 SQ. FT.) 947 SPACES REQUIRED
INNOVATION CENTER - 50,500 SQ. FT (1 SPACE PER 500 SQ. FT.) 101 SPACES REQUIRED
TOTAL PARKING REQUIRED 1,048 SPACES
ESTIMATED SURFACE PARKING PROVIDED 310 SPACES
ESTIMATED DECK PARKING PROVIDED 960 SPACES
ESTIMATED TOTAL MAXIMUM SPACES 1,270 SPACES
ADA REQUIREMENT 2% OF TOTAL
ACTUAL SPACES INSTALLED MAY BE ADJUSTED DURING FINAL DESIGN OF DECK AND TO PROVIDE LANDSCAPE ISLANDS
Petition No. O.B.9
Meeting Date S-17-22
Continued
GEORGIA811.
NORTH
GRAPHIC SCALE 50 FEET
0 25 50 100
Kimley»Horn
1171 ALPHARETTA STREET, SUITE 600
ALPHARETTA, GEORGIA 30005
PHONE (770) 619-4280
WWW.KIMLEY-HORN.COM
VANDERLANDE
PROJECT CHASTAIN MEADOWS
THE EDISON
3054 CHASTAIN MEADOW PKWY, MARIETTA, GA 30066
TITLE ZONING SITE PLAN
DATE 01/13/2022
PROJECT NO. 019603002
SHEET NUMBER ZONING EXHIBIT 1
EXHIBIT "1"
RECEIVED
MAR 3 2022
COBB CO. COMM DEV AGENCY
ZONING DIVISION

Min. Bk. 95 Petition No. O.B.9
Doc. Type Stormwater Management, Water & Sewer, Cobb DOT, and Fire Dept. comments and recommendations
Meeting Date 5-17-22

MAY 17, 2022 ZONING HEARING
"OTHER BUSINESS"
COMMISSION DISTRICT 3

ITEM OB-9

PURPOSE

To consider a stipulation and site plan amendment for Vanderlande Industries, Inc. regarding rezoning application Z-20 of 2015 for property located on the east side of Chastain Meadows Parkway, and on the west side of Bells Ferry Road in Land Lots 498, 499 and 510 of the 16th District (3054 Chastain Meadows Parkway). ***(Continued from the April 19, 2022 Board of Commissioners Zoning Hearing)***

BACKGROUND

The subject property was rezoned to Office Services (OS) in 2015 for the purpose of an office and warehouse distribution. Building 600 was to be warehouse distribution and building 700 was to be an office. An Other Business item in 2018 revised the plan for one 150,000 square feet office building with 738 surface parking spaces, and this is built now. The applicant would like to revise the site plan and stipulations to allow one 120,000 square-foot office building, a 960-space parking deck, and a 42,500-innovation center that will have offices and a showroom. Access would still be from Chastain Meadows Parkway, with no access to Bells Ferry Road. The required buffers and fencing would also remain as stipulated in 2015. If approved, all other stipulations would remain in effect.

STAFF COMMENTS

Stormwater Management: No objection to the current request. Stormwater management and Floodplain requirements will be a part of the plan review during the permitting phase of the project.

Water and Sewer: Proposed structures subject to easement and easement setback limitations per County Code 122-123.

Cobb DOT: See attached.

Fire Department: See attached.

(Continued on the next page)

Petition No. O.B.9
Meeting Date 5-17-22
Continued

RECOMMENDATION

The Board of Commissioners conduct a Public Hearing and consider the proposed site plan and stipulation amendment.

ATTACHMENTS

Other Business Application and zoning stipulations.

COBB DOT Recommendations

Petition No. O.B.9
Meeting Date 5-17-22
Continued

1. Recommend applicant consider entering into a development agreement pursuant to O.C.G.A. 36-71-13 for dedication of the following system improvements to mitigate traffic concerns: a) donation of right-of-way on the east side of Chastain Meadows Parkway, a minimum of 55' from the roadway centerline. This dedication will ensure the existing sidewalk is within public right-of-way.
2. Recommend a traffic study. The traffic study should include existing and base year (full build out year) Build and No-Build analysis; and horizon year (base year + 10 years) Build and No-Build analysis. Study assumptions (such as study intersections, trip distribution, future analysis years and annual growth rate) should be submitted in a memorandum and agreed to by Cobb DOT before completing the full study. Cobb DOT recommendations may be revised after the study's receipt.
3. Recommend applicant verify that minimum intersection sight distance is available for the Chastain Meadows Parkway driveways, and if it is not, implement remedial measures, subject to Cobb DOT approval, to achieve the minimum requirement of 560'.
4. Recommend applicant be required to meet all Cobb County Development Standards and Ordinances related to project improvements.

APPLICANT: Vanderlande Industries **PETITION NO.:** OB-9-2022

PRESENT ZONING: _____ **PETITION FOR:** _____

* *

FIRE COMMENTS:

Petition No. OB.9
Meeting Date 5-17-22
Continued

FIRE HYDRANTS:
Hydrant location within 500 feet of the most remote portion of the structure.* (Additional hydrant may need to be installed.)

Fire Flow Test from closest existing hydrant shall be provided meeting the minimum.* (Required Flow: 1,500 gpm @ 20 psi)

IFC 510- EMERGENCY RESPONDER RADIO COVERAGE. New buildings are required to provide radio coverage for emergency responders per the International Fire Code. Testing is required by a third party and when deemed necessary amplification systems are required before the building will be issued a certificate of occupancy. This message is to serve as an early notification to owners and developers for budgeting purposes.

FIRE ENGINE ACCESS: The fire department must be able to access the long side of the building.

ACCESS: Fire apparatus access roads shall extend to within 150 feet of all portions of the facility or any portion of the exterior wall of the first floor (State Modifications IFC 503.1 2012 Edition).

All access roads shall meet the American Association of State and Highway Transportation Officials (AASHTO) design manual live load standard HS20 (75,000 lbs.) with an unobstructed width of not less than 20 feet, 25 foot inside radius, 50 foot outside turning radius and unobstructed vertical clearance of not less than 13 feet 6 inches.

Maximum slope of the access road in reference to the apparatus is 10% Front to Back and 5% Side to Side. Maximum grade of roadways leading to Fire Access roads refer to the Cobb County Development Standard Section 400: 14% for Non-Residential. Maximum angle of departure is 8.5%.

Dead-end access roads more than 150 feet shall be provided with a turn-around (IFC Chapter-5, 120-3-3 Rules and Regulations, CCDS Section-401 & 402). Refer to APPENDIX-D for dimensional criteria for turn-arounds in commercial developments.

Aerial apparatus access shall be required for all structures over 30 feet in height measured from the lowest level of fire department access to the ceiling height of the highest occupied floor level. Aerial fire apparatus access roads shall be a minimum width of 24 feet maximum of 40 feet from the structure and be positioned parallel to one entire side of the building. No overhead utility and power lines shall be located within the aerial fire apparatus access. (Cobb County Development Standards 401.08.02.1)

C/O: Plans must be submitted to the Cobb County Fire Marshal's Office to initiate the Certificate of Occupancy process.

International Fire Code (IFC) Appendix D
(Adopted by the State of Georgia at the beginning of 2020. Partially noted below.)
SECTION D103
MINIMUM SPECIFICATIONS
D103.1 Access road width with a hydrant.
Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet, exclusive of shoulders (see Figure D103.1 in Appendix D).

SECTION D104 COMMERCIAL AND INDUSTRIAL DEVELOPMENTS
D104.1 Buildings exceeding three stories or 30 feet in height. Buildings or facilities exceeding 30 feet (9144 mm) or three stories in height shall have not fewer than two means of fire apparatus access for each structure.

D104.2 Buildings exceeding 62,000 square feet in area. Buildings or facilities having a gross building area of more than 62,000 square feet (5760 m2) shall be provided with two separate and approved fire apparatus access roads. Exception: Projects having a gross building area of up to 124,000 square feet (11 520 m2) that have a single approved fire apparatus access road where all buildings are equipped throughout with approved automatic sprinkler systems.

D104.3 Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diag onal dimension of the lot or area to be served, measured in a straight line between accesses

Josh Davis
(770) 528-8161
josh.davis@cobbcounty.org

MOORE INGRAM JOHNSON & STEELE

A LIMITED LIABILITY PARTNERSHIP
WWW.MIJS.COM

MARIETTA, GEORGIA
EMERSON OVERLOOK
326 ROSWELL STREET
SUITE 100
MARIETTA, GEORGIA 30060
TELEPHONE (770) 429-1499

KNOXVILLE, TENNESSEE
408 N. CEDAR BLUFF ROAD
SUITE 500
KNOXVILLE, TENNESSEE 37923
TELEPHONE (865) 692-9039

JACKSONVILLE, FLORIDA
10201 CENTURION PARKWAY N.
SUITE 401
JACKSONVILLE, FLORIDA 32256
TELEPHONE (904) 428-1465

BRENTWOOD, TENNESSEE
5300 MARYLAND WAY
SUITE 200
BRENTWOOD, TENNESSEE 37027
TELEPHONE (615) 425-7347

LEXINGTON, KENTUCKY
771 CORPORATE DRIVE
SUITE 430
LEXINGTON, KENTUCKY 40503
TELEPHONE (859) 309-0026

ORLANDO, FLORIDA
7380 WEST SAND LAKE ROAD
SUITE 500
ORLANDO, FLORIDA 32819
TELEPHONE (407) 367-6233

HARRISBURG, PENNSYLVANIA
3909 HARTZDALE DRIVE
SUITE 901
CAMP HILL, PENNSYLVANIA 17011
TELEPHONE (717) 790-2854

April 13, 2022

Min. Bk. 95 Petition No. OB9
Doc. Type letter
Meeting Date 5-17-22

Via E-mail Only

Mr. John P. Pederson, AICP
Zoning Division Manager
Zoning Division
Cobb County Community Development Agency
Suite 400
1150 Powder Springs Road
Marietta, Georgia 30064

RE: Application for "Other Business" - OB-9 (2022)
Applicant: Vanderlande Industries Inc.
Property Owner: Development Authority of Cobb County
Property: 25.18 acres, more or less, located on the northeasterly side of Chastain Meadows Parkway and the westerly side of Bells Ferry Road, southerly of Big Shanty Road, and being more particularly known as 3054 Chastain Meadows Parkway, N.W., Land Lots 498, 499, 510, and 511, 16th District, 2nd Section, Cobb County, Georgia

Dear John:

On behalf of the Applicant, Vanderlande Industries Inc. (hereinafter "Applicant"); as well as, the Property Owner, please accept the following as additional agreeable stipulations and conditions, which, if the referenced Application for "Other Business" is approved, as submitted, shall become a part of the grant of the requested approval and shall be binding upon the Property. The proposed approval and additional stipulations are as follows:

(1) Applicant requests approval of the Zoning Site Plan prepared by Kimley-Horn and Associates, Inc., dated January 13, 2022, and filed with the Application for "Other Business" on March 3, 2022. A reduced copy of the Zoning Site Plan is attached to this stipulation letter as Exhibit "A" and incorporated herein by reference.

(2) Applicant agrees the frontage of the Subject Property adjacent to and along Bells Ferry Road will be enhanced with an additional row of evergreen trees planted along the top of the bank.

(3) Applicant agrees to work with Cobb County and the Cobb County Department of Transportation to enter into a Landscape Maintenance Agreement to allow Applicant to landscape and maintain the right-of-way of the Subject Property adjacent to and along Bells Ferry Road.

(4) Applicant agrees to install additional evergreen trees along the rear of the Subject Property where possible and to fill-in existing gaps in the landscape buffer.

(5) Applicant agrees the proposed new parking deck shall utilize exterior finish and screening for aesthetic purposes, with final design to be approved by the District Commissioner.

(6) Applicant confirms the agreement to establish the "park area" for usable purposes and shall coordinate with the owner, Bells Ferry Civic Association, and Cobb County in those efforts.

(7) The balance and remainder of the stipulations and conditions previously approved relating to the Subject Property and the approved office development, which are not otherwise in direct conflict with the additional stipulations set forth herein; as well as the submitted Zoning Site Plan, shall remain unaltered and in effect for the Subject Property.

The requested approval of the revised Site Plan, together with the additional stipulations set forth herein, will enhance the Subject Property and provide for a high quality corporate headquarters. We very much appreciate your consideration; as well as that of the Cobb County Board of Commissioners, in this request.

[Balance of Page 2 left intentionally blank]

[Signature contained on Page 3]

Petition No. O.B.9
Meeting Date 5-17-22
Continued

With kindest regards, I remain

Very truly yours,

MOORE, INGRAM, JOHNSON & STEELE, LLP

J. Kevin Moore

JKM:cc
Attachment

c: Cobb County Board of Commissioners:
Lisa N. Cupid, Chairwoman
JoAnn Birrell
Keli A. Gambrill
Jerica Richardson
Monique Sheffield
(With Copy of Attachment)

Jeannie Peyton
Senior Planner
Zoning Division
Cobb County Community Development Agency
(With Copy of Attachment)

Bells Ferry Civic Association, Inc.
(With Copy of Attachment)

Vanderlande Industries Inc.
(With Copy of Attachment)

Petition No. O.B.9
Meeting Date 5-17-22
Continued

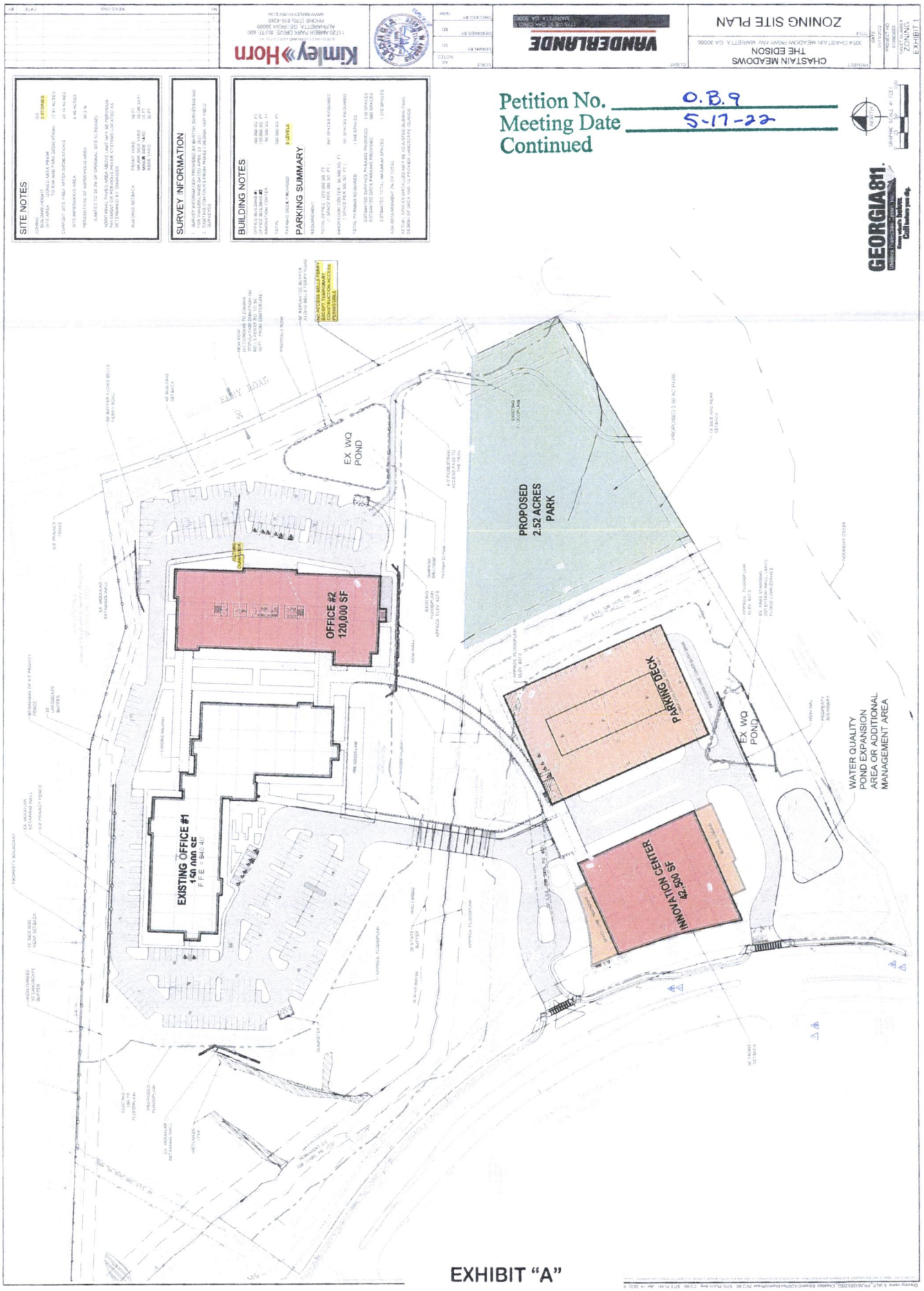


EXHIBIT "A"

Min. Bk. 95 Petition No. OB-9
Doc. Type Email from Amy Diaz with DOT comments and Traffic Study submitted by the Applicant (101 pages)
Meeting Date 5-17-22

Birrell, JoAnn

From: Diaz, Amy
Sent: Thursday, May 12, 2022 5:03 PM
To: Birrell, JoAnn; Bells Ferry Civic Association
Cc: Pederson, John; Jorgensen, Kimberly; Raessler, Andrew
Subject: RE: FW: OB-9 proposed stipulations
Attachments: OB-9-2022_DOT.pdf; EdisonChastainMeadowsPhaseII-TIA-FINAL.pdf

My apologies. I've gotten the information back now. I've attached our initial case comments to this email for reference as well as reattaching the traffic study. Below are our additional observations/comments after the traffic study review.

Our review team did not have any comments on the traffic study. **We consider our Recommendation 2 satisfied.**

We would like to briefly discuss the LOS F anticipated at the outbound movement for the full-access drive.

- As the report mentions in the text, "low levels-of-service for side-street approaches are not uncommon, as vehicles may experience delay turning onto a major roadway." Cobb DOT agrees with this statement.
- The only way to minimize this impact at a full-movement unsignalized driveway is to separate the left/through traffic and its delays from the right-turning traffic, which is typically less delayed. The report recommends two lanes for the outbound traffic. DOT agrees with this recommendation.
- As a site plan comment, the right-turn lane should then be channelized with a raised island to further separate this movement from the through-left lane. Channelizing helps improve sight for right turns if there are vehicles in the other lane and provides a refuge for any sidewalk traffic.

We would recommend the following stipulations in addition to our original case comments.

- **Prohibit access to Bells Ferry Road.**
  - This does not affect the existing site plan and should be acceptable to the developer.
  - The developer should have to go through Other Business to implement that kind of access change even if it was desired. However, including it as a stipulation will stress that the accepted traffic study was analyzed with no access to Bells Ferry Road.
- Modify the requested right-of-way donation to a "**donation of right-of-way on the east side of Chastain Meadows Parkway, a minimum of 65' from the roadway centerline**."
  - This is to allow for a 12' trail that has been proposed by Town Center CID.
  - Alternatively, if Legal approves the wording, the exact distance from centerline can be determined in Plan Review. Detailed plan sheets submitted for Plan Review will allow for a more precise location of the right-of-way needed to allow the proposed trail.
- **Require Cobb County Parks and Recreation approval as part of the Plan Review process.**
  - Cobb Parks may have concerns about stormwater runoff impacts on the Bells Ferry Trailhead.
  - The site plan included in the traffic study shows a sidewalk/trail connection to the trailhead, which would also need Parks approval.

If you want to discuss any items further, I'll be glad to be available for a meeting or call.

Thanks,

Amy Diaz, PE, PTOE
COBB COUNTY DOT
(770) 528-1683 (office)
(678) 444-3487 (cell)

Petition No. O.B.9
Meeting Date 5-17-22
Continued

OB-9-2022 **DEPARTMENT COMMENTS - DOT**

Recommendations

1. Recommend applicant consider entering into a development agreement pursuant to O.C.G.A. 36-71-13 for dedication of the following system improvements to mitigate traffic concerns: a) donation of right-of-way on the east side of Chastain Meadows Parkway, a minimum of 55' from the roadway centerline. This dedication will ensure the existing sidewalk is within public right-of-way.

2. Recommend a traffic study. The traffic study should include existing and base year (full build out year) Build and No-Build analysis; and horizon year (base year + 10 years) Build and No-Build analysis. Study assumptions (such as study intersections, trip distribution, future analysis years and annual growth rate) should be submitted in a memorandum and agreed to by Cobb DOT before completing the full study. Cobb DOT recommendations may be revised after the study's receipt.

3. Recommend applicant verify that minimum intersection sight distance is available for the Chastain Meadows Parkway driveways, and if it is not, implement remedial measures, subject to Cobb DOT approval, to achieve the minimum requirement of 560'.

4. Recommend applicant be required to meet all Cobb County Development Standards and Ordinances related to project improvements.

Petition No. 0.B.9 (101 pages)
Meeting Date 5-17-22
Continued

Traffic Impact Study

Edison Chastain Meadows Phase II

Cobb County, Georgia

Report Prepared:

March 2022

Prepared for:

Vanderlande Industries

Prepared by:

Kimley»Horn

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, GA 30009
March 2022
014477000

Traffic Impact Study

Edison Chastain Meadows Phase II

Cobb County, Georgia

Report Prepared:

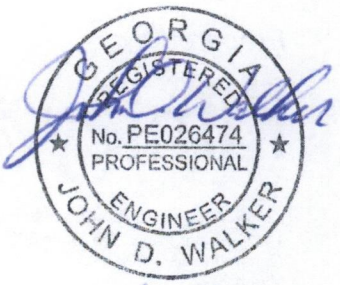
March 2022

Prepared for:

Vanderlande Industries

Prepared by:

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, GA 30009
March 2022
014477000



3/28/2022

Kimley»Horn

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3.2 Data Collection *4*

3.3 COVID-19 Volume Adjustment *5*

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1.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the *Edison Chastain Meadows Phase II* development, which is expected to be completed in 2024 (referred to herein as "build-out year"). The site currently consists of an office building (Phase I: 150,000 SF of office) and surface parking. This study evaluates the impact of constructing an additional 120,000 SF of office (total of 270,000 SF of office) and 50,500 SF of warehouse. The approximate 27.91-acre site is located east of Chastain Meadows Parkway and west of Bells Ferry Road in Cobb County, Georgia.

Note: A traffic impact study was prepared for *Edison Chastain Meadows Phase I* in October 2018. Due to the historical traffic counts being older than four (4) years, this traffic study includes new traffic counts as well as updated methodology.

This report will summarize the analyses of the following five (5) scenarios during the AM and PM peak hours:

1. Estimated 2022 Traffic Conditions
2. Projected 2024 No-Build Traffic Conditions
3. Projected 2024 Build Traffic Conditions
4. Horizon Year 2034 No-Build Traffic Conditions
5. Horizon Year 2034 Build Traffic Conditions

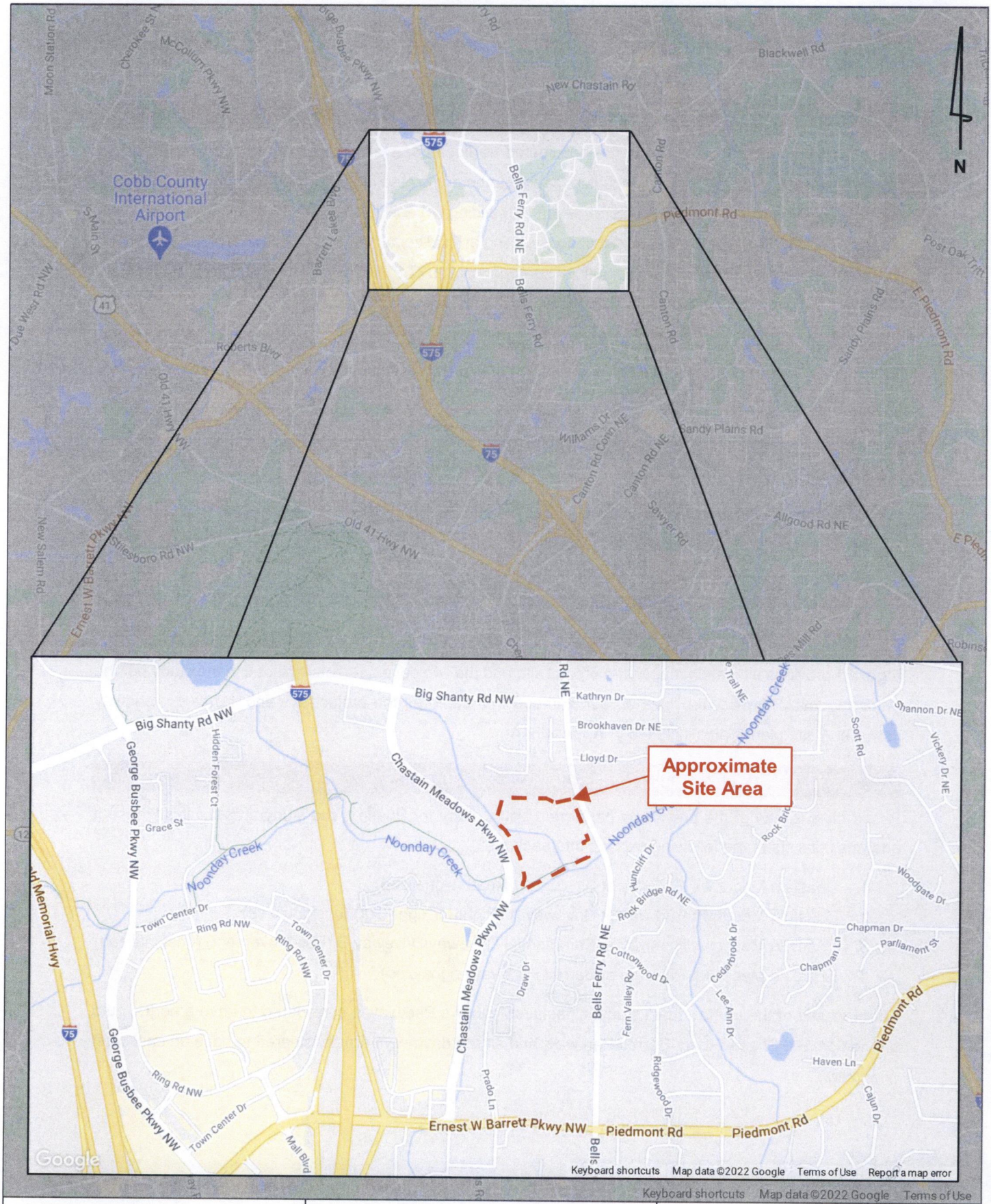
Figure 1 provides a location map of the project site and the two developments included in the study per the City's request. **Figure 2** provides an aerial image that captures the project site and the study roadway network. A site plan is also included in **Appendix A**.

2.0 STUDY AREA DETERMINATION

Based on a review of the previously performed traffic study for Phase I, the study area for this Phase II analysis consists of the following existing intersections:

1. Chastain Meadows Parkway at Big Shanty Road (signalized)
2. Chastain Meadows Parkway at Driveway A (Right-In/Right-Out) (unsignalized)
3. Chastain Meadows Parkway at Commercial Driveway/Driveway B (Full-Movement) (unsignalized)
4. Chastain Meadows Parkway at Barrett Parkway (signalized)

For purposes of the traffic impact study, Chastain Meadows Parkway is considered to have a north-south orientation. Big Shanty Road, Barrett Parkway, and all site driveways are considered to have an east-west orientation.



Kimley»Horn	*Edison Chastain Meadows Phase II* **Traffic Impact Study**	**Site Location Map**	**Figure 1** **Page 2**



Kimley»Horn	*Edison Chastain Meadows Phase II* Traffic Impact Study	Site Aerial	Figure 2
			Page 3

3.0 EXISTING TRAFFIC CONDITIONS

3.1 ROADWAY CONDITIONS

The roadways within the study network have the following characteristics:

Chastain Meadows Parkway is a four-lane, divided local roadway with turn lanes and a posted speed limit of 45 MPH in the vicinity of the study network. GDOT counts taken south of Big Shanty Road indicate an average daily traffic (ADT) of approximately 15,400 vehicles per day in 2019. Kimley-Horn collected counts at the same location in March 2022. The collected counts indicate an average daily traffic (ADT) of approximately 10,400 vehicles per day in 2022.

Big Shanty Road is a four-lane, divided local roadway with turn lanes and a posted speed limit of 35 MPH in the vicinity of the study network. There are no GDOT count stations along this roadway.

Ernest W Barrett Parkway (Barrett Parkway) is a five-lane (two lanes eastbound and three lanes westbound), divided minor arterial (east of I-575) with a posted speed limit of 35 MPH in the vicinity of the study network. GDOT counts taken along Barrett Parkway east of Chastain Meadows Parkway indicate an ADT of approximately 26,000 vehicles per day in 2018.

3.2 DATA COLLECTION

Vehicle peak hour turning movement counts were performed at the following study intersections:

1. Chastain Meadows Parkway at Big Shanty Road (signalized)
2. Chastain Meadows Parkway at Driveway A (Right-In/Right-Out) (unsignalized)
3. Chastain Meadows Parkway at Commercial Driveway/Driveway B (Full-Movement) (unsignalized)
4. Chastain Meadows Parkway at Barrett Parkway (signalized)

The vehicle peak hour turning movement counts for the study intersection were collected on Wednesday, March 2, 2022. The counts were performed during the AM period (7:00 AM to 9:00 AM) and the PM period (4:00 PM to 6:00 PM). The AM and PM peak hours for each intersection are shown in **Table 1**. Complete traffic count data is provided in **Appendix B**.

Table 1: Peak Hour Summary

Intersection	AM Peak Hour	PM Peak Hour
1. Chastain Meadows Parkway at Big Shanty Road	7:30 – 8:30	4:45 – 5:45
2. Chastain Meadows Parkway at Driveway A (Right-In/Right-Out)	7:45 – 8:45	5:00 – 6:00
3. Chastain Meadows Parkway at Commercial Driveway/Driveway B (Full-Movement)	7:45 – 8:45	5:00 – 6:00
4. Chastain Meadows Parkway at Barrett Parkway	7:30 – 8:30	5:00 – 6:00

The complete traffic count data is provided in **Appendix B**.

3.3 COVID-19 VOLUME ADJUSTMENT

Additionally, a 24-hour volume count was performed along Chastain Meadows Parkway aligned with existing GDOT count station (067-8840). Average Daily Traffic (ADT) volumes collected in 2022 and ADT volumes from GDOT's Traffic Analysis & Data Application (TADA) from 2019 were used to compare typical traffic volumes in the vicinity of the project site. **Figure 3** illustrates the comparison.

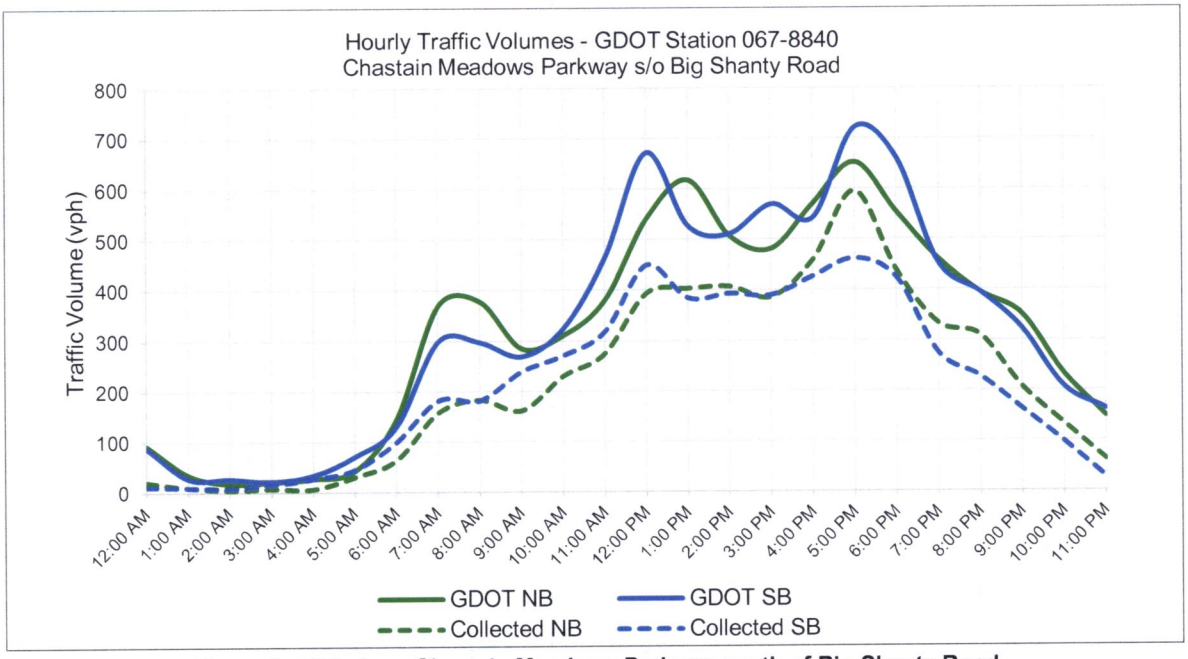


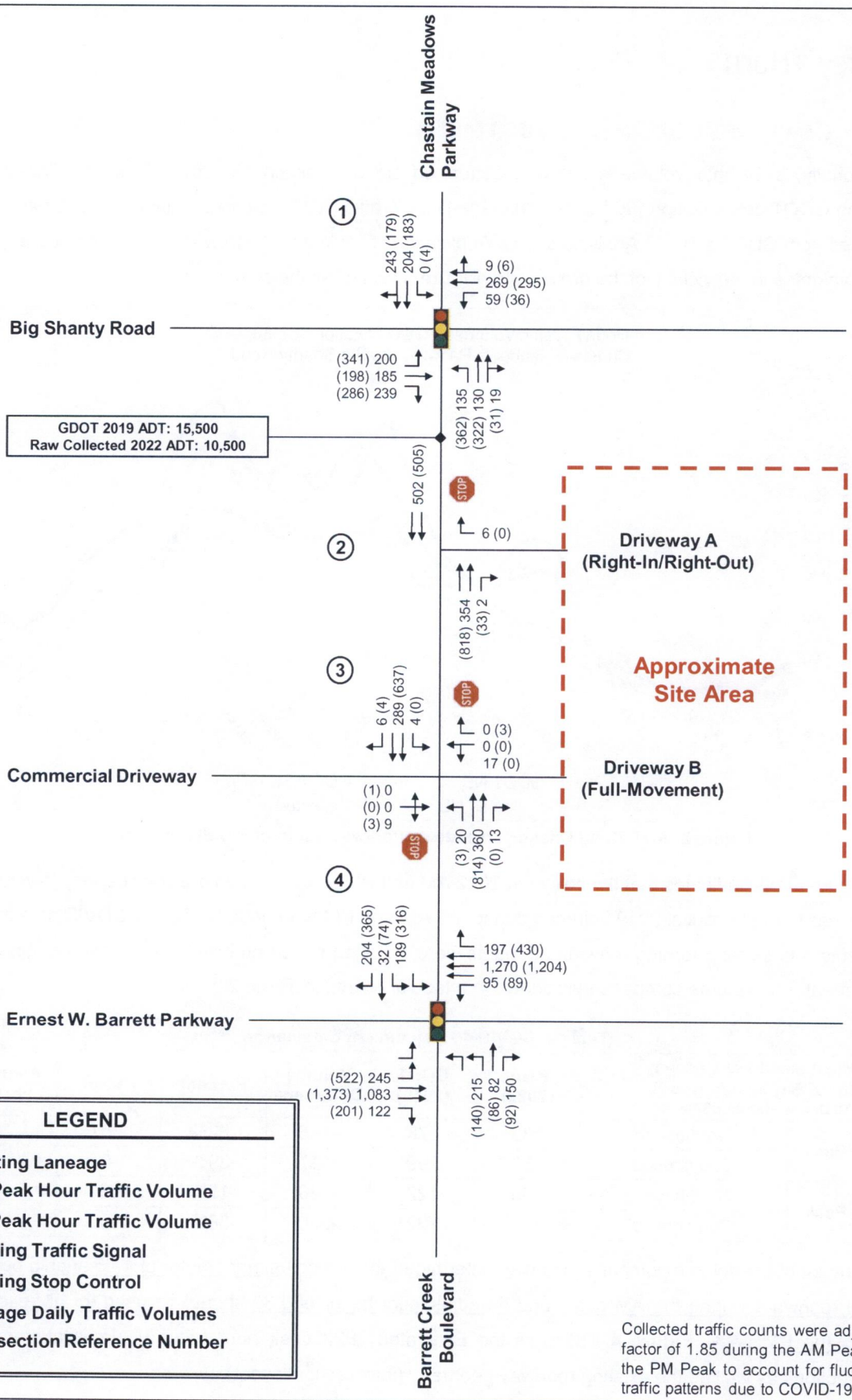
Figure 3: ADT along Chastain Meadows Parkway south of Big Shanty Road

The figure above indicates that the collected 2022 AM and PM peak volumes are considerably lower when compared to the historical 2019 volumes during the AM and PM time periods. Due to COVID-19's impact on traffic, the existing turning movement counts were adjusted based on historical data and engineering judgement. The volume comparison is shown in a tabular format in **Table 2**.

Table 2: COVID-19 Adjustment Calculation

Chastain Meadows Parkway (south of Big Shanty Road) (GDOT Count Station 067-8840)		KHA (2022)	GDOT (2019)	Volume Difference	Percent	Factor	Average Factor
AM Peak	*Northbound*	183	378	-195	-52%	2.07	1.85
	Southbound	182	299	-117	-39%	1.64	
PM Peak	*Northbound*	596	722	-126	-17%	1.21	1.39
	Southbound	462	722	-260	-36%	1.56	

As a result of the volume comparison, it was determined that an adjustment factor of 1.85 should be used for all roadways during the AM peak, and an adjustment factor of 1.39 should be used for all roadways during the PM peak. **Figure 4** illustrates the Estimated 2022 peak hour traffic volumes at the study intersections as well as the existing roadway geometry (intersection layout).



Collected traffic counts were adjusted by a growth factor of 1.85 during the AM Peak and 1.39 during the PM Peak to account for fluctuations in normal traffic patterns due to COVID-19.

4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

Projected background (non-project) traffic is defined as the expected traffic on the roadway network in the future year(s) absent the *Edison Chastain Meadows Phase II* development. The Estimated 2022 peak hour traffic volumes were increased by 2.0% per year for two (2) years to account for the expected background growth in traffic through year 2024 build-out of the project.

Projected 2024 volumes were increased by 1.0% per year for ten (10) years to account for the expected background growth to Horizon Year 2034, per Cobb County standards.

The growth rates were based on the completed traffic impact study previously performed for Phase I of the *Edison Chastain Meadows* development as well as historical trends in traffic and population data.

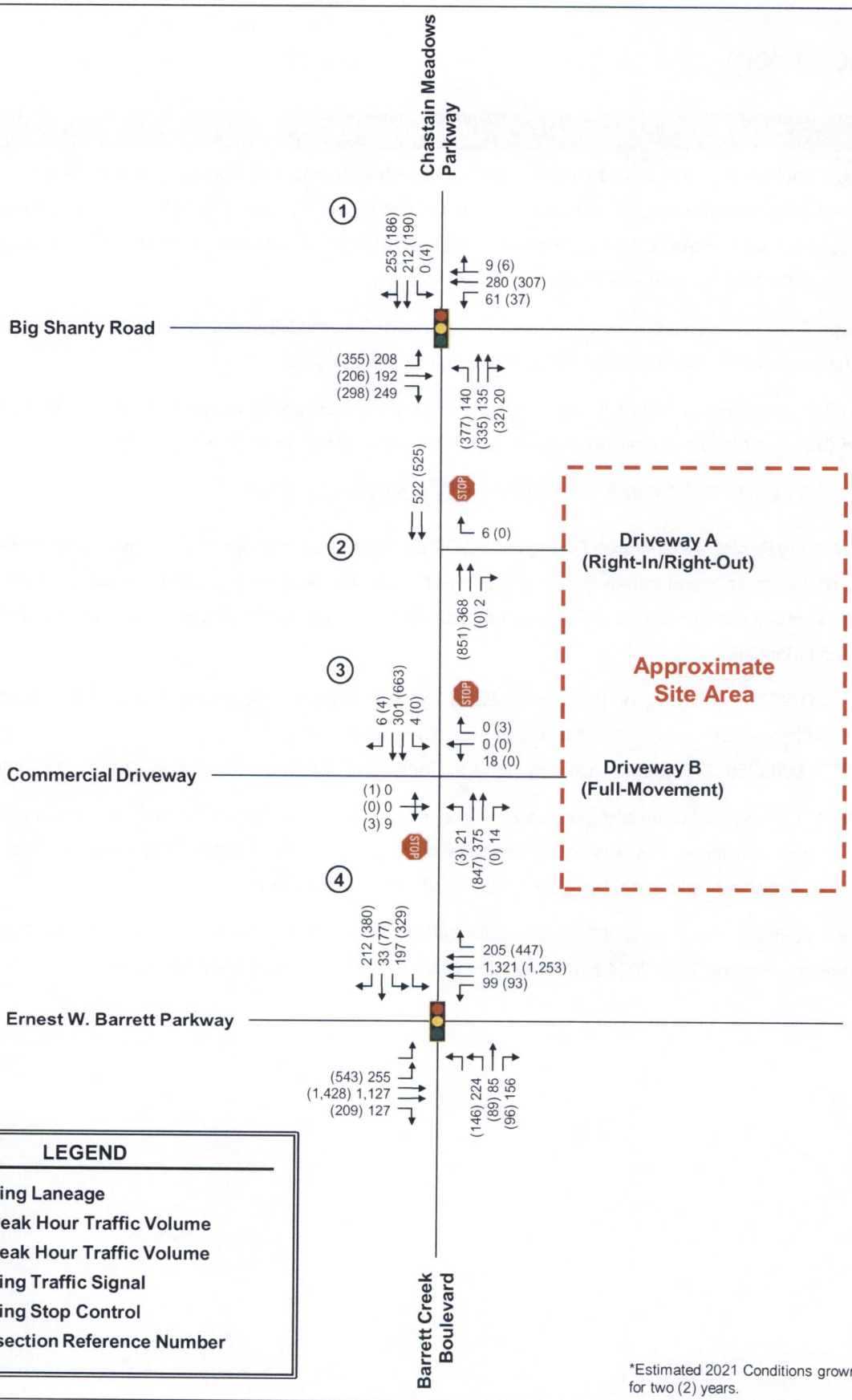
4.1 FUTURE ROADWAY/INTERSECTION PROJECTS

ARC's Atlanta Region's Plan, Cobb County, and GDOT's transportation projects were researched to identify any currently programmed transportation projects within the vicinity of the proposed development that may impact the study network during the analysis period. One programmed project and one completed project have been identified.

1. **CO-297B**: Widening of Big Shanty Road (east of Chastain Meadows Parkway) to provide an additional lane in both directions (eastbound and westbound).
2. **PI 0008256**: This project includes managed lanes on I-75/I-575 in Cobb and Cherokee counties.

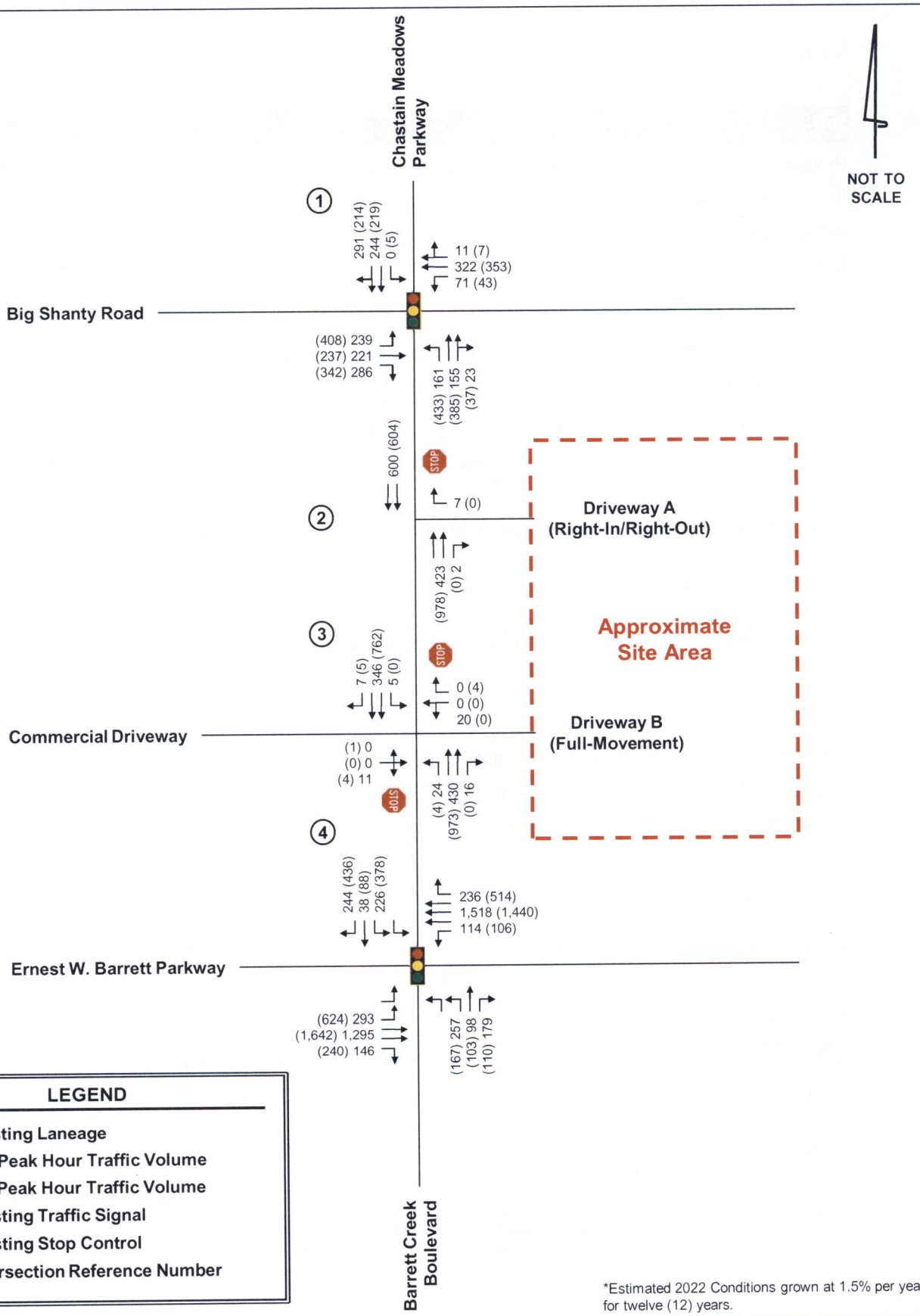
CO-297B is anticipated to be completed by Horizon Year 2034 of the *Edison Chastain Meadows Phase II* development. Therefore, the additional lane has been included in Horizon 2034 No-Build and Build conditions. Programmed project fact sheets can be found in **Appendix F**.

Figure 5 illustrates the Projected 2024 No-Build traffic volumes for the AM and PM peak hours. **Figure 6** illustrates the Horizon Year 2034 No-Build traffic volumes for the AM and PM peak hours.



*Estimated 2021 Conditions grown at 2.0% per year for two (2) years.

Kimley»Horn	*Edison Chastain Meadows Phase II* Traffic Impact Study	Projected 2024 No-Build Conditions	Figure 5
			Page 8



*Estimated 2022 Conditions grown at 1.5% per year for twelve (12) years.

Kimley»Horn	*Edison Chastain Meadows Phase II* Traffic Impact Study	Horizon Year 2034 No-Build Conditions	Figure 6
			Page 9

5.0 PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the proposed development and the distribution and assignment of that traffic through the study roadway network. This traffic impact study evaluated the impacts of adding the new trips generated by the proposed *Edison Chastain Meadows Phase II* development.

5.1 PROJECT SITE ACCESS

Access to the site will be provided via three existing site driveways which are shown on the proposed site plan in **Appendix A**. A brief description of the site driveways are as follows:

- Site Driveway A – an existing right-in/right-out (RIRO), side-street stop-controlled driveway along Chastain Meadows Parkway with one (1) ingress lane entering the site and one (1) egress lane exiting the site.
- Site Driveway B – an existing full-movement, side-street stop-controlled driveway along Chastain Meadows Parkway with one (1) ingress lane entering the site and one (1) egress lane exiting the site.

Refer to the site plan in **Appendix A** for a visual representation of vehicular access and circulation throughout the proposed development.

5.2 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition, 2017,* using equations where available. Trip generation for the proposed development was calculated based upon the following land uses:

- Land Use 150: Warehousing
- Land Use 710: General Office Building

Table 3 summarizes the anticipated gross trip generation for the proposed development upon full build-out (2024) including Phase I and Phase II density. **Appendix C** provides the detailed trip generation worksheet for the proposed development.

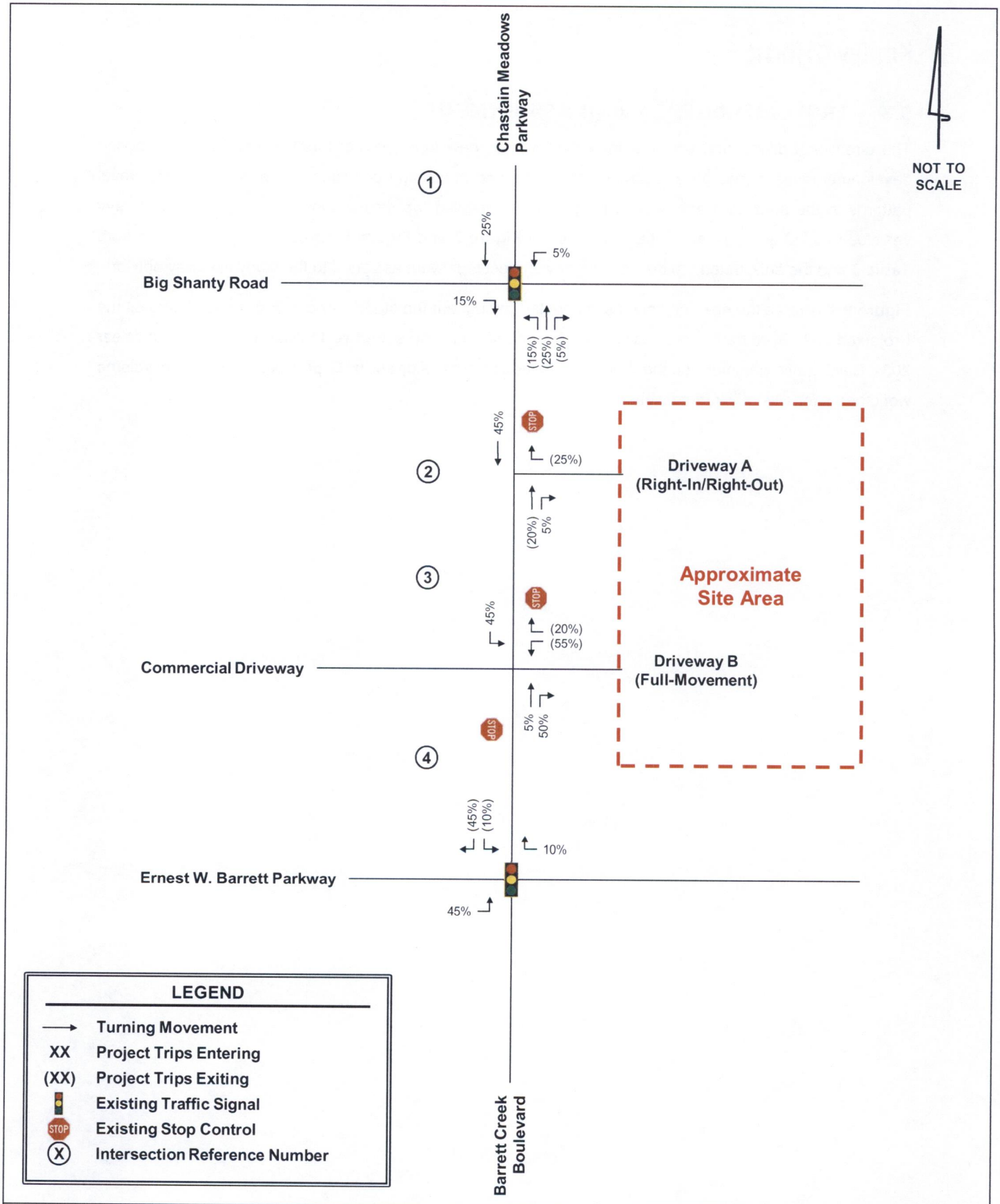
Table 3: Project Trip Generation Summary (Phase I and Phase II)

ITE Code	Land Use	Density	Daily Traffic		AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit	Enter	Exit
150	*Warehousing*	50,500 SF	63	63	24	7	9	25
710	*General Office Building*	270,000 SF	1,390	1,390	241	39	47	246
	Total Gross Trips		**1,453**	**1,453**	**265**	**46**	**56**	**271**

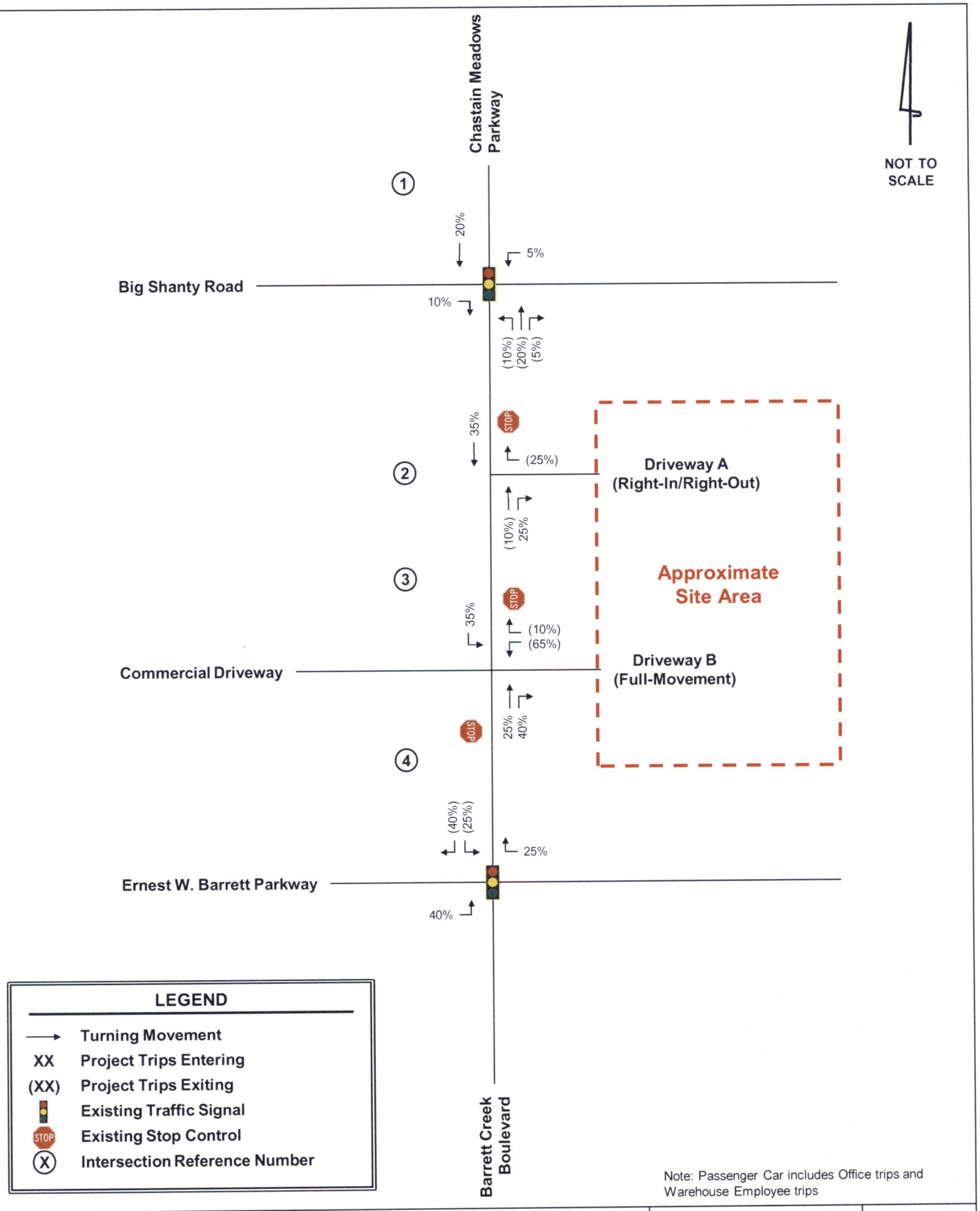
5.3 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of adding new trips (project trips) related to the proposed development was based on a review of land uses and population densities in the area, existing travel patterns in the area, and engineering judgement. A detailed trip distribution and assignment for heavy vehicles (trucks) and passenger cars is shown in **Figure 7** and **Figure 8**. Based on trip generation from **Table 3** and the anticipated trip distribution, new project trips were assigned to the study roadway network.

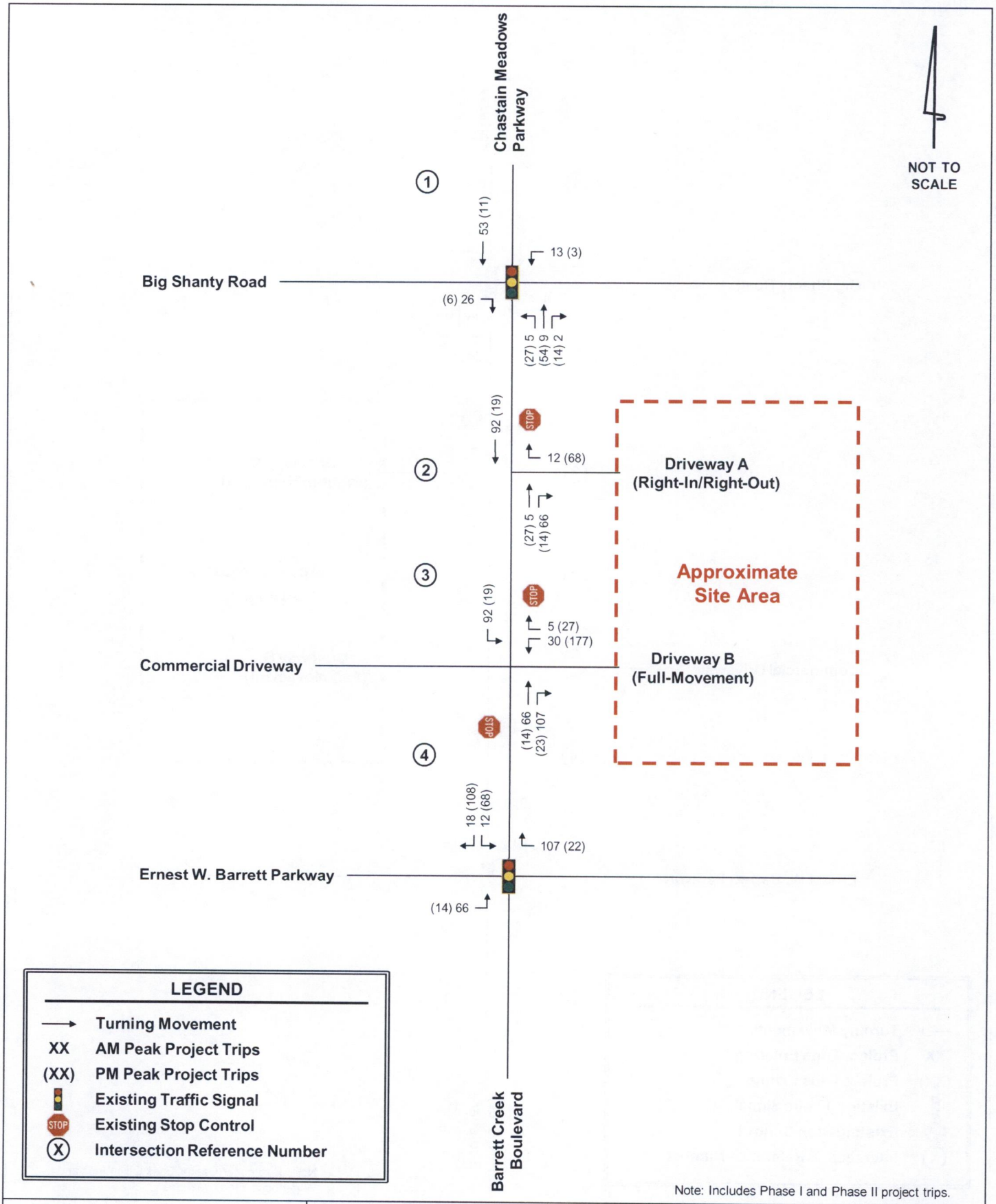
Figure 9 illustrates the new project trips distributed throughout the study network. **Figure 10** illustrates the Projected 2024 Build traffic volumes for the AM and PM peak hours. **Figure 11** illustrates the Horizon Year 2034 Build traffic volumes for the AM and PM peak hours. **Appendix D** provides intersection volume worksheets for all study intersections.



Kimley»Horn	*Edison Chastain Meadows Phase II* Traffic Impact Study	Heavy Vehicle (Truck) Trip Distribution & Assignment	Figure 7
			Page 12

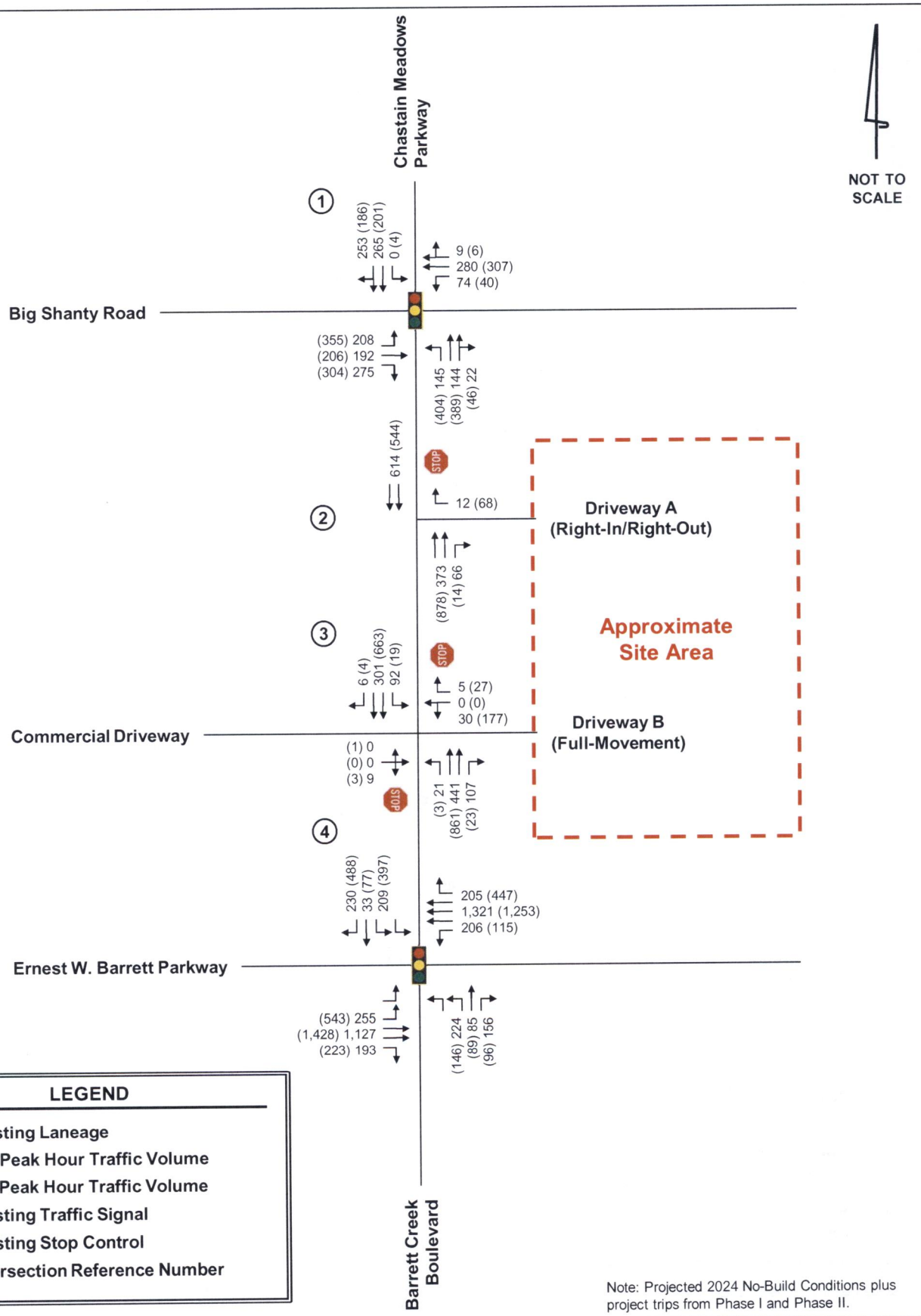


Kimley»Horn	*Edison Chastain Meadows Phase II* Traffic Impact Study	Passenger Car Trip Distribution & Assignment	Figure 8
			Page 13



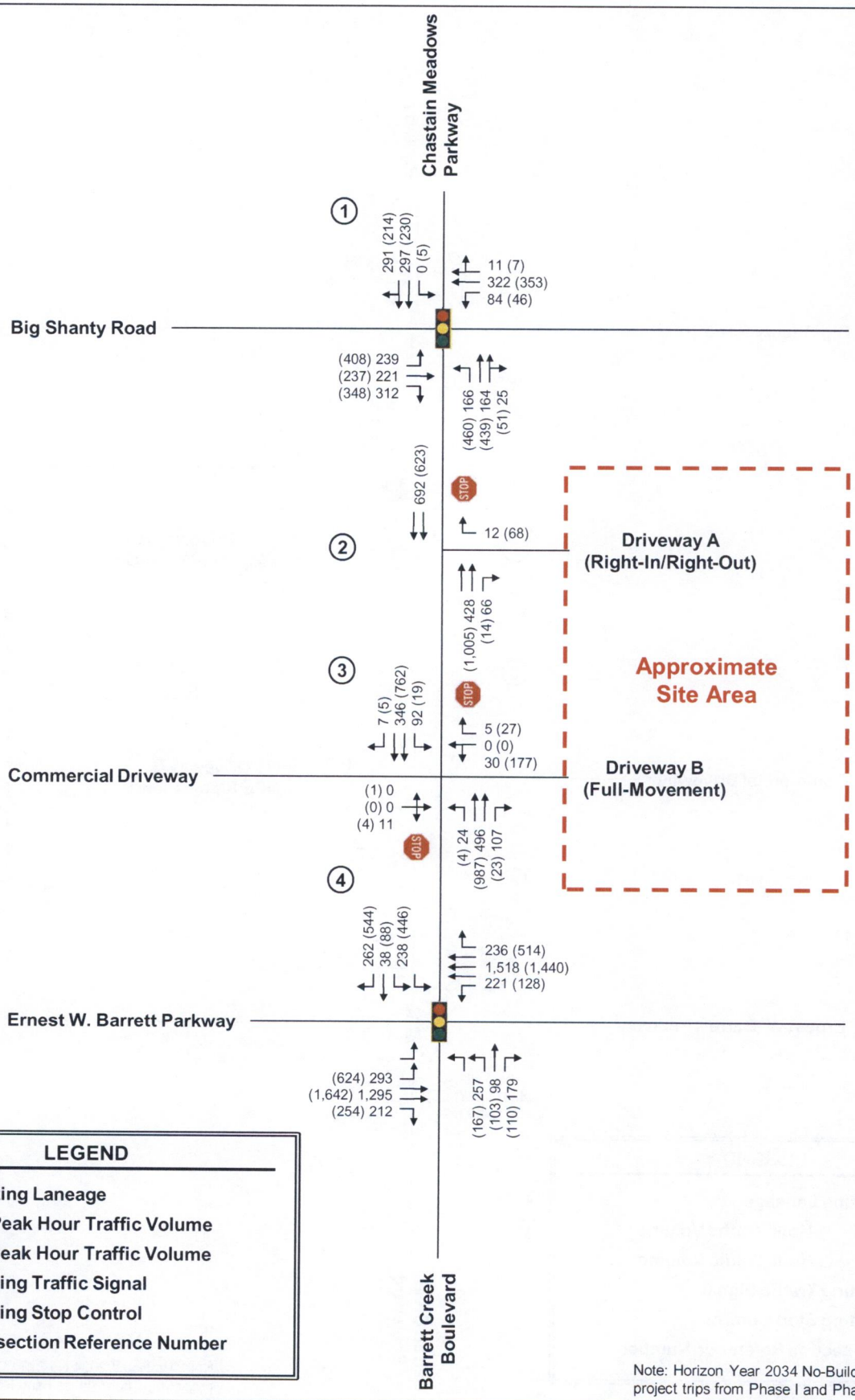
Note: Includes Phase I and Phase II project trips.

Kimley»Horn	*Edison Chastain Meadows Phase II* Traffic Impact Study	Project Trips	Figure 9
			Page 14



Note: Projected 2024 No-Build Conditions plus project trips from Phase I and Phase II.

Kimley»Horn	*Edison Chastain Meadows Phase II* Traffic Impact Study	Projected 2024 Build Conditions	Figure 10
			Page 15



Note: Horizon Year 2034 No-Build Conditions plus project trips from Phase I and Phase II.

6.0 LEVEL-OF-SERVICE ANALYSIS

Level-of-service (LOS) determinations were made for the weekday AM and PM peak hours for the study network intersections using *Synchro, Version 11*. The program uses methodologies contained in the *6th Edition Highway Capacity Manual* to determine the operating characteristics of an intersection. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions.

LOS is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions of a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A being the best and F the worst.

LOS for signalized intersections is reported for this intersection as a whole. One or more movements at an intersection may experience a low LOS while the intersection as a whole may operate acceptably.

LOS for unsignalized intersections, with stop control on the minor street(s) only, is reported for the side street approaches. Low levels-of-service for side-street approaches are not uncommon, as vehicles may experience delay turning onto a major roadway.

LOS analyses were performed for the AM and PM peak hours under adjusted Estimated 2021 conditions, Projected 2024 No-Build conditions, Projected 2024 Build conditions, Horizon Year 2034 No-Build conditions, and Horizon Year 2034 Build conditions. The results of the existing and build-out year analyses with existing roadway laneage are summarized in **Table 4**. The results of the horizon year analyses with existing roadway laneage are summarized in **Table 5**. *Synchro* analysis reports are found in **Appendix E**.

Table 4: Level-of-Service Summary LOS (Delay in Seconds)								
Intersection	Control	Approach/ Movement	Estimated 2022		Projected 2024 No-Build		Projected 2024 Build	
			AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. Chastain Meadows Parkway at Big Shanty Road	Signal	Overall	C (24.8)	C (30.2)	C (25.0)	C (31.0)	C (26.2)	C (32.0)
2. Chastain Meadows Parkway at Driveway A	RIRO	WB	A (9.7)	A (0.0)	A (9.8)	A (0.0)	A (9.8)	B (12.8)
3. Chastain Meadows Parkway at Driveway B	TWSC	NBL	A (8.2)	B (12.8)	A (8.2)	B (13.1)	A (8.2)	B (13.2)
		EB	A (9.3)	C (15.1)	A (9.3)	C (15.7)	A (9.3)	C (17.0)
		SBL	A (8.2)	A (0.0)	A (8.2)	A (0.0)	A (9.2)	B (10.2)
		WB	C (17.2)	B (11.4)	C (18.0)	B (11.5)	D (29.0)	F (*)
4. Chastain Meadows Parkway at Barrett Parkway	Signal	Overall	C (29.3)	C (35.0)	C (31.0)	D (36.9)	C (33.4)	D (44.3)

**Long delays expected*
Note: RIRO=Right-In/Right-Out, N/SBL=North/Southbound Left-Turn, E/WB=East/Westbound

As shown in **Table 4**, the analyses indicate that all study intersections currently operate and are projected to continue to operate at an acceptable overall LOS under Estimated 2022, Projected 2024 No-Build, and Projected 2024 Build conditions. The westbound approach of the intersection of Chastain Meadows Parkway at Commercial Driveway/Driveway B (Intersection 3) is projected to operate at LOS F during the PM peak hour under Projected 2024 Build conditions. Low levels-of-service for side-street approaches are not uncommon, as vehicles may experience delay turning onto a major roadway. Additionally, existing vehicles have the option to turn right out of the site, travel 850' north, then make a U-turn maneuver to travel southbound if desired.

The results of the horizon year analyses with existing roadway laneage are summarized on the following page in **Table 5**.

Table 5: Horizon Year 2024 Level-of-Service Summary LOS (Delay in Seconds)						
Intersection	Control	Approach/ Movement	Horizon Year 2024 No-Build		Horizon Year 2024 Build	
			AM Peak	PM Peak	AM Peak	PM Peak
1. Chastain Meadows Parkway at Big Shanty Road	Signal	Overall	C (27.2)	D (36.0)	C (27.9)	D (37.6)
2. Chastain Meadows Parkway at Driveway A	RIRO	WB	B (10.0)	A (0.0)	B (10.1)	B (14.5)
3. Chastain Meadows Parkway at Driveway B	TWSC	NBL	A (8.4)	B (13.8)	A (8.4)	B (13.8)
		EB	A (9.5)	C (17.0)	A (9.5)	C (18.3)
		SBL	A (8.4)	A (0.0)	A (9.5)	B (10.8)
		WB	C (20.9)	B (12.3)	D (34.9)	F (*)
4. Chastain Meadows Parkway at Barrett Parkway	Signal	Overall	D (38.9)	D (44.5)	D (45.0)	D (49.3)

**Long delays expected*
Note: RIRO=Right-In/Right-Out, N/SBL=North/Southbound Left-Turn, E/WB=East/Westbound

As shown in **Table 5**, the analyses indicate that all study intersections are projected to operate at an acceptable overall LOS under Horizon Year 2034 No-Build and Build conditions. The westbound approach of the intersection of Chastain Meadows Parkway at Commercial Driveway/Driveway B (Intersection 3) is projected to continue operating at LOS F during the PM peak hour under Horizon 2034 Build conditions. Low levels-of-service for side-street approaches are not uncommon, as vehicles may experience delay turning onto a major roadway. Additionally, existing vehicles have the option to turn right out of the site, travel 850' north, then make a U-turn maneuver to travel southbound if desired.

7.0 CONCLUSION

This report presented the analysis of the anticipated traffic impacts associated with the *Edison Chastain Meadows Phase II* development, which is expected to be completed in 2024 (referred to herein as "build-out year"). The site currently consists of an office building (Phase I: 150,000 SF of office) and surface parking. This study evaluated the impact of constructing an additional 120,000 SF of office (total of 270,000 SF of office) and 50,500 SF of warehouse. The approximate 27.91-acre site is located east of Chastain Meadows Parkway and west of Bells Ferry Road in Cobb County, Georgia.

Note: A traffic impact study was prepared for *Edison Chastain Meadows Phase I* in October 2018. Due to the historical traffic counts being older than four (4) years, this traffic study includes new traffic counts as well as updated methodology.

This report summarized the analyses of the following five (5) scenarios during the AM and PM peak hours:

1. Estimated 2022 Traffic Conditions
2. Projected 2024 No-Build Traffic Conditions
3. Projected 2024 Build Traffic Conditions
4. Horizon Year 2034 No-Build Traffic Conditions
5. Horizon Year 2034 Build Traffic Conditions

All study intersections currently operate at and are projected to continue to operate at an acceptable overall LOS during both the AM and PM peak hours under Estimated 2021, Projected 2024 No-Build, Projected 2024 Build, Horizon Year 2034 No-Build and Horizon Year 2034 Build conditions. The westbound approach of the intersection of Chastain Meadows Parkway at Commercial Driveway/Driveway B (Intersection 3) is projected to continue operating at LOS F during the PM peak hour under Projected 2024 Build and Horizon 2034 Build conditions. Low levels-of-service for side-street approaches are not uncommon, as vehicles may experience delay turning onto a major roadway.

7.1 RECOMMENDATIONS

Based on the results of this traffic impact study, the following site-access improvements are recommended to serve the Projected 2024 Build traffic conditions (Note: this would be the improvements needed to serve the traffic associated with Phase I and Phase II of the *Edison Chastain Meadows* development).

<u>Chastain Meadows Parkway at Driveway A (Right-In/Right-Out) (Intersection 2)</u>

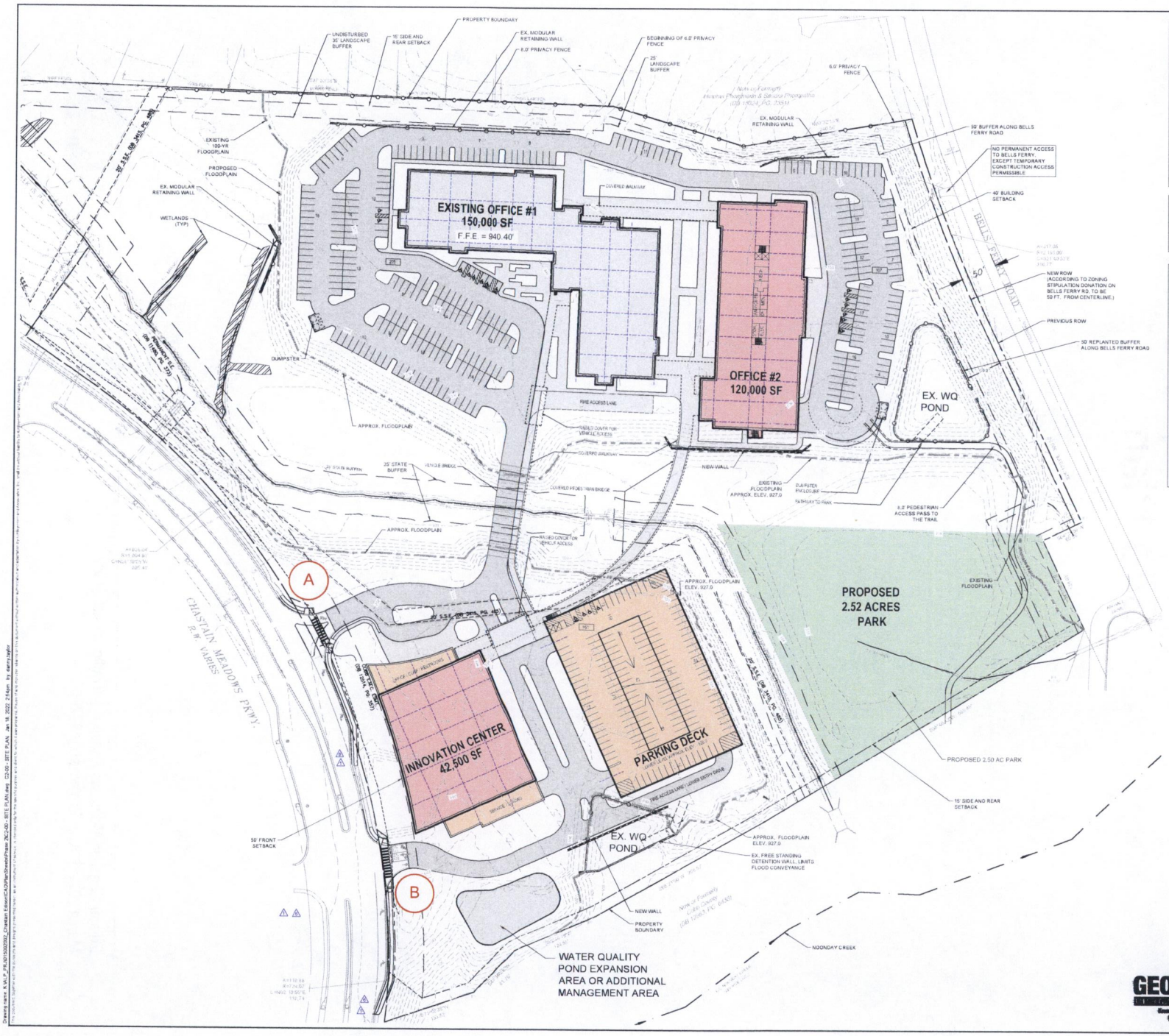
- On the site, per the site plan, provide one (1) northbound channelized right-in lane entering the site.
- On the site, per the site plan, provide one (1) westbound channelized right-out lane exiting the site.

<u>Chastain Meadows Parkway at Commercial Driveway/Driveway B (Full-Movement) (Intersection 3)</u>

- On the site, per the site plan, provide one (1) northbound right-in lane entering the site.
- Per the site plan, provide one (1) southbound left-turn lane entering the site.
- On the site, per the site plan, provide one (1) westbound right-out lane and one (1) shared through/left-turn lane exiting the site.

APPENDIX A: SITE PLAN

Site Plan



SITE NOTES:

ZONING:		OS
BUILDING HEIGHT:		50 FEET
SITE AREA	(ZONED AREA PRIOR TO R/W AND PARK DEDICATION):	27.91 ACRES
CURRENT SITE AREA AFTER DEDICATIONS		25.18 ACRES
SITE IMPERVIOUS AREA		8.46 ACRES
PERCENTAGE OF IMPERVIOUS AREA		30.3 %
(LIMITED TO 30.3% OF ORIGINAL SITE ACREAGE)		
ADDITIONAL PAVED AREA ABOVE LIMIT MAY BE PERVIOUS PAVEMENT OR PERVIOUS PAVER SYSTEMS LOCATED AS DETERMINED BY ENGINEER.		
BUILDING SETBACK:	FRONT YARD:	50 FT
	MAJOR SIDE YARD:	25 OR 30 FT
	MINOR SIDE YARD:	15 FT
	REAR YARD:	30 FT

SURVEY INFORMATION:

1. SURVEY INFORMATION PROVIDED BY BARTON SURVEYING INC. FOR VANDERLANDE DATED APRIL 23, 2021.
2. EXISTING CONTOURS FROM PHASE I DESIGN, NOT FIELD SURVEYED.

BUILDING NOTES:

OFFICE BUILDING #1	150,000 SQ. FT.
OFFICE BUILDING #2	120,000 SQ. FT.
INNOVATION CENTER	50,500 SQ. FT.
TOTAL	320,500 SQ. FT.
PARKING DECK PROVIDED	MAX. HEIGHT 50 FT.

PARKING SUMMARY:

REQUIREMENT	
TOTAL OFFICE - 270,000 SQ. FT. (1 SPACE PER 285 SQ. FT.)	947 SPACES REQUIRED
INNOVATION CENTER - 50,500 SQ. FT. (1 SPACE PER 500 SQ. FT.)	101 SPACES REQUIRED
TOTAL PARKING REQUIRED	1,048 SPACES
ESTIMATED SURFACE PARKING PROVIDED	310 SPACES
ESTIMATED DECK PARKING PROVIDED	960 SPACES
ESTIMATED TOTAL MAXIMUM SPACES	1,270 SPACES

ADA REQUIREMENT 2% OF TOTAL

ACTUAL SPACES INSTALLED MAY BE ADJUSTED DURING FINAL DESIGN OF DECK AND TO PROVIDE LANDSCAPE ISLANDS.

GEORGIA811.

NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

No.	REVISIONS	DATE	BY
1			

Kimley»Horn
1730 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GEORGIA 30009
PHONE: (770) 818-4280
WWW.KIMLEY-HORN.COM

GEORGIA REGISTERED PROFESSIONAL ENGINEER No. 19855 — 01/14/22

SCALE: AS NOTED
DRAWN BY: SD
DESIGNED BY: SD
CHECKED BY: DMW

CLIENT:
VANDERLANDE
1775 WEST OAK CIRCLE
MARIETTA, GA. 30062

PROJECT:
CHASTAIN MEADOWS
THE EDISON
3054 CHASTAIN MEADOW PKWY NW, MARIETTA, GA 30066

TITLE:
ZONING SITE PLAN

DATE
01/14/2022

PROJECT NO.
015802002

SHEET NUMBER
ZONING
EXHIBIT 1

Drawing name: K:\ALP_PN\015802002_Chastain Edison\CAD\PlanSheets\Phase 2\C240 - SITE PLAN.dwg C240 - SITE PLAN Jan 18, 2022 2:44pm by danny.taylor

Traffic Count Data

Greater Traffic Company

File Name : 03
Site Code :
Start Date : 3/3/2022
Page No : 1

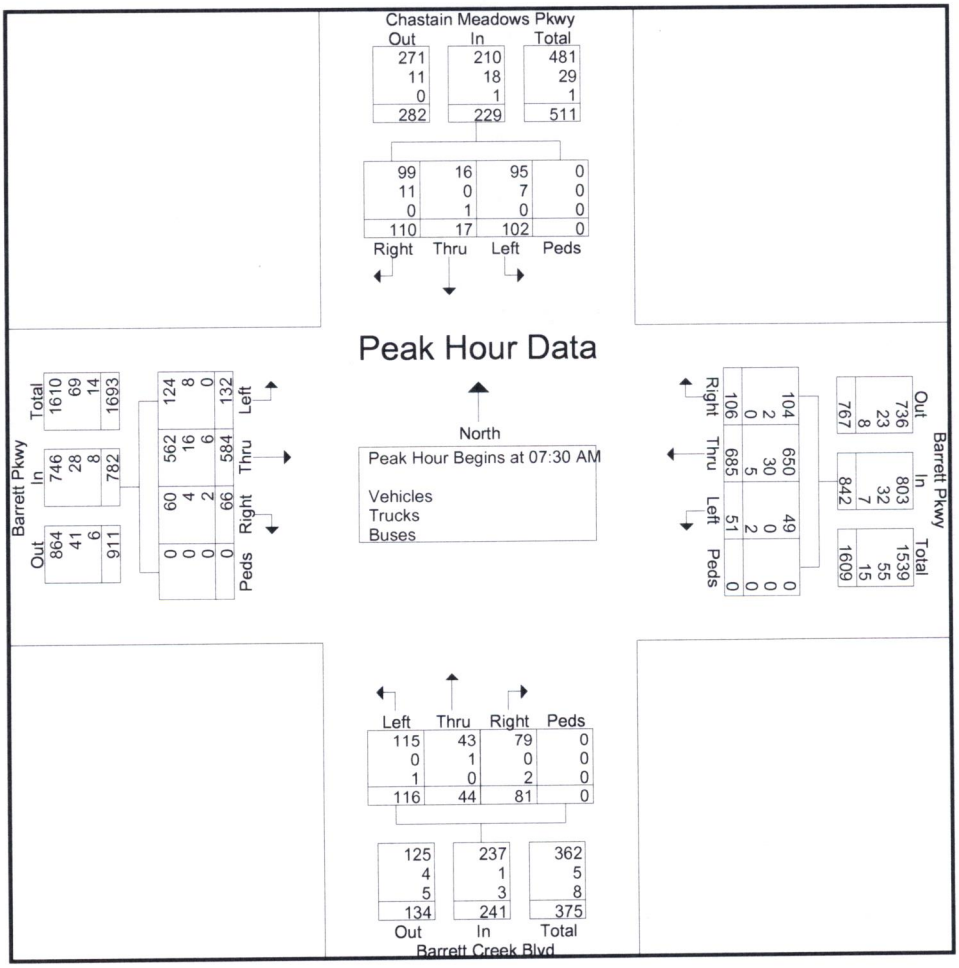
Groups Printed- Vehicles - Trucks - Buses

	Barrett Creek Blvd Northbound					Chastain Meadows Pkwy Southbound					Barrett Pkwy Eastbound					Barrett Pkwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	27	5	21	0	53	24	2	23	0	49	31	121	9	0	161	4	99	18	0	121	384
07:15 AM	22	10	28	0	60	25	3	28	0	56	40	146	12	0	198	7	184	14	0	205	519
07:30 AM	30	20	28	0	78	32	3	32	0	67	33	165	14	0	212	17	165	30	0	212	569
07:45 AM	28	6	25	0	59	31	8	23	0	62	36	152	18	0	206	9	183	26	0	218	545
Total	107	41	102	0	250	112	16	106	0	234	140	584	53	0	777	37	631	88	0	756	2017
08:00 AM	28	8	17	0	53	25	2	20	0	47	18	119	15	0	152	15	158	26	0	199	451
08:15 AM	30	10	11	0	51	14	4	35	0	53	45	148	19	0	212	10	179	24	0	213	529
08:30 AM	31	9	17	0	57	15	12	22	0	49	40	141	22	0	203	12	144	33	0	189	498
08:45 AM	35	9	15	0	59	22	4	28	0	54	34	154	12	0	200	9	162	35	0	206	519
Total	124	36	60	0	220	76	22	105	0	203	137	562	68	0	767	46	643	118	0	807	1997
*** BREAK ***																					
04:00 PM	14	8	14	0	36	59	6	84	0	149	82	252	26	0	360	9	224	54	0	287	832
04:15 PM	28	14	16	0	58	54	23	53	0	130	57	227	37	0	321	22	220	61	0	303	812
04:30 PM	26	14	16	0	56	44	21	86	0	151	89	228	34	0	351	9	221	59	0	289	847
04:45 PM	22	7	22	0	51	63	17	56	0	136	86	205	44	0	335	12	223	76	0	311	833
Total	90	43	68	0	201	220	67	279	0	566	314	912	141	0	1367	52	888	250	0	1190	3324
05:00 PM	23	17	14	0	54	64	12	67	0	143	94	249	30	0	373	15	203	70	0	288	858
05:15 PM	24	24	11	0	59	53	15	71	0	139	72	254	38	0	364	16	214	86	0	316	878
05:30 PM	28	8	23	0	59	46	10	52	0	108	101	251	44	0	396	19	245	84	0	348	911
05:45 PM	26	13	18	0	57	65	16	73	0	154	109	236	33	0	378	14	206	70	0	290	879
Total	101	62	66	0	229	228	53	263	0	544	376	990	145	0	1511	64	868	310	0	1242	3526
Grand Total	422	182	296	0	900	636	158	753	0	1547	967	3048	407	0	4422	199	3030	766	0	3995	10864
Apprch %	46.9	20.2	32.9	0		41.1	10.2	48.7	0		21.9	68.9	9.2	0		5	75.8	19.2	0		
Total %	3.9	1.7	2.7	0	8.3	5.9	1.5	6.9	0	14.2	8.9	28.1	3.7	0	40.7	1.8	27.9	7.1	0	36.8	
Vehicles	416	174	288	0	878	620	155	731	0	1506	941	2966	396	0	4303	193	2930	758	0	3881	10568
% Vehicles	98.6	95.6	97.3	0	97.6	97.5	98.1	97.1	0	97.3	97.3	97.3	97.3	0	97.3	97	96.7	99	0	97.1	97.3
Trucks	3	7	3	0	13	16	0	21	0	37	25	61	8	0	94	2	86	6	0	94	238
% Trucks	0.7	3.8	1	0	1.4	2.5	0	2.8	0	2.4	2.6	2	2	0	2.1	1	2.8	0.8	0	2.4	2.2
Buses	3	1	5	0	9	0	3	1	0	4	1	21	3	0	25	4	14	2	0	20	58
% Buses	0.7	0.5	1.7	0	1	0	1.9	0.1	0	0.3	0.1	0.7	0.7	0	0.6	2	0.5	0.3	0	0.5	0.5

Greater Traffic Company

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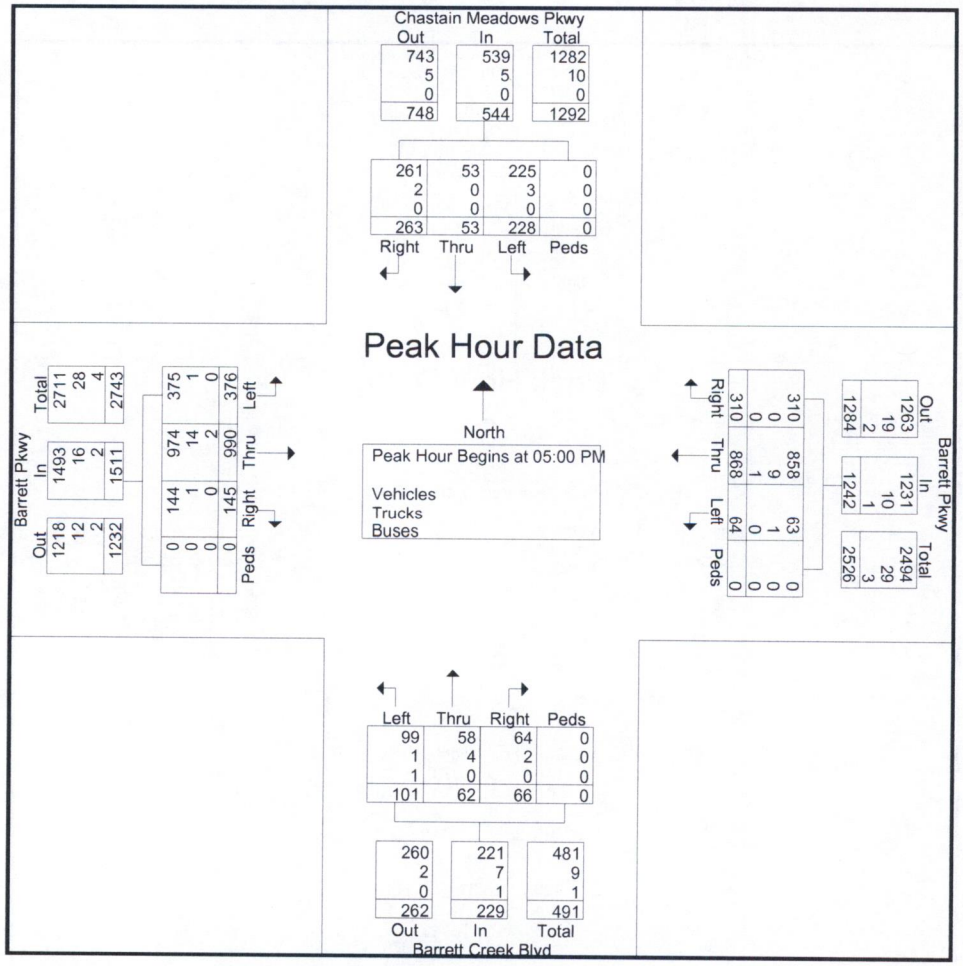
	Barrett Creek Blvd Northbound					Chastain Meadows Pkwy Southbound					Barrett Pkwy Eastbound					Barrett Pkwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**30**	**20**	**28**	0	**78**	**32**	3	32	0	**67**	33	**165**	14	0	**212**	**17**	165	**30**	0	212	**569**
07:45 AM	28	6	25	0	59	31	**8**	23	0	62	36	152	18	0	206	9	**183**	26	0	**218**	545
08:00 AM	28	8	17	0	53	25	2	20	0	47	18	119	15	0	152	15	158	26	0	199	451
08:15 AM	30	10	11	0	51	14	4	**35**	0	53	**45**	148	**19**	0	212	10	179	24	0	213	529
Total Volume	116	44	81	0	241	102	17	110	0	229	132	584	66	0	782	51	685	106	0	842	2094
% App. Total	48.1	18.3	33.6	0		44.5	7.4	48	0		16.9	74.7	8.4	0		6.1	81.4	12.6	0		
PHF	.967	.550	.723	.000	.772	.797	.531	.786	.000	.854	.733	.885	.868	.000	.922	.750	.936	.883	.000	.966	.920
Vehicles	115	43	79	0	237	95	16	99	0	210	124	562	60	0	746	49	650	104	0	803	1996
% Vehicles																					
Trucks	0	1	0	0	1	7	0	11	0	18	8	16	4	0	28	0	30	2	0	32	79
% Trucks	0	2.3	0	0	0.4	6.9	0	10.0	0	7.9	6.1	2.7	6.1	0	3.6	0	4.4	1.9	0	3.8	3.8
Buses	1	0	2	0	3	0	1	0	0	1	0	6	2	0	8	2	5	0	0	7	19
% Buses	0.9	0	2.5	0	1.2	0	5.9	0	0	0.4	0	1.0	3.0	0	1.0	3.9	0.7	0	0	0.8	0.9



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	Barrett Creek Blvd Northbound					Chastain Meadows Pkwy Southbound					Barrett Pkwy Eastbound					Barrett Pkwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	23	17	14	0	54	64	12	67	0	143	94	249	30	0	373	15	203	70	0	288	858
05:15 PM	24	**24**	11	0	**59**	53	15	71	0	139	72	**254**	38	0	364	16	214	**86**	0	316	878
05:30 PM	**28**	8	**23**	0	59	46	10	52	0	108	101	251	**44**	0	**396**	**19**	**245**	84	0	**348**	**911**
05:45 PM	26	13	18	0	57	**65**	**16**	**73**	0	**154**	**109**	236	33	0	378	14	206	70	0	290	879
Total Volume	101	62	66	0	229	228	53	263	0	544	376	990	145	0	1511	64	868	310	0	1242	3526
% App. Total	44.1	27.1	28.8	0		41.9	9.7	48.3	0		24.9	65.5	9.6	0		5.2	69.9	25	0		
PHF	.902	.646	.717	.000	.970	.877	.828	.901	.000	.883	.862	.974	.824	.000	.954	.842	.886	.901	.000	.892	.968
Vehicles	99	58	64	0	221	225	53	261	0	539	375	974	144	0	1493	63	858	310	0	1231	3484
% Vehicles																					
Trucks	1	4	2	0	7	3	0	2	0	5	1	14	1	0	16	1	9	0	0	10	38
% Trucks	1.0	6.5	3.0	0	3.1	1.3	0	0.8	0	0.9	0.3	1.4	0.7	0	1.1	1.6	1.0	0	0	0.8	1.1
Buses	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	4
% Buses	1.0	0	0	0	0.4	0	0	0	0	0	0	0.2	0	0	0.1	0	0.1	0	0	0.1	0.1



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Groups Printed- Vehicles - Trucks - Buses

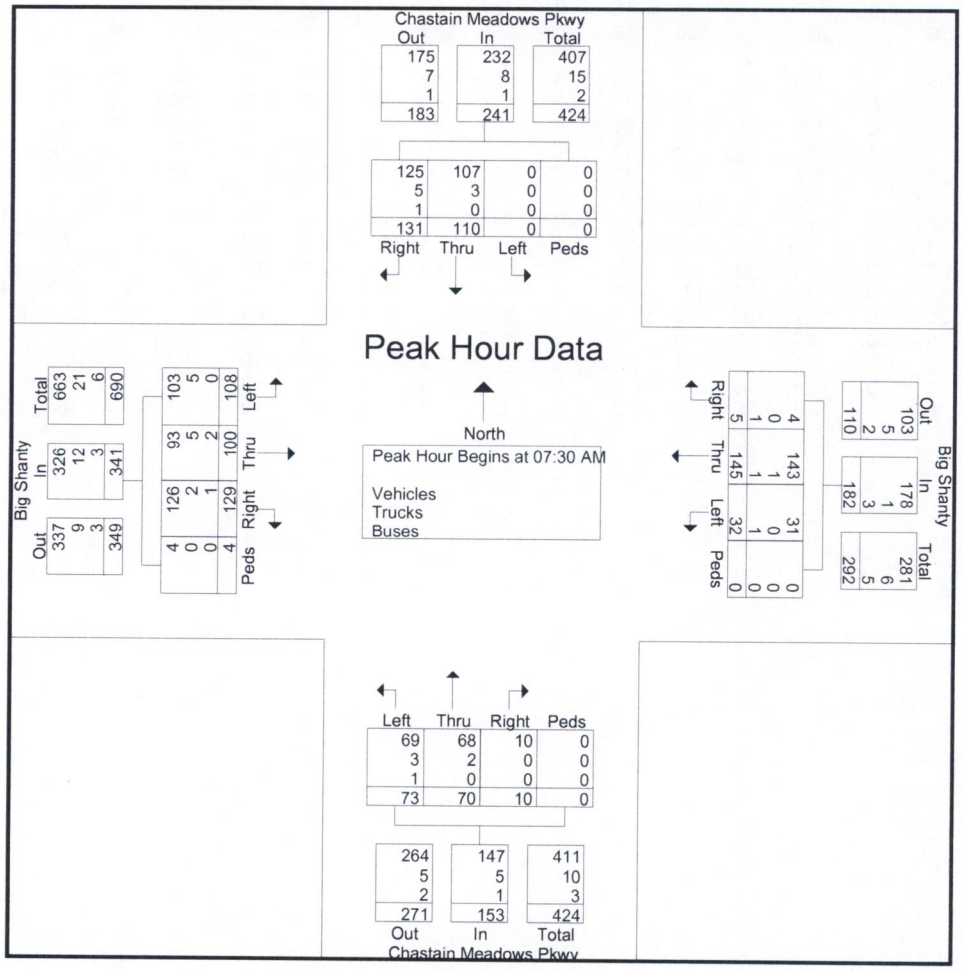
	Chastain Meadows Pkwy Northbound					Chastain Meadows Pkwy Southbound					Big Shanty Eastbound					Big Shanty Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	13	6	2	0	21	0	11	24	0	35	19	15	25	0	59	5	25	0	0	30	145
07:15 AM	14	12	2	0	28	0	21	21	0	42	28	20	32	0	80	9	46	0	0	55	205
07:30 AM	25	20	1	0	46	0	25	28	0	53	28	15	23	0	66	11	50	2	0	63	228
07:45 AM	20	13	3	0	36	0	31	46	0	77	29	29	33	0	91	5	40	1	0	46	250
Total	72	51	8	0	131	0	88	119	0	207	104	79	113	0	296	30	161	3	0	194	828
08:00 AM	13	20	1	0	34	0	26	33	0	59	28	30	36	0	94	5	32	1	0	38	225
08:15 AM	15	17	5	0	37	0	28	24	0	52	23	26	37	4	90	11	23	1	0	35	214
08:30 AM	27	23	2	0	52	1	32	25	0	58	17	25	38	0	80	6	15	1	0	22	212
08:45 AM	18	9	2	0	29	0	23	28	0	51	17	22	28	0	67	6	16	0	0	22	169
Total	73	69	10	0	152	1	109	110	0	220	85	103	139	4	331	28	86	3	0	117	820
*** BREAK ***																					
04:00 PM	49	36	2	0	87	0	29	38	0	67	64	30	41	0	135	6	31	0	0	37	326
04:15 PM	40	39	5	0	84	0	42	27	0	69	42	38	54	0	134	7	30	1	0	38	325
04:30 PM	64	41	5	0	110	0	25	40	0	65	52	35	41	0	128	3	46	3	0	52	355
04:45 PM	52	53	4	0	109	2	30	31	0	63	62	32	32	0	126	10	58	1	0	69	367
Total	205	169	16	0	390	2	126	136	0	264	220	135	168	0	523	26	165	5	0	196	1373
05:00 PM	62	56	5	0	123	1	40	40	0	81	59	40	66	0	165	5	67	2	0	74	443
05:15 PM	76	63	5	0	144	0	33	24	0	57	63	40	56	0	159	5	47	1	0	53	413
05:30 PM	71	60	8	0	139	0	29	34	0	63	62	31	52	0	145	6	41	0	0	47	394
05:45 PM	57	48	5	0	110	2	15	33	0	50	46	35	48	0	129	3	45	0	0	48	337
Total	266	227	23	0	516	3	117	131	0	251	230	146	222	0	598	19	200	3	0	222	1587
Grand Total	616	516	57	0	1189	6	440	496	0	942	639	463	642	4	1748	103	612	14	0	729	4608
Apprch %	51.8	43.4	4.8	0		0.6	46.7	52.7	0		36.6	26.5	36.7	0.2		14.1	84	1.9	0		
Total %	13.4	11.2	1.2	0	25.8	0.1	9.5	10.8	0	20.4	13.9	10	13.9	0.1	37.9	2.2	13.3	0.3	0	15.8	
Vehicles	608	508	57	0	1173	6	434	484	0	924	631	451	637	4	1723	101	609	13	0	723	4543
% Vehicles	98.7	98.4	100	0	98.7	100	98.6	97.6	0	98.1	98.7	97.4	99.2	100	98.6	98.1	99.5	92.9	0	99.2	98.6
Trucks	5	7	0	0	12	0	5	11	0	16	8	10	4	0	22	0	1	0	0	1	51
% Trucks	0.8	1.4	0	0	1	0	1.1	2.2	0	1.7	1.3	2.2	0.6	0	1.3	0	0.2	0	0	0.1	1.1
Buses	3	1	0	0	4	0	1	1	0	2	0	2	1	0	3	2	2	1	0	5	14
% Buses	0.5	0.2	0	0	0.3	0	0.2	0.2	0	0.2	0	0.4	0.2	0	0.2	1.9	0.3	7.1	0	0.7	0.3

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	Chastain Meadows Pkwy Northbound					Chastain Meadows Pkwy Southbound					Big Shanty Eastbound					Big Shanty Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**25**	**20**	1	0	**46**	0	25	28	0	53	28	15	23	0	66	**11**	**50**	**2**	0	**63**	228
07:45 AM	20	13	3	0	36	0	**31**	**46**	0	**77**	**29**	29	33	0	91	5	40	1	0	46	**250**
08:00 AM	13	20	1	0	34	0	26	33	0	59	28	**30**	36	0	**94**	5	32	1	0	38	225
08:15 AM	15	17	**5**	0	37	0	28	24	0	52	23	26	**37**	**4**	90	11	23	1	0	35	214
Total Volume	73	70	10	0	153	0	110	131	0	241	108	100	129	4	341	32	145	5	0	182	917
% App. Total	47.7	45.8	6.5	0		0	45.6	54.4	0		31.7	29.3	37.8	1.2		17.6	79.7	2.7	0		
PHF	.730	.875	.500	.000	.832	.000	.887	.712	.000	.782	.931	.833	.872	.250	.907	.727	.725	.625	.000	.722	.917
Vehicles	69	68	10	0	147	0	107	125	0	232	103	93	126	4	326	31	143	4	0	178	883
% Vehicles																					
Trucks	3	2	0	0	5	0	3	5	0	8	5	5	2	0	12	0	1	0	0	1	26
% Trucks	4.1	2.9	0	0	3.3	0	2.7	3.8	0	3.3	4.6	5.0	1.6	0	3.5	0	0.7	0	0	0.5	2.8
Buses	1	0	0	0	1	0	0	1	0	1	0	2	1	0	3	1	1	1	0	3	8
% Buses	1.4	0	0	0	0.7	0	0	0.8	0	0.4	0	2.0	0.8	0	0.9	3.1	0.7	20.0	0	1.6	0.9

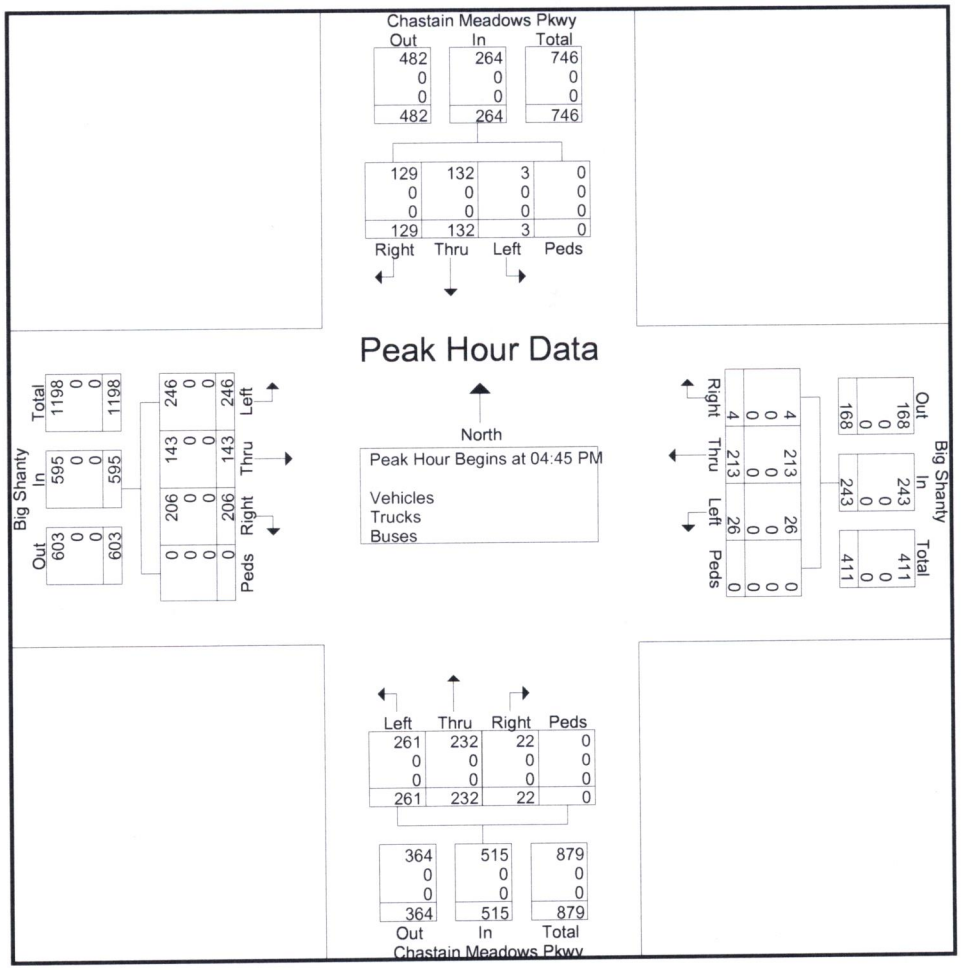


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File Name : 02
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	Chastain Meadows Pkwy Northbound					Chastain Meadows Pkwy Southbound					Big Shanty Eastbound					Big Shanty Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	52	53	4	0	109	**2**	30	31	0	63	62	32	32	0	126	**10**	58	1	0	69	367
05:00 PM	62	56	5	0	123	1	**40**	**40**	0	**81**	59	**40**	**66**	0	**165**	5	**67**	**2**	0	**74**	**443**
05:15 PM	**76**	**63**	5	0	**144**	0	33	24	0	57	**63**	40	56	0	159	5	47	1	0	53	413
05:30 PM	71	60	**8**	0	139	0	29	34	0	63	62	31	52	0	145	6	41	0	0	47	394
Total Volume	261	232	22	0	515	3	132	129	0	264	246	143	206	0	595	26	213	4	0	243	1617
% App. Total	50.7	45	4.3	0		1.1	50	48.9	0		41.3	24	34.6	0		10.7	87.7	1.6	0		
PHF	.859	.921	.688	.000	.894	.375	.825	.806	.000	.815	.976	.894	.780	.000	.902	.650	.795	.500	.000	.821	.913
Vehicles	261	232	22	0	515	3	132	129	0	264	246	143	206	0	595	26	213	4	0	243	1617
% Vehicles																					
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Greater Traffic Company

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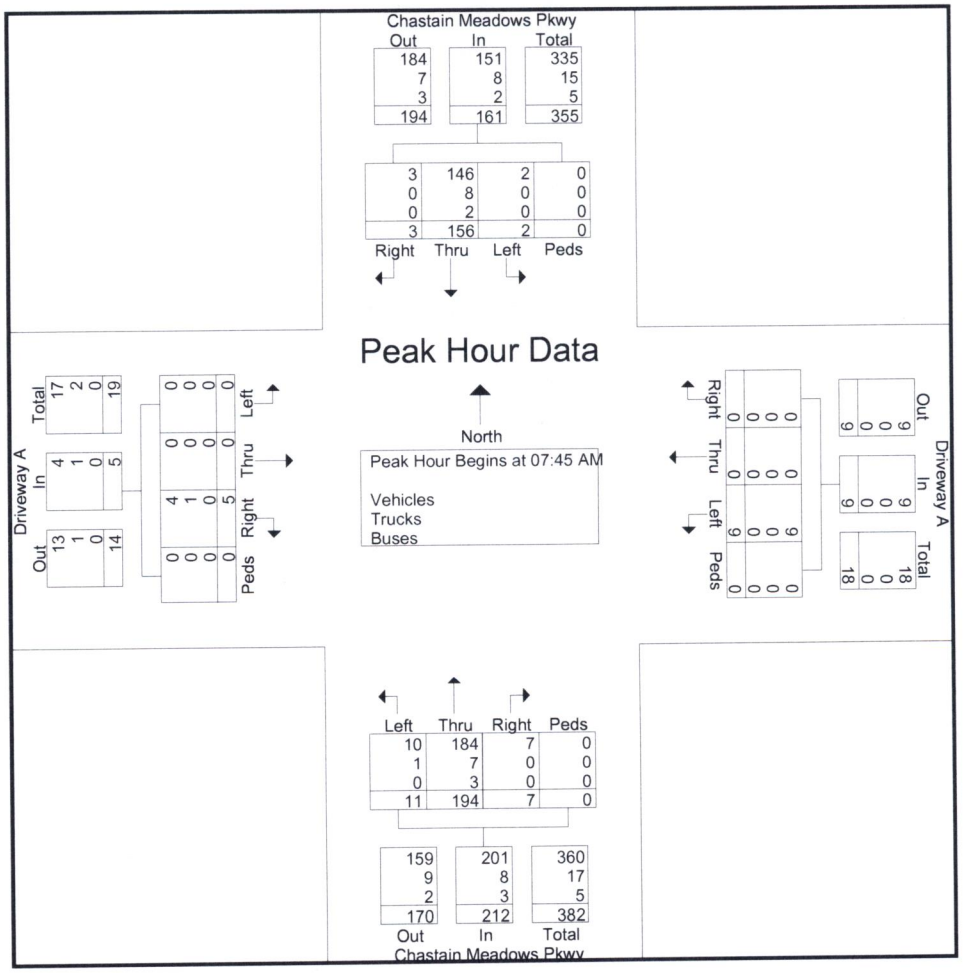
Groups Printed- Vehicles - Trucks - Buses

	Chastain Meadows Pkwy Northbound					Chastain Meadows Pkwy Southbound					Driveway A Eastbound					Driveway A Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	7	33	4	0	44	0	28	2	0	30	0	0	2	0	2	2	0	0	0	2	78
07:15 AM	1	31	3	0	35	0	45	1	0	46	0	0	2	0	2	0	0	0	0	0	83
07:30 AM	6	52	1	0	59	0	46	1	0	47	0	0	1	0	1	1	0	0	0	1	108
07:45 AM	3	44	0	0	47	0	41	1	0	42	0	0	1	0	1	5	0	0	0	5	95
Total	17	160	8	0	185	0	160	5	0	165	0	0	6	0	6	8	0	0	0	8	364
08:00 AM	3	35	4	0	42	1	37	1	0	39	0	0	3	0	3	4	0	0	0	4	88
08:15 AM	3	52	2	0	57	1	33	0	0	34	0	0	0	0	0	0	0	0	0	0	91
08:30 AM	2	63	1	0	66	0	45	1	0	46	0	0	1	0	1	0	0	0	0	0	113
08:45 AM	3	33	0	0	36	0	45	0	0	45	0	0	0	0	0	0	0	0	0	0	81
Total	11	183	7	0	201	2	160	2	0	164	0	0	4	0	4	4	0	0	0	4	373
*** BREAK ***																					
04:00 PM	0	100	0	0	100	0	87	5	0	92	0	0	6	0	6	0	0	0	0	0	198
04:15 PM	0	117	0	0	117	0	97	1	0	98	0	0	4	0	4	0	0	0	0	0	219
04:30 PM	0	98	0	0	98	3	117	0	0	120	2	0	7	0	9	0	0	0	0	0	227
04:45 PM	1	118	0	0	119	0	108	0	0	108	0	0	1	0	1	1	0	0	0	1	229
Total	1	433	0	0	434	3	409	6	0	418	2	0	18	0	20	1	0	0	0	1	873
05:00 PM	1	145	0	0	146	0	122	1	0	123	0	0	1	0	1	0	0	0	0	0	270
05:15 PM	0	168	0	0	168	0	116	0	0	116	1	0	0	0	1	0	0	2	0	2	287
05:30 PM	1	141	0	0	142	0	114	2	0	116	0	0	0	0	0	0	0	0	0	0	258
05:45 PM	0	133	0	0	133	0	107	0	0	107	0	0	1	0	1	0	0	0	0	0	241
Total	2	587	0	0	589	0	459	3	0	462	1	0	2	0	3	0	0	2	0	2	1056
Grand Total	31	1363	15	0	1409	5	1188	16	0	1209	3	0	30	0	33	13	0	2	0	15	2666
Apprch %	2.2	96.7	1.1	0		0.4	98.3	1.3	0		9.1	0	90.9	0		86.7	0	13.3	0		
Total %	1.2	51.1	0.6	0	52.9	0.2	44.6	0.6	0	45.3	0.1	0	1.1	0	1.2	0.5	0	0.1	0	0.6	
Vehicles	26	1337	15	0	1378	5	1168	16	0	1189	3	0	28	0	31	12	0	2	0	14	2612
% Vehicles	83.9	98.1	100	0	97.8	100	98.3	100	0	98.3	100	0	93.3	0	93.9	92.3	0	100	0	93.3	98
Trucks	5	21	0	0	26	0	15	0	0	15	0	0	2	0	2	1	0	0	0	1	44
% Trucks	16.1	1.5	0	0	1.8	0	1.3	0	0	1.2	0	0	6.7	0	6.1	7.7	0	0	0	6.7	1.7
Buses	0	5	0	0	5	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	10
% Buses	0	0.4	0	0	0.4	0	0.4	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0.4

Greater Traffic Company

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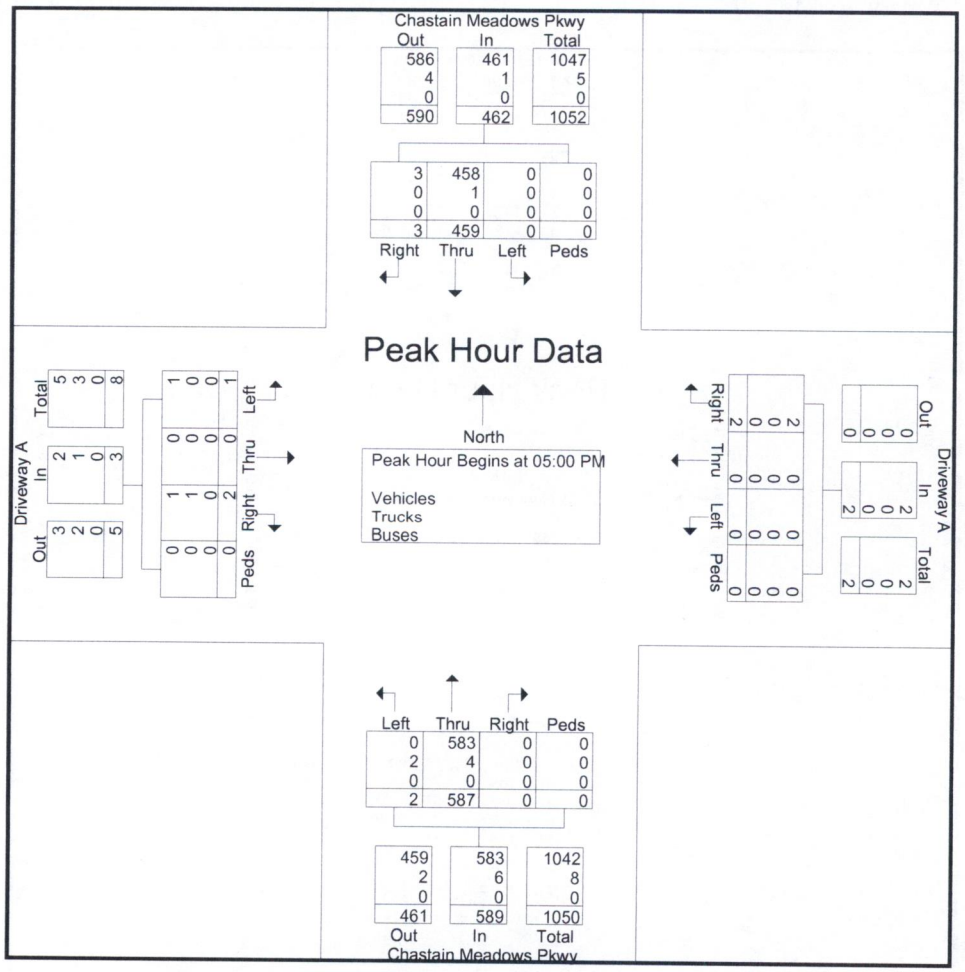
	Chastain Meadows Pkwy Northbound					Chastain Meadows Pkwy Southbound					Driveway A Eastbound					Driveway A Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	**3**	44	0	0	47	0	41	**1**	0	42	0	0	1	0	1	**5**	0	0	0	**5**	95
08:00 AM	3	35	**4**	0	42	**1**	37	1	0	39	0	0	**3**	0	**3**	4	0	0	0	4	88
08:15 AM	3	52	2	0	57	1	33	0	0	34	0	0	0	0	0	0	0	0	0	0	91
08:30 AM	2	**63**	1	0	**66**	0	**45**	1	0	**46**	0	0	1	0	1	0	0	0	0	0	**113**
Total Volume	11	194	7	0	212	2	156	3	0	161	0	0	5	0	5	9	0	0	0	9	387
% App. Total	5.2	91.5	3.3	0		1.2	96.9	1.9	0		0	0	100	0		100	0	0	0		
PHF	.917	.770	.438	.000	.803	.500	.867	.750	.000	.875	.000	.000	.417	.000	.417	.450	.000	.000	.000	.450	.856
Vehicles	10	184	7	0	201	2	146	3	0	151	0	0	4	0	4	9	0	0	0	9	365
% Vehicles																					
Trucks	1	7	0	0	8	0	8	0	0	8	0	0	1	0	1	0	0	0	0	0	17
% Trucks	9.1	3.6	0	0	3.8	0	5.1	0	0	5.0	0	0	20.0	0	20.0	0	0	0	0	0	4.4
Buses	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
% Buses	0	1.5	0	0	1.4	0	1.3	0	0	1.2	0	0	0	0	0	0	0	0	0	0	1.3



Greater Traffic Company

File Name : 04
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	Chastain Meadows Pkwy Northbound					Chastain Meadows Pkwy Southbound					Driveway A Eastbound					Driveway A Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**1**	145	0	0	146	0	**122**	1	0	**123**	0	0	**1**	0	**1**	0	0	0	0	0	270
05:15 PM	0	**168**	0	0	**168**	0	116	0	0	116	**1**	0	0	0	1	0	0	**2**	0	**2**	**287**
05:30 PM	1	141	0	0	142	0	114	**2**	0	116	0	0	0	0	0	0	0	0	0	0	258
05:45 PM	0	133	0	0	133	0	107	0	0	107	0	0	1	0	1	0	0	0	0	0	241
Total Volume	2	587	0	0	589	0	459	3	0	462	1	0	2	0	3	0	0	2	0	2	1056
% App. Total	0.3	99.7	0	0		0	99.4	0.6	0		33.3	0	66.7	0		0	0	100	0		
PHF	.500	.874	.000	.000	.876	.000	.941	.375	.000	.939	.250	.000	.500	.000	.750	.000	.000	.250	.000	.250	.920
Vehicles	0	583	0	0	583	0	458	3	0	461	1	0	1	0	2	0	0	2	0	2	1048
% Vehicles																					
Trucks	2	4	0	0	6	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	8
% Trucks	100	0.7	0	0	1.0	0	0.2	0	0	0.2	0	0	50.0	0	33.3	0	0	0	0	0	0.8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Greater Traffic Company

File Name : 05
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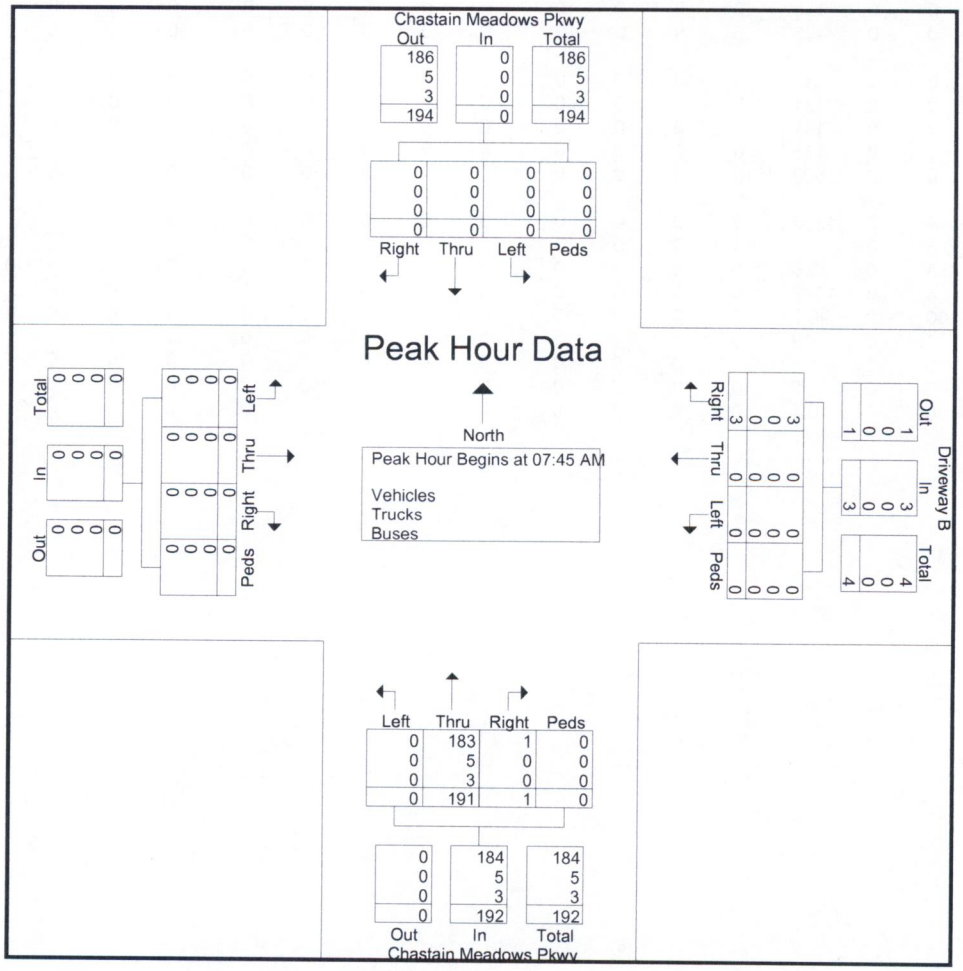
Groups Printed- Vehicles - Trucks - Buses

	Chastain Meadows Pkwy Northbound					Chastain Meadows Pkwy Southbound					Eastbound					Driveway B Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	32	1	0	33	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	34
07:15 AM	0	29	2	0	31	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	32
07:30 AM	0	52	0	0	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52
07:45 AM	0	41	1	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42
Total	0	154	4	0	158	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	160
08:00 AM	0	35	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	37
08:15 AM	0	52	0	0	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52
08:30 AM	0	63	0	0	63	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	64
08:45 AM	0	33	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33
Total	0	183	0	0	183	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	186
*** BREAK ***																					
04:00 PM	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100
04:15 PM	0	117	0	0	117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	117
04:30 PM	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	101
04:45 PM	0	118	0	0	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	118
Total	0	435	0	0	435	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	436
05:00 PM	0	145	0	0	145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	145
05:15 PM	0	171	0	0	171	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	171
05:30 PM	0	141	0	0	141	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141
05:45 PM	0	133	0	0	133	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	133
Total	0	590	0	0	590	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	590
Grand Total	0	1362	4	0	1366	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	1372
Apprch %	0	99.7	0.3	0		0	0	0	0		0	0	0	0		0	0	100	0		
Total %	0	99.3	0.3	0	99.6	0	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0.4	
Vehicles	0	1338	4	0	1342	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	1348
% Vehicles	0	98.2	100	0	98.2	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	98.3
Trucks	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
% Trucks	0	1.4	0	0	1.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.4
Buses	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
% Buses	0	0.4	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4

Greater Traffic Company

File Name : 05
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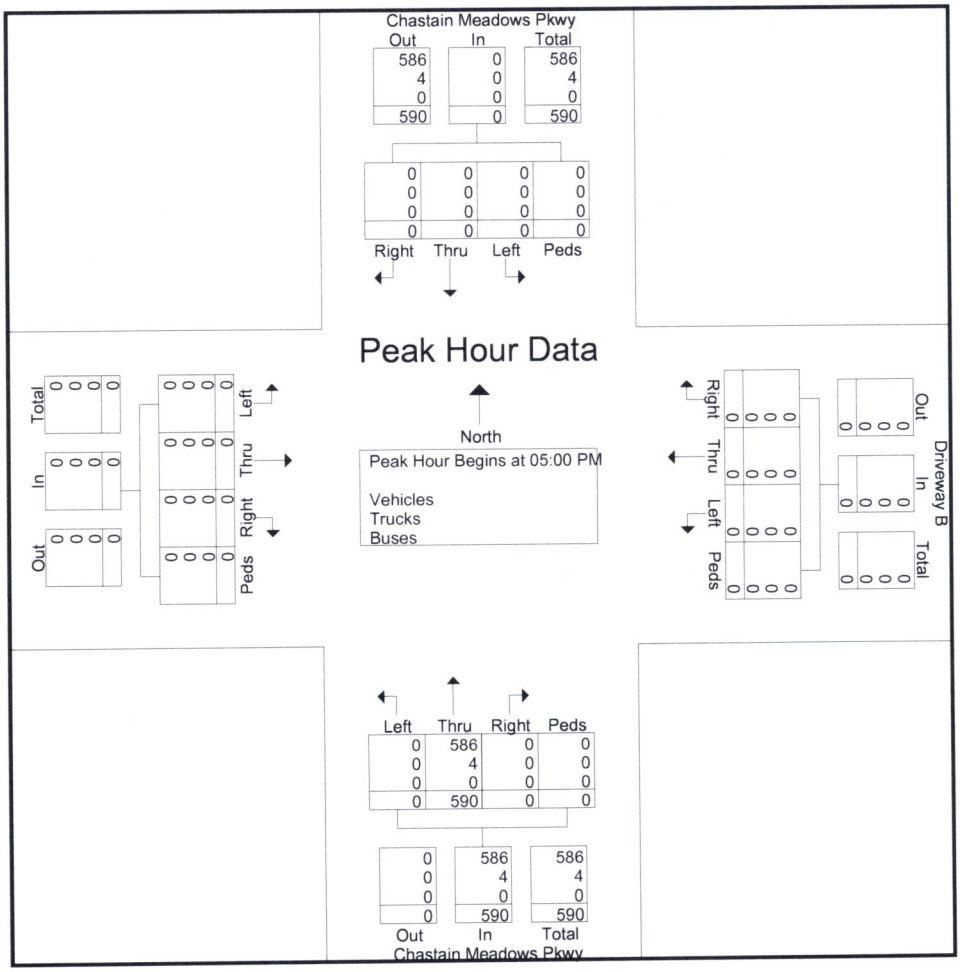
	Chastain Meadows Pkwy Northbound					Chastain Meadows Pkwy Southbound					Eastbound					Driveway B Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	41	**1**	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42
08:00 AM	0	35	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	37
08:15 AM	0	52	0	0	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52
08:30 AM	0	**63**	0	0	**63**	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	**64**
Total Volume	0	191	1	0	192	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	195
% App. Total	0	99.5	0.5	0		0	0	0	0		0	0	0	0		0	0	100	0		
PHF	.000	.758	.250	.000	.762	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.375	.762
Vehicles	0	183	1	0	184	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	187
% Vehicles																					
Trucks	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
% Trucks	0	2.6	0	0	2.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.6
Buses	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
% Buses	0	1.6	0	0	1.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5



Greater Traffic Company

File Name : 05
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	Chastain Meadows Pkwy Northbound					Chastain Meadows Pkwy Southbound					Eastbound					Driveway B Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	145	0	0	145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	145
05:15 PM	0	**171**	0	0	**171**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**171**
05:30 PM	0	141	0	0	141	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141
05:45 PM	0	133	0	0	133	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	133
Total Volume	0	590	0	0	590	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	590
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.863	.000	.000	.863	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.863
Vehicles	0	586	0	0	586	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	586
% Vehicles																					
Trucks	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% Trucks	0	0.7	0	0	0.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Greater Traffic Company

Chastain Meadoews Pkwy north of Driveway A

tube

Start Time	03-Mar-22 Thu	nb AM	nb PM	Hour Totals AM	Hour Totals PM	sb AM	sb PM	Hour Totals AM	Hour Totals PM	
12:00		3	100			3	136			
12:15		7	92			4	116			
12:30		7	105			4	95			
12:45		4	97	21	394	1	102	12	449	
01:00		1	96			2	88			
01:15		3	111			0	87			
01:30		3	95			3	103			
01:45		3	101	10	403	5	106	10	384	
02:00		2	110			5	91			
02:15		0	111			3	96			
02:30		1	85			1	100			
02:45		2	101	5	407	0	106	9	393	
03:00		0	108			3	122			
03:15		1	98			1	79			
03:30		3	97			5	101			
03:45		4	83	8	386	7	88	16	390	
04:00		1	102			3	99			
04:15		3	122			7	101			
04:30		0	112			9	109			
04:45		3	124	7	460	8	**118**	27	427	
05:00		8	**157**			12	**124**			
05:15		4	**163**			12	**114**			
05:30		9	**143**			7	**117**			
05:45		10	**133**	31	596	14	107	45	462	
06:00		9	118			23	120			
06:15		8	121			19	122			
06:30		22	112			23	82			
06:45		25	87	64	438	35	100	100	424	
07:00		29	104			34	74			
07:15		30	83			50	80			
07:30		62	79			52	60			
07:45		37	68	158	334	46	61	182	275	
08:00		37	70			45	65			
08:15		51	77			44	61			
08:30		58	79			48	44			
08:45		37	84	183	310	45	58	182	228	
09:00		43	66			51	58			
09:15		40	45			49	34			
09:30		36	45			60	37			
09:45		43	51	162	207	79	34	239	163	
10:00		52	39			50	34			
10:15		49	35			65	27			
10:30		52	25			66	26			
10:45		**77**	35	230	134	90	11	271	98	
11:00		**71**	32			**79**	8			
11:15		**58**	15			**73**	10			
11:30		**89**	9			**73**	6			
11:45		57	7	275	63	**93**	3	318	27	
Peak	-	10:45	05:00	-	-	11:00	04:45	-	-	-
Vol.	-	295	596	-	-	318	473	-	-	-
P.H.F.		0.829	0.914			0.855	0.954			
Lane Total		5286				5131				

Trip Generation

Trip Generation Analysis (10th Ed. with *2nd Edition Handbook* Daily IC & 3rd Edition AM/PM IC)
Edison Chastain Meadows Phase II TIA
Cobb County, Georgia

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
150 Warehousing	50,500 s.f.	126	31	24	7	34	9	25
710 General Office Building	270,000 s.f.	2,780	280	241	39	293	47	246
Gross Trips		**2,906**	**311**	**265**	**46**	**327**	**56**	**271**
Truck Trips (ITE 10th Edition Supplement)		34	1	1	0	2	1	1
Mixed-Use Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Adjusted Truck Trips		34	1	1	0	2	1	1
Car Trips (Total Non-Truck Trips)		92	30	23	7	32	8	24
Mixed-Use Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Adjusted Car Trips		92	30	23	7	32	8	24
Office Trips		2,780	280	241	39	293	47	246
Mixed-Use Reductions		*0*				*0*	*0*	*0*
Alternative Mode Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Adjusted Office Trips		2,780	280	241	39	293	47	246
Mixed-Use Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass-By Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
New Trips		**2,906**	**311**	**265**	**46**	**327**	**56**	**271**
Driveway Volumes		**2,906**	**311**	**265**	**46**	**327**	**56**	**271**

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Big Shanty Road @ Chastain Meadows Parkway
AM PEAK HOUR

Description	Chastain Meadows Parkway Northbound			Chastain Meadows Parkway Southbound			Big Shanty Road Eastbound			Big Shanty Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	73	70	10	0	110	131	108	100	129	32	145	5
Pedestrians		0			0			4			0	
Conflicting Pedestrians	4		0	0		4	0		0	0		0
Heavy Vehicles	7	2	3	0	3	6	5	7	3	1	2	1
Heavy Vehicle %	10%	3%	30%	0%	3%	5%	5%	7%	2%	3%	2%	20%
Peak Hour Factor		0.92			0.92			0.92			0.92	
COVID-19 Calibration Factor	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85
Adjusted 2022 Volumes	**135**	**130**	**19**	**0**	**204**	**243**	**200**	**185**	**239**	**59**	**269**	**9**
Projected 2024 Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2022 Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Horizon Year 2034 Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
2034 Growth Factor	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Other Development Trips												
New Road Adjustment												
2024 Background Traffic	**140**	**135**	**20**	**0**	**212**	**253**	**208**	**192**	**249**	**61**	**280**	**9**
2024 No-Build Heavy Vehicle %	10%	3%	30%	0%	3%	5%	5%	7%	2%	3%	2%	21%
2034 Background Traffic	**161**	**155**	**23**	**0**	**244**	**291**	**239**	**221**	**286**	**71**	**322**	**11**
2034 No-Build Heavy Vehicle %	10%	3%	31%	0%	3%	5%	5%	7%	2%	3%	2%	20%
Project Trips												
Trip Distribution IN					25%				15%	5%		
Trip Distribution OUT	15%	25%	5%									
Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN					20%				10%	5%		
Trip Distribution OUT	10%	20%	5%									
Car Trips	5	9	2	0	53	0	0	0	26	13	0	0
Total Project Trips	**5**	**9**	**2**	**0**	**53**	**0**	**0**	**0**	**26**	**13**	**0**	**0**
2024 Buildout Total	**145**	**144**	**22**	**0**	**265**	**253**	**208**	**192**	**275**	**74**	**280**	**9**
2024 Build Heavy Vehicle %	9%	3%	27%	0%	2%	5%	5%	7%	2%	3%	2%	21%
2034 Buildout Total	**166**	**164**	**25**	**0**	**297**	**291**	**239**	**221**	**312**	**84**	**322**	**11**
2034 Build Heavy Vehicle %	10%	3%	29%	0%	2%	5%	5%	7%	2%	3%	2%	20%

PM PEAK HOUR

Description	Chastain Meadows Parkway Northbound			Chastain Meadows Parkway Southbound			Big Shanty Road Eastbound			Big Shanty Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	261	232	22	3	132	129	246	143	206	26	213	4
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.91			0.91			0.91			0.91	
COVID-19 Calibration Factor	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39
Adjusted 2022 Volumes	**362**	**322**	**31**	**4**	**183**	**179**	**341**	**198**	**286**	**36**	**295**	**6**
Projected 2024 Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2022 Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Horizon Year 2034 Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
2034 Growth Factor	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Other Development Trips												
New Road Adjustment												
2024 Background Traffic	**377**	**335**	**32**	**4**	**190**	**186**	**355**	**206**	**298**	**37**	**307**	**6**
2024 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
2034 Background Traffic	**433**	**385**	**37**	**5**	**219**	**214**	**408**	**237**	**342**	**43**	**353**	**7**
2034 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Project Trips												
Trip Distribution IN					25%				15%	5%		
Trip Distribution OUT	15%	25%	5%									
Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN					20%				10%	5%		
Trip Distribution OUT	10%	20%	5%									
Car Trips	27	54	14	0	11	0	0	0	6	3	0	0
Total Project Trips	**27**	**54**	**14**	**0**	**11**	**0**	**0**	**0**	**6**	**3**	**0**	**0**
2024 Buildout Total	**404**	**389**	**46**	**4**	**201**	**186**	**355**	**206**	**304**	**40**	**307**	**6**
2024 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
2034 Buildout Total	**460**	**439**	**51**	**5**	**230**	**214**	**408**	**237**	**348**	**46**	**353**	**7**
2034 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Chastain Meadows Parkway @ Driveway A
AM PEAK HOUR

Description	Chastain Meadows Parkway Northbound			Chastain Meadows Parkway Southbound			Driveway A Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	191	1	0	271	0	0	0	3
Pedestrians		0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0
Heavy Vehicles	0	8	0	0	3	0	0	0	0
Heavy Vehicle %	0%	4%	2%	0%	2%	0%	0%	0%	2%
Peak Hour Factor		0.76			0.76			0.76	
COVID-19 Calibration Factor	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85
Adjusted 2022 Volumes	**0**	**354**	**2**	**0**	**502**	**0**	**0**	**0**	**6**
Projected 2024 Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2022 Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Horizon Year 2034 Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
2034 Growth Factor	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Other Development Trips									
New Road Adjustment									
2024 Background Traffic	**0**	**368**	**2**	**0**	**522**	**0**	**0**	**0**	**6**
2024 No-Build Heavy Vehicle %	0%	4%	2%	0%	2%	0%	0%	0%	2%
2034 Background Traffic	**0**	**423**	**2**	**0**	**600**	**0**	**0**	**0**	**7**
2034 No-Build Heavy Vehicle %	0%	4%	2%	0%	2%	0%	0%	0%	2%
Project Trips									
Trip Distribution IN			5%		45%				
Trip Distribution OUT		20%							25%
Truck Trips	0	0	0	0	0	0	0	0	0
Trip Distribution IN			25%		35%				
Trip Distribution OUT		10%							25%
Car Trips	0	5	66	0	92	0	0	0	12
Total Project Trips	**0**	**5**	**66**	**0**	**92**	**0**	**0**	**0**	**12**
2024 Buildout Total	**0**	**373**	**66**	**0**	**614**	**0**	**0**	**0**	**12**
2024 Build Heavy Vehicle %	0%	4%	2%	0%	2%	0%	0%	0%	2%
2034 Buildout Total	**0**	**428**	**66**	**0**	**692**	**0**	**0**	**0**	**12**
2034 Build Heavy Vehicle %	0%	4%	2%	0%	2%	0%	0%	0%	2%

PM PEAK HOUR

Description	Chastain Meadows Parkway Northbound			Chastain Meadows Parkway Southbound			Driveway A Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	590	0	0	364	0	0	0	0
Pedestrians		0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%
Peak Hour Factor		0.86			0.86			0.86	
COVID-19 Calibration Factor	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39
Adjusted 2022 Volumes	**0**	**818**	**0**	**0**	**505**	**0**	**0**	**0**	**0**
Projected 2024 Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2022 Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Horizon Year 2034 Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
2034 Growth Factor	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Other Development Trips									
New Road Adjustment									
2024 Background Traffic	**0**	**851**	**0**	**0**	**525**	**0**	**0**	**0**	**0**
2024 No-Build Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%
2034 Background Traffic	**0**	**978**	**0**	**0**	**604**	**0**	**0**	**0**	**0**
2034 No-Build Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%
Project Trips									
Trip Distribution IN			5%		45%				
Trip Distribution OUT		20%							25%
Truck Trips	0	0	0	0	0	0	0	0	0
Trip Distribution IN			25%		35%				
Trip Distribution OUT		10%							25%
Car Trips	0	27	14	0	19	0	0	0	68
Total Project Trips	**0**	**27**	**14**	**0**	**19**	**0**	**0**	**0**	**68**
2024 Buildout Total	**0**	**878**	**14**	**0**	**544**	**0**	**0**	**0**	**68**
2024 Build Heavy Vehicle %	0%	2%	2%	0%	2%	0%	0%	0%	2%
2034 Buildout Total	**0**	**1,005**	**14**	**0**	**623**	**0**	**0**	**0**	**68**
2034 Build Heavy Vehicle %	0%	2%	2%	0%	2%	0%	0%	0%	2%

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Chastain Meadows Parkway @ Commercial Driveway / Driveway B
AM PEAK HOUR

Description	Chastain Meadows Parkway Northbound			Chastain Meadows Parkway Southbound			Commercial Driveway Eastbound			Driveway B Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	11	194	7	2	156	3	0	0	5	9	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	10	0	0	10	0	0	0	1	0	0	0
Heavy Vehicle %	9%	5%	2%	2%	6%	2%	0%	0%	20%	2%	0%	0%
Peak Hour Factor		0.86			0.86			0.86			0.86	
COVID-19 Calibration Factor	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85
Adjusted 2022 Volumes	**20**	**360**	**13**	**4**	**289**	**6**	**0**	**0**	**9**	**17**	**0**	**0**
Projected 2024 Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2022 Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Horizon Year 2034 Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
2034 Growth Factor	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Other Development Trips												
New Road Adjustment												
2024 Background Traffic	**21**	**375**	**14**	**4**	**301**	**6**	**0**	**0**	**9**	**18**	**0**	**0**
2024 No-Build Heavy Vehicle %	9%	5%	2%	2%	6%	2%	0%	0%	21%	2%	0%	0%
2034 Background Traffic	**24**	**430**	**16**	**5**	**346**	**7**	**0**	**0**	**11**	**20**	**0**	**0**
2034 No-Build Heavy Vehicle %	10%	5%	2%	2%	7%	2%	0%	0%	20%	2%	0%	0%
Project Trips												
Trip Distribution IN		5%	50%	45%								
Trip Distribution OUT										55%		20%
Truck Trips	0	0	1	0	0	0	0	0	0	0	0	0
Trip Distribution IN		25%	40%	35%								
Trip Distribution OUT										65%		10%
Car Trips	0	66	106	92	0	0	0	0	0	30	0	5
Total Project Trips	**0**	**66**	**107**	**92**	**0**	**0**	**0**	**0**	**0**	**30**	**0**	**5**
2024 Buildout Total	**21**	**441**	**107**	**92**	**301**	**6**	**0**	**0**	**9**	**30**	**0**	**5**
2024 Build Heavy Vehicle %	9%	4%	2%	2%	6%	2%	0%	0%	21%	2%	0%	2%
2034 Buildout Total	**24**	**496**	**107**	**92**	**346**	**7**	**0**	**0**	**11**	**30**	**0**	**5**
2034 Build Heavy Vehicle %	10%	5%	2%	2%	7%	2%	0%	0%	20%	2%	0%	2%

PM PEAK HOUR

Description	Chastain Meadows Parkway Northbound			Chastain Meadows Parkway Southbound			Commercial Driveway Eastbound			Driveway B Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	2	587	0	0	459	3	1	0	2	0	0	2
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	2	4	0	0	1	0	0	0	1	0	0	0
Heavy Vehicle %	100%	2%	0%	0%	2%	2%	2%	0%	50%	0%	0%	2%
Peak Hour Factor		0.92			0.92			0.92			0.92	
COVID-19 Calibration Factor	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39
Adjusted 2022 Volumes	**3**	**814**	**0**	**0**	**637**	**4**	**1**	**0**	**3**	**0**	**0**	**3**
Projected 2024 Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2022 Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Horizon Year 2034 Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
2034 Growth Factor	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Other Development Trips												
New Road Adjustment												
2024 Background Traffic	**3**	**847**	**0**	**0**	**663**	**4**	**1**	**0**	**3**	**0**	**0**	**3**
2024 No-Build Heavy Vehicle %	100%	2%	0%	0%	2%	2%	2%	0%	52%	0%	0%	2%
2034 Background Traffic	**4**	**973**	**0**	**0**	**762**	**5**	**1**	**0**	**4**	**0**	**0**	**4**
2034 No-Build Heavy Vehicle %	90%	2%	0%	0%	2%	2%	2%	0%	45%	0%	0%	2%
Project Trips												
Trip Distribution IN		5%	50%	45%								
Trip Distribution OUT										55%		20%
Truck Trips	0	0	1	0	0	0	0	0	0	1	0	0
Trip Distribution IN		25%	40%	35%								
Trip Distribution OUT										65%		10%
Car Trips	0	14	22	19	0	0	0	0	0	176	0	27
Total Project Trips	**0**	**14**	**23**	**19**	**0**	**0**	**0**	**0**	**0**	**177**	**0**	**27**
2024 Buildout Total	**3**	**861**	**23**	**19**	**663**	**4**	**1**	**0**	**3**	**177**	**0**	**27**
2024 Build Heavy Vehicle %	100%	2%	4%	2%	2%	2%	2%	0%	52%	2%	0%	2%
2034 Buildout Total	**4**	**987**	**23**	**19**	**762**	**5**	**1**	**0**	**4**	**177**	**0**	**27**
2034 Build Heavy Vehicle %	90%	2%	4%	2%	2%	2%	2%	0%	45%	2%	0%	2%

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Barrett Parkway @ Chastain Meadows Parkway
AM PEAK HOUR

Description	Chastain Meadows Parkway Northbound			Chastain Meadows Parkway Southbound			Barrett Parkway Eastbound			Barrett Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	116	44	81	102	17	110	132	584	66	51	685	106
Pedestrians		0			0			4			0	
Conflicting Pedestrians	4		0	0		4	0		0	0		0
Heavy Vehicles	1	1	2	7	1	11	8	22	6	2	35	2
Heavy Vehicle %	2%	2%	2%	7%	6%	10%	6%	4%	9%	4%	5%	2%
Peak Hour Factor		0.92			0.92			0.92			0.92	
COVID-19 Calibration Factor	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85
Adjusted 2022 Volumes	**215**	**82**	**150**	**189**	**32**	**204**	**245**	**1083**	**122**	**95**	**1270**	**197**
Projected 2024 Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2022 Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Horizon Year 2034 Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
2034 Growth Factor	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Other Development Trips												
New Road Adjustment												
2024 Background Traffic	**224**	**85**	**156**	**197**	**33**	**212**	**255**	**1,127**	**127**	**99**	**1,321**	**205**
2024 No-Build Heavy Vehicle %	2%	2%	2%	7%	6%	10%	6%	4%	9%	4%	5%	2%
2034 Background Traffic	**257**	**98**	**179**	**226**	**38**	**244**	**293**	**1,295**	**146**	**114**	**1,518**	**236**
2034 No-Build Heavy Vehicle %	2%	2%	3%	7%	6%	10%	6%	4%	9%	4%	5%	2%
Project Trips												
Trip Distribution IN									10%	45%		
Trip Distribution OUT				10%		45%						
Truck Trips	0	0	0	0	0	0	0	0	0	1	0	0
Trip Distribution IN									25%	40%		
Trip Distribution OUT				25%		40%						
Car Trips	0	0	0	12	0	18	0	0	66	106	0	0
Total Project Trips	**0**	**0**	**0**	**12**	**0**	**18**	**0**	**0**	**66**	**107**	**0**	**0**
2024 Buildout Total	**224**	**85**	**156**	**209**	**33**	**230**	**255**	**1,127**	**193**	**206**	**1,321**	**205**
2024 Build Heavy Vehicle %	2%	2%	2%	6%	6%	9%	6%	4%	6%	2%	5%	2%
2034 Buildout Total	**257**	**98**	**179**	**238**	**38**	**262**	**293**	**1,295**	**212**	**221**	**1,518**	**236**
2034 Build Heavy Vehicle %	2%	2%	3%	7%	6%	10%	6%	4%	7%	3%	5%	2%

PM PEAK HOUR

Description	Chastain Meadows Parkway Northbound			Chastain Meadows Parkway Southbound			Barrett Parkway Eastbound			Barrett Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	101	62	66	228	53	263	376	990	145	64	868	310
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	2	4	2	3	0	2	1	16	1	1	10	0
Heavy Vehicle %	2%	6%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
COVID-19 Calibration Factor	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39
Adjusted 2022 Volumes	**140**	**86**	**92**	**316**	**74**	**365**	**522**	**1373**	**201**	**89**	**1204**	**430**
Projected 2024 Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2022 Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Horizon Year 2034 Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
2034 Growth Factor	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Other Development Trips												
New Road Adjustment												
2024 Background Traffic	**146**	**89**	**96**	**329**	**77**	**380**	**543**	**1,428**	**209**	**93**	**1,253**	**447**
2024 No-Build Heavy Vehicle %	2%	6%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
2034 Background Traffic	**167**	**103**	**110**	**378**	**88**	**436**	**624**	**1,642**	**240**	**106**	**1,440**	**514**
2034 No-Build Heavy Vehicle %	2%	7%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Project Trips												
Trip Distribution IN									10%	45%		
Trip Distribution OUT				10%		45%						
Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN									25%	40%		
Trip Distribution OUT				25%		40%						
Car Trips	0	0	0	68	0	108	0	0	14	22	0	0
Total Project Trips	**0**	**0**	**0**	**68**	**0**	**108**	**0**	**0**	**14**	**22**	**0**	**0**
2024 Buildout Total	**146**	**89**	**96**	**397**	**77**	**488**	**543**	**1,428**	**223**	**115**	**1,253**	**447**
2024 Build Heavy Vehicle %	2%	6%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
2034 Buildout Total	**167**	**103**	**110**	**446**	**88**	**544**	**624**	**1,642**	**254**	**128**	**1,440**	**514**
2034 Build Heavy Vehicle %	2%	7%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%

Synchro Analysis Reports

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	185	239	59	269	9	135	130	19	0	204	243
Future Volume (veh/h)	200	185	239	59	269	9	135	130	19	0	204	243
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1796	1870	1856	1870	1752	1856	1455	1900	1900	1856
Adj Flow Rate, veh/h	217	201	113	64	292	8	147	141	11	0	222	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	7	2	3	2	10	3	30	0	0	3
Cap, veh/h	522	705	709	468	1135	31	405	1342	104	404	715	232
Arrive On Green	0.10	0.39	0.39	0.04	0.32	0.32	0.08	0.40	0.40	0.00	0.27	0.27
Sat Flow, veh/h	1739	1826	1518	1781	3505	96	1668	3315	256	1810	2679	869
Grp Volume(v), veh/h	217	201	113	64	147	153	147	74	78	0	148	148
Grp Sat Flow(s),veh/h/ln	1739	1826	1518	1781	1763	1838	1668	1763	1808	1810	1805	1744
Q Serve(g_s), s	8.4	8.1	4.6	2.5	6.5	6.5	6.5	2.8	2.8	0.0	6.9	7.2
Cycle Q Clear(g_c), s	8.4	8.1	4.6	2.5	6.5	6.5	6.5	2.8	2.8	0.0	6.9	7.2
Prop In Lane	1.00		1.00	1.00		0.05	1.00		0.14	1.00		0.50
Lane Grp Cap(c), veh/h	522	705	709	468	571	595	405	713	732	404	482	465
V/C Ratio(X)	0.42	0.29	0.16	0.14	0.26	0.26	0.36	0.10	0.11	0.00	0.31	0.32
Avail Cap(c_a), veh/h	704	705	709	515	571	595	583	713	732	488	482	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	19.2	22.5	16.3	22.3	26.5	26.5	23.8	19.7	19.7	0.0	31.1	31.2
Incr Delay (d2), s/veh	0.5	1.0	0.5	0.1	1.1	1.0	0.5	0.3	0.3	0.0	1.6	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	3.6	1.6	1.1	2.9	3.0	2.5	1.1	1.2	0.0	3.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.7	23.5	16.8	22.5	27.6	27.6	24.4	19.9	20.0	0.0	32.7	33.0
LnGrp LOS	B	C	B	C	C	C	C	B	B	A	C	C
Approach Vol, veh/h		531			364			299			296	
Approach Delay, s/veh		20.5			26.7			22.1			32.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.8	40.4	0.0	49.0	10.2	47.0	14.6	34.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	22.0	26.0	5.0	43.0	7.0	41.0	20.0	28.0
Max Q Clear Time (g_c+I1), s	10.4	8.5	0.0	4.8	4.5	10.1	8.5	9.2
Green Ext Time (p_c), s	0.5	1.5	0.0	0.8	0.0	1.5	0.3	1.4

Intersection Summary	
HCM 6th Ctrl Delay	24.8
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	6	354	2	0	502
Future Vol, veh/h	0	6	354	2	0	502
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	0	0	4	2	0	0
Mvmt Flow	0	8	466	3	0	661

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	233	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	775	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	775	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	775	-
HCM Lane V/C Ratio	-	0.01	-
HCM Control Delay (s)	-	9.7	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	9	17	0	0	20	360	13	4	289	6
Future Vol, veh/h	0	0	9	17	0	0	20	360	13	4	289	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	140	-	140	125	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	0	0	20	2	0	9	5	2	0	2	6
Mvmt Flow	0	0	10	20	0	0	23	419	15	5	336	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	602	826	168	643	818	210	343	0	0	434	0	0
Stage 1	346	346	-	465	465	-	-	-	-	-	-	-
Stage 2	256	480	-	178	353	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.5	6.9	7.9	6.54	6.9	4.28	-	-	4.1	-	-
Critical Hdwy Stg 1	6.54	5.5	-	6.9	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.5	-	6.9	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4	3.3	3.7	4.02	3.3	2.29	-	-	2.2	-	-
Pot Cap-1 Maneuver	383	310	853	324	309	802	1164	-	-	1136	-	-
Stage 1	643	639	-	502	561	-	-	-	-	-	-	-
Stage 2	726	558	-	757	629	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	376	303	853	314	302	802	1164	-	-	1136	-	-
Mov Cap-2 Maneuver	376	303	-	314	302	-	-	-	-	-	-	-
Stage 1	630	636	-	492	550	-	-	-	-	-	-	-
Stage 2	712	547	-	744	626	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	17.2	0.4	0.1
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1164	-	-	853	314	-	1136	-	-
HCM Lane V/C Ratio	0.02	-	-	0.012	0.063	-	0.004	-	-
HCM Control Delay (s)	8.2	-	-	9.3	17.2	0	8.2	-	-
HCM Lane LOS	A	-	-	A	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.2	-	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	1083	122	95	1270	197	215	82	150	189	32	204
Future Volume (veh/h)	245	1083	122	95	1270	197	215	82	150	189	32	204
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1811	1841	1767	1841	1826	1870	1870	1870	1900	1796	1811
Adj Flow Rate, veh/h	266	1177	58	103	1380	96	234	89	100	205	35	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	6	4	9	4	5	2	2	2	0	7	6
Cap, veh/h	333	1772	800	261	2315	713	302	108	121	270	223	
Arrive On Green	0.10	0.51	0.51	0.05	0.46	0.46	0.09	0.13	0.13	0.08	0.12	0.00
Sat Flow, veh/h	3237	3441	1554	1682	5025	1547	3456	800	899	3510	1796	1535
Grp Volume(v), veh/h	266	1177	58	103	1380	96	234	0	189	205	35	0
Grp Sat Flow(s),veh/h/ln	1618	1721	1554	1682	1675	1547	1728	0	1699	1755	1796	1535
Q Serve(g_s), s	8.6	26.9	2.0	3.4	21.8	3.8	7.1	0.0	11.6	6.1	1.9	0.0
Cycle Q Clear(g_c), s	8.6	26.9	2.0	3.4	21.8	3.8	7.1	0.0	11.6	6.1	1.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	333	1772	800	261	2315	713	302	0	229	270	223	
V/C Ratio(X)	0.80	0.66	0.07	0.39	0.60	0.13	0.77	0.00	0.83	0.76	0.16	
Avail Cap(c_a), veh/h	485	1772	800	305	2315	713	421	0	366	329	336	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	46.8	19.1	13.1	16.5	21.4	16.6	47.7	0.0	45.0	48.3	41.8	0.0
Incr Delay (d2), s/veh	5.9	2.0	0.2	1.0	1.1	0.4	5.9	0.0	8.2	8.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	10.6	0.7	1.3	8.4	1.3	3.2	0.0	5.2	2.9	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	21.1	13.2	17.4	22.6	17.0	53.6	0.0	53.2	56.4	42.1	0.0
LnGrp LOS	D	C	B	B	C	B	D	A	D	E	D	
Approach Vol, veh/h		1501			1579			423			240	A
Approach Delay, s/veh		26.4			21.9			53.4			54.3	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	55.2	14.2	20.4	11.2	61.0	15.3	19.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	47.0	10.0	23.0	8.0	55.0	13.0	20.0
Max Q Clear Time (g_c+I1), s	10.6	23.8	8.1	13.6	5.4	28.9	9.1	3.9
Green Ext Time (p_c), s	0.4	11.1	0.1	0.6	0.0	9.9	0.3	0.1

Intersection Summary	
HCM 6th Ctrl Delay	29.3
HCM 6th LOS	C

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	341	198	286	36	295	6	362	322	31	4	183	179
Future Volume (veh/h)	341	198	286	36	295	6	362	322	31	4	183	179
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1900	1870	1870
Adj Flow Rate, veh/h	375	218	165	40	324	5	398	354	29	4	201	45
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	532	688	893	339	788	12	563	1282	104	271	565	124
Arrive On Green	0.18	0.37	0.37	0.03	0.22	0.22	0.20	0.39	0.39	0.01	0.20	0.20
Sat Flow, veh/h	1781	1870	1585	1781	3582	55	1781	3327	271	1810	2898	635
Grp Volume(v), veh/h	375	218	165	40	161	168	398	188	195	4	122	124
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1860	1781	1777	1822	1810	1777	1756
Q Serve(g_s), s	17.8	9.5	5.8	2.0	8.8	8.9	19.4	8.3	8.4	0.2	6.8	7.0
Cycle Q Clear(g_c), s	17.8	9.5	5.8	2.0	8.8	8.9	19.4	8.3	8.4	0.2	6.8	7.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.15	1.00		0.36
Lane Grp Cap(c), veh/h	532	688	893	339	391	409	563	685	702	271	347	343
V/C Ratio(X)	0.70	0.32	0.18	0.12	0.41	0.41	0.71	0.27	0.28	0.01	0.35	0.36
Avail Cap(c_a), veh/h	634	688	893	361	391	409	698	685	702	341	347	343
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.4	25.8	12.2	32.7	38.2	38.2	26.3	24.1	24.2	36.6	39.7	39.8
Incr Delay (d2), s/veh	2.8	1.2	0.5	0.2	3.2	3.0	2.5	1.0	1.0	0.0	2.8	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	4.4	2.0	0.9	4.2	4.4	8.2	3.5	3.7	0.1	3.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.2	27.0	12.6	32.9	41.4	41.2	28.8	25.1	25.1	36.6	42.5	42.8
LnGrp LOS	C	C	B	C	D	D	C	C	C	D	D	D
Approach Vol, veh/h		758			369			781			250	
Approach Delay, s/veh		24.5			40.4			27.0			42.5	
Approach LOS		C			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.5	31.1	6.6	50.0	9.6	48.0	28.3	28.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	27.0	20.0	5.0	44.0	5.0	42.0	31.0	18.0
Max Q Clear Time (g_c+I1), s	19.8	10.9	2.2	10.4	4.0	11.5	21.4	9.0
Green Ext Time (p_c), s	0.7	1.2	0.0	2.1	0.0	1.8	0.9	0.8

Intersection Summary	
HCM 6th Ctrl Delay	30.2
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑	↱		↑↑
Traffic Vol, veh/h	0	0	818	0	0	505
Future Vol, veh/h	0	0	818	0	0	505
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	2	0	0	0
Mvmt Flow	0	0	951	0	0	587

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	476	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	541	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	541	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

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	1	0	3	0	0	3	3	814	0	0	637	4
Future Vol, veh/h	1	0	3	0	0	3	3	814	0	0	637	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	140	-	140	125	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	0	50	0	0	100	2	0	0	0	2
Mvmt Flow	1	0	3	0	0	3	3	885	0	0	692	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1141	1583	346	1237	1587	443	696	0	0	885	0	0
Stage 1	692	692	-	891	891	-	-	-	-	-	-	-
Stage 2	449	891	-	346	696	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.9	8.5	6.5	6.9	6.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.54	5.54	-	7.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	7.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.3	4	4	3.3	3.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	156	108	656	89	109	568	464	-	-	773	-	-
Stage 1	400	443	-	222	363	-	-	-	-	-	-	-
Stage 2	559	359	-	527	446	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	154	107	656	88	108	568	464	-	-	773	-	-
Mov Cap-2 Maneuver	154	107	-	88	108	-	-	-	-	-	-	-
Stage 1	398	443	-	221	361	-	-	-	-	-	-	-
Stage 2	552	357	-	524	446	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.1	11.4	0	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	464	-	-	361	-	568	773	-	-
HCM Lane V/C Ratio	0.007	-	-	0.012	-	0.006	-	-	-
HCM Control Delay (s)	12.8	-	-	15.1	0	11.4	0	-	-
HCM Lane LOS	B	-	-	C	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	522	1373	201	89	1204	430	140	86	92	316	74	365
Future Volume (veh/h)	522	1373	201	89	1204	430	140	86	92	316	74	365
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1811	1856	1900	1870	1870
Adj Flow Rate, veh/h	538	1415	108	92	1241	183	144	89	61	326	76	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	6	3	0	2	2
Cap, veh/h	612	1848	824	216	1986	616	202	108	74	389	300	
Arrive On Green	0.18	0.52	0.52	0.05	0.39	0.39	0.06	0.11	0.11	0.11	0.16	0.00
Sat Flow, veh/h	3456	3554	1585	1781	5106	1585	3456	1001	686	3510	1870	1585
Grp Volume(v), veh/h	538	1415	108	92	1241	183	144	0	150	326	76	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1702	1585	1728	0	1688	1755	1870	1585
Q Serve(g_s), s	16.9	35.4	3.9	3.4	21.9	8.9	4.6	0.0	9.7	10.2	4.0	0.0
Cycle Q Clear(g_c), s	16.9	35.4	3.9	3.4	21.9	8.9	4.6	0.0	9.7	10.2	4.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.41	1.00		1.00
Lane Grp Cap(c), veh/h	612	1848	824	216	1986	616	202	0	182	389	300	
V/C Ratio(X)	0.88	0.77	0.13	0.43	0.63	0.30	0.71	0.00	0.82	0.84	0.25	
Avail Cap(c_a), veh/h	713	1848	824	230	1986	616	217	0	272	441	419	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	44.7	21.3	13.8	21.4	27.5	23.5	51.6	0.0	48.7	48.6	41.0	0.0
Incr Delay (d2), s/veh	10.9	3.1	0.3	1.3	1.5	1.2	9.8	0.0	11.9	12.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	14.6	1.4	1.5	8.9	3.4	2.2	0.0	4.6	5.0	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.6	24.4	14.1	22.8	29.0	24.8	61.4	0.0	60.6	60.7	41.4	0.0
LnGrp LOS	E	C	B	C	C	C	E	A	E	E	D	
Approach Vol, veh/h		2061			1516			294			402	A
Approach Delay, s/veh		32.0			28.1			61.0			57.0	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.8	49.4	18.4	18.0	11.1	64.0	12.5	23.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	23.0	41.0	14.0	18.0	6.0	58.0	7.0	25.0
Max Q Clear Time (g_c+I1), s	18.9	23.9	12.2	11.7	5.4	37.4	6.6	6.0
Green Ext Time (p_c), s	0.8	8.7	0.2	0.3	0.0	11.1	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	35.0
HCM 6th LOS	C

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	208	192	249	61	280	9	140	135	20	0	212	253
Future Volume (veh/h)	208	192	249	61	280	9	140	135	20	0	212	253
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1796	1870	1856	1870	1752	1856	1455	1900	1900	1856
Adj Flow Rate, veh/h	226	209	121	66	304	9	152	147	12	0	230	86
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	7	2	3	2	10	3	30	0	0	3
Cap, veh/h	528	721	729	472	1157	34	388	1305	105	386	659	239
Arrive On Green	0.10	0.40	0.40	0.04	0.33	0.33	0.08	0.40	0.40	0.00	0.25	0.25
Sat Flow, veh/h	1739	1826	1518	1781	3496	103	1668	3302	267	1810	2593	942
Grp Volume(v), veh/h	226	209	121	66	153	160	152	78	81	0	158	158
Grp Sat Flow(s),veh/h/ln	1739	1826	1518	1781	1763	1837	1668	1763	1806	1810	1805	1730
Q Serve(g_s), s	8.7	8.3	4.8	2.6	6.8	6.8	6.8	3.0	3.0	0.0	7.6	8.0
Cycle Q Clear(g_c), s	8.7	8.3	4.8	2.6	6.8	6.8	6.8	3.0	3.0	0.0	7.6	8.0
Prop In Lane	1.00		1.00	1.00		0.06	1.00		0.15	1.00		0.54
Lane Grp Cap(c), veh/h	528	721	729	472	583	608	388	697	714	386	458	440
V/C Ratio(X)	0.43	0.29	0.17	0.14	0.26	0.26	0.39	0.11	0.11	0.00	0.34	0.36
Avail Cap(c_a), veh/h	706	721	729	517	583	608	560	697	714	470	458	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	22.0	15.6	21.8	26.1	26.1	24.7	20.3	20.4	0.0	32.4	32.5
Incr Delay (d2), s/veh	0.6	1.0	0.5	0.1	1.1	1.1	0.6	0.3	0.3	0.0	2.1	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	3.7	1.6	1.1	3.0	3.1	2.6	1.2	1.3	0.0	3.5	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.2	23.0	16.1	22.0	27.2	27.1	25.3	20.7	20.7	0.0	34.5	34.8
LnGrp LOS	B	C	B	C	C	C	C	C	C	A	C	C
Approach Vol, veh/h		556			379			311			316	
Approach Delay, s/veh		20.0			26.2			22.9			34.6	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.1	41.2	0.0	48.0	10.3	48.0	15.0	33.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	22.0	27.0	5.0	42.0	7.0	42.0	20.0	27.0
Max Q Clear Time (g_c+I1), s	10.7	8.8	0.0	5.0	4.6	10.3	8.8	10.0
Green Ext Time (p_c), s	0.5	1.6	0.0	0.8	0.0	1.6	0.3	1.5

Intersection Summary	
HCM 6th Ctrl Delay	25.0
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	6	368	2	0	522
Future Vol, veh/h	0	6	368	2	0	522
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	0	0	4	2	0	0
Mvmt Flow	0	8	484	3	0	687

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	242	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	765	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	765	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	765	-
HCM Lane V/C Ratio	-	0.01	-
HCM Control Delay (s)	-	9.8	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	9	18	0	0	21	375	14	4	301	6
Future Vol, veh/h	0	0	9	18	0	0	21	375	14	4	301	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	140	-	140	125	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	0	0	21	2	0	9	5	2	0	2	6
Mvmt Flow	0	0	10	21	0	0	24	436	16	5	350	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	626	860	175	669	851	218	357	0	0	452	0	0
Stage 1	360	360	-	484	484	-	-	-	-	-	-	-
Stage 2	266	500	-	185	367	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.5	6.9	7.92	6.54	6.9	4.28	-	-	4.1	-	-
Critical Hdwy Stg 1	6.54	5.5	-	6.92	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.5	-	6.92	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4	3.3	3.71	4.02	3.3	2.29	-	-	2.2	-	-
Pot Cap-1 Maneuver	369	296	844	308	296	792	1150	-	-	1119	-	-
Stage 1	631	630	-	486	550	-	-	-	-	-	-	-
Stage 2	716	546	-	747	621	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	362	289	844	298	289	792	1150	-	-	1119	-	-
Mov Cap-2 Maneuver	362	289	-	298	289	-	-	-	-	-	-	-
Stage 1	618	627	-	476	538	-	-	-	-	-	-	-
Stage 2	701	535	-	734	619	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	18	0.4	0.1
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1150	-	-	844	298	-	1119	-	-
HCM Lane V/C Ratio	0.021	-	-	0.012	0.07	-	0.004	-	-
HCM Control Delay (s)	8.2	-	-	9.3	18	0	8.2	-	-
HCM Lane LOS	A	-	-	A	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.2	-	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	255	1127	127	99	1321	205	224	85	156	197	33	212
Future Volume (veh/h)	255	1127	127	99	1321	205	224	85	156	197	33	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1811	1841	1767	1841	1826	1870	1870	1870	1900	1796	1811
Adj Flow Rate, veh/h	277	1225	62	108	1436	105	243	92	108	214	36	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	6	4	9	4	5	2	2	2	0	7	6
Cap, veh/h	342	1760	795	249	2293	706	311	109	128	277	231	
Arrive On Green	0.11	0.51	0.51	0.05	0.46	0.46	0.09	0.14	0.14	0.08	0.13	0.00
Sat Flow, veh/h	3237	3441	1554	1682	5025	1547	3456	780	916	3510	1796	1535
Grp Volume(v), veh/h	277	1225	62	108	1436	105	243	0	200	214	36	0
Grp Sat Flow(s),veh/h/ln	1618	1721	1554	1682	1675	1547	1728	0	1696	1755	1796	1535
Q Serve(g_s), s	9.2	29.6	2.2	3.7	23.8	4.3	7.5	0.0	12.6	6.5	2.0	0.0
Cycle Q Clear(g_c), s	9.2	29.6	2.2	3.7	23.8	4.3	7.5	0.0	12.6	6.5	2.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	342	1760	795	249	2293	706	311	0	237	277	231	
V/C Ratio(X)	0.81	0.70	0.08	0.43	0.63	0.15	0.78	0.00	0.84	0.77	0.16	
Avail Cap(c_a), veh/h	473	1760	795	287	2293	706	442	0	341	321	295	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	47.9	20.3	13.6	17.7	22.6	17.4	48.8	0.0	45.9	49.5	42.4	0.0
Incr Delay (d2), s/veh	7.2	2.3	0.2	1.2	1.3	0.4	5.8	0.0	12.2	9.7	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	11.7	0.8	1.5	9.3	1.5	3.4	0.0	5.9	3.2	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	22.6	13.8	18.9	24.0	17.8	54.5	0.0	58.2	59.1	42.7	0.0
LnGrp LOS	E	C	B	B	C	B	D	A	E	E	D	
Approach Vol, veh/h		1564			1649			443			250	A
Approach Delay, s/veh		28.0			23.2			56.2			56.8	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.6	56.0	14.6	21.3	11.5	62.0	15.8	20.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	48.0	10.0	22.0	8.0	56.0	14.0	18.0
Max Q Clear Time (g_c+I1), s	11.2	25.8	8.5	14.6	5.7	31.6	9.5	4.0
Green Ext Time (p_c), s	0.4	11.4	0.1	0.5	0.0	10.1	0.3	0.1

Intersection Summary	
HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	355	206	298	37	307	6	377	335	32	4	190	186
Future Volume (veh/h)	355	206	298	37	307	6	377	335	32	4	190	186
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1900	1870	1870
Adj Flow Rate, veh/h	390	226	185	41	337	6	414	368	30	4	209	49
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	532	688	907	326	757	13	562	1282	104	259	534	123
Arrive On Green	0.19	0.37	0.37	0.03	0.21	0.21	0.20	0.39	0.39	0.01	0.19	0.19
Sat Flow, veh/h	1781	1870	1585	1781	3572	64	1781	3329	270	1810	2870	659
Grp Volume(v), veh/h	390	226	185	41	167	176	414	196	202	4	128	130
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1859	1781	1777	1822	1810	1777	1752
Q Serve(g_s), s	18.7	9.9	6.5	2.0	9.4	9.4	20.5	8.7	8.8	0.2	7.2	7.5
Cycle Q Clear(g_c), s	18.7	9.9	6.5	2.0	9.4	9.4	20.5	8.7	8.8	0.2	7.2	7.5
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.15	1.00		0.38
Lane Grp Cap(c), veh/h	532	688	907	326	377	394	562	684	702	259	331	326
V/C Ratio(X)	0.73	0.33	0.20	0.13	0.44	0.45	0.74	0.29	0.29	0.02	0.39	0.40
Avail Cap(c_a), veh/h	634	688	907	348	377	394	682	684	702	329	331	326
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	26.0	11.8	33.4	39.2	39.2	26.7	24.3	24.3	37.4	40.8	40.9
Incr Delay (d2), s/veh	3.6	1.3	0.5	0.2	3.8	3.6	3.3	1.0	1.0	0.0	3.4	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	4.6	2.2	0.9	4.4	4.6	8.7	3.7	3.8	0.1	3.4	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.3	27.3	12.4	33.6	42.9	42.8	30.1	25.3	25.3	37.5	44.1	44.5
LnGrp LOS	C	C	B	C	D	D	C	C	C	D	D	D
Approach Vol, veh/h		801			384			812			262	
Approach Delay, s/veh		24.8			41.9			27.7			44.2	
Approach LOS		C			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.4	30.2	6.6	50.0	9.6	48.0	29.3	27.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	28.0	19.0	5.0	44.0	5.0	42.0	31.0	18.0
Max Q Clear Time (g_c+I1), s	20.7	11.4	2.2	10.8	4.0	11.9	22.5	9.5
Green Ext Time (p_c), s	0.8	1.1	0.0	2.2	0.0	1.9	0.9	0.8

Intersection Summary	
HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	851	0	0	525
Future Vol, veh/h	0	0	851	0	0	525
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	2	0	0	0
Mvmt Flow	0	0	990	0	0	610

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	495	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	525	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	525	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

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	1	0	3	0	0	3	3	847	0	0	663	4
Future Vol, veh/h	1	0	3	0	0	3	3	847	0	0	663	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	140	-	140	125	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	0	52	0	0	100	2	0	0	0	2
Mvmt Flow	1	0	3	0	0	3	3	921	0	0	721	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1188	1648	361	1288	1652	461	725	0	0	921	0	0
Stage 1	721	721	-	927	927	-	-	-	-	-	-	-
Stage 2	467	927	-	361	725	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.9	8.54	6.5	6.9	6.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.54	5.54	-	7.54	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	7.54	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.3	4.02	4	3.3	3.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	144	98	641	80	100	553	447	-	-	750	-	-
Stage 1	385	430	-	206	350	-	-	-	-	-	-	-
Stage 2	545	345	-	511	433	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	142	97	641	79	99	553	447	-	-	750	-	-
Mov Cap-2 Maneuver	142	97	-	79	99	-	-	-	-	-	-	-
Stage 1	382	430	-	205	348	-	-	-	-	-	-	-
Stage 2	538	343	-	508	433	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.7	11.5	0	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	447	-	-	341	-	553	750	-	-
HCM Lane V/C Ratio	0.007	-	-	0.013	-	0.006	-	-	-
HCM Control Delay (s)	13.1	-	-	15.7	0	11.5	0	-	-
HCM Lane LOS	B	-	-	C	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	543	1428	209	93	1253	447	146	89	96	329	77	380
Future Volume (veh/h)	543	1428	209	93	1253	447	146	89	96	329	77	380
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1811	1856	1900	1870	1870
Adj Flow Rate, veh/h	560	1472	118	96	1292	198	151	92	65	339	79	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	6	3	0	2	2
Cap, veh/h	629	1846	823	199	1948	605	208	110	78	399	309	
Arrive On Green	0.18	0.52	0.52	0.04	0.38	0.38	0.06	0.11	0.11	0.11	0.17	0.00
Sat Flow, veh/h	3456	3554	1585	1781	5106	1585	3456	988	698	3510	1870	1585
Grp Volume(v), veh/h	560	1472	118	96	1292	198	151	0	157	339	79	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1702	1585	1728	0	1685	1755	1870	1585
Q Serve(g_s), s	18.0	38.6	4.4	3.7	23.8	10.0	4.9	0.0	10.4	10.8	4.2	0.0
Cycle Q Clear(g_c), s	18.0	38.6	4.4	3.7	23.8	10.0	4.9	0.0	10.4	10.8	4.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.41	1.00		1.00
Lane Grp Cap(c), veh/h	629	1846	823	199	1948	605	208	0	188	399	309	
V/C Ratio(X)	0.89	0.80	0.14	0.48	0.66	0.33	0.73	0.00	0.83	0.85	0.26	
Avail Cap(c_a), veh/h	700	1846	823	199	1948	605	213	0	267	433	412	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.4	22.4	14.2	23.1	29.1	24.8	52.5	0.0	49.4	49.4	41.3	0.0
Incr Delay (d2), s/veh	12.7	3.7	0.4	1.8	1.8	1.4	11.5	0.0	14.3	13.9	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	16.1	1.6	1.6	9.8	3.9	2.4	0.0	5.0	5.3	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.1	26.1	14.5	24.9	30.9	26.3	64.0	0.0	63.8	63.3	41.8	0.0
LnGrp LOS	E	C	B	C	C	C	E	A	E	E	D	
Approach Vol, veh/h		2150			1586			308			418	A
Approach Delay, s/veh		33.8			30.0			63.9			59.2	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.7	49.3	18.9	18.7	11.0	65.0	12.8	24.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	23.0	41.0	14.0	18.0	5.0	59.0	7.0	25.0
Max Q Clear Time (g_c+I1), s	20.0	25.8	12.8	12.4	5.7	40.6	6.9	6.2
Green Ext Time (p_c), s	0.7	8.4	0.2	0.3	0.0	10.9	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	36.9
HCM 6th LOS	D

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	208	192	275	74	280	9	145	144	22	0	265	253
Future Volume (veh/h)	208	192	275	74	280	9	145	144	22	0	265	253
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1796	1870	1856	1870	1767	1856	1500	1900	1900	1870
Adj Flow Rate, veh/h	226	209	123	80	304	9	158	157	14	0	288	122
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	7	2	3	2	9	3	27	0	0	2
Cap, veh/h	495	656	673	438	1033	31	383	1393	123	420	708	293
Arrive On Green	0.11	0.36	0.36	0.05	0.30	0.30	0.08	0.43	0.43	0.00	0.28	0.28
Sat Flow, veh/h	1739	1826	1517	1781	3496	103	1682	3276	289	1810	2490	1030
Grp Volume(v), veh/h	226	209	123	80	153	160	158	84	87	0	207	203
Grp Sat Flow(s),veh/h/ln	1739	1826	1517	1781	1763	1837	1682	1763	1802	1810	1805	1715
Q Serve(g_s), s	9.1	8.8	5.2	3.3	7.1	7.1	6.7	3.0	3.1	0.0	9.8	10.2
Cycle Q Clear(g_c), s	9.1	8.8	5.2	3.3	7.1	7.1	6.7	3.0	3.1	0.0	9.8	10.2
Prop In Lane	1.00		1.00	1.00		0.06	1.00		0.16	1.00		0.60
Lane Grp Cap(c), veh/h	495	656	673	438	521	543	383	750	766	420	513	488
V/C Ratio(X)	0.46	0.32	0.18	0.18	0.29	0.29	0.41	0.11	0.11	0.00	0.40	0.42
Avail Cap(c_a), veh/h	651	656	673	492	521	543	559	750	766	504	513	488
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	20.7	24.5	17.8	24.1	28.7	28.8	22.7	18.3	18.4	0.0	30.6	30.7
Incr Delay (d2), s/veh	0.7	1.3	0.6	0.2	1.4	1.4	0.7	0.3	0.3	0.0	2.3	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	3.9	1.8	1.4	3.2	3.3	2.6	1.2	1.3	0.0	4.4	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.4	25.8	18.4	24.3	30.2	30.1	23.5	18.6	18.7	0.0	32.9	33.3
LnGrp LOS	C	C	B	C	C	C	C	B	B	A	C	C
Approach Vol, veh/h		558			393			329			410	
Approach Delay, s/veh		22.4			29.0			21.0			33.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.5	37.3	0.0	51.0	10.8	44.0	14.9	36.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	21.0	25.0	5.0	45.0	8.0	38.0	20.0	30.0
Max Q Clear Time (g_c+I1), s	11.1	9.1	0.0	5.1	5.3	10.8	8.7	12.2
Green Ext Time (p_c), s	0.4	1.5	0.0	0.9	0.0	1.6	0.3	2.0

Intersection Summary	
HCM 6th Ctrl Delay	26.2
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑	↱		↑↑
Traffic Vol, veh/h	0	12	373	66	0	614
Future Vol, veh/h	0	12	373	66	0	614
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	0	0	4	2	0	0
Mvmt Flow	0	16	491	87	0	808

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	246	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	760	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	760	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	760	-
HCM Lane V/C Ratio	-	0.021	-
HCM Control Delay (s)	-	9.8	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0.1	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	9	30	0	5	21	441	107	92	301	6
Future Vol, veh/h	0	0	9	30	0	5	21	441	107	92	301	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	140	-	140	125	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	0	0	21	2	0	9	4	2	0	2	6
Mvmt Flow	0	0	10	35	0	6	24	513	124	107	350	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	869	1249	175	950	1132	257	357	0	0	637	0	0
Stage 1	564	564	-	561	561	-	-	-	-	-	-	-
Stage 2	305	685	-	389	571	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.5	6.9	7.92	6.54	6.9	4.28	-	-	4.1	-	-
Critical Hdwy Stg 1	6.54	5.5	-	6.92	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.5	-	6.92	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4	3.3	3.71	4.02	3.3	2.29	-	-	2.2	-	-
Pot Cap-1 Maneuver	246	175	844	188	202	748	1150	-	-	956	-	-
Stage 1	478	512	-	435	508	-	-	-	-	-	-	-
Stage 2	680	451	-	558	503	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	220	152	844	167	176	748	1150	-	-	956	-	-
Mov Cap-2 Maneuver	220	152	-	167	176	-	-	-	-	-	-	-
Stage 1	468	455	-	426	497	-	-	-	-	-	-	-
Stage 2	661	442	-	489	447	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	29	0.3	2.1
HCM LOS	A	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1150	-	-	844	167	748	956	-	-
HCM Lane V/C Ratio	0.021	-	-	0.012	0.209	0.008	0.112	-	-
HCM Control Delay (s)	8.2	-	-	9.3	32.2	9.9	9.2	-	-
HCM Lane LOS	A	-	-	A	D	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.8	0	0.4	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	255	1127	193	206	1321	205	224	85	156	209	33	230
Future Volume (veh/h)	255	1127	193	206	1321	205	224	85	156	209	33	230
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1811	1841	1811	1870	1826	1870	1870	1870	1900	1811	1811
Adj Flow Rate, veh/h	277	1225	130	224	1436	102	243	92	109	227	36	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	9	6	4	6	2	5	2	2	2	0	6	6
Cap, veh/h	342	1638	740	289	2345	711	304	107	127	288	240	
Arrive On Green	0.10	0.48	0.48	0.09	0.46	0.46	0.09	0.14	0.14	0.08	0.13	0.00
Sat Flow, veh/h	3264	3441	1553	1725	5106	1547	3456	776	919	3510	1811	1535
Grp Volume(v), veh/h	277	1225	130	224	1436	102	243	0	201	227	36	0
Grp Sat Flow(s),veh/h/ln	1632	1721	1553	1725	1702	1547	1728	0	1695	1755	1811	1535
Q Serve(g_s), s	9.2	32.2	5.3	7.5	23.5	4.2	7.7	0.0	12.9	7.1	2.0	0.0
Cycle Q Clear(g_c), s	9.2	32.2	5.3	7.5	23.5	4.2	7.7	0.0	12.9	7.1	2.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	342	1638	740	289	2345	711	304	0	235	288	240	
V/C Ratio(X)	0.81	0.75	0.18	0.78	0.61	0.14	0.80	0.00	0.86	0.79	0.15	
Avail Cap(c_a), veh/h	469	1638	740	354	2345	711	342	0	289	315	293	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	48.8	23.7	16.7	21.5	22.6	17.4	49.8	0.0	46.9	50.1	42.7	0.0
Incr Delay (d2), s/veh	7.4	3.2	0.5	8.4	1.2	0.4	11.5	0.0	18.5	11.7	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	13.2	1.9	3.5	9.3	1.5	3.7	0.0	6.5	3.5	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.2	26.9	17.2	29.9	23.8	17.8	61.3	0.0	65.4	61.8	43.0	0.0
LnGrp LOS	E	C	B	C	C	B	E	A	E	E	D	
Approach Vol, veh/h		1632			1762			444			263	A
Approach Delay, s/veh		31.1			24.3			63.2			59.2	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.6	57.1	15.1	21.4	15.8	59.0	15.8	20.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	51.0	10.0	19.0	14.0	53.0	11.0	18.0
Max Q Clear Time (g_c+I1), s	11.2	25.5	9.1	14.9	9.5	34.2	9.7	4.0
Green Ext Time (p_c), s	0.4	12.2	0.1	0.3	0.3	9.1	0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	355	206	304	40	307	6	404	389	46	4	201	186
Future Volume (veh/h)	355	206	304	40	307	6	404	389	46	4	201	186
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1900	1870	1870
Adj Flow Rate, veh/h	390	226	199	44	337	6	444	427	43	4	221	60
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	523	671	916	317	726	13	571	1283	129	241	499	132
Arrive On Green	0.19	0.36	0.36	0.03	0.20	0.20	0.22	0.39	0.39	0.01	0.18	0.18
Sat Flow, veh/h	1781	1870	1585	1781	3572	64	1781	3261	327	1810	2778	737
Grp Volume(v), veh/h	390	226	199	44	167	176	444	232	238	4	139	142
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1859	1781	1777	1812	1810	1777	1738
Q Serve(g_s), s	18.9	10.1	6.9	2.2	9.5	9.5	22.2	10.4	10.5	0.2	8.0	8.3
Cycle Q Clear(g_c), s	18.9	10.1	6.9	2.2	9.5	9.5	22.2	10.4	10.5	0.2	8.0	8.3
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.18	1.00		0.42
Lane Grp Cap(c), veh/h	523	671	916	317	361	378	571	699	713	241	319	312
V/C Ratio(X)	0.75	0.34	0.22	0.14	0.46	0.47	0.78	0.33	0.33	0.02	0.44	0.45
Avail Cap(c_a), veh/h	592	671	916	336	361	378	679	699	713	310	319	312
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	26.8	11.7	34.2	40.1	40.1	26.7	24.2	24.2	38.1	41.8	41.9
Incr Delay (d2), s/veh	4.5	1.4	0.5	0.2	4.2	4.1	4.8	1.3	1.3	0.0	4.3	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	4.7	2.4	1.0	4.5	4.7	9.6	4.4	4.6	0.1	3.8	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.0	28.1	12.2	34.4	44.3	44.2	31.6	25.5	25.5	38.1	46.1	46.6
LnGrp LOS	C	C	B	C	D	D	C	C	C	D	D	D
Approach Vol, veh/h		815			387			914			285	
Approach Delay, s/veh		25.6			43.1			28.4			46.2	
Approach LOS		C			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.5	29.2	6.6	51.0	9.8	47.0	31.1	26.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	26.0	20.0	5.0	45.0	5.0	41.0	32.0	18.0
Max Q Clear Time (g_c+I1), s	20.9	11.5	2.2	12.5	4.2	12.1	24.2	10.3
Green Ext Time (p_c), s	0.6	1.2	0.0	2.6	0.0	2.0	0.9	0.8

Intersection Summary	
HCM 6th Ctrl Delay	32.0
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	68	878	14	0	544
Future Vol, veh/h	0	68	878	14	0	544
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	2	2	0	0
Mvmt Flow	0	75	965	15	0	598

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	483	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	535	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	535	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	535	-
HCM Lane V/C Ratio	-	0.14	-
HCM Control Delay (s)	-	12.8	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.5	-

Intersection	
Int Delay, s/veh	98.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	3	177	0	27	3	861	23	19	663	4
Future Vol, veh/h	1	0	3	177	0	27	3	861	23	19	663	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	140	-	140	125	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	0	52	2	0	100	2	4	0	2	2
Mvmt Flow	1	0	3	195	0	30	3	946	25	21	729	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1250	1748	365	1359	1727	473	733	0	0	971	0	0
Stage 1	771	771	-	952	952	-	-	-	-	-	-	-
Stage 2	479	977	-	407	775	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.9	8.54	6.54	6.9	6.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.54	5.54	-	7.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	7.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.3	4.02	4.02	3.3	3.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	129	85	638	~ 69	88	543	442	-	-	718	-	-
Stage 1	359	408	-	198	336	-	-	-	-	-	-	-
Stage 2	537	327	-	475	406	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	119	82	638	~ 67	85	543	442	-	-	718	-	-
Mov Cap-2 Maneuver	119	82	-	~ 67	85	-	-	-	-	-	-	-
Stage 1	356	396	-	197	334	-	-	-	-	-	-	-
Stage 2	504	325	-	459	394	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17	$ 860.9	0	0.3
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	442	-	-	305	67	543	718	-	-
HCM Lane V/C Ratio	0.007	-	-	0.014	2.903	0.055	0.029	-	-
HCM Control Delay (s)	13.2	-	-	17	$ 990.4	12	10.2	-	-
HCM Lane LOS	B	-	-	C	F	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0	19.6	0.2	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	543	1428	223	115	1253	447	146	89	96	397	77	488
Future Volume (veh/h)	543	1428	223	115	1253	447	146	89	96	397	77	488
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1811	1856	1900	1870	1870
Adj Flow Rate, veh/h	597	1569	137	126	1377	206	160	98	69	436	85	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	6	3	0	2	2
Cap, veh/h	656	1754	782	166	1771	550	179	116	81	486	381	
Arrive On Green	0.19	0.49	0.49	0.04	0.35	0.35	0.05	0.12	0.12	0.14	0.20	0.00
Sat Flow, veh/h	3456	3554	1585	1781	5106	1585	3456	989	696	3510	1870	1585
Grp Volume(v), veh/h	597	1569	137	126	1377	206	160	0	167	436	85	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1702	1585	1728	0	1686	1755	1870	1585
Q Serve(g_s), s	19.5	46.3	5.5	5.0	27.9	11.3	5.3	0.0	11.2	14.1	4.4	0.0
Cycle Q Clear(g_c), s	19.5	46.3	5.5	5.0	27.9	11.3	5.3	0.0	11.2	14.1	4.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.41	1.00		1.00
Lane Grp Cap(c), veh/h	656	1754	782	166	1771	550	179	0	197	486	381	
V/C Ratio(X)	0.91	0.89	0.18	0.76	0.78	0.37	0.89	0.00	0.85	0.90	0.22	
Avail Cap(c_a), veh/h	688	1754	782	166	1771	550	179	0	263	486	453	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.8	26.5	16.2	30.6	33.7	28.3	54.4	0.0	50.0	48.9	38.4	0.0
Incr Delay (d2), s/veh	15.8	7.5	0.5	18.1	3.4	1.9	38.3	0.0	17.3	19.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	20.3	2.0	3.1	11.8	4.4	3.2	0.0	5.5	7.3	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	34.1	16.7	48.7	37.2	30.3	92.7	0.0	67.3	68.0	38.7	0.0
LnGrp LOS	E	C	B	D	D	C	F	A	E	E	D	
Approach Vol, veh/h		2303			1709			327			521	A
Approach Delay, s/veh		40.2			37.2			79.7			63.2	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.9	46.1	22.0	19.5	11.0	63.0	12.0	29.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	23.0	39.0	16.0	18.0	5.0	57.0	6.0	28.0
Max Q Clear Time (g_c+I1), s	21.5	29.9	16.1	13.2	7.0	48.3	7.3	6.4
Green Ext Time (p_c), s	0.4	6.2	0.0	0.3	0.0	6.6	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	44.3
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	239	221	286	71	322	11	161	155	23	0	244	291
Future Volume (veh/h)	239	221	286	71	322	11	161	155	23	0	244	291
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1796	1870	1856	1870	1752	1856	1441	1900	1900	1856
Adj Flow Rate, veh/h	260	240	147	77	350	10	175	168	15	0	265	126
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	7	2	3	2	10	3	31	0	0	3
Cap, veh/h	510	713	737	438	1098	31	371	1321	117	377	610	282
Arrive On Green	0.12	0.39	0.39	0.04	0.31	0.31	0.09	0.40	0.40	0.00	0.25	0.25
Sat Flow, veh/h	1739	1826	1518	1781	3501	100	1668	3276	290	1810	2398	1108
Grp Volume(v), veh/h	260	240	147	77	176	184	175	90	93	0	198	193
Grp Sat Flow(s),veh/h/ln	1739	1826	1518	1781	1763	1838	1668	1763	1802	1810	1805	1701
Q Serve(g_s), s	10.6	10.2	6.1	3.2	8.4	8.4	8.2	3.5	3.6	0.0	10.1	10.5
Cycle Q Clear(g_c), s	10.6	10.2	6.1	3.2	8.4	8.4	8.2	3.5	3.6	0.0	10.1	10.5
Prop In Lane	1.00		1.00	1.00		0.05	1.00		0.16	1.00		0.65
Lane Grp Cap(c), veh/h	510	713	737	438	553	576	371	711	727	377	459	432
V/C Ratio(X)	0.51	0.34	0.20	0.18	0.32	0.32	0.47	0.13	0.13	0.00	0.43	0.45
Avail Cap(c_a), veh/h	665	713	737	443	553	576	516	711	727	458	459	432
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	23.6	16.2	23.8	28.8	28.8	25.5	20.7	20.7	0.0	34.4	34.6
Incr Delay (d2), s/veh	0.8	1.3	0.6	0.2	1.5	1.5	0.9	0.4	0.4	0.0	2.9	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	4.5	2.1	1.4	3.7	3.9	3.2	1.5	1.5	0.0	4.6	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	24.8	16.8	24.0	30.3	30.3	26.5	21.0	21.0	0.0	37.3	37.9
LnGrp LOS	C	C	B	C	C	C	C	C	C	A	D	D
Approach Vol, veh/h		647			437			358			391	
Approach Delay, s/veh		21.4			29.2			23.7			37.6	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.2	40.5	0.0	50.4	10.7	49.0	16.4	34.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	23.0	25.0	5.0	43.0	5.0	43.0	20.0	28.0
Max Q Clear Time (g_c+I1), s	12.6	10.4	0.0	5.6	5.2	12.2	10.2	12.5
Green Ext Time (p_c), s	0.5	1.7	0.0	0.9	0.0	1.9	0.3	1.8

Intersection Summary	
HCM 6th Ctrl Delay	27.2
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	423	2	0	600
Future Vol, veh/h	0	7	423	2	0	600
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	0	0	4	2	0	0
Mvmt Flow	0	9	557	3	0	789

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	279	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	724	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	724	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	724	-
HCM Lane V/C Ratio	-	0.013	-
HCM Control Delay (s)	-	10	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	11	20	0	0	24	430	16	5	346	7
Future Vol, veh/h	0	0	11	20	0	0	24	430	16	5	346	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	140	-	140	125	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	0	0	20	2	0	10	5	2	0	2	7
Mvmt Flow	0	0	13	23	0	0	28	500	19	6	402	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	720	989	201	769	978	250	410	0	0	519	0	0
Stage 1	414	414	-	556	556	-	-	-	-	-	-	-
Stage 2	306	575	-	213	422	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.5	6.9	7.9	6.54	6.9	4.3	-	-	4.1	-	-
Critical Hdwy Stg 1	6.54	5.5	-	6.9	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.5	-	6.9	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4	3.3	3.7	4.02	3.3	2.3	-	-	2.2	-	-
Pot Cap-1 Maneuver	315	249	813	260	249	756	1090	-	-	1057	-	-
Stage 1	586	597	-	440	511	-	-	-	-	-	-	-
Stage 2	679	506	-	720	587	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	307	241	813	250	241	756	1090	-	-	1057	-	-
Mov Cap-2 Maneuver	307	241	-	250	241	-	-	-	-	-	-	-
Stage 1	571	593	-	429	498	-	-	-	-	-	-	-
Stage 2	662	493	-	705	583	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	20.9	0.4	0.1
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1090	-	-	813	250	-	1057	-	-
HCM Lane V/C Ratio	0.026	-	-	0.016	0.093	-	0.006	-	-
HCM Control Delay (s)	8.4	-	-	9.5	20.9	0	8.4	-	-
HCM Lane LOS	A	-	-	A	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.3	-	0	-	-

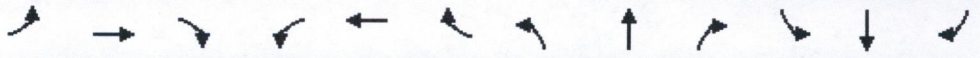
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	293	1295	146	114	1518	236	257	98	179	226	38	244
Future Volume (veh/h)	293	1295	146	114	1518	236	257	98	179	226	38	244
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1811	1841	1767	1841	1826	1870	1870	1856	1900	1796	1811
Adj Flow Rate, veh/h	318	1408	82	124	1650	134	279	107	135	246	41	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	6	4	9	4	5	2	2	3	0	7	6
Cap, veh/h	374	1686	761	203	2168	668	336	120	151	304	269	
Arrive On Green	0.12	0.49	0.49	0.06	0.43	0.43	0.10	0.16	0.16	0.09	0.15	0.00
Sat Flow, veh/h	3237	3441	1554	1682	5025	1547	3456	748	944	3510	1796	1535
Grp Volume(v), veh/h	318	1408	82	124	1650	134	279	0	242	246	41	0
Grp Sat Flow(s),veh/h/ln	1618	1721	1554	1682	1675	1547	1728	0	1692	1755	1796	1535
Q Serve(g_s), s	11.2	41.1	3.3	4.7	32.3	6.3	9.2	0.0	16.3	8.0	2.3	0.0
Cycle Q Clear(g_c), s	11.2	41.1	3.3	4.7	32.3	6.3	9.2	0.0	16.3	8.0	2.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	374	1686	761	203	2168	668	336	0	271	304	269	
V/C Ratio(X)	0.85	0.84	0.11	0.61	0.76	0.20	0.83	0.00	0.89	0.81	0.15	
Avail Cap(c_a), veh/h	417	1686	761	209	2168	668	356	0	305	332	309	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	50.5	25.6	16.0	24.3	28.0	20.6	51.6	0.0	47.9	52.2	43.0	0.0
Incr Delay (d2), s/veh	14.2	5.1	0.3	4.9	2.6	0.7	14.6	0.0	24.8	12.9	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	17.1	1.2	2.1	13.0	2.3	4.6	0.0	8.5	4.0	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.7	30.7	16.3	29.2	30.6	21.3	66.2	0.0	72.7	65.0	43.3	0.0
LnGrp LOS	E	C	B	C	C	C	E	A	E	E	D	
Approach Vol, veh/h		1808			1908			521			287	A
Approach Delay, s/veh		36.0			29.8			69.2			61.9	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.4	56.2	16.1	24.6	12.6	63.0	17.3	23.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	49.0	11.0	21.0	7.0	57.0	12.0	20.0
Max Q Clear Time (g_c+I1), s	13.2	34.3	10.0	18.3	6.7	43.1	11.2	4.3
Green Ext Time (p_c), s	0.2	10.0	0.1	0.3	0.0	8.6	0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	38.9
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	408	237	342	43	353	7	433	385	37	5	219	214
Future Volume (veh/h)	408	237	342	43	353	7	433	385	37	5	219	214
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1900	1870	1870
Adj Flow Rate, veh/h	448	260	210	47	388	6	476	423	31	5	241	43
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	530	681	954	288	644	10	575	1301	95	223	472	83
Arrive On Green	0.22	0.36	0.36	0.03	0.18	0.18	0.24	0.39	0.39	0.01	0.16	0.16
Sat Flow, veh/h	1781	1870	1585	1781	3582	55	1781	3358	245	1810	3021	531
Grp Volume(v), veh/h	448	260	210	47	192	202	476	223	231	5	140	144
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1860	1781	1777	1826	1810	1777	1775
Q Serve(g_s), s	22.7	11.8	7.0	2.5	11.5	11.5	24.8	10.1	10.2	0.3	8.3	8.6
Cycle Q Clear(g_c), s	22.7	11.8	7.0	2.5	11.5	11.5	24.8	10.1	10.2	0.3	8.3	8.6
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.13	1.00		0.30
Lane Grp Cap(c), veh/h	530	681	954	288	319	334	575	688	708	223	277	277
V/C Ratio(X)	0.84	0.38	0.22	0.16	0.60	0.60	0.83	0.32	0.33	0.02	0.51	0.52
Avail Cap(c_a), veh/h	574	681	954	306	319	334	631	688	708	290	277	277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.8	27.1	10.5	36.6	43.5	43.5	28.1	24.7	24.8	40.5	44.6	44.7
Incr Delay (d2), s/veh	10.5	1.6	0.5	0.3	8.2	7.8	8.3	1.2	1.2	0.0	6.4	6.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.9	5.5	2.4	1.1	5.7	6.0	11.2	4.3	4.5	0.1	4.1	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.3	28.7	11.1	36.9	51.7	51.4	36.5	26.0	26.0	40.6	51.0	51.5
LnGrp LOS	D	C	B	D	D	D	D	C	C	D	D	D
Approach Vol, veh/h		918			441			930			289	
Approach Delay, s/veh		29.3			50.0			31.3			51.1	
Approach LOS		C			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.2	26.7	6.7	50.7	9.9	48.0	33.4	24.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	28.0	19.0	5.0	44.0	5.0	42.0	31.0	18.0
Max Q Clear Time (g_c+I1), s	24.7	13.5	2.3	12.2	4.5	13.8	26.8	10.6
Green Ext Time (p_c), s	0.5	1.0	0.0	2.5	0.0	2.2	0.7	0.8

Intersection Summary	
HCM 6th Ctrl Delay	36.0
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑	↱		↑↑
Traffic Vol, veh/h	0	0	978	0	0	604
Future Vol, veh/h	0	0	978	0	0	604
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	2	0	0	0
Mvmt Flow	0	0	1137	0	0	702

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	569	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	470	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	470	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

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	1	0	4	0	0	4	4	973	0	0	762	5
Future Vol, veh/h	1	0	4	0	0	4	4	973	0	0	762	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	140	-	140	125	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	0	45	0	0	90	2	0	0	0	2
Mvmt Flow	1	0	4	0	0	4	4	1058	0	0	828	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1365	1894	414	1480	1899	529	833	0	0	1058	0	0
Stage 1	828	828	-	1066	1066	-	-	-	-	-	-	-
Stage 2	537	1066	-	414	833	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.9	8.4	6.5	6.9	5.9	-	-	4.1	-	-
Critical Hdwy Stg 1	6.54	5.54	-	7.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	7.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.3	3.95	4	3.3	3.1	-	-	2.2	-	-
Pot Cap-1 Maneuver	106	69	593	58	70	499	415	-	-	666	-	-
Stage 1	332	384	-	173	301	-	-	-	-	-	-	-
Stage 2	496	297	-	484	386	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	104	68	593	57	69	499	415	-	-	666	-	-
Mov Cap-2 Maneuver	104	68	-	57	69	-	-	-	-	-	-	-
Stage 1	329	384	-	171	298	-	-	-	-	-	-	-
Stage 2	487	294	-	480	386	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17	12.3	0.1	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	415	-	-	306	-	499	666	-	-
HCM Lane V/C Ratio	0.01	-	-	0.018	-	0.009	-	-	-
HCM Control Delay (s)	13.8	-	-	17	0	12.3	0	-	-
HCM Lane LOS	B	-	-	C	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	624	1642	240	106	1440	514	167	103	110	378	88	436
Future Volume (veh/h)	624	1642	240	106	1440	514	167	103	110	378	88	436
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1796	1856	1900	1870	1870
Adj Flow Rate, veh/h	643	1693	174	109	1485	414	172	106	56	390	91	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	7	3	0	2	2
Cap, veh/h	690	1821	812	157	1819	565	229	126	67	427	317	
Arrive On Green	0.20	0.51	0.51	0.04	0.36	0.36	0.07	0.11	0.11	0.12	0.17	0.00
Sat Flow, veh/h	3456	3554	1585	1781	5106	1585	3456	1106	585	3510	1870	1585
Grp Volume(v), veh/h	643	1693	174	109	1485	414	172	0	162	390	91	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1702	1585	1728	0	1691	1755	1870	1585
Q Serve(g_s), s	21.1	51.1	6.9	4.5	30.4	26.2	5.6	0.0	10.8	12.6	4.9	0.0
Cycle Q Clear(g_c), s	21.1	51.1	6.9	4.5	30.4	26.2	5.6	0.0	10.8	12.6	4.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.35	1.00		1.00
Lane Grp Cap(c), veh/h	690	1821	812	157	1819	565	229	0	193	427	317	
V/C Ratio(X)	0.93	0.93	0.21	0.69	0.82	0.73	0.75	0.00	0.84	0.91	0.29	
Avail Cap(c_a), veh/h	690	1821	812	157	1819	565	240	0	264	427	390	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.3	26.1	15.4	28.8	33.6	32.3	52.8	0.0	50.0	50.0	41.7	0.0
Incr Delay (d2), s/veh	19.4	9.9	0.6	12.5	4.2	8.2	12.0	0.0	15.9	23.9	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	22.7	2.5	2.4	12.9	10.8	2.8	0.0	5.3	6.8	2.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.6	36.0	16.0	41.3	37.8	40.5	64.8	0.0	65.9	73.8	42.2	0.0
LnGrp LOS	E	D	B	D	D	D	E	A	E	E	D	
Approach Vol, veh/h		2510			2008			334			481	A
Approach Delay, s/veh		42.0			38.6			65.3			67.8	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.0	47.0	20.0	19.1	11.0	65.0	13.6	25.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	23.0	41.0	14.0	18.0	5.0	59.0	8.0	24.0
Max Q Clear Time (g_c+I1), s	23.1	32.4	14.6	12.8	6.5	53.1	7.6	6.9
Green Ext Time (p_c), s	0.0	6.5	0.0	0.3	0.0	4.9	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	44.5
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	239	221	312	84	322	11	166	164	25	0	297	291
Future Volume (veh/h)	239	221	312	84	322	11	166	164	25	0	297	291
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1796	1870	1856	1870	1752	1856	1470	1900	1900	1870
Adj Flow Rate, veh/h	260	240	175	91	350	10	180	178	17	0	323	126
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	7	2	3	2	10	3	29	0	0	2
Cap, veh/h	510	709	737	432	1100	31	352	1315	124	372	645	247
Arrive On Green	0.12	0.39	0.39	0.05	0.31	0.31	0.10	0.40	0.40	0.00	0.25	0.25
Sat Flow, veh/h	1739	1826	1518	1781	3501	100	1668	3254	308	1810	2552	977
Grp Volume(v), veh/h	260	240	175	91	176	184	180	96	99	0	227	222
Grp Sat Flow(s),veh/h/ln	1739	1826	1518	1781	1763	1838	1668	1763	1799	1810	1805	1724
Q Serve(g_s), s	10.7	10.2	7.4	3.8	8.4	8.5	8.5	3.8	3.9	0.0	11.9	12.3
Cycle Q Clear(g_c), s	10.7	10.2	7.4	3.8	8.4	8.5	8.5	3.8	3.9	0.0	11.9	12.3
Prop In Lane	1.00		1.00	1.00		0.05	1.00		0.17	1.00		0.57
Lane Grp Cap(c), veh/h	510	709	737	432	554	577	352	712	727	372	456	436
V/C Ratio(X)	0.51	0.34	0.24	0.21	0.32	0.32	0.51	0.13	0.14	0.00	0.50	0.51
Avail Cap(c_a), veh/h	663	709	737	432	554	577	492	712	727	452	456	436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	23.8	16.6	24.0	28.9	28.9	26.0	20.8	20.8	0.0	35.3	35.5
Incr Delay (d2), s/veh	0.8	1.3	0.8	0.2	1.5	1.5	1.1	0.4	0.4	0.0	3.8	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	4.6	2.6	1.6	3.7	3.9	3.3	1.6	1.6	0.0	5.5	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	25.1	17.3	24.2	30.4	30.4	27.1	21.2	21.2	0.0	39.2	39.7
LnGrp LOS	C	C	B	C	C	C	C	C	C	A	D	D
Approach Vol, veh/h		675			451			375			449	
Approach Delay, s/veh		21.5			29.2			24.0			39.4	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.2	40.8	0.0	50.7	11.0	49.0	16.7	34.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	23.0	25.0	5.0	43.0	5.0	43.0	20.0	28.0
Max Q Clear Time (g_c+I1), s	12.7	10.5	0.0	5.9	5.8	12.2	10.5	14.3
Green Ext Time (p_c), s	0.5	1.7	0.0	1.0	0.0	2.0	0.3	2.0

Intersection Summary	
HCM 6th Ctrl Delay	27.9
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	12	428	66	0	692
Future Vol, veh/h	0	12	428	66	0	692
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	0	0	4	2	0	0
Mvmt Flow	0	16	563	87	0	911

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	282	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	721	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	721	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	721	-
HCM Lane V/C Ratio	-	0.022	-
HCM Control Delay (s)	-	10.1	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.1	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	11	30	0	5	24	496	107	92	346	7
Future Vol, veh/h	0	0	11	30	0	5	24	496	107	92	346	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	140	-	140	125	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	0	0	20	2	0	10	5	2	0	2	7
Mvmt Flow	0	0	13	35	0	6	28	577	124	107	402	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	961	1373	201	1048	1257	289	410	0	0	701	0	0
Stage 1	616	616	-	633	633	-	-	-	-	-	-	-
Stage 2	345	757	-	415	624	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.5	6.9	7.9	6.54	6.9	4.3	-	-	4.1	-	-
Critical Hdwy Stg 1	6.54	5.5	-	6.9	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.5	-	6.9	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4	3.3	3.7	4.02	3.3	2.3	-	-	2.2	-	-
Pot Cap-1 Maneuver	211	147	813	159	170	714	1090	-	-	905	-	-
Stage 1	445	485	-	393	472	-	-	-	-	-	-	-
Stage 2	644	419	-	539	476	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	187	126	813	140	146	714	1090	-	-	905	-	-
Mov Cap-2 Maneuver	187	126	-	140	146	-	-	-	-	-	-	-
Stage 1	433	428	-	383	460	-	-	-	-	-	-	-
Stage 2	622	408	-	468	420	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	34.9	0.3	2
HCM LOS	A	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1090	-	-	813	140	714	905	-	-
HCM Lane V/C Ratio	0.026	-	-	0.016	0.249	0.008	0.118	-	-
HCM Control Delay (s)	8.4	-	-	9.5	39	10.1	9.5	-	-
HCM Lane LOS	A	-	-	A	E	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.9	0	0.4	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	293	1295	212	221	1518	236	257	98	179	238	38	262
Future Volume (veh/h)	293	1295	212	221	1518	236	257	98	179	238	38	262
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1811	1841	1796	1856	1826	1870	1870	1856	1900	1796	1811
Adj Flow Rate, veh/h	318	1408	153	240	1650	134	279	107	135	259	41	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	6	4	7	3	5	2	2	3	0	7	6
Cap, veh/h	373	1672	755	205	2180	666	335	120	151	316	274	
Arrive On Green	0.12	0.49	0.49	0.06	0.43	0.43	0.10	0.16	0.16	0.09	0.15	0.00
Sat Flow, veh/h	3237	3441	1554	1711	5066	1547	3456	748	944	3510	1796	1535
Grp Volume(v), veh/h	318	1408	153	240	1650	134	279	0	242	259	41	0
Grp Sat Flow(s),veh/h/ln	1618	1721	1554	1711	1689	1547	1728	0	1692	1755	1796	1535
Q Serve(g_s), s	11.3	41.8	6.6	7.0	32.3	6.3	9.3	0.0	16.4	8.5	2.3	0.0
Cycle Q Clear(g_c), s	11.3	41.8	6.6	7.0	32.3	6.3	9.3	0.0	16.4	8.5	2.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	373	1672	755	205	2180	666	335	0	270	316	274	
V/C Ratio(X)	0.85	0.84	0.20	1.17	0.76	0.20	0.83	0.00	0.89	0.82	0.15	
Avail Cap(c_a), veh/h	414	1672	755	205	2180	666	354	0	303	329	306	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	50.9	26.2	17.2	30.2	28.2	20.8	52.0	0.0	48.3	52.4	43.1	0.0
Incr Delay (d2), s/veh	14.6	5.3	0.6	117.3	2.5	0.7	14.9	0.0	25.3	14.7	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	17.5	2.4	9.8	13.1	2.3	4.6	0.0	8.6	4.3	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.5	31.6	17.8	147.4	30.7	21.5	67.0	0.0	73.6	67.1	43.3	0.0
LnGrp LOS	E	C	B	F	C	C	E	A	E	E	D	
Approach Vol, veh/h		1879			2024			521			300	A
Approach Delay, s/veh		36.2			44.0			70.0			63.9	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.5	56.5	16.5	24.7	13.0	63.0	17.4	23.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	49.0	11.0	21.0	7.0	57.0	12.0	20.0
Max Q Clear Time (g_c+I1), s	13.3	34.3	10.5	18.4	9.0	43.8	11.3	4.3
Green Ext Time (p_c), s	0.2	10.0	0.0	0.3	0.0	8.4	0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	45.0
HCM 6th LOS	D

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	408	237	348	46	353	7	460	439	51	5	230	214
Future Volume (veh/h)	408	237	348	46	353	7	460	439	51	5	230	214
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1900	1870	1870
Adj Flow Rate, veh/h	448	260	216	51	388	6	505	482	46	5	253	43
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	520	663	960	281	614	9	591	1307	124	210	470	79
Arrive On Green	0.22	0.35	0.35	0.03	0.17	0.17	0.25	0.40	0.40	0.01	0.15	0.15
Sat Flow, veh/h	1781	1870	1585	1781	3582	55	1781	3279	312	1810	3045	510
Grp Volume(v), veh/h	448	260	216	51	192	202	505	260	268	5	146	150
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1860	1781	1777	1814	1810	1777	1778
Q Serve(g_s), s	23.3	12.2	7.3	2.7	11.7	11.8	26.7	12.0	12.1	0.3	8.8	9.1
Cycle Q Clear(g_c), s	23.3	12.2	7.3	2.7	11.7	11.8	26.7	12.0	12.1	0.3	8.8	9.1
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.17	1.00		0.29
Lane Grp Cap(c), veh/h	520	663	960	281	305	319	591	708	723	210	274	274
V/C Ratio(X)	0.86	0.39	0.23	0.18	0.63	0.63	0.85	0.37	0.37	0.02	0.53	0.55
Avail Cap(c_a), veh/h	529	663	960	295	305	319	633	708	723	276	274	274
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.9	28.2	10.5	37.9	44.9	44.9	28.2	24.7	24.7	41.2	45.5	45.6
Incr Delay (d2), s/veh	13.5	1.7	0.5	0.3	9.6	9.2	10.5	1.5	1.5	0.0	7.2	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	5.7	2.4	1.2	5.9	6.2	12.4	5.1	5.3	0.1	4.3	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	30.0	11.1	38.2	54.5	54.1	38.6	26.2	26.2	41.3	52.7	53.2
LnGrp LOS	D	C	B	D	D	D	D	C	C	D	D	D
Approach Vol, veh/h		924			445			1033			301	
Approach Delay, s/veh		31.6			52.4			32.3			52.7	
Approach LOS		C			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.4	26.0	6.7	52.5	10.0	47.4	35.3	24.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	26.0	20.0	5.0	45.0	5.0	41.0	32.0	18.0
Max Q Clear Time (g_c+I1), s	25.3	13.8	2.3	14.1	4.7	14.2	28.7	11.1
Green Ext Time (p_c), s	0.1	1.1	0.0	3.0	0.0	2.2	0.6	0.8

Intersection Summary	
HCM 6th Ctrl Delay	37.6
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑	↱		↑↑
Traffic Vol, veh/h	0	68	1005	14	0	623
Future Vol, veh/h	0	68	1005	14	0	623
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	2	2	0	0
Mvmt Flow	0	79	1169	16	0	724

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	585	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	459	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	459	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	459	-
HCM Lane V/C Ratio	-	0.172	-
HCM Control Delay (s)	-	14.5	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.6	-

Intersection	
Int Delay, s/veh	128.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	4	177	0	27	4	987	23	19	762	5
Future Vol, veh/h	1	0	4	177	0	27	4	987	23	19	762	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	140	-	140	125	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	0	45	2	0	90	2	4	0	2	2
Mvmt Flow	1	0	4	192	0	29	4	1073	25	21	828	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1415	1976	414	1537	1956	537	833	0	0	1098	0	0
Stage 1	870	870	-	1081	1081	-	-	-	-	-	-	-
Stage 2	545	1106	-	456	875	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.9	8.4	6.54	6.9	5.9	-	-	4.1	-	-
Critical Hdwy Stg 1	6.54	5.54	-	7.4	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	7.4	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.3	3.95	4.02	3.3	3.1	-	-	2.2	-	-
Pot Cap-1 Maneuver	97	61	593	~ 52	63	494	415	-	-	643	-	-
Stage 1	313	367	-	~ 169	292	-	-	-	-	-	-	-
Stage 2	490	284	-	454	365	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	88	58	593	~ 50	60	494	415	-	-	643	-	-
Mov Cap-2 Maneuver	88	58	-	~ 50	60	-	-	-	-	-	-	-
Stage 1	310	355	-	~ 167	289	-	-	-	-	-	-	-
Stage 2	456	281	-	436	353	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.3	$ 1259.2	0.1	0.3
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	415	-	-	276	50	494	643	-	-
HCM Lane V/C Ratio	0.01	-	-	0.02	3.848	0.059	0.032	-	-
HCM Control Delay (s)	13.8	-	-	18.3	$ 1449.4	12.7	10.8	-	-
HCM Lane LOS	B	-	-	C	F	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	21.2	0.2	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	624	1642	254	128	1440	514	167	103	110	446	88	544
Future Volume (veh/h)	624	1642	254	128	1440	514	167	103	110	446	88	544
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1796	1856	1900	1870	1870
Adj Flow Rate, veh/h	643	1693	189	132	1485	414	172	106	56	460	91	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	7	3	0	2	2
Cap, veh/h	690	1760	785	149	1730	537	210	126	67	488	359	
Arrive On Green	0.20	0.50	0.50	0.04	0.34	0.34	0.06	0.11	0.11	0.14	0.19	0.00
Sat Flow, veh/h	3456	3554	1585	1781	5106	1585	3456	1106	585	3510	1870	1585
Grp Volume(v), veh/h	643	1693	189	132	1485	414	172	0	162	460	91	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1702	1585	1728	0	1691	1755	1870	1585
Q Serve(g_s), s	21.1	52.9	7.9	5.0	31.2	26.9	5.7	0.0	10.8	14.9	4.8	0.0
Cycle Q Clear(g_c), s	21.1	52.9	7.9	5.0	31.2	26.9	5.7	0.0	10.8	14.9	4.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.35	1.00		1.00
Lane Grp Cap(c), veh/h	690	1760	785	149	1730	537	210	0	193	488	359	
V/C Ratio(X)	0.93	0.96	0.24	0.89	0.86	0.77	0.82	0.00	0.84	0.94	0.25	
Avail Cap(c_a), veh/h	690	1760	785	149	1730	537	210	0	264	488	439	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.3	28.0	16.7	33.1	35.5	34.1	53.4	0.0	50.0	49.1	39.5	0.0
Incr Delay (d2), s/veh	19.4	14.2	0.7	42.9	5.8	10.3	21.8	0.0	15.9	27.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	24.6	2.9	4.1	13.5	11.4	3.0	0.0	5.3	8.2	2.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.6	42.2	17.4	76.0	41.3	44.3	75.2	0.0	65.9	76.1	39.9	0.0
LnGrp LOS	E	D	B	E	D	D	E	A	E	E	D	
Approach Vol, veh/h		2525			2031			334			551	A
Approach Delay, s/veh		46.1			44.1			70.7			70.1	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.0	45.0	22.0	19.1	11.0	63.0	13.0	28.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	23.0	39.0	16.0	18.0	5.0	57.0	7.0	27.0
Max Q Clear Time (g_c+I1), s	23.1	33.2	16.9	12.8	7.0	54.9	7.7	6.8
Green Ext Time (p_c), s	0.0	4.6	0.0	0.3	0.0	1.9	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	49.3
HCM 6th LOS	D

Notes

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

Programmed Project Fact Sheets

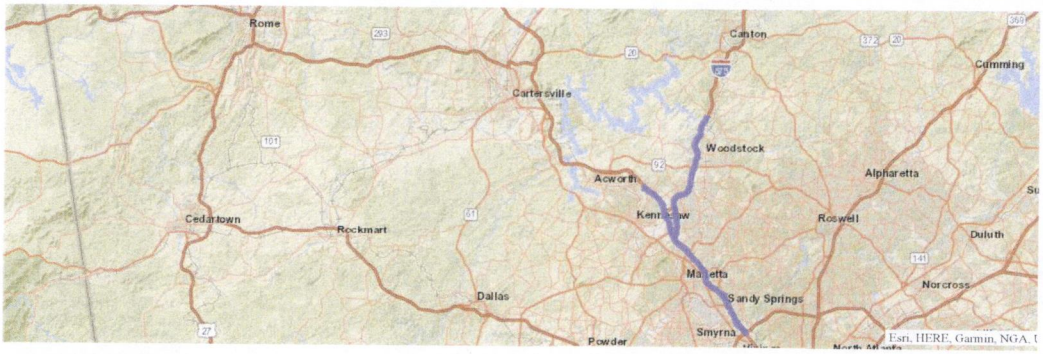
I-75/I-575 MANAGED LANES IN COBB & CHEROKEE

Project ID:	**0008256**	Notice to Proceed Date:	
Project Manager:	Stephen Jackson Lively	Construction Percent Complete:	%
Office:	Innovative Prog. Delivery	Current Completion Date:	
County:	Cherokee, Cobb	Work Completion Date:	
Congressional District:	006, 011	Construction Contract Amount:	
State Senate District.:	006, 014, 021, 032, 033, 037	Construction Contractor:	
State House District:	020, 021, 034, 035, 037, 042, 043, 044, 046	**Preconstruction Status Report**	
Project Type:	New Construction	**Construction Status Report**	
Project Status:	Construction Work Program		
Right of Way Authorization:		Contact Us	

Project Description:

This project begins on I-75 where the current HOV system ends at Akers Mill Road. It will be two bi-directional lanes, one lane in each direction, from Akers Mill to I-285. At I-285, the project will construct two reversible managed lanes on west side of I-75 between I-285 and I-575, adjacent to the southbound lanes. Near the I-575 interchange the managed lanes will move to the median. One lane will continue north on I-75 to north of Hickory Groove Road. One lane will continue north on I-575 to Sixes Road. System will be barrier separated and access points on I-75 will be provided which will not interfere with general purpose interchange operation. I-575 will have slip ramps to or from GP lanes. The operation of the manage lanes will be tolled to improve effectiveness. Access points on I-75 will be provided at I-285, Terrell Mill, Roswell Road, I-575, Big Shanty and Hickory Grove. The project length is 16.8 miles on I-75, 11.3 miles on I-575 and 1.6 miles on I-285.

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2006	$38,500,000.00	5/1/2006
PE (Preliminary Engineering)	2007	$11,502,719.87	5/1/2006
PE (Preliminary Engineering)	2012	$35,000,000.00	5/1/2006
ROW (Right of Way)	2013	$26,186,795.68	3/19/2013
PE (Preliminary Engineering)	2013	$502,517.31	5/1/2006
SRTA (SRTA)	2014	$13,751,750.90	
CST (Construction)	2014	$659,863,386.00	4/3/2014
CST (Construction)	2015	$66,000,000.00	4/3/2014
CST (Construction)	2016	$50,000,000.00	4/3/2014
CST (Construction)	2017	$31,292,307.74	4/3/2014
CST (Construction)	2018	$24,860,336.25	4/3/2014



Project Documents
Approved Concept Reports
0008256_L&D_JUN2013.pdf
0008256_CR_SEP2011.pdf
0008256_L&D_AD_JUN2013.pdf

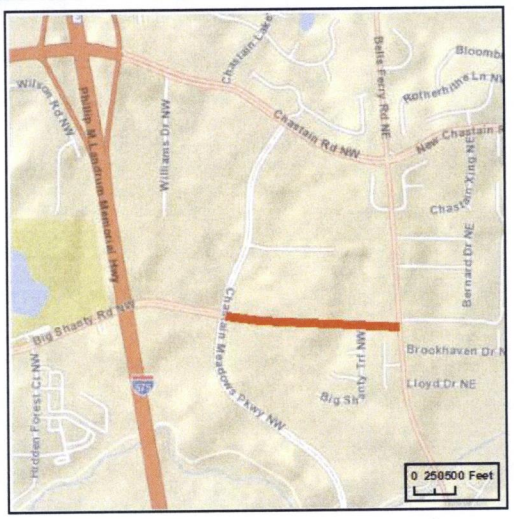
Georgia Department of Transportation
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office
Contact Us

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Petition No. 0.8.9 (last page of traffic study)
Meeting Date 5-17-22
Continued

CO-297B Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

Short Title	BIG SHANTY ROAD WIDENING - PHASE IV FROM CHASTAIN MEADOWS PARKWAY TO BELLS FERRY ROAD
GDOT Project No.	N/A
Federal ID No.	
Status	Long Range
Service Type	Roadway / General Purpose Capacity
Sponsor	Cobb County
Jurisdiction	Cobb County
Analysis Level	In the Region's Air Quality Conformity Analysis



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Existing Thru Lane	2	**LCI**		**Network Year**	2030
Planned Thru Lane	4	**Flex**		**Corridor Length**	0.4 miles

Detailed Description and Justification

This project involves adding one general purpose lane in each direction along Big Shanty Road between Chastain Meadows Parkway and Bells Ferry Road.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	Local Jurisdiction/Municipality Funds		LR 2026-2030	**$12,400,000**	$0,000	$0,000	$0,000	$12,400,000
				$12,400,000	**$0,000**	**$0,000**	**$0,000**	**$12,400,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

ARC

Report Generated: 3/21/2022

Min. Bk. 95 Petition No. O.B.20
Doc. Type Exhibit "B"

Meeting Date 5-17-22

EXHIBIT "B" - ATTACHMENT TO APPLICATION FOR "OTHER BUSINESS"
(Stipulation Amendment)

OB Application No.:	**OB-_____ (2022)**
Zoning Application No.:	**423 (1985)**
Original Hearing Date:	**December 17, 1985**
Date of Zoning Decision:	**December 17, 1985**
Current OB Hearing Date:	**May 17, 2022**

RECEIVED
APR 12 2022
COBB CO. COMM. DEV. AGENCY
ZONING DIVISION

Applicant:	**B&E TX LLC**
Titleholder:	**The Nasrollah Mikail Rostamian 2008 Family Trust dated June 11, 2008**
Tax Parcel Identification No.:	**20012500070**

BEFORE THE COBB COUNTY BOARD OF COMMISSIONERS

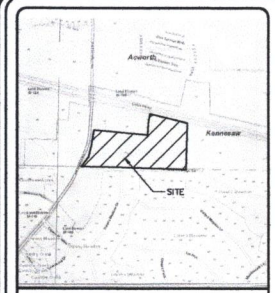
Applicant, B&E TX LLC (hereinafter "Applicant"), files this Application for "Other Business" requesting the amendment of stipulations placed upon a 2.856 acre tract of property located at 3030 Jim Owens Road, Land Lot 125, 20th District, 2nd Section, Cobb County, Georgia (hereinafter "Property" or "Subject Property"). On December 17, 1985, the Cobb County Board of Commissioners approved rezoning of the Property to the General Commercial ("GC") zoning category. As part of the approval, the Board of Commissioners added the following stipulation:

> "20 ft. undisturbed natural buffer along Rutledge Road, fence to be installed outside the twenty 20 ft. buffer."

Applicant has filed an Application for Special Land Use Permit, being SLUP-6 (2022), as to 6.002 acres, and includes the Property which is the subject of this Application for "Other Business." Applicant seeks the amendment of the twenty (20) foot undisturbed natural buffer and fence imposed by the prior rezoning, which only includes a portion of the property along Rutledge Road which is involved in SLUP-6 (2022). Due to prior construction of a sewer easement, the stipulation is no longer applicable. However, as part of Applicant's proposal, Applicant will replace the undisturbed buffer with a fully landscaped buffer. To amend the previously imposed stipulations would allow for new, updated stipulations to be established and implemented which would be specific as to Applicant's proposed development and which would be specific for the property entirely adjacent to Rutledge Road for Applicant's proposed development. If the Application for Special Land Use Permit is not approved, as presented, then the previously imposed stipulations, enumerated above, would remain applicable to the Subject Property.

The proposed stipulation amendment, as set forth above, in no way adversely impacts or affects the approved rezoning or the Property. In allowing the amended stipulation, the Property could be utilized to its fullest potential by a viable business, thus generating additional tax revenue for Cobb County.

Min. Bk. 95 Petition No. 0.B.20
Doc. Type Revised Site Plan
Meeting Date 5-17-22



LOCATION MAP
N.T.S.

ZONING NOTES:

EXISTING ZONING:	GENERAL COMMERCIAL (GC)
FUTURE LAND-USE:	COMMUNITY ACTIVITY CENTER (CAC)
TOTAL ACREAGE:	6.002 ACRES OR 261,448 SQ.FT.
PROPOSED USE:	CLIMATE CONTROLLED SELF-STORAGE (REQUIRES SPECIAL LAND USE PERMIT (SLUP))
PROPOSED DENSITY:	FLOOR AREA (231,300 SQ. FT.) / LOT AREA (261,448 SQ. FT.) = FLOOR AREA RATIO (0.88) MAXIMUM ALLOWABLE F.A.R. IN A CAC IS 1.0.

LOT REQUIREMENTS:

-FRONT SETBACK	50' FROM PROPERTY LINE
-MAJOR SIDE SETBACK	25' FROM PROPERTY LINE
-MINOR SIDE SETBACK	10' FROM PROPERTY LINE

BUILDING REQUIREMENTS:

-MAX. HEIGHT	4 STORIES (PROPOSED 2)

-ALL BUILDINGS ARE TO MEET THE ARCHITECTURAL STANDARDS AS REQUIRED BY COBB COUNTY.

UTILITY NOTES:
- WATER PROVIDED BY COBB COUNTY
- SEWER PROVIDED BY COBB COUNTY

STREET NOTES:
- ALL STREETS ARE TO BE 24' FOC TO FOC
- ALL SIDEWALKS ARE 10' ADJACENT TO PARKING AND ENTRANCES FOR THE PURPOSE OF LOADING AND UNLOADING.

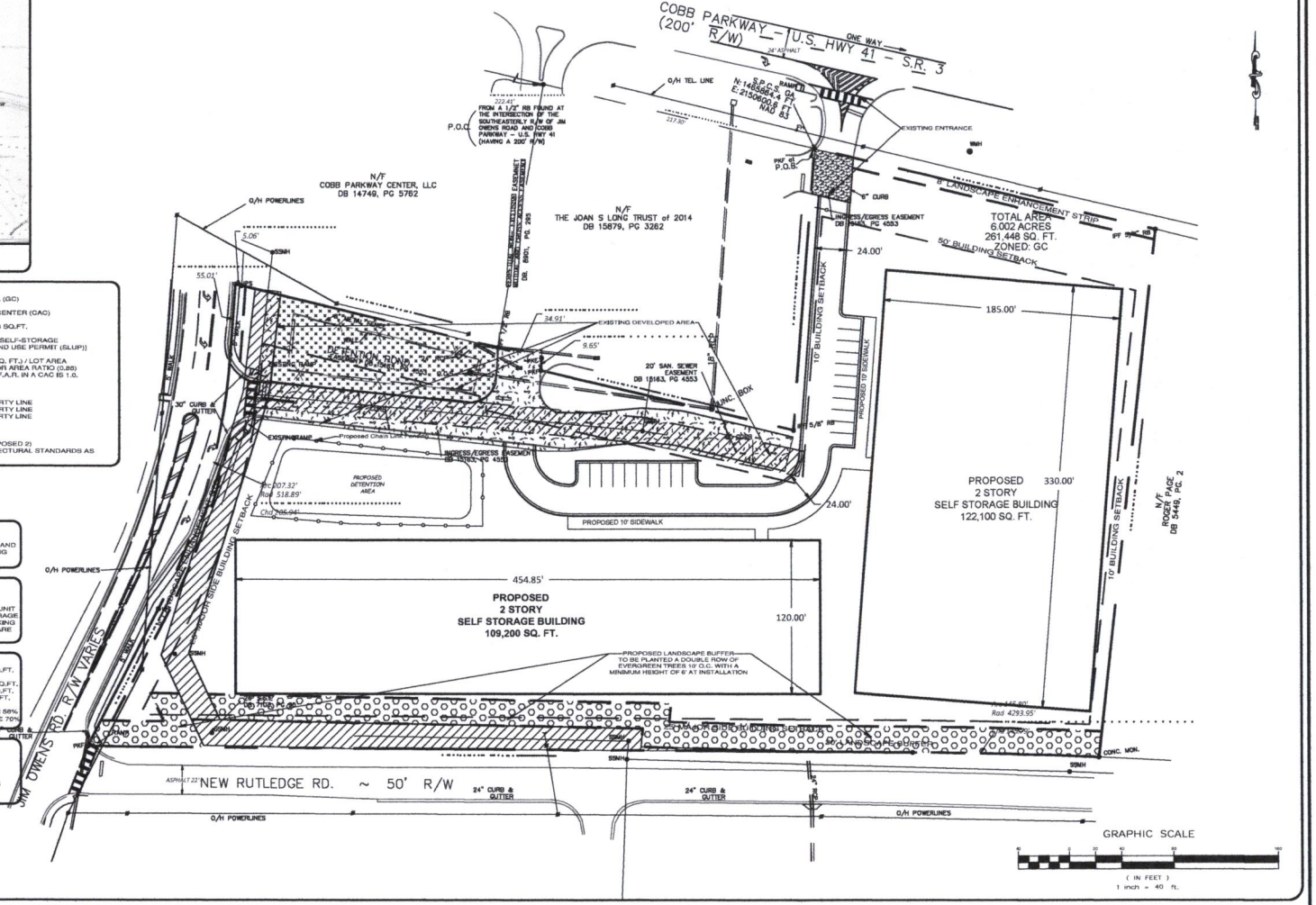
PARKING NOTES:
- PARKING REQUIRED IS 1 SPACE FOR EVERY 80 STORAGE UNITS. FOR THIS CALCULATION 250 SQ. FT. WAS USED FOR THE AVERAGE UNIT. TOTAL BUILDING SQ. FT. 231,300 / THE AVERAGE UNIT SIZE OF 250 = 925 UNITS / 80 = 12 PARKING SPACES REQUIRED. 20 PARKING SPACES ARE SHOWN.

IMPERVIOUS CALULATIONS:

EXISTING:	ROAD & SIDEWALK	16,931± SQ.FT.
PROPOSED:	BUILDINGS	115,892± SQ.FT.
	ROADS	15,555± SQ.FT.
	SIDEWALKS	3,864± SQ.FT.
TOTAL:		152,042 OR 58%

*MAX ALLOWABLE 70%

HATCH LEGEND:
- EXISTING SEWER EASEMENT
- PROPOSED 20 LANDSCAPE BUFFER



GENERAL NOTES:
1) SURVEY INFORMATION PROVIDED BY D&S LAND SURVEYING, INC. DATED 01/10/2022.
2) THIS PROPERTY IS NOT LOCATED IN A FEDERAL FLOOD AREA AS INDICATED ON THE GEORGIA DFIRM SITE. THE OFFICIAL FLOOD HAZARD MAP COMMUNITY PANEL NO. 13067C0019H OCTOBER 5, 2018 IS SHOWN AS THE EFFECTIVE PANEL BUT WAS NOT AVAILABLE FOR DOWNLOAD AT THE TIME.
3) THERE ARE NO CEMETERIES ON THE SITE.
4) THERE ARE NO STREAMS ON THE SITE.

DETENTION & WATER QUALITY NOTES:
1) ADJUSTMENTS TO THE SITE LAYOUT ARE LIKELY DURING THE ENGINEERING PHASE TO ACCOMMODATE THE NECESSARY WATER QUALITY AND DETENTION FOR THE DEVELOPMENT. A HYDROLOGICAL STUDY WILL BE NECESSARY TO DETERMINE THE NEEDS OF THE SITE.

DEVELOPER:
B&E TX LLC
620 WILSON AVE SUITE 243
BROOKLYN, NY 11207
BARAK DOANIS MANAGER
PHONE: (262) 583-7503

24 HOUR CONTACT:
JONATHAN LIVNAT
(404) 539-6456

IF YOU DIG GEORGIA...
CALL US FIRST!
1-800-282-7411
(404-325-5000)
(METRO ATLANTA ONLY)
UTILITIES PROTECTION CENTER
IT'S THE LAW

Hdg
250 EAST JARRARD STREET
SUITE C, BOX 168
CLEVELAND, GA 30528
PHONE: (404) 409-1014

GEORGIA REGISTERED No. LA001668 LESTER R. HEARNES, III

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OPTION 1 PRELIMINARY PLAT
3030 JIM OWENS RD
B & E Tx, LLC.,
LAND LOT 125, 20TH DISTRICT, 2ND SECTION
COBB COUNTY, GA

FOR SPECIAL LAND USE PERMIT APPLICATION

No.	REVISION	DATE:
1	REVISION PER COUNTY COMMENTS	03/22/2022
2	REVISION PER COMMENTS RECEIVED	04/05/2022
3	REVISION PER FURTHER DETAIL BUFFER	05/16/2022

DRAWING SCALE:	1" = 40'
DESIGNED BY:	LRH
DRAWN BY:	LRH
CHECKED BY:	LRH
DATE:	02/16/2022
SHEET	P-1

Min. Bk. 95 Petition No. O.B.20
Doc. Type Cobb DOT comments and recommendations
Meeting Date 5-17-22

MAY 17, 2022 ZONING HEARING
"OTHER BUSINESS"
COMMISSION DISTRICT 1

ITEM OB-20

PURPOSE

To consider a stipulation amendment for B&E TX, LLC regarding rezoning application #423 of 1985, for property located on the easterly side of Jim Owens Road and the northerly side of Rutledge Road in Land Lot 125 of the 20th District (3030 Jim Owens Road).

BACKGROUND

The subject property was rezoned to GC (General Commercial) in 1985 for commercial development. The applicant would like to amend the stipulations to revise the composition of the 20-foot undisturbed natural buffer and chain link fence along Rutledge Road. Since the 1985 zoning action, a sewer line has been installed in the area of the 20' undisturbed natural buffer which removed most of the buffer area. The applicant would like to revise this area to be a fully landscaped buffer. If approved, all previous zoning conditions not in conflict would remain in effect.

STAFF COMMENTS

Water & Sewer Comments: Trees, as called for on the exhibit P-1, are not permitted in the sewer easement. Additionally, per County Code 122-155; "...nonstructural improvements on easements such as walkways and *landscaping* are subject to removal at the owner's risk. The county shall not be responsible for replacing anything within the easement that must be removed to access, protect, repair, or maintain the facilities."
Stormwater Management: No objection to the current request.
Cobb DOT: See attached.
Site Plan Review: No comments.
Fire Department: The owner/tenant maintain the sole responsibility for the design and correcting all errors, omissions, problems, and code (if any) exposed during construction AFTER authorization by Cobb County. CCFMO has no objections to the OB case as presented.

RECOMMENDATION

The Board of Commissioners conduct a public hearing and consider the proposed stipulation and site plan amendment.

ATTACHMENTS

Other Business application and zoning minutes.

OB-20-2022
Cobb DOT Recommendations

Petition No. O.B.20
Meeting Date 5-17-22
Continued

Recommendations

1. Recommend applicant consider entering into a development agreement pursuant to O.C.G.A. 36-71-13 for dedication of the following system improvements to mitigate traffic concerns: a) donation of right-of-way on the west side of Jim Owens Road, a minimum of 3' behind the sidewalk. This measurement should account for any sidewalk replaced along the development frontage as part of construction.
2. Recommend replacing disturbed curb, gutter, and sidewalk along the Jim Owens Road frontage.
3. Recommend a traffic study. Study assumptions (such as study intersections, trip distribution, future analysis years and annual growth rate) should be submitted in a memorandum (Submittal 1) and agreed to by Cobb DOT before continuing the study. Cobb DOT will then direct if the full traffic study is required based on the information in Submittal 1. Cobb DOT recommendations may be revised after the study's receipt.
4. Recommend removing additional pavement within the existing easement drive that the proposed development will not be making use of.
5. Recommend developer review internal circulation with vehicle turning templates, particularly the inter-parcel connection to the parcel to the north. A minimum curb corner radius of 25' is recommended on internal connections.
6. Recommend gate and all parts of be set back a minimum of 50' from the right-of-way and meet Cobb County Development Standards.
7. Recommend applicant be required to meet all Cobb County Development Standards and Ordinances related to project improvements.

Min. Bk. 95 Petition No. O.B.21
Doc. Type Exhibit "B"

Meeting Date 5-17-22

EXHIBIT "B" - ATTACHMENT TO APPLICATION FOR "OTHER BUSINESS"
(Site Plan Amendment)

OB Application No.:	**OB-21 (2022)**
Zoning Application No.:	**Z-155 (2004)**
OB Application Nos.:	**OB 9 (2012); OB 1 (2013)**
Original Hearing Date:	**September 21, 2004**
Date of Zoning Decision:	**September 21, 2004**
Date of OB Decisions:	**November 20, 2012; August 20, 2013**
Current OB Hearing Date:	**May 17, 2022**
Applicant/Titleholder:	**Arylessence, Inc.**

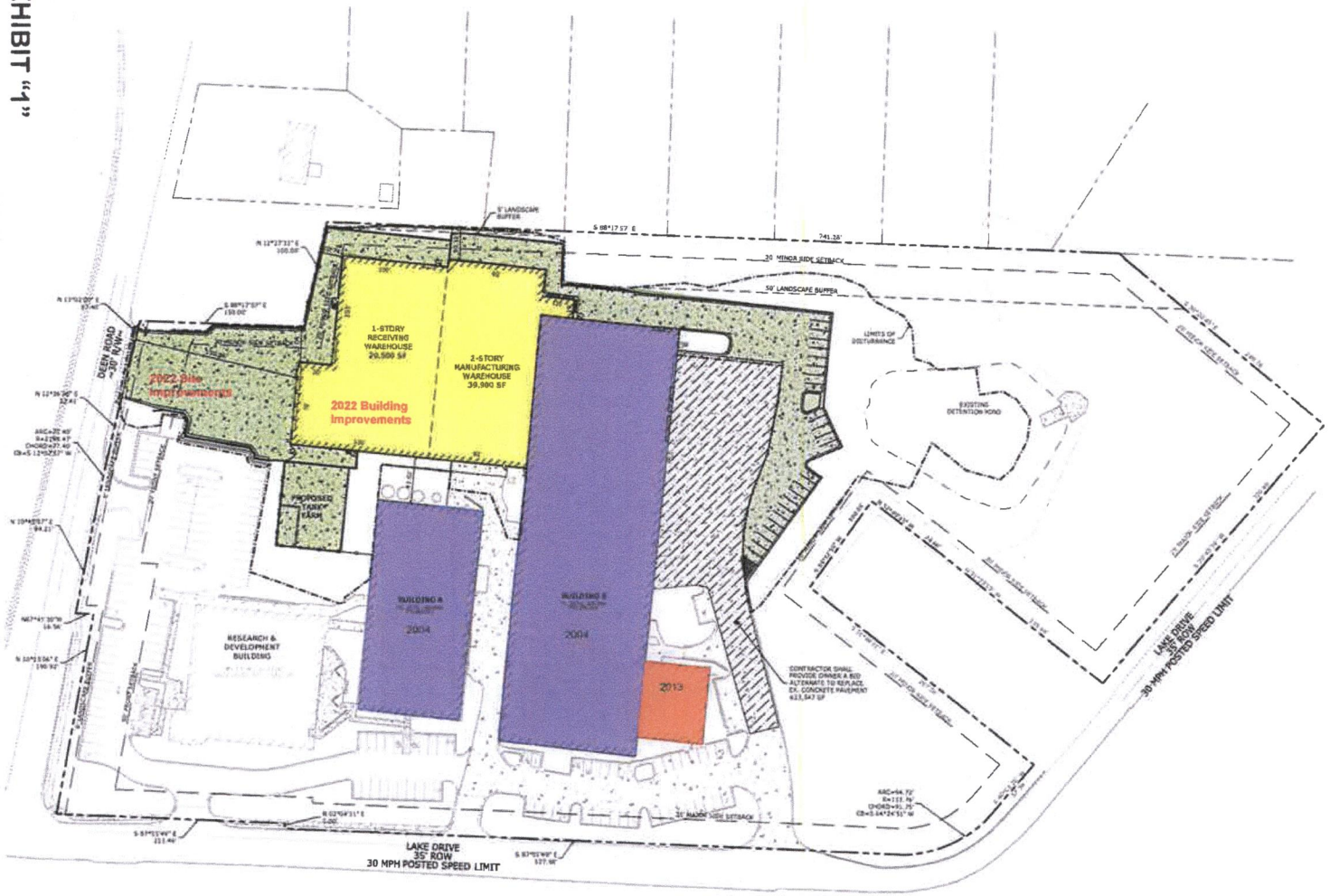
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APR 12 2022
COBB CO. COMM. DEV. AGENCY
ZONING DIVISION

Arylessence, Inc. ("Applicant") is the owner of approximately 11.99 acres located on and along the northerly and westerly sides of Lake Drive and the easterly side of Deen Road, southerly of Jamerson Road, Land Lots 85 and 86, 16th District, 2nd Section, Cobb County Georgia, being more particularly known as 1091 Lake Drive (hereinafter "Property" or "Subject Property"). The Property is the site of Applicant's research and manufacturing facility for its perfumes and fragrances.

In this Application for "Other Business," Applicant is seeking the amendment and approval of a revised Overall Site Plan for building and site improvements on the Subject Property. Applicant submits the Overall Site Plan prepared by Genesis Engineering Collaborative dated January 31, 2022, which delineates the proposed 2022 building and site improvements; as well as, delineates improvements to the Property based on Board of Commission approvals in 2004 and 2013. A reduced copy of the Overall Site Plan is attached as Exhibit "1" and incorporated herein by reference.

The balance and remainder of the stipulations and conditions enumerated in the official minutes, and attachments thereto, of the Board of Commissioners Zoning Hearings held on September 21, 2004; November 20, 2012; and August 20, 2013, in Application No. Z-155 (2004), OB 9 (2012), and OB 1 (2013) are unaltered and unchanged by this request for site plan approval. If the requested Overall Site Plan is approved, as submitted, it shall become an additional part of the final rezoning and shall become the approved site plan for the Property.

EXHIBIT "1"



SITE DATA

TOTAL SITE AREA	13.99 ACRES
TOTAL PROJECT DISTURBED AREA	3.04 ACRES
ZONING	HI HEAVY INDUSTRIAL
EXISTING BUILDING USE	R&D / OFFICE / WAREHOUSE / TECH.
EXISTING BUILDING AREA	±120,753 SF
PROPOSED BUILDING EXPANSION USE	WAREHOUSE
PROPOSED BUILDING EXPANSION AREA	80,400 SF
DEMOLISHED IMPERVIOUS AREA	20,341 SF
PROPOSED IMPERVIOUS AREA	87,751 SF
TOTAL IMPERVIOUS AREA	9.31 Ac (12.6%)
TOTAL PERVIOUS AREA	5.69 Ac (47.4%)
EXISTING PARKING	139 SPACES (INCLUDES 8 HC SPACES)
PARKING AFTER EXPANSION	164 SPACES (INCLUDES 8 HC SPACES)

SITE PLAN NOTES:

1. EXISTING CONDITIONS INFORMATION SHOWN ON THIS PLAN WAS TAKEN FROM A SURVEY DATED 01/13/2020 & PREPARED BY NORTHPOINT LAND SURVEYING.
2. OWNER:
   ARYLESSENCE, INC.
   1091 LAKE DRIVE NE
   COBB COUNTY, GEORGIA 30060
   CONTACT: BRET TANNER
   PHONE: 770 842 9236
3. ALL WORK SHALL COMPLY WITH APPLICABLE STATE, FEDERAL, AND LOCAL CODES, SPECIFICATIONS AND REQUIREMENTS. ALL NECESSARY LICENSES AND PERMITS SHALL BE OBTAINED BY THE CONTRACTOR AT THEIR EXPENSE.
4. DEVIATIONS FROM THESE PLANS AND NOTES WITHOUT PRIOR CONSENT OF THE OWNER, THEIR REPRESENTATIVE, OR THE ENGINEER MAY CAUSE THE WORK TO BE UNACCEPTABLE.
5. THE DRAWINGS AND SPECIFICATIONS ARE INTENDED TO COVER A COMPLETE PROJECT, READY TO USE. ALL ITEMS NECESSARY FOR A COMPLETE AND WORKABLE JOB SHALL BE FURNISHED AND INSTALLED. THIS SHALL INCLUDE ALL STRIPING AND PARKING LOT SIGNAGE.
6. CONTRACTOR SHALL FURNISH AND MAINTAIN ANY AND ALL NECESSARY BARRICADES AROUND THE WORK AND PROVIDE PROTECTION AGAINST WATER DAMAGE AND SOIL EROSION.
7. ALL BUILDING DIMENSIONS AND DOOR LOCATIONS SHALL BE CHECKED AND COORDINATED WITH THE ARCHITECTURAL PLANS.
8. ALL SITE DIMENSIONS ARE TO THE FACE OF CURB EXCEPT WHERE NOTED.
9. ALL ON SITE CURB SHALL BE 24" CURB & GUTTER.
10. ALL WORK ON-SITE MUST CONFORM TO COBB COUNTY STANDARDS.
11. PAVEMENT MARKING, INCLUDING STANDARD HANDICAP SYMBOLS, PARKING STRIPING AND TRAFFIC ARROWS, SHALL BE PAINTED ON PAVEMENT AT LOCATIONS SHOWN AND SHALL BE INSTALLED WITH SLIP RESISTANT PAINT.
12. PROVIDE BOLLARDS AT LOCATIONS SHOWN AND AROUND TRANSFORMERS, GAS METERS AND OTHER UTILITIES IN VULNERABLE TRUCK AND TRAFFIC AREAS.
13. ALL CURB AND GUTTER SHALL HAVE A 4' RADIUS UNLESS OTHERWISE NOTED ON THE PLANS.
14. SITE CONTRACTOR TO VERIFY EXISTING TOPOGRAPHIC AND UTILITY DATA PRIOR TO ANY CONSTRUCTION.

SITE LEGEND

- PROPOSED CURB & GUTTER
- REVERSED PITCH CURB & GUTTER
- PROPERTY LINE
- ADJOINING LOT LINE
- FENCING
- EXISTING RETAINING WALL
- PROPOSED RETAINING WALL
- TRAFFIC FLOW
- STRIPING
- HEAVY DUTY ASPHALT PAVEMENT
- CONCRETE
- BID ALTERNATE TO REPLACE EX. CONCRETE
- STANDARD DUTY ASPHALT PAVEMENT
- EXISTING FEATURES SCREENED

GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.

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

COBB COUNTY FIRE MARSHAL NOTES:

1. DESIGNATED FIRE LANES ARE TO MEET THE FOLLOWING REQUIREMENTS:
   a. SIGNS SHALL BE A MINIMUM OF 12 INCHES WIDE BY 18 INCHES HIGH, HAVE RED LETTERS ON A WHITE BACKGROUND. BOTH SIDES OF SIGNS SHALL READ "NO PARKING, FIRE LANE". "NO PARKING" MAY BE REPLACED BY A CROSSED OUT CAPITAL "P", PROVIDED THE "P" IS A MINIMUM OF SIX (6) INCHES IN HEIGHT.
   b. LETTERS SHALL NOT BE LESS THAN 2 INCHES IN HEIGHT. FIRE LANES LESS THAN 40 FEET IN LENGTH MAY HAVE ONE SIGN POSTED IN THE MIDDLE OF THE FIRE LANE.
   c. ONE SIGN SHALL BE POSTED AT THE BEGINNING OF THE FIRE LANE AND ONE AT THE END OF THE FIRE LANE WITH SIGNS NOT MORE THAT 100 FEET APART.
   d. SIGNS SHALL NOT BE MORE THAN 6 FEET FROM EDGE OF CURB AND SHALL BE VISIBLE FROM BOTH DIRECTIONS OF DRIVING SURFACE.
   e. HEIGHT OF SIGN FACE AS MEASURED FROM BOTTOM OF SIGN SHALL BE A MINIMUM OF 4 FEET AND A MAXIMUM OF 7 FEET FROM GROUND LEVEL.
   f. LANES 20 TO 28 FEET - MARKING AND SIGNS WILL BE REQUIRED ON BOTH SIDES.
   g. LANES 29 TO 37 FEET - MARKING AND SIGNS WILL BE REQUIRED ON ONE SIDE.
   h. LANES WIDER THAN 37 FEET - NO SIGNS OR MARKINGS REQUIRED.
   i. CURBING OR LINEAR DELINEATING 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 USED. COBB COUNTY CODE SECTION 118-231
   j. THE LIFE SAFETY INSPECTOR WILL MAKE FINAL DETERMINATION OF FIRE LANES BEFORE FINAL INSPECTION IS MADE.
2. SITE PLAN APPROVAL DOES NOT INCLUDE TANKS. TANKS SHALL BE PERMITTED SEPARATELY AT CCFMO. INSPECTIONS ARE REQUIRED TO BE SCHEDULED ONLINE AT WWW.COBBFMO.ORG.
3. NO GATE WILL BE INSTALLED WITHOUT FIRE MARSHAL APPROVAL.
4. ANY STAIR OR MEANS OF EGRESS COMPONENT SHOWN ON THESE PLANS IS OUTSIDE THE LAND DISTURBANCE PERMIT REVIEW PROCESS. ALL STAIRS AND OTHER MEANS OF EGRESS COMPONENT MUST BE SUBMITTED FOR REVIEW AND APPROVAL BY THE FIRE MARSHAL'S OFFICE PRIOR TO CONSTRUCTION.
5. FINAL DETERMINATION OF FIRE PROTECTION (SPRINKLERS, STANDPIPES AND ALARMS) WILL BE MADE DURING THE LIFE SAFETY CODE PLAN REVIEW FOR THE BUILDING. PRELIMINARY REQUIREMENTS CONTAINED ON SITE PLANS ARE BASED ON INITIAL REVIEW AND ARE SOMETIMES ADDED TO AS EQUIVALENCIES DUE TO SITE ACCESS OR OTHER ISSUES WITH THE SITE. IF THE SITE PLANS CONTAIN REQUIREMENTS FOR FIRE PROTECTION SYSTEMS THE SITE APPROVAL IS CONTINGENT ON PROVIDING THE REQUIRED SYSTEMS.
6. ALL COBB COUNTY FIRE MARSHAL OFFICE INSPECTIONS ARE REQUIRED TO BE SCHEDULED ONLINE AT WWW.COBBFMO.ORG.
7. STREET NUMBERS SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 106-3 COBB COUNTY CODE. NUMBER SHALL BE ON THE STREET SIDE OF THE BUILDING, NOT LESS THAN 6 INCHES HIGH. NUMBER SHALL BE REFLECTIVE ON A CONTRASTING BACKGROUND OR CONTRASTING NUMBERS ON A REFLECTIVE BACKGROUND. WHERE MONUMENT SIGNS ARE USED, ADDRESS NUMBERS SHALL BE INSTALLED ON BOTH SIDES OF THE MONUMENT SIGN. SUITE AND BUILDING NUMBERS SHALL COMPLY WITH SECTION 106-203(3) COBB COUNTY CODE.
8. MAINTAIN ACCESS FOR FIRE APPARATUS TO ALL BUILDINGS UNDER CONSTRUCTION INCLUDING TIMES OF RAIN OR MUD. ROADS SHALL BE MAINTAINED AND minimally PROVIDE WITH CRUSHED STONE BASE AT 20 FT WIDE.
9. THE OWNER/DEVELOPER SHALL DESIGNATE A FIRE PREVENTION PROGRAM SUPERINTENDENT IN ACCORDANCE WITH IFC 3308 AND NFPA 241. THE OWNER/DEVELOPER SHALL NOTIFY THE FMO PRIOR TO THE START OF CONSTRUCTION WITH THE NAME AND CONTACT INFORMATION FOR THE SUPERINTENDENT. THE SUPERINTENDENT SHALL BE FAMILIAR WITH THE REQUIREMENTS OF IFC 3308 AND NFPA 241 AS ADOPTED BY THE STATE OF GEORGIA.
10. ALL NEW (PROPOSED) CONSTRUCTION AND ANY SUBSTANTIAL RENOVATION(S) TO EXISTING BUILDINGS AS DEFINED IN OCGA 25-2-14 (20) (A) APPROVED AFTER JANUARY 30, 2014, EXISTING BUILDINGS AS REQUIRED BY IFC 1103.2 WHEN ORDERED BY THE FIRE MARSHAL, WIRED SYSTEMS AS IDENTIFIED IN IFC 510.1 EXCEPTION 1 WILL NOT BE ACCEPTED IN LIEU OF AN EMRC EXCEPTIONS: (AS PERMITTED BY IFC 510.1 (2))
    THE FOLLOWING STRUCTURES ARE NOT REQUIRED TO COMPLY WITH THE REQUIREMENTS OF IFC SECTION 510.
    a. BUILDINGS WITH NOT MORE THAN TWO OCCUPIABLE STORIES, NO MORE THAN 12,000 TOTAL SQUARE FEET, AN NO FLOORS BELOW GRADE.
    b. TEMPORARY BUILDINGS (INCLUDING TENTS WHEN PERMITTED BY THE FIRE MARSHAL.
    FOR ADDITIONS TO BUILDINGS, UNLESS THE EXCEPTIONS ABOVE ARE MET FOR THE AREA OF THE ADDITION, THE ENTIRE BUILDING BEING EXPANDED MUST MEET IFC 510 REQUIREMENTS.

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ZONING DIVISION

Petition No. O.B.21
Meeting Date 5-17-22
Continued

GENESIS ENGINEERING COLLABORATIVE
1325 Satellite Blvd. NW
Suite 202
Suwanee, Georgia 30024
470.375.2001
www.genesiseng.net

GEORGIA REGISTERED PROFESSIONAL ENGINEER
01/31/2022

PROJECT: ARYLESSENCE - PHASE 2 WAREHOUSE EXPANSION
1091 LAKE DRIVE NE
COBB COUNTY, GEORGIA

CLIENT: CDH PARTNERS
3330 CUMBERLAND BLVD SE, SUITE 100
ATLANTA, GEORGIA 30339

REVISIONS

PROJECT NUMBER: 21-102
DATE: 01/31/2022

OVERALL SITE PLAN

C-1.1

Min. Bk. 95 Petition No. O.B.21
Doc. Type Stormwater Management and Cobb DOT comments and recommendations
Meeting Date 5-17-22

MAY 17, 2022 ZONING HEARING
"OTHER BUSINESS"
COMMISSION DISTRICT 3

ITEM OB-21

PURPOSE

To consider a site plan and stipulation amendment for Arylessence, Inc. regarding rezoning application Z-155 of 2004, for property located on the north and west sides of Lake Drive, the east side of Deen Road, south of Jamerson in Land Lot 86 of the 16th District (1091 Lake Drive).

BACKGROUND

The subject property was rezoned to HI (Heavy Industrial) in 2004 for a fragrance manufacturer. The applicant would like to amend the approved site plan and stipulations to allow for a building expansion on the west side of the property. The building expansion would be used for additional manufacturing and receiving. The proposed additional would be one-story in height and match the existing building. If approved, all previous zoning conditions not in conflict would remain in effect.

STAFF COMMENTS

Water & Sewer Comments: No additional comments.
Stormwater Management: No objection to the current request. Site improvements will need to conform to current stormwater codes and regulations.
Cobb DOT: See attached.
Site Plan Review: No comments.
Fire Department: The owner/tenant maintain the sole responsibility for the design and correcting all errors, omissions, problems, and code (if any) exposed during construction AFTER authorization by Cobb County. CCFMO has no objections to the OB case as presented.

RECOMMENDATION

The Board of Commissioners conduct a public hearing and consider the proposed stipulation and site plan amendment.

ATTACHMENTS

Other Business application and zoning minutes.

Petition No. O.B.21
Meeting Date 5-17-22
Continued

OB-21-2022
Cobb DOT Recommendations

1. Recommend applicant consider entering into a development agreement pursuant to O.C.G.A. 36-71-13 for dedication of the following system improvements to mitigate traffic concerns: a) donation of right-of-way on the east side of Deen Road, a minimum of 25' from the roadway centerline; and, b) donation of right-of-way on the north side of Lake Drive, a minimum of 30' from the roadway centerline. These dedications will ensure the existing sidewalk as well as any future sidewalk additions are within public right-of-way.
2. Recommend replacing disturbed curb, gutter, and sidewalk along the Lake Drive and Deen Road frontages.
3. Recommend a traffic study. Study assumptions (such as study intersections, trip distribution, future analysis years and annual growth rate) should be submitted in a memorandum (Submittal 1) and agreed to by Cobb DOT before continuing the study. Cobb DOT will then direct if the full traffic study is required based on the information in Submittal 1. Cobb DOT recommendations may be revised after the study's receipt.
4. Recommend curb, gutter, and sidewalk along the entirety of the Lake Drive and Deen Road frontages.
5. Recommend no new development driveways on Deen Road or Lake Drive.
6. Recommend applicant be required to meet all Cobb County Development Standards and Ordinances related to project improvements.

Min. Bk. 95 Petition No. O.B.23
Doc. Type Exhibit "B"

Meeting Date 5-17-22

EXHIBIT "B" - ATTACHMENT TO APPLICATION FOR "OTHER BUSINESS"
(Stipulation Amendment)

Application No.: **OB- 23 (2022)**
Hearing Date: **May 17, 2022**

Applicant: **Howell Coop LLC**
Titleholder: **Bryant Family Investments LLLP**

BEFORE THE COBB COUNTY BOARD OF COMMISSIONERS

Applicant, Howell Coop LLC (hereinafter "Applicant"), files this Application for "Other Business" requesting the deletion of a stipulation placed upon property located at 2500 Barrett Creek Boulevard, Land Lot 643, 16th District, 2nd Section, Cobb County, Georgia (hereinafter "Property" or "Subject Property"). In prior approvals and amendments for the Subject Property, the Cobb County Board of Commissioners specifically enumerated the restaurant brand, together with approval of elevations, signage, and the like associated with the brand. The approved restaurant is no longer occupying the building on the Subject Property. In this Application for "Other Business," Applicant seeks the deletion of any reference to a specific brand, together with elevations, signage, associated with the previously referenced brand, and proposes the use for the Subject Property be deemed as a "quick-serve restaurant."

Applicant does not propose alterations to the existing building footprint. Revisions to the building exterior and signage are proposed to conform to the quick-service restaurant intended to occupy the building. By way of example, Applicant submits proposed elevation and signage packages attached collectively as Exhibit "1" to this Application for "Other Business."

The proposed stipulation amendment, as set forth above, in no way adversely or negatively impacts or affects the approved rezonings on surrounding properties (which included the Subject Property) or the Subject Property. In allowing the amended stipulation, the Property could be utilized to its fullest potential by a viable business, thus generating additional tax revenue for Cobb County. If the amended stipulation is approved, as submitted in this Application, the amendment shall become an additional part of the final rezoning and shall be binding upon the Subject Property going forward.

The balance and remainder of the stipulations and conditions specifically enumerated in the official minutes, and any attachments thereto, of the Board of Commissioners Zoning Hearings held on June 14, 1983 (as to #213 (1983)), and May 20, 1997 (as to Z-50 (1997)), or any Board of Commission or District Commissioner approvals applicable to the surrounding properties or the Subject Property which are not in direct conflict are unaltered by this request and shall remain in full force and effect.

RECEIVED
APR 12 2022
COBB CO. COMM. DEV. AGENCY
ZONING DIVISION

Min. Bk. 95 Petition No. OB.23
Doc. Type Email w/attached revised signage and elevations
Meeting Date 5-17-22

Stone, Robin

From: Pederson, John
Sent: Wednesday, May 11, 2022 5:49 PM
To: Cupid, Lisa; Gambrill, Keli; Richardson, Jerica; Birrell, JoAnn; Sheffield, Monique
Cc: Stone, Robin; Johnson, Brian; Guinn, Jessica; Peyton, Jeannie; Williams, Ryan; Korucu, Aliye; Jorgensen, Kimberly; Watts, Deedra
Subject: Fw: OB-23 (2022) - 2500 Barrett Creek Boulevard
Attachments: EXTERIOR Sign - 05-11-2022.pdf; Main Sign - 05-11-2022.pdf; CL Left - 05-11-2022.pdf; MONUMENT - 05-11-2022.pdf; DIRECTIONAL - 05-11-2022.pdf

Importance: High

Good evening,

Please see attached revised renderings for OB-23.
Please let me
know if you have any questions.

Thanks, John

From: Carolyn Cook <W7@mijs.com>
Sent: Wednesday, May 11, 2022 1:11:45 PM
To: Pederson, John
Cc: Kevin Moore; Peyton, Jeannie
Subject: OB-23 (2022) - 2500 Barrett Creek Boulevard

John:

Good afternoon. On behalf of Kevin Moore, attached are revised signage renderings for consideration regarding the referenced Application for "Other Business." The attached, revised signage replaces in full the sign package submitted with the Application on April 12, 2022, and should be considered for approval as part of the Application going forward.

Please let us know if you will require hard copies of the attached revised signage, or if the electronic submission is acceptable.

As always, we greatly appreciate your assistance.

Thank you.

Carolyn

Carolyn Cook
Legal Assistant to John H. Moore and J. Kevin Moore
Moore Ingram Johnson & Steele, LLP

MIJS
MOORE INGRAM JOHNSON & STEELE
A LIMITED LIABILITY PARTNERSHIP

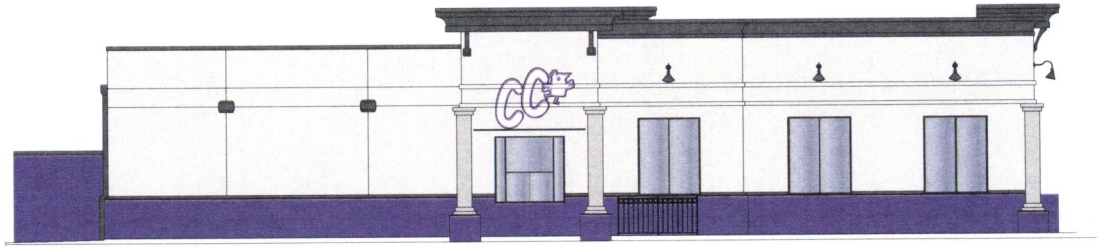
Main: 770-429-1499
Fax: 770-429-8631

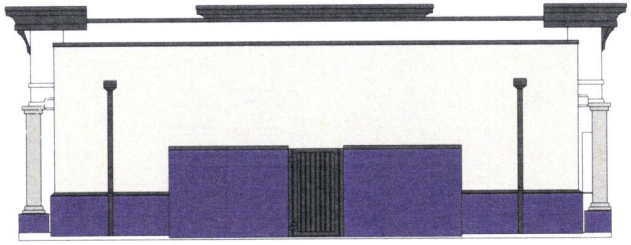
W7@mijs.com
www.mijs.com

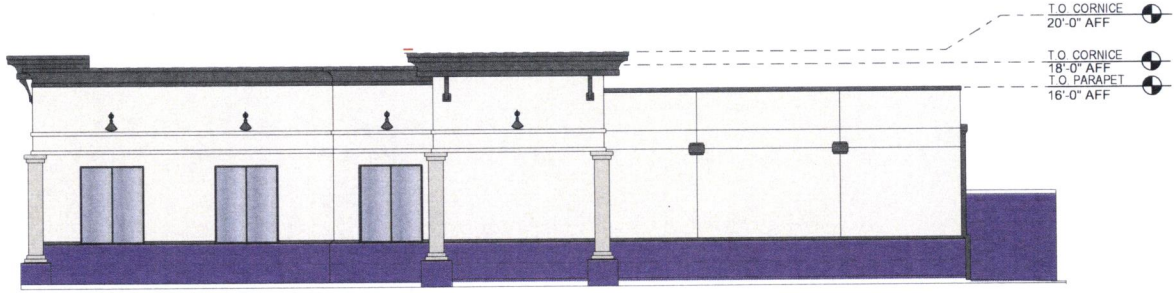
Emerson Overlook,
326 Roswell Street,
Suite 100
Marietta, GA 30060

Petition No. 0.8.23
Meeting Date 5-17-22
Continued









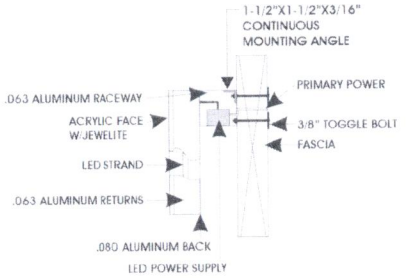
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Petition No. 0.8.23
Meeting Date 5-17-22
Continued



SPECIFICATIONS:
SIGN IS TO BE INDIVIDUALLY LIT LED CHANNEL LETTERS (TO BE MOUNTED ON A 8" RACEWAY). LETTERS ARE TO BE ALUMINUM FABRICATED (.040" RETURNS & .040" BACKS) HAVING 3/16" ACRYLIC FACES TRIMMED w/ 1" JEWELITE RETAINER CAP.

COLOR PLACEMENT
FACE COLOR - WHITE ACRYLIC / PURPLE & BLACK VINYL
TRIM COLOR - BLACK
RETURN COLOR - BLACK
LED COLOR - WHITE
RACEWAY COLOR - TO MATCH BUILDING





SIGN SIZE SHOWN ON BUILDING IS APPROXIMATE

COLORS:

BLACK WHITE PMS 2655 C

TYPE FACE:

FONTS:

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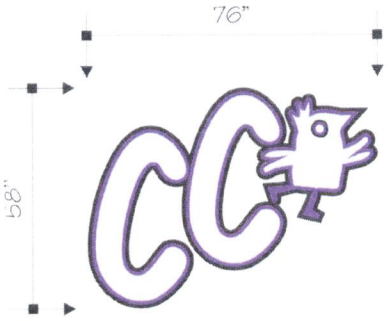
CLIENT: COZY COOP
SALESPERSON: RICHIE ROSEBUSH
DESIGNER: NEIL TANNER

APPROVED BY:
DATE: 4/11/22

FILE: ARTWORK / SALES ART
COZY COOP KENNESAW
SCALE: 1/4"=1'

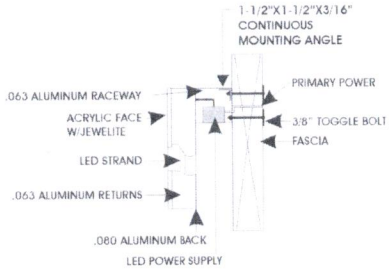
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Petition No. 0.8.23
Meeting Date 5-17-22
Continued



SPECIFICATIONS:
SIGN IS TO BE INDIVIDUALLY LIT LED CHANNEL LETTERS (TO BE MOUNTED ON A 8" RACEWAY). LETTERS ARE TO BE ALUMINUM FABRICATED (.040" RETURNS & .040" BACKS) HAVING 3/16" ACRYLIC FACES TRIMMED w/ 1" JEWELITE RETAINER CAP.

COLOR PLACEMENT
FACE COLOR - WHITE ACRYLIC / PURPLE & BLACK VINYL
TRIM COLOR - BLACK
RETURN COLOR - BLACK
LED COLOR - WHITE
RACEWAY COLOR - TO MATCH BUILDING





SIGN SIZE SHOWN ON BUILDING IS APPROXIMATE

COLORS:

BLACK WHITE PMS 2655 C

TYPE FACE:

FONTS:

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email: graphics@langsigns.com FAX: 770-781-9528

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CLIENT: COZY COOP
SALESPERSON: RICHIE ROSEBUSH
DESIGNER: NEIL TANNER

APPROVED BY:
DATE: 4/11/22

FILE: ARTWORK / SALES ART
COZY COOP KENNESAW
SCALE: 1/4"=1'

Petition No. O.B.23
Meeting Date 5-17-22
Continued

240"X97.5"=162.5 S/F STRUCTURE
108"X86.625"=65 S/F LOGO/SIGNAGE

SINGLE SIDED MONUMENT SIGN



COLORS:

PMS 2655 C | PMS 172 C | PMS 143 C | PMS PEARLED IVORY

TYPE FACE:

FONTS:

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CLIENT: COZY COOP
SALESPERSON: RICHIE ROSEBUSH
DESIGNER: NEIL TANNER

APPROVED BY:
DATE: 2/2/22

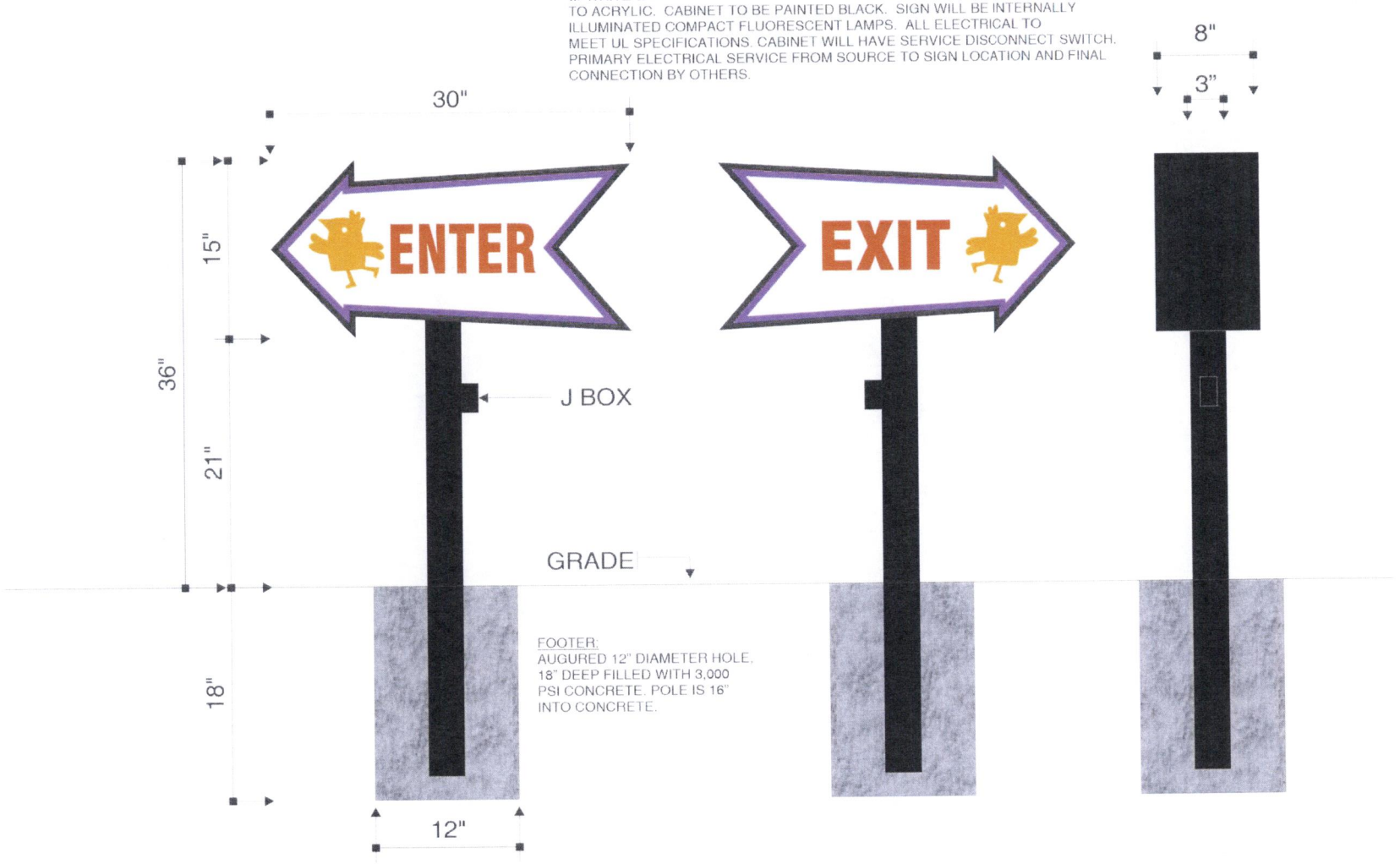
FILE: ARTWORK / SALES ART
COZY COOP KENNESAW
SCALE: 1/2"=1'

Petition No. 0.B23
Meeting Date 5-17-22
Continued

15"X30"=3.125 S/F SIGN EACH

DIRECTIONAL SIGNAGE

DOUBLE FACED CABINET TO BE CONSTRUCTED OUT OF .080 ALUMINUM w/ WHITE 3/16" ACRYLIC FACE. TRANSLUCENT VINYL WILL BE APPLIED TO ACRYLIC. CABINET TO BE PAINTED BLACK. SIGN WILL BE INTERNALLY ILLUMINATED COMPACT FLUORESCENT LAMPS. ALL ELECTRICAL TO MEET UL SPECIFICATIONS. CABINET WILL HAVE SERVICE DISCONNECT SWITCH. PRIMARY ELECTRICAL SERVICE FROM SOURCE TO SIGN LOCATION AND FINAL CONNECTION BY OTHERS.



COLORS:

BLACK WHITE PMS 2655 C PMS 143 C PMS 172 C

TYPE FACE:

FONTS:

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CLIENT: COZY COOP
SALESPERSON: RICHIE ROSEBUSH
DESIGNER: NEIL TANNER

APPROVED BY:
DATE: 4/11/22

FILE: ARTWORK / SALES ART
COZY COOP KENNESAW
SCALE: 1"=1'