Cobb County...Expect the Best!

COBB COUNTY PLANNING COMMISSION

ZONING HEARING SUMMARY AGENDA
APRIL 7, 2026

District	Case	Held and continued cases - NOT to be heard
3	Z-1-2026	**FRANCISCO J. GARCIA SANCHEZ** (*Held by the Planning Commission from the February 3, 2026 and March 3, 2026 hearings until the April 7, 2026 hearing; Continued by Staff until the May 5, 2026 hearing).*
1	Z-4-2026	**FIELD TIME ATHLETICS, LLC** (*Held by the Planning Commission from the February 3, 2026 hearing until the April 7, 2026 hearing; Continued by Staff until the May 5, 2026 hearing).*
3	Z-16-2026	**SUGAR BEAR PROPERTIES, LLC (**Continued by Staff until the May 5, 2026 Planning Commission hearing).

District	Case	Consent Agenda
2	Z-11-2026	**NOBIS WORKS, INC.**
1	Z-14-2026	**LOYD DEVELOPMENT SERVICES**
2	Z-15-2026	**CAMERON NEARY**
2	SLUP-2-2026	**NOBIS WORKS, INC.**
2	SLUP-3-2026	**JOE DIRT DEVELOPMENT**
2	SLUP-4-2026	**HANDICAPPED DRIVER SERVICES-ALABAMA, LLC, D/B/A/MOBILITYWORKS**

District	Case	Held and continued cases - to be heard
4	Z-27-2025	**KNIGHT PARTNERS, LLC** *(Continued by Staff from the November 4, 2025 Planning Commission hearing through the December 2, 2025 Planning Commission hearing until the February 3, 2026 Planning Commission hearing; Continued by Staff from the March 3, 2026 Planning Commission hearing).*
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District	Case	Regular cases
2	Z-10-2026	**RACETRAC, INC.**
2	Z-12-2026	**DENNIS TIDWELL**
1	Z-13-2026	**PRESTWICK COMPANIES**
3	LUP-6-2026	**TASHA TOLBERT AND ALICIA STEEL**
1	LUP-7-2026	**JESSICA R. WEAVER**
2	LUP-8-2026	**MEYLENA GUTIERREZ AND SANTOS L. GUTIERREZ**
3	LUP-9-2026	**IH4 PROPERTY GEORGIA, LP**
4	LUP-10-2026	**MCEACHERN MEMORIAL METHODIST CHURCH, INC.**

Zoning Cases

Z-11(2026) **NOBIS WORKS, INC** (Nobis Works, Inc., Owner) requesting rezoning from **O&I** to **CRC** for used car sales in Land Lot 944 of the 17th District. The property is located on the east side of Interstate North Parkway, north of Windy Ridge Parkway (240 Interstate North Parkway). The Planning Commission recommends approval subject to:

1. No donated vehicles or equipment associated with collecting, storing, or transporting donated vehicles to be stored on site;
2. No vehicle sales on site;
3. Variances as stated in the Zoning comments and recommendations;
4. Fire Department comments and recommendations;
5. Stormwater Management Division comments and recommendations;
6. Water and Sewer Division comments and recommendations; and
7. Department of Transportation comments and recommendations.

Z-14(2026) **LOYD DEVELOPMENT SERVICES** (Steve McGuire, Owner) requesting rezoning from **R-20** to **LI** for warehouses in Land Lot 50 of the 20th District. The property is located on the south side of Hickory Grove Road, west of New McEver Road (3121 Hickory Grove Road). The Planning Commission recommends approval subject to:

1. Site plan received February 5th, 2026, with the District Commissioner approving minor modifications;
2. 50-foot landscaped screening buffer where property abuts residential districts;
3. Building 2 (the building closest to the residential property to the north/northwest) to include sound attenuating insulation or other materials to provide noise abatement;
4. Water and Sewer Division comments and recommendations;
5. Fire Department comments and recommendations;
6. Stormwater Management Division comments and recommendations;
7. Department of Transportation comments and recommendations;
8. No outside storage or outside display of merchandise;

(Continued on the next page)

9. No heavy equipment kept onsite over 12,500 pounds; and
10. Applicant or developer to install a 15-foot landscape buffer along Hickory Grove Road.

Z-15(2026) **CAMERON NEARY** (Quarles Holdings, LLC, Owner) requesting rezoning from **UVC and GC** to **CRC** for a convenience food store with self-service fuel sales in Land Lot 94 of the 20th District. The property is located at the southwest intersection of George Busbee Parkway and Frey Road, and on the northeasterly side of I-75 (Frey Road). The Planning Commission recommends approval subject to:

1. Site plan received February 5, 2026, with District Commissioner approving minor modifications;
2. Final elevations to be approved by District Commissioner;
3. Setback variance as identified in Zoning Divisions comments;
4. Fire Department comments and recommendations;
5. Stormwater Management Division comments and recommendations;
6. Water and Sewer comments and recommendations;
7. Department of Transportation comments and recommendations;
8. No outdoor storage or outdoor display of merchandise; and
9. Convenience food store with fuel sales and Neighborhood Retail Sales only.

Special Land Use Permit Cases

SLUP-2(2026) **NOBIS WORKS, INC** (Nobis Works, Inc., Owner) requesting a Special Land Use Permit for used car sales in Land Lot 944 of the 17th District. The property is located on the east side of Interstate North Parkway, north of Windy Ridge Parkway (240 Interstate North Parkway). The Planning Commission recommends approval subject to:

1. Special Land Use Permit approved for this applicant only;
2. No donated vehicles or equipment associated with collecting, storing, or transporting donated vehicles to be stored on site;
3. No vehicle sales on site;
4. Variance as stated in the Zoning comments and recommendations;
5. Fire Department comments and recommendations;
6. Stormwater Management Division comments and recommendations;
7. Water and Sewer Division comments and recommendations; and
8. Department of Transportation comments and recommendations.

SLUP-3(2026) **JOE DIRT DEVELOPMENT** (Joe Dirt Development, LLC, Owner) requesting a Special Land Use Permit for chipping, grinding, or reduction of materials (organic green waste) in Land Lots 930 and 943 of the 16th District. The property is located on the west side of Kennestone Circle, north of Cobb Parkway (1284 Kennestone Circle). The Planning Commission recommends approval subject to:

1. Site plan received by the Zoning Division on February 5, 2026, with the District Commissioner approving minor modifications
2. Fire Department comments and recommendations;
3. Water and Sewer Division comments and recommendations;
4. Department of Transportation comments and recommendations;
5. Stormwater Management Division comments and recommendations; and
6. No chipping, grinding, or reduction of materials on weekends.

SLUP-4(2026) **HANDICAPPED DRIVER SERVICES-ALABAMA, LLC, D/B/A MOBILITYWORKS** (HM Kennestone, LLC, Owner) requesting a Special Land Use Permit for used vehicle sales (wheelchair accessible) in Land Lots 930 and 931 of the 16th District. The property is located on the south and west side of Kennestone Circle, north of Cobb Parkway (1230 Kennestone Circle). The Planning Commission recommends approval subject to:

1. Site plan received by the Zoning Division on February 5, 2026, with the District Commissioner approving minor modifications
2. Fire Department comments and recommendations;
3. Water and Sewer Division comments and recommendations;
4. Department of Transportation comments and recommendations;
5. Stormwater Management Division comments and recommendations;
6. All cars to be parked in striped parking spaces;
7. No outdoor storage (except for used vehicles); and
8. All vehicle repairs to be done inside building.

COBB COUNTY-
ZONING HEARING AGENDA
Planning Commission–April 7, 2026

NOTE: ***The applicant/property owner(s), prior to hearing date, may withdraw petitions contained in this agenda; therefore, the Planning Commission will not consider those cases.***

CONTINUED OR HELD CASES

Z-27(2025) **KNIGHT PARTNERS, LLC** (Louise G. Howard Family Investments, LP, owner) requesting rezoning from **R-20 and TS** to **CRC** for a convenience food store with self-service fuel sales in Land Lots 754 and 759 of the 17th District. The property is Located on the northwest corner of South Cobb Drive and River View Road (5322 South Cobb Drive, 2273 River View Road, 2259 River View Road). ***(Continued by Staff from the November 4, 2025 and December 2, 2025 Planning Commission hearings until the February 3, 2026 Planning Commission hearing; Held by the Planning Commission from the February 3, 2026 hearing until the March 3, 2026 hearing; Continued by Staff from the March 3, 2026 hearing).***

Z-1(2026) **FRANCISCO J. GARCIA SANCHEZ** (Francisco J. Garcia, owner) requesting rezoning from **R-20** to **LI** for a tree service in Land Lot 133 of the 16th District. The property is located at the western terminus of Elnora Drive, west of Shallowford Road (895 Elnora Drive). (***Held by the Planning Commission from the February 3, 2026 and March 3, 2026 hearings until the April 7, 2026 hearing)***

Z-4(2026) **FIELD TIME ATHLETICS, LLC** (Sanctuary Park West Real Estate, LLC, owner) requesting rezoning from **LRO and O&I** to **CRC** for a commercial indoor recreation in Land Lot 329 of the 20th District. The property is located approximately 330 feet east of Ernest Barrett Parkway (landlocked), behind Pike Nursery and to the north of Home Depot (3381 and 3391 Ernest Barrett Parkway). (***Held by the Planning Commission from the February 3, 2026 hearing until the April 7, 2026 hearing)***

SLUP-1(2026) **DANE CONTRACTING, LLC** (Zeke Farriba and Barton L. Boyd, owners) requests a Special Land Use Permit for an addition of wood materials processing for firewood in Land Lot 26 of the 20th District. Located on the southwest side of Baker Road, north of Webster Drive (2675 Baker Road). (***Held by the Planning Commission from the February 3, 2026 hearing until the March 3, 2026 hearing; Continued by Staff from the March 3, 2026 hearing)***

REGULAR CASES --- NEW BUSINESS

Rezoning

Z-10(2026) **RACETRAC, INC.** (The Medford Family Limited Partnership, Owner) requesting rezoning from **PSC** to **NRC** for a convenience food store with fuel sales in Land Lot 583 of the 16th District. The property is located at the northwest intersection of Bells Ferry Road and Ernest Barrett Parkway (2595 Bells Ferry Road).

Z-11(2026) **NOBIS WORKS, INC** (Nobis Works, Inc., Owner) requesting rezoning from **O&I** to **CRC** for used car sales in Land Lot 944 of the 17th District. The property is located on the east side of Interstate North Parkway, north of Windy Ridge Parkway (240 Interstate North Parkway).

Z-12(2026) **DENNIS TIDWELL** (Bumblebee Capital, LLC, Owner) requesting rezoning from **R-20** to **RM-12** for townhomes in Land Lot 870 of the 16th District. The property is located on the west side of Bells Ferry Road, north of Adair Drive (1471 Bells Ferry Road).

Z-13(2026) **PRESTWICK COMPANIES** (WG-75 Partnership, Owner) requesting rezoning from **RSL (supportive)** to **RSL (non-supportive)** for senior living apartments in Land Lot 55 of the 20th District. The property is located on the north side of Hickory Grove Road, and on the south side of Hickory Grove Place (Hickory Grove Road).

Z-14(2026) **LOYD DEVELOPMENT SERVICES** (Steve McGuire, Owner) requesting rezoning from **R-20** to **LI** for warehouses in Land Lot 50 of the 20th District. The property is located on the south side of Hickory Grove Road, west of New McEver Road (3121 Hickory Grove Road).

Z-15(2026) **CAMERON NEARY** (Quarles Holdings, LLC, Owner) requesting rezoning from **UVC and GC** to **CRC** for a convenience food store with self-service fuel sales in Land Lot 94 of the 20th District. The property is located at the southwest intersection of George Busbee Parkway and Frey Road, and on the northeasterly side of I-75 (Frey Road).

Z-16(2026) **SUGAR BEAR PROPERTIES, LLC** (Sugar Bear Properties, LLC, Owner) requesting rezoning from **NRC (with stipulations)** to **NRC** for a self-service storage facility with ground floor commercial uses in Land Lot 776 of the 16th District. The property is located at the southeast intersection of Scufflegrit Road and Sandy Plains Road (1880 Scufflegrit Road).

LUP-6(2026) **TASHA TOLBERT AND ALICIA STEEL** (2591 Morgan Road, LLC, owner) requests a Temporary Land Use Permit to increase the capacity of a group home from four residents to eight residents in Land Lot 590 of the 16th District. The property is located on the west side of Morgan Road, south of Ramblewood Drive (2591 Morgan Road).

LUP-7(2026) **JESSICA R. WEAVER** (Herk Homes, LLC, owner) requests a Temporary Land Use Permit to operate a wellness studio in Land Lot 75 of the 20th District. The property is located on the west side of Dallas Acworth Highway, north of Silver Lace Lane (3917 Dallas Acworth Highway).

LUP-8(2026) **MEYLENA GUTIERREZ AND SANTOS L. GUTIERREZ** (Meylena Gutierrez and Santos L. Gutierrez, owners) requests a Temporary Land Use Permit for light automotive repair in Land Lot 632 of the 17th District. The property is located on the north side of Spring Street, west of Spring Road (1719 Spring Street).

LUP-9(2026) **IH4 PROPERTY GEORGIA LP** (IH4 Property Georgia LP, owner) requests a Temporary Land Use Permit to allow more unrelated adults than the code allows in Land Lot 56 of the 16th District. The property is located on the northwest corner of Willow Creek Drive and Willow Bluff (1591 Willow Bluff).

LUP-10(2026) **MCEACHERN MEMORIAL METHODIST CHURCH, INC** (McEachern Memorial Methodist Church, Inc. owner) requests a Temporary Land Use Permit for light automotive repair in Land Lots 463, 464, 499, and 500 of the 19th District. The property is located on the south side of Macland Road, west of Hopkins Road (3615 Hopkins Road).

SLUP-2(2026) **NOBIS WORKS, INC** (Nobis Works, Inc., Owner) requesting a Special Land Use Permit for used car sales in Land Lot 944 of the 17th District. The property is located on the east side of Interstate North Parkway, north of Windy Ridge Parkway (240 Interstate North Parkway).

SLUP-3(2026) **JOE DIRT DEVELOPMENT** (Joe Dirt Development, LLC, Owner) requesting a Special Land Use Permit for chipping, grinding, or reduction of materials (organic green waste) in Land Lots 930 and 943 of the 16th District. The property is located on the west side of Kennestone Circle, north of Cobb Parkway (1284 Kennestone Circle).

SLUP-4(2026) **HANDICAPPED DRIVER SERVICES-ALABAMA, LLC, D/B/A MOBILITYWORKS** (HM Kennestone, LLC, Owner) requesting a Special Land Use Permit for used vehicle sales (wheelchair accessible) in Land Lots 930 and 931 of the 16th District. The property is located on the south and west side of Kennestone Circle, north of Cobb Parkway (1230 Kennestone Circle).

NOTE: "Pursuant to the Official Code of Cobb County, Zoning – Section 134-124(b) the Cobb County Board of Commissioners is authorized to consider and may consider all constitutionally permissible zoning classification(s), including, but not limited to, intervening classification(s) and/or the classification(s) sought by the applicant."

The exact description of the property sought to be rezoned is on file in the office of the Cobb County Community Development, Zoning Division, 1150 Powder Springs Street, Suite 400, Marietta, Georgia 30064 and available for inspection by interested citizens between the hours of 8:00 a.m. and 5:00 p.m. Monday through Friday. Hearing on said petitions will be heard by the Cobb County Planning Commission at 9:00 a.m. on the prescribed hearing date. The public hearing will be held in the Second Floor Commissioners' Meeting Room, Cobb County Building, 100 Cherokee Street, Marietta, Georgia, 30090. Anyone wishing to attend this public hearing may do so and be heard relative thereto. Any person wishing to speak before the Planning Commission must file a contribution disclosure statement if, and only if, the monetary contribution was made within two (2) years immediately preceding the filing of the rezoning request and the contribution aggregates to a sum total of $250.00 or more. This disclosure statement must be submitted to the Zoning Division Office by mail to P. O. Box 649, Marietta, Georgia 30061 or in person at 1150 Powder Springs Street, Suite 400, Marietta, Georgia 30064 within five (5) days before the public hearing. Additionally, if you believe you need any special accommodations in order to attend these public hearings, please contact the County Clerk's Office at 770-528-3307 no later than 48 hours before the date of the above meeting.

Cobb County...Expect the Best!

COBB COUNTY PLANNING COMMISSION

ZONING HEARING SUMMARY AGENDA
APRIL 7, 2026

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(Continued on the next page)

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7. No outdoor storage (except for used vehicles); and
8. All vehicle repairs to be done inside building.

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-27-2025

SITE BACKGROUND

Applicant	Knight Partners, LLC
Phone	404-242-1852
Email	jaredrayman@gmail.com, shaazthobani@gmail.com
Representative Contact	J. Kevin Moore
Phone	770-429-1499
Email	jkm@mijs.com
Titleholder	Louise G. Howard Family Investments, LP
Property Location	Located on the northwest corner of South Cobb Drive and River View Road
Address	5322 South Cobb Drive, 2273 River View Road, 2259 River View Road
Access to Property	South Cobb Drive

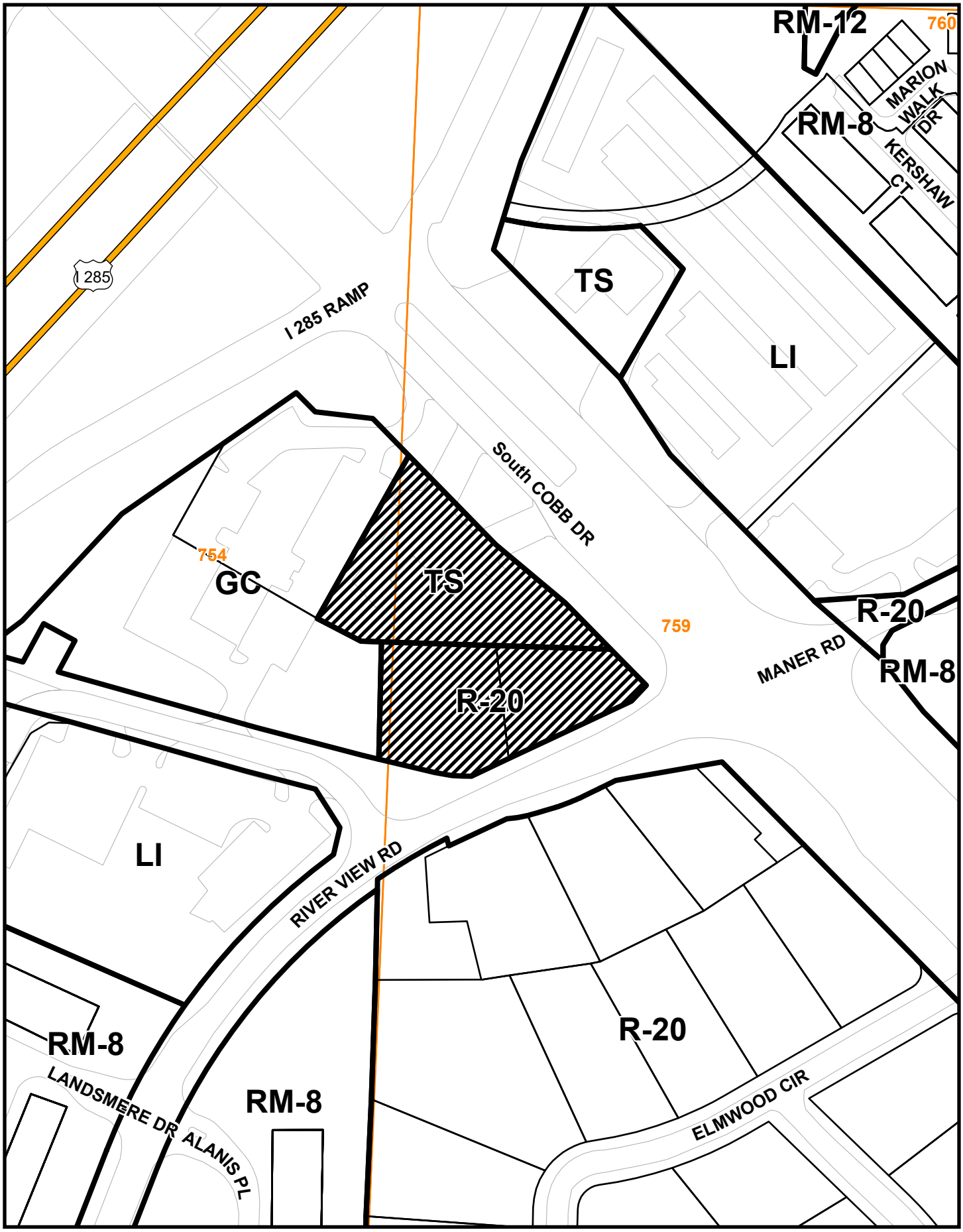
QUICK FACTS

Commission District	4 - Sheffield
Current Zoning	R-20, TS
Current Use of Property	Vacant commercial, undeveloped
Proposed Zoning	CRC
Proposed Use	Convenience food store with self-service fuel sales
Future Land Use	CAC
Site Acreage	1.54
District	17
Land Lot	754, 759
Parcel #	17075400040, 17075900150, 17075900160
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

Z-27 2025 Map

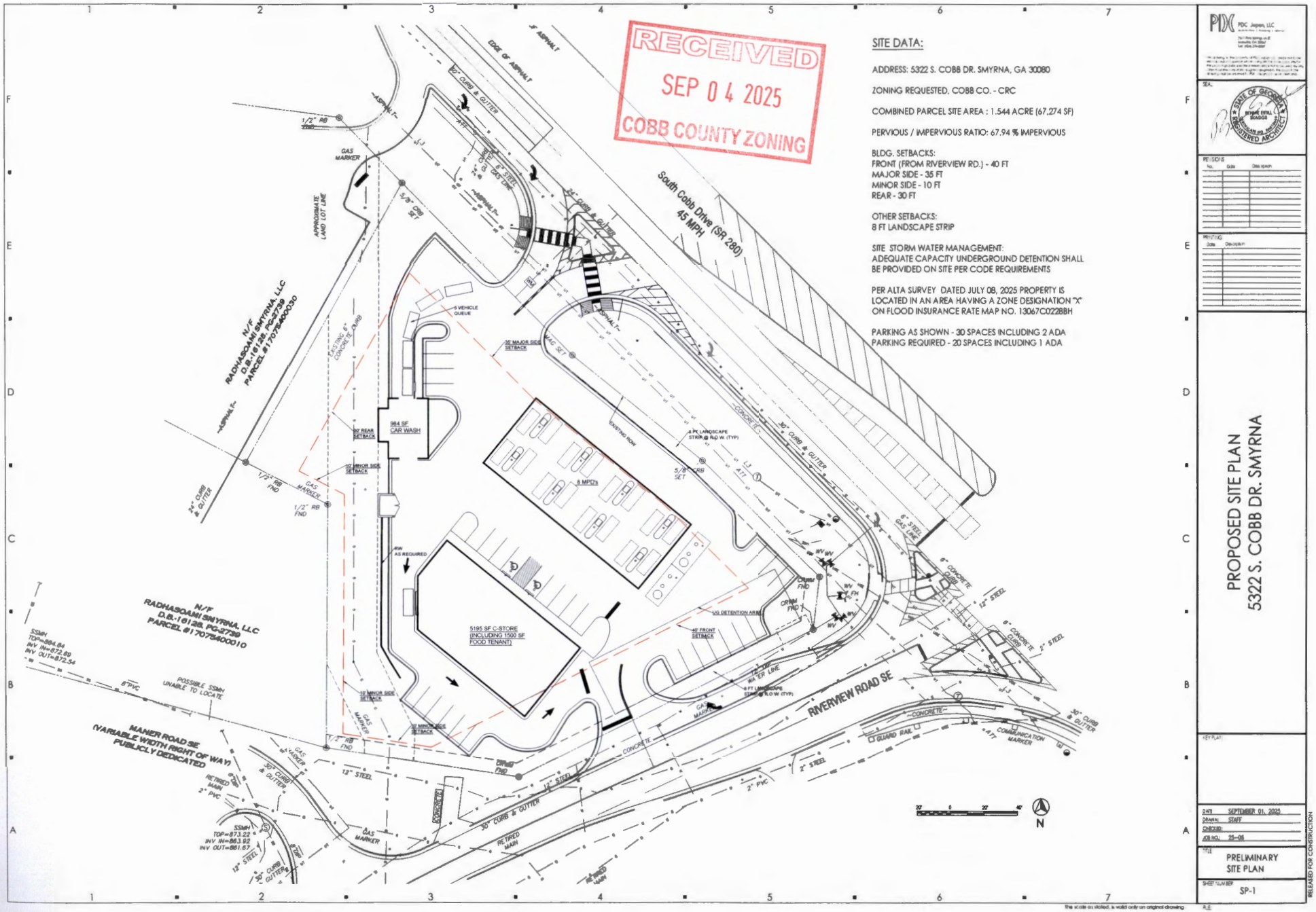


This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 120 240 Feet

Zoning Boundary

City Boundary


RECEIVED
SEP 04 2025
COBB COUNTY ZONING
SITE DATA:
ADDRESS: 5322 S. COBB DR. SMYRNA, GA 30080
ZONING REQUESTED, COBB CO. - CRC
COMBINED PARCEL SITE AREA : 1.544 ACRE (67,274 SF)
PERVIOUS / IMPERVIOUS RATIO: 67.94 % IMPERVIOUS
BLDG. SETBACKS:
FRONT (FROM RIVERVIEW RD.) - 40 FT
MAJOR SIDE - 35 FT
MINOR SIDE - 10 FT
REAR - 30 FT
OTHER SETBACKS:
8 FT LANDSCAPE STRIP
SITE STORM WATER MANAGEMENT:
ADEQUATE CAPACITY UNDERGROUND DETENTION SHALL BE PROVIDED ON SITE PER CODE REQUIREMENTS
PER ALTA SURVEY DATED JULY 08, 2025 PROPERTY IS LOCATED IN AN AREA HAVING A ZONE DESIGNATION "X" ON FLOOD INSURANCE RATE MAP NO. 13067C0228BH
PARKING AS SHOWN - 30 SPACES INCLUDING 2 ADA
PARKING REQUIRED - 20 SPACES INCLUDING 1 ADA
South Cobb Drive (SR 280)
45 MPH
RIVERVIEW ROAD SE
MANER ROAD SE
(VARIABLE WIDTH RIGHT OF WAY)
PUBLICLY DEDICATED
N/F
RADHASOAMI SMYRNA, LLC
D.B.-16128, PG-2739
PARCEL #17075400030
N/F
RADHASOAMI SMYRNA, LLC
D.B.-16128, PG-2739
PARCEL #17075400010
964 SF CAR WASH
5195 SF C-STORE (INCLUDING 1500 SF FOOD TENANT)
8 MPD's
6 VEHICLE QUEUE
UG DETENTION AREA
PROPOSED SITE PLAN
5322 S. COBB DR. SMYRNA
PRELIMINARY SITE PLAN
SP-1
SEPTEMBER 01, 2025
STAFF
25-06
RELEASED FOR CONSTRUCTION

Z-27 2025 Aerial Map



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

0 120 240 Feet

Zoning Boundary

City Boundary

Application No. Z- (2025)

Hearing Dates: PC - 11/04/2025
BOC - 11/18/2025

Summary of Intent for Rezoning*

RECEIVED
SEP 04 2025
COBB COUNTY ZONING

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

a) **Proposed unit square-footage(s):** Not Applicable

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

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

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

a) **Proposed use(s):** Convenience Food Store with Self-Serve Fuel Sales

b) **Proposed building architecture:** In Accordance with New Construction

c) **Proposed hours/days of operation:** 24/hours per day; 7 days per week

d) **List all requested variances:** Setback Variance

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

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

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

ATTACHMENT TO APPLICATION FOR REZONING

Application No.: Z-_____ (2025)
Hearing Dates: November 4, 2025
November 18, 2025

RECEIVED
SEP 04 2025
COBB COUNTY ZONING

Applicant: Knight Partners LLC
Titleholder: Louise G. Howard Family Investments, L.P., a Georgia limited partnership

Tax Parcel Identification Nos.: 17075400040; 17075900150; 17075900160

IMPACT ANALYSIS STATEMENT

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

(a) Applicant, Knight Partners LLC (hereinafter "Applicant"), is seeking rezoning of three assembled parcels, totaling approximately 1.544 acres, located at the intersection of the southwesterly side of South Cobb Drive and the northwesterly side of Riverview Road, being more particularly known as 5322 South Cobb Drive and 2259 and 2273 Riverview Road, located in Land Lots 754 and 759, 17th District, 2nd Section, Cobb County, Georgia (hereinafter the "Property" or the "Subject Property"). The Subject Property is currently zoned to the Tourist Services ("TS") and R-20 zoning categories, and Applicant is seeking rezoning to the Community Retail Commercial ("CRC") zoning classification to allow for development of the Property as a convenience food store with self-service fuel sales. The proposed rezoning will permit a use that is more suitable to the Subject Property as it lies within a Community Activity Center ("CAC"), is located adjacent to two major corridor roadways, South Cobb Drive and Riverview Road, and is within close proximity to Interstate 285 and an exit ramp to the major interstate. property located within a Community Activity Center ("CAC"). Adjacent and nearby properties are utilized for residential and non-residential purposes, being rezoned as General Commercial ("GC"), Light Industrial ("LI"), Tourist Services ("TS"), R-20, and RM-8.

(b) This zoning proposal should have no adverse effect on the existing use or usability of adjacent or nearby property. The proposed use of the Subject Property should have no impact on surrounding properties.

(c) The Subject Property, as presently zoned, does not have a reasonable economic use. The proposed zoning will allow for a higher and better use of the Subject Property.

(d) This zoning proposal will not cause excessive or burdensome use of existing streets, transportation facilities, utilities, or schools. Commercial development has almost no effect on schools, minimal effect on utilities and transportation facilities. Any effect on traffic should be minimal due to the nature of the business for which this rezoning is sought.

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

(f) This zoning proposal is consistent with the current conditions affecting the use of this Property; as well as surrounding properties. The proposed rezoning would allow for a more suitable and economic use without high impact into any adjacent or surrounding properties.

A&R Engineering Inc.
2160 Kingston Court, Suite O
Marietta, GA 30067
Tel : (770) 690-9255 Fax : (770) 690-9210
www.areng.com

RECEIVED
SEP 04 2025
COBB COUNTY ZONING

GEORGIA
REGISTERED
NO. 22518
PROFESSIONAL
ENGINEER
ABDUL KAREEM AMER

Memorandum

To: Cobb County Department of Transportation
From: Abdul Amer, PE. A&R Engineering
Date: August 18th, 2025
Subject: Submittal 1 for Proposed Convenience Store/Gas Station Development at 5322 South Cobb Drive, in Cobb County, GA | 25-142

The purpose of this memorandum is to document the scope of the traffic impact study for the proposed convenience store / gas station development at 5322 South Cobb Drive, in Cobb County, Georgia. The development proposes 5,135 sf of convenience store building (which includes the 1,500 sf quick service restaurant) and gas station with 8 pumps (16 vehicle fueling position) along with 1,000 sf building serving as an automated car wash. The development plans to convert the existing right-in only and right-out only driveways on South Cobb Drive into a standard right-in/right-out driveway with a deceleration lane. Additionally, the plan proposes a full-access driveway on Riverview Road. The site location is illustrated in Figure 1 below.



Figure 1 – Site Overlay Map

STUDY METHODOLOGY:

To evaluate future traffic operations in this area, a projection of normal traffic growth will be applied to the existing volumes. Existing data points collected by GDOT over the last five years (between 2018-

2019 & 2021-2023) revealed traffic volume growth of approximately 1% in the area. This growth factor will be applied to the existing traffic volumes to estimate the build year (2027) traffic volumes for the development. The traffic study will include an analysis for the existing and future "No-Build" and "Build" conditions at the study intersections, both of which account for the background growth in traffic. Recommendations to improve operations will be included as necessary.

TRIP GENERATION FOR PROPOSED SITE:

Trip generation estimates were based on the rates and equations published in the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation manual. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation estimates for the site were based on the following ITE Land Use Category: *945 – Convenience Store/Gas Station - GFA (5.5-10k), 937 Coffee/Donut Shop with Drive-Through Window, and 948 – Automated Car Wash*. Since ITE does not have weekday data for AM peak hour and 24 hours for automated car wash, engineering judgment was used to determine the trips for the AM peak hour and 24-hours based on the PM peak hour values. The calculated total trip generation for the proposed development is shown below.

TABLE 1 – TRIP GENERATION FOR PROPOSED DEVELOPMENT

Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
ITE 945 – Convenience Store/Gas Station - GFA (5.5-10k)	16 vfp	253	253	506	215	215	430	5,532
ITE 948 – Automated Car Wash	1 Wash Tunnel	10*	10*	20*	39	39	78	476*
ITE 937 Coffee/Donut Shop with Drive-Thru	1,500 SF	66	63	129	29	29	58	800
(ITE 945) Pass-by Trips (76%) 75%		-192	-192	-384	-161	-161	-322	-3,220
New External Trips (with Reductions)		**137**	**134**	**271**	**122**	**122**	**244**	**3,588**

*Estimated based on engineering judgment

STUDY INTERSECTIONS AND TRAFFIC COUNTS:

Traffic counts will be collected during the AM (7:00 - 9:00) and PM (4:00 - 6:00) peak hours at the following intersections:

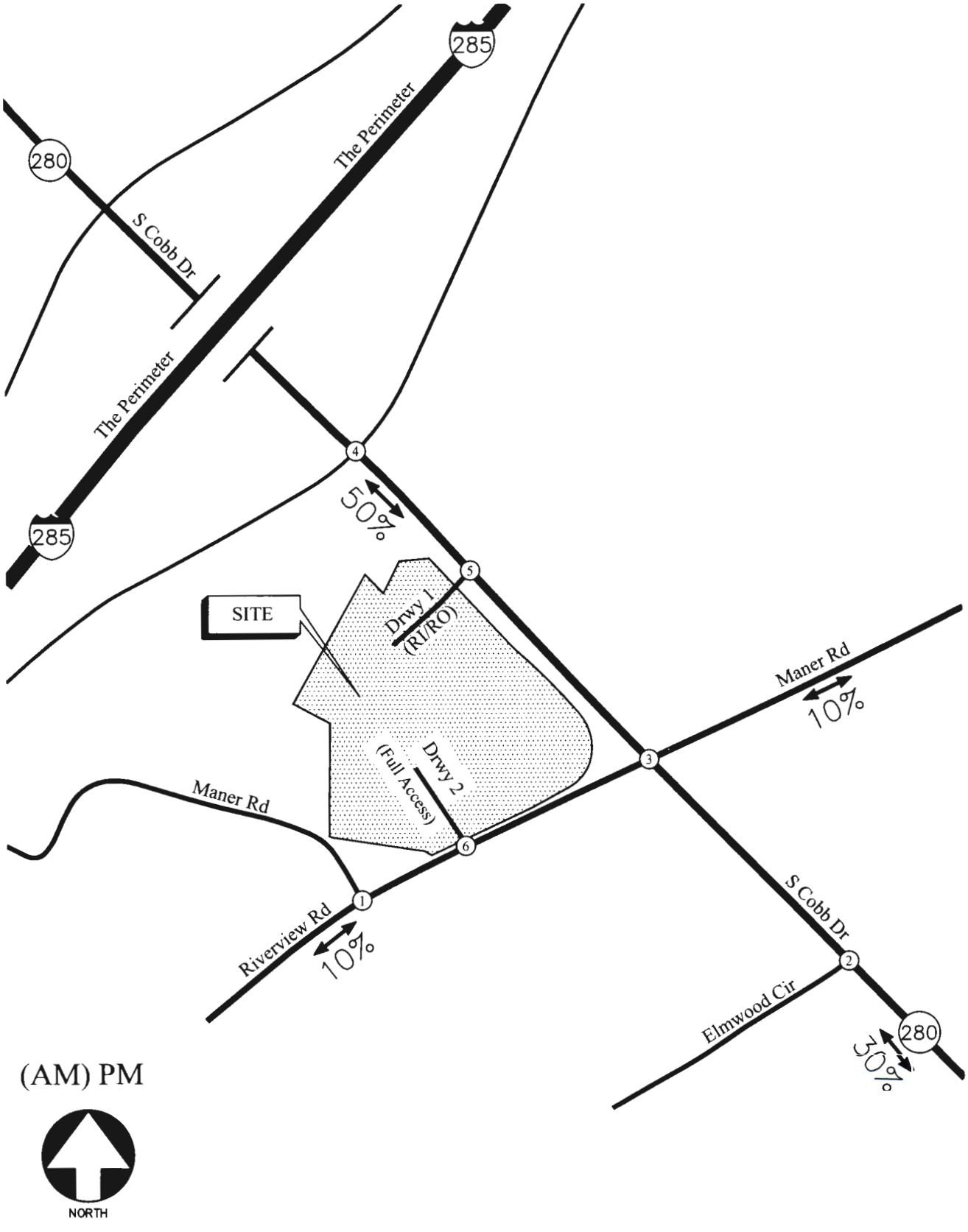
1. Riverview Road at Maner Road
2. SR 280 (South Cobb Drive) at Elmwood Circle
3. SR 280 (South Cobb Drive) at Riverview Road / Maner Road
4. SR 280 (South Cobb Drive) at I – 285 (Northbound Ramp)
5. SR 280 (South Cobb Drive) at Site Driveway 1 (right-in/right-out)
6. Riverview Road at Site Driveway 2 (Full Access)

TRIP DISTRIBUTION:

We are proposing the following outer leg trip distribution based on the roadway network and nature of the planned development:

SR 280 (South Cobb Drive) (East) – 30%
SR 280 (South Cobb Drive) (West) – 50%
Maner Road (North) – 10%
Riverview Road (South) – 10%

A graphic showing the study intersection locations and outer leg distribution is included in the next page.



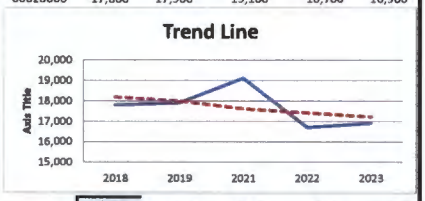
OUTER LEG DISTRIBUTION

A&R Engineering Inc.

Location	Growth Rate	R Squared	Station ID	Route	2018	2019	2021	2022	2023
S Cobb Dr (SE of Elmwood Cir)	-1.4%	0.18	067-2601	00028000	17,800	17,900	19,100	16,700	16,900
S Cobb Dr (N of Oak Dr)	1.2%	0.11	067-2603	00028000	39,000	44,800	40,200	41,900	43,800
Bolton Rd (NE of Browntown Rd)	1.2%	0.17	121-5274	00348403	17,100	18,800	17,200	17,900	19,000
James Jackson Pkwy (NW of Old Georgian Ter)	-0.1%	0.01	121-5445	00028000	16,000	16,100	15,800	15,900	16,100
Church Rd (E of N Church Ln)	-2.0%	0.58	067-2317	00289800	7,480	7,630	7,530	6,900	7,080
Weighted Average	**0.3%**	0.03	Sum of Count Stations =		97,380	105,230	99,830	99,300	102,880

Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
S Cobb Dr (SE of Elmwood Cir)	067-2601	00028000	17,800	17,900	19,100	16,700	16,900

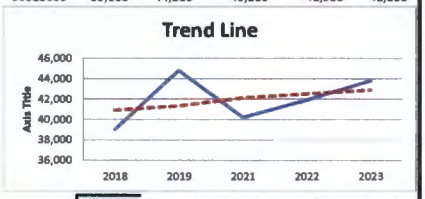




Growth Rate	-1.4%	Intercept	410,052	Slope	-194.19
Trend Line	18,185	17,991	17,602	17,408	17,214

Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
S Cobb Dr (N of Oak Dr)	067-2603	00028000	39,000	44,800	40,200	41,900	43,800

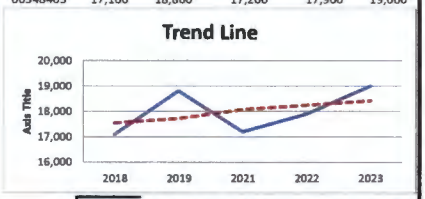




Growth Rate	1.2%	Intercept	-754,552	Slope	394.19
Trend Line	40,915	41,309	42,098	42,492	42,886

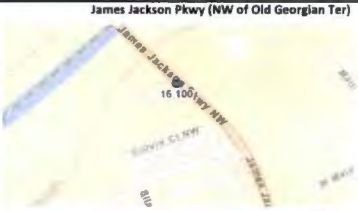
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
Bolton Rd (NE of Browntown Rd)	121-5274	00348403	17,100	18,800	17,200	17,900	19,000

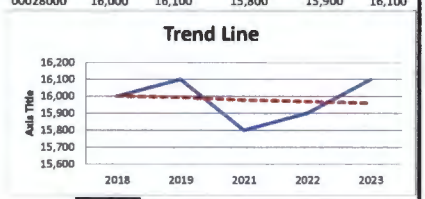




Growth Rate	1.2%	Intercept	-334,430	Slope	174.42
Trend Line	17,547	17,721	18,070	18,244	18,419

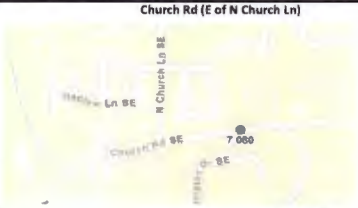
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
James Jackson Pkwy (NW of Old Georgian Ter)	121-5445	00028000	16,000	16,100	15,800	15,900	16,100

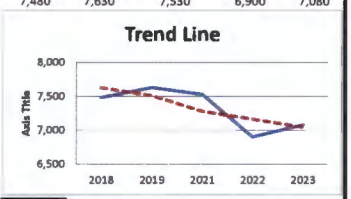




Growth Rate	-0.1%	Intercept	32,427	Slope	-8.14
Trend Line	16,001	15,993	15,977	15,969	15,960

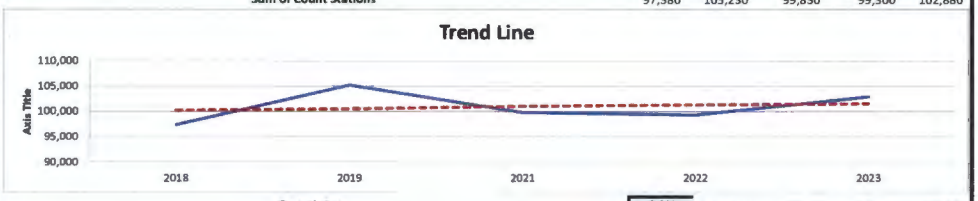
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
Church Rd (E of N Church Ln)	067-2317	00289800	7,480	7,630	7,530	6,900	7,080



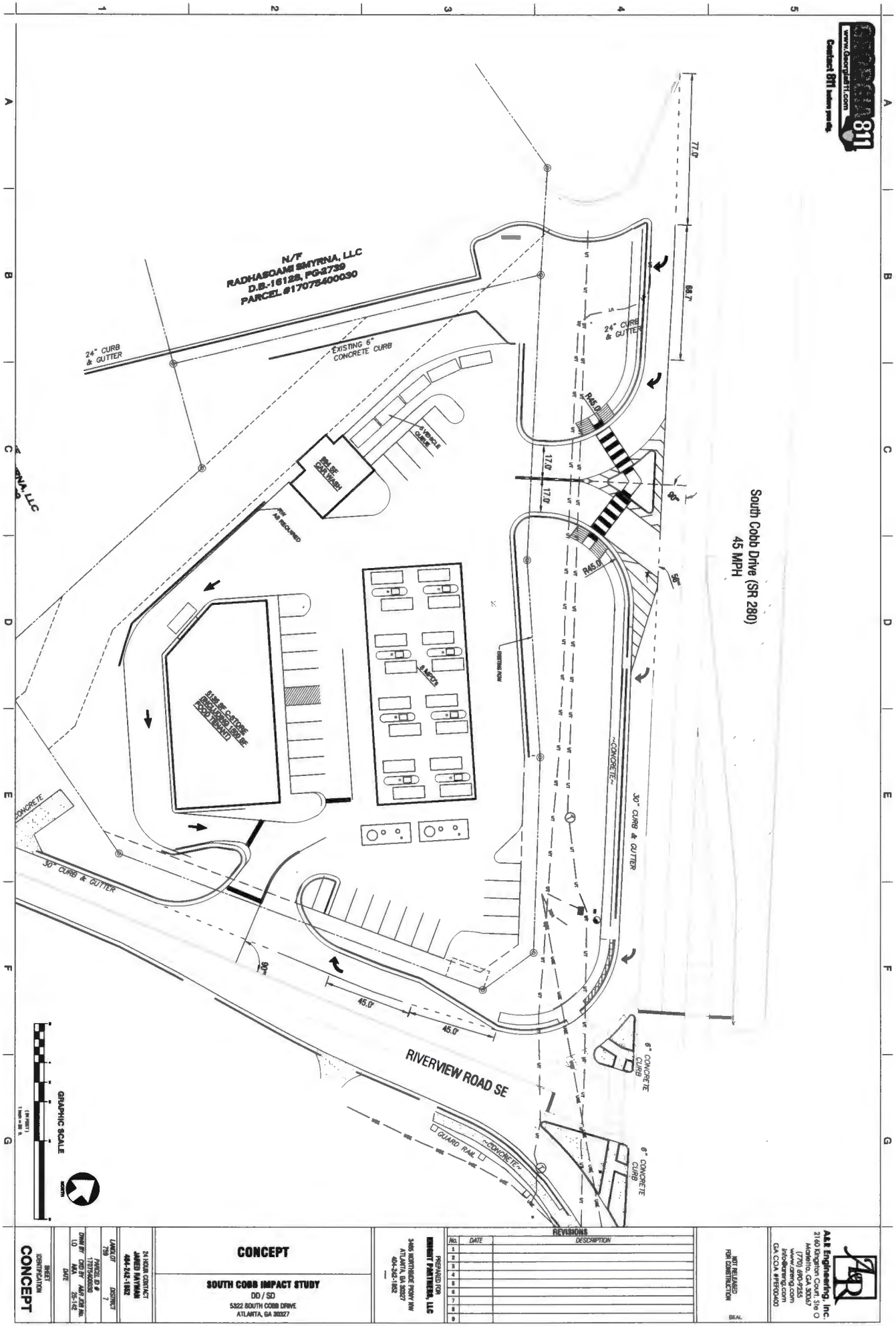


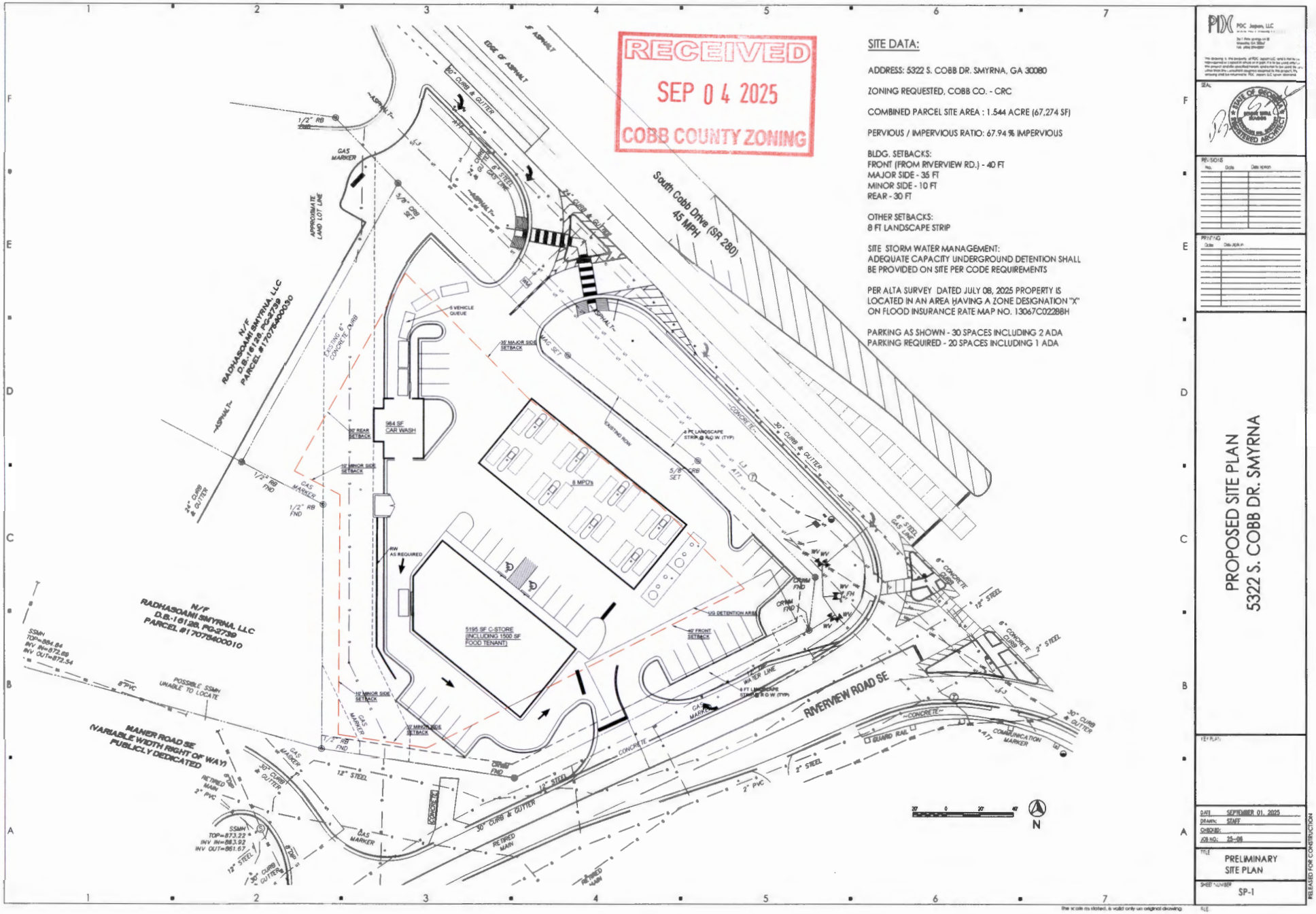
Growth Rate	-2.0%	Intercept	241,338	Slope	-115.81
Trend Line	7,625	7,509	7,278	7,162	7,046

Weighted Average	2018	2019	2021	2022	2023
Sum of Count Stations	97,380	105,230	99,830	99,300	102,880



Growth Rate	0.3%	Intercept	-405,166	Slope	250.47
Trend Line	100,273	100,523	101,024	101,275	101,525


Contact 811
www.GeorgiaFirst.com
811
N/F
RADHASOAMI SMYRNA, LLC
D.B.-16128, PG-2739
PARCEL #17075400090
24" CURB & GUTTER
EXISTING 6" CONCRETE CURB
24" CURB & GUTTER
77.0'
68.7'
R45.0'
17.0'
17.0'
6' VEHICLE GUARD
R45.0'
8' MPOS
EXISTING ROW
~CONCRETE~
30" CURB & GUTTER
South Cobb Drive (SR 280)
45 MPH
6" CONCRETE CURB
6" CONCRETE CURB
~CONCRETE~
GUARD RAIL
RIVERVIEW ROAD SE
45.0'
45.0'
90°
30" CURB & GUTTER
~CONCRETE~
GRAPHIC SCALE
NORTH
CONCEPT
SHEET IDENTIFICATION
CONCEPT
SOUTH COBB IMPACT STUDY
DD / SD
5322 SOUTH COBB DRIVE
ATLANTA, GA 30327
PREPARED FOR
3465 NORTHSIDE PKWY NW
ATLANTA, GA 30327
404-262-1802
REVISIONS
No. DATE DESCRIPTION
NOT RELEASED FOR CONSTRUCTION
SEAL
A&R Engineering Inc.
2160 Kingston Court, Ste O
Marietta, GA 30067
(770) 690-9255
www.areng.com
info@areng.com
GA COA #PEO0400


RECEIVED
SEP 04 2025
COBB COUNTY ZONING
SITE DATA:
ADDRESS: 5322 S. COBB DR. SMYRNA, GA 30080
ZONING REQUESTED, COBB CO. - CRC
COMBINED PARCEL SITE AREA : 1.544 ACRE (67,274 SF)
PERVIOUS / IMPERVIOUS RATIO: 67.94 % IMPERVIOUS
BLDG. SETBACKS:
FRONT (FROM RIVERVIEW RD.) - 40 FT
MAJOR SIDE - 35 FT
MINOR SIDE - 10 FT
REAR - 30 FT
OTHER SETBACKS:
8 FT LANDSCAPE STRIP
SITE STORM WATER MANAGEMENT:
ADEQUATE CAPACITY UNDERGROUND DETENTION SHALL BE PROVIDED ON SITE PER CODE REQUIREMENTS
PER ALTA SURVEY DATED JULY 08, 2025 PROPERTY IS LOCATED IN AN AREA HAVING A ZONE DESIGNATION "X" ON FLOOD INSURANCE RATE MAP NO. 13067C0228BH
PARKING AS SHOWN - 30 SPACES INCLUDING 2 ADA
PARKING REQUIRED - 20 SPACES INCLUDING 1 ADA
South Cobb Drive (SR 280)
45 MPH
RIVERVIEW ROAD SE
MAINER ROAD SE
(VARIABLE WIDTH RIGHT OF WAY)
PUBLICLY DEDICATED
N/F
RADHASOAMI SMYRNA, LLC
D.B.-16128, PG-2739
PARCEL #17075800010
984 SF CAR WASH
5195 SF C-STORE
(INCLUDING 1500 SF FOOD TENANT)
8 MPD's
6 VEHICLE QUEUE
35' MAJOR SIDE SETBACK
40' FRONT SETBACK
10' MINOR SIDE SETBACK
30' REAR SETBACK
UG DETENTION AREA
8 PK LANDSCAPE STRIP @ 8x5 IN (TYP)
6 FT LANDSCAPE STRIP @ 8 O.W (TYP)
EXISTING 6" CONCRETE APRN
EXISTING IRON
APPROXIMATE LAND LOT LINE
POSSIBLE SSMH UNABLE TO LOCATE
SSMH
TOP=894.84
INV IN=872.69
INV OUT=872.54
SSMH
TOP=873.22
INV IN=863.92
INV OUT=861.67
RETIRED MAIN
2" PVC
12" STEEL
6" STEEL GAS LINE
6" CONCRETE CURB
2" STEEL
8" PVC
2" WATER LINE
GUARD RAIL
COMMUNICATION MARKER
GAS MARKER
1/2" RB FND
5/8" CRB SET
CRIMP FND
24" CURB & GUTTER
30" CURB & GUTTER
CONCRETE
ASPHALT
EDGE OF ASPHALT
RW AS REQUIRED
N
PIDC Japan, LLC
SEAL
STATE OF GEORGIA
BRIAN WELL
REGISTERED ARCHITECT
REVISIONS
PROPOSED SITE PLAN
5322 S. COBB DR. SMYRNA
KEY PLAN
DATE SEPTEMBER 01, 2025
DRAWN STAFF
CHECKED
JOB NO. 25-08
TITLE
PRELIMINARY SITE PLAN
SHEET NUMBER
SP-1
RELEASED FOR CONSTRUCTION

Z-27

SITE DATA:

ADDRESS: 5322 S. COBB DR. SMYRNA, GA 30080

ZONING REQUESTED, COBB CO. - CRC

COMBINED PARCEL SITE AREA : 1.544 ACRE (67,274 SF)

PERVIOUS / IMPERVIOUS RATIO: 67.94 % IMPERVIOUS

BLDG. SETBACKS:
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MINOR SIDE - 10 FT
REAR - 30 FT

OTHER SETBACKS:
8 FT LANDSCAPE STRIP

SITE STORM WATER MANAGEMENT:
ADEQUATE CAPACITY UNDERGROUND DETENTION SHALL BE PROVIDED ON SITE PER CODE REQUIREMENTS

PER ALTA SURVEY DATED JULY 08, 2025 PROPERTY IS LOCATED IN AN AREA HAVING A ZONE DESIGNATION "X" ON FLOOD INSURANCE RATE MAP NO. 13067C0228BH

PARKING AS SHOWN - 30 SPACES INCLUDING 2 ADA
PARKING REQUIRED - 20 SPACES INCLUDING 1 ADA

South Cobb Drive (SR 280)
45 MPH

JF ASPHALT
EDGE OF ASPHALT
30" CURB & GUTTER
~ASPHALT~
1/2" RB END
GAS MARKER
APPROXIMATE LAND LOT LINE
5/8" CRB SET
24" CURB & GUTTER
CMS DRIVE
5 VEHICLE QUEUE
35' MAJOR SIDE SETBACK
EXISTING 6" CONCRETE CURB
984 SF CAR WASH
30' REAR SETBACK
10' MINOR SIDE SETBACK
8 MPD's
EXISTING ROW
8 FT LANDSCAPE STRIP @ R.O.W. (TYP)
~CONCRETE~
RW AS REQUIRED
5195 SF C-STORE (INCLUDING 1500 SF FOOD TENANT)
UG DETENTION AREA
40' FRONT SETBACK
6" CONCRETE CURB
12" STEEL
2" STEEL
RIVERVIEW ROAD SE
GUARD RAIL
COMMUNICATION MARKER
N/F RADHASOAMI SMYRNA, LLC D.B.:16128, PG-2739 PARCEL #17075400030
N/F RADHASOAMI SMYRNA, LLC D.B.-16128, PG-2739 PARCEL #17075400010
MANER ROAD SE (VARIABLE WIDTH RIGHT OF WAY) PUBLICLY DEDICATED
SSMH TOP=884.84 INV IN=872.69 INV OUT=872.54
8"PVC
POSSIBLE SSMH UNABLE TO LOCATE
SSMH TOP=873.22 * INV IN=863.92 INV OUT=861.67
6"DIP
RETIRED MAIN
2" PVC
CONCRETE
CRWM FND
WV
WATER LINE
20' 0 20' 40'
N

RECEIVED
SEP 04 2025
COBB COUNTY ZONING

PDC Japan, LLC
Architecture | Planning | Interiors
2611 Pine Springs Ln SE
Marietta, GA 30067
Tel: (404) 274-0207

This drawing is the property of PDC Japan LLC, and it not to be reproduced or copied in whole or in part. It is to be used only for the project and site specified herein, and is not to be used by any other than the consultant assigned to this project. This drawing shall be returned to PDC Japan, LLC upon demand.

SEAL
STATE OF GEORGIA
BENNIE ESTILL SKAGGS
CERTIFICATE NO. RA014855
REGISTERED ARCHITECT

REVISIONS

No.	Date	Description

PRINTING

Date	Description

PROPOSED SITE PLAN
5322 S. COBB DR. SMYRNA

KEY PLAN

DATE: SEPTEMBER 01, 2025
DRAWN: STAFF
CHECKED:
JOB NO.: 25-06

TITLE: PRELIMINARY SITE PLAN

SHEET NUMBER: SP-1

FILE:

RELEASED FOR CONSTRUCTION

The scale as stated, is valid only on original drawing.

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-27-2025

SITE BACKGROUND

Applicant	Knight Partners, LLC
Phone	404-242-1852
Email	jaredrayman@gmail.com, shaazthobani@gmail.com
Representative Contact	J. Kevin Moore
Phone	770-429-1499
Email	jkm@mijs.com
Titleholder	Louise G. Howard Family Investments, LP
Property Location	Located on the northwest corner of South Cobb Drive and River View Road
Address	5322 South Cobb Drive, 2273 River View Road, 2259 River View Road
Access to Property	South Cobb Drive

QUICK FACTS

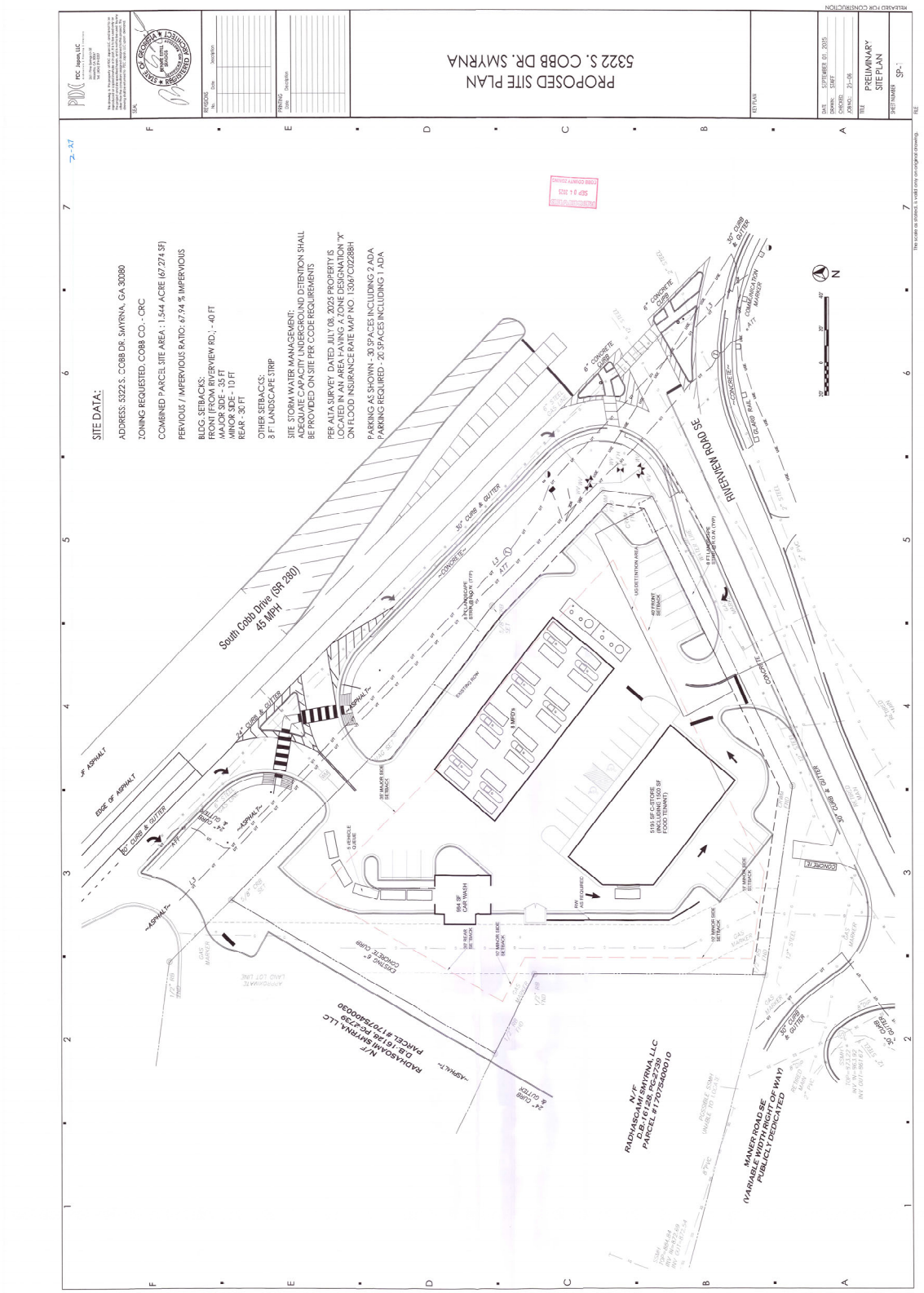
Commission District	4 - Sheffield
Current Zoning	R-20, TS
Current Use of Property	Vacant commercial, undeveloped
Proposed Zoning	CRC
Proposed Use	Convenience food store with self-service fuel sales
Future Land Use	CAC
Site Acreage	1.54
District	17
Land Lot	754, 759
Parcel #	17075400040, 17075900150, 17075900160
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

(Zoning Staff member: Cameron Jones, CNU-A)

Based on the analysis of this case, Staff recommends **DELETION TO NRC,** subject to the following;

1. Site plan received by the Zoning Division dated September 4, 2025; with District Commissioner approving the final site plan;
2. No variances to zoning code;
3. Fire Department comments and recommendations;
4. Stormwater Management comments and recommendations;
5. Department of Transportation comments and recommendations; and
6. Water and Sewer comments and recommendations.


PROPOSED SITE PLAN
5322 S. COBB DR. SMYRNA
PRELIMINARY SITE PLAN
SITE DATA:
ADDRESS: 5322 S. COBB DR. SMYRNA, GA 30080
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SITE STORM WATER MANAGEMENT:
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RIVERVIEW ROAD SE
MANER ROAD SE
(VARIABLE WIDTH RIGHT OF WAY)
PUBLICLY DEDICATED
N/F
RADHASOAMI SMYRNA, LLC
DB: 16128, PG: 2739
PARCEL #17075B0010
N/F
RADHASOAMI SMYRNA LLC
DB: 16128, PG: 2739
PARCEL #17075B0030
5191 SF C-STORE
(INCLUDING 1503 SF
FOOD TENANT)
884 SF
CAR WASH
8 PUMPS
8 VEHICLE QUEUE
4 VACUUMS
PAVEMENT TO BE REMOVED
EDGE OF ASPHALT
ASPHALT
CONCRETE
30" CURB & GUTTER
24" CURB & GUTTER
6" CONCRETE CURB
GUARD RAIL
COMMUNICATION MARKER
GAS MARKER
EXISTING ROW
LANDSCAPE STRIP
KEY NOTES
PLOT DATE: SEPTEMBER 01, 2025
DRAWN: SMT
CHECKED:
ZONING: 21-06
RELEASED FOR CONSTRUCTION
SP-1

Z-27 2025 Aerial Map



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

0 120 240 Feet

Zoning Boundary

City Boundary

North

Zoning: TS, LI / Self-Storage Facility, Truck Rental Facility

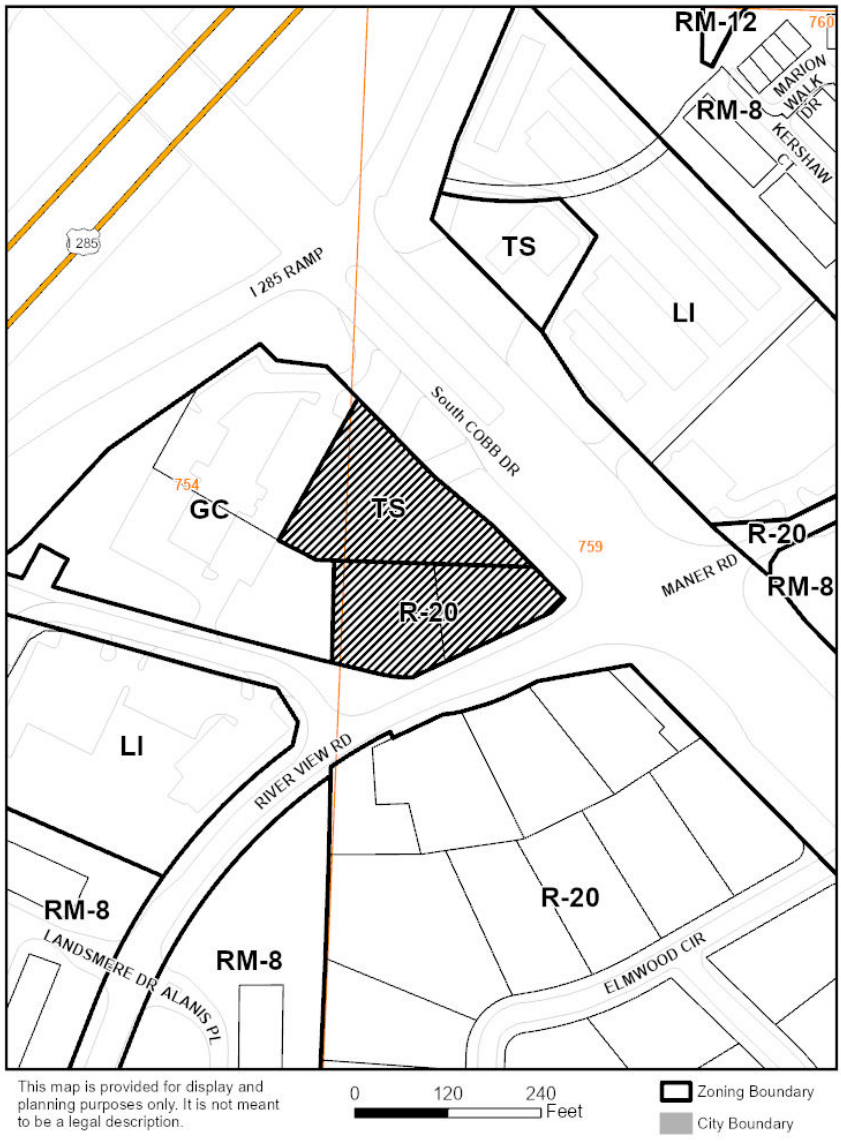
Future Land Use: CAC

WEST

Zoning: GC / Motel

Future Land Use: CAC

Z-27 2025 Map



EAST

Zoning: LI, RM-8 / Office Building, Townhome Complex

Future Land Use: CAC, MDR

SOUTH

Zoning: R-20 / Single-Family Homes

Future Land Use: CAC

Current zoning district for the property

The TS district is established to provide locations for commercial and service uses which are oriented toward automotive businesses and interstate and state highway travelers. The board of commissioners has determined that TS zoning will only be allowed on properties designated as community activity centers, regional activity centers, industrial compatible and heavy industrial as identified in the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. See subsection (11) of this section, pertaining to use limitations, for those uses no longer appropriate.

The R-20 district is established to provide locations for single-family residential uses or residentially compatible institutional and recreational uses which are within or on the edge of properties delineated for any residential category as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. When residentially compatible institutional and recreational uses are developed within the R-20 district, they should be designed and built to ensure intensity and density compatibility with adjacent single-family detached dwellings and otherwise to implement the stated purpose and intent of this chapter.

Requested zoning district for the property

The CRC district is established to provide locations for retail commercial and service uses which are designed and oriented to serve several neighborhoods making up a community. Projects developed within the CRC district should be done so as compact unified centers. CRC districts should be located on properties which are delineated within a community activity center and regional activity center as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. Additionally, the desired quadrant location will provide for planned developments and one-destination shopping and service locations to serve the community, and will minimize traffic congestion.

Summary of the applicant's proposal

The applicant is requesting to rezone to the CRC community retail commercial zoning district to develop a convenience store with self-service fuel sales on 1.54-acre lot. The proposed structure will provide 1,500 square feet of food tenant space within the 5,195 square foot convenience store. The proposed hours of operation are Monday through Sunday, 24 hours per day. There will also be an accessory car wash on the property that is 984 square feet.

Non-residential criteria

Proposed # of buildings**:** 2
Proposed # of stories: 1
Total sq. footage of development: 6,179
Floor area ratio: 0.09
Square footage per acre: 4,002
Required parking spaces: Minimum of 5 spaces, 1 space per employee
Proposed parking spaces: 30
Acres in floodplain or wetlands: 0
Impervious surface shown: 67.94%

Are there any zoning variances?

Yes;

1. Reduce the front setback from required 40 feet to 31 feet; and
2. Allow for an accessory structure (proposed 984 square foot carwash) to be located on the side of the principal building.

Are there any environmental conditions existing or proposed on the site?

None Identified

09/17/25

The proposed zoning case must address the comments listed below by prescriptive code or equivalency, as approved by the Cobb County Fire Marshal's Office

FIRE DEPARTMENT ACCESS:
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, 35 foot inside radius, 50 foot outside turning radius and unobstructed vertical clearance of not less than 13 feet 6 inches. (Cobb County Development Standards 402.11)

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%.

Show all egress doors and provide a clear flat (10-foot minimum) access to all perimeter parts of the structure (CCDS 107.7) Identify what surface type is provided to egress from the structure to the public way from each exit discharge door of the building(s).

CERTIFICATE OF OCCUPANCY:
Plans must be submitted to the Cobb County Fire Marshal's Office to initiate the Certificate of Occupancy process.

Jeff Byrd
(770) 528-8814
Jeffrey.Byrd@cobbcounty.org

Z-27-2025 DEPARTMENT COMMENTS – Cemetery Preservation

No comment

11/4/2025

Approval of this petition will not have an impact on the enrollment of schools.

Z-27-2025 DEPARTMENT COMMENTS – Stormwater Management

9/26/2025

Site Data

1. Address: 5322 South Cobb Drive, 2259 & 2273 Riverview Road
2. District: 4
3. Existing Zoning: R-20, TS — Existing Allowable Impervious Coverage: 35%, 70%
4. Proposed Zoning: CRC — Allowable Future Impervious Coverage: 70%
5. Future Land Use: CAC

Existing Conditions

Floodplain Information

1. Flood Damage Prevention Designated Flood Hazard: No.

Stormwater Information

1. Drainage Basin: Unnamed tributary to the Chattahoochee River.
2. State Stream Buffers: No.
3. County Stream Buffer Ordinance: No.
4. Impaired Stream: No.
5. Hotspot: Yes: Due to the proposed use of site; portions of the proposed site will be considered a "Hotspot" requiring an oil/water separator to capture potential stormwater contaminates prior to entering the stormwater management facility.
6. Wetlands: No
7. Water Intake Zone: No.
8. Chattahoochee River MRPA/ARC Corridor: No.
9. Existing Onsite Ponds / Lake: No.

Topography Information

1. General site Description: This assemblage of three properties is in the south quadrant of the I-285 – South Cobb Drive interchange. Drainage from the properties leaves the site primarily near the southeastern corner of the site. The most southwestern corner of the site currently discharges to Riverview Road via a flume.

2. Downstream Description: Stormwater discharges through a pipe system under River View Rd into an existing, established residential neighborhood, then into another pipe system which crosses South Cobb Drive to continue downstream along Maner Road.

3. Potential or known drainage problems may exist downstream from this site.

(continued)

Project Design Comments and Recommendations

The following comments and recommendations are typically required at the time of plan review and permitting.

Proposed Project Onsite Design Requirements

1. At the time of plan review provide a comprehensive Hydrology Study and Design for the Stormwater Management Design will be required. The design and study shall be in accordance with the Georgia Stormwater Management Manual and the current Cobb County Codes. The design and study shall include but not limited to stormwater detention, runoff reduction and/or water quality, channel protection, and downstream flood prevention.

2. Project Engineer must evaluate the impact of increased volume of runoff generated by the proposed project on existing downstream drainage system(s). Including hydrologic routing of upstream and/or downstream pipe systems and/or detention ponds.

3. At the time of plan review calculate and provide the percentage of impervious coverage for the project site on the plans.

4. Recommend a pre-design concept meeting with Cobb County Stormwater Management Division. At the time of the Concept Meeting a proposed concept stormwater management plan shall be presented.

5. The proposed onsite storm drain system and stormwater management facility is considered private. All annual inspections, maintenance and repairs are the responsibility of the property owner. A stormwater facility "Maintenance Agreement and Access Easement" will be required at the time of the land disturbance permit with the Cobb County Stormwater Management Division.

6. Stormwater discharges must be controlled not to exceed the existing capacity of the downstream storm drainage system including pipe systems, drainage swales and roadside ditches.

7. Developer must secure drainage easement(s) to receive concentrated discharges where none naturally exist downstream.

8. Any spring activity discovered must be addressed by a qualified registered geotechnical professional engineer (PE) at the expense of the owner/developer.

9. Structural fill must be placed under the direction of a qualified registered geotechnical

(continued)

engineer (PE) at the expense of the owner/developer.

Special Conditions

1. The dumpster pad on this site, must be connected to sanitary sewer or an infiltration system must be provided to capture the dumpster pad runoff.
2. Because the proposed facility is considered a "hot-spot" for stormwater runoff contamination, pre-treatment of stormwater runoff from the fuel dispenser and tank storage locations must be captured for pre-treatment in an oil/grit separator unit, prior to entering the proposed underground detention system.
3. A high point in Riverview Road exists near the most southwestern corner of the properties. To avoid stormwater bypass from the site, a trench drain or other similar grading and/or stormwater conveyance be provided to capture runoff from the site and not allow bypass runoff into Riverview Road.
4. An existing flume at the southwest corner of the property allows runoff from the existing site to enter Riverview Road. The onsite grading, curb & gutter and drainage system mentioned in Item #3 above will eliminate the need for this flume so the flume should be demolished and the area regraded and stabilized in the final condition.
5. The proposed car wash on-site must discharge its waste water to the sanitary sewer system and not to the storm drain system.

9/26/2025

Comprehensive Plan Future Land Use Designation: Community Activity Center
The subject tract is within the Community Activity Center (CAC). Community Activity Centers provides for areas that can meet the immediate needs of several neighborhoods or communities. Typical land uses for these areas include low- to mid-rise office buildings and department stores.

Future Land Use Sub-Category? N/A

☒ Consistent ☐ Inconsistent

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary? ☒ Yes ☐ No
If yes, which City: Smyrna
Was the city notified? Yes

Specific Area Policy Guidelines: ☒ Yes ☐ No
Policy:
CAC-P16: In recognition of the existing zoning and future uses along River View Road and in an effort to protect surrounding, established subdivisions and environmentally sensitive properties, the Board of Commissioners has established a CAC along River View Road, west of South Cobb Drive, in Land Lots 754 and 759. The Board of Commissioners will only consider uses permitted within the LRO zoning district.

Masterplan/ Corridor Study: ☐ Yes ☒ No
Name of Masterplan/Corridor Study: N/A

Design guidelines area? ☐ Yes ☒ No
If yes, design guidelines area? N/A
Does the proposal plan comply with the design requirements? N/A

Is the property within an Opportunity Zone? ☐ Yes ☒ No
If yes, Opportunity Zone? N/A
(The Opportunity Zone is an incentive that provides $3,500 tax credit per job in eligible areas if two or more jobs are being created. This incentive is for new or existing businesses)

Is the property within an Enterprise Zone? ☐ Yes ☒ No
If yes, Enterprise Zone? N/A
(The Enterprise Zone is an incentive that provides tax abatements and other economic incentives for qualifying businesses locating or expanding within designated areas for new jobs and capital investment)

Is the property eligible for the Façade Improvement Program? ☐ Yes ☒ No

(continued)
(The Façade Improvement Program is an incentive for owners and tenants to enhance the appearance of buildings. The CDBG program provides the funding. Properties must be either on the current inventory of redevelopment sites or in a corridor study area and be in a census tract with at least 51% low and moderate income. The program serves to improve the economic viability of these areas.)

Is the property eligible for incentives through the Commercial and Industrial Property Rehabilitation Program? ☐ Yes ☒ No
(The Commercial and Industrial Property Rehabilitation Program Is an incentive that provides a reduction in ad valorem property taxes for qualifying redevelopment in eligible areas)

Note: For more information on incentives, please call the Community Development Agency- Economic Development Division at 770-528-2018 or find information online at www.cobbcounty.org/econdev**.**

Special District:

Is this property within the Cumberland Special District #1 (hotel/motel fee)?	☐ Yes	☒ No
Is this property within the Cumberland Special District #2 (ad valorem tax)?	☐ Yes	☒ No
Is this property within the Six Flags Special Service District?	☐ Yes	☒ No

Dobbins Air Reserve Base Zones:

Is the property within the Dobbins Airfield Safety Zone?	☐ Yes	☒ No
Is the property within the Clear Zone (CZ)?	☐ Yes	☒ No
Is the property within 3000' of Dobbins ARB?	☐ Yes	☒ No
Is the property within the Accident Potential Zone (APZ I)?	☐ Yes	☒ No
Is the property within the Accident Potential Zone II (APZ II)?	☐ Yes	☒ No
Is the property within the Noise Zone?	☐ Yes	☒ No
Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)?	☐ Yes	☒ No

Historic Preservation:
After consulting various county historic resources surveys, historic maps, archaeology surveys and Civil War trench location maps, staff finds that no known significant historic resources appear to be affected by this application.

Z-27-2025 DEPARTMENT COMMENTS – Water and Sewer

9/23/25

Water comments:

At development: ☒ YES ☐ NO

Fire flow test required: ☒ YES ☐ NO

Size/location of existing water main(s): 12" on South Cobb Dr and River View Rd

Additional water comments:

Sewer comments:

In the drainage basin: ☒ YES ☐ NO

At development: ☒ YES ☐ NO

Approx. distance to nearest sewer: River View Rd ROW

Estimated waste generation (in G.P.D.): Average daily = 520

Peak flow = 1,300

Treatment plant: South Cobb WRF

Plant capacity: ☒ Yes ☐ NO

Projected plant availability: ☐ 0-5 years ☐ 5-10 years ☒ over 10 years

Off-site easement required: ☐ YES* ☒ NO

Line capacity study required: ☐ YES ☒ NO

Letter of allocation issued: ☐ YES ☒ NO

Septic tank recommended by this department: ☐ YES ☒ NO

Subject to Health Department approval: ☐ YES ☒ NO

*If off-site easements are required, the developer/owner must submit easements to CCWS for review and approval as to form and stipulations prior to the execution of easements by the property owners. All easement acquisitions are the responsibility of the developer/owner.

Additional sewer comments:

Note: These comments only reflect what facilities were in existence at the time of this review. Developer may be required to install/upgrade water mains based on fire flow test results or Fire Department code. This will be addressed in the Plan Review process. The developer/owner will be responsible for connecting to the existing county water and sewer systems, installing and/or upgrading all outfalls & water mains, obtaining onsite and/or offsite easements, and dedication of onsite and/or offsite water and sewer to Cobb County as may be required. Rezoning does not guarantee water/sewer availability or capacity unless so stated in writing by the Cobb County Water System.

Roadway	Roadway classification	Speed limit (MPH)	Jurisdictional control	Min. R.O.W. requirements
South Cobb Drive (SR 280)	Arterial	45	Georgia DOT	100’
River View Road	Major Collector	35	Cobb County	80’

Roadway	Location	Average daily trips (vpd)	Level of service
South Cobb Drive (SR 280)	South of Elmwood Circle	18,900	C
River View Road	NA	N/A	N/A

vpd = vehicles per day, NA = Not available

Based on 2024 AADT counting data taken by GDOT, as published on their website, for South Cobb Drive (SR 280).

Planning Level of Service based on available Average Daily Trips using GRTA guideline thresholds. Classification thresholds for LOS A and LOS B are not available for major collector or arterial roads from this data source.

LOS C or D is acceptable based on GDOT Design Policy Manual criteria.

ITE Land Use	Description	Expected Size (Fuel Positions*)	AM			PM			Daily (vpd)
			In (vph)	Out (vph)	**Total (vph)**	In (vph)	Out (vph)	**Total (vph)**	
945	Convenience Store/Gas Station	16	95	95	**433**	80	80	**364**	**4,114**

vph = vehicles per hour

**Fuel positions is the maximum number of vehicles that can be fueled simultaneously.*

Development gross trip generation based on available development size and rates from the Institute of Transportation Engineers (ITE) Trip Generation, 11th edition.

Comments and observations

South Cobb Drive is classified as an arterial roadway and according to the available information the existing right-of-way does meet the minimum requirements for this classification.

River View Road is classified as a major collector roadway and according to the available information the existing right-of-way does not meet the minimum requirements for this classification.

In accordance with Cobb County Code 134-121 and based on site plan dated September 4, 2025, this development does require a traffic impact study submittal. A traffic Submittal 1 (dated August 18, 2025) was received for this proposed development. The applicant team was approved to continue to the full Submittal 2 traffic study in a meeting with Cobb DOT on August 28, 2025. However, discussion was held in the August 28th meeting concerning potential mitigation for the site driveway spacing. The Submittal 2 should address a mitigation strategy, including using the most recent site plan that incorporates the recommended mitigation. Cobb DOT recommendations may be revised after the Submittal 2 study’s receipt.

The applicant property is adjacent to a planned GDOT project, I-285 West Side Express Lanes.

Recommendations

THE RECOMMENDATIONS BELOW SHALL BECOME STIPULATED REQUIREMENTS UPON INCLUSION WITH AND APPROVAL BY THE BOARD OF COMMISSIONERS OF THIS APPLICATION:

1. Recommend a traffic study pursuant to Code Section 134-121(b)(8). 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. Cobb DOT recommendations may be revised after the study's receipt.

2. Recommend applicant, **WITHIN 12 MONTHS OF ZONING APPROVAL**, donate right-of-way on the north side of River View Road, a minimum of 40' from the roadway centerline, in accordance with Cobb County Development Standard 401.2, Right-of-Way.

3. Installing curb, gutter, and sidewalk along the South Cobb Drive and River View Road frontages. This recommendation is pursuant to Cobb County Development Standard 401.15, Curbs and Gutters (including subsections), Cobb County Development Standard 404 Sidewalks and Pathways, Cobb County Development Standard 405 Accessibility Requirements, and Cobb County Development Standard Detail 106, Concrete Curbs, Medians.

4. Recommend closing and removing driveway aprons along the South Cobb Drive and River View Road frontage that the development renders unnecessary.

5. Recommend GDOT permits for all work that encroaches upon State right-of-way.

6. Recommend applicant coordinate with Cobb DOT and GDOT prior to development plan approval to ensure compatibility with the proposed I-285 West Side Express Lanes project.

7. Recommend existing South Cobb Drive raised median be extended as necessary to prohibit left turns at the South Cobb Drive access point. Recommend median design be determined during plan review, subject to GDOT and Cobb DOT approval.

8. Recommend coordination with GDOT on South Cobb Drive access point design, principally addressing throat length and deceleration lane design requirements. A conceptual deceleration lane is shown on the site plan received September 4, 2025. Recommend final location and design be determined during plan review, subject to GDOT and Cobb County DOT approvals.

(continued)

9. Recommend the access on River View Road be a minimum of 250’ straight-line distance as measure from the signalized intersection curb return to the driveway curb return or be restricted to mitigation measures as approved by Cobb DOT. The typical mitigation measure is restricting the driveway to right-in right-out operations. Driveways with turn restrictions should include design elements such as, but not limited to, raised concrete guidance islands, geometric design and/or centerline raised median. Recommend final location and design be determined during plan review, subject to Cobb County DOT approval.

10. Recommend consideration of interparcel access to access Maner Road as part of site plan revisions to address turn restrictions.

11. Recommend River View Road access include a deceleration (right turn) lane to address safety because River View Road is a major collector roadway. This recommendation is pursuant to. Cobb County Development Standard 402.9, Deceleration Lanes/Roadway Improvements Along Existing Streets, and Cobb County Development Standard Detail 401A, Deceleration Lanes. A conceptual deceleration lane is shown on the site plan received September 4, 2025. Recommend location and design be determined during plan review, subject to GDOT and Cobb DOT approval.

12. Recommend extending River View Road driveway uninterrupted access to a minimum of 50’ from the edge of right-of-way per Development Standard 402.8.

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

Proposed Convenience Store/Gas Station Development
Z-27-2025 5322 South Cobb Drive
Traffic Study - Submittal 1

A traffic Submittal 1 (dated August 18, 2025) was received for this proposed development and a meeting was held with the development traffic team on August 28, 2025. As mentioned in the August 28th meeting, a full traffic study (Submittal 2) will be required.

Comments below are based on the August 18th Submittal 1 and the August 28th meeting. The applicant was approved to continue to the full Submittal 2 traffic study in the August 28th meeting. However, discussion was held in the August 28th meeting concerning the potential mitigation for the site driveway spacing. The Submittal 2 should address a mitigation strategy and should use a revised site plan that incorporates the recommended mitigation.

Comments and observations:

1. Existing traffic signal timing should be used in the Submittal 2 analysis for the signalized study intersection.

2. The Submittal 2 traffic study should include SimTraffic analysis of any driveway spacing mitigation except for restriction to right-in/right-out operation.

3. To address any spacing mitigations, add the following intersection to the analysis. This addition was discussed and agreed to at the August 28th meeting as part of the approval to proceed to the Submittal 2 analysis.

    a. River View Road at Maner Road (adjacent to site)

4. Synchro analysis files should be included with the Submittal 2 final report submission to Cobb DOT. All intersections (signalized and unsignalized) should be included in Synchro file for SimTraffic review.

5. Recommend any future analysis in the Submittal 2 ensure compatibility with the proposed I-285 West Side Express Lanes project.

Site plan comments and recommendations

6. Recommend existing South Cobb Drive raised median be extended as necessary to prohibit left turns at the South Cobb Drive access point. This recommendation may cause minor revisions for the future build analysis, including the South Cobb Drive driveway changing to a 90-degree connection.

7. Recommend the access on River View Road be a minimum of 250’ straight-line distance as measure from the signalized intersection curb return to the driveway curb return or be restricted to mitigation measures as approved by Cobb DOT.

    a. The typical mitigation measure is restricting the driveway to right-in right-out operations.

    b. Recommend consideration of interparcel access to access the adjacent Maner Road as part of site plan revisions to address turn restrictions.

    c. Any mitigation revisions should retain the River View Road deceleration lane.

STAFF ANALYSIS

Per section 134-122 of the Official Code of Cobb County, below is a written zoning analysis relating to the following (question in bold; the answer is not bold):

A. **Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;**
It is Staff's opinion that the applicant's rezoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby properties, if deleted to NRC. The area has a mix of commercial, industrial, single-family, and multifamily residential development.

B. **Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;**
It is Staff's opinion that the applicant's rezoning request would not have an effect on the usability of the adjacent or nearby properties. Commercial uses have served the community for decades.

C. **Whether the zoning proposal will result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools;**
It is Staff's opinion that the applicant's rezoning proposal will not result in a use which would cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools, if deleted to NRC. This opinion is supported by the departmental comments contained in this analysis.

D. **Whether the zoning proposal is in conformity with the policies and intent of the comprehensive plan;**
It is Staff's opinion that the applicant's CRC rezoning proposal is in conformity with the policies and intent of the Cobb County Comprehensive Plan as the property is delineated in a Community Activity Center (CAC) future land use category. While the requested zoning district and proposed use is consistent with the CAC future land use designation, which allows for a convenience store with self-service fuel sales, deleting to NRC will also comply with the CAC designation and provide a transition in zoning.

E. Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal;

It is Staff's opinion that there are existing and changing conditions affecting the use and development of the property which give supporting grounds for deleting the applicant's rezoning proposal to NRC. The proposal is consistent with the Cobb County Comprehensive Plan, which delineates this property to be within a Community Activity Center district. The proposed rezoning request is adjacent to single-family across the street and NRC could be a transitional zoning district between the single-family zoning and the intense commercial and industrial zoning districts nearby.

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

Application No. Z- (2025)

Hearing Dates: PC - 11/04/2025
BOC - 11/18/2025

Summary of Intent for Rezoning*

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SEP 04 2025
COBB COUNTY ZONING

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

a) **Proposed unit square-footage(s):** Not Applicable

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

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

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

a) **Proposed use(s):** Convenience Food Store with Self-Serve Fuel Sales

b) **Proposed building architecture:** In Accordance with New Construction

c) **Proposed hours/days of operation:** 24/hours per day; 7 days per week

d) **List all requested variances:** Setback Variance

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

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

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

ATTACHMENT TO APPLICATION FOR REZONING

Application No.: Z-_____ (2025)
Hearing Dates: November 4, 2025
November 18, 2025

RECEIVED
SEP 04 2025
COBB COUNTY ZONING

Applicant: Knight Partners LLC
Titleholder: Louise G. Howard Family Investments, L.P., a Georgia limited partnership

Tax Parcel Identification Nos.: 17075400040; 17075900150; 17075900160

IMPACT ANALYSIS STATEMENT

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

(a) Applicant, Knight Partners LLC (hereinafter "Applicant"), is seeking rezoning of three assembled parcels, totaling approximately 1.544 acres, located at the intersection of the southwesterly side of South Cobb Drive and the northwesterly side of Riverview Road, being more particularly known as 5322 South Cobb Drive and 2259 and 2273 Riverview Road, located in Land Lots 754 and 759, 17th District, 2nd Section, Cobb County, Georgia (hereinafter the "Property" or the "Subject Property"). The Subject Property is currently zoned to the Tourist Services ("TS") and R-20 zoning categories, and Applicant is seeking rezoning to the Community Retail Commercial ("CRC") zoning classification to allow for development of the Property as a convenience food store with self-service fuel sales. The proposed rezoning will permit a use that is more suitable to the Subject Property as it lies within a Community Activity Center ("CAC"), is located adjacent to two major corridor roadways, South Cobb Drive and Riverview Road, and is within close proximity to Interstate 285 and an exit ramp to the major interstate. property located within a Community Activity Center ("CAC"). Adjacent and nearby properties are utilized for residential and non-residential purposes, being rezoned as General Commercial ("GC"), Light Industrial ("LI"), Tourist Services ("TS"), R-20, and RM-8.

(b) This zoning proposal should have no adverse effect on the existing use or usability of adjacent or nearby property. The proposed use of the Subject Property should have no impact on surrounding properties.

(c) The Subject Property, as presently zoned, does not have a reasonable economic use. The proposed zoning will allow for a higher and better use of the Subject Property.

(d) This zoning proposal will not cause excessive or burdensome use of existing streets, transportation facilities, utilities, or schools. Commercial development has almost no effect on schools, minimal effect on utilities and transportation facilities. Any effect on traffic should be minimal due to the nature of the business for which this rezoning is sought.

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

(f) This zoning proposal is consistent with the current conditions affecting the use of this Property; as well as surrounding properties. The proposed rezoning would allow for a more suitable and economic use without high impact into any adjacent or surrounding properties.

Proposed Convenience Store/Gas Station Development
Z-27-2025 5322 South Cobb Drive
Traffic Study - Submittal 2

A traffic Submittal 1 (dated August 18, 2025) was received for this proposed development and a meeting was held with the development traffic team on August 28, 2025. The applicant was approved to continue to the full Submittal 2 traffic study in the August 28th meeting. The applicant submitted a Submittal 2 traffic study on October 14, 2025. Based on a site plan revision that added a third driveway for the proposed site, the applicant then submitted a revised Submittal 2 traffic study on November 7, 2025.

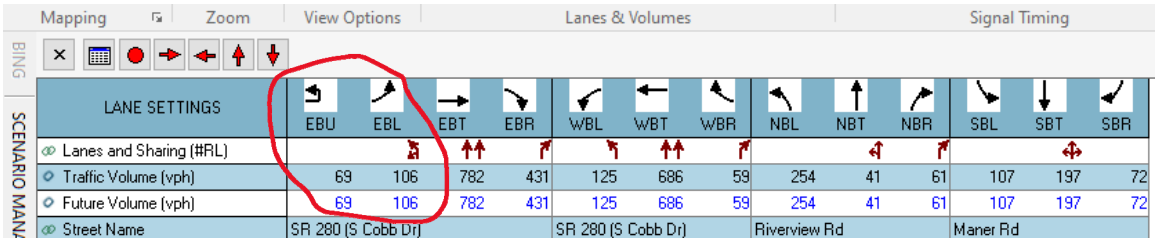
Comments below are based on the November 7th Submittal 2. Based on the revised future Build analyses required by the below comments, the traffic study requirement is **not satisfied** for this application. A new revised Submittal 2 traffic study that addresses the below comments should be submitted to Cobb DOT for review.

Comments and observations:

1. For purposes of the below comments, in the location of the site South Cobb Drive is referenced as having an east/west orientation and River View Road is referenced as having a north/south orientation.

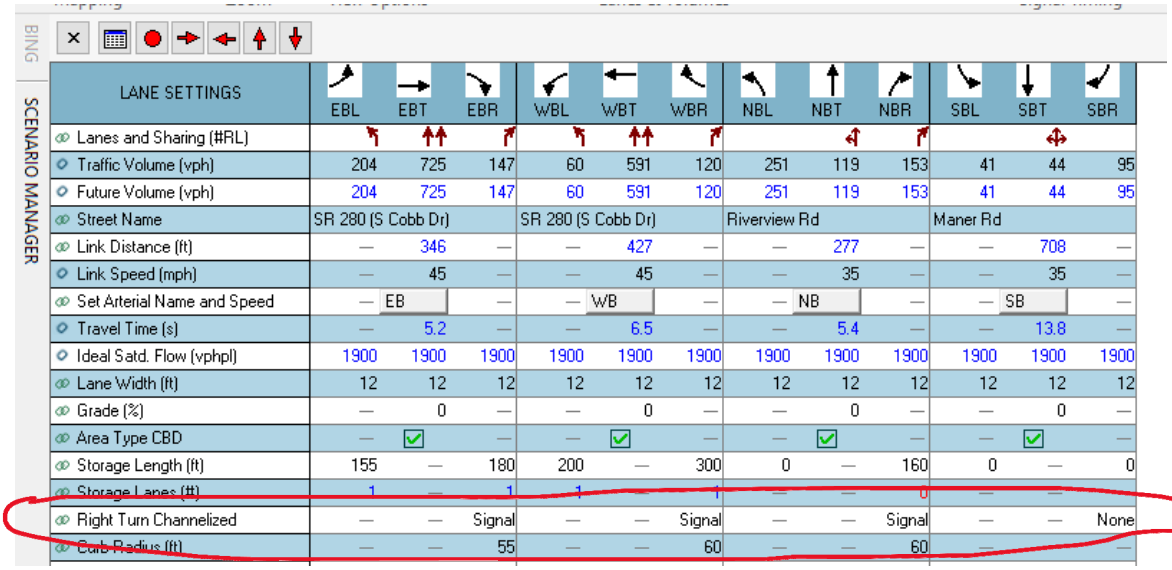
    a. This matches the orientation used in the November 7th Synchro for the signalized South Cobb Drive at River View Road/Maner Drive intersection.

2. The U-turn movement should be added as a separate volume rather than being added as part of the left-turn movement, as shown in the example below.



3. Channelized right turns should be coded in the Synchro Lane Settings as having Signal control if located at a traffic signal. Signalized approaches with no channelized right turn provided should be coded as None for this setting.

    a. The example below has been corrected from the November 7th analysis, which incorrectly uses “Yield” at all approaches.



LANE SETTINGS	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes and Sharing (#RL)												
Traffic Volume (vph)	204	725	147	60	591	120	251	119	153	41	44	95
Future Volume (vph)	204	725	147	60	591	120	251	119	153	41	44	95
Street Name	SR 280 (S Cobb Dr)			SR 280 (S Cobb Dr)			Riverview Rd			Maner Rd		
Link Distance (ft)	—	346	—	—	427	—	—	277	—	—	708	—
Link Speed (mph)	—	45	—	—	45	—	—	35	—	—	35	—
Set Arterial Name and Speed	—	EB	—	—	WB	—	—	NB	—	—	SB	—
Travel Time (s)	—	5.2	—	—	6.5	—	—	5.4	—	—	13.8	—
Ideal Satd. Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	—	0	—	—	0	—	—	0	—	—	0	—
Area Type CBD	—	☑		—	☑		—	☑		—	☑	
Storage Length (ft)	155	—	180	200	—	300	0	—	160	0	—	0
Storage Lanes (#)	1	—	1	1	—	1	—	—	0	—	—	
Right Turn Channelized	—	—	Signal	—	—	Signal	—	—	Signal	—	—	None
Curb Radius (ft)	—	—	55	—	—	60	—	—	60	—	—	—

4. Cobb DOT does not agree that 100% of the traffic to and from the west on South Cobb Drive (50% of the total site traffic) will exit the South Cobb Drive intersection to U-turn at the adjacent River View intersection signal, as shown on the Submittal 2 Figure 5.

    a. The short weave distance from the right-out driveway to the U-turn can be difficult to maneuver, especially during weekday peak hours.

    b. A proportion of the exiting new site-generated trips going to South Cobb Drive to the west should therefore be distributed to the Maner Road driveway, to then turn left onto northbound River View Road and turn left at the South Cobb Drive traffic signal.

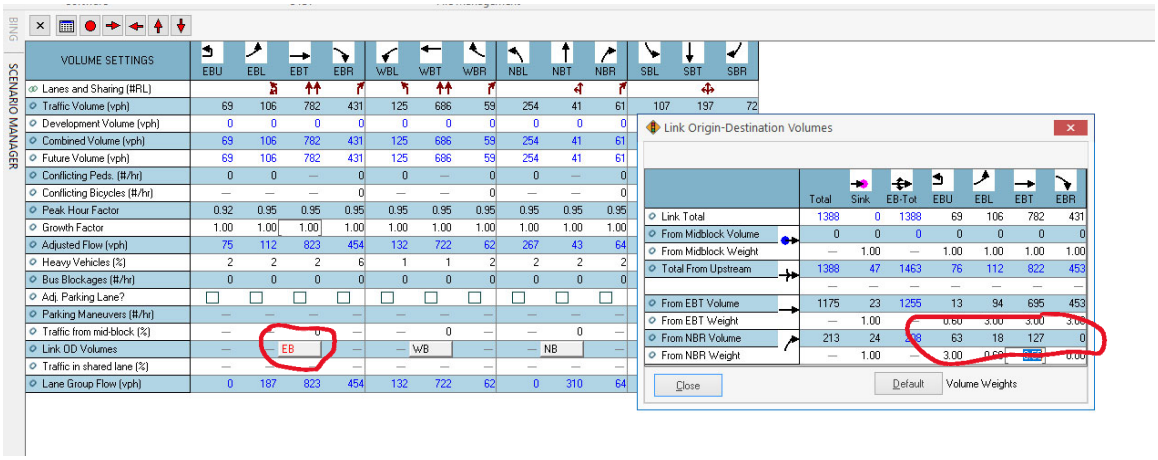
5. Cobb DOT does not agree that 100% of the passby traffic will approach from eastbound South Cobb Drive and southbound River View Road as shown on the Submittal 2 Figure 6.

    a. A proportion of the passby traffic percentages should also be distributed to westbound South Cobb Drive and northbound River View Road.

6. The O-D pairings in Synchro must be modified to correctly model the distribution of downstream movements that come from the South Cobb Drive driveway, as shown in the example below.

    a. This modification is required to correctly reflect the heavy weave movement from the South Cobb Drive driveway to the signalized U-turn.

b. The final volumes to be distributed will be affected by Comment 4 and/or Comment 5 above. Weight percentages should be adjusted to create the correct distribution from the South Cobb Drive development driveway.

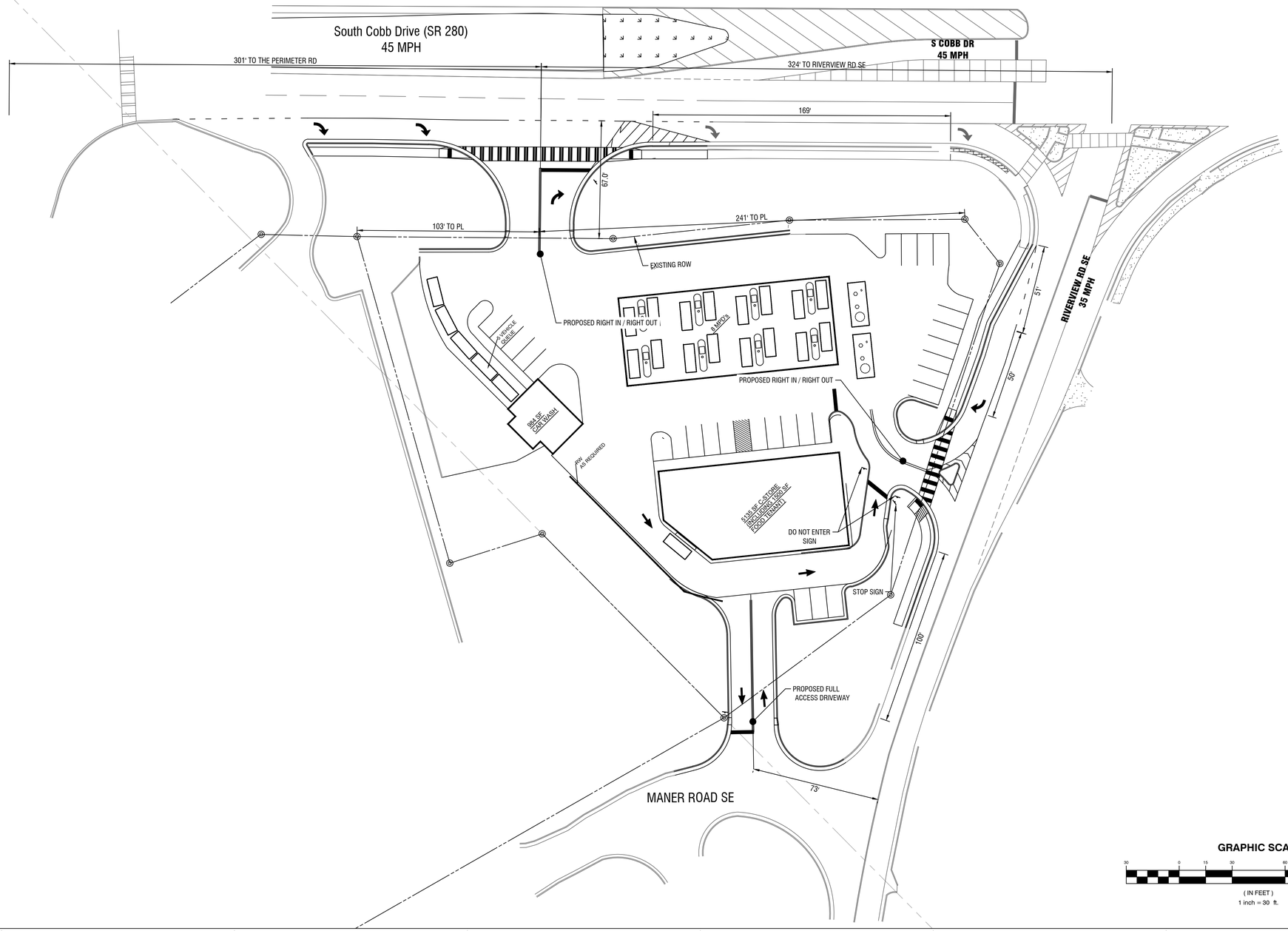


7. Exterior road segments should be extended so that vehicles are not denied entry when running SimTraffic. This can be identified by comparing maximum queue lengths versus the link distance.

   a. If any exterior road segments representing interior driveways become unreasonably long to address Comment 7 (ie, longer than on-site queuing could address), the internal existing trip assignment may need to be further adjusted to reflect the difficulty the microsimulated vehicles are indicating in finding acceptable gaps in the mainline traffic.

8. Cobb DOT recommends that the applicant traffic engineer contact Cobb DOT Traffic Engineering after addressing the above comments but before using the revised assumptions to revise the Future Build analyses. The discussion can confirm agreement on redistributed traffic volume percentages and any other concerns that could affect the revised Submittal 2. Please contact Abby Fletcher (abby.fletcher@cobbcounty.gov) at 770-528-4390 when this data is available.

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GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

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GA COA #PEF00400

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PREPARED FOR
KNIGHT PARTNERS, LLC

3465 NORTHSIDE PKWY NW
ATLANTA, GA 30327
404-242-1852

OVERALL PROPOSED PLAN

SOUTH COBB IMPACT STUDY
DD / SD
5322 SOUTH COBB DRIVE
ATLANTA, GA 30327

24 HOUR CONTACT
JARED RAYMAN
404-242-1852

LANDLOT	DISTRICT
759	7

PARCEL ID #
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LO	AKA	25-142

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FAIRFIELD, NEW JERSEY
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SUITE 205
FAIRFIELD, NEW JERSEY 07004
TELEPHONE 201-602-4082

January 28, 2026

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-27 (2025)
Applicant: Knight Partners LLC
Property Owner: Louise G. Howard Family Investments, L.P.
Property: 1.544 acres, more or less, located at the intersection of the southwesterly side of South Cobb Drive and the northwesterly side of Riverview Road, being more particularly known as 5322 South Cobb Drive and 2259 and 2273 Riverview Road, Land Lots 754 and 759, 17th District, 2nd Section, Cobb County, Georgia

Dear John:

The undersigned and this firm represent the Applicant, Knight Partners LLC (hereinafter referred to as "Applicant"), and the Property Owner, the Louise G. Howard Family Investments, L.P. (hereinafter referred to as "Owner" or "Property Owner"), in the Application for Rezoning with regard to a total tract of approximately 1.544 acres located at the intersection of the southwesterly side of South Cobb Drive and the northwesterly side of Riverview Road, being more particularly known as 5322 South Cobb Drive and 2259 and 2273 Riverview Road, Land Lots 754 and 759, 17th 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 Staff Recommendations, reviewing the uses of surrounding properties, and ongoing meetings and communications with area residents and homeowner representatives, 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 rezoning 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 rezoning of the Subject Property from the existing zoning categories of Tourist Services ("TS") and R-20 to the proposed zoning category of Community Retail Commercial ("CRC"), with reference to the revised Site Plan prepared for Applicant by A&R Engineering, Inc. (undated) and previously submitted to Cobb Zoning and Department of Transportation Staff. A reduced copy of the revised Site Plan is attached as Exhibit "A" and incorporated herein by reference.

(3) Applicant agrees the hours of operation for normal retail operations shall be limited to no greater than 5:00 a.m. to 11:00 p.m., Monday through Sunday.

(4) Applicant agrees to provide secure entry and access to the Property after hours (i.e., between 11:00 p.m. and 5:00 a.m.).

(5) Applicant agrees to install and utilize 24-hour security cameras at strategic locations on the Property.

(6) Applicant agrees to provide a Forest Acres Subdivision representative a 24-hour contact.

(7) Applicant agrees that lighting for the proposed development shall be designed to prevent glare from extending beyond the boundaries of the Subject Property. Applicant shall conduct a lighting study as part of Permitting and Plan Review.

(8) The dumpsters servicing the proposed convenience store shall be enclosed, with materials and colors for the enclosure being matching and complementary to the façade of the proposed store.

(9) Applicant agrees to a minimum eight (8) foot landscaped strip at the right-of-way along the Property frontage on South Cobb Drive and Riverview Road.

(10) All landscaping referenced herein shall be approved by the Cobb County Arborist as part of the Plan Review and Permitting Process and incorporated into the overall landscape plan for the proposed development.

(11) Minor modifications to the within stipulations, the referenced, revised Site Plan, lighting, signage, landscaping, building 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.

(12) All setback, 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 and any and all slopes or other required engineering features of the foregoing.

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

(14) Applicant agrees to comply with all Cobb County Department of Transportation requirements applicable to the Subject Property.

We believe the requested zoning, together with the revised Site Plan and the stipulations set forth herein, is appropriate for the Subject Property while taking into consideration the overall area and uses of properties surrounding the proposed development. We very much appreciate your consideration; as well as that of the Cobb County Planning Commission and Cobb County Board of Commissioners, in this request.

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
Erick Allen
JoAnn Birrell
Keli A. Gambrill
Monique Sheffield
(With Copy of Attachment)

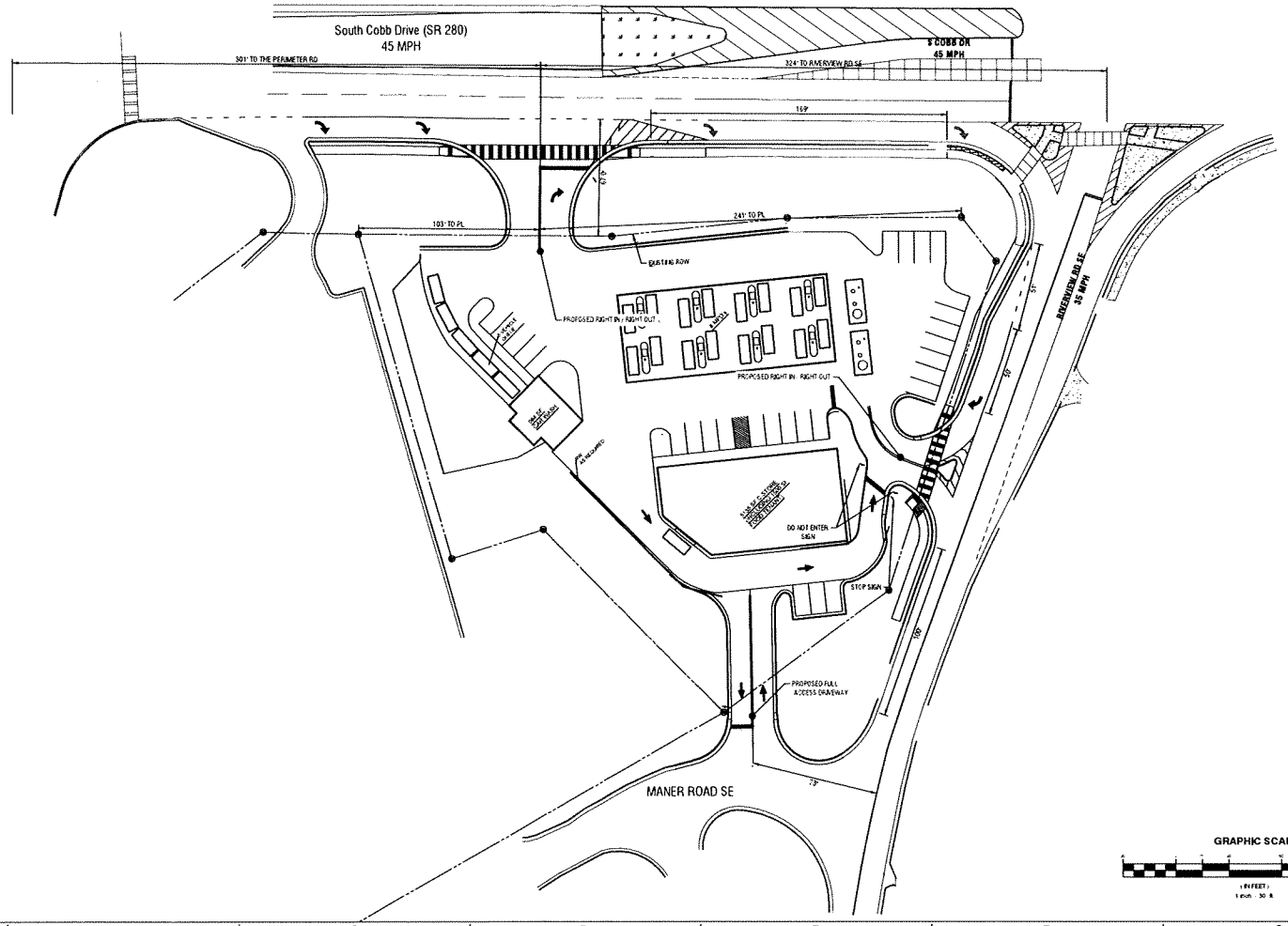
Cobb County Planning Commission:
Nadia Faucette, Chairwoman
Fred Beloin
Deborah Dance
Deidra Massey
Sara Micheletto
(With Copy of Attachment)

Terry L. Martin, AICP,CNU-A
Senior Planner
Zoning Division
Cobb County Community Development Agency
(With Copy of Attachment)

Barkley Russell
Forest Acres Subdivision Representative
(With Copy of Attachment)

Knight Partners LLC
(With Copy of Attachment)

EXHIBIT "A"



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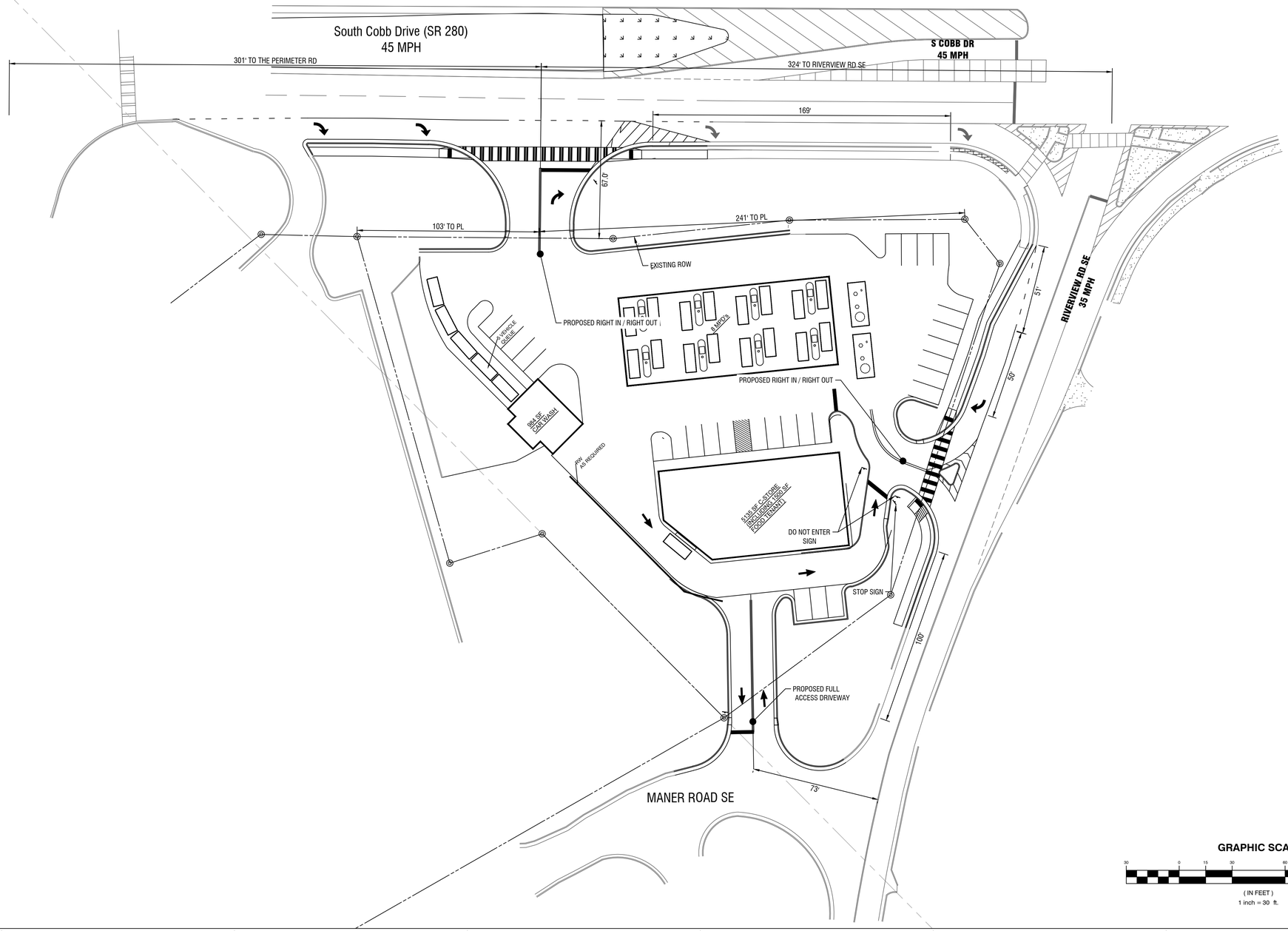
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Roadway	Roadway classification	Speed limit (mph)	Jurisdictional control	Min. R.O.W. requirements
South Cobb Drive (SR 280)	Arterial	45	Georgia DOT	100’
River View Road	Major Collector	35	Cobb County	80’

Roadway	Location	Average daily trips (vpd)	Level of service
South Cobb Drive (SR 280)	South of Elmwood Circle	18,900	C
River View Road	NA	N/A	N/A

vpd = vehicles per day, NA = Not available

Based on 2024 AADT counting data taken by GDOT, as published on their website, for South Cobb Drive (SR 280).

Planning Level of Service based on available Average Daily Trips using GRTA guideline thresholds. Classification thresholds for LOS A and LOS B are not available for major collector or arterial roads from this data source.

LOS C or D is acceptable based on GDOT Design Policy Manual criteria.

ITE Land Use	Description	Expected Size	AM			PM			Daily (vpd)
			In (vph)	Out (vph)	**Total (vph)**	In (vph)	Out (vph)	**Total (vph)**	
945	Convenience Store/Gas Station	16 Fuel Positions*	253	253	506	215	215	430	5,532
ITE 937	ITE 937 Coffee/Donut Shop with Drive-Through Window	1.5 KSF	66	63	129	39	39	78	800
ITE 948	Automated Car Wash	1 Tunnel	10**	10**	20**	39	39	78	476**
Total			328	326	**654**	283	283	**566**	**6,808**

vph = vehicles per hour, KSF = 1,000 square feet

**Fuel positions is the maximum number of vehicles that can be fueled simultaneously.*

*** Taken on applicant traffic study submission.*

Development gross trip generation based on available development size and rates from the Institute of Transportation Engineers (ITE) Trip Generation, 11th edition.

Comments and observations

South Cobb Drive is classified as an arterial roadway and according to the available information the existing right-of-way does meet the minimum requirements for this classification.

River View Road is classified as a major collector roadway and according to the available information the existing right-of-way does not meet the minimum requirements for this classification.

(continued)

In accordance with Cobb County Code 134-121 and based on site plan dated September 4, 2025, this development does require a traffic impact study submittal. A traffic Submittal 1 (dated August 18, 2025) was received for this proposed development. The applicant team was approved to continue to the full Submittal 2 traffic study in a meeting with Cobb DOT on August 28, 2025. However, discussion was held in the August 28th meeting concerning potential mitigation for the site driveway spacing. The Submittal 2 should address a mitigation strategy, including using the most recent site plan that incorporates the recommended mitigation.

The applicant was approved to continue to the full Submittal 2 traffic study in the August 28th meeting. The applicant submitted a Submittal 2 traffic study on October 14, 2025. The applicant then submitted a new Submittal 2 traffic study (dated November 7, 2025) based on a site plan revision that added a third driveway for the proposed site. Cobb County provided comments (dated November 17, 2025) and the applicant submitted a revised Submittal 2 traffic study to address the November 17th comments on December 3, 2025. Cobb County provided comments (dated December 30, 2025) and the applicant submitted a revised Submittal 2 traffic study (dated January 8, 2026) to address traffic mitigation on January 9, 2026.

Based on the identification of site versus system improvements, the traffic study requirement is currently considered **not satisfied** for this application. Cobb DOT recommendations may be revised after the requested Submittal 2 study's receipt.

The applicant property is adjacent to a planned GDOT project, I-285 West Side Express Lanes.

Recommendations

THE RECOMMENDATIONS BELOW SHALL BECOME STIPULATED REQUIREMENTS UPON INCLUSION WITH AND APPROVAL BY THE BOARD OF COMMISSIONERS OF THIS APPLICATION:

1. Recommend a traffic study pursuant to Code Section 134-121(b)(8). 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. Cobb DOT recommendations may be revised after the revised study's receipt.

2. Recommend applicant, **WITHIN 12 MONTHS OF ZONING APPROVAL**, donate right-of-way on the north side of River View Road, a minimum of 40' from the roadway centerline, in accordance with Cobb County Development Standard 401.2, Right-of-Way.

3. Recommend installation of a left turn lane on River View Road from the unsignalized intersection at Maner Road to the signalized intersection at South Cobb Drive. Recommend developer be responsible for 100% of the cost for this roadway improvement along their property frontage. Recommend location and design be determined during plan review, subject to Cobb County DOT approval.

4. Installing curb, gutter, and sidewalk along the South Cobb Drive and River View Road frontages. This recommendation is pursuant to Cobb County Development Standard 401.15, Curbs and Gutters (including subsections), Cobb County Development Standard 404 Sidewalks and Pathways, Cobb County Development Standard 405 Accessibility Requirements, and Cobb County Development Standard Detail 106, Concrete Curbs, Medians.

5. Recommend closing and removing driveway aprons along the South Cobb Drive and River View Road frontage that the development renders unnecessary.

6. Recommend GDOT permits for all work that encroaches upon State right-of-way.

7. Recommend applicant coordinate with Cobb DOT and GDOT prior to development plan approval to ensure compatibility with the proposed I-285 West Side Express Lanes project. Based on available information, the I-285 Westside Express Lanes Project does not appear to impact the current project, and no conflicts are anticipated.

8. Recommend existing South Cobb Drive raised median be extended as necessary to prohibit left turns at the South Cobb Drive access point. Recommend median design be determined during plan review, subject to GDOT and Cobb DOT approval.

9. Recommend coordination with GDOT on South Cobb Drive access point design, principally addressing throat length and deceleration lane design requirements. A conceptual deceleration lane is shown on the site plan received September 4, 2025. Recommend final location and design be determined during plan review, subject to GDOT and Cobb County DOT approvals.

10. Recommend the access on River View Road be a minimum of 250’ straight-line distance as measure from the signalized intersection curb return to the driveway curb return or be restricted to mitigation measures as approved by Cobb DOT. The typical mitigation measure is restricting the driveway to right-in right-out operations. Driveways with turn restrictions should include design elements such as, but not limited to, raised concrete guidance islands, geometric design and/or centerline raised median. Recommend final location and design be determined during plan review, subject to Cobb County DOT approval.

11. Recommend consideration of interparcel access to access Maner Road as part of site plan revisions to address turn restrictions.

12. Recommend River View Road access include a deceleration (right turn) lane to address safety because River View Road is a major collector roadway. This recommendation is pursuant to. Cobb County Development Standard 402.9, Deceleration Lanes/Roadway Improvements Along Existing Streets, and Cobb County Development Standard Detail 401A, Deceleration Lanes. A conceptual deceleration lane is shown on the site plan received September 4, 2025. Recommend location and design be determined during plan review, subject to GDOT and Cobb DOT approval.

13. Recommend extending River View Road driveway uninterrupted access to a minimum of 50’ from the edge of right-of-way per Development Standard 402.8. Because the entry uninterrupted access meets this requirement, Cobb DOT has approved the River View Road driveway layout shown in the December 3rd traffic study.

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

Proposed Convenience Store/Gas Station Development
Z-27-2025 5322 South Cobb Drive
Traffic Study - Submittal 2

A traffic Submittal 1 (dated August 18, 2025) was received for this proposed development and a meeting was held with the development traffic team on August 28, 2025. The applicant was approved to continue to the full Submittal 2 traffic study in the August 28th meeting. The applicant submitted a Submittal 2 traffic study on October 14, 2025. The applicant then submitted a new Submittal 2 traffic study (dated November 7, 2025) based on a site plan revision that added a third driveway for the proposed site. Cobb County provided comments (dated November 17, 2025) and the applicant submitted a revised Submittal 2 traffic study to address the November 17th comments on December 3, 2025. Cobb County provided comments (dated December 30, 2025) and the applicant submitted a revised Submittal 2 traffic study (dated January 8, 2026) to address the December 30th comments on January 9, 2026.

Comments below are based on the January 8th Submittal 2. Based on the revised future Build analyses required by the below comments, the traffic study requirement is **not satisfied** for this application. A new revised Submittal 2 traffic study that addresses the **Traffic Study Comments** section below should be submitted to Cobb DOT for review.

Traffic Study Comments

1. Cobb DOT recommends that the developer install a northbound left turn lane along the proposed development frontage, ending at the unsignalized intersection with Maner Drive. This recommendation should be considered a site improvement.

    a. On Page 25, the study reads: *The northbound approach on Riverview Road already experiences a high volume of left-turning vehicles during the PM peak hour, with 249 vehicles recorded. The proposed development is expected to add an additional 42 left-turn vehicles during this period.*

        i. This volume comparison is incorrect with the consideration of pass-by traffic volumes. By adding the northbound left volumes shown on Figure 5B and Figure 6 a net volume of 58 vehicles is added for the northbound left volume during the PM peak.

        ii. As a note, Recommendation 6 in the December 30th Cobb DOT comments reads: *For studies that include passby trips, a net development generated traffic volumes should be shown as a separate figure.* Following this requirement will help prevent similar comparison errors in future reports.

iii. The volume comparison should be corrected in the revised report to consider passby volumes.

b. Additionally, the northbound left turn lane is classified as a system improvement only on Pages 26 and 34.

i. Recommendation 2bi in the December 30th Cobb DOT comments reads: *If the movement is impacted by site-generated traffic volumes, it should be considered at least in part a development improvement.*

ii. Cobb DOT would consider the northbound left turn lane be partially a site improvement. This should be addressed in the report text.

c. SimTraffic analysis for the northbound left turn lane shows that the storage length included in the Build with Improvements analysis will have over 50% blockage, which means that spillback from the left turn lane will impede northbound through and right vehicles.

i. The recommended storage length should be increased to accommodate the anticipated queue length. For example, the 50% back-of-queue calculation included in the HCM 6 analysis (Page 217) shows a storage requirement of 19 vehicles, or 475 feet.

ii. A northbound left turn lane along the proposed development frontage, ending at the unsignalized intersection with Maner Drive, would partially satisfy the storage requirement identified above.

iii. To address how the left turn storage along the site frontage can be attributed to a site improvement, a queue analysis should be included for the northbound left turn lane to show the overall storage length needed for this improvement based on the analysis.

d. After the property development is fully operational with the recommended northbound turn lane along the property frontage, Cobb DOT and the City of Smyrna can evaluate the future intersection operations and identify any additional needed improvements (such as but not limited to an extension of the northbound left turn lane) as system improvements.

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FAIRFIELD, NEW JERSEY
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SUITE 205
FAIRFIELD, NEW JERSEY 07004
TELEPHONE 201-602-4082

February 10, 2026

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

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Property: 1.544 acres, more or less, located at the intersection of the southwesterly side of South Cobb Drive and the northwesterly side of Riverview Road, being more particularly known as 5322 South Cobb Drive and 2259 and 2273 Riverview Road, Land Lots 754 and 759, 17th District, 2nd Section, Cobb County, Georgia

Dear John:

On behalf of the Applicant, Knight Partners LLC ("Applicant"); as well as, the Property Owner, please accept this correspondence as our formal request for a continuance of the above-referenced Application for Rezoning from the currently scheduled hearings before the Cobb County Planning Commission and the Cobb County Board of Commissioners on March 3, 2026, and March 17, 2026, respectively. The continuance to the April 2026 zoning hearing agendas will allow Applicant's team time to continue its evaluation and study of the site to address concerns of area residents with additional revisions. We would very much appreciate Staff's consideration of continuing the hearings to April 7, 2026, before the Cobb County Planning Commission, and April 21, 2026, before the Cobb County Board of Commissioners.

Thank you for your consideration in this request. If you should have any questions or require additional information at this time, please do not hesitate to contact me.

With kindest regards, I remain

Very truly yours,

MOORE, INGRAM, JOHNSON & STEELE, LLP

J. Kevin Moore

JKM:cc
c: Terry L. Martin, AICP, CNU-A
Senior Planner
Zoning Division
Cobb County Community Development Agency

Cameron Jones, CNU-A
Planner III
Zoning Division
Cobb County Community Development Agency

Knight Partners LLC

9/26/2025

Comprehensive Plan Future Land Use Designation: Community Activity Center
The subject tract is within the Community Activity Center (CAC). Community Activity Centers provides for areas that can meet the immediate needs of several neighborhoods or communities. Typical land uses for these areas include low- to mid-rise office buildings and department stores.

Future Land Use Sub-Category? N/A

☒ Consistent ☐ Inconsistent

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary? ☒ Yes ☐ No
If yes, which City: Smyrna
Was the city notified? Yes

Specific Area Policy Guidelines: ☐ Yes ☒ No
Policy:

Masterplan/ Corridor Study: ☐ Yes ☒ No
Name of Masterplan/Corridor Study: N/A

Design guidelines area? ☐ Yes ☒ No
If yes, design guidelines area? N/A
Does the proposal plan comply with the design requirements? N/A

Is the property within an Opportunity Zone? ☐ Yes ☒ No
If yes, Opportunity Zone? N/A
(The Opportunity Zone is an incentive that provides $3,500 tax credit per job in eligible areas if two or more jobs are being created. This incentive is for new or existing businesses)

Is the property within an Enterprise Zone? ☐ Yes ☒ No
If yes, Enterprise Zone? N/A
(The Enterprise Zone is an incentive that provides tax abatements and other economic incentives for qualifying businesses locating or expanding within designated areas for new jobs and capital investment)

Is the property eligible for the Façade Improvement Program? ☐ Yes ☒ No
(The Façade Improvement Program is an incentive for owners and tenants to enhance the appearance of buildings. The CDBG program provides the funding. Properties must be either on the current inventory of redevelopment sites or in a corridor study area and be in a census tract with at least 51% low and moderate income. The program serves to improve the economic viability of these areas.)

(continued)

Is the property eligible for incentives through the Commercial and Industrial Property Rehabilitation Program? *(The Commercial and Industrial Property Rehabilitation Program Is an incentive that provides a reduction in ad valorem property taxes for qualifying redevelopment in eligible areas)*	☐ Yes	☒ No

Note: For more information on incentives, please call the Community Development Agency- Economic Development Division at 770-528-2018 or find information online at www.cobbcounty.org/econdev.

Special District:

Is this property within the Cumberland Special District #1 (hotel/motel fee)?	☐ Yes	☒ No
Is this property within the Cumberland Special District #2 (ad valorem tax)?	☐ Yes	☒ No
Is this property within the Six Flags Special Service District?	☐ Yes	☒ No

Dobbins Air Reserve Base Zones:

Is the property within the Dobbins Airfield Safety Zone?	☐ Yes	☒ No
Is the property within the Clear Zone (CZ)?	☐ Yes	☒ No
Is the property within 3000’ of Dobbins ARB?	☐ Yes	☒ No
Is the property within the Accident Potential Zone (APZ I)?	☐ Yes	☒ No
Is the property within the Accident Potential Zone II (APZ II)?	☐ Yes	☒ No
Is the property within the Noise Zone?	☐ Yes	☒ No
Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)?	☐ Yes	☒ No

Historic Preservation:

After consulting various county historic resources surveys, historic maps, archaeology surveys and Civil War trench location maps, staff finds that no known significant historic resources appear to be affected by this application.

TRAFFIC IMPACT STUDY
FOR
PROPOSED CONVENIENCE STORE/GAS STATION
DEVELOPMENT AT 5322 SOUTH COBB DRIVE

COBB COUNTY, GEORGIA



Prepared for:

Knight Partners, LLC
3465 NORTHSIDE PKWY NW
ATLANTA, GA 30327

Prepared By:

A&R Engineering Inc.
2160 Kingston Court, Suite O
Marietta, GA 30067
Tel: (770) 690-9255 Fax: (770) 690-9210
www.areng.com

November 07, 2025
A & R Project # 25-142

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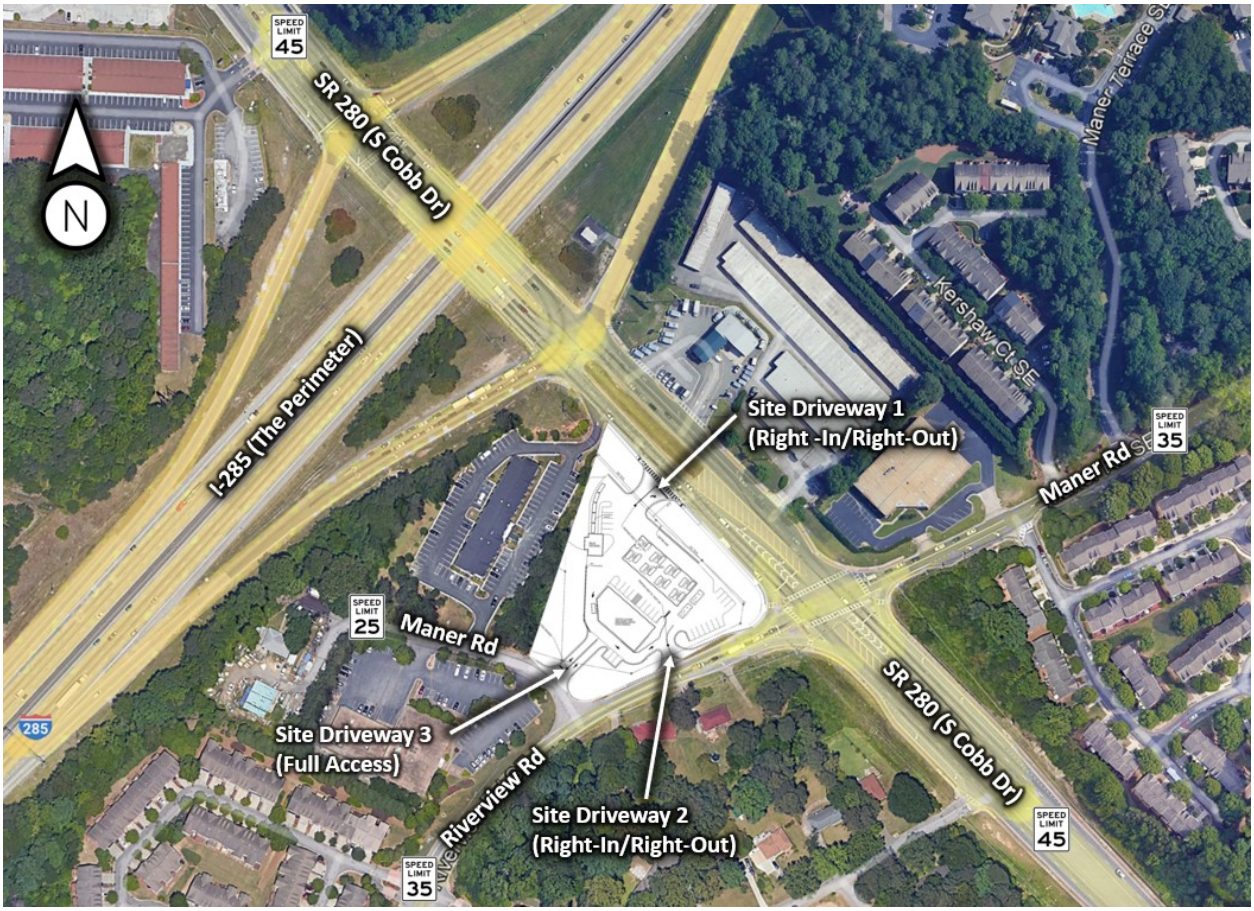
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1.0 INTRODUCTION

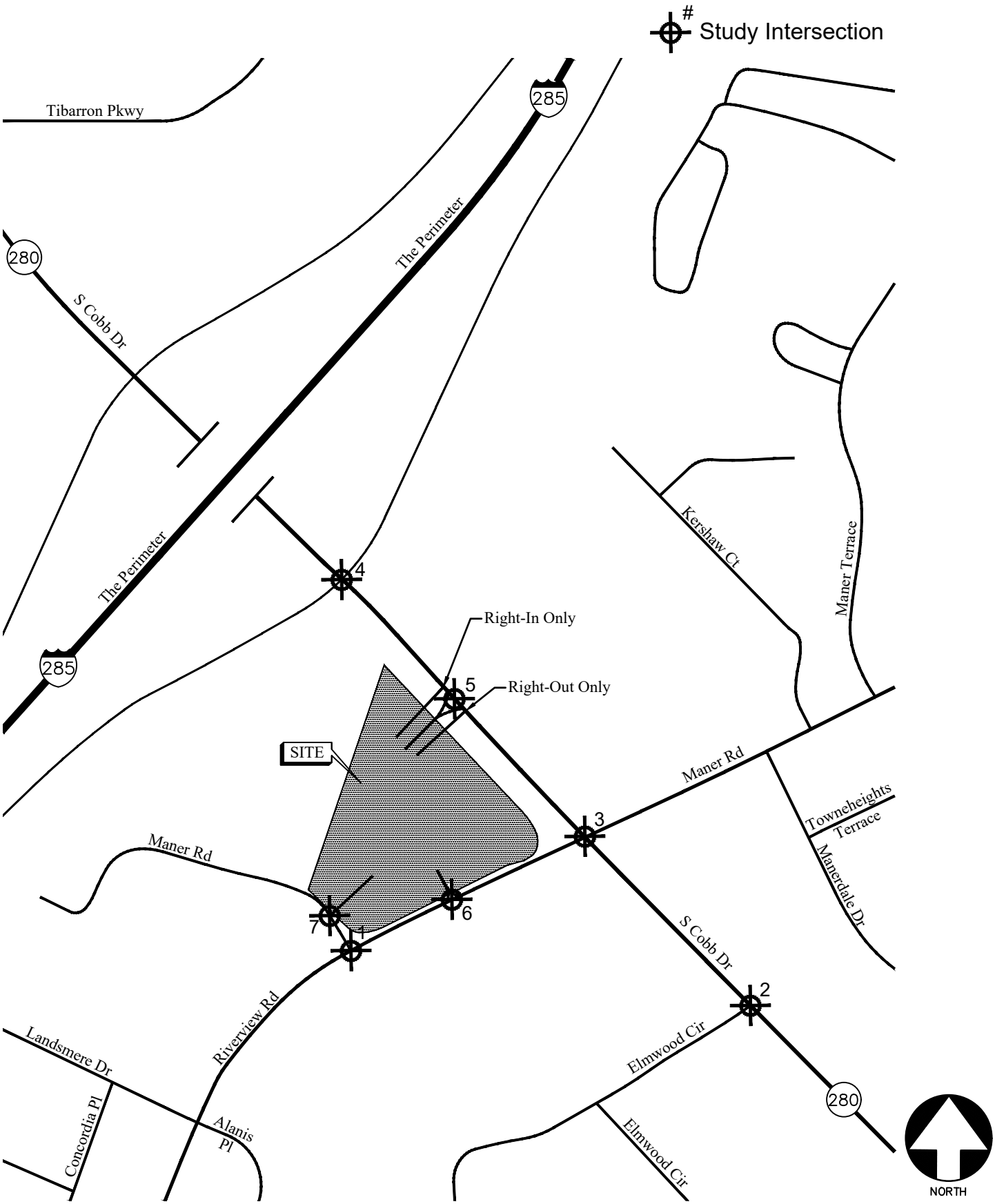
The purpose of this study is to determine the traffic impact from the proposed Convenience Store/Gas Station development at 5322 South Cobb Drive, in Cobb County, Georgia. The traffic analysis evaluates the current operations and future conditions with the traffic generated by the development. The proposed development will consist of 5,135 sf of convenience store building (which includes the 1,500 sf quick service restaurant) and gas station with 8 pumps (16 vehicle fuelling position) along with 1,000 sf building serving as an automated car wash. The development plans to convert the existing right-in only and right-out only driveways on South Cobb Drive into a standard right-in/right-out driveway with a deceleration lane. Additionally, the plan proposes a right-in/right-out driveway on Riverview Road and a full-access driveway on Maner Road. The site location is illustrated in Figure 1 below.



The AM and PM peak hours have been analyzed in this study. In addition to the site access points, this study includes the evaluation of traffic operations at the intersections of:

1. Riverview Road at Maner Road
2. SR 280 (South Cobb Drive) at Elmwood Circle
3. SR 280 (South Cobb Drive) at Riverview Road/Maner Road
4. SR 280 (South Cobb Drive) at I-285 Northbound Ramp

Recommendations to improve traffic operations have been identified as appropriate and are discussed in detail in the following sections of the report. The location of the development and the surrounding roadway network are shown in Figure 1.



LOCATION MAP FIGURE 1

A&R Engineering Inc.

2.0 EXISTING FACILITIES / CONDITIONS

2.1 Roadway Facilities

The following is a brief description of each of the roadway facilities located in proximity to the site:

2.1.1 SR 280 (South Cobb Drive)

SR 280 (South Cobb Drive) is an east-west, four-lane with two-way left turn lane and posted speed limit of 45 mph in the vicinity of the site. Georgia Department of Transportation (GDOT) traffic counts (Station ID: 067-2601) indicate that the daily traffic volume on SR 280 (South Cobb Drive) in 2023 was 18,900 vehicles per day northeast of Elmwood Circle. Cobb County classifies SR 280 (South Cobb Drive) as an urban minor arterial roadway.

2.1.2 Riverview Road

Riverview Road is a north-south, two-lane, undivided roadway with a posted speed limit of 35 mph in the vicinity of the site. Cobb county classifies Riverview Road as an major collector.

2.1.3 Maner Road

Maner Road is an east-west, two-lane, undivided roadway with a posted speed limit of 25 mph in the vicinity of the site.

2.1.4 Elmwood Circle

Elmwood Circle is a north-south, two-lane, undivided roadway with a posted speed limit of 25 mph in the vicinity of the site.

2.1.5 Maner Road

Maner Road is a north-south, two-lane, undivided roadway with a posted speed limit of 35 mph in the vicinity of the site.

3.0 STUDY METHODOLOGY

In this study, the methodology used for evaluating traffic operations at each of the subject intersections is based on the criteria set forth in the Transportation Research Board Highway Capacity Manual, 6th edition (HCM 6). Synchro software, which utilizes the HCM methodology, was used for the analysis. The following is a description of the methodology employed for the analysis of unsignalized and signalized intersections.

3.1 Unsignalized Intersections

For unsignalized intersections controlled by a stop sign on minor streets, the level of service (LOS) for motor vehicles with controlled movements is determined by the computed control delay according to the thresholds stated in Table 1 below. LOS is determined for each minor street movement (or shared movement), as well as major street left turns. LOS is not defined for the intersection as a whole or for major street approaches. The LOS of any controlled movement which experiences a volume to capacity ratio greater than 1 is designated as "F" regardless of the control delay.

Control delay for unsignalized intersections includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Several factors affect the control delay for unsignalized intersections, such as the availability and distribution of gaps in the conflicting traffic stream, critical gaps, and follow-up time for a vehicle in the queue.

Level of service is assigned a letter designation from "A" through "F". Level of service "A" indicates excellent operations with little delay to motorists, while level of service "F" exists when there are insufficient gaps of acceptable size to allow vehicles on the side street to cross the main road without experiencing long delays.

TABLE 1 – LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Control Delay (sec/vehicle)	LOS by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	**v/c > 1.0**
≤ 10	A	F
> 10 and ≤ 15	B	F
> 15 and ≤ 25	C	F
> 25 and ≤ 35	D	F
> 35 and ≤ 50	E	F
> 50	F	F

*The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection.

Source: Highway Capacity Manual, 6th edition, Exhibit 20-2 *LOS Criteria: Motorized Vehicle Mode*

3.2 Signalized Intersections

According to HCM procedures, LOS can be calculated for the entire intersection, each intersection approach, and each lane group. HCM uses control delay alone to characterize LOS for the entire intersection or an approach. Control delay per vehicle is composed of initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Both control delay and volume-to-capacity ratio are used to characterize LOS for a lane group. A volume-to-capacity ratio of greater than 1.0 for a lane group indicates failure from capacity perspective. Therefore, such a lane group is assigned LOS F regardless of the amount of control delay.

Table 2 below summarizes the LOS criteria from HCM for motorized vehicles at signalized intersection.

TABLE 2 – LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Control Delay (sec/vehicle) *	LOS for Lane Group by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	**v/c > 1.0**
≤ 10	A	F
> 10 and ≤ 20	B	F
> 20 and ≤ 35	C	F
> 35 and ≤ 55	D	F
> 55 and ≤ 80	E	F
> 80	F	F

*For approach-based and intersection wide assessments, LOS is defined solely by control delay

Source: Highway Capacity Manual, 6th edition, Exhibit 19-8 *LOS Criteria: Motorized Vehicle Mode*

LOS A is typically assigned when the volume-to-capacity (v/c) ratio is low and either progression is exceptionally favourable, or the cycle length is very short. LOS B is typically assigned when the v/c ratio is low and either progression is highly favorable, or the cycle length is short. However, more vehicles are stopped than with LOS A. LOS C is typically assigned when progression is favorable, or the cycle length is moderate. Individual *cycle failures* (one or more queued vehicles are not able to depart because of insufficient capacity during the cycle) may begin to appear at this level. Many vehicles still pass through the intersection without stopping, but the number of vehicles stopping is significant. LOS D is typically assigned when the v/c ratio is high and either progression is ineffective, or the cycle length is long. There are many vehicle-stops and individual cycle failures are noticeable. LOS E is typically assigned when the v/c ratio is high, progression is very poor, the cycle length is long, and individual cycle failures are frequent. LOS F is typically assigned when the v/c ratio is very high, progression is very poor, the cycle length is long, and most cycles fail to clear the queue.

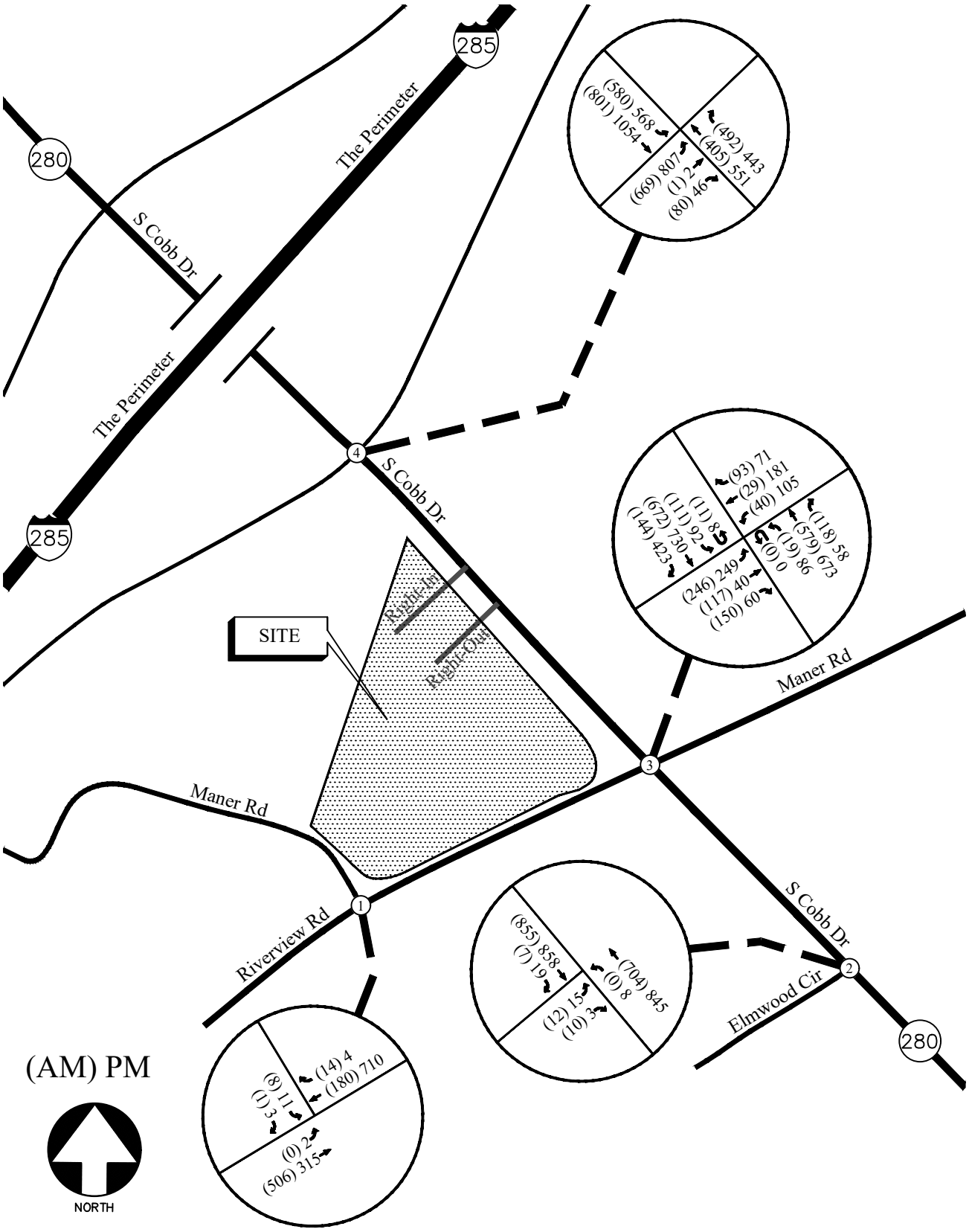
4.0 EXISTING 2025 TRAFFIC ANALYSIS

4.1 Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersections:

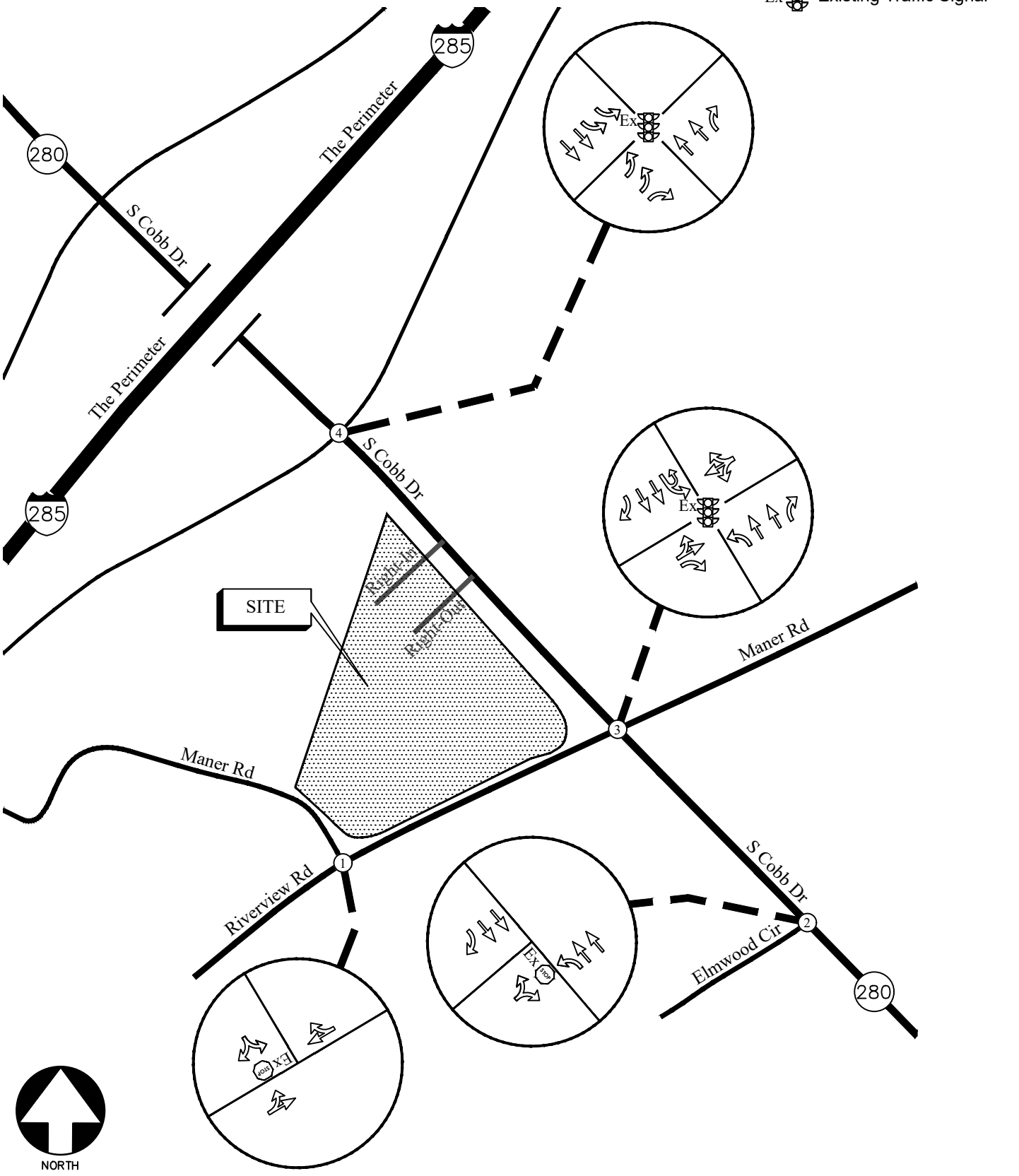
1. Riverview Road at Maner Road
2. SR 280 (South Cobb Drive) at Elmwood Circle
3. SR 280 (South Cobb Drive) at Riverview Road/Maner Road
4. SR 280 (South Cobb Drive) at I-285 Northbound Ramp

Turning movement counts were collected on Tuesday, August 5, 2025. All turning movement counts were recorded during the AM and PM peak hours between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively. The four consecutive 15-minute interval volumes that produced the highest volume at the intersections were then determined. These volumes make up the peak hour traffic volumes for the intersections counted and are shown in Figure 2. The existing traffic control and lane geometry for the intersections are shown in Figure 3.



EXISTING WEEKDAY PEAK-HOUR VOLUMES FIGURE 2

A&R Engineering Inc.



EXISTING TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 3

A&R Engineering Inc.

4.2 Existing Traffic Operations

Existing 2025 traffic operations were analyzed at the study intersections in accordance with the HCM methodology. The results of the analyses are shown in Table 3.

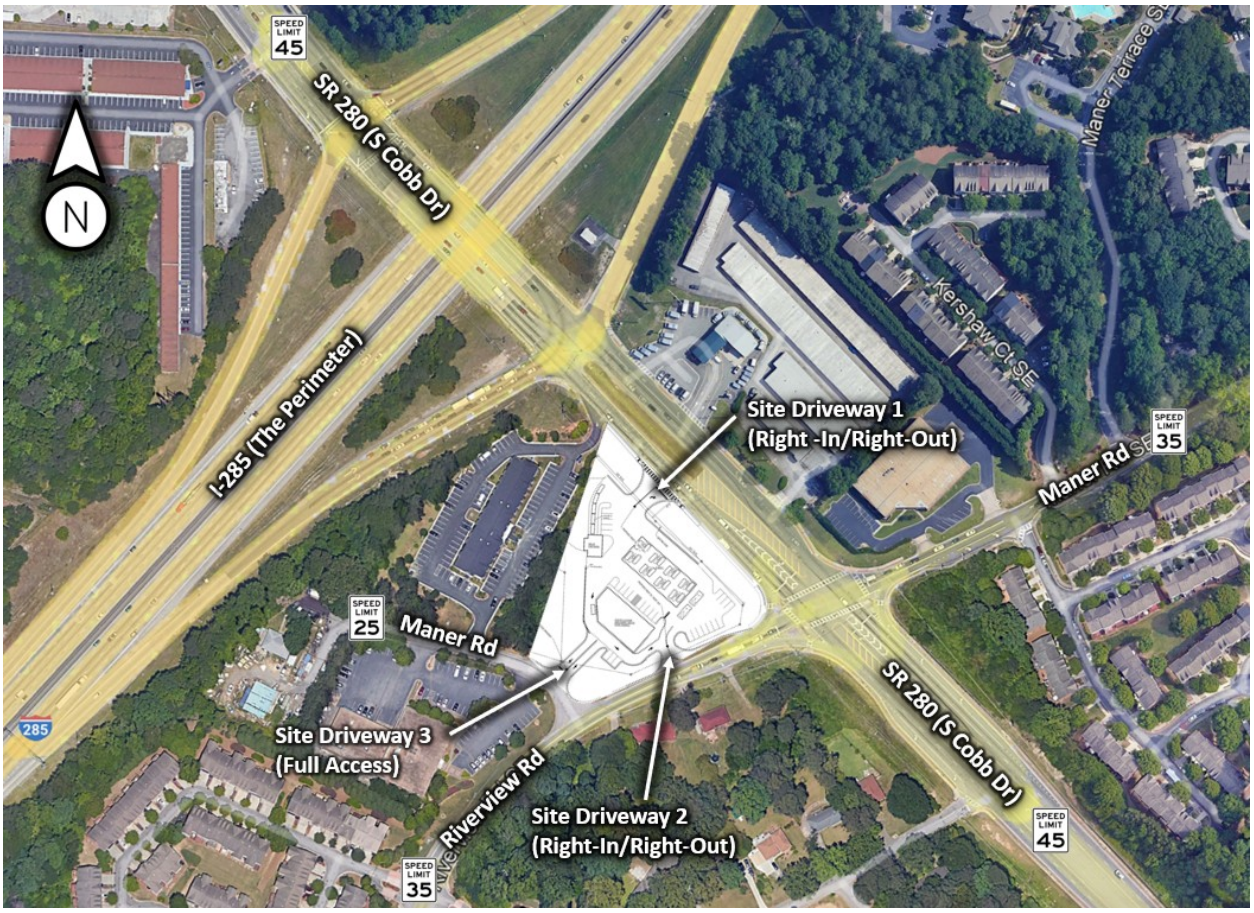
TABLE 3 – EXISTING INTERSECTION OPERATIONS

	Intersection	Traffic Control	LOS (Delay)	
			AM Peak Hour	PM Peak Hour
1	**Riverview Road at Maner Road** -Eastbound Approach -Northbound Left	Stop Controlled on EB Approach	B (14.5) A (7.6)	C (19.3) A (9.2)
2	**SR 280 (South Cobb Drive) at Elmwood Circle** -Westbound Left -Northbound Approach	Stop Controlled on NB Approach	A (9.9) C (16.0)	B (10.1) C (19.4)
3	**SR 280 (South Cobb Drive) at Riverview Road/ Maner Road** -Eastbound Approach -Westbound Approach -Northbound Approach -Southbound Approach	Signalized	**C (32.2)** B (15.4) C (21.5) E (77.4) E (79.4)	**D (47.8)** C (26.9) C (34.8) F (99.0) F (91.3)
4	**SR 280 (South Cobb Drive) at I-285 Northbound Ramp** -Eastbound Approach -Westbound Approach -Northbound Approach	Signalized	**D (37.6)** C (31.8) C (28.8) E (59.0)	**C (34.6)** C (28.9) C (25.2) E (56.5)

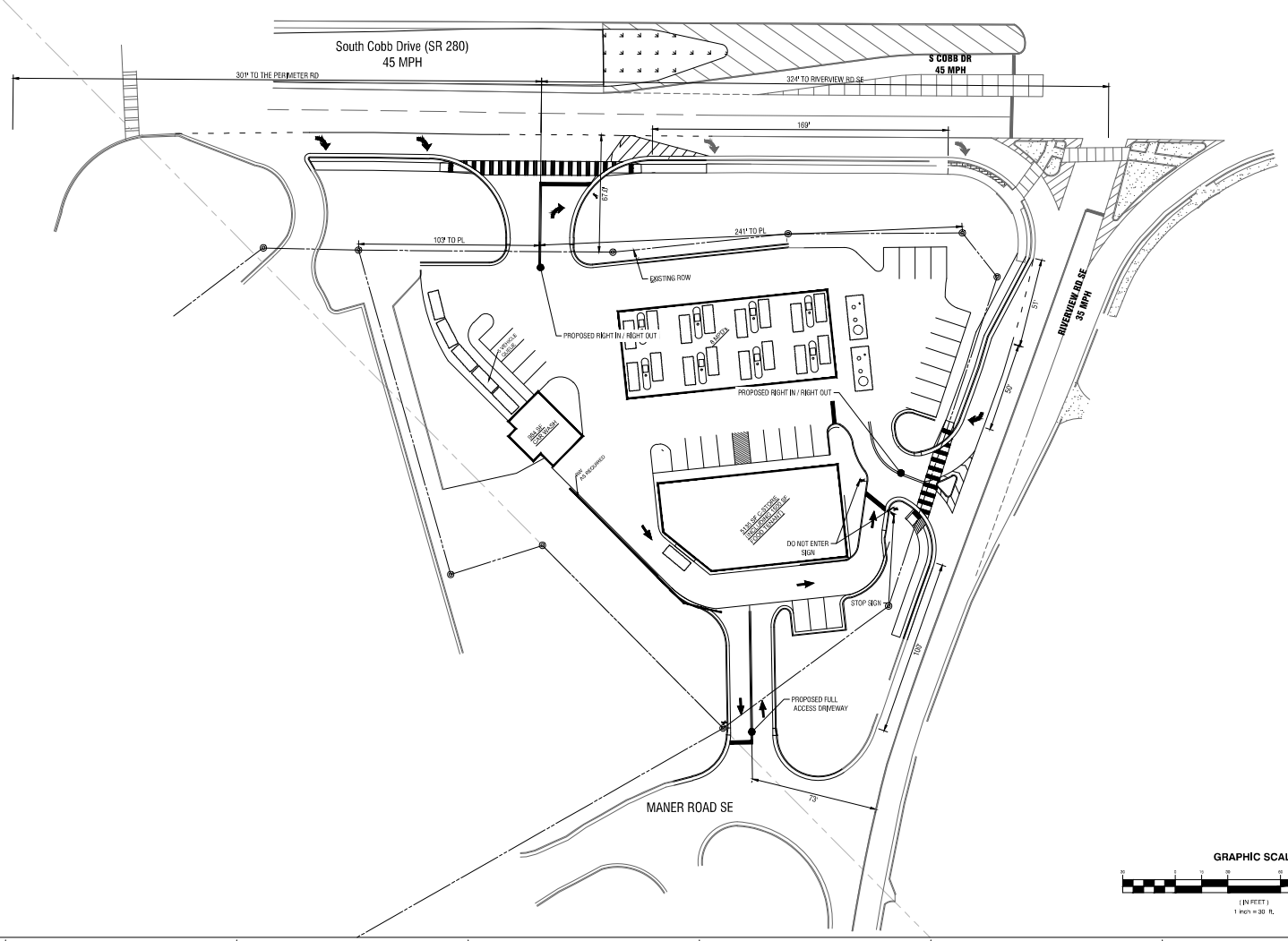
The results of the existing traffic operations analysis indicate that the signalized study intersections are operating at an overall level of service "D" or better in both the AM and PM peak hours. The stop-controlled approaches at the unsignalized study intersections are operating at level of service "C" or better in both the AM and PM peak hours.

5.0 PROPOSED DEVELOPMENT

The proposed development, located at 5322 South Cobb Drive in Cobb County, Georgia, will consist of a 5,135-square-foot convenience store (including a 1,500-square-foot quick-service restaurant) and a gas station with eight pumps providing sixteen fueling positions. The project also includes a 1,000-square-foot automated car wash building. The development proposes converting the existing right-in and right-out driveways on South Cobb Drive into a standard right-in/right-out driveway with a deceleration lane. Additionally, a new right-in/right-out driveway is proposed on Riverview Road, along with a full-access driveway on Maner Road.



A site plan is shown in Figure 4.



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Marietta, GA 30067
(770) 690-9255
www.areng.com
info@areng.com
GA COA #PEF00400

NOT RELEASED FOR CONSTRUCTION

SEAL

REVISIONS

No.	DESCRIPTION	DATE
1		
2		
3		
4		
5		
6		
7		
8		
9		

PREPARED FOR
KNIGHT PARTNERS, LLC
3465 NORTHSIDE PKWY NW
ATLANTA, GA 30327
404-242-1852

OVERALL PROPOSED PLAN

SOUTH COBB IMPACT STUDY
DD / SD
5322 SOUTH COBB DRIVE
ATLANTA, GA 30327

24 HOUR CONTACT
JARED RAYMAN
404-242-1852

LANDLOT	DISTRICT
759	7

PARCEL ID #
17075400030

DWN BY	CKD BY	A&R JOB No.
LO	AKA	25-142

DATE

SHEET IDENTIFICATION
CT-1101

5.1 Trip Generation

Trip generation estimates were based on the rates and equations published in the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation estimates for the site were based on the following ITE Land Uses: *945 – Convenience Store/Gas Station - GFA (5.5-10k), 937 Coffee/Donut Shop with Drive-Through Window, and 948 – Automated Car Wash*. Since ITE does not have weekday data for AM peak hour and 24 hours for automated car wash, engineering judgment was used to determine the trips for the AM peak hour and 24-hours based on the PM peak hour values. The calculated total trip generation for the proposed development is shown below Table 4.

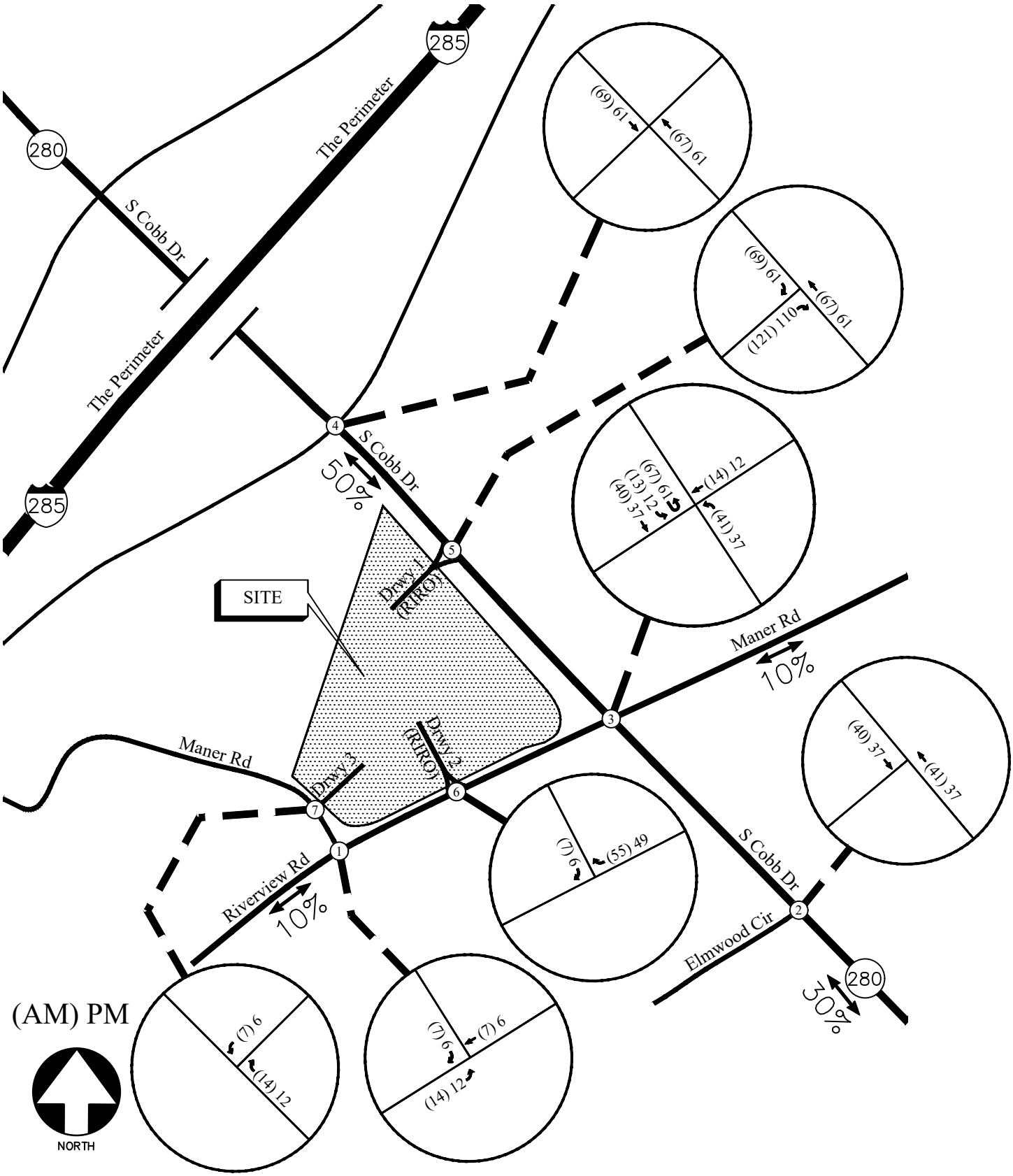
TABLE 4 – TRIP GENERATION FOR PROPOSED DEVELOPMENT

Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
ITE 937 Coffee/Donut Shop with Drive-Through Window	1,500 sf	66	63	129	29	29	58	800
ITE 945 – Convenience Store/Gas Station - GFA (5.5-10k)	16 vfp	253	253	506	215	215	430	5,532
(ITE 945) Pass-by Trips (76%) 75%		-192	-192	-384	-161	-161	-322	-3,220
ITE 948 – Automated Car Wash	1 Wash Tunnel	10*	10*	20*	39	39	78	476*
New External Trips (without Reductions)		**329**	**326**	**655**	**283**	**283**	**566**	**6,808**
New External Trips (with Reductions)		**137**	**134**	**271**	**122**	**122**	**244**	**3,588**

*Estimated based on engineering judgment

5.2 Trip Distribution

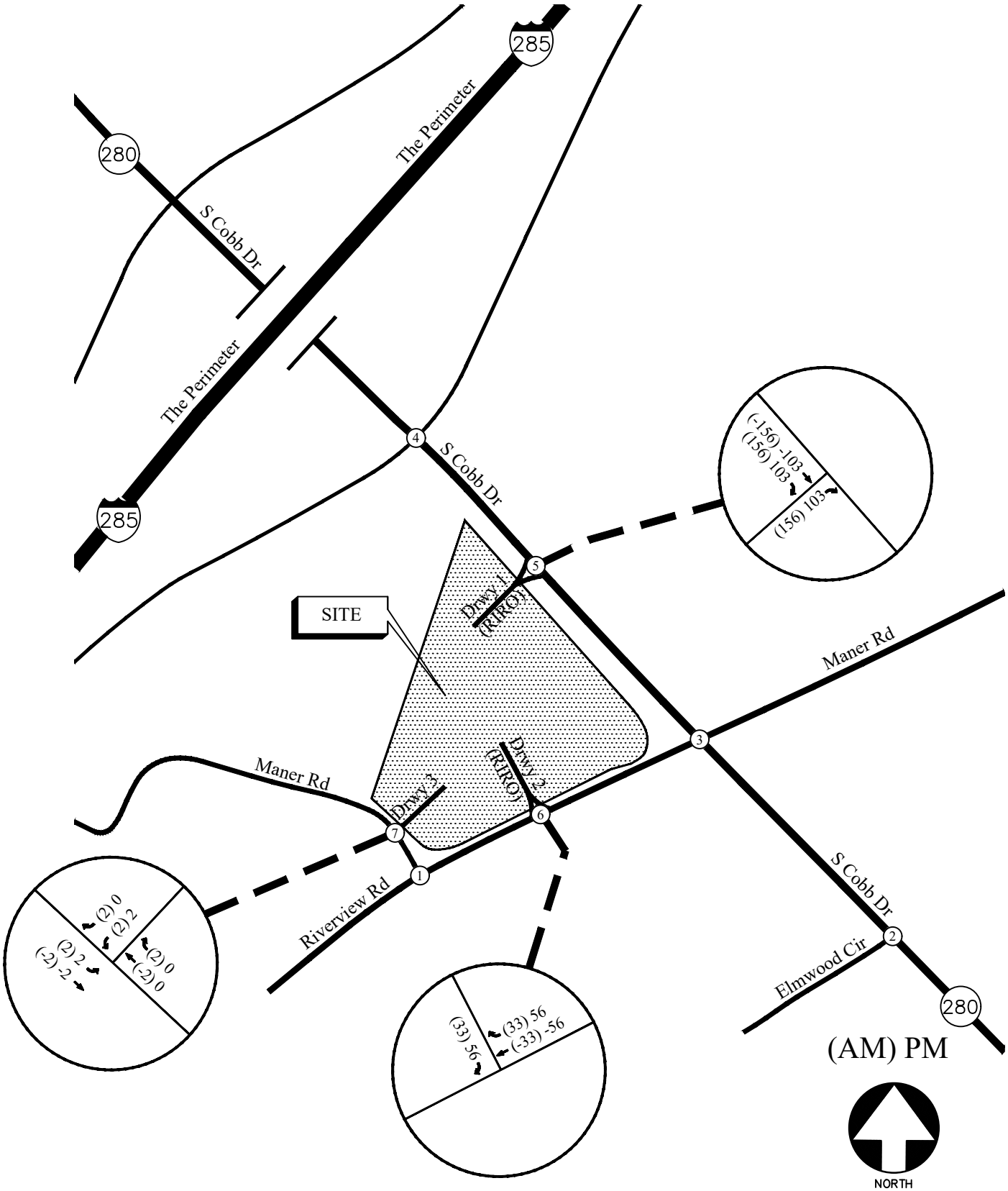
The trip distribution describes how traffic arrives and departs from the site. An overall trip distribution was developed for the site based on a review of the existing travel patterns in the area and the locations of major roadways and highways that will serve the development. The site-generated peak hour traffic volumes, shown in Table 4, were assigned to the study area intersections based on this distribution. The outer-leg distribution and AM and PM peak hour new traffic volumes generated by the site are shown in Figure 5, and the estimated pass-by trips are shown in Figure 6.



TRIP DISTRIBUTION AND NEW SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES

FIGURE 5

A&R Engineering Inc.



SITE PEAK HOUR PASS-BY VOLUMES FIGURE 6

A&R Engineering Inc.

6.0 FUTURE TRAFFIC ANALYSIS

The future traffic operations are analyzed for the "Build" and "No-Build" conditions.

6.1 Future "No-Build" Conditions

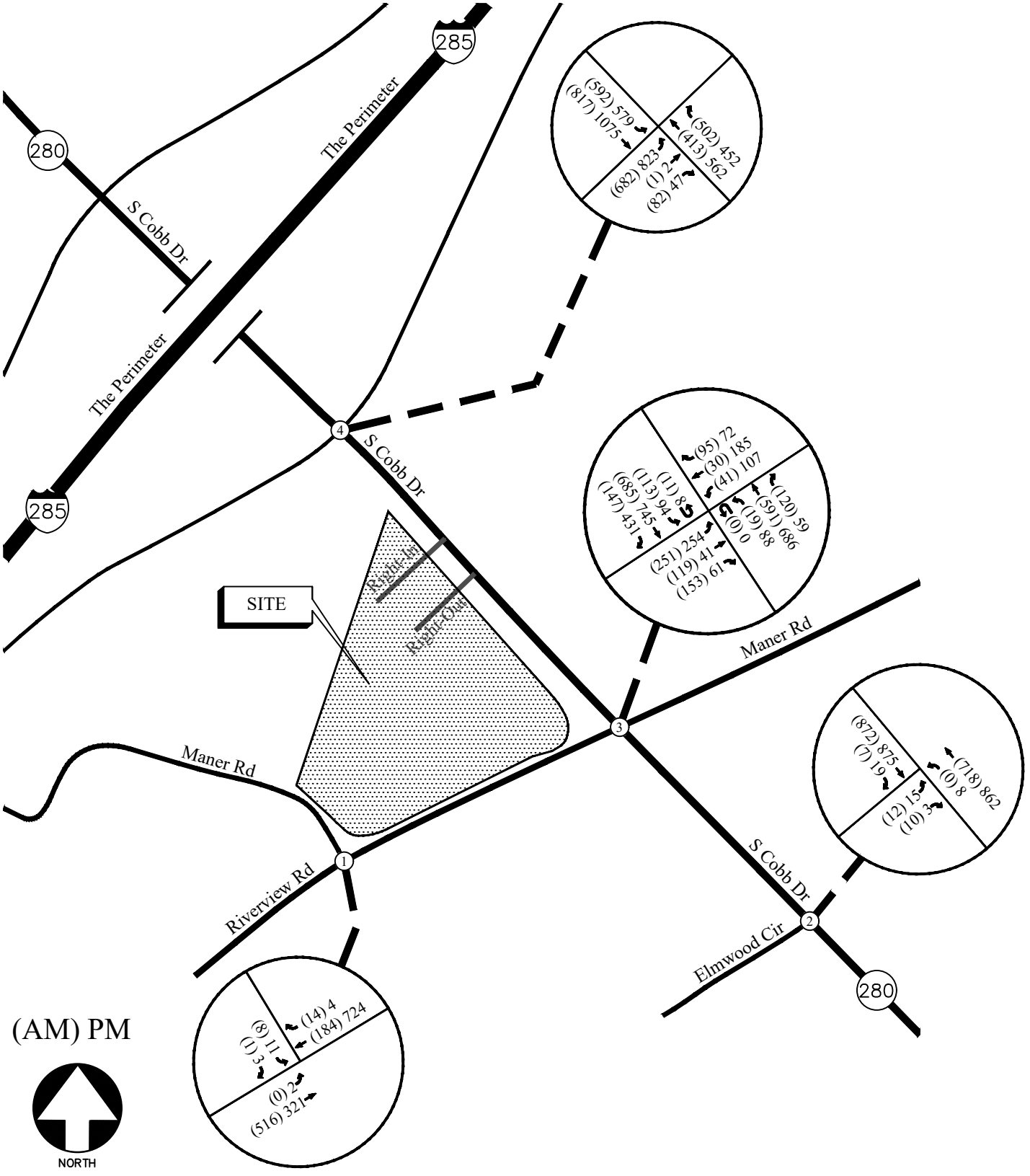
The "No-Build" (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future "No-Build" volumes consist of the existing traffic volumes (Figure 2) plus increases for annual growth of through traffic.

6.1.1 Annual Traffic Growth

In order to evaluate future traffic operations in this area, a projection of normal traffic growth was applied to the existing volumes. The Georgia Department of Transportation recorded average daily traffic volumes at several locations in the vicinity of the site. Reviewing the growth over the last five (between 2018-2019 & 2021-2023) years revealed growth of approximately 1% in the area. This growth factor was applied to the existing 2025 traffic volumes between collector and arterial roadways to estimate the future year traffic volumes prior to the addition of site-generated traffic. The future "No-Build" peak hour volumes for years 2027 and 2037 are shown in Figures 7A and 7B respectively.

6.2 Future "Build" Conditions

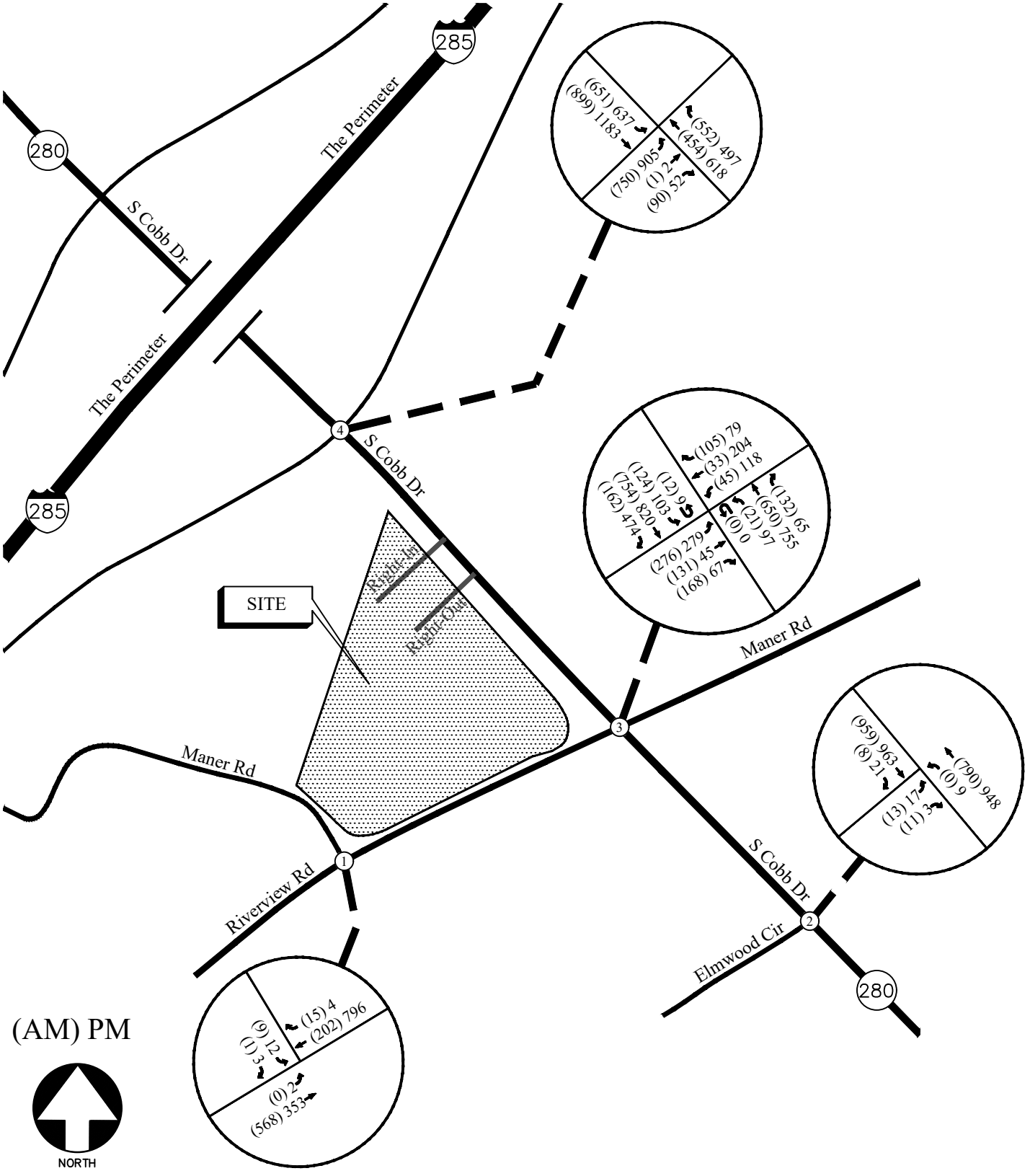
The "Build" or development conditions include the estimated background traffic from the "No-Build" conditions plus the added traffic from the proposed development. To evaluate future traffic operations in this area, the additional traffic volumes from the site (Figure 5) and the pass-by volumes (Figure 6) were added to base traffic volumes (Figure 7A and 7B) to calculate the future traffic volumes after the construction of the development. These total future "Build" traffic volumes are shown in Figure 8A and 8B.



FUTURE (NO-BUILD - 2027) WEEKDAY PEAK HOUR VOLUMES

FIGURE 7A

A&R Engineering Inc.



FUTURE (NO-BUILD - 2037) WEEKDAY PEAK HOUR VOLUMES

FIGURE 7B

A&R Engineering Inc.

6.3 Auxiliary Lane Analysis

Included below are analyses for left turn lane and right turn lane for site driveway (per Cobb County Standards). The analyses below are based off the trip distribution included in Section 5.2. According to the trip distribution, the overall 24-hour two-way volume for traffic entering and exiting the site are 6.808 vehicles.

6.3.1 Left Turn Lane Analysis

Per Cobb County Development Standards, (402.10), a left turn lane may be required for residential and commercial developments on two-lane thoroughfare roads. Since Maner Road is a local roadway and is not included in Cobb County's Major Thoroughfare Plan, a left-turn lane is not required at site driveway 3.

6.3.2 Deceleration Turn Lane Analysis

Per Cobb County Development Standards, (402.9), right turn lanes are required on any roadway that is included in the county's major thoroughfare plan network. Since SR 280 (S Cobb Drive) and Riverview Road are among the roadways classified in the major thoroughfare plan a right turn lane is required at both the site driveways.

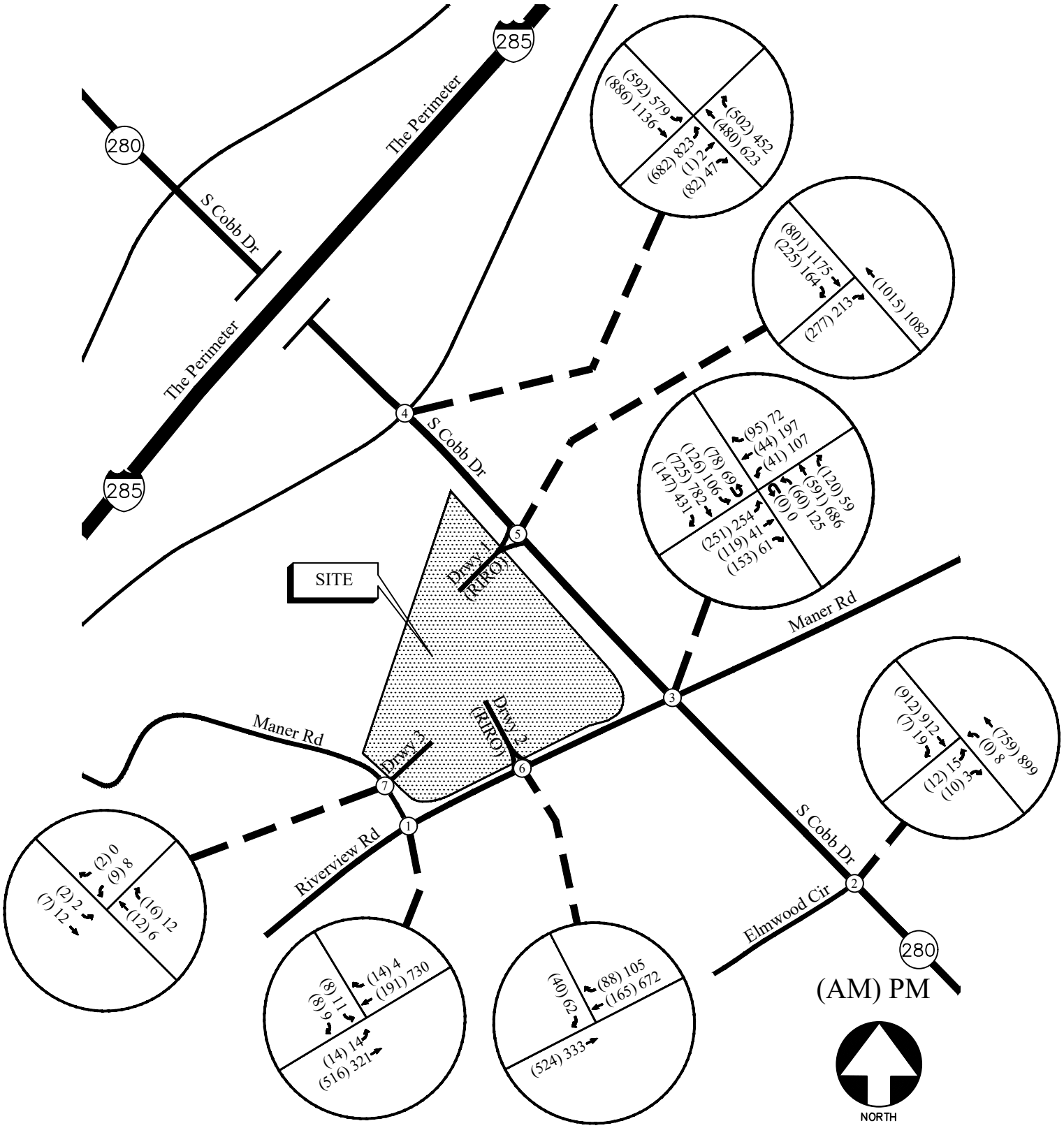
6.4 Future Opening Year 2027 Traffic Operations

The future "No-Build" and "Build" traffic operations were analysed using the volumes in Figures 7A and 8A, respectively. The results of the future traffic operations analysis are shown below in Table 5. Recommendations for future 2027 traffic control and lane geometry are shown in Figure 9.

TABLE 5 – FUTURE OPENING YEAR 2027 INTERSECTION OPERATIONS

	Intersection	LOS (Delay)			
		NO BUILD		BUILD	
		AM Peak	PM Peak	AM Peak	PM Peak
1	**Riverview Road at Maner Road**				
	-Eastbound Approach	B (14.7)	C (19.7)	B (12.8)	C (18.9)
	-Northbound Left	A (0.0)	A (9.2)	A (7.7)	A (9.3)
2	**SR 280 (South Cobb Drive) at Elmwood Circle**				
	-Westbound Left	A (10.0)	B (10.2)	A (10.2)	B (10.4)
	-Northbound Approach	C (16.3)	C (19.7)	C (16.9)	C (20.5)
3	**SR 280 (South Cobb Drive) at Riverview Road/ Maner Road**	**C (32.7)**	**D (48.8)**	**C (33.8)**	**D (51.5)**
	-Eastbound Approach	B (16.0)	C (27.9)	B (17.4)	C (31.1)
	-Westbound Approach	C (22.3)	C (36.2)	C (26.0)	D (40.1)
	-Northbound Approach	E (77.7)	F (99.3)	E (79.0)	F (105.5)
	-Southbound Approach	E (79.1)	F (91.6)	E (77.2)	F (93.5)
4	**SR 280 (South Cobb Drive) at I-285 Northbound Ramp**	**D (38.4)**	**D (35.2)**	**D (39.1)**	**D (35.3)**
	-Eastbound Approach	C (32.3)	C (29.3)	C (29.3)	C (28.7)
	-Westbound Approach	C (30.1)	C (26.0)	C (29.5)	C (26.5)
	-Northbound Approach	E (59.7)	E (57.1)	E (70.4)	E (59.2)
5	**SR 280 (South Cobb Drive) at Site Driveway 1 (RIRO)**	-	-	C (18.3)	C (23.7)
	-Northbound Approach				
6	**SR 280 (South Cobb Drive) at Site Driveway 2 (RIRO)**	-	-		
	-Eastbound Approach			A (9.4)	C (15.1)
7	**Maner Road at Site Driveway 3**	-	-		
	-Eastbound Left			A (7.3)	A (7.3)
	-Southbound Approach			A (8.7)	A (8.7)

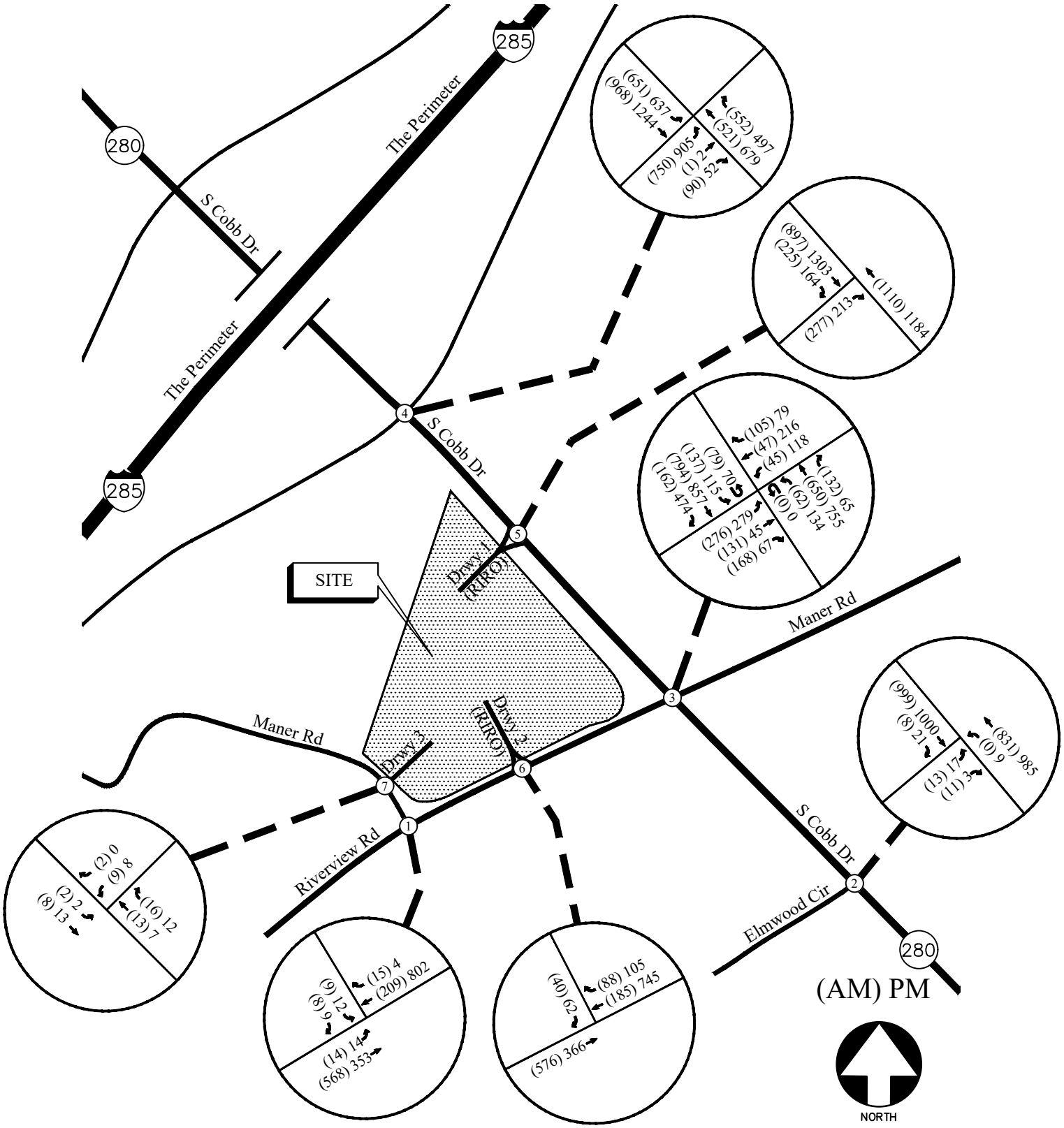
The traffic operations analysis for future "No-Build" and "Build" conditions indicates that the signalized study intersections will be operating at an overall level of service "D" or better in both the AM and PM peak hours. The stop-controlled approaches at the unsignalized study intersections are expected to operate at a level of service "C" or better in both the AM and PM peak hours.



FUTURE (BUILD - 2027) WEEKDAY PEAK HOUR VOLUMES

FIGURE 8A

A&R Engineering Inc.



FUTURE (BUILD - 2037) WEEKDAY PEAK HOUR VOLUMES

FIGURE 8B

A&R Engineering Inc.

6.5 Future Horizon Year 2037 Traffic Operations

The future "No-Build" and "Build" traffic operations were analysed using the volumes in Figures 7B and 8B, respectively. The results of the future traffic operations analysis are shown below in Table 6. Recommendations for future 2037 traffic control and lane geometry are shown in Figure 9.

TABLE 6– FUTURE HORIZON YEAR 2037 INTERSECTION OPERATIONS

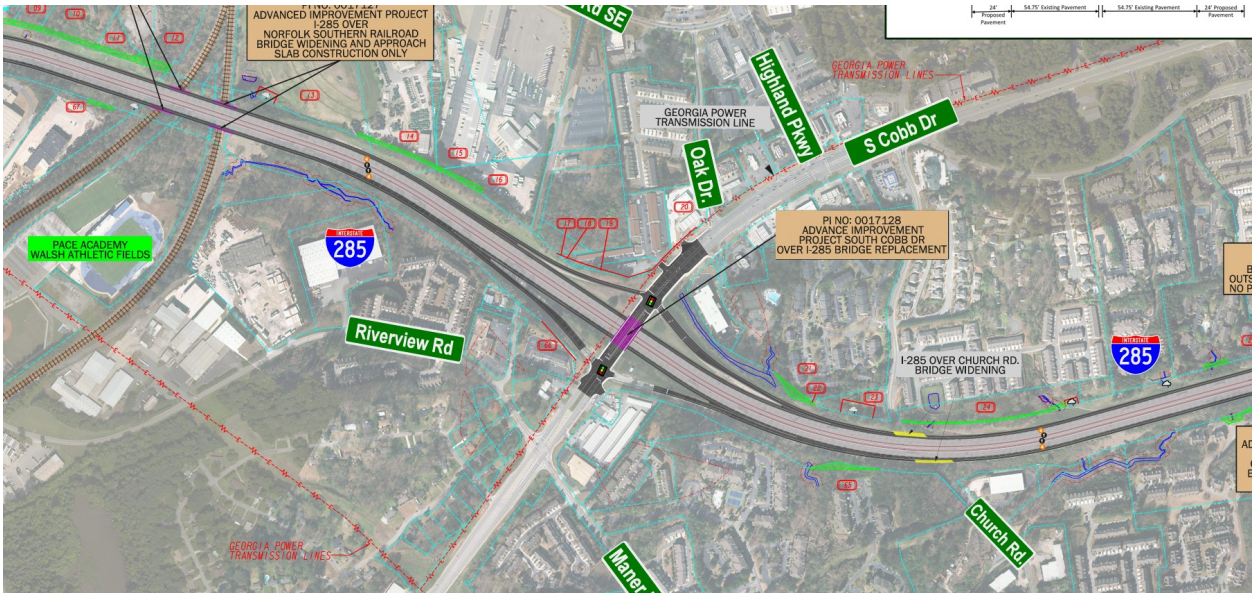
	Intersection	LOS (Delay)			
		NO BUILD		BUILD	
		AM Peak	PM Peak	AM Peak	PM Peak
1	**Riverview Road at Maner Road**				
	-Eastbound Approach	B (15.8)	C (22.4)	B (13.8)	C (21.5)
	-Northbound Left	A (0.0)	A (9.5)	A (7.7)	A (9.6)
2	**SR 280 (South Cobb Drive) at Elmwood Circle**				
	-Westbound Left	A (9.9)	B (10.7)	A (10.6)	B (10.9)
	-Northbound Approach	C (17.7)	C (22.1)	C (18.4)	C (23.1)
3	**SR 280 (South Cobb Drive) at Riverview Road/ Maner Road**	**D (36.6)**	**D (54.4)**	**D (37.4)**	**E (59.1)**
	-Eastbound Approach	B (18.4)	C (34.0)	C (20.8)	C (39.9)
	-Westbound Approach	C (25.8)	D (43.7)	C (30.5)	D (49.7)
	-Northbound Approach	F (86.2)	F (102.4)	F (81.8)	F (107.5)
	-Southbound Approach	E (78.0)	F (93.4)	E (76.4)	F (97.3)
4	**SR 280 (South Cobb Drive) at I-285 Northbound Ramp**	**D (43.3)**	**D (38.9)**	**D (43.5)**	**D (41.5)**
	-Eastbound Approach	C (32.8)	C (33.3)	D (35.4)	C (36.6)
	-Westbound Approach	D (41.4)	C (30.3)	D (42.9)	C (29.7)
	-Northbound Approach	E (64.9)	E (59.6)	E (59.6)	D (65.7)
5	**SR 280 (South Cobb Drive) at Site Driveway 1 (RIRO)**	-	-	C (20.6)	D (28.6)
	-Northbound Approach				
6	**SR 280 (South Cobb Drive) at Site Driveway 2 (RIRO)**	-	-		
	-Eastbound Approach			A (9.5)	C (16.5)
7	**Maner Road at Site Driveway 3**	-	-		
	-Eastbound Left			A (7.3)	A (7.3)
	-Southbound Approach			A (8.7)	A (8.7)

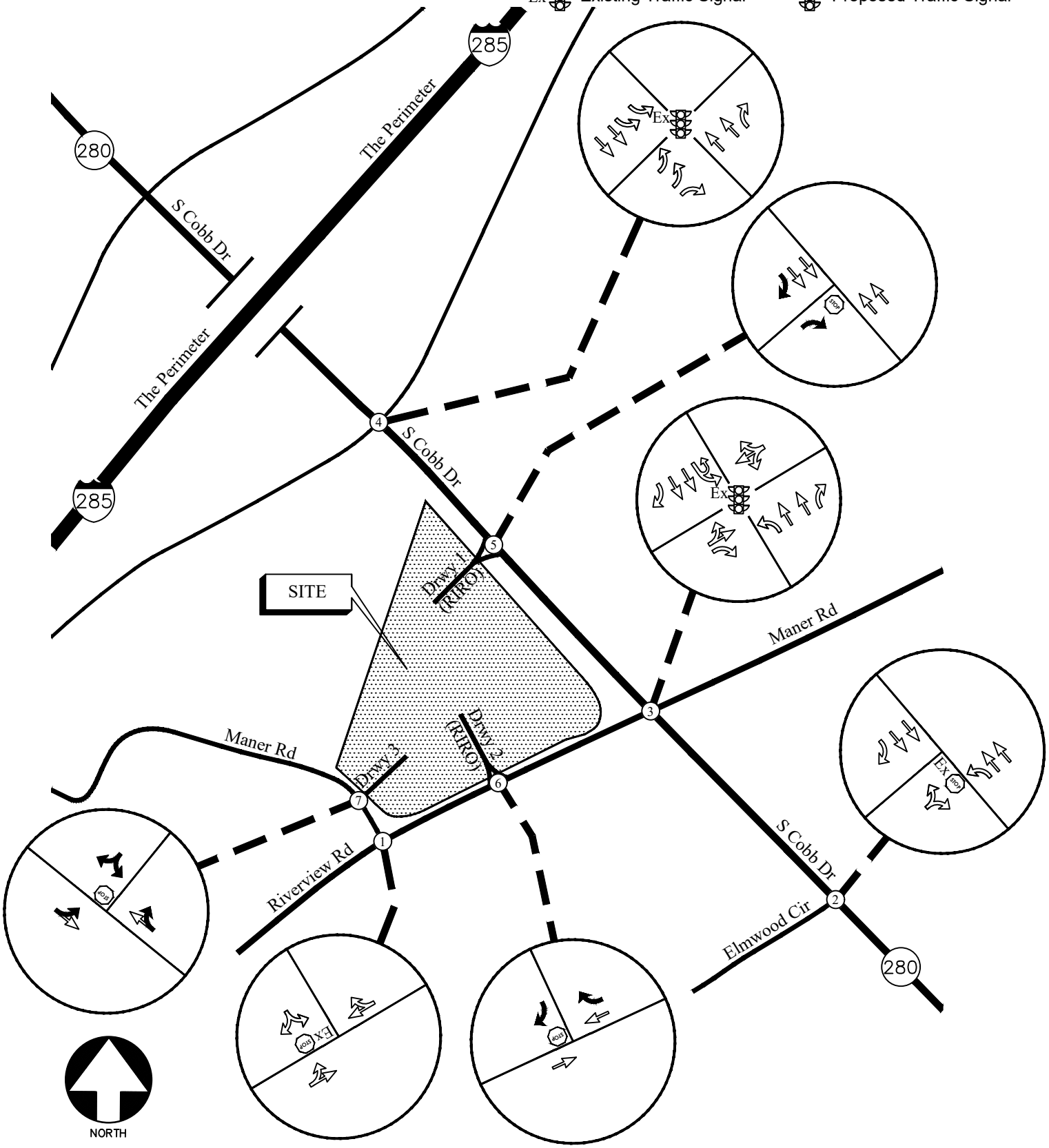
The Horizon Year 2037 traffic operations analysis for future "No-Build" and "Build" conditions indicates that the signalized study intersections will be operating at an overall level of service "E" or better in both the AM and PM peak hours. The stop-controlled approaches at the unsignalized study intersections are expected to operate at level of service "D" or better in both the AM and PM peak hours.

6.5.1 I-285 West Side Express Lanes project

SR 280 (South Cobb Drive) at I-285 Northbound Ramp:

The I-285 Westside Express Lanes Project does not appear to impact the current project, and no conflicts are anticipated. It is recommended that future design phases continue to monitor the Express Lanes project to ensure compatibility.





FUTURE TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 9

A&R Engineering Inc.

7.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the proposed Convenience Store/Gas Station development at 5322 South Cobb Drive, in Cobb County, Georgia. The proposed development will consist will consist of 5,135 sf of convenience store building (which includes the 1,500 sf quick service restaurant) and gas station with 8 pumps (16 vehicle fuelling position) along with 1,000 sf building serving as an automated car wash. The development plans to convert the existing right-in only and right-out only driveways on South Cobb Drive into a standard right-in/right-out driveway with a deceleration lane. Additionally, the plan proposes a right-in/right-out driveway on Riverview Road and a full-access driveway on Maner Road.

Existing and future operations after completion of the project were analyzed at the intersections of:

1. Riverview Road at Maner Road
2. SR 280 (South Cobb Drive) at Elmwood Circle
3. SR 280 (South Cobb Drive) at Riverview Road/Maner Road
4. SR 280 (South Cobb Drive) at I-285 Northbound Ramp
5. SR 280 (South Cobb Drive) at Site Driveway 1 (Right-In/Right-Out)
6. Riverview Road at Site Driveway 2 (Right-In/Right-Out)
7. Maner Road at Site Driveway 3

The analysis included the evaluation of future operations for “No-Build” and “Build” conditions, with the differences between “No-Build” and “Build” accounting for an increase in traffic due to the proposed development. The traffic operations analysis for future “No-Build” and “Build” conditions indicates that the signalized study intersections will be operating at an overall level of service “D” or better in both the AM and PM peak hours. The stop-controlled approaches at the unsignalized study intersections are expected to operate at a level of service “C” or better in both the AM and PM peak hours. The Horizon Year 2037 traffic operations analysis for future “No-Build” and “Build” conditions indicates that the signalized study intersections will be operating at an overall level of service “E” or better in both the AM and PM peak hours. The stop-controlled approaches at the unsignalized study intersections are expected to operate at level of service “D” or better in both the AM and PM peak hours.

7.1 Recommendation for Site Access Configuration

The following access configuration is recommended for the proposed site driveways intersections.

- Site Driveway 1: Right-In/ Right-Out Driveway on SR 280 (South Cobb Drive)
    - One entering lane and one exiting lane
    - Stop-sign controlled on the driveway approach with SR 280 (South Cobb Drive) remaining free flow
    - A deceleration turn lane for entering traffic.
    - Provide/confirm adequate sight distance per AASHTO standards
- Site Driveway 2: Right-In/Right-Out Driveway on Riverview Road
    - One entering lane and one exiting lane
    - Stop-sign controlled on the driveway approach with Riverview Road remaining free flow
    - A deceleration turn lane for entering traffic.
    - Provide/confirm adequate sight distance per AASHTO standards
- Site Driveway 3: Full Access Driveway on Maner Road
    - One entering lane and one exiting lane
    - Stop-sign controlled on the driveway approach with Maner Road remaining free flow
    - Provide/confirm adequate sight distance per AASHTO standards

Appendix

Existing Intersection Traffic Counts .....
Linear Regression of Daily Traffic.....
Existing Intersection Analysis.....
Future “No-Build” 2027 Intersection Analysis .....
Future “Build” 2027 Intersection Analysis.....
Future “No-Build” 2037 Intersection Analysis .....
Future “Build” 2037 Intersection Analysis.....
Traffic Volume Worksheets .....

EXISTING INTERSECTION TRAFFIC COUNTS

A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Riverview Road @ Maner Road
7-9 am | 4-6 pm

File Name : 20250254
Site Code : 20250254
Start Date : 08-05-2025
Page No : 1

Groups Printed- Cars & Buses - Trucks

	Riverview Road Northbound				Riverview Road Southbound				Maner Road Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	118	0	118	0	43	4	47	4	0	0	4	0	0	0	0	169
07:15 AM	0	101	0	101	0	45	2	47	4	0	0	4	0	0	0	0	152
07:30 AM	0	119	0	119	0	42	1	43	4	0	1	5	0	0	0	0	167
07:45 AM	0	118	0	118	0	44	5	49	2	0	0	2	0	0	0	0	169
Total	0	456	0	456	0	174	12	186	14	0	1	15	0	0	0	0	657
08:00 AM	0	130	0	130	0	47	6	53	0	0	0	0	0	0	0	0	183
08:15 AM	0	139	0	139	0	47	2	49	2	0	0	2	0	0	0	0	190
08:30 AM	0	121	0	121	0	37	4	41	1	0	0	1	0	0	0	0	163
08:45 AM	0	108	0	108	0	33	3	36	1	0	0	1	0	0	0	0	145
Total	0	498	0	498	0	164	15	179	4	0	0	4	0	0	0	0	681
*** BREAK ***																	
04:00 PM	1	102	0	103	0	109	0	109	4	0	3	7	0	0	0	0	219
04:15 PM	2	78	0	80	0	156	0	156	2	0	1	3	0	0	0	0	239
04:30 PM	0	74	0	74	0	157	0	157	7	0	2	9	0	0	0	0	240
04:45 PM	0	102	0	102	0	147	1	148	1	0	2	3	0	0	0	0	253
Total	3	356	0	359	0	569	1	570	14	0	8	22	0	0	0	0	951
05:00 PM	1	78	0	79	0	187	1	188	3	0	0	3	0	0	0	0	270
05:15 PM	0	69	0	69	0	170	2	172	6	0	0	6	0	0	0	0	247
05:30 PM	0	89	0	89	0	181	1	182	1	0	1	2	0	0	0	0	273
05:45 PM	1	79	0	80	0	172	0	172	1	0	2	3	0	0	0	0	255
Total	2	315	0	317	0	710	4	714	11	0	3	14	0	0	0	0	1045
Grand Total	5	1625	0	1630	0	1617	32	1649	43	0	12	55	0	0	0	0	3334
Apprch %	0.3	99.7	0		0	98.1	1.9		78.2	0	21.8		0	0	0		
Total %	0.1	48.7	0	48.9	0	48.5	1	49.5	1.3	0	0.4	1.6	0	0	0	0	
Cars & Buses	5	1542	0	1547	0	1535	31	1566	42	0	12	54	0	0	0	0	3167
% Cars & Buses	100	94.9	0	94.9	0	94.9	96.9	95	97.7	0	100	98.2	0	0	0	0	95
Trucks	0	83	0	83	0	82	1	83	1	0	0	1	0	0	0	0	167
% Trucks	0	5.1	0	5.1	0	5.1	3.1	5	2.3	0	0	1.8	0	0	0	0	5

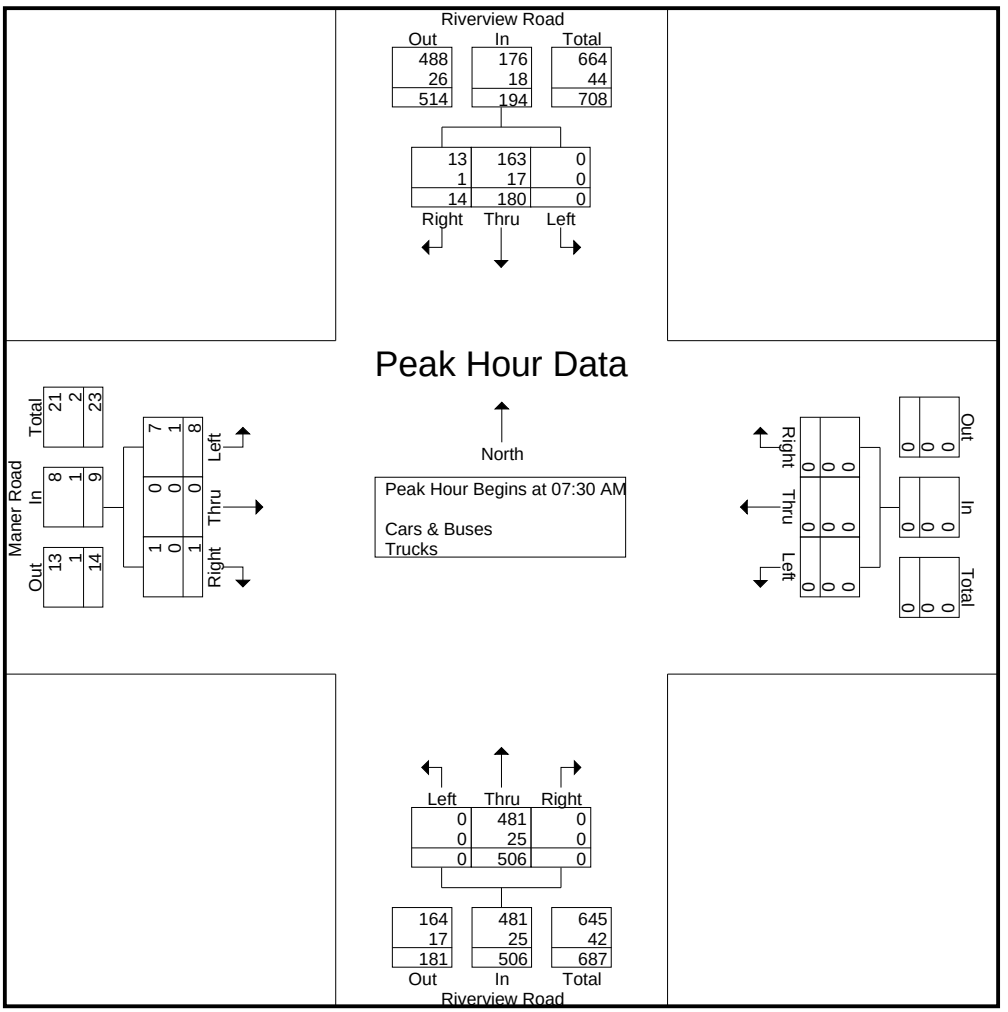
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Riverview Road @ Maner Road
7-9 am | 4-6 pm

File Name : 20250254
Site Code : 20250254
Start Date : 08-05-2025
Page No : 2

	Riverview Road Northbound				Riverview Road Southbound				Maner Road Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	0	119	0	119	0	42	1	43	**4**	0	**1**	**5**	0	0	0	0	167
07:45 AM	0	118	0	118	0	44	5	49	2	0	0	2	0	0	0	0	169
08:00 AM	0	130	0	130	0	**47**	**6**	**53**	0	0	0	0	0	0	0	0	183
08:15 AM	0	**139**	0	**139**	0	47	2	49	2	0	0	2	0	0	0	0	**190**
Total Volume	0	506	0	506	0	180	14	194	8	0	1	9	0	0	0	0	709
% App. Total	0	100	0		0	92.8	7.2		88.9	0	11.1		0	0	0		
PHF	.000	.910	.000	.910	.000	.957	.583	.915	.500	.000	.250	.450	.000	.000	.000	.000	.933
Cars & Buses	0	481	0	481	0	163	13	176	7	0	1	8	0	0	0	0	665
% Cars & Buses	0	95.1	0	95.1	0	90.6	92.9	90.7	87.5	0	100	88.9	0	0	0	0	93.8
Trucks	0	25	0	25	0	17	1	18	1	0	0	1	0	0	0	0	44
% Trucks	0	4.9	0	4.9	0	9.4	7.1	9.3	12.5	0	0	11.1	0	0	0	0	6.2



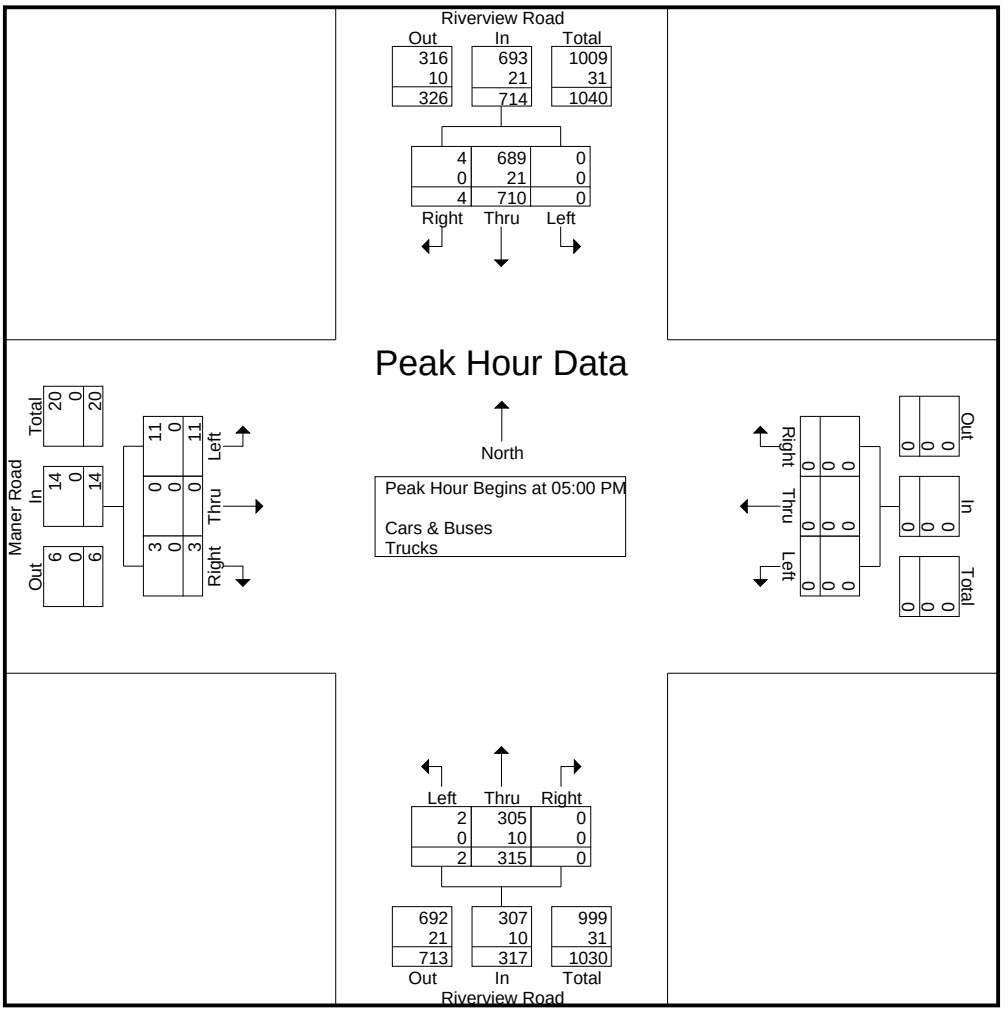
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2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Riverview Road @ Maner Road
7-9 am | 4-6 pm

File Name : 20250254
Site Code : 20250254
Start Date : 08-05-2025
Page No : 3

	Riverview Road Northbound				Riverview Road Southbound				Maner Road Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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**	78	0	79	0	**187**	1	**188**	3	0	0	3	0	0	0	0	270
05:15 PM	0	69	0	69	0	170	**2**	172	**6**	0	0	**6**	0	0	0	0	247
05:30 PM	0	**89**	0	**89**	0	181	1	182	1	0	1	2	0	0	0	0	**273**
05:45 PM	1	79	0	80	0	172	0	172	1	0	**2**	3	0	0	0	0	255
Total Volume	2	315	0	317	0	710	4	714	11	0	3	14	0	0	0	0	1045
% App. Total	0.6	99.4	0		0	99.4	0.6		78.6	0	21.4		0	0	0		
PHF	.500	.885	.000	.890	.000	.949	.500	.949	.458	.000	.375	.583	.000	.000	.000	.000	.957
Cars & Buses	2	305	0	307	0	689	4	693	11	0	3	14	0	0	0	0	1014
% Cars & Buses	100	96.8	0	96.8	0	97.0	100	97.1	100	0	100	100	0	0	0	0	97.0
Trucks	0	10	0	10	0	21	0	21	0	0	0	0	0	0	0	0	31
% Trucks	0	3.2	0	3.2	0	3.0	0	2.9	0	0	0	0	0	0	0	0	3.0



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2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ Elmwood Circle
7-9 am | 4-6 pm

File Name : 20250255
Site Code : 20250255
Start Date : 08-05-2025
Page No : 1

Groups Printed- Cars & Buses - Trucks

	Elmwood Circle Northbound				Southbound				SR 280 (S Cobb Dr) Eastbound				SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	0	2	0	0	0	0	0	113	3	116	0	101	0	101	219
07:15 AM	8	0	2	10	0	0	0	0	0	93	3	96	0	152	0	152	258
07:30 AM	3	0	1	4	0	0	0	0	0	118	2	120	0	164	0	164	288
07:45 AM	4	0	0	4	0	0	0	0	0	171	1	172	0	181	0	181	357
Total	17	0	3	20	0	0	0	0	0	495	9	504	0	598	0	598	1122
08:00 AM	2	0	5	7	0	0	0	0	0	220	1	221	0	197	0	197	425
08:15 AM	3	0	2	5	0	0	0	0	0	234	2	236	0	183	0	183	424
08:30 AM	3	0	3	6	0	0	0	0	0	230	3	233	0	143	0	143	382
08:45 AM	4	0	0	4	0	0	0	0	0	165	3	168	0	157	0	157	329
Total	12	0	10	22	0	0	0	0	0	849	9	858	0	680	0	680	1560
*** BREAK ***																	
04:00 PM	2	0	3	5	0	0	0	0	0	158	8	166	0	152	0	152	323
04:15 PM	7	0	3	10	0	0	0	0	0	195	9	204	0	193	0	193	407
04:30 PM	4	0	1	5	0	0	0	0	0	218	5	223	2	229	0	231	459
04:45 PM	5	0	1	6	0	0	0	0	0	189	5	194	3	188	0	191	391
Total	18	0	8	26	0	0	0	0	0	760	27	787	5	762	0	767	1580
05:00 PM	0	0	0	0	0	0	0	0	0	209	4	213	1	203	0	204	417
05:15 PM	6	0	1	7	0	0	0	0	0	242	5	247	2	225	0	227	481
05:30 PM	5	0	0	5	0	0	0	0	0	237	4	241	1	185	0	186	432
05:45 PM	5	0	0	5	0	0	0	0	0	222	5	227	3	163	0	166	398
Total	16	0	1	17	0	0	0	0	0	910	18	928	7	776	0	783	1728
Grand Total	63	0	22	85	0	0	0	0	0	3014	63	3077	12	2816	0	2828	5990
Apprch %	74.1	0	25.9		0	0	0		0	98	2		0.4	99.6	0		
Total %	1.1	0	0.4	1.4	0	0	0	0	0	50.3	1.1	51.4	0.2	47	0	47.2	
Cars & Buses	63	0	22	85	0	0	0	0	0	2920	63	2983	12	2734	0	2746	5814
% Cars & Buses	100	0	100	100	0	0	0	0	0	96.9	100	96.9	100	97.1	0	97.1	97.1
Trucks	0	0	0	0	0	0	0	0	0	94	0	94	0	82	0	82	176
% Trucks	0	0	0	0	0	0	0	0	0	3.1	0	3.1	0	2.9	0	2.9	2.9

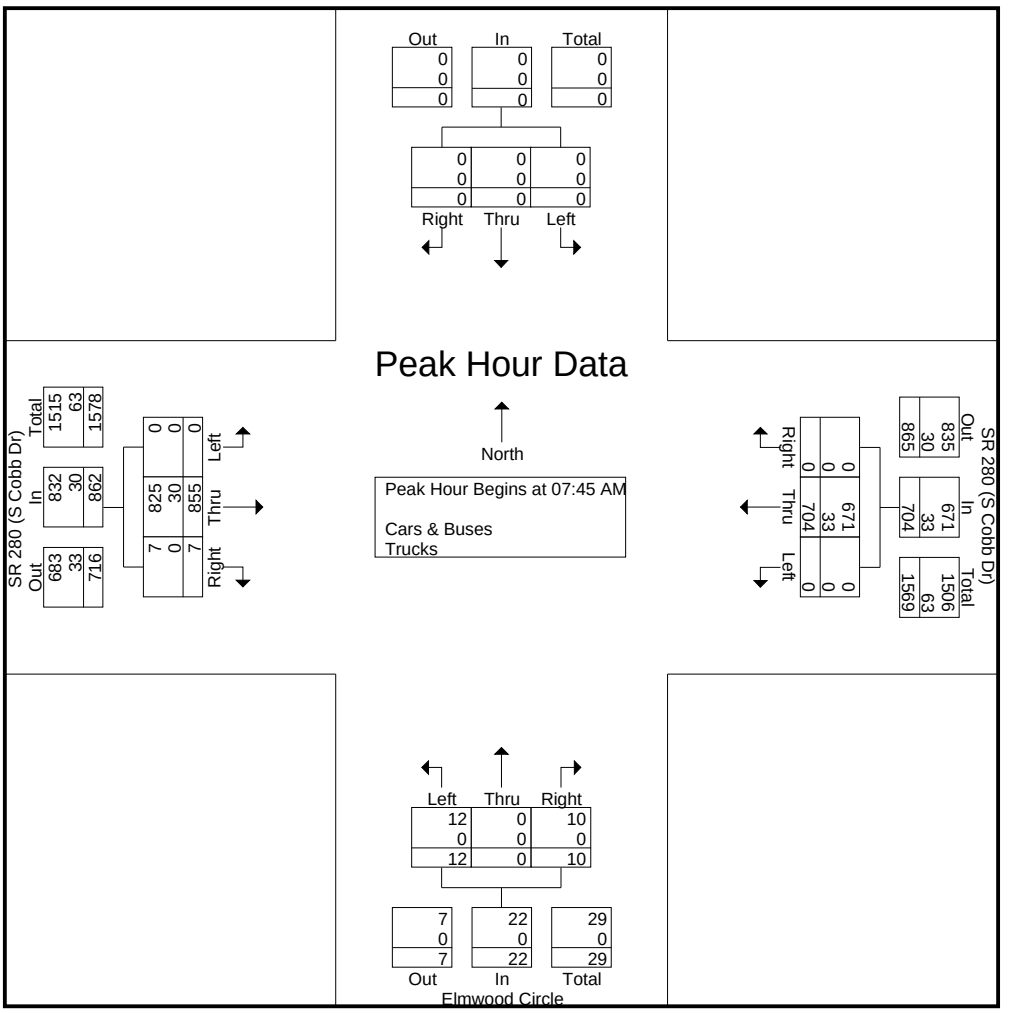
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ Elmwood Circle
7-9 am | 4-6 pm

File Name : 20250255
Site Code : 20250255
Start Date : 08-05-2025
Page No : 2

	Elmwood Circle Northbound				Southbound				SR 280 (S Cobb Dr) Eastbound				SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	**4**	0	0	4	0	0	0	0	0	171	1	172	0	181	0	181	357
08:00 AM	2	0	**5**	**7**	0	0	0	0	0	220	1	221	0	**197**	0	**197**	**425**
08:15 AM	3	0	2	5	0	0	0	0	0	**234**	2	**236**	0	183	0	183	424
08:30 AM	3	0	3	6	0	0	0	0	0	230	**3**	233	0	143	0	143	382
Total Volume	12	0	10	22	0	0	0	0	0	855	7	862	0	704	0	704	1588
% App. Total	54.5	0	45.5		0	0	0		0	99.2	0.8		0	100	0		
PHF	.750	.000	.500	.786	.000	.000	.000	.000	.000	.913	.583	.913	.000	.893	.000	.893	.934
Cars & Buses	12	0	10	22	0	0	0	0	0	825	7	832	0	671	0	671	1525
% Cars & Buses	100	0	100	100	0	0	0	0	0	96.5	100	96.5	0	95.3	0	95.3	96.0
Trucks	0	0	0	0	0	0	0	0	0	30	0	30	0	33	0	33	63
% Trucks	0	0	0	0	0	0	0	0	0	3.5	0	3.5	0	4.7	0	4.7	4.0



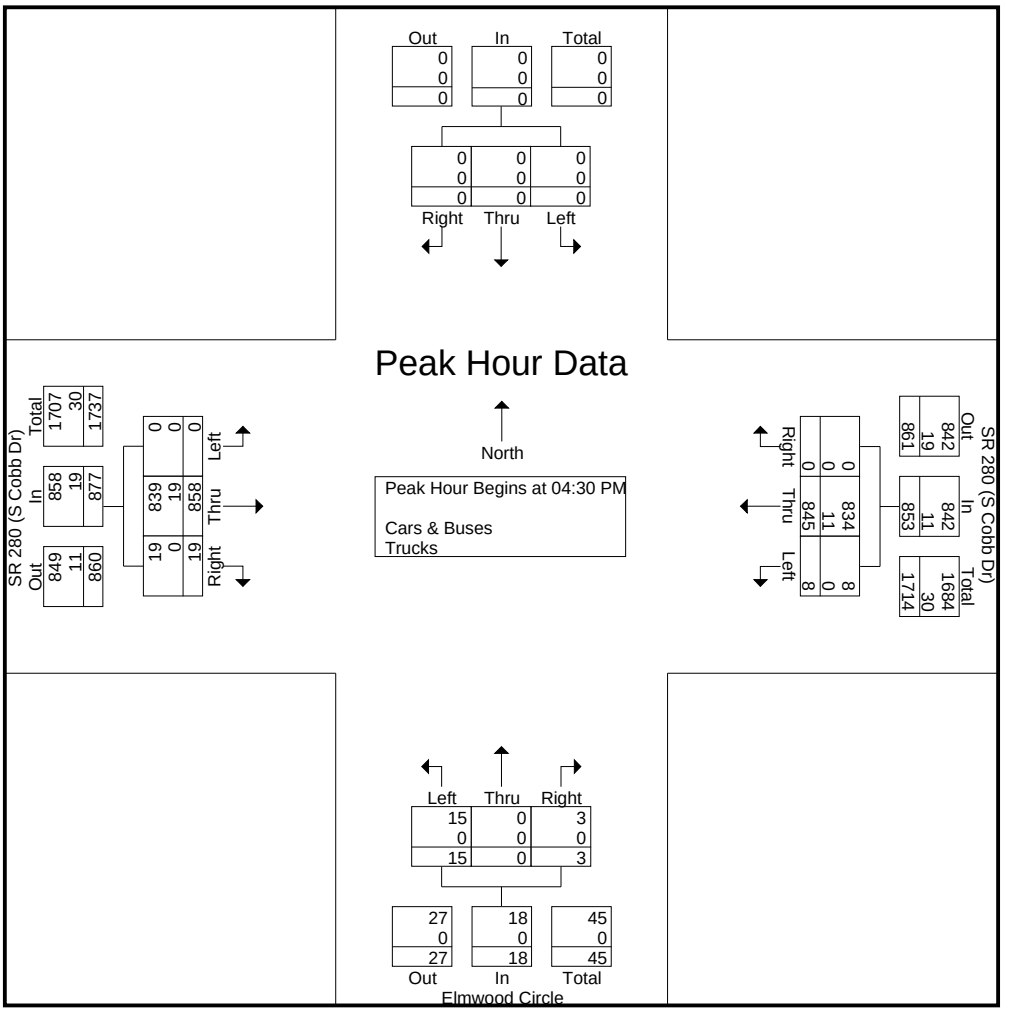
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ Elmwood Circle
7-9 am | 4-6 pm

File Name : 20250255
Site Code : 20250255
Start Date : 08-05-2025
Page No : 3

	Elmwood Circle Northbound				Southbound				SR 280 (S Cobb Dr) Eastbound				SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	4	0	**1**	5	0	0	0	0	0	218	**5**	223	2	**229**	0	**231**	459
04:45 PM	5	0	1	6	0	0	0	0	0	189	5	194	**3**	188	0	191	391
05:00 PM	0	0	0	0	0	0	0	0	0	209	4	213	1	203	0	204	417
05:15 PM	**6**	0	1	**7**	0	0	0	0	0	**242**	5	**247**	2	225	0	227	**481**
Total Volume	15	0	3	18	0	0	0	0	0	858	19	877	8	845	0	853	1748
% App. Total	83.3	0	16.7		0	0	0		0	97.8	2.2		0.9	99.1	0		
PHF	.625	.000	.750	.643	.000	.000	.000	.000	.000	.886	.950	.888	.667	.922	.000	.923	.909
Cars & Buses	15	0	3	18	0	0	0	0	0	839	19	858	8	834	0	842	1718
% Cars & Buses	100	0	100	100	0	0	0	0	0	97.8	100	97.8	100	98.7	0	98.7	98.3
Trucks	0	0	0	0	0	0	0	0	0	19	0	19	0	11	0	11	30
% Trucks	0	0	0	0	0	0	0	0	0	2.2	0	2.2	0	1.3	0	1.3	1.7



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ I-285 NB Ramp
7-9 am | 4-6 pm

File Name : 20250256
Site Code : 20250256
Start Date : 08-05-2025
Page No : 1

Groups Printed- Cars & Buses - Trucks

	I-285 NB Ramp Northbound				I-285 NB Ramp Southbound				SR 280 (S Cobb Dr) Eastbound				SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	117	0	21	138	0	0	0	0	167	131	0	298	0	70	135	205	641
07:15 AM	168	0	20	188	0	0	0	0	168	113	0	281	0	82	142	224	693
07:30 AM	154	0	20	174	0	0	0	0	172	138	0	310	0	83	135	218	702
07:45 AM	166	0	16	182	0	0	0	0	142	161	0	303	0	95	126	221	706
Total	605	0	77	682	0	0	0	0	649	543	0	1192	0	330	538	868	2742
08:00 AM	158	0	23	181	0	0	0	0	145	198	0	343	0	102	130	232	756
08:15 AM	182	0	22	204	0	0	0	0	159	217	0	376	0	114	133	247	827
08:30 AM	163	1	19	183	0	0	0	0	134	225	0	359	0	94	103	197	739
08:45 AM	135	0	14	149	0	0	0	0	115	172	0	287	0	93	123	216	652
Total	638	1	78	717	0	0	0	0	553	812	0	1365	0	403	489	892	2974
*** BREAK ***																	
04:00 PM	173	0	19	192	0	0	0	0	159	199	0	358	0	125	110	235	785
04:15 PM	241	2	21	264	0	0	0	0	128	212	0	340	0	122	111	233	837
04:30 PM	222	1	17	240	0	0	0	0	140	237	0	377	0	155	105	260	877
04:45 PM	203	1	13	217	0	0	0	0	159	249	0	408	0	135	101	236	861
Total	839	4	70	913	0	0	0	0	586	897	0	1483	0	537	427	964	3360
05:00 PM	223	0	7	230	0	0	0	0	127	286	0	413	0	117	112	229	872
05:15 PM	159	0	9	168	0	0	0	0	142	282	0	424	0	144	125	269	861
05:30 PM	187	0	11	198	0	0	0	0	128	290	0	418	0	120	99	219	835
05:45 PM	146	0	10	156	0	0	0	0	118	295	0	413	0	103	101	204	773
Total	715	0	37	752	0	0	0	0	515	1153	0	1668	0	484	437	921	3341
Grand Total	2797	5	262	3064	0	0	0	0	2303	3405	0	5708	0	1754	1891	3645	12417
Apprch %	91.3	0.2	8.6		0	0	0		40.3	59.7	0		0	48.1	51.9		
Total %	22.5	0	2.1	24.7	0	0	0	0	18.5	27.4	0	46	0	14.1	15.2	29.4	
Cars & Buses	2712	5	235	2952	0	0	0	0	2182	3270	0	5452	0	1704	1794	3498	11902
% Cars & Buses	97	100	89.7	96.3	0	0	0	0	94.7	96	0	95.5	0	97.1	94.9	96	95.9
Trucks	85	0	27	112	0	0	0	0	121	135	0	256	0	50	97	147	515
% Trucks	3	0	10.3	3.7	0	0	0	0	5.3	4	0	4.5	0	2.9	5.1	4	4.1

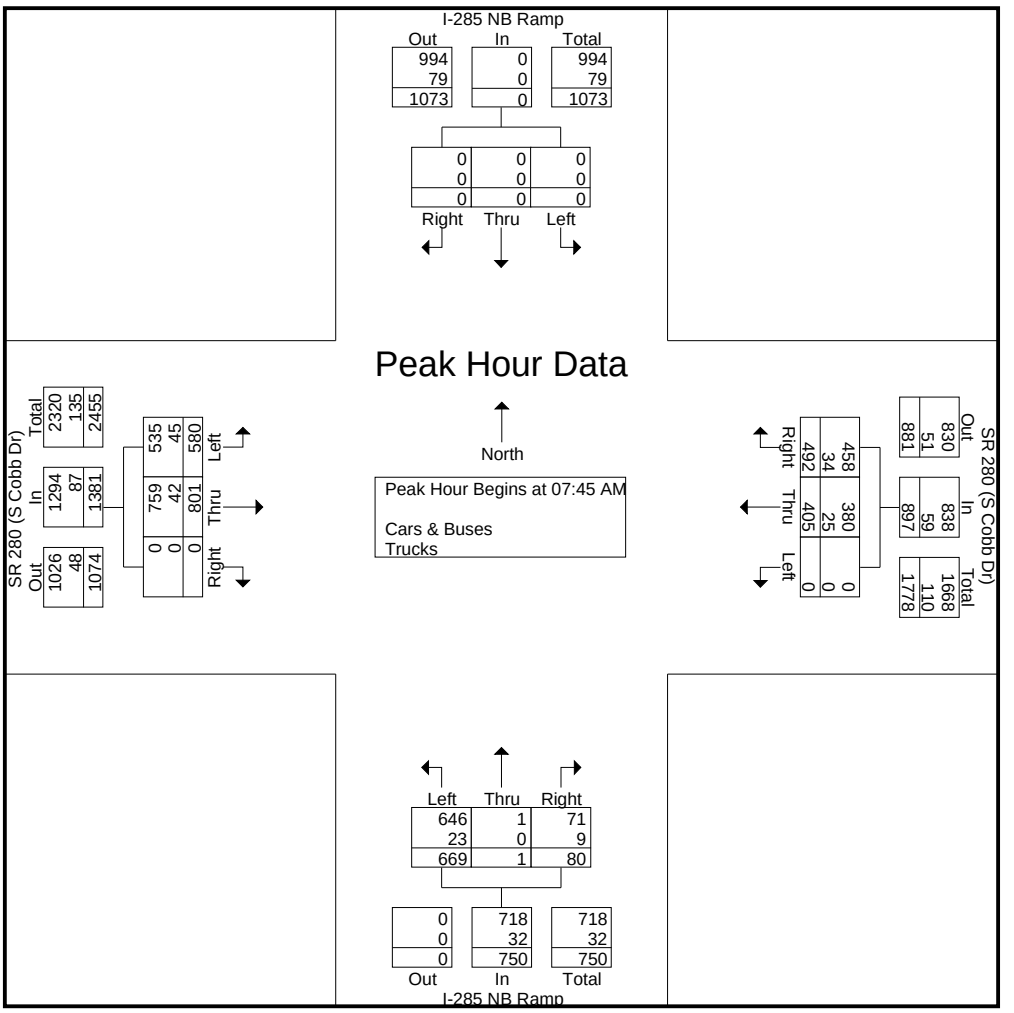
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ I-285 NB Ramp
7-9 am | 4-6 pm

File Name : 20250256
Site Code : 20250256
Start Date : 08-05-2025
Page No : 2

	I-285 NB Ramp Northbound				I-285 NB Ramp Southbound				SR 280 (S Cobb Dr) Eastbound				SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	166	0	16	182	0	0	0	0	142	161	0	303	0	95	126	221	706
08:00 AM	158	0	**23**	181	0	0	0	0	145	198	0	343	0	102	130	232	756
08:15 AM	**182**	0	22	**204**	0	0	0	0	**159**	217	0	**376**	0	**114**	**133**	**247**	**827**
08:30 AM	163	**1**	19	183	0	0	0	0	134	**225**	0	359	0	94	103	197	739
Total Volume	669	1	80	750	0	0	0	0	580	801	0	1381	0	405	492	897	3028
% App. Total	89.2	0.1	10.7		0	0	0		42	58	0		0	45.2	54.8		
PHF	.919	.250	.870	.919	.000	.000	.000	.000	.912	.890	.000	.918	.000	.888	.925	.908	.915
Cars & Buses	646	1	71	718	0	0	0	0	535	759	0	1294	0	380	458	838	2850
% Cars & Buses	96.6	100	88.8	95.7	0	0	0	0	92.2	94.8	0	93.7	0	93.8	93.1	93.4	94.1
Trucks	23	0	9	32	0	0	0	0	45	42	0	87	0	25	34	59	178
% Trucks	3.4	0	11.3	4.3	0	0	0	0	7.8	5.2	0	6.3	0	6.2	6.9	6.6	5.9



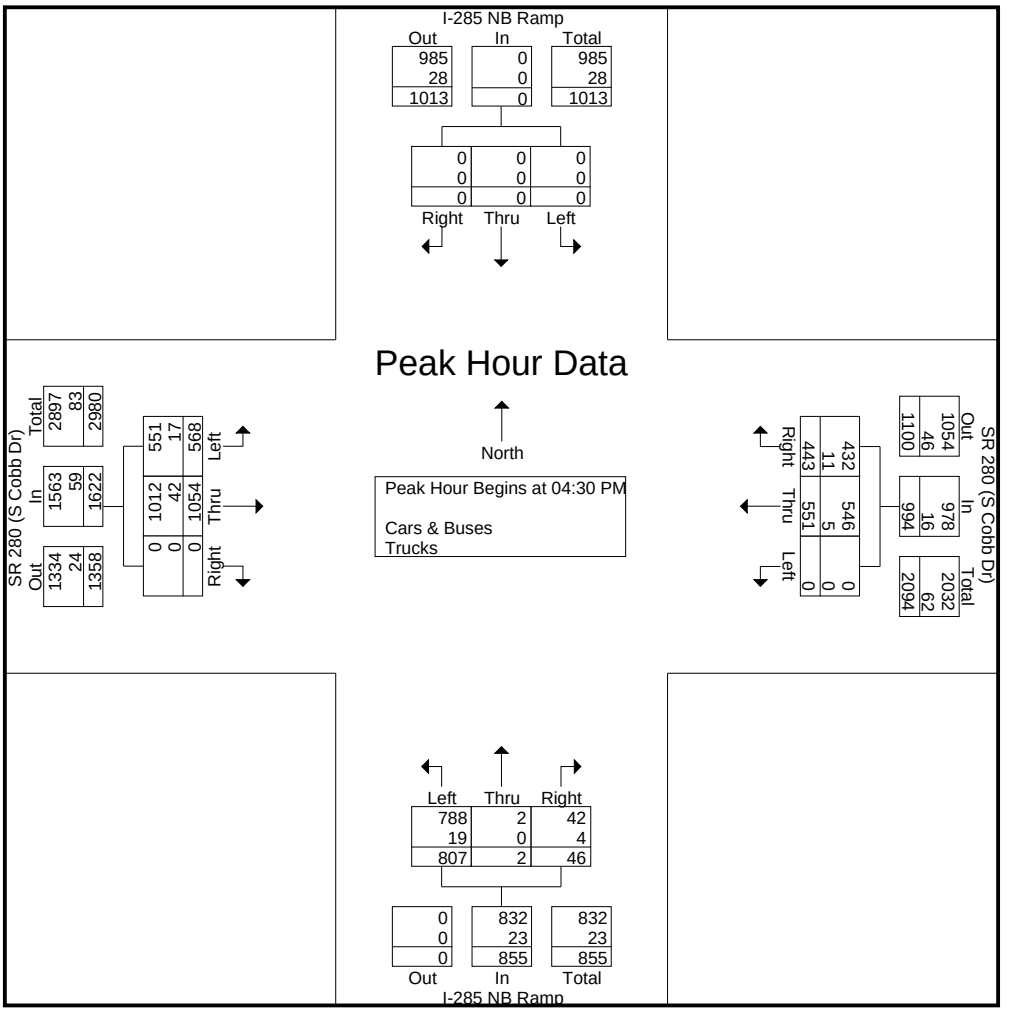
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ I-285 NB Ramp
7-9 am | 4-6 pm

File Name : 20250256
Site Code : 20250256
Start Date : 08-05-2025
Page No : 3

	I-285 NB Ramp Northbound				I-285 NB Ramp Southbound				SR 280 (S Cobb Dr) Eastbound				SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	222	**1**	**17**	**240**	0	0	0	0	140	237	0	377	0	**155**	105	260	**877**
04:45 PM	203	1	13	217	0	0	0	0	**159**	249	0	408	0	135	101	236	861
05:00 PM	**223**	0	7	230	0	0	0	0	127	**286**	0	413	0	117	112	229	872
05:15 PM	159	0	9	168	0	0	0	0	142	282	0	**424**	0	144	**125**	**269**	861
Total Volume	807	2	46	855	0	0	0	0	568	1054	0	1622	0	551	443	994	3471
% App. Total	94.4	0.2	5.4		0	0	0		35	65	0		0	55.4	44.6		
PHF	.905	.500	.676	.891	.000	.000	.000	.000	.893	.921	.000	.956	.000	.889	.886	.924	.989
Cars & Buses	788	2	42	832	0	0	0	0	551	1012	0	1563	0	546	432	978	3373
% Cars & Buses	97.6	100	91.3	97.3	0	0	0	0	97.0	96.0	0	96.4	0	99.1	97.5	98.4	97.2
Trucks	19	0	4	23	0	0	0	0	17	42	0	59	0	5	11	16	98
% Trucks	2.4	0	8.7	2.7	0	0	0	0	3.0	4.0	0	3.6	0	0.9	2.5	1.6	2.8



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ Riverview Road - Maner Road
7-9 am | 4-6 pm

File Name : 20250257
Site Code : 20250257
Start Date : 08-05-2025
Page No : 1

Groups Printed- Cars & Buses - Trucks

	Riverview Road Northbound				Maner Road Southbound				SR 280 (S Cobb Dr) Eastbound					SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	90	20	12	122	7	2	26	35	26	97	42	0	165	3	94	6	103	425
07:15 AM	69	24	12	105	6	2	23	31	25	78	38	1	142	7	133	20	160	438
07:30 AM	67	39	17	123	8	4	27	39	26	95	35	1	157	4	137	26	167	486
07:45 AM	61	28	31	120	10	7	19	36	30	131	38	3	202	4	148	33	185	543
Total	287	111	72	470	31	15	95	141	107	401	153	5	666	18	512	85	615	1892
08:00 AM	68	18	44	130	8	12	20	40	28	169	39	0	236	2	169	28	199	605
08:15 AM	65	29	47	141	10	4	31	45	25	179	37	2	243	8	145	33	186	615
08:30 AM	52	42	28	122	12	6	23	41	28	193	30	6	257	5	117	24	146	566
08:45 AM	69	22	18	109	14	5	13	32	23	136	26	2	187	5	138	18	161	489
Total	254	111	137	502	44	27	87	158	104	677	132	10	923	20	569	103	692	2275
*** BREAK ***																		
04:00 PM	88	5	13	106	27	41	27	95	20	126	55	2	203	13	128	13	154	558
04:15 PM	50	11	19	80	34	58	16	108	26	151	75	0	252	23	165	12	200	640
04:30 PM	54	5	22	81	25	43	12	80	24	176	89	3	292	25	199	9	233	686
04:45 PM	81	12	10	103	23	41	19	83	26	161	85	4	276	22	157	14	193	655
Total	273	33	64	370	109	183	74	366	96	614	304	9	1023	83	649	48	780	2539
05:00 PM	55	10	16	81	29	51	20	100	28	168	113	0	309	24	167	12	203	693
05:15 PM	56	6	13	75	28	36	18	82	20	206	115	3	344	21	191	19	231	732
05:30 PM	57	12	21	90	25	53	14	92	18	195	110	1	324	19	158	13	190	696
05:45 PM	55	10	15	80	33	59	9	101	21	179	95	4	299	18	144	6	168	648
Total	223	38	65	326	115	199	61	375	87	748	433	8	1276	82	660	50	792	2769
Grand Total	1037	293	338	1668	299	424	317	1040	394	2440	1022	32	3888	203	2390	286	2879	9475
Apprch %	62.2	17.6	20.3		28.8	40.8	30.5		10.1	62.8	26.3	0.8		7.1	83	9.9		
Total %	10.9	3.1	3.6	17.6	3.2	4.5	3.3	11	4.2	25.8	10.8	0.3	41	2.1	25.2	3	30.4	
Cars & Buses	977	280	327	1584	296	415	311	1022	381	2360	953	32	3726	198	2319	280	2797	9129
% Cars & Buses	94.2	95.6	96.7	95	99	97.9	98.1	98.3	96.7	96.7	93.2	100	95.8	97.5	97	97.9	97.2	96.3
Trucks	60	13	11	84	3	9	6	18	13	80	69	0	162	5	71	6	82	346
% Trucks	5.8	4.4	3.3	5	1	2.1	1.9	1.7	3.3	3.3	6.8	0	4.2	2.5	3	2.1	2.8	3.7

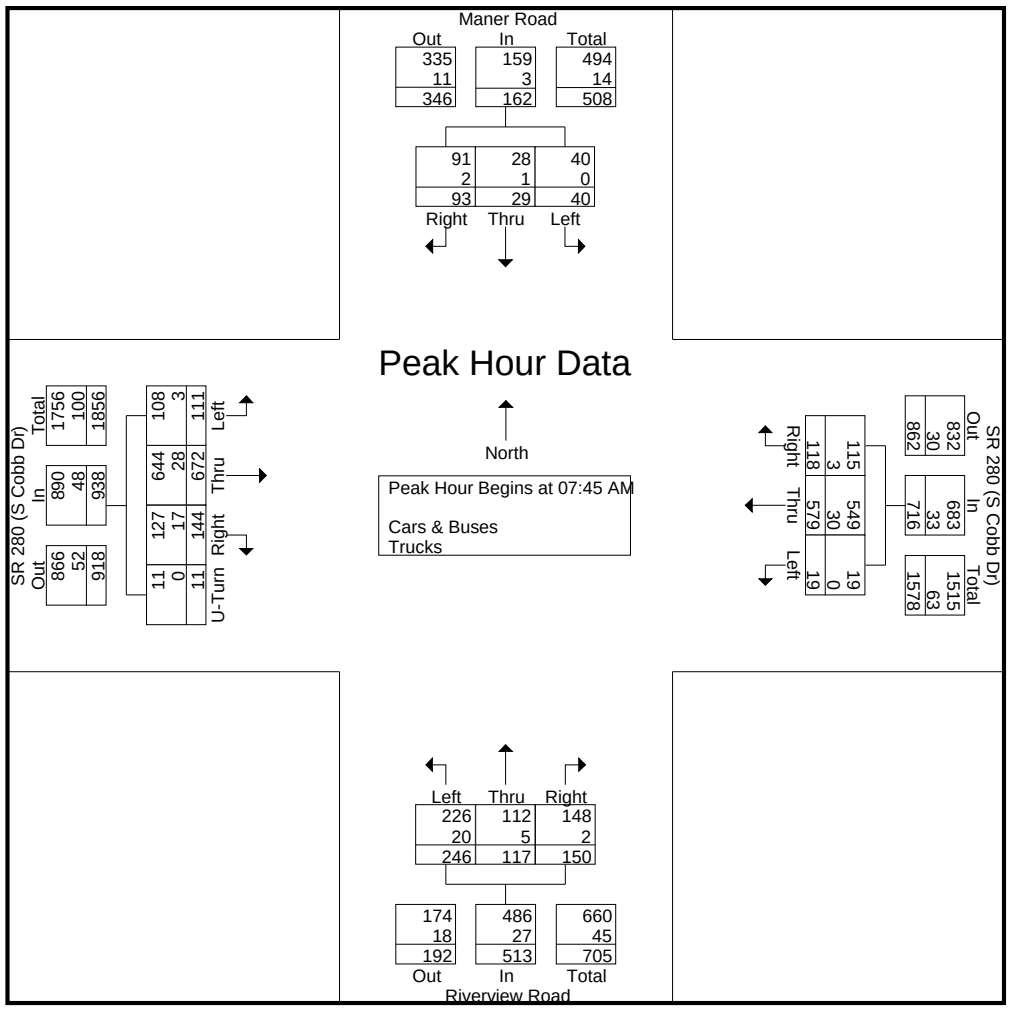
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ Riverview Road - Maner Road
7-9 am | 4-6 pm

File Name : 20250257
Site Code : 20250257
Start Date : 08-05-2025
Page No : 2

	Riverview Road Northbound				Maner Road Southbound				SR 280 (S Cobb Dr) Eastbound					SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	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	61	28	31	120	10	7	19	36	**30**	131	38	3	202	4	148	**33**	185	543
08:00 AM	**68**	18	44	130	8	**12**	20	40	28	169	**39**	0	236	2	**169**	28	**199**	605
08:15 AM	65	29	**47**	**141**	10	4	**31**	**45**	25	179	37	2	243	**8**	145	33	186	**615**
08:30 AM	52	**42**	28	122	**12**	6	23	41	28	**193**	30	**6**	**257**	5	117	24	146	566
Total Volume	246	117	150	513	40	29	93	162	111	672	144	11	938	19	579	118	716	2329
% App. Total	48	22.8	29.2		24.7	17.9	57.4		11.8	71.6	15.4	1.2		2.7	80.9	16.5		
PHF	.904	.696	.798	.910	.833	.604	.750	.900	.925	.870	.923	.458	.912	.594	.857	.894	.899	.947
Cars & Buses	226	112	148	486	40	28	91	159	108	644	127	11	890	19	549	115	683	2218
% Cars & Buses	91.9	95.7	98.7	94.7	100	96.6	97.8	98.1	97.3	95.8	88.2	100	94.9	100	94.8	97.5	95.4	95.2
Trucks	20	5	2	27	0	1	2	3	3	28	17	0	48	0	30	3	33	111
% Trucks	8.1	4.3	1.3	5.3	0	3.4	2.2	1.9	2.7	4.2	11.8	0	5.1	0	5.2	2.5	4.6	4.8



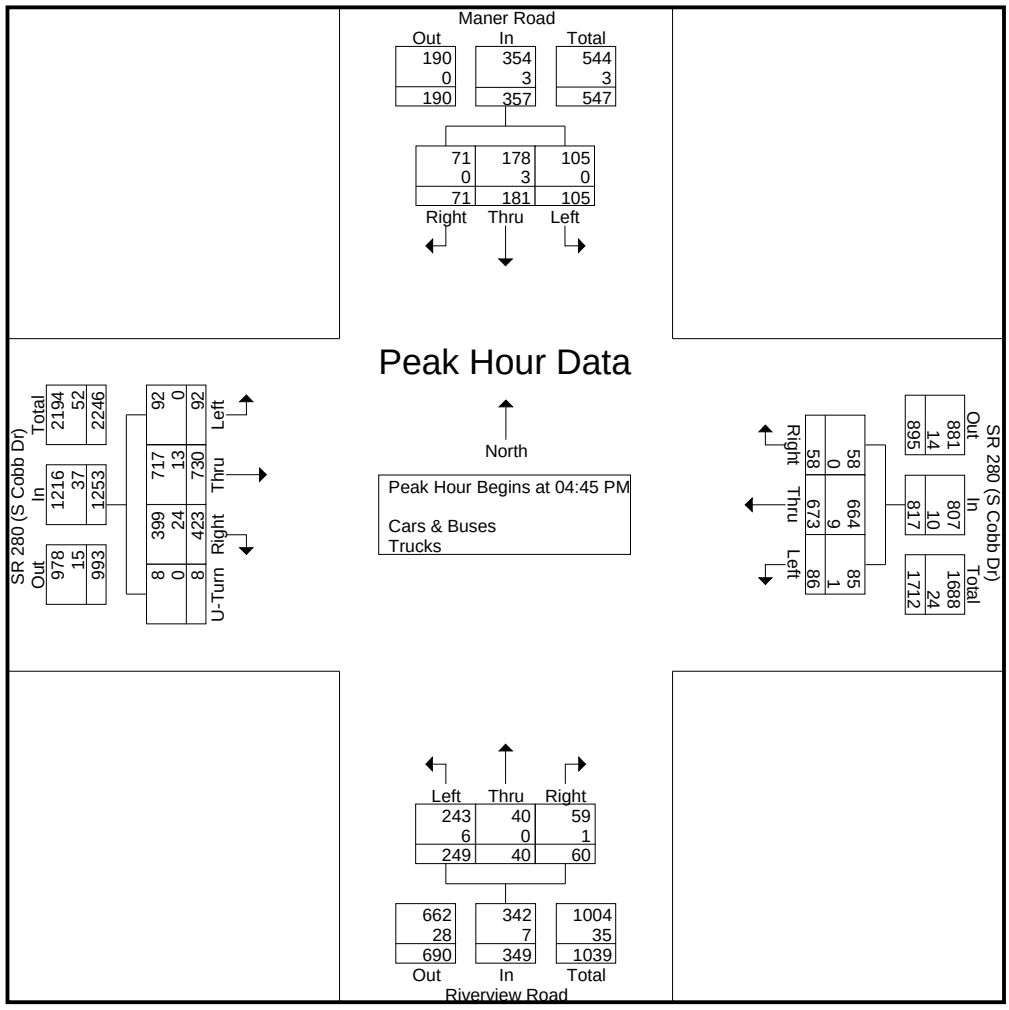
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ Riverview Road - Maner Road
7-9 am | 4-6 pm

File Name : 20250257
Site Code : 20250257
Start Date : 08-05-2025
Page No : 3

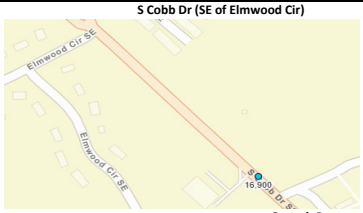
	Riverview Road Northbound				Maner Road Southbound				SR 280 (S Cobb Dr) Eastbound					SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:45 PM																		
04:45 PM	**81**	**12**	10	**103**	23	41	19	83	26	161	85	**4**	276	22	157	14	193	655
05:00 PM	55	10	16	81	**29**	51	**20**	**100**	**28**	168	113	0	309	**24**	167	12	203	693
05:15 PM	56	6	13	75	28	36	18	82	20	**206**	**115**	3	**344**	21	**191**	**19**	**231**	**732**
05:30 PM	57	12	**21**	90	25	**53**	14	92	18	195	110	1	324	19	158	13	190	696
Total Volume	249	40	60	349	105	181	71	357	92	730	423	8	1253	86	673	58	817	2776
% App. Total	71.3	11.5	17.2		29.4	50.7	19.9		7.3	58.3	33.8	0.6		10.5	82.4	7.1		
PHF	.769	.833	.714	.847	.905	.854	.888	.893	.821	.886	.920	.500	.911	.896	.881	.763	.884	.948
Cars & Buses	243	40	59	342	105	178	71	354	92	717	399	8	1216	85	664	58	807	2719
% Cars & Buses	97.6	100	98.3	98.0	100	98.3	100	99.2	100	98.2	94.3	100	97.0	98.8	98.7	100	98.8	97.9
Trucks	6	0	1	7	0	3	0	3	0	13	24	0	37	1	9	0	10	57
% Trucks	2.4	0	1.7	2.0	0	1.7	0	0.8	0	1.8	5.7	0	3.0	1.2	1.3	0	1.2	2.1

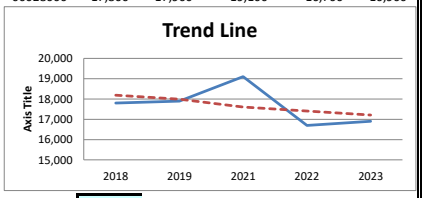


LINEAR REGRESSION OF DAILY TRAFFIC

Location	Growth Rate	R Squared	Station ID	Route	2018	2019	2021	2022	2023
S Cobb Dr (SE of Elmwood Cir)	-1.4%	0.18	067-2601	00028000	17,800	17,900	19,100	16,700	16,900
S Cobb Dr (N of Oak Dr)	1.2%	0.11	067-2603	00028000	39,000	44,800	40,200	41,900	43,800
Bolton Rd (NE of Browntown Rd)	1.2%	0.17	121-5274	00348403	17,100	18,800	17,200	17,900	19,000
James Jackson Pkwy (NW of Old Georgian Ter)	-0.1%	0.01	121-5445	00028000	16,000	16,100	15,800	15,900	16,100
Church Rd (E of N Church Ln)	-2.0%	0.58	067-2317	00289800	7,480	7,630	7,530	6,900	7,080
Weighted Average	**0.3%**	0.03	Sum of Count Stations =		97,380	105,230	99,830	99,300	102,880

Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
S Cobb Dr (SE of Elmwood Cir)	067-2601	00028000	17,800	17,900	19,100	16,700	16,900



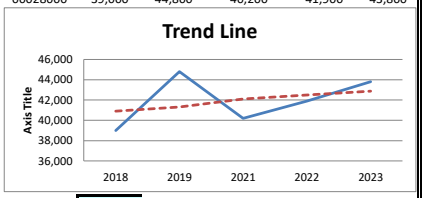


Growth Rate	Intercept	Slope
-1.4%	410,052	-194.19

Trend Line	2018	2019	2021	2022	2023
	18,185	17,991	17,602	17,408	17,214

Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
S Cobb Dr (N of Oak Dr)	067-2603	00028000	39,000	44,800	40,200	41,900	43,800

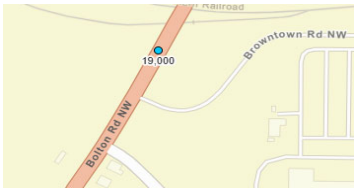


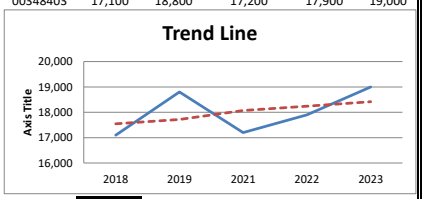


Growth Rate	Intercept	Slope
1.2%	-754,552	394.19

Trend Line	2018	2019	2021	2022	2023
	40,915	41,309	42,098	42,492	42,886

Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
Bolton Rd (NE of Browntown Rd)	121-5274	00348403	17,100	18,800	17,200	17,900	19,000

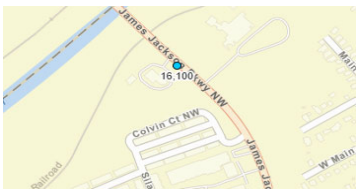


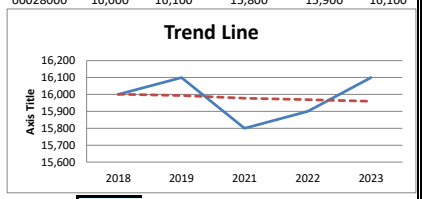


Growth Rate	Intercept	Slope
1.2%	-334,430	174.42

Trend Line	2018	2019	2021	2022	2023
	17,547	17,721	18,070	18,244	18,419

Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
James Jackson Pkwy (NW of Old Georgian Ter)	121-5445	00028000	16,000	16,100	15,800	15,900	16,100

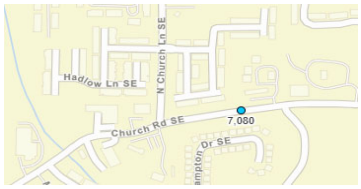


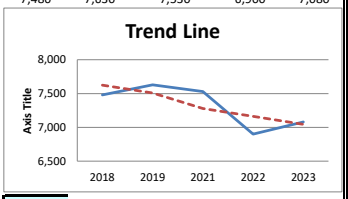


Growth Rate	Intercept	Slope
-0.1%	32,427	-8.14

Trend Line	2018	2019	2021	2022	2023
	16,001	15,993	15,977	15,969	15,960

Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
Church Rd (E of N Church Ln)	067-2317	00289800	7,480	7,630	7,530	6,900	7,080

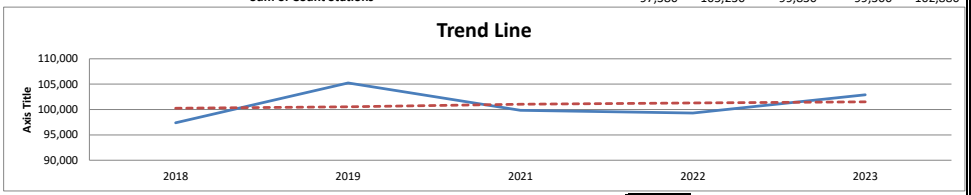




Growth Rate	Intercept	Slope
-2.0%	241,338	-115.81

Trend Line	2018	2019	2021	2022	2023
	7,625	7,509	7,278	7,162	7,046

Weighted Average	2018	2019	2021	2022	2023
Sum of Count Stations	97,380	105,230	99,830	99,300	102,880



Growth Rate	Intercept	Slope
0.3%	-405,166	250.47

Trend Line	2018	2019	2021	2022	2023
	100,273	100,523	101,024	101,275	101,525

EXISTING INTERSECTION ANALYSIS

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	1	0	506	180	14
Future Vol, veh/h	8	1	0	506	180	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	13	2	2	5	9	7
Mvmt Flow	9	1	0	544	194	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	746	202	209	0	-	0
Stage 1	202	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Critical Hdwy	6.53	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	366	839	1362	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	366	839	1362	-	-	-
Mov Cap-2 Maneuver	366	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	560	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1362	-	390	-	-
HCM Lane V/C Ratio	-	-	0.025	-	-
HCM Control Delay (s)	0	-	14.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	855	7	0	704	12	10
Future Vol, veh/h	855	7	0	704	12	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	2	2	5	2	2
Mvmt Flow	919	8	0	757	13	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	927	0	1298	460
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	379	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	733	-	153	548
Stage 1	-	-	-	-	349	-
Stage 2	-	-	-	-	662	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	733	-	153	548
Mov Cap-2 Maneuver	-	-	-	-	269	-
Stage 1	-	-	-	-	349	-
Stage 2	-	-	-	-	662	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16
HCM LOS			C

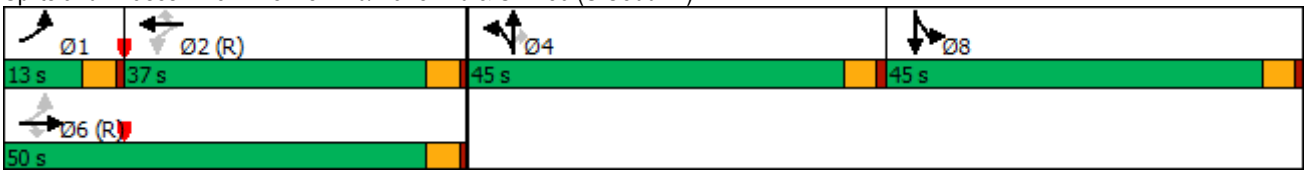
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	350	-	-	733	-
HCM Lane V/C Ratio	0.068	-	-	-	-
HCM Control Delay (s)	16	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

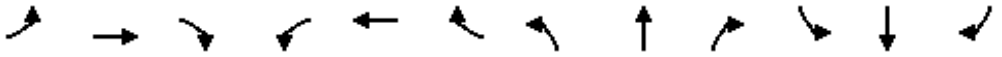
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations									
Traffic Volume (vph)	122	672	144	19	579	118	117	150	29
Future Volume (vph)	122	672	144	19	579	118	117	150	29
Lane Group Flow (vph)	128	707	152	20	609	124	382	158	171
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases	1	6			2		4		8
Permitted Phases	6		6	2		2		4	
Detector Phase	1	6	6	2	2	2	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	13.0	50.0	50.0	37.0	37.0	37.0	45.0	45.0	45.0
Total Split (%)	9.3%	35.7%	35.7%	26.4%	26.4%	26.4%	32.1%	32.1%	32.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes			Yes	Yes	Yes			
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio	0.37	0.44	0.21	0.08	0.50	0.20	0.92	0.34	0.75
Control Delay	23.6	24.1	5.5	34.8	36.9	6.7	77.5	13.4	61.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.6	24.1	5.5	34.8	36.9	6.7	77.5	13.4	61.3
Queue Length 50th (ft)	65	225	8	12	237	0	343	27	114
Queue Length 95th (ft)	121	317	54	38	346	51	#524	89	189
Internal Link Dist (ft)		546			347		374		946
Turn Bay Length (ft)	155		200	200		300		180	
Base Capacity (vph)	347	1606	732	250	1206	625	448	496	476
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.44	0.21	0.08	0.50	0.20	0.85	0.32	0.36

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	672	144	19	579	118	246	117	150	40	29	93
Future Volume (veh/h)	122	672	144	19	579	118	246	117	150	40	29	93
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	1670	1657	1550	1683	1643	1670	1603	1657	1683	1683	1670	1683
Adj Flow Rate, veh/h	128	707	0	20	609	0	259	123	0	42	31	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	4	12	2	5	3	8	4	2	2	3	2
Cap, veh/h	417	1869		369	1594		275	131		53	39	
Arrive On Green	0.05	0.59	0.00	0.51	0.51	0.00	0.25	0.25	0.00	0.06	0.06	0.00
Sat Flow, veh/h	1590	3148	1314	667	3122	1415	1086	516	1427	934	689	0
Grp Volume(v), veh/h	128	707	0	20	609	0	382	0	0	73	0	0
Grp Sat Flow(s),veh/h/ln	1590	1574	1314	667	1561	1415	1602	0	1427	1623	0	0
Q Serve(g_s), s	5.2	16.5	0.0	2.3	16.6	0.0	32.7	0.0	0.0	6.2	0.0	0.0
Cycle Q Clear(g_c), s	5.2	16.5	0.0	7.1	16.6	0.0	32.7	0.0	0.0	6.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.68		1.00	0.58		0.00
Lane Grp Cap(c), veh/h	417	1869		369	1594		406	0		92	0	
V/C Ratio(X)	0.31	0.38		0.05	0.38		0.94	0.00		0.79	0.00	
Avail Cap(c_a), veh/h	432	1869		369	1594		464	0		470	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.2	14.9	0.0	19.8	20.8	0.0	51.3	0.0	0.0	65.2	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.5	0.0	0.3	0.7	0.0	26.1	0.0	0.0	14.2	0.0	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	1.8	5.7	0.0	0.4	6.0	0.0	15.9	0.0	0.0	2.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.6	15.4	0.0	20.1	21.5	0.0	77.4	0.0	0.0	79.4	0.0	0.0
LnGrp LOS	B	B		C	C		E	A		E	A	
Approach Vol, veh/h		835			629			382			73	
Approach Delay, s/veh		15.4			21.5			77.4			79.4	
Approach LOS		B			C			E			E	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.7	76.0		39.9		87.6		12.4				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	8.5	32.5		40.5		45.5		40.5				
Max Q Clear Time (g_c+I1), s	7.2	18.6		34.7		18.5		8.2				
Green Ext Time (p_c), s	0.0	4.4		0.7		6.6		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		32.2	
HCM 6th LOS		C	

Notes

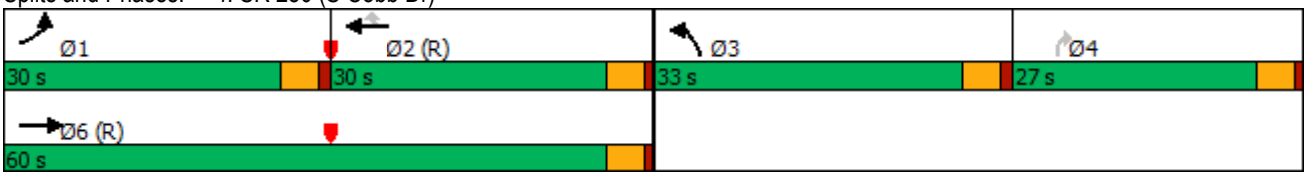
User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

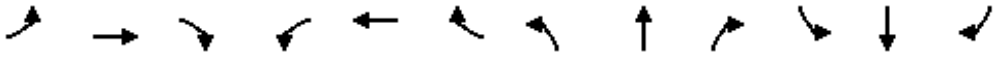
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	580	801	405	492	670	80
Future Volume (vph)	580	801	405	492	670	80
Lane Group Flow (vph)	630	871	440	535	728	87
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	6.0	6.0
Minimum Split (s)	9.5	27.5	23.5	23.5	26.5	26.5
Total Split (s)	30.0	60.0	30.0	30.0	33.0	27.0
Total Split (%)	25.0%	50.0%	25.0%	25.0%	27.5%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.80	0.43	0.41	0.64	0.92	0.50
Control Delay	50.7	14.2	35.1	7.0	63.1	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.7	14.2	35.1	7.0	63.1	18.9
Queue Length 50th (ft)	245	186	146	0	294	0
Queue Length 95th (ft)	299	256	220	107	#406	46
Internal Link Dist (ft)		349	546			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	799	2048	1073	842	807	350
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.43	0.41	0.64	0.90	0.25

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	580	801	0	0	405	492	670	0	80	0	0	0
Future Volume (veh/h)	580	801	0	0	405	492	670	0	80	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1781	1826	0	0	1811	1796	1856	0	1737			
Adj Flow Rate, veh/h	630	871	0	0	440	535	728	0	87			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	8	5	0	0	6	7	3	0	11			
Cap, veh/h	680	2414	0	0	1554	688	786	0	337			
Arrive On Green	0.21	0.70	0.00	0.00	0.45	0.45	0.23	0.00	0.23			
Sat Flow, veh/h	3291	3561	0	0	3532	1522	3428	0	1472			
Grp Volume(v), veh/h	630	871	0	0	440	535	728	0	87			
Grp Sat Flow(s),veh/h/ln	1646	1735	0	0	1721	1522	1714	0	1472			
Q Serve(g_s), s	22.5	12.2	0.0	0.0	9.6	35.7	24.9	0.0	5.8			
Cycle Q Clear(g_c), s	22.5	12.2	0.0	0.0	9.6	35.7	24.9	0.0	5.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	680	2414	0	0	1554	688	786	0	337			
V/C Ratio(X)	0.93	0.36	0.00	0.00	0.28	0.78	0.93	0.00	0.26			
Avail Cap(c_a), veh/h	699	2414	0	0	1554	688	814	0	350			
HCM Platoon Ratio	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	0.00	0.00	0.85	0.85	1.00	0.00	1.00			
Uniform Delay (d), s/veh	46.7	7.4	0.0	0.0	20.7	27.8	45.3	0.0	37.9			
Incr Delay (d2), s/veh	18.1	0.4	0.0	0.0	0.4	7.3	16.2	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	10.6	4.0	0.0	0.0	3.8	14.3	12.4	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.8	7.8	0.0	0.0	21.1	35.1	61.4	0.0	38.3			
LnGrp LOS	E	A	A	A	C	D	E	A	D			
Approach Vol, veh/h		1501			975			815				
Approach Delay, s/veh		31.8			28.8			59.0				
Approach LOS		C			C			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	29.3	58.7				88.0		32.0				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	25.5	25.5				55.5		28.5				
Max Q Clear Time (g_c+I1), s	24.5	37.7				14.2		26.9				
Green Ext Time (p_c), s	0.3	0.0				9.5		0.6				

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

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	3	2	315	710	4
Future Vol, veh/h	11	3	2	315	710	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	11	3	2	328	740	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1074	742	744	0	-	0
Stage 1	742	-	-	-	-	-
Stage 2	332	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	243	416	864	-	-	-
Stage 1	471	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	242	416	864	-	-	-
Mov Cap-2 Maneuver	242	-	-	-	-	-
Stage 1	470	-	-	-	-	-
Stage 2	727	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.3	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	864	-	266	-	-
HCM Lane V/C Ratio	0.002	-	0.055	-	-
HCM Control Delay (s)	9.2	0	19.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	858	19	8	845	15	3
Future Vol, veh/h	858	19	8	845	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	943	21	9	929	16	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	964	0	1426	472
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	483	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	710	-	126	538
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	586	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	710	-	124	538
Mov Cap-2 Maneuver	-	-	-	-	246	-
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	578	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	19.4
HCM LOS			C

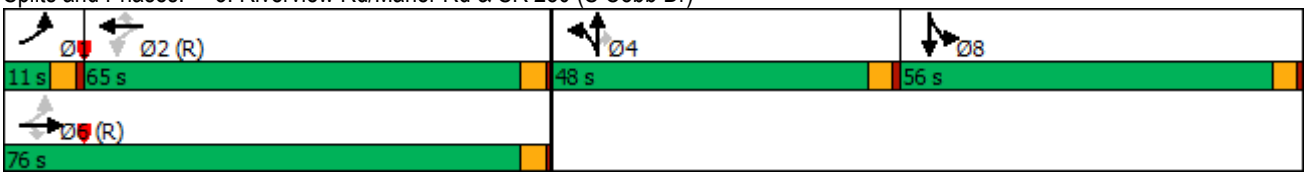
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	270	-	-	710	-
HCM Lane V/C Ratio	0.073	-	-	0.012	-
HCM Control Delay (s)	19.4	-	-	10.1	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

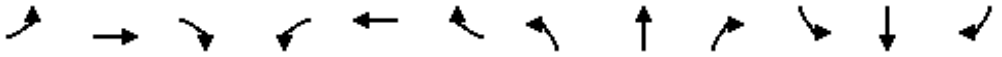
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations									
Traffic Volume (vph)	100	730	423	86	673	58	40	60	181
Future Volume (vph)	100	730	423	86	673	58	40	60	181
Lane Group Flow (vph)	105	768	445	91	708	61	304	63	377
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases	1	6			2		4		8
Permitted Phases	6		6	2		2		4	
Detector Phase	1	6	6	2	2	2	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	11.0	76.0	76.0	65.0	65.0	65.0	48.0	48.0	56.0
Total Split (%)	6.1%	42.2%	42.2%	36.1%	36.1%	36.1%	26.7%	26.7%	31.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes			Yes	Yes	Yes			
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio	0.44	0.52	0.56	0.46	0.58	0.10	0.89	0.18	0.91
Control Delay	38.9	38.2	13.4	54.6	48.2	8.0	96.5	11.8	90.4
Queue Delay	0.0	0.8	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.9	39.0	13.9	54.6	48.2	8.0	96.5	11.8	90.4
Queue Length 50th (ft)	77	363	108	90	389	0	364	0	441
Queue Length 95th (ft)	133	470	248	165	470	36	#484	44	#581
Internal Link Dist (ft)		546			347		374		946
Turn Bay Length (ft)	155		200	200		300		180	
Base Capacity (vph)	241	1463	801	199	1229	583	388	392	464
Starvation Cap Reductn	0	385	107	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.71	0.64	0.46	0.58	0.10	0.78	0.16	0.81

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	730	423	86	673	58	249	40	60	105	181	71
Future Volume (veh/h)	100	730	423	86	673	58	249	40	60	105	181	71
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	1683	1683	1630	1697	1697	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	105	768	0	91	708	0	262	42	0	111	191	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	6	1	1	2	2	2	2	2	2	2
Cap, veh/h	310	1691		281	1508		279	45		119	205	
Arrive On Green	0.04	0.53	0.00	0.47	0.47	0.00	0.20	0.20	0.00	0.20	0.20	0.00
Sat Flow, veh/h	1603	3198	1381	635	3224	1427	1391	223	1427	608	1045	0
Grp Volume(v), veh/h	105	768	0	91	708	0	304	0	0	302	0	0
Grp Sat Flow(s),veh/h/ln	1603	1599	1381	635	1612	1427	1614	0	1427	1653	0	0
Q Serve(g_s), s	6.1	26.8	0.0	18.7	27.0	0.0	33.4	0.0	0.0	32.4	0.0	0.0
Cycle Q Clear(g_c), s	6.1	26.8	0.0	34.5	27.0	0.0	33.4	0.0	0.0	32.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.86		1.00	0.37		0.00
Lane Grp Cap(c), veh/h	310	1691		281	1508		323	0		324	0	
V/C Ratio(X)	0.34	0.45		0.32	0.47		0.94	0.00		0.93	0.00	
Avail Cap(c_a), veh/h	310	1691		281	1508		390	0		473	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.4	26.3	0.0	40.4	32.7	0.0	70.9	0.0	0.0	71.2	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.8	0.0	3.0	1.1	0.0	28.1	0.0	0.0	20.1	0.0	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	2.4	10.3	0.0	3.2	10.7	0.0	16.3	0.0	0.0	15.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.0	27.0	0.0	43.4	33.7	0.0	99.0	0.0	0.0	91.3	0.0	0.0
LnGrp LOS	C	C		D	C		F	A		F	A	
Approach Vol, veh/h		873			799			304			302	
Approach Delay, s/veh		26.9			34.8			99.0			91.3	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.0	88.7		40.6		99.7		39.8				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	6.5	60.5		43.5		71.5		51.5				
Max Q Clear Time (g_c+I1), s	8.1	36.5		35.4		28.8		34.4				
Green Ext Time (p_c), s	0.0	7.7		0.6		8.1		0.9				

Intersection Summary			
HCM 6th Ctrl Delay		47.8	
HCM 6th LOS		D	

Notes

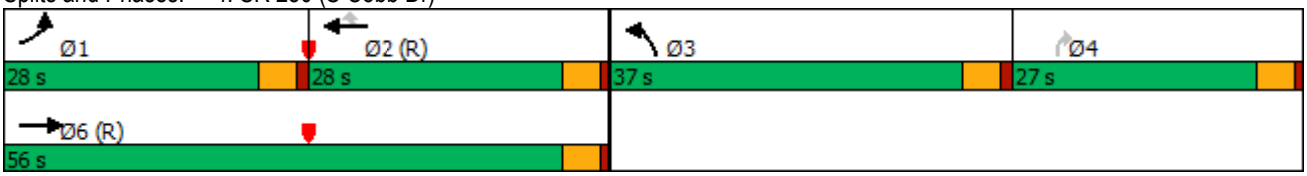
User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

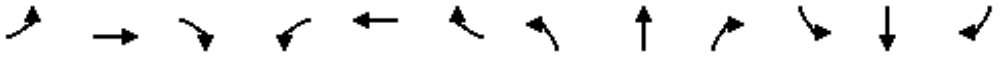
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	568	1054	551	443	809	46
Future Volume (vph)	568	1054	551	443	809	46
Lane Group Flow (vph)	574	1065	557	447	817	46
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	6.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	26.5
Total Split (s)	28.0	56.0	28.0	28.0	37.0	27.0
Total Split (%)	23.3%	46.7%	23.3%	23.3%	30.8%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.79	0.52	0.45	0.54	0.91	0.28
Control Delay	53.1	16.1	34.0	5.7	58.5	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.1	16.1	34.0	5.7	58.5	4.2
Queue Length 50th (ft)	226	268	191	0	325	0
Queue Length 95th (ft)	279	330	264	86	#434	1
Internal Link Dist (ft)		349	546			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	743	2062	1228	832	929	355
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.52	0.45	0.54	0.88	0.13

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	568	1054	0	0	551	443	809	0	46	0	0	0
Future Volume (veh/h)	568	1054	0	0	551	443	809	0	46	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1841	0	0	1885	1856	1870	0	1767			
Adj Flow Rate, veh/h	574	1065	0	0	557	447	817	0	46			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	3	4	0	0	1	3	2	0	9			
Cap, veh/h	632	2341	0	0	1604	704	883	0	383			
Arrive On Green	0.18	0.67	0.00	0.00	0.45	0.45	0.26	0.00	0.26			
Sat Flow, veh/h	3428	3589	0	0	3676	1572	3456	0	1497			
Grp Volume(v), veh/h	574	1065	0	0	557	447	817	0	46			
Grp Sat Flow(s),veh/h/ln	1714	1749	0	0	1791	1572	1728	0	1497			
Q Serve(g_s), s	19.7	17.4	0.0	0.0	12.2	26.3	27.7	0.0	2.8			
Cycle Q Clear(g_c), s	19.7	17.4	0.0	0.0	12.2	26.3	27.7	0.0	2.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	632	2341	0	0	1604	704	883	0	383			
V/C Ratio(X)	0.91	0.45	0.00	0.00	0.35	0.63	0.92	0.00	0.12			
Avail Cap(c_a), veh/h	671	2341	0	0	1604	704	936	0	405			
HCM Platoon Ratio	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	0.00	0.00	0.79	0.79	1.00	0.00	1.00			
Uniform Delay (d), s/veh	48.0	9.4	0.0	0.0	21.7	25.6	43.5	0.0	34.3			
Incr Delay (d2), s/veh	15.8	0.6	0.0	0.0	0.5	3.4	14.2	0.0	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.5	5.9	0.0	0.0	5.0	10.5	13.6	0.0	1.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.8	10.1	0.0	0.0	22.1	29.0	57.7	0.0	34.4			
LnGrp LOS	E	B	A	A	C	C	E	A	C			
Approach Vol, veh/h		1639			1004			863				
Approach Delay, s/veh		28.9			25.2			56.5				
Approach LOS		C			C			E				
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	26.6	58.2				84.8		35.2				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	23.5	23.5				51.5		32.5				
Max Q Clear Time (g_c+I1), s	21.7	28.3				19.4		29.7				
Green Ext Time (p_c), s	0.4	0.0				11.6		1.0				
Intersection Summary												
HCM 6th Ctrl Delay			34.6									
HCM 6th LOS			C									

FUTURE "NO-BUILD" 2027 INTERSECTION ANALYSIS

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	1	0	516	184	14
Future Vol, veh/h	8	1	0	516	184	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	13	2	2	5	9	7
Mvmt Flow	9	1	0	555	198	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	761	206	213	0	-	0
Stage 1	206	-	-	-	-	-
Stage 2	555	-	-	-	-	-
Critical Hdwy	6.53	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	358	835	1357	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	358	835	1357	-	-	-
Mov Cap-2 Maneuver	358	-	-	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	554	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1357	-	382	-	-
HCM Lane V/C Ratio	-	-	0.025	-	-
HCM Control Delay (s)	0	-	14.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	872	7	0	718	12	10
Future Vol, veh/h	872	7	0	718	12	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	2	2	5	2	2
Mvmt Flow	938	8	0	772	13	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	946	0	1324	469
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	386	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	721	-	147	541
Stage 1	-	-	-	-	341	-
Stage 2	-	-	-	-	656	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	721	-	147	541
Mov Cap-2 Maneuver	-	-	-	-	262	-
Stage 1	-	-	-	-	341	-
Stage 2	-	-	-	-	656	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.3
HCM LOS			C

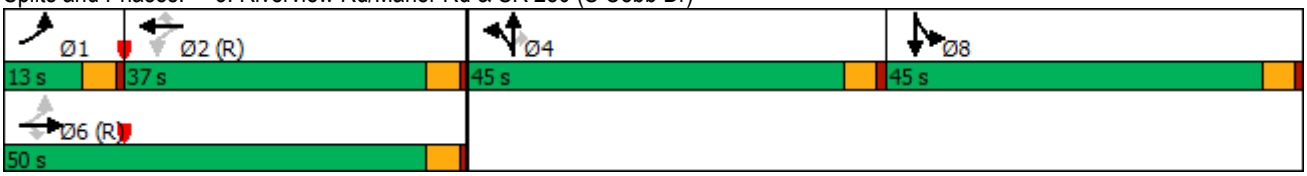
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	342	-	-	721	-
HCM Lane V/C Ratio	0.069	-	-	-	-
HCM Control Delay (s)	16.3	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

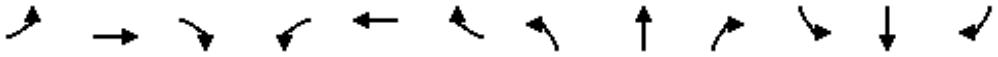
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations									
Traffic Volume (vph)	124	685	147	19	591	120	119	153	30
Future Volume (vph)	124	685	147	19	591	120	119	153	30
Lane Group Flow (vph)	131	721	155	20	622	126	389	161	175
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases	1	6			2		4		8
Permitted Phases	6		6	2		2		4	
Detector Phase	1	6	6	2	2	2	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	13.0	50.0	50.0	37.0	37.0	37.0	45.0	45.0	45.0
Total Split (%)	9.3%	35.7%	35.7%	26.4%	26.4%	26.4%	32.1%	32.1%	32.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes			Yes	Yes	Yes			
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio	0.39	0.45	0.21	0.08	0.53	0.20	0.93	0.34	0.75
Control Delay	24.2	24.7	5.8	35.5	38.2	6.8	78.5	13.8	61.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.2	24.7	5.8	35.5	38.2	6.8	78.5	13.8	61.9
Queue Length 50th (ft)	68	233	10	12	246	0	351	29	118
Queue Length 95th (ft)	124	327	56	38	356	52	#540	92	194
Internal Link Dist (ft)		546			347		374		946
Turn Bay Length (ft)	155		200	200		300		180	
Base Capacity (vph)	340	1587	725	241	1177	615	448	496	475
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.45	0.21	0.08	0.53	0.20	0.87	0.32	0.37

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	685	147	19	591	120	251	119	153	41	30	95
Future Volume (veh/h)	124	685	147	19	591	120	251	119	153	41	30	95
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	1670	1657	1550	1683	1643	1670	1603	1657	1683	1683	1670	1683
Adj Flow Rate, veh/h	131	721	0	20	622	0	264	125	0	43	32	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	4	12	2	5	3	8	4	2	2	3	2
Cap, veh/h	407	1852		358	1572		280	132		54	40	
Arrive On Green	0.05	0.59	0.00	0.50	0.50	0.00	0.26	0.26	0.00	0.06	0.06	0.00
Sat Flow, veh/h	1590	3148	1314	659	3122	1415	1087	515	1427	931	693	0
Grp Volume(v), veh/h	131	721	0	20	622	0	389	0	0	75	0	0
Grp Sat Flow(s),veh/h/ln	1590	1574	1314	659	1561	1415	1602	0	1427	1623	0	0
Q Serve(g_s), s	5.4	17.1	0.0	2.3	17.3	0.0	33.3	0.0	0.0	6.4	0.0	0.0
Cycle Q Clear(g_c), s	5.4	17.1	0.0	7.6	17.3	0.0	33.3	0.0	0.0	6.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.68		1.00	0.57		0.00
Lane Grp Cap(c), veh/h	407	1852		358	1572		412	0		94	0	
V/C Ratio(X)	0.32	0.39		0.06	0.40		0.94	0.00		0.80	0.00	
Avail Cap(c_a), veh/h	420	1852		358	1572		464	0		470	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.7	15.4	0.0	20.6	21.5	0.0	51.0	0.0	0.0	65.1	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.6	0.0	0.3	0.7	0.0	26.7	0.0	0.0	14.0	0.0	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	1.9	6.0	0.0	0.4	6.3	0.0	16.3	0.0	0.0	3.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.1	15.9	0.0	20.9	22.3	0.0	77.7	0.0	0.0	79.1	0.0	0.0
LnGrp LOS	B	B		C	C		E	A		E	A	
Approach Vol, veh/h		852			642			389			75	
Approach Delay, s/veh		16.0			22.3			77.7			79.1	
Approach LOS		B			C			E			E	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.9	75.0		40.5		86.9		12.6				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	8.5	32.5		40.5		45.5		40.5				
Max Q Clear Time (g_c+I1), s	7.4	19.3		35.3		19.1		8.4				
Green Ext Time (p_c), s	0.0	4.3		0.7		6.7		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			32.7									
HCM 6th LOS			C									

Notes

User approved pedestrian interval to be less than phase max green.

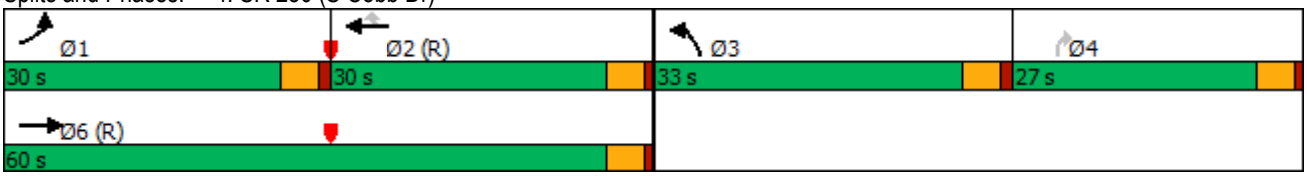
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

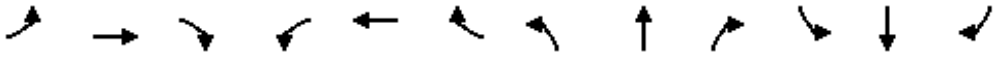
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	592	817	413	502	683	82
Future Volume (vph)	592	817	413	502	683	82
Lane Group Flow (vph)	643	888	449	546	742	89
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	6.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	26.5
Total Split (s)	30.0	60.0	30.0	30.0	33.0	27.0
Total Split (%)	25.0%	50.0%	25.0%	25.0%	27.5%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.79	0.43	0.43	0.65	0.94	0.51
Control Delay	49.7	14.5	36.2	7.2	64.9	19.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.7	14.5	36.2	7.2	64.9	19.5
Queue Length 50th (ft)	250	191	151	0	302	0
Queue Length 95th (ft)	303	264	227	110	#418	48
Internal Link Dist (ft)		349	546			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	815	2042	1045	841	807	350
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.43	0.43	0.65	0.92	0.25

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	592	817	0	0	413	502	683	0	82	0	0	0
Future Volume (veh/h)	592	817	0	0	413	502	683	0	82	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1781	1826	0	0	1811	1796	1856	0	1737			
Adj Flow Rate, veh/h	643	888	0	0	449	546	742	0	89			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	8	5	0	0	6	7	3	0	11			
Cap, veh/h	690	2404	0	0	1534	678	796	0	342			
Arrive On Green	0.21	0.69	0.00	0.00	0.45	0.45	0.23	0.00	0.23			
Sat Flow, veh/h	3291	3561	0	0	3532	1522	3428	0	1472			
Grp Volume(v), veh/h	643	888	0	0	449	546	742	0	89			
Grp Sat Flow(s),veh/h/ln	1646	1735	0	0	1721	1522	1714	0	1472			
Q Serve(g_s), s	23.0	12.7	0.0	0.0	10.0	37.2	25.5	0.0	5.9			
Cycle Q Clear(g_c), s	23.0	12.7	0.0	0.0	10.0	37.2	25.5	0.0	5.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	690	2404	0	0	1534	678	796	0	342			
V/C Ratio(X)	0.93	0.37	0.00	0.00	0.29	0.80	0.93	0.00	0.26			
Avail Cap(c_a), veh/h	699	2404	0	0	1534	678	814	0	350			
HCM Platoon Ratio	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	0.00	0.00	0.84	0.84	1.00	0.00	1.00			
Uniform Delay (d), s/veh	46.6	7.6	0.0	0.0	21.2	28.7	45.2	0.0	37.7			
Incr Delay (d2), s/veh	19.1	0.4	0.0	0.0	0.4	8.4	17.2	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	10.9	4.1	0.0	0.0	3.9	15.0	12.8	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.7	8.0	0.0	0.0	21.6	37.1	62.3	0.0	38.1			
LnGrp LOS	E	A	A	A	C	D	E	A	D			
Approach Vol, veh/h		1531			995			831				
Approach Delay, s/veh		32.3			30.1			59.7				
Approach LOS		C			C			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	29.7	58.0				87.6		32.4				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	25.5	25.5				55.5		28.5				
Max Q Clear Time (g_c+I1), s	25.0	39.2				14.7		27.5				
Green Ext Time (p_c), s	0.1	0.0				9.8		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			38.4									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	3	2	321	724	4
Future Vol, veh/h	11	3	2	321	724	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	11	3	2	334	754	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1094	756	758	0	-	0
Stage 1	756	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	237	408	853	-	-	-
Stage 1	464	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	236	408	853	-	-	-
Mov Cap-2 Maneuver	236	-	-	-	-	-
Stage 1	463	-	-	-	-	-
Stage 2	722	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.7	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	853	-	259	-	-
HCM Lane V/C Ratio	0.002	-	0.056	-	-
HCM Control Delay (s)	9.2	0	19.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	875	19	8	862	15	3
Future Vol, veh/h	875	19	8	862	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	962	21	9	947	16	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	983	0	1454	481
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	492	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	698	-	121	531
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	580	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	698	-	119	531
Mov Cap-2 Maneuver	-	-	-	-	240	-
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	572	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	19.7
HCM LOS			C

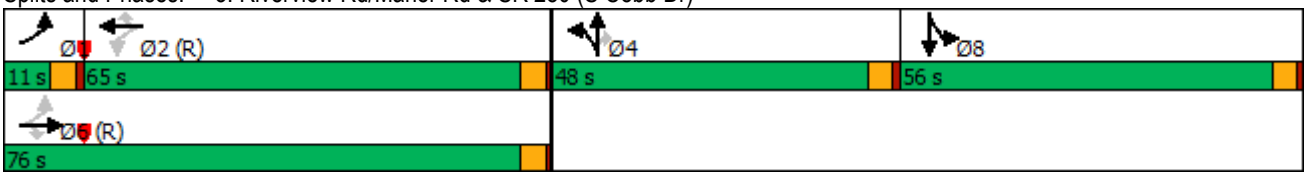
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	264	-	-	698	-
HCM Lane V/C Ratio	0.075	-	-	0.013	-
HCM Control Delay (s)	19.7	-	-	10.2	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

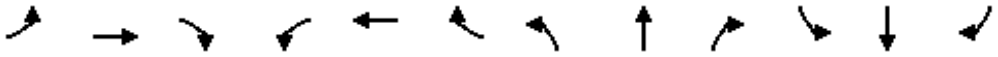
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations									
Traffic Volume (vph)	102	745	431	88	686	59	41	61	185
Future Volume (vph)	102	745	431	88	686	59	41	61	185
Lane Group Flow (vph)	107	784	454	93	722	62	310	64	384
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases	1	6			2		4		8
Permitted Phases	6		6	2		2		4	
Detector Phase	1	6	6	2	2	2	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	23.5	23.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	11.0	76.0	76.0	65.0	65.0	65.0	48.0	48.0	56.0
Total Split (%)	6.1%	42.2%	42.2%	36.1%	36.1%	36.1%	26.7%	26.7%	31.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes			Yes	Yes	Yes			
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio	0.46	0.54	0.57	0.49	0.59	0.11	0.90	0.18	0.92
Control Delay	40.4	39.2	14.3	57.1	49.2	8.1	97.1	11.9	91.0
Queue Delay	0.0	0.9	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.4	40.1	14.9	57.1	49.2	8.1	97.1	11.9	91.0
Queue Length 50th (ft)	80	381	122	93	401	0	371	0	449
Queue Length 95th (ft)	136	482	265	172	481	37	#513	46	#611
Internal Link Dist (ft)		546			347		374		946
Turn Bay Length (ft)	155		200	200		300		180	
Base Capacity (vph)	231	1445	795	190	1214	577	388	392	464
Starvation Cap Reductn	0	368	100	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.73	0.65	0.49	0.59	0.11	0.80	0.16	0.83

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	745	431	88	686	59	254	41	61	107	185	72
Future Volume (veh/h)	102	745	431	88	686	59	254	41	61	107	185	72
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	1683	1683	1630	1697	1697	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	107	784	0	93	722	0	267	43	0	113	195	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	6	1	1	2	2	2	2	2	2	2
Cap, veh/h	298	1668		269	1485		283	46		121	209	
Arrive On Green	0.04	0.52	0.00	0.46	0.46	0.00	0.20	0.20	0.00	0.20	0.20	0.00
Sat Flow, veh/h	1603	3198	1381	626	3224	1427	1390	224	1427	606	1047	0
Grp Volume(v), veh/h	107	784	0	93	722	0	310	0	0	308	0	0
Grp Sat Flow(s),veh/h/ln	1603	1599	1381	626	1612	1427	1614	0	1427	1653	0	0
Q Serve(g_s), s	6.3	28.0	0.0	19.9	28.0	0.0	34.1	0.0	0.0	33.0	0.0	0.0
Cycle Q Clear(g_c), s	6.3	28.0	0.0	36.9	28.0	0.0	34.1	0.0	0.0	33.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.86		1.00	0.37		0.00
Lane Grp Cap(c), veh/h	298	1668		269	1485		329	0		330	0	
V/C Ratio(X)	0.36	0.47		0.35	0.49		0.94	0.00		0.93	0.00	
Avail Cap(c_a), veh/h	298	1668		269	1485		390	0		473	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.4	27.3	0.0	42.5	33.8	0.0	70.6	0.0	0.0	70.9	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.8	0.0	3.5	1.1	0.0	28.7	0.0	0.0	20.7	0.0	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	2.5	10.8	0.0	3.3	11.1	0.0	16.7	0.0	0.0	15.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.0	28.1	0.0	45.9	34.9	0.0	99.3	0.0	0.0	91.6	0.0	0.0
LnGrp LOS	C	C		D	C		F	A		F	A	
Approach Vol, veh/h		891			815			310			308	
Approach Delay, s/veh		27.9			36.2			99.3			91.6	
Approach LOS		C			D			F			F	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.0	87.4		41.2		98.4		40.4				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	6.5	60.5		43.5		71.5		51.5				
Max Q Clear Time (g_c+I1), s	8.3	38.9		36.1		30.0		35.0				
Green Ext Time (p_c), s	0.0	7.6		0.6		8.3		0.9				

Intersection Summary		
HCM 6th Ctrl Delay		48.8
HCM 6th LOS		D

Notes

User approved pedestrian interval to be less than phase max green.

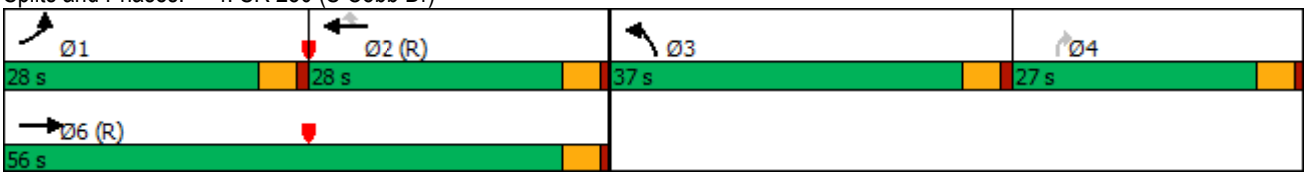
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

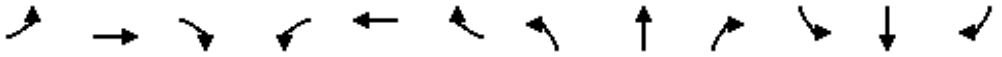
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	579	1075	562	452	825	47
Future Volume (vph)	579	1075	562	452	825	47
Lane Group Flow (vph)	585	1086	568	457	833	47
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	6.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	26.5
Total Split (s)	28.0	56.0	28.0	28.0	37.0	27.0
Total Split (%)	23.3%	46.7%	23.3%	23.3%	30.8%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.79	0.53	0.47	0.55	0.92	0.29
Control Delay	52.6	16.4	34.8	5.9	59.4	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.6	16.4	34.8	5.9	59.4	4.3
Queue Length 50th (ft)	230	276	197	0	334	0
Queue Length 95th (ft)	284	339	271	89	#448	2
Internal Link Dist (ft)		349	546			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	755	2054	1203	831	929	355
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.53	0.47	0.55	0.90	0.13

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	579	1075	0	0	562	452	825	0	47	0	0	0
Future Volume (veh/h)	579	1075	0	0	562	452	825	0	47	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1841	0	0	1885	1856	1870	0	1767			
Adj Flow Rate, veh/h	585	1086	0	0	568	457	833	0	47			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	3	4	0	0	1	3	2	0	9			
Cap, veh/h	641	2329	0	0	1582	694	895	0	388			
Arrive On Green	0.19	0.67	0.00	0.00	0.44	0.44	0.26	0.00	0.26			
Sat Flow, veh/h	3428	3589	0	0	3676	1572	3456	0	1497			
Grp Volume(v), veh/h	585	1086	0	0	568	457	833	0	47			
Grp Sat Flow(s),veh/h/ln	1714	1749	0	0	1791	1572	1728	0	1497			
Q Serve(g_s), s	20.1	18.1	0.0	0.0	12.6	27.5	28.2	0.0	2.9			
Cycle Q Clear(g_c), s	20.1	18.1	0.0	0.0	12.6	27.5	28.2	0.0	2.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	641	2329	0	0	1582	694	895	0	388			
V/C Ratio(X)	0.91	0.47	0.00	0.00	0.36	0.66	0.93	0.00	0.12			
Avail Cap(c_a), veh/h	671	2329	0	0	1582	694	936	0	405			
HCM Platoon Ratio	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	0.00	0.00	0.77	0.77	1.00	0.00	1.00			
Uniform Delay (d), s/veh	47.8	9.7	0.0	0.0	22.2	26.4	43.4	0.0	34.0			
Incr Delay (d2), s/veh	16.6	0.7	0.0	0.0	0.5	3.8	15.0	0.0	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.8	6.2	0.0	0.0	5.2	11.0	14.0	0.0	1.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.4	10.4	0.0	0.0	22.7	30.1	58.4	0.0	34.1			
LnGrp LOS	E	B	A	A	C	C	E	A	C			
Approach Vol, veh/h		1671			1025			880				
Approach Delay, s/veh		29.3			26.0			57.1				
Approach LOS		C			C			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	26.9	57.5				84.4		35.6				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	23.5	23.5				51.5		32.5				
Max Q Clear Time (g_c+I1), s	22.1	29.5				20.1		30.2				
Green Ext Time (p_c), s	0.3	0.0				11.8		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			35.2									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

FUTURE "BUILD" 2027 INTERSECTION ANALYSIS

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	8	14	516	191	14
Future Vol, veh/h	8	8	14	516	191	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	13	2	2	5	9	7
Mvmt Flow	9	9	15	555	205	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	798	213	220	0	-	0
Stage 1	213	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Critical Hdwy	6.53	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	340	827	1349	-	-	-
Stage 1	797	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	335	827	1349	-	-	-
Mov Cap-2 Maneuver	335	-	-	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	536	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.8	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1349	-	477	-	-
HCM Lane V/C Ratio	0.011	-	0.036	-	-
HCM Control Delay (s)	7.7	0	12.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	912	7	0	759	12	10
Future Vol, veh/h	912	7	0	759	12	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	2	2	5	2	2
Mvmt Flow	981	8	0	816	13	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	989	0	1389	491
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	408	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	695	-	134	523
Stage 1	-	-	-	-	324	-
Stage 2	-	-	-	-	640	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	695	-	134	523
Mov Cap-2 Maneuver	-	-	-	-	248	-
Stage 1	-	-	-	-	324	-
Stage 2	-	-	-	-	640	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.9
HCM LOS			C

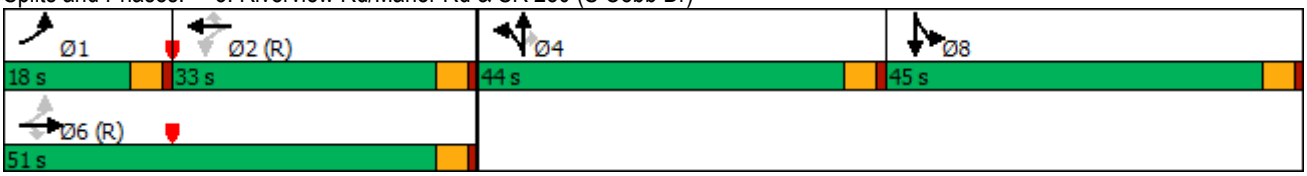
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	326	-	-	695	-
HCM Lane V/C Ratio	0.073	-	-	-	-
HCM Control Delay (s)	16.9	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

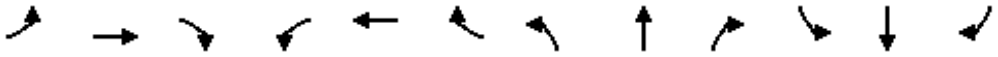
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations									
Traffic Volume (vph)	204	725	147	60	591	120	119	153	44
Future Volume (vph)	204	725	147	60	591	120	119	153	44
Lane Group Flow (vph)	215	763	155	63	622	126	389	161	189
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases	1	6			2		4		8
Permitted Phases	6		6	2		2		4	
Detector Phase	1	6	6	2	2	2	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	18.0	51.0	51.0	33.0	33.0	33.0	44.0	44.0	45.0
Total Split (%)	12.9%	36.4%	36.4%	23.6%	23.6%	23.6%	31.4%	31.4%	32.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes			Yes	Yes	Yes			
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio	0.55	0.49	0.22	0.36	0.69	0.25	0.94	0.32	0.77
Control Delay	28.3	26.2	7.6	51.2	50.2	8.6	80.6	7.2	64.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.3	26.2	7.6	51.2	50.2	8.6	80.6	7.2	64.5
Queue Length 50th (ft)	119	254	18	48	277	0	354	0	138
Queue Length 95th (ft)	202	355	69	109	#446	58	#551	57	216
Internal Link Dist (ft)		266			347		197		628
Turn Bay Length (ft)	155		180	200		300		160	
Base Capacity (vph)	389	1554	705	176	899	499	437	517	473
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.49	0.22	0.36	0.69	0.25	0.89	0.31	0.40

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	725	147	60	591	120	251	119	153	41	44	95
Future Volume (veh/h)	204	725	147	60	591	120	251	119	153	41	44	95
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	1670	1657	1550	1683	1643	1670	1603	1657	1683	1683	1670	1683
Adj Flow Rate, veh/h	215	763	0	63	622	0	264	125	0	43	46	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	4	12	2	5	3	8	4	2	2	3	2
Cap, veh/h	421	1823		333	1447		279	132		53	57	
Arrive On Green	0.08	0.58	0.00	0.46	0.46	0.00	0.26	0.26	0.00	0.07	0.07	0.00
Sat Flow, veh/h	1590	3148	1314	633	3122	1415	1087	515	1427	788	843	0
Grp Volume(v), veh/h	215	763	0	63	622	0	389	0	0	89	0	0
Grp Sat Flow(s),veh/h/ln	1590	1574	1314	633	1561	1415	1602	0	1427	1631	0	0
Q Serve(g_s), s	9.6	18.8	0.0	8.6	18.7	0.0	33.4	0.0	0.0	7.5	0.0	0.0
Cycle Q Clear(g_c), s	9.6	18.8	0.0	11.2	18.7	0.0	33.4	0.0	0.0	7.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.68		1.00	0.48		0.00
Lane Grp Cap(c), veh/h	421	1823		333	1447		411	0		110	0	
V/C Ratio(X)	0.51	0.42		0.19	0.43		0.95	0.00		0.81	0.00	
Avail Cap(c_a), veh/h	441	1823		333	1447		452	0		472	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.8	16.4	0.0	24.0	25.2	0.0	51.1	0.0	0.0	64.4	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.7	0.0	1.3	0.9	0.0	27.9	0.0	0.0	12.8	0.0	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	3.5	6.6	0.0	1.4	6.9	0.0	16.4	0.0	0.0	3.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	17.1	0.0	25.2	26.1	0.0	79.0	0.0	0.0	77.2	0.0	0.0
LnGrp LOS	B	B		C	C		E	A		E	A	
Approach Vol, veh/h		978			685			389			89	
Approach Delay, s/veh		17.4			26.0			79.0			77.2	
Approach LOS		B			C			E			E	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	16.2	69.4		40.4		85.6		14.0				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	13.5	28.5		39.5		46.5		40.5				
Max Q Clear Time (g_c+I1), s	11.6	20.7		35.4		20.8		9.5				
Green Ext Time (p_c), s	0.1	3.4		0.6		7.1		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		33.8	
HCM 6th LOS		C	

Notes

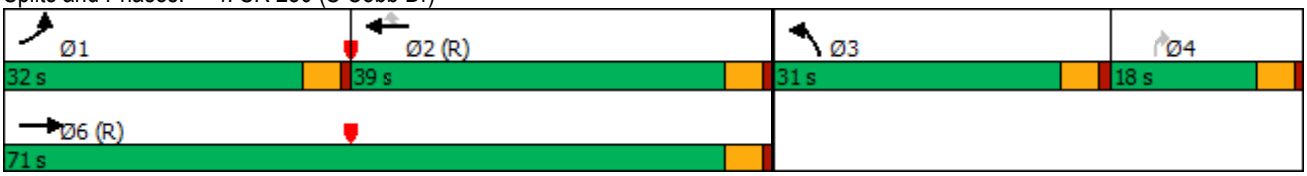
User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

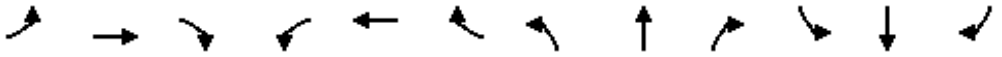
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	592	886	480	502	683	82
Future Volume (vph)	592	886	480	502	683	82
Lane Group Flow (vph)	643	963	522	546	742	89
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	9.5
Total Split (s)	32.0	71.0	39.0	39.0	31.0	18.0
Total Split (%)	26.7%	59.2%	32.5%	32.5%	25.8%	15.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.84	0.46	0.46	0.63	0.99	0.51
Control Delay	54.6	13.8	33.8	6.4	77.2	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.6	13.8	33.8	6.4	77.2	20.2
Queue Length 50th (ft)	253	201	171	0	309	0
Queue Length 95th (ft)	321	281	245	98	#442	48
Internal Link Dist (ft)		349	201			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	790	2094	1145	869	750	248
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.46	0.46	0.63	0.99	0.36

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	592	886	0	0	480	502	683	0	82	0	0	0
Future Volume (veh/h)	592	886	0	0	480	502	683	0	82	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1781	1826	0	0	1811	1796	1856	0	1737			
Adj Flow Rate, veh/h	643	963	0	0	522	546	742	0	89			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	8	5	0	0	6	7	3	0	11			
Cap, veh/h	702	2443	0	0	1561	690	757	0	325			
Arrive On Green	0.21	0.70	0.00	0.00	0.45	0.45	0.22	0.00	0.22			
Sat Flow, veh/h	3291	3561	0	0	3532	1522	3428	0	1472			
Grp Volume(v), veh/h	643	963	0	0	522	546	742	0	89			
Grp Sat Flow(s),veh/h/ln	1646	1735	0	0	1721	1522	1714	0	1472			
Q Serve(g_s), s	22.9	13.6	0.0	0.0	11.7	36.7	25.8	0.0	6.0			
Cycle Q Clear(g_c), s	22.9	13.6	0.0	0.0	11.7	36.7	25.8	0.0	6.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	702	2443	0	0	1561	690	757	0	325			
V/C Ratio(X)	0.92	0.39	0.00	0.00	0.33	0.79	0.98	0.00	0.27			
Avail Cap(c_a), veh/h	754	2443	0	0	1561	690	757	0	325			
HCM Platoon Ratio	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	46.2	7.3	0.0	0.0	21.1	27.9	46.5	0.0	38.8			
Incr Delay (d2), s/veh	15.4	0.5	0.0	0.0	0.6	9.0	27.7	0.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	10.6	4.4	0.0	0.0	4.6	15.0	13.9	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.5	7.7	0.0	0.0	21.7	36.9	74.2	0.0	39.2			
LnGrp LOS	E	A	A	A	C	D	E	A	D			
Approach Vol, veh/h		1606			1068			831				
Approach Delay, s/veh		29.3			29.5			70.4				
Approach LOS		C			C			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	30.1	58.9				89.0		31.0				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	27.5	34.5				66.5		26.5				
Max Q Clear Time (g_c+I1), s	24.9	38.7				15.6		27.8				
Green Ext Time (p_c), s	0.7	0.0				11.4		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			39.1									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	801	225	0	1015	0	277
Future Vol, veh/h	801	225	0	1015	0	277
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	175	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	871	245	0	1103	0	301

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	436
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	0	-	0	568
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	568
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	18.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	568	-	-
HCM Lane V/C Ratio	0.53	-	-
HCM Control Delay (s)	18.3	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	3.1	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	40	0	524	165	88
Future Vol, veh/h	0	40	0	524	165	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	43	0	570	179	96

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	179	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	864	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	864	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	864	-
HCM Lane V/C Ratio	-	0.05	-
HCM Control Delay (s)	-	9.4	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0.2	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	7	12	16	9	2
Future Vol, veh/h	2	7	12	16	9	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	8	13	17	10	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	30	0	-	0	34	22
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	12	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1583	-	-	-	979	1055
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	1011	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1583	-	-	-	978	1055
Mov Cap-2 Maneuver	-	-	-	-	978	-
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	1011	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1583	-	-	-	991
HCM Lane V/C Ratio	0.001	-	-	-	0.012
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	9	14	321	730	4
Future Vol, veh/h	11	9	14	321	730	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	11	9	15	334	760	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1126	762	764	0	-	0
Stage 1	762	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	227	405	849	-	-	-
Stage 1	461	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	222	405	849	-	-	-
Mov Cap-2 Maneuver	222	-	-	-	-	-
Stage 1	451	-	-	-	-	-
Stage 2	703	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.9	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	849	-	279	-	-
HCM Lane V/C Ratio	0.017	-	0.075	-	-
HCM Control Delay (s)	9.3	0	18.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	912	19	8	899	15	3
Future Vol, veh/h	912	19	8	899	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1002	21	9	988	16	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1023	0	1514	501
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	512	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	674	-	110	515
Stage 1	-	-	-	-	316	-
Stage 2	-	-	-	-	567	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	674	-	109	515
Mov Cap-2 Maneuver	-	-	-	-	229	-
Stage 1	-	-	-	-	316	-
Stage 2	-	-	-	-	560	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	20.5
HCM LOS			C

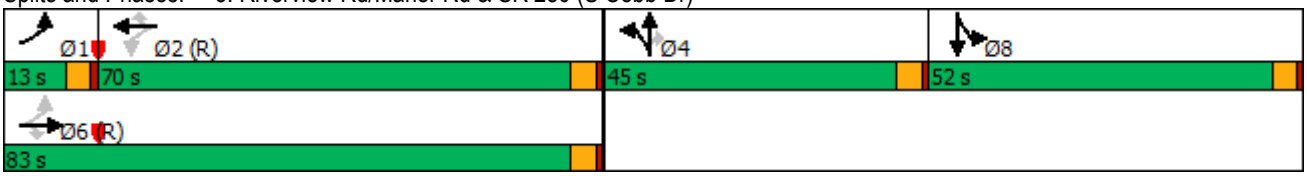
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	252	-	-	674	-
HCM Lane V/C Ratio	0.078	-	-	0.013	-
HCM Control Delay (s)	20.5	-	-	10.4	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

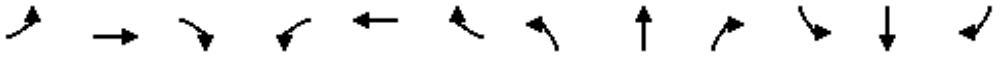
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations									
Traffic Volume (vph)	175	782	431	125	686	59	41	61	197
Future Volume (vph)	175	782	431	125	686	59	41	61	197
Lane Group Flow (vph)	184	823	454	132	722	62	310	64	396
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases	1	6			2		4		8
Permitted Phases	6		6	2		2		4	
Detector Phase	1	6	6	2	2	2	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	13.0	83.0	83.0	70.0	70.0	70.0	45.0	45.0	52.0
Total Split (%)	7.2%	46.1%	46.1%	38.9%	38.9%	38.9%	25.0%	25.0%	28.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes			Yes	Yes	Yes			
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio	0.76	0.56	0.57	0.73	0.60	0.11	0.92	0.18	0.96
Control Delay	56.1	38.0	15.2	73.3	48.3	7.5	101.7	12.4	98.5
Queue Delay	0.0	1.2	0.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.1	39.2	15.8	73.3	48.3	7.5	101.7	12.4	98.5
Queue Length 50th (ft)	143	402	145	142	384	0	370	0	472
Queue Length 95th (ft)	#265	477	273	#271	460	36	#547	47	#691
Internal Link Dist (ft)		266			347		197		628
Turn Bay Length (ft)	155		180	200		300		160	
Base Capacity (vph)	243	1468	791	182	1208	575	361	370	429
Starvation Cap Reductn	0	397	113	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.77	0.67	0.73	0.60	0.11	0.86	0.17	0.92

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	782	431	125	686	59	254	41	61	107	197	72
Future Volume (veh/h)	175	782	431	125	686	59	254	41	61	107	197	72
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	1683	1683	1630	1697	1697	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	184	823	0	132	722	0	267	43	0	113	207	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	6	1	1	2	2	2	2	2	2	2
Cap, veh/h	302	1650		250	1430		282	45		120	220	
Arrive On Green	0.05	0.52	0.00	0.44	0.44	0.00	0.20	0.20	0.00	0.21	0.21	0.00
Sat Flow, veh/h	1603	3198	1381	603	3224	1427	1390	224	1427	584	1070	0
Grp Volume(v), veh/h	184	823	0	132	722	0	310	0	0	320	0	0
Grp Sat Flow(s),veh/h/ln	1603	1599	1381	603	1612	1427	1614	0	1427	1654	0	0
Q Serve(g_s), s	8.5	30.2	0.0	32.8	28.9	0.0	34.1	0.0	0.0	34.3	0.0	0.0
Cycle Q Clear(g_c), s	8.5	30.2	0.0	50.0	28.9	0.0	34.1	0.0	0.0	34.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.86		1.00	0.35		0.00
Lane Grp Cap(c), veh/h	302	1650		250	1430		328	0		341	0	
V/C Ratio(X)	0.61	0.50		0.53	0.50		0.95	0.00		0.94	0.00	
Avail Cap(c_a), veh/h	302	1650		250	1430		363	0		437	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.0	28.4	0.0	48.9	35.9	0.0	70.8	0.0	0.0	70.3	0.0	0.0
Incr Delay (d2), s/veh	3.5	1.1	0.0	7.8	1.3	0.0	32.0	0.0	0.0	24.8	0.0	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	3.3	11.7	0.0	5.4	11.5	0.0	17.0	0.0	0.0	16.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	29.5	0.0	56.7	37.2	0.0	102.8	0.0	0.0	95.1	0.0	0.0
LnGrp LOS	D	C		E	D		F	A		F	A	
Approach Vol, veh/h		1007			854			310			320	
Approach Delay, s/veh		31.1			40.2			102.8			95.1	
Approach LOS		C			D			F			F	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.0	84.4		41.0		97.4		41.6				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	8.5	65.5		40.5		78.5		47.5				
Max Q Clear Time (g_c+I1), s	10.5	52.0		36.1		32.2		36.3				
Green Ext Time (p_c), s	0.0	6.3		0.4		9.0		0.8				

Intersection Summary		
HCM 6th Ctrl Delay		51.4
HCM 6th LOS		D

Notes

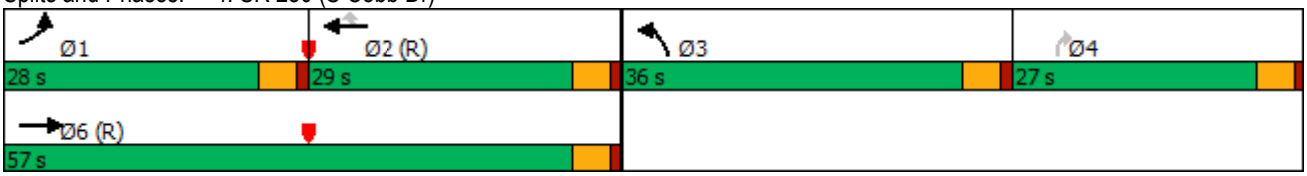
User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

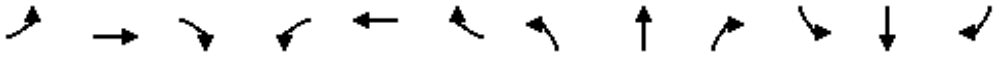
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	579	1136	623	452	825	47
Future Volume (vph)	579	1136	623	452	825	47
Lane Group Flow (vph)	585	1147	629	457	833	47
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	6.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	26.5
Total Split (s)	28.0	57.0	29.0	29.0	36.0	27.0
Total Split (%)	23.3%	47.5%	24.2%	24.2%	30.0%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.79	0.55	0.51	0.55	0.94	0.29
Control Delay	52.6	16.4	35.0	5.7	62.7	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.6	16.4	35.0	5.7	62.7	4.3
Queue Length 50th (ft)	230	293	220	0	338	0
Queue Length 95th (ft)	284	358	299	87	#460	2
Internal Link Dist (ft)		349	201			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	755	2071	1222	837	901	355
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.55	0.51	0.55	0.92	0.13

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	579	1136	0	0	623	452	825	0	47	0	0	0
Future Volume (veh/h)	579	1136	0	0	623	452	825	0	47	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1841	0	0	1885	1856	1870	0	1767			
Adj Flow Rate, veh/h	585	1147	0	0	629	457	833	0	47			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	3	4	0	0	1	3	2	0	9			
Cap, veh/h	641	2337	0	0	1590	698	887	0	384			
Arrive On Green	0.19	0.67	0.00	0.00	0.44	0.44	0.26	0.00	0.26			
Sat Flow, veh/h	3428	3589	0	0	3676	1572	3456	0	1497			
Grp Volume(v), veh/h	585	1147	0	0	629	457	833	0	47			
Grp Sat Flow(s),veh/h/ln	1714	1749	0	0	1791	1572	1728	0	1497			
Q Serve(g_s), s	20.1	19.4	0.0	0.0	14.2	27.3	28.3	0.0	2.9			
Cycle Q Clear(g_c), s	20.1	19.4	0.0	0.0	14.2	27.3	28.3	0.0	2.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	641	2337	0	0	1590	698	887	0	384			
V/C Ratio(X)	0.91	0.49	0.00	0.00	0.40	0.65	0.94	0.00	0.12			
Avail Cap(c_a), veh/h	671	2337	0	0	1590	698	907	0	393			
HCM Platoon Ratio	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	47.8	9.8	0.0	0.0	22.5	26.2	43.7	0.0	34.2			
Incr Delay (d2), s/veh	16.6	0.7	0.0	0.0	0.7	4.7	16.9	0.0	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.8	6.6	0.0	0.0	5.9	11.1	14.2	0.0	1.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.4	10.6	0.0	0.0	23.2	30.9	60.6	0.0	34.4			
LnGrp LOS	E	B	A	A	C	C	E	A	C			
Approach Vol, veh/h		1732			1086			880				
Approach Delay, s/veh		28.7			26.5			59.2				
Approach LOS		C			C			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	26.9	57.8				84.7		35.3				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	23.5	24.5				52.5		31.5				
Max Q Clear Time (g_c+I1), s	22.1	29.3				21.4		30.3				
Green Ext Time (p_c), s	0.3	0.0				12.7		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			35.3									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1175	164	0	1082	0	213
Future Vol, veh/h	1175	164	0	1082	0	213
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1277	178	0	1176	0	232

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	639
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	0	-	0	419
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	419
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	23.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	419	-	-
HCM Lane V/C Ratio	0.553	-	-
HCM Control Delay (s)	23.7	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	3.3	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	62	0	333	672	105
Future Vol, veh/h	0	62	0	333	672	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	67	0	362	730	114

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	730	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	422	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	422	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	422	-
HCM Lane V/C Ratio	-	0.16	-
HCM Control Delay (s)	-	15.1	-
HCM Lane LOS	-	C	-
HCM 95th %tile Q(veh)	-	0.6	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	12	6	12	8	0
Future Vol, veh/h	2	12	6	12	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	13	7	13	9	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	20	0	-	0	31	14
Stage 1	-	-	-	-	14	-
Stage 2	-	-	-	-	17	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1596	-	-	-	983	1066
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	1006	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1596	-	-	-	982	1066
Mov Cap-2 Maneuver	-	-	-	-	982	-
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	1006	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1596	-	-	-	982
HCM Lane V/C Ratio	0.001	-	-	-	0.009
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

FUTURE "NO-BUILD" 2037 INTERSECTION ANALYSIS

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	1	0	568	202	15
Future Vol, veh/h	9	1	0	568	202	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	13	2	2	5	9	7
Mvmt Flow	10	1	0	611	217	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	836	225	233	0	-	0
Stage 1	225	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Critical Hdwy	6.53	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	323	814	1335	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	323	814	1335	-	-	-
Mov Cap-2 Maneuver	323	-	-	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	521	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1335	-	344	-	-
HCM Lane V/C Ratio	-	-	0.031	-	-
HCM Control Delay (s)	0	-	15.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	959	8	0	790	13	11
Future Vol, veh/h	959	8	0	790	13	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	2	2	5	2	2
Mvmt Flow	1031	9	0	849	14	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1040	0	1456	516
Stage 1	-	-	-	-	1031	-
Stage 2	-	-	-	-	425	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	664	-	121	504
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	627	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	664	-	121	504
Mov Cap-2 Maneuver	-	-	-	-	234	-
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	627	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17.7
HCM LOS			C

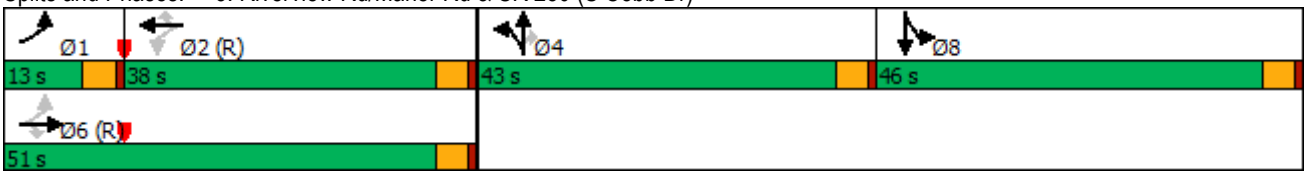
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	310	-	-	664	-
HCM Lane V/C Ratio	0.083	-	-	-	-
HCM Control Delay (s)	17.7	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

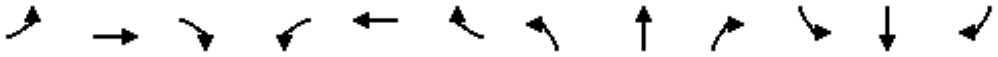
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations									
Traffic Volume (vph)	136	754	162	21	650	132	131	168	33
Future Volume (vph)	136	754	162	21	650	132	131	168	33
Lane Group Flow (vph)	143	794	171	22	684	139	429	177	193
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases	1	6			2		4		8
Permitted Phases	6		6	2		2		4	
Detector Phase	1	6	6	2	2	2	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	13.0	51.0	51.0	38.0	38.0	38.0	43.0	43.0	46.0
Total Split (%)	9.3%	36.4%	36.4%	27.1%	27.1%	27.1%	30.7%	30.7%	32.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes			Yes	Yes	Yes			
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio	0.45	0.52	0.24	0.11	0.64	0.24	1.01	0.37	0.77
Control Delay	26.1	26.7	6.8	37.7	43.5	7.0	95.5	17.2	62.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.1	26.7	6.8	37.7	43.5	7.0	95.5	17.2	62.6
Queue Length 50th (ft)	74	263	16	14	285	0	~413	44	134
Queue Length 95th (ft)	135	368	69	43	#412	55	#646	115	213
Internal Link Dist (ft)		546			347		374		946
Turn Bay Length (ft)	155		200	200		300		180	
Base Capacity (vph)	320	1537	708	202	1067	577	426	475	486
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.52	0.24	0.11	0.64	0.24	1.01	0.37	0.40

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	754	162	21	650	132	276	131	168	45	33	105
Future Volume (veh/h)	136	754	162	21	650	132	276	131	168	45	33	105
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	1670	1657	1550	1683	1643	1670	1603	1657	1683	1683	1670	1683
Adj Flow Rate, veh/h	143	794	0	22	684	0	291	138	0	47	35	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	4	12	2	5	3	8	4	2	2	3	2
Cap, veh/h	366	1780		309	1482		299	142		59	44	
Arrive On Green	0.06	0.57	0.00	0.47	0.47	0.00	0.28	0.28	0.00	0.06	0.06	0.00
Sat Flow, veh/h	1590	3148	1314	615	3122	1415	1087	515	1427	931	693	0
Grp Volume(v), veh/h	143	794	0	22	684	0	429	0	0	82	0	0
Grp Sat Flow(s),veh/h/ln	1590	1574	1314	615	1561	1415	1602	0	1427	1623	0	0
Q Serve(g_s), s	6.3	20.5	0.0	3.0	20.6	0.0	37.1	0.0	0.0	7.0	0.0	0.0
Cycle Q Clear(g_c), s	6.3	20.5	0.0	10.8	20.6	0.0	37.1	0.0	0.0	7.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.68		1.00	0.57		0.00
Lane Grp Cap(c), veh/h	366	1780		309	1482		441	0		102	0	
V/C Ratio(X)	0.39	0.45		0.07	0.46		0.97	0.00		0.80	0.00	
Avail Cap(c_a), veh/h	369	1780		309	1482		441	0		481	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.1	17.7	0.0	24.5	24.7	0.0	50.2	0.0	0.0	64.7	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.7	0.0	0.4	1.0	0.0	35.9	0.0	0.0	13.3	0.0	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	2.3	7.3	0.0	0.5	7.6	0.0	19.1	0.0	0.0	3.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.6	18.4	0.0	25.0	25.8	0.0	86.2	0.0	0.0	78.0	0.0	0.0
LnGrp LOS	B	B		C	C		F	A		E	A	
Approach Vol, veh/h		937			706			429			82	
Approach Delay, s/veh		18.4			25.8			86.2			78.0	
Approach LOS		B			C			F			E	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.7	70.9		43.0		83.7		13.3				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	8.5	33.5		38.5		46.5		41.5				
Max Q Clear Time (g_c+I1), s	8.3	22.6		39.1		22.5		9.0				
Green Ext Time (p_c), s	0.0	4.3		0.0		7.2		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			36.6									
HCM 6th LOS			D									

Notes

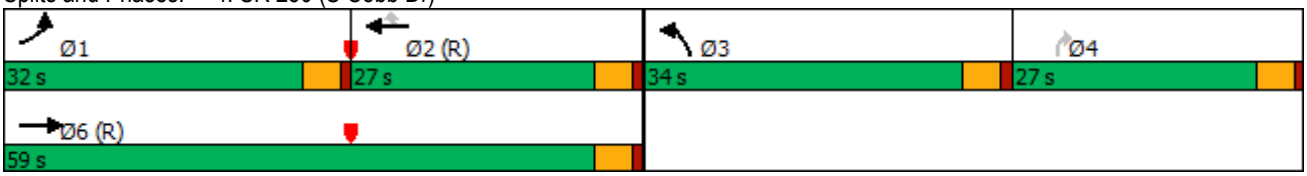
User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	651	899	454	552	751	90
Future Volume (vph)	651	899	454	552	751	90
Lane Group Flow (vph)	708	977	493	600	816	98
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	6.0
Minimum Split (s)	9.5	27.5	23.5	23.5	9.5	26.5
Total Split (s)	32.0	59.0	27.0	27.0	34.0	27.0
Total Split (%)	26.7%	49.2%	22.5%	22.5%	28.3%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.80	0.49	0.54	0.71	0.98	0.54
Control Delay	47.8	16.2	41.6	8.7	71.3	22.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.8	16.2	41.6	8.7	71.3	22.6
Queue Length 50th (ft)	273	223	176	0	337	2
Queue Length 95th (ft)	326	313	265	130	#473	57
Internal Link Dist (ft)		349	546			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	886	1988	912	843	835	350
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.49	0.54	0.71	0.98	0.28

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	651	899	0	0	454	552	751	0	90	0	0	0
Future Volume (veh/h)	651	899	0	0	454	552	751	0	90	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1781	1826	0	0	1811	1796	1856	0	1737			
Adj Flow Rate, veh/h	708	977	0	0	493	600	816	0	98			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	8	5	0	0	6	7	3	0	11			
Cap, veh/h	752	2356	0	0	1422	629	843	0	362			
Arrive On Green	0.23	0.68	0.00	0.00	0.41	0.41	0.25	0.00	0.25			
Sat Flow, veh/h	3291	3561	0	0	3532	1522	3428	0	1472			
Grp Volume(v), veh/h	708	977	0	0	493	600	816	0	98			
Grp Sat Flow(s),veh/h/ln	1646	1735	0	0	1721	1522	1714	0	1472			
Q Serve(g_s), s	25.4	15.1	0.0	0.0	11.8	45.8	28.3	0.0	6.5			
Cycle Q Clear(g_c), s	25.4	15.1	0.0	0.0	11.8	45.8	28.3	0.0	6.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	752	2356	0	0	1422	629	843	0	362			
V/C Ratio(X)	0.94	0.41	0.00	0.00	0.35	0.95	0.97	0.00	0.27			
Avail Cap(c_a), veh/h	754	2356	0	0	1422	629	843	0	362			
HCM Platoon Ratio	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	0.00	0.00	0.72	0.72	1.00	0.00	1.00			
Uniform Delay (d), s/veh	45.5	8.6	0.0	0.0	24.1	34.1	44.8	0.0	36.6			
Incr Delay (d2), s/veh	19.9	0.5	0.0	0.0	0.5	21.1	23.4	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	12.1	5.0	0.0	0.0	4.7	20.4	14.8	0.0	2.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.4	9.1	0.0	0.0	24.6	55.2	68.2	0.0	37.0			
LnGrp LOS	E	A	A	A	C	E	E	A	D			
Approach Vol, veh/h		1685			1093			914				
Approach Delay, s/veh		32.8			41.4			64.9				
Approach LOS		C			D			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	31.9	54.1				86.0		34.0				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	27.5	22.5				54.5		29.5				
Max Q Clear Time (g_c+I1), s	27.4	47.8				17.1		30.3				
Green Ext Time (p_c), s	0.0	0.0				10.9		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			43.3									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	3	2	353	796	4
Future Vol, veh/h	12	3	2	353	796	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	13	3	2	368	829	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1203	831	833	0	-	0
Stage 1	831	-	-	-	-	-
Stage 2	372	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	204	370	800	-	-	-
Stage 1	428	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	203	370	800	-	-	-
Mov Cap-2 Maneuver	203	-	-	-	-	-
Stage 1	427	-	-	-	-	-
Stage 2	697	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.4	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	800	-	223	-	-
HCM Lane V/C Ratio	0.003	-	0.07	-	-
HCM Control Delay (s)	9.5	0	22.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	963	21	9	948	17	3
Future Vol, veh/h	963	21	9	948	17	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1058	23	10	1042	19	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1081	0	1599	529
Stage 1	-	-	-	-	1058	-
Stage 2	-	-	-	-	541	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	641	-	97	494
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	548	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	641	-	95	494
Mov Cap-2 Maneuver	-	-	-	-	213	-
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	539	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	22.1
HCM LOS			C

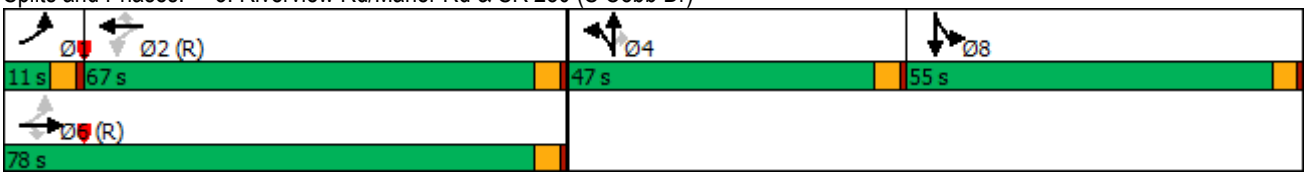
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	233	-	-	641	-
HCM Lane V/C Ratio	0.094	-	-	0.015	-
HCM Control Delay (s)	22.1	-	-	10.7	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

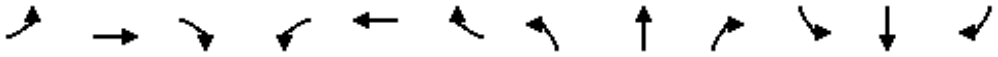
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations									
Traffic Volume (vph)	112	820	474	97	755	65	45	67	204
Future Volume (vph)	112	820	474	97	755	65	45	67	204
Lane Group Flow (vph)	118	863	499	102	795	68	341	71	422
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases	1	6			2		4		8
Permitted Phases	6		6	2		2		4	
Detector Phase	1	6	6	2	2	2	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	23.5	23.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	11.0	78.0	78.0	67.0	67.0	67.0	47.0	47.0	55.0
Total Split (%)	6.1%	43.3%	43.3%	37.2%	37.2%	37.2%	26.1%	26.1%	30.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes			Yes	Yes	Yes			
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio	0.65	0.63	0.65	0.70	0.68	0.12	0.94	0.19	0.96
Control Delay	54.3	43.7	18.1	77.9	53.1	9.5	102.1	14.7	96.1
Queue Delay	0.0	1.8	0.8	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.3	45.5	18.8	77.9	53.1	9.5	102.1	14.7	96.1
Queue Length 50th (ft)	93	452	179	110	447	3	411	7	502
Queue Length 95th (ft)	#161	533	328	#225	531	43	#608	55	#727
Internal Link Dist (ft)		546			347		374		946
Turn Bay Length (ft)	155		200	200		300		180	
Base Capacity (vph)	181	1365	772	145	1162	555	379	385	456
Starvation Cap Reductn	0	328	84	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.83	0.73	0.70	0.68	0.12	0.90	0.18	0.93

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	820	474	97	755	65	279	45	67	118	204	79
Future Volume (veh/h)	112	820	474	97	755	65	279	45	67	118	204	79
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	1683	1683	1630	1697	1697	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	118	863	0	102	795	0	294	47	0	124	215	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	6	1	1	2	2	2	2	2	2	2
Cap, veh/h	243	1553		212	1368		308	49		132	228	
Arrive On Green	0.04	0.49	0.00	0.42	0.42	0.00	0.22	0.22	0.00	0.22	0.22	0.00
Sat Flow, veh/h	1603	3198	1381	581	3224	1427	1391	222	1427	605	1048	0
Grp Volume(v), veh/h	118	863	0	102	795	0	341	0	0	339	0	0
Grp Sat Flow(s),veh/h/ln	1603	1599	1381	581	1612	1427	1614	0	1427	1653	0	0
Q Serve(g_s), s	6.5	34.2	0.0	27.0	33.9	0.0	37.5	0.0	0.0	36.3	0.0	0.0
Cycle Q Clear(g_c), s	6.5	34.2	0.0	50.2	33.9	0.0	37.5	0.0	0.0	36.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.86		1.00	0.37		0.00
Lane Grp Cap(c), veh/h	243	1553		212	1368		358	0		360	0	
V/C Ratio(X)	0.49	0.56		0.48	0.58		0.95	0.00		0.94	0.00	
Avail Cap(c_a), veh/h	243	1553		212	1368		381	0		464	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.9	32.6	0.0	54.2	39.6	0.0	69.1	0.0	0.0	69.3	0.0	0.0
Incr Delay (d2), s/veh	1.2	1.1	0.0	7.7	1.8	0.0	33.2	0.0	0.0	24.1	0.0	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	1.6	13.3	0.0	4.4	13.6	0.0	18.8	0.0	0.0	17.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	33.8	0.0	61.9	41.4	0.0	102.4	0.0	0.0	93.4	0.0	0.0
LnGrp LOS	D	C		E	D		F	A		F	A	
Approach Vol, veh/h		981			897			341			339	
Approach Delay, s/veh		34.0			43.7			102.4			93.4	
Approach LOS		C			D			F			F	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.0	80.9		44.4		91.9		43.7				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	6.5	62.5		42.5		73.5		50.5				
Max Q Clear Time (g_c+I1), s	8.5	52.2		39.5		36.2		38.3				
Green Ext Time (p_c), s	0.0	5.4		0.4		9.2		0.9				

Intersection Summary		
HCM 6th Ctrl Delay	54.4	
HCM 6th LOS	D	

Notes

User approved pedestrian interval to be less than phase max green.

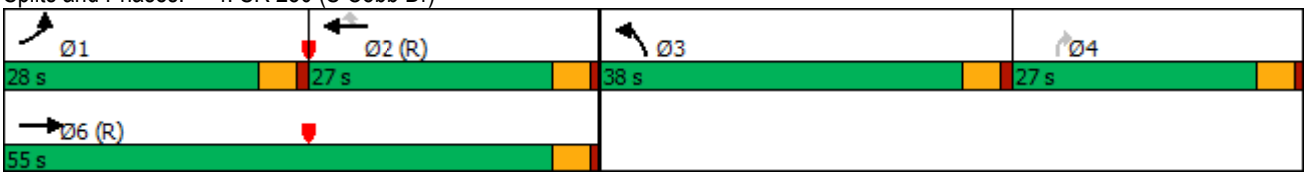
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

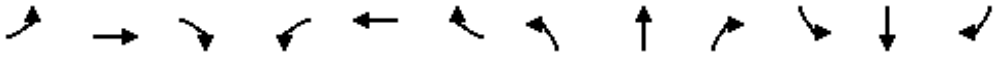
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	637	1183	618	497	907	52
Future Volume (vph)	637	1183	618	497	907	52
Lane Group Flow (vph)	643	1195	624	502	916	53
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	6.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	26.5
Total Split (s)	28.0	55.0	27.0	27.0	38.0	27.0
Total Split (%)	23.3%	45.8%	22.5%	22.5%	31.7%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.77	0.60	0.59	0.62	0.96	0.32
Control Delay	49.0	18.5	40.3	6.9	64.3	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.0	18.5	40.3	6.9	64.3	7.0
Queue Length 50th (ft)	248	325	233	0	374	0
Queue Length 95th (ft)	306	398	314	100	#510	9
Internal Link Dist (ft)		349	546			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	831	2003	1054	816	958	355
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.60	0.59	0.62	0.96	0.15

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	637	1183	0	0	618	497	907	0	52	0	0	0
Future Volume (veh/h)	637	1183	0	0	618	497	907	0	52	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1841	0	0	1885	1856	1870	0	1767			
Adj Flow Rate, veh/h	643	1195	0	0	624	502	916	0	53			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	3	4	0	0	1	3	2	0	9			
Cap, veh/h	671	2263	0	0	1481	650	961	0	416			
Arrive On Green	0.20	0.65	0.00	0.00	0.41	0.41	0.28	0.00	0.28			
Sat Flow, veh/h	3428	3589	0	0	3676	1572	3456	0	1497			
Grp Volume(v), veh/h	643	1195	0	0	624	502	916	0	53			
Grp Sat Flow(s),veh/h/ln	1714	1749	0	0	1791	1572	1728	0	1497			
Q Serve(g_s), s	22.3	22.0	0.0	0.0	14.8	33.0	31.2	0.0	3.2			
Cycle Q Clear(g_c), s	22.3	22.0	0.0	0.0	14.8	33.0	31.2	0.0	3.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	671	2263	0	0	1481	650	961	0	416			
V/C Ratio(X)	0.96	0.53	0.00	0.00	0.42	0.77	0.95	0.00	0.13			
Avail Cap(c_a), veh/h	671	2263	0	0	1481	650	965	0	418			
HCM Platoon Ratio	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	0.00	0.00	0.67	0.67	1.00	0.00	1.00			
Uniform Delay (d), s/veh	47.8	11.4	0.0	0.0	25.0	30.3	42.6	0.0	32.4			
Incr Delay (d2), s/veh	24.7	0.9	0.0	0.0	0.6	5.9	18.7	0.0	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	11.5	7.7	0.0	0.0	6.2	13.5	15.8	0.0	1.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.4	12.2	0.0	0.0	25.6	36.2	61.2	0.0	32.6			
LnGrp LOS	E	B	A	A	C	D	E	A	C			
Approach Vol, veh/h		1838			1126			969				
Approach Delay, s/veh		33.3			30.3			59.6				
Approach LOS		C			C			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	28.0	54.1				82.1		37.9				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	23.5	22.5				50.5		33.5				
Max Q Clear Time (g_c+I1), s	24.3	35.0				24.0		33.2				
Green Ext Time (p_c), s	0.0	0.0				12.4		0.1				

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

Notes

User approved volume balancing among the lanes for turning movement.

FUTURE "BUILD" 2037 INTERSECTION ANALYSIS

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	8	14	568	209	15
Future Vol, veh/h	9	8	14	568	209	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	13	2	2	5	9	7
Mvmt Flow	10	9	15	611	225	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	874	233	241	0	-	0
Stage 1	233	-	-	-	-	-
Stage 2	641	-	-	-	-	-
Critical Hdwy	6.53	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	306	806	1326	-	-	-
Stage 1	780	-	-	-	-	-
Stage 2	504	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	301	806	1326	-	-	-
Mov Cap-2 Maneuver	301	-	-	-	-	-
Stage 1	767	-	-	-	-	-
Stage 2	504	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.8	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1326	-	427	-	-
HCM Lane V/C Ratio	0.011	-	0.043	-	-
HCM Control Delay (s)	7.7	0	13.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	999	8	0	831	13	11
Future Vol, veh/h	999	8	0	831	13	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	2	2	5	2	2
Mvmt Flow	1074	9	0	894	14	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1083	0	1521	537
Stage 1	-	-	-	-	1074	-
Stage 2	-	-	-	-	447	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	640	-	109	488
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	611	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	640	-	109	488
Mov Cap-2 Maneuver	-	-	-	-	220	-
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	611	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	18.4
HCM LOS			C

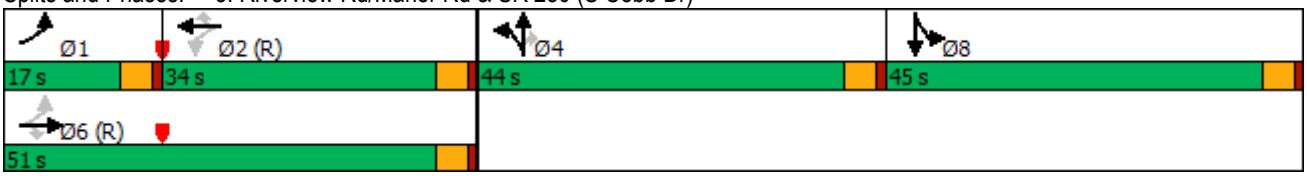
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	294	-	-	640	-
HCM Lane V/C Ratio	0.088	-	-	-	-
HCM Control Delay (s)	18.4	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

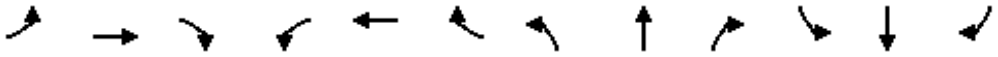
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations									
Traffic Volume (vph)	216	794	162	62	650	132	131	168	47
Future Volume (vph)	216	794	162	62	650	132	131	168	47
Lane Group Flow (vph)	227	836	171	65	684	139	429	177	207
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases	1	6			2		4		8
Permitted Phases	6		6	2		2		4	
Detector Phase	1	6	6	2	2	2	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	17.0	51.0	51.0	34.0	34.0	34.0	44.0	44.0	45.0
Total Split (%)	12.1%	36.4%	36.4%	24.3%	24.3%	24.3%	31.4%	31.4%	32.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes			Yes	Yes	Yes			
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio	0.62	0.57	0.25	0.48	0.92	0.31	0.98	0.34	0.78
Control Delay	38.0	29.6	9.3	60.7	70.4	8.9	88.4	8.9	64.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.0	29.6	9.3	60.7	70.4	8.9	88.4	8.9	64.9
Queue Length 50th (ft)	141	294	27	52	329	0	405	10	154
Queue Length 95th (ft)	#272	409	85	114	#502	59	#635	72	232
Internal Link Dist (ft)		266			347		197		628
Turn Bay Length (ft)	155		180	200		300		160	
Base Capacity (vph)	368	1475	675	135	742	444	437	519	473
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.57	0.25	0.48	0.92	0.31	0.98	0.34	0.44

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	794	162	62	650	132	276	131	168	45	47	105
Future Volume (veh/h)	216	794	162	62	650	132	276	131	168	45	47	105
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	1670	1657	1550	1683	1643	1670	1603	1657	1683	1683	1670	1683
Adj Flow Rate, veh/h	227	836	0	65	684	0	291	138	0	47	49	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	4	12	2	5	3	8	4	2	2	3	2
Cap, veh/h	377	1738		282	1345		303	144		58	60	
Arrive On Green	0.09	0.55	0.00	0.43	0.43	0.00	0.28	0.28	0.00	0.07	0.07	0.00
Sat Flow, veh/h	1590	3148	1314	591	3122	1415	1087	515	1427	798	832	0
Grp Volume(v), veh/h	227	836	0	65	684	0	429	0	0	96	0	0
Grp Sat Flow(s),veh/h/ln	1590	1574	1314	591	1561	1415	1602	0	1427	1630	0	0
Q Serve(g_s), s	10.9	22.7	0.0	10.5	22.4	0.0	36.9	0.0	0.0	8.1	0.0	0.0
Cycle Q Clear(g_c), s	10.9	22.7	0.0	16.2	22.4	0.0	36.9	0.0	0.0	8.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.68		1.00	0.49		0.00
Lane Grp Cap(c), veh/h	377	1738		282	1345		447	0		118	0	
V/C Ratio(X)	0.60	0.48		0.23	0.51		0.96	0.00		0.81	0.00	
Avail Cap(c_a), veh/h	377	1738		282	1345		452	0		472	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.9	19.1	0.0	29.2	29.0	0.0	49.7	0.0	0.0	64.0	0.0	0.0
Incr Delay (d2), s/veh	2.7	1.0	0.0	1.9	1.4	0.0	32.1	0.0	0.0	12.4	0.0	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	8.1	0.0	1.6	8.4	0.0	18.6	0.0	0.0	3.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.6	20.1	0.0	31.1	30.4	0.0	81.8	0.0	0.0	76.4	0.0	0.0
LnGrp LOS	C	C		C	C		F	A		E	A	
Approach Vol, veh/h		1063			749			429			96	
Approach Delay, s/veh		20.8			30.5			81.8			76.4	
Approach LOS		C			C			F			E	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	17.0	64.8		43.5		81.8		14.6				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	12.5	29.5		39.5		46.5		40.5				
Max Q Clear Time (g_c+I1), s	12.9	24.4		38.9		24.7		10.1				
Green Ext Time (p_c), s	0.0	2.6		0.1		7.4		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		37.4
HCM 6th LOS		D

Notes

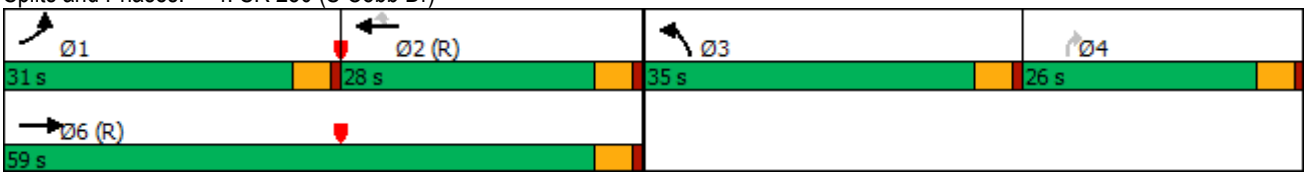
User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

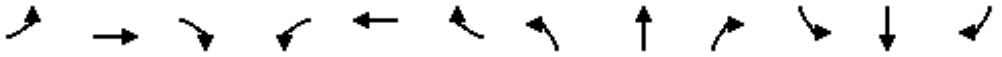
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	651	968	521	552	751	90
Future Volume (vph)	651	968	521	552	751	90
Lane Group Flow (vph)	708	1052	566	600	816	98
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	6.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	26.5
Total Split (s)	31.0	59.0	28.0	28.0	35.0	26.0
Total Split (%)	25.8%	49.2%	23.3%	23.3%	29.2%	21.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.79	0.53	0.65	0.72	0.95	0.54
Control Delay	47.0	17.4	44.8	8.9	65.8	22.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.0	17.4	44.8	8.9	65.8	22.6
Queue Length 50th (ft)	271	253	211	0	333	2
Queue Length 95th (ft)	335	353	#325	128	#461	57
Internal Link Dist (ft)		349	201			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	900	1968	876	833	864	338
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.53	0.65	0.72	0.94	0.29

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	651	968	0	0	521	552	751	0	90	0	0	0
Future Volume (veh/h)	651	968	0	0	521	552	751	0	90	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1781	1826	0	0	1811	1796	1856	0	1737			
Adj Flow Rate, veh/h	708	1052	0	0	566	600	816	0	98			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	8	5	0	0	6	7	3	0	11			
Cap, veh/h	727	2335	0	0	1427	631	864	0	371			
Arrive On Green	0.22	0.67	0.00	0.00	0.41	0.41	0.25	0.00	0.25			
Sat Flow, veh/h	3291	3561	0	0	3532	1522	3428	0	1472			
Grp Volume(v), veh/h	708	1052	0	0	566	600	816	0	98			
Grp Sat Flow(s),veh/h/ln	1646	1735	0	0	1721	1522	1714	0	1472			
Q Serve(g_s), s	25.6	17.1	0.0	0.0	13.8	45.7	28.0	0.0	6.4			
Cycle Q Clear(g_c), s	25.6	17.1	0.0	0.0	13.8	45.7	28.0	0.0	6.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	727	2335	0	0	1427	631	864	0	371			
V/C Ratio(X)	0.97	0.45	0.00	0.00	0.40	0.95	0.94	0.00	0.26			
Avail Cap(c_a), veh/h	727	2335	0	0	1427	631	871	0	374			
HCM Platoon Ratio	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	46.4	9.2	0.0	0.0	24.6	33.9	44.1	0.0	36.0			
Incr Delay (d2), s/veh	27.0	0.6	0.0	0.0	0.8	25.5	18.4	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	12.8	5.8	0.0	0.0	5.6	21.1	14.1	0.0	2.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.4	9.8	0.0	0.0	25.4	59.5	62.4	0.0	36.3			
LnGrp LOS	E	A	A	A	C	E	E	A	D			
Approach Vol, veh/h		1760			1166			914				
Approach Delay, s/veh		35.4			42.9			59.6				
Approach LOS		D			D			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	31.0	54.3				85.3		34.7				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	26.5	23.5				54.5		30.5				
Max Q Clear Time (g_c+I1), s	27.6	47.7				19.1		30.0				
Green Ext Time (p_c), s	0.0	0.0				11.9		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			43.5									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	897	225	0	1110	0	277
Future Vol, veh/h	897	225	0	1110	0	277
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	975	245	0	1207	0	301

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	488
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	0	-	0	526
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	526
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	20.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	526	-	-
HCM Lane V/C Ratio	0.572	-	-
HCM Control Delay (s)	20.6	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	3.6	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	40	0	576	185	88
Future Vol, veh/h	0	40	0	576	185	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	43	0	626	201	96

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	201	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	840	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	840	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	840	-
HCM Lane V/C Ratio	-	0.052	-
HCM Control Delay (s)	-	9.5	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0.2	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	8	13	16	9	2
Future Vol, veh/h	2	8	13	16	9	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	9	14	17	10	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	31	0	-	0	36	23
Stage 1	-	-	-	-	23	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1582	-	-	-	977	1054
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1582	-	-	-	976	1054
Mov Cap-2 Maneuver	-	-	-	-	976	-
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	1010	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1582	-	-	-	989
HCM Lane V/C Ratio	0.001	-	-	-	0.012
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	9	14	353	802	4
Future Vol, veh/h	12	9	14	353	802	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	13	9	15	368	835	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1235	837	839	0	-	0
Stage 1	837	-	-	-	-	-
Stage 2	398	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	195	367	796	-	-	-
Stage 1	425	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	190	367	796	-	-	-
Mov Cap-2 Maneuver	190	-	-	-	-	-
Stage 1	415	-	-	-	-	-
Stage 2	678	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.5	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	796	-	240	-	-
HCM Lane V/C Ratio	0.018	-	0.091	-	-
HCM Control Delay (s)	9.6	0	21.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1000	21	9	985	17	3
Future Vol, veh/h	1000	21	9	985	17	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1099	23	10	1082	19	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1122	0	1660	550
Stage 1	-	-	-	-	1099	-
Stage 2	-	-	-	-	561	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	618	-	88	479
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	535	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	618	-	87	479
Mov Cap-2 Maneuver	-	-	-	-	202	-
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	526	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	23.1
HCM LOS			C

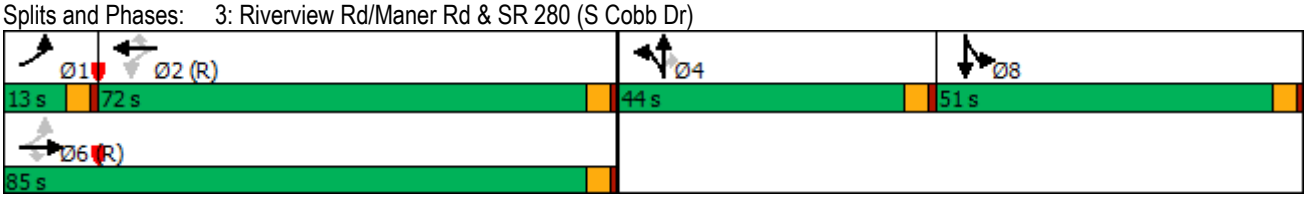
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	221	-	-	618	-
HCM Lane V/C Ratio	0.099	-	-	0.016	-
HCM Control Delay (s)	23.1	-	-	10.9	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

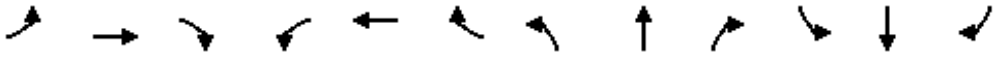
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations									
Traffic Volume (vph)	185	857	474	134	755	65	45	67	216
Future Volume (vph)	185	857	474	134	755	65	45	67	216
Lane Group Flow (vph)	195	902	499	141	795	68	341	71	434
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases	1	6			2		4		8
Permitted Phases	6		6	2		2		4	
Detector Phase	1	6	6	2	2	2	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	13.0	85.0	85.0	72.0	72.0	72.0	44.0	44.0	51.0
Total Split (%)	7.2%	47.2%	47.2%	40.0%	40.0%	40.0%	24.4%	24.4%	28.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes			Yes	Yes	Yes			
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio	0.98	0.63	0.64	0.97	0.66	0.12	0.97	0.20	1.03
Control Delay	97.5	40.9	18.1	119.8	49.9	8.4	110.2	15.4	113.3
Queue Delay	0.0	3.2	1.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.5	44.1	19.4	119.8	49.9	8.4	110.2	15.4	113.3
Queue Length 50th (ft)	150	447	190	170	427	2	421	7	~564
Queue Length 95th (ft)	#319	526	331	#335	507	41	#642	57	#806
Internal Link Dist (ft)		266			347		197		628
Turn Bay Length (ft)	155		180	200		300		160	
Base Capacity (vph)	199	1424	779	146	1206	575	352	362	422
Starvation Cap Reductn	0	407	117	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.89	0.75	0.97	0.66	0.12	0.97	0.20	1.03

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	857	474	134	755	65	279	45	67	118	216	79
Future Volume (veh/h)	185	857	474	134	755	65	279	45	67	118	216	79
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	1683	1683	1630	1697	1697	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	195	902	0	141	795	0	294	47	0	124	227	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	6	1	1	2	2	2	2	2	2	2
Cap, veh/h	248	1540		196	1320		305	49		131	240	
Arrive On Green	0.05	0.48	0.00	0.41	0.41	0.00	0.22	0.22	0.00	0.22	0.22	0.00
Sat Flow, veh/h	1603	3198	1381	560	3224	1427	1391	222	1427	584	1070	0
Grp Volume(v), veh/h	195	902	0	141	795	0	341	0	0	351	0	0
Grp Sat Flow(s),veh/h/ln	1603	1599	1381	560	1612	1427	1614	0	1427	1654	0	0
Q Serve(g_s), s	8.5	36.7	0.0	43.7	34.8	0.0	37.6	0.0	0.0	37.6	0.0	0.0
Cycle Q Clear(g_c), s	8.5	36.7	0.0	67.4	34.8	0.0	37.6	0.0	0.0	37.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.86		1.00	0.35		0.00
Lane Grp Cap(c), veh/h	248	1540		196	1320		354	0		370	0	
V/C Ratio(X)	0.78	0.59		0.72	0.60		0.96	0.00		0.95	0.00	
Avail Cap(c_a), veh/h	248	1540		196	1320		354	0		427	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.9	33.7	0.0	62.7	41.7	0.0	69.5	0.0	0.0	68.8	0.0	0.0
Incr Delay (d2), s/veh	15.1	1.6	0.0	20.4	2.0	0.0	38.0	0.0	0.0	28.6	0.0	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	5.7	14.4	0.0	7.2	14.1	0.0	19.3	0.0	0.0	18.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.1	35.3	0.0	83.1	43.7	0.0	107.5	0.0	0.0	97.3	0.0	0.0
LnGrp LOS	E	D		F	D		F	A		F	A	
Approach Vol, veh/h		1097			936			341			351	
Approach Delay, s/veh		39.9			49.7			107.5			97.3	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.0	78.2		44.0		91.2		44.8				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	8.5	67.5		39.5		80.5		46.5				
Max Q Clear Time (g_c+I1), s	10.5	69.4		39.6		38.7		39.6				
Green Ext Time (p_c), s	0.0	0.0		0.0		10.0		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		59.1
HCM 6th LOS		E

Notes

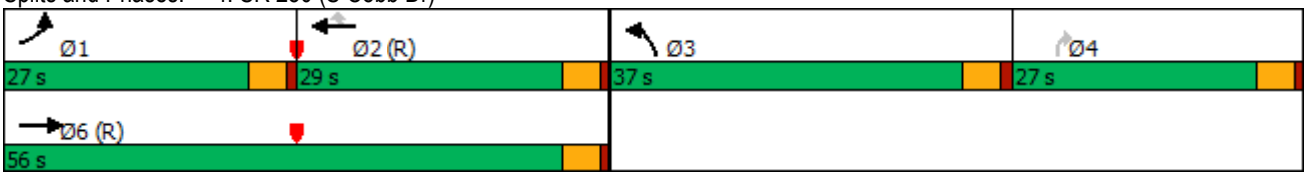
User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	637	1244	679	497	907	52
Future Volume (vph)	637	1244	679	497	907	52
Lane Group Flow (vph)	643	1257	686	502	916	53
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	6.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	26.5
Total Split (s)	27.0	56.0	29.0	29.0	37.0	27.0
Total Split (%)	22.5%	46.7%	24.2%	24.2%	30.8%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.74	0.62	0.66	0.62	0.99	0.32
Control Delay	47.0	18.5	41.8	6.8	70.1	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.0	18.5	41.8	6.8	70.1	7.0
Queue Length 50th (ft)	247	344	260	0	378	0
Queue Length 95th (ft)	306	421	345	98	#522	9
Internal Link Dist (ft)		349	201			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	864	2026	1044	813	929	355
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.62	0.66	0.62	0.99	0.15

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	637	1244	0	0	679	497	907	0	52	0	0	0
Future Volume (veh/h)	637	1244	0	0	679	497	907	0	52	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1841	0	0	1885	1856	1870	0	1767			
Adj Flow Rate, veh/h	643	1257	0	0	686	502	916	0	53			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	3	4	0	0	1	3	2	0	9			
Cap, veh/h	643	2288	0	0	1537	675	936	0	405			
Arrive On Green	0.19	0.65	0.00	0.00	0.43	0.43	0.27	0.00	0.27			
Sat Flow, veh/h	3428	3589	0	0	3676	1572	3456	0	1497			
Grp Volume(v), veh/h	643	1257	0	0	686	502	916	0	53			
Grp Sat Flow(s),veh/h/ln	1714	1749	0	0	1791	1572	1728	0	1497			
Q Serve(g_s), s	22.5	23.3	0.0	0.0	16.2	32.1	31.6	0.0	3.2			
Cycle Q Clear(g_c), s	22.5	23.3	0.0	0.0	16.2	32.1	31.6	0.0	3.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	643	2288	0	0	1537	675	936	0	405			
V/C Ratio(X)	1.00	0.55	0.00	0.00	0.45	0.74	0.98	0.00	0.13			
Avail Cap(c_a), veh/h	643	2288	0	0	1537	675	936	0	405			
HCM Platoon Ratio	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	48.8	11.2	0.0	0.0	24.2	28.7	43.4	0.0	33.1			
Incr Delay (d2), s/veh	35.6	1.0	0.0	0.0	0.9	7.3	24.2	0.0	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	12.5	8.1	0.0	0.0	6.8	13.4	16.6	0.0	1.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.3	12.2	0.0	0.0	25.1	36.0	67.6	0.0	33.2			
LnGrp LOS	F	B	A	A	C	D	E	A	C			
Approach Vol, veh/h		1900			1188			969				
Approach Delay, s/veh		36.6			29.7			65.7				
Approach LOS		D			C			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	27.0	56.0				83.0		37.0				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	22.5	24.5				51.5		32.5				
Max Q Clear Time (g_c+I1), s	24.5	34.1				25.3		33.6				
Green Ext Time (p_c), s	0.0	0.0				13.1		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			41.5									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1303	164	0	1184	0	213
Future Vol, veh/h	1303	164	0	1184	0	213
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1416	178	0	1287	0	232

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	708
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	0	-	0	377
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	377
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	28.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	377	-	-
HCM Lane V/C Ratio	0.614	-	-
HCM Control Delay (s)	28.6	-	-
HCM Lane LOS	D	-	-
HCM 95th %tile Q(veh)	3.9	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↱		↑	↑	↱
Traffic Vol, veh/h	0	62	0	366	745	105
Future Vol, veh/h	0	62	0	366	745	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	67	0	398	810	114

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	810	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	380	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	380	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	380	-
HCM Lane V/C Ratio	-	0.177	-
HCM Control Delay (s)	-	16.5	-
HCM Lane LOS	-	C	-
HCM 95th %tile Q(veh)	-	0.6	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	13	7	12	8	0
Future Vol, veh/h	2	13	7	12	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	14	8	13	9	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	21	0	-	0	33	15
Stage 1	-	-	-	-	15	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1595	-	-	-	980	1065
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1595	-	-	-	979	1065
Mov Cap-2 Maneuver	-	-	-	-	979	-
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	1005	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1595	-	-	-	979
HCM Lane V/C Ratio	0.001	-	-	-	0.009
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

TRAFFIC VOLUME WORKSHEETS

25-142 5322 South Cobb Drive, Cobb County GA 30080

Traffic Volumes

A&R Engineering
November 2025

1.Riverview Rd @ Maner Rd

A.M. Peak Hour

	Riverview Road Northbound					Riverview Road Southbound					Maner Road Eastbound					- Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	506	0	506	0	0	180	14	194	0	8	0	1	9	0	0	0	0	0
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	0	516	0	516	0	0	184	14	198	0	8	0	1	9	0	0	0	0	0
No-Build 2037 Volumes:	0	0	568	0	568	0	0	202	15	217	0	9	0	1	10	0	0	0	0	0
Total New Trips:	0	14	0	0	14	0	0	7	0	7	0	0	0	7	7	0	0	0	0	0
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	14	516	0	530	0	0	191	14	205	0	8	0	8	16	0	0	0	0	0
Future 2037 Traffic Volumes:	0	14	568	0	582	0	0	209	15	224	0	9	0	8	17	0	0	0	0	0

P.M. Peak Hour

	Riverview Road Northbound					Riverview Road Southbound					Maner Road Eastbound					- Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	2	315	0	317	0	0	710	4	714	0	11	0	3	14	0	0	0	0	0
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	2	321	0	323	0	0	724	4	728	0	11	0	3	14	0	0	0	0	0
No-Build 2037 Volumes:	0	2	353	0	355	0	0	796	4	800	0	12	0	3	15	0	0	0	0	0
Total New Trips:	0	12	0	0	12	0	0	6	0	6	0	0	0	6	6	0	0	0	0	0
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	14	321	0	335	0	0	730	4	734	0	11	0	9	20	0	0	0	0	0
Future 2037 Traffic Volumes:	0	14	353	0	367	0	0	802	4	806	0	12	0	9	21	0	0	0	0	0

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Traffic Volumes

A&R Engineering
November 2025

2.SR 280 @ Elmwood Cir

A.M. Peak Hour

	Elmwood Circle Northbound					- Southbound					SR 280 (South Cobb Drive) Eastbound					SR 280 (South Cobb Drive) Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	12	0	10	22	0	0	0	0	0	0	0	855	7	862	0	0	704	0	704
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	12	0	10	22	0	0	0	0	0	0	0	872	7	879	0	0	718	0	718
No-Build 2037 Volumes:	0	13	0	11	24	0	0	0	0	0	0	0	959	8	967	0	0	790	0	790
Total New Trips:	0	0	0	0	0	0	0	0	0	0	0	0	40	0	40	0	0	41	0	41
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	12	0	10	22	0	0	0	0	0	0	0	912	7	919	0	0	759	0	759
Future 2037 Traffic Volumes:	0	13	0	11	24	0	0	0	0	0	0	0	999	8	1007	0	0	831	0	831

P.M. Peak Hour

	Elmwood Circle Northbound					- Southbound					SR 280 (South Cobb Drive) Eastbound					SR 280 (South Cobb Drive) Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	15	0	3	18	0	0	0	0	0	0	0	858	19	877	0	8	845	0	853
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	15	0	3	18	0	0	0	0	0	0	0	875	19	894	0	8	862	0	870
No-Build 2037 Volumes:	0	17	0	3	20	0	0	0	0	0	0	0	963	21	984	0	9	948	0	957
Total New Trips:	0	0	0	0	0	0	0	0	0	0	0	0	37	0	37	0	0	37	0	37
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	15	0	3	18	0	0	0	0	0	0	0	912	19	931	0	8	899	0	907
Future 2037 Traffic Volumes:	0	17	0	3	20	0	0	0	0	0	0	0	1000	21	1021	0	9	985	0	994

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Traffic Volumes

A&R Engineering
November 2025

3.SR 280@Riverwood Rd-Maner Rd

A.M. Peak Hour

	Riverview Road Northbound					Maner Road Southbound					SR 280 (South Cobb Drive) Eastbound					SR 280 (South Cobb Drive) Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	246	117	150	513	0	40	29	93	162	11	111	672	144	938	0	19	579	118	716
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	251	119	153	523	0	41	30	95	166	11	113	685	147	956	0	19	591	120	730
No-Build 2037 Volumes:	0	276	131	168	575	0	45	33	105	183	12	124	754	162	1052	0	21	650	132	803
Total New Trips:	0	0	0	0	0	0	0	14	0	14	67	13	40	0	120	0	41	0	0	41
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	251	119	153	523	0	41	44	95	180	78	126	725	147	1076	0	60	591	120	771
Future 2037 Traffic Volumes:	0	276	131	168	575	0	45	47	105	197	79	137	794	162	1172	0	62	650	132	844

P.M. Peak Hour

	Riverview Road Northbound					Maner Road Southbound					SR 280 (South Cobb Drive) Eastbound					SR 280 (South Cobb Drive) Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	249	40	60	349	0	105	181	71	357	8	92	730	423	1253	0	86	673	58	817
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	254	41	61	356	0	107	185	72	364	8	94	745	431	1278	0	88	686	59	833
No-Build 2037 Volumes:	0	279	45	67	391	0	118	204	79	401	9	103	820	474	1406	0	97	755	65	917
Total New Trips:	0	0	0	0	0	0	0	12	0	12	61	12	37	0	110	0	37	0	0	37
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	254	41	61	356	0	107	197	72	376	69	106	782	431	1388	0	125	686	59	870
Future 2037 Traffic Volumes:	0	279	45	67	391	0	118	216	79	413	70	115	857	474	1516	0	134	755	65	954

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Traffic Volumes

A&R Engineering
November 2025

4.SR 280 @ I-285 NB Ramp

A.M. Peak Hour

	I-285 Northbound Ramp Northbound					I-285 Northbound Ramp Southbound					SR 280 (South Cobb Drive) Eastbound					SR 280 (South Cobb Drive) Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	669	1	80	750	0	0	0	0	0	0	580	801	0	1381	0	0	405	492	897
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	682	1	82	765	0	0	0	0	0	0	592	817	0	1409	0	0	413	502	915
No-Build 2037 Volumes:	0	750	1	90	841	0	0	0	0	0	0	651	899	0	1550	0	0	454	552	1006
Total New Trips:	0	0	0	0	0	0	0	0	0	0	0	0	69	0	69	0	0	67	0	67
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	682	1	82	765	0	0	0	0	0	0	592	886	0	1478	0	0	480	502	982
Future 2037 Traffic Volumes:	0	750	1	90	841	0	0	0	0	0	0	651	968	0	1619	0	0	521	552	1073

P.M. Peak Hour

	I-285 Northbound Ramp Northbound					I-285 Northbound Ramp Southbound					SR 280 (South Cobb Drive) Eastbound					SR 280 (South Cobb Drive) Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	807	2	46	855	0	0	0	0	0	0	568	1054	0	1622	0	0	551	443	994
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	823	2	47	872	0	0	0	0	0	0	579	1075	0	1654	0	0	562	452	1014
No-Build 2037 Volumes:	0	905	2	52	959	0	0	0	0	0	0	637	1183	0	1820	0	0	618	497	1115
Total New Trips:	0	0	0	0	0	0	0	0	0	0	0	0	61	0	61	0	0	61	0	61
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	823	2	47	872	0	0	0	0	0	0	579	1136	0	1715	0	0	623	452	1075
Future 2037 Traffic Volumes:	0	905	2	52	959	0	0	0	0	0	0	637	1244	0	1881	0	0	679	497	1176

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Traffic Volumes

A&R Engineering
November 2025

5.SR 280 @ Drwy 1 (RIRO)

A.M. Peak Hour

	Site Driveway 1 (Right-In/Right-Out) Northbound					- Southbound					SR 280 (South Cobb Drive) Eastbound					SR 280 (South Cobb Drive) Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	0	0	0	0	0	0	0	0	0	0	938	0	938	0	0	929	0	929
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	957	0	957	0	0	948	0	948
No-Build 2037 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	1053	0	1053	0	0	1043	0	1043
Total New Trips:	0	0	0	121	121	0	0	0	0	0	0	0	0	69	69	0	0	67	0	67
Pass-by Trips:	0	0	0	156	156	0	0	0	0	0	0	0	-156	156	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	0	0	277	277	0	0	0	0	0	0	0	801	225	1026	0	0	1015	0	1015
Future 2037 Traffic Volumes:	0	0	0	277	277	0	0	0	0	0	0	0	897	225	1122	0	0	1110	0	1110

P.M. Peak Hour

	Site Driveway 1 (Right-In/Right-Out) Northbound					- Southbound					SR 280 (South Cobb Drive) Eastbound					SR 280 (South Cobb Drive) Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	0	0	0	0	0	0	0	0	0	0	1253	0	1253	0	0	1001	0	1001
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	1278	0	1278	0	0	1021	0	1021
No-Build 2037 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	1406	0	1406	0	0	1123	0	1123
Total New Trips:	0	0	0	110	110	0	0	0	0	0	0	0	0	61	61	0	0	61	0	61
Pass-by Trips:	0	0	0	103	103	0	0	0	0	0	0	0	-103	103	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	0	0	213	213	0	0	0	0	0	0	0	1175	164	1339	0	0	1082	0	1082
Future 2037 Traffic Volumes:	0	0	0	213	213	0	0	0	0	0	0	0	1303	164	1467	0	0	1184	0	1184

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Traffic Volumes

A&R Engineering
November 2025

6.Riverview Rd @ Drwy 2 (RIRO)

A.M. Peak Hour

	Riverview Road Northbound					Riverview Road Southbound					Site Driveway 2 (Right-In/Right-Out) Eastbound					- Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	514	0	514	0	0	194	0	194	0	0	0	0	0	0	0	0	0	0
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	0	524	0	524	0	0	198	0	198	0	0	0	0	0	0	0	0	0	0
No-Build 2037 Volumes:	0	0	576	0	576	0	0	218	0	218	0	0	0	0	0	0	0	0	0	0
Total New Trips:	0	0	0	0	0	0	0	0	55	55	0	0	0	7	7	0	0	0	0	0
Pass-by Trips:	0	0	0	0	0	0	0	-33	33	0	0	0	0	33	33	0	0	0	0	0
Future 2027 Traffic Volumes:	0	0	524	0	524	0	0	165	88	253	0	0	0	40	40	0	0	0	0	0
Future 2037 Traffic Volumes:	0	0	576	0	576	0	0	185	88	273	0	0	0	40	40	0	0	0	0	0

P.M. Peak Hour

	Riverview Road Northbound					Riverview Road Southbound					Site Driveway 2 (Right-In/Right-Out) Eastbound					- Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	326	0	326	0	0	714	0	714	0	0	0	0	0	0	0	0	0	0
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	0	333	0	333	0	0	728	0	728	0	0	0	0	0	0	0	0	0	0
No-Build 2037 Volumes:	0	0	366	0	366	0	0	801	0	801	0	0	0	0	0	0	0	0	0	0
Total New Trips:	0	0	0	0	0	0	0	0	49	49	0	0	0	6	6	0	0	0	0	0
Pass-by Trips:	0	0	0	0	0	0	0	-56	56	0	0	0	0	56	56	0	0	0	0	0
Future 2027 Traffic Volumes:	0	0	333	0	333	0	0	672	105	777	0	0	0	62	62	0	0	0	0	0
Future 2037 Traffic Volumes:	0	0	366	0	366	0	0	745	105	850	0	0	0	62	62	0	0	0	0	0

25-142 5322 South Cobb Drive, Cobb County GA 30080

Traffic Volumes

A&R Engineering
November 2025

7. Riverview Rd @ Drwy 3

A.M. Peak Hour

	- Northbound					Site Driveway 3 Southbound					Maner Road Eastbound					Maner Road Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	14	0	14
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	14	0	14
No-Build 2037 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	0	15	0	15
Total New Trips:	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	14	14
Pass-by Trips:	0	0	0	0	0	0	2	0	2	4	0	2	-2	0	0	0	0	-2	2	0
Future 2027 Traffic Volumes:	0	0	0	0	0	0	9	0	2	11	0	2	7	0	9	0	0	12	16	28
Future 2037 Traffic Volumes:	0	0	0	0	0	0	9	0	2	11	0	2	8	0	10	0	0	13	16	29

P.M. Peak Hour

	- Northbound					Site Driveway 3 Southbound					Maner Road Eastbound					Maner Road Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	6	0	6
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	6	0	6
No-Build 2037 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	15	0	15	0	0	7	0	7
Total New Trips:	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	12	12
Pass-by Trips:	0	0	0	0	0	0	2	0	0	2	0	2	-2	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	0	0	0	0	0	8	0	0	8	0	2	12	0	14	0	0	6	12	18
Future 2037 Traffic Volumes:	0	0	0	0	0	0	8	0	0	8	0	2	13	0	15	0	0	7	12	19

TRAFFIC IMPACT STUDY
FOR
PROPOSED CONVENIENCE STORE/GAS STATION
DEVELOPMENT AT 5322 SOUTH COBB DRIVE

COBB COUNTY, GEORGIA



Prepared for:

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December 3, 2025
A & R Project # 25-142

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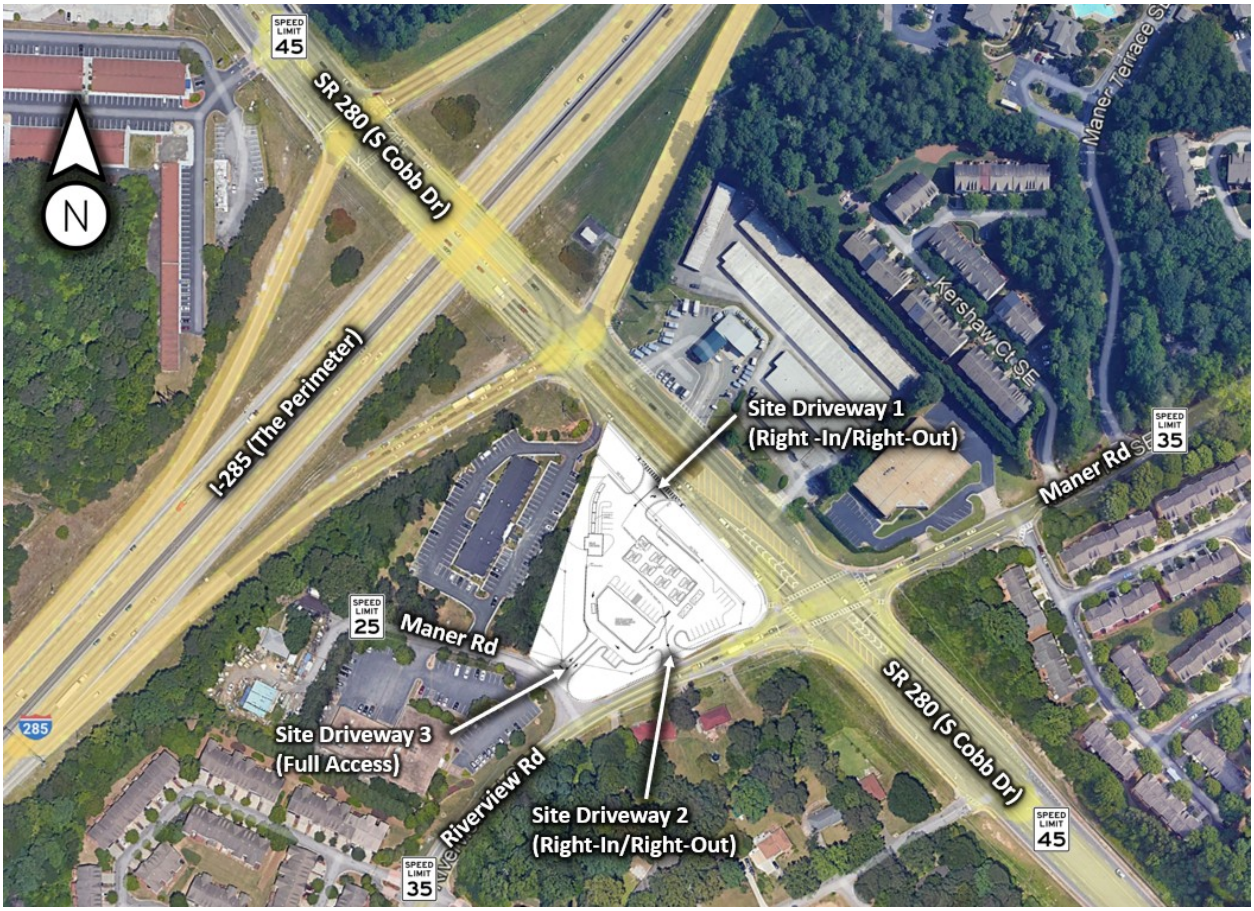
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1.0 INTRODUCTION

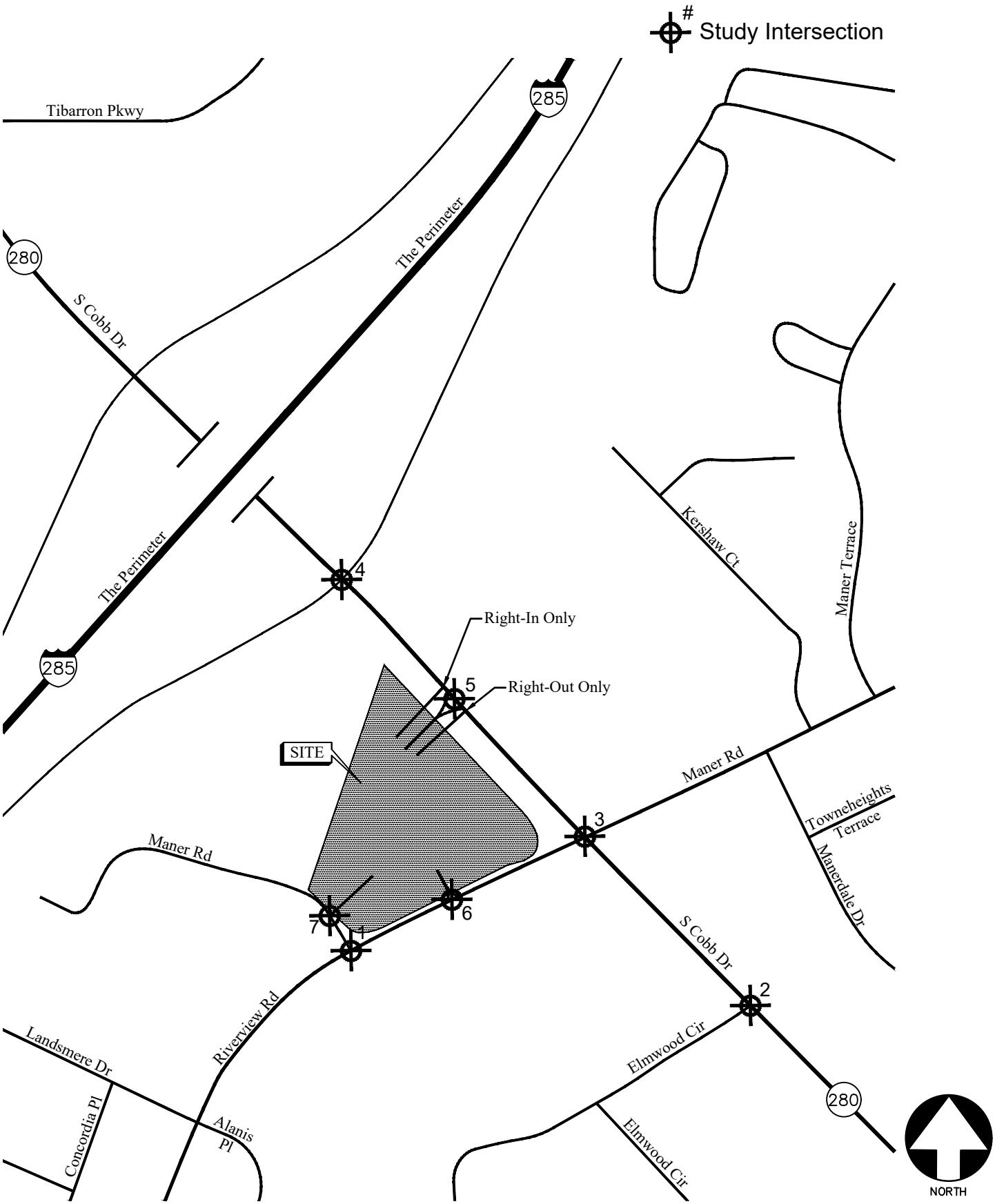
The purpose of this study is to determine the traffic impact from the proposed Convenience Store/Gas Station development at 5322 South Cobb Drive, in Cobb County, Georgia. The traffic analysis evaluates the current operations and future conditions with the traffic generated by the development. The proposed development will consist of 5,135 sf of convenience store building (which includes the 1,500 sf quick service restaurant) and gas station with 8 pumps (16 vehicle fuelling position) along with 1,000 sf building serving as an automated car wash. The development plans to convert the existing right-in only and right-out only driveways on South Cobb Drive into a standard right-in/right-out driveway with a deceleration lane. Additionally, the plan proposes a right-in/right-out driveway on Riverview Road and a full-access driveway on Maner Road. The site location is illustrated in Figure 1 below.



The AM and PM peak hours have been analysed in this study. In addition to the site access points, this study includes the evaluation of traffic operations at the intersections of:

1. Riverview Road at Maner Road
2. SR 280 (South Cobb Drive) at Elmwood Circle
3. SR 280 (South Cobb Drive) at Riverview Road/Maner Road
4. SR 280 (South Cobb Drive) at I-285 Northbound Ramp

Recommendations to improve traffic operations have been identified as appropriate and are discussed in detail in the following sections of the report. The location of the development and the surrounding roadway network are shown in Figure 1.



LOCATION MAP FIGURE 1

A&R Engineering Inc.

2.0 EXISTING FACILITIES / CONDITIONS

2.1 Roadway Facilities

The following is a brief description of each of the roadway facilities located in proximity to the site:

2.1.1 SR 280 (South Cobb Drive)

SR 280 (South Cobb Drive) is an east-west, four-lane with two-way left turn lane and posted speed limit of 45 mph in the vicinity of the site. Georgia Department of Transportation (GDOT) traffic counts (Station ID: 067-2601) indicate that the daily traffic volume on SR 280 (South Cobb Drive) in 2023 was 18,900 vehicles per day northeast of Elmwood Circle. Cobb County classifies SR 280 (South Cobb Drive) as an urban minor arterial roadway.

2.1.2 Riverview Road

Riverview Road is a north-south, two-lane, undivided roadway with a posted speed limit of 35 mph in the vicinity of the site. Cobb county classifies Riverview Road as an major collector.

2.1.3 Maner Road

Maner Road is an east-west, two-lane, undivided roadway with a posted speed limit of 25 mph in the vicinity of the site.

2.1.4 Elmwood Circle

Elmwood Circle is a north-south, two-lane, undivided roadway with a posted speed limit of 25 mph in the vicinity of the site.

2.1.5 Maner Road

Maner Road is a north-south, two-lane, undivided roadway with a posted speed limit of 35 mph in the vicinity of the site.

3.0 STUDY METHODOLOGY

In this study, the methodology used for evaluating traffic operations at each of the subject intersections is based on the criteria set forth in the Transportation Research Board Highway Capacity Manual, 6th edition (HCM 6). Synchro software, which utilizes the HCM methodology, was used for the analysis. The following is a description of the methodology employed for the analysis of unsignalized and signalized intersections.

3.1 Unsignalized Intersections

For unsignalized intersections controlled by a stop sign on minor streets, the level of service (LOS) for motor vehicles with controlled movements is determined by the computed control delay according to the thresholds stated in Table 1 below. LOS is determined for each minor street movement (or shared movement), as well as major street left turns. LOS is not defined for the intersection as a whole or for major street approaches. The LOS of any controlled movement which experiences a volume to capacity ratio greater than 1 is designated as "F" regardless of the control delay.

Control delay for unsignalized intersections includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Several factors affect the control delay for unsignalized intersections, such as the availability and distribution of gaps in the conflicting traffic stream, critical gaps, and follow-up time for a vehicle in the queue.

Level of service is assigned a letter designation from "A" through "F". Level of service "A" indicates excellent operations with little delay to motorists, while level of service "F" exists when there are insufficient gaps of acceptable size to allow vehicles on the side street to cross the main road without experiencing long delays.

TABLE 1 – LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Control Delay (sec/vehicle)	LOS by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	**v/c > 1.0**
≤ 10	A	F
> 10 and ≤ 15	B	F
> 15 and ≤ 25	C	F
> 25 and ≤ 35	D	F
> 35 and ≤ 50	E	F
> 50	F	F

*The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection.

Source: Highway Capacity Manual, 6th edition, Exhibit 20-2 *LOS Criteria: Motorized Vehicle Mode*

3.2 Signalized Intersections

According to HCM procedures, LOS can be calculated for the entire intersection, each intersection approach, and each lane group. HCM uses control delay alone to characterize LOS for the entire intersection or an approach. Control delay per vehicle is composed of initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Both control delay and volume-to-capacity ratio are used to characterize LOS for a lane group. A volume-to-capacity ratio of greater than 1.0 for a lane group indicates failure from capacity perspective. Therefore, such a lane group is assigned LOS F regardless of the amount of control delay.

Table 2 below summarizes the LOS criteria from HCM for motorized vehicles at signalized intersection.

TABLE 2 – LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Control Delay (sec/vehicle) *	LOS for Lane Group by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	**v/c > 1.0**
≤ 10	A	F
> 10 and ≤ 20	B	F
> 20 and ≤ 35	C	F
> 35 and ≤ 55	D	F
> 55 and ≤ 80	E	F
> 80	F	F

*For approach-based and intersection wide assessments, LOS is defined solely by control delay

Source: Highway Capacity Manual, 6th edition, Exhibit 19-8 *LOS Criteria: Motorized Vehicle Mode*

LOS A is typically assigned when the volume-to-capacity (v/c) ratio is low and either progression is exceptionally favourable, or the cycle length is very short. LOS B is typically assigned when the v/c ratio is low and either progression is highly favourable, or the cycle length is short. However, more vehicles are stopped than with LOS A. LOS C is typically assigned when progression is favourable, or the cycle length is moderate. Individual *cycle failures* (one or more queued vehicles are not able to depart because of insufficient capacity during the cycle) may begin to appear at this level. Many vehicles still pass through the intersection without stopping, but the number of vehicles stopping is significant. LOS D is typically assigned when the v/c ratio is high and either progression is ineffective, or the cycle length is long. There are many vehicle-stops and individual cycle failures are noticeable. LOS E is typically assigned when the v/c ratio is high, progression is very poor, the cycle length is long, and individual cycle failures are frequent. LOS F is typically assigned when the v/c ratio is very high, progression is very poor, the cycle length is long, and most cycles fail to clear the queue.

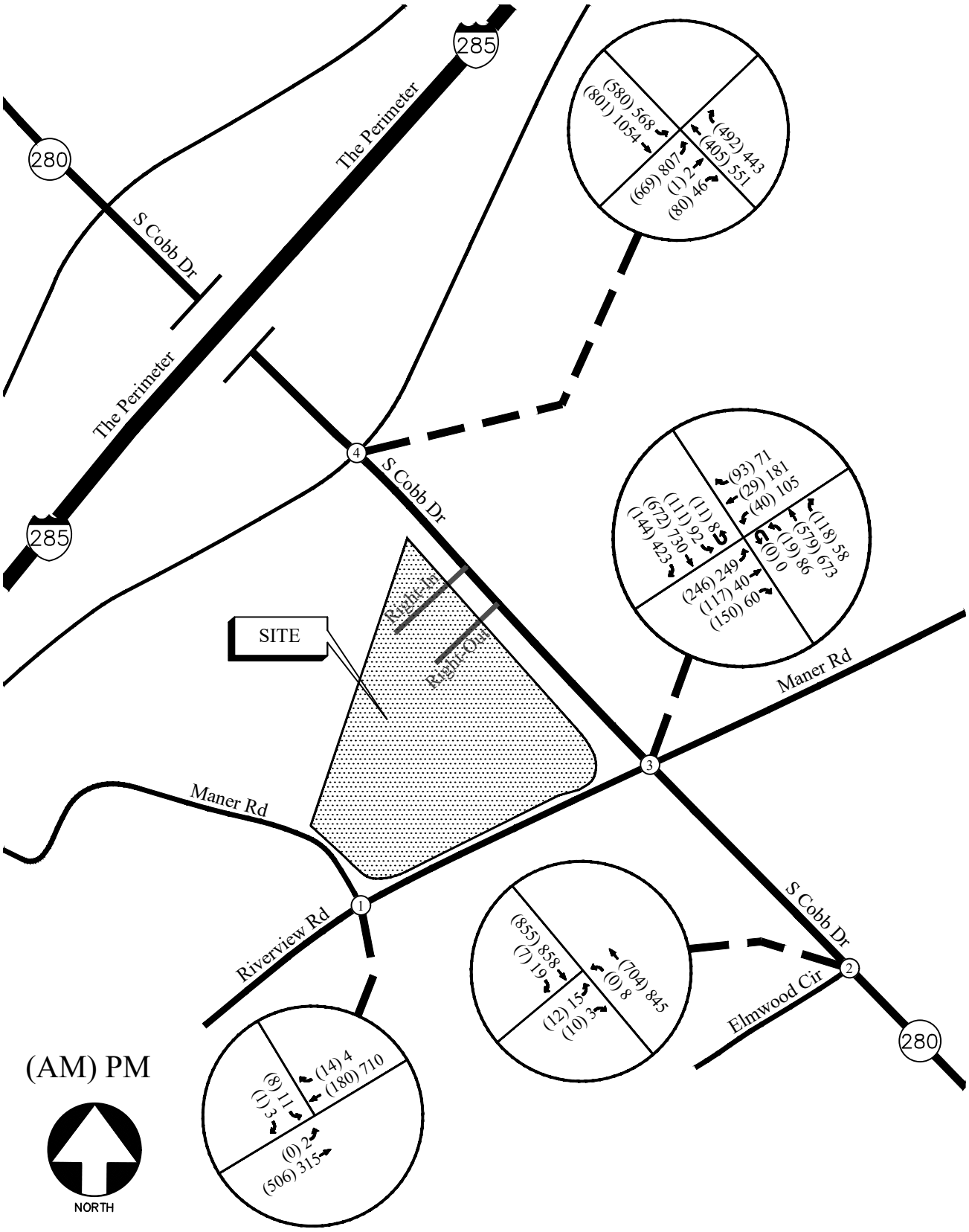
4.0 EXISTING 2025 TRAFFIC ANALYSIS

4.1 Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersections:

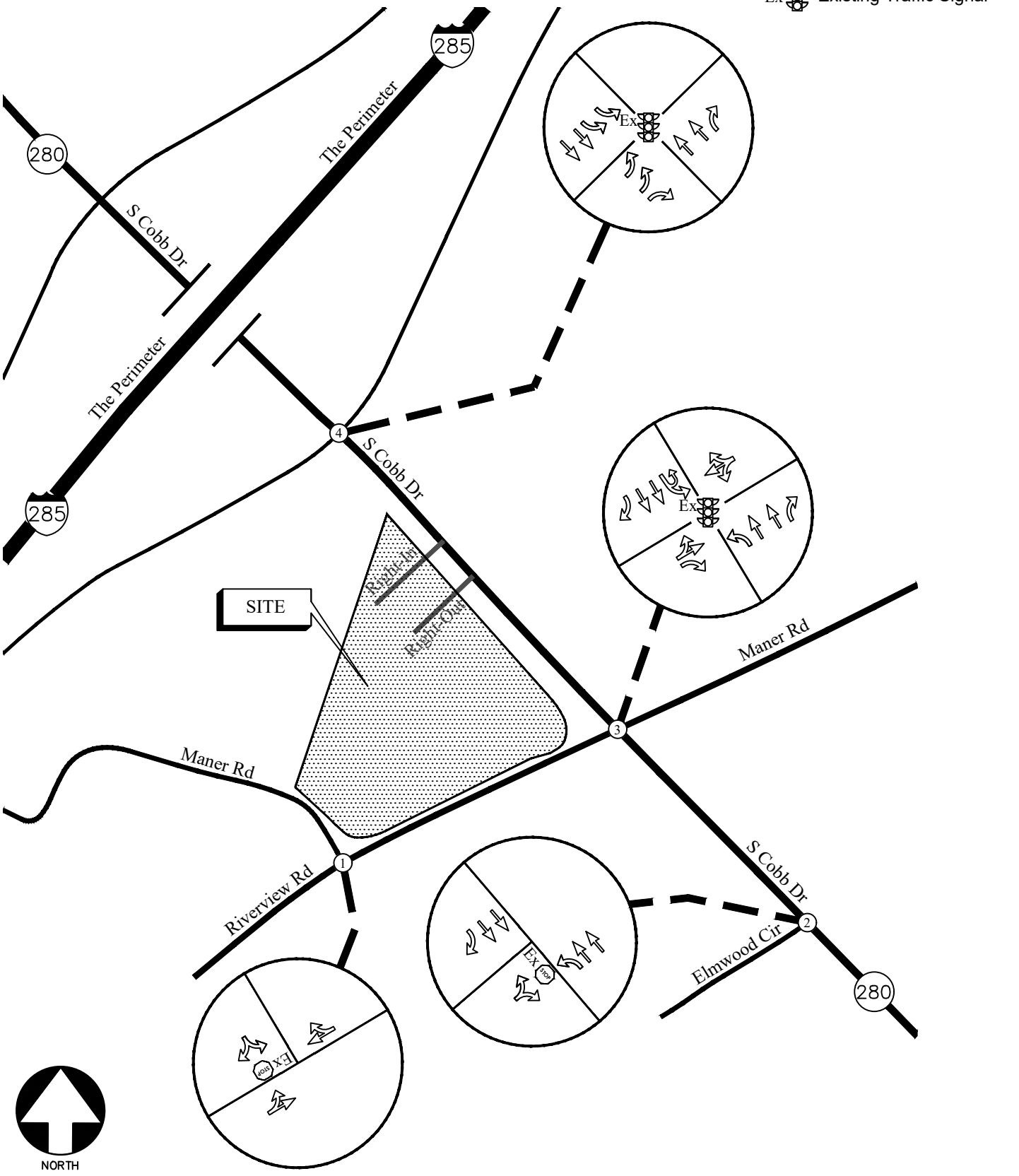
1. Riverview Road at Maner Road
2. SR 280 (South Cobb Drive) at Elmwood Circle
3. SR 280 (South Cobb Drive) at Riverview Road/Maner Road
4. SR 280 (South Cobb Drive) at I-285 Northbound Ramp

Turning movement counts were collected on Tuesday, August 5, 2025. All turning movement counts were recorded during the AM and PM peak hours between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively. The four consecutive 15-minute interval volumes that produced the highest volume at the intersections were then determined. These volumes make up the peak hour traffic volumes for the intersections counted and are shown in Figure 2. The existing traffic control and lane geometry for the intersections are shown in Figure 3.



EXISTING WEEKDAY PEAK-HOUR VOLUMES FIGURE 2

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EXISTING TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 3

A&R Engineering Inc.

4.2 Existing Traffic Operations

Existing 2025 traffic operations were analyzed at the study intersections in accordance with the HCM methodology. The results of the analyses are shown in Table 3.

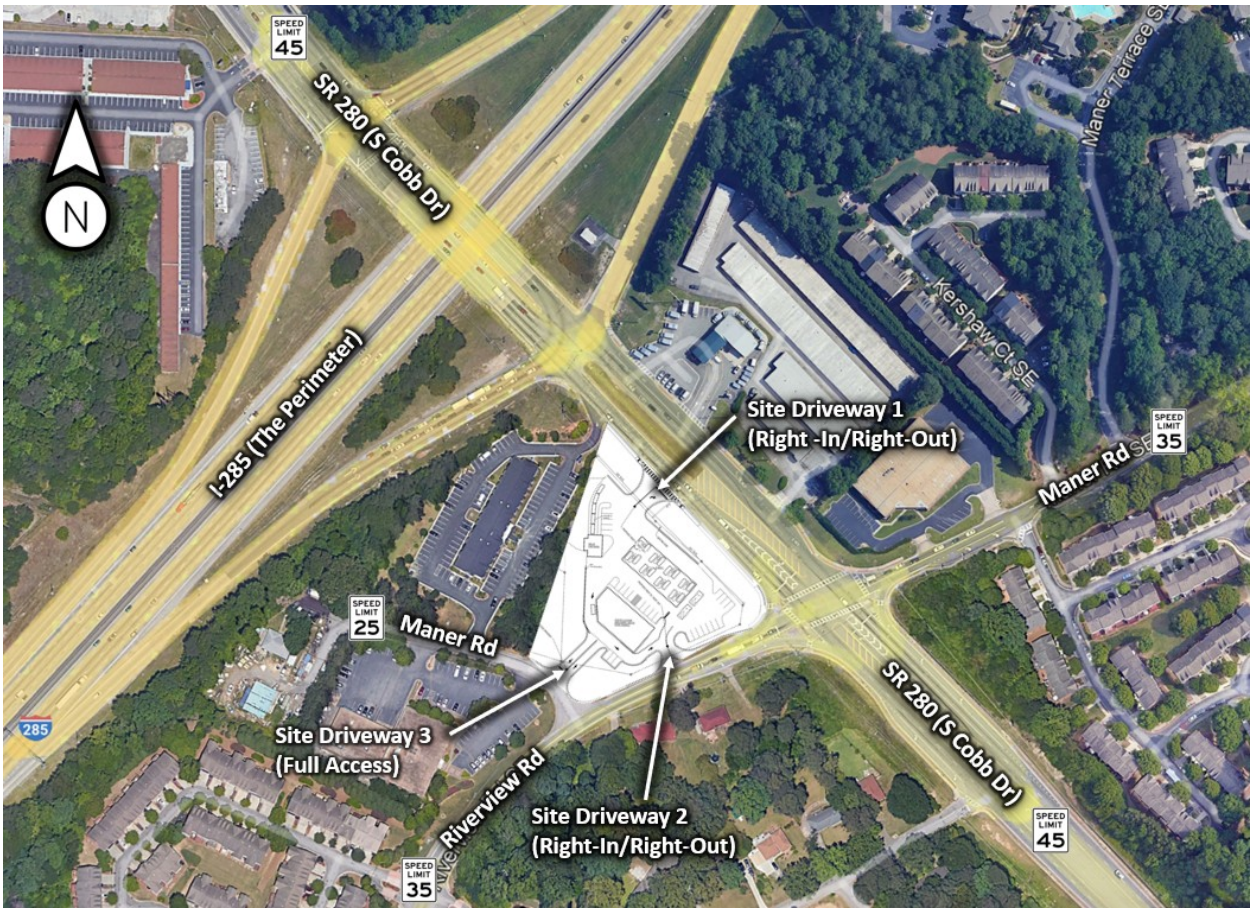
TABLE 3 – EXISTING INTERSECTION OPERATIONS

	Intersection	Traffic Control	LOS (Delay)	
			AM Peak Hour	PM Peak Hour
1	**Riverview Road at Maner Road** -Eastbound Approach -Northbound Left	Stop Controlled on EB Approach	B (14.5) A (7.6)	C (19.3) A (9.2)
2	**SR 280 (South Cobb Drive) at Elmwood Circle** -Westbound Left -Northbound Approach	Stop Controlled on NB Approach	A (9.9) C (16.0)	B (10.1) C (19.4)
3	**SR 280 (South Cobb Drive) at Riverview Road/ Maner Road** -Eastbound Approach -Westbound Approach -Northbound Approach -Southbound Approach	Signalized	**D (37.1)** C (21.2) C (28.4) E (66.8) E (71.6)	**D (52.7)** D (35.9) D (43.1) F (91.8) F (94.7)
4	**SR 280 (South Cobb Drive) at I-285 Northbound Ramp** -Eastbound Approach -Westbound Approach -Northbound Approach	Signalized	**D (37.6)** C (31.8) C (28.8) E (59.0)	**C (34.6)** C (29.0) C (25.4) E (55.0)

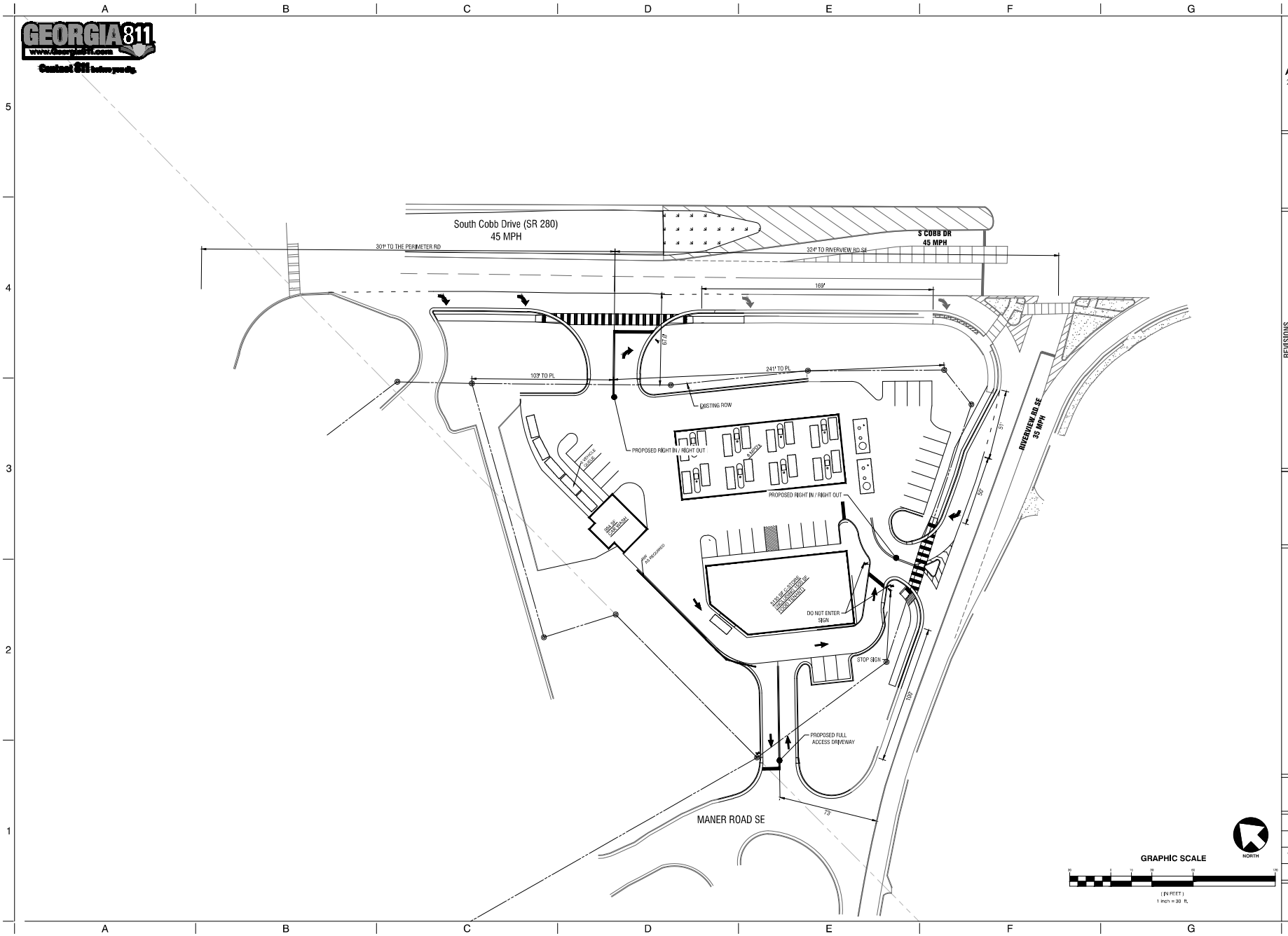
The results of the existing traffic operations analysis indicate that the signalized study intersections are operating at an overall level of service "D" or better in both the AM and PM peak hours. The stop-controlled approaches at the unsignalized study intersections are operating at level of service "C" or better in both the AM and PM peak hours.

5.0 PROPOSED DEVELOPMENT

The proposed development, located at 5322 South Cobb Drive in Cobb County, Georgia, will consist of a 5,135-square-foot convenience store (including a 1,500-square-foot quick-service restaurant) and a gas station with eight pumps providing sixteen fuelling positions. The project also includes a 1,000-square-foot automated car wash building. The development proposes converting the existing right-in and right-out driveways on South Cobb Drive into a standard right-in/right-out driveway with a deceleration lane. Additionally, a new right-in/right-out driveway is proposed on Riverview Road, along with a full-access driveway on Maner Road.



A site plan is shown in Figure 4.



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info@areng.com
GA COA #PEF00400

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SEAL

REVISIONS

No.	DESCRIPTION	DATE
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4		
5		
6		
7		
8		
9		

PREPARED FOR
KNIGHT PARTNERS, LLC
3465 NORTHSIDE PKWY NW
ATLANTA, GA 30327
404-242-1852

OVERALL PROPOSED PLAN

SOUTH COBB IMPACT STUDY
DD / SD
5322 SOUTH COBB DRIVE
ATLANTA, GA 30327

24 HOUR CONTACT
JARED RAYMAN
404-242-1852

LANDLOT	DISTRICT
759	7

PARCEL ID #
17075400030

DWN BY	CKD BY	A&R JOB No.
LO	AKA	25-142

DATE

SHEET IDENTIFICATION
CT-1101

5.1 Trip Generation

Trip generation estimates were based on the rates and equations published in the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation estimates for the site were based on the following ITE Land Uses: *945 – Convenience Store/Gas Station - GFA (5.5-10k), 937 Coffee/Donut Shop with Drive-Through Window, and 948 – Automated Car Wash*. Since ITE does not have weekday data for AM peak hour and 24 hours for automated car wash, engineering judgment was used to determine the trips for the AM peak hour and 24-hours based on the PM peak hour values. The calculated total trip generation for the proposed development is shown below Table 4.

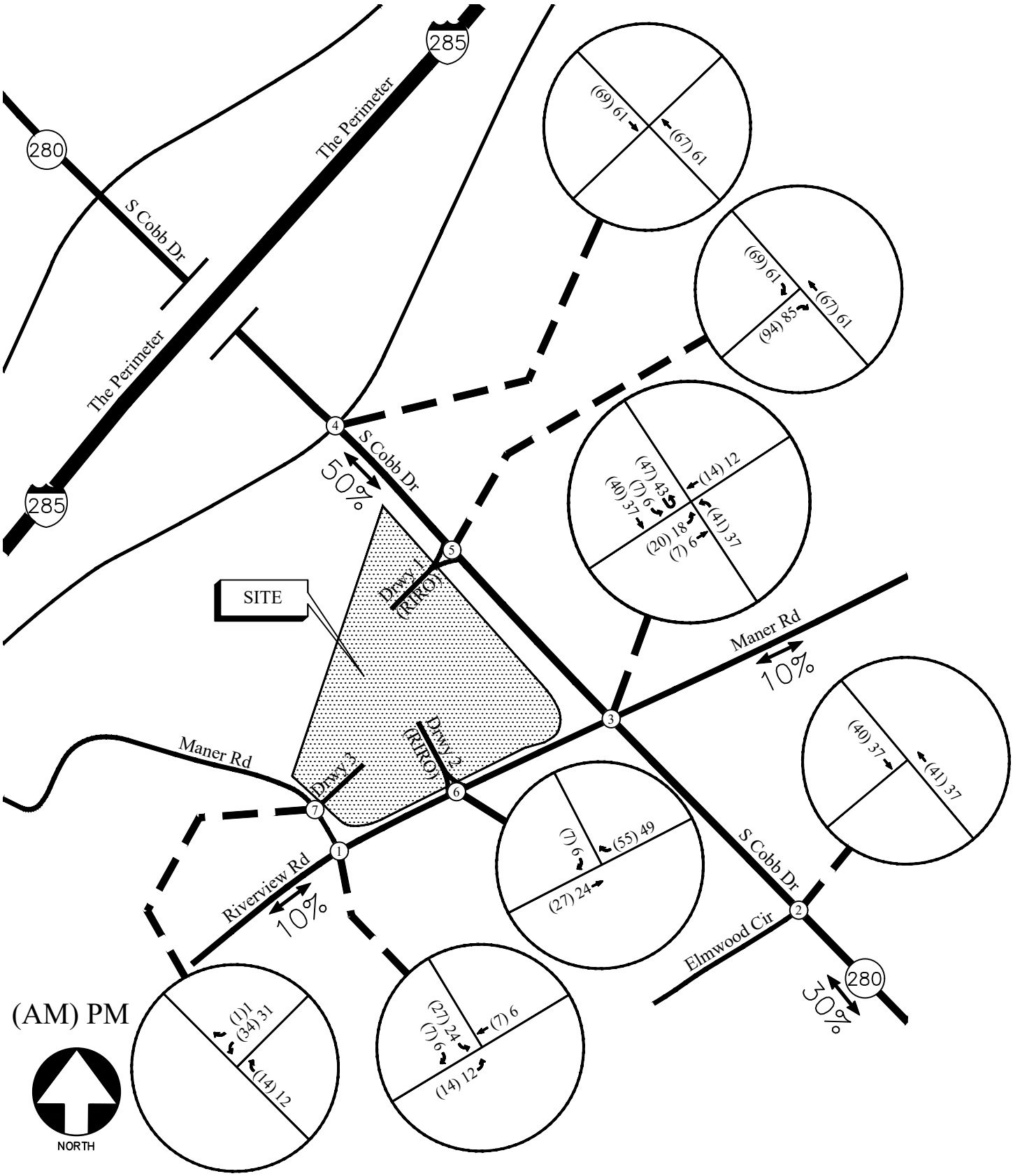
TABLE 4– TRIP GENERATION FOR PROPOSED DEVELOPMENT

Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
ITE 937 Coffee/Donut Shop with Drive-Through Window	1,500 sf	66	63	129	29	29	58	800
ITE 945 – Convenience Store/Gas Station - GFA (5.5-10k)	16 vfp	253	253	506	215	215	430	5,532
(ITE 945) Pass-by Trips (76%) 75%		-192	-192	-384	-161	-161	-322	-3,220
ITE 948 – Automated Car Wash	1 Wash Tunnel	10*	10*	20*	39	39	78	476*
New External Trips (without Reductions)		**329**	**326**	**655**	**283**	**283**	**566**	**6,808**
New External Trips (with Reductions)		**137**	**134**	**271**	**122**	**122**	**244**	**3,588**

*Estimated based on engineering judgment

5.2 Trip Distribution

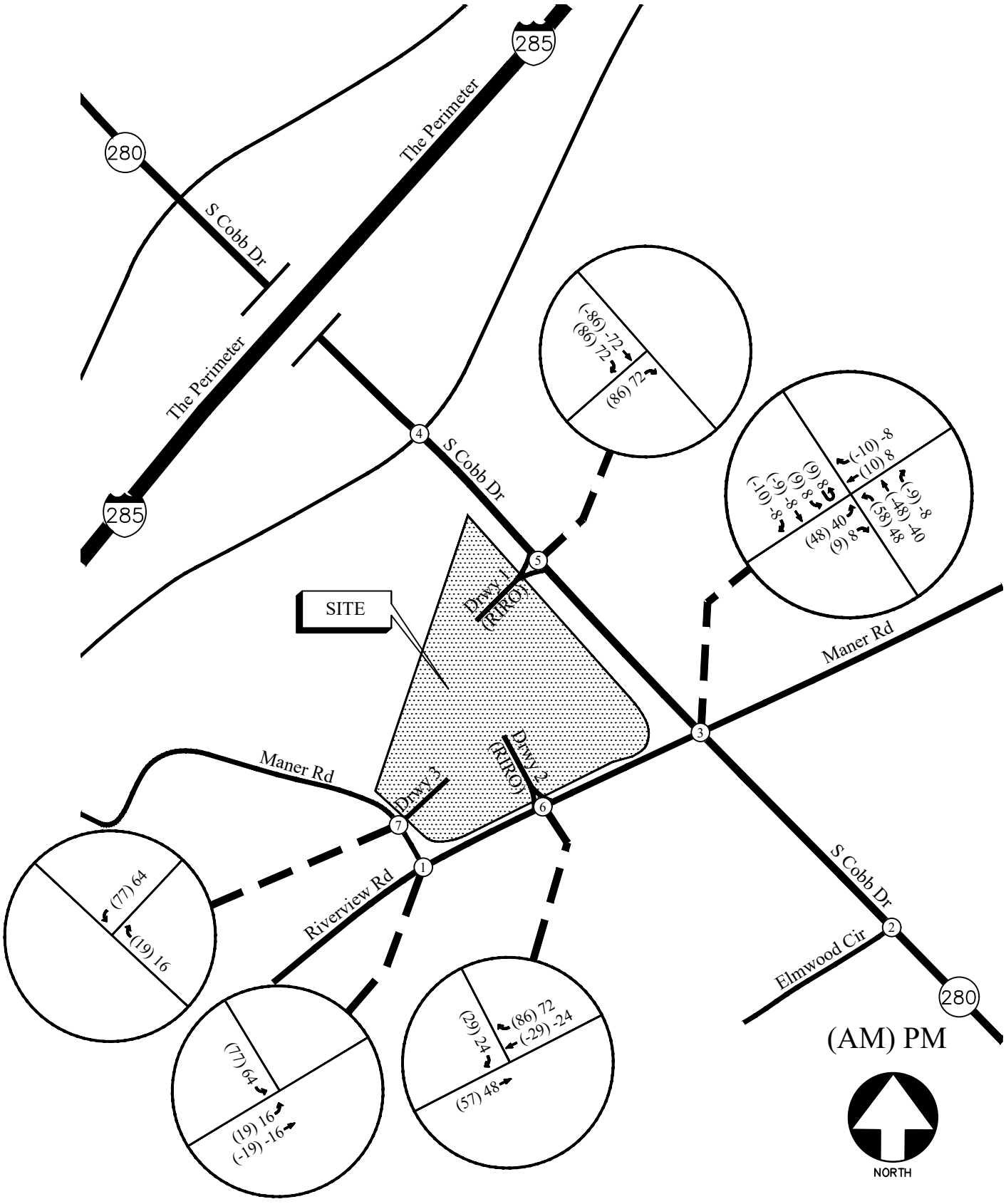
The trip distribution describes how traffic arrives and departs from the site. An overall trip distribution was developed for the site based on a review of the existing travel patterns in the area and the locations of major roadways and highways that will serve the development. The site-generated peak hour traffic volumes, shown in Table 4, were assigned to the study area intersections based on this distribution. The outer-leg distribution and AM and PM peak hour new traffic volumes generated by the site are shown in Figure 5, and the estimated pass-by trips are shown in Figure 6.



TRIP DISTRIBUTION AND NEW SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES

FIGURE 5

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SITE PEAK HOUR PASS-BY VOLUMES FIGURE 6

A&R Engineering Inc.

6.0 FUTURE TRAFFIC ANALYSIS

The future traffic operations are analyzed for the "Build" and "No-Build" conditions.

6.1 Future "No-Build" Conditions

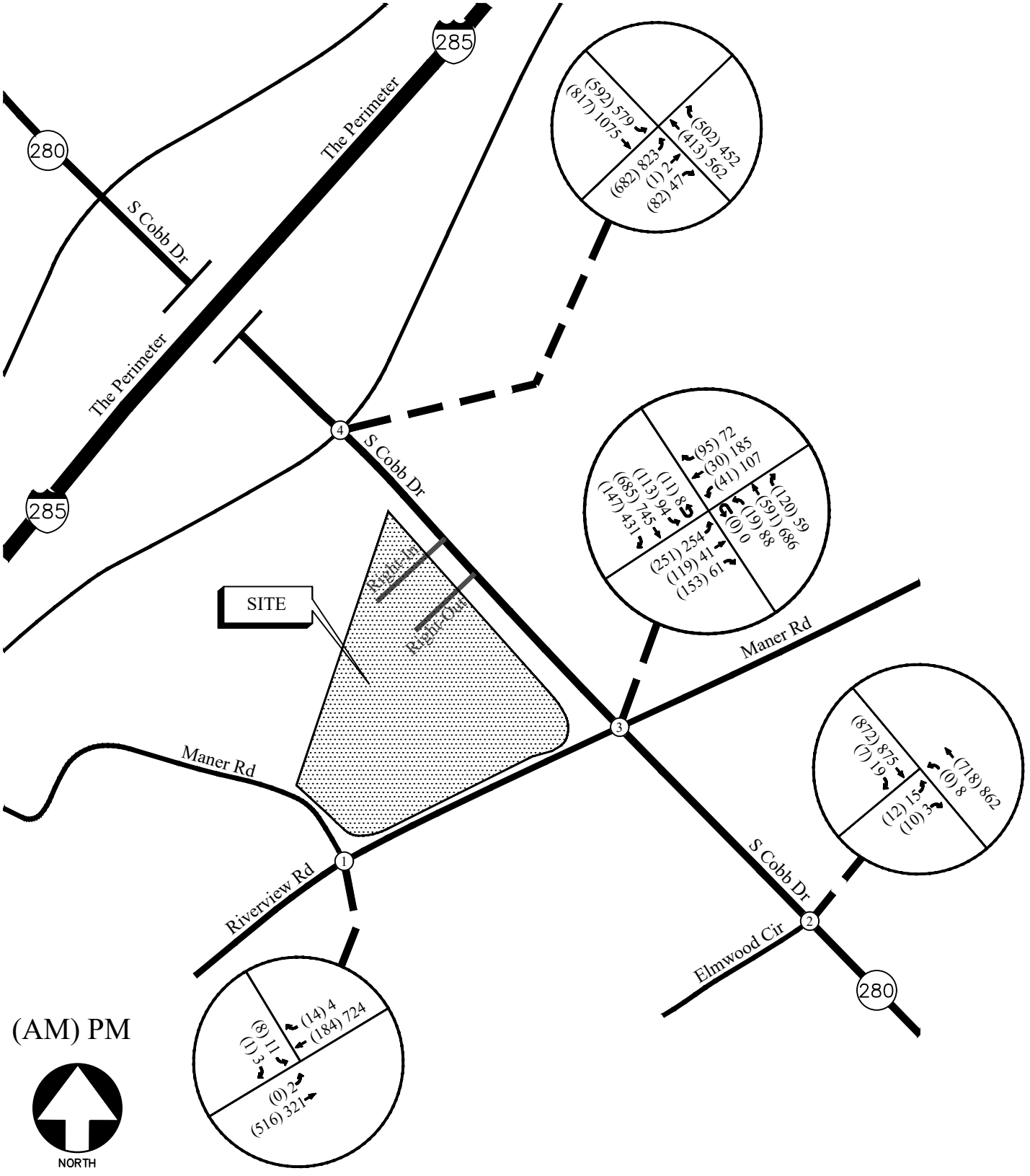
The "No-Build" (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future "No-Build" volumes consist of the existing traffic volumes (Figure 2) plus increases for annual growth of through traffic.

6.1.1 Annual Traffic Growth

In order to evaluate future traffic operations in this area, a projection of normal traffic growth was applied to the existing volumes. The Georgia Department of Transportation recorded average daily traffic volumes at several locations in the vicinity of the site. Reviewing the growth over the last five (between 2018-2019 & 2021-2023) years revealed growth of approximately 1% in the area. This growth factor was applied to the existing 2025 traffic volumes between collector and arterial roadways to estimate the future year traffic volumes prior to the addition of site-generated traffic. The future "No-Build" peak hour volumes for years 2027 and 2037 are shown in Figures 7A and 7B respectively.

6.2 Future "Build" Conditions

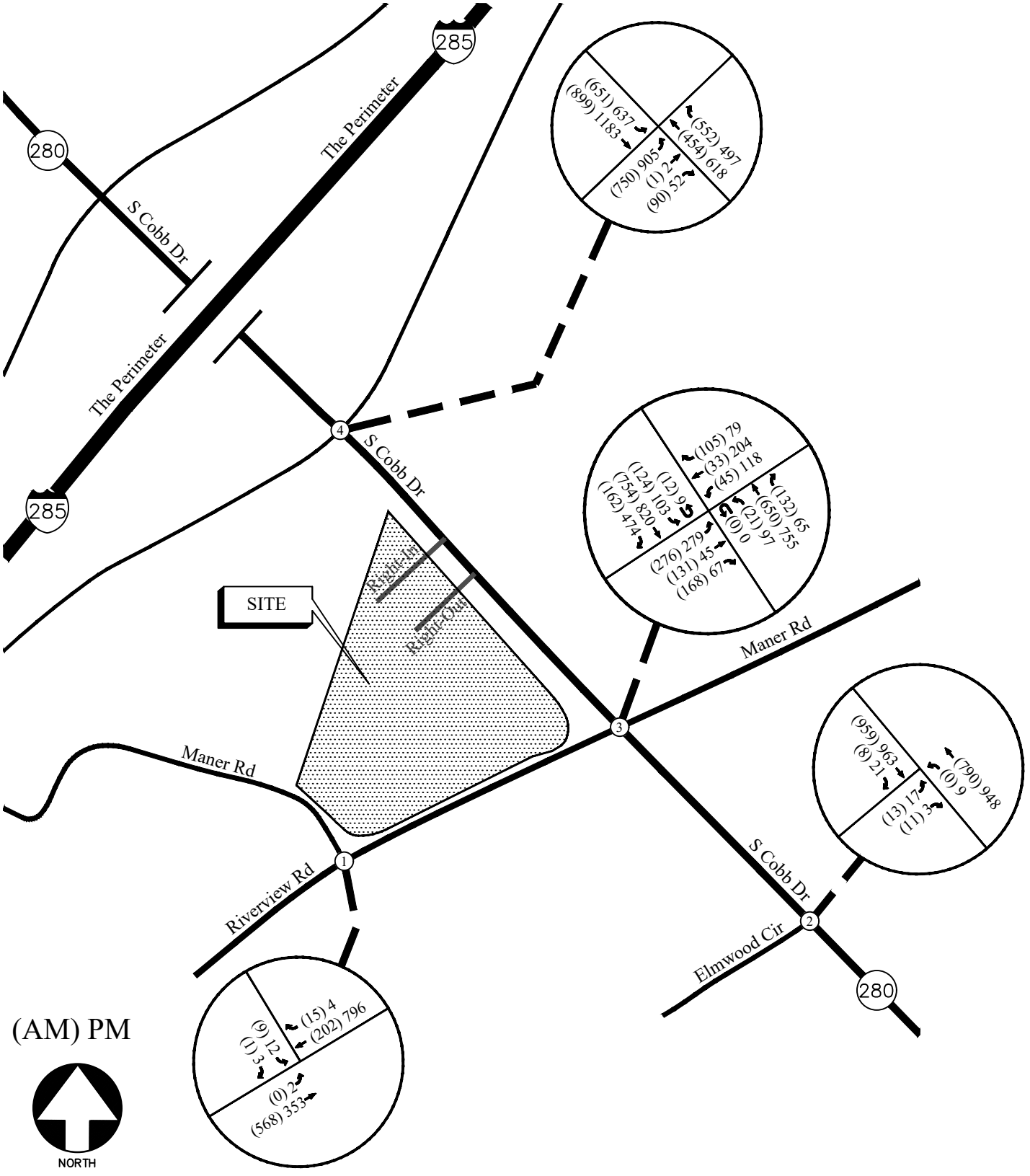
The "Build" or development conditions include the estimated background traffic from the "No-Build" conditions plus the added traffic from the proposed development. To evaluate future traffic operations in this area, the additional traffic volumes from the site (Figure 5) and the pass-by volumes (Figure 6) were added to base traffic volumes (Figure 7A and 7B) to calculate the future traffic volumes after the construction of the development. These total future "Build" traffic volumes are shown in Figure 8A and 8B.



FUTURE (NO-BUILD - 2027) WEEKDAY PEAK HOUR VOLUMES

FIGURE 7A

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FUTURE (NO-BUILD - 2037) WEEKDAY PEAK HOUR VOLUMES

FIGURE 7B

A&R Engineering Inc.

6.3 Auxiliary Lane Analysis

Included below are analyses for left turn lane and right turn lane for site driveway (per Cobb County Standards). The analyses below are based off the trip distribution included in Section 5.2. According to the trip distribution, the overall 24-hour two-way volume for traffic entering and exiting the site are 6.808 vehicles.

6.3.1 Left Turn Lane Analysis

Per Cobb County Development Standards, (402.10), a left turn lane may be required for residential and commercial developments on two-lane thoroughfare roads. Since Maner Road is a local roadway and is not included in Cobb County's Major Thoroughfare Plan, a left-turn lane is not required at site driveway 3.

6.3.2 Deceleration Turn Lane Analysis

Per Cobb County Development Standards, (402.9), right turn lanes are required on any roadway that is included in the county's major thoroughfare plan network. Since SR 280 (S Cobb Drive) and Riverview Road are among the roadways classified in the major thoroughfare plan a right turn lane is required at both the site driveways.

6.4 Future Opening Year 2027 Traffic Operations

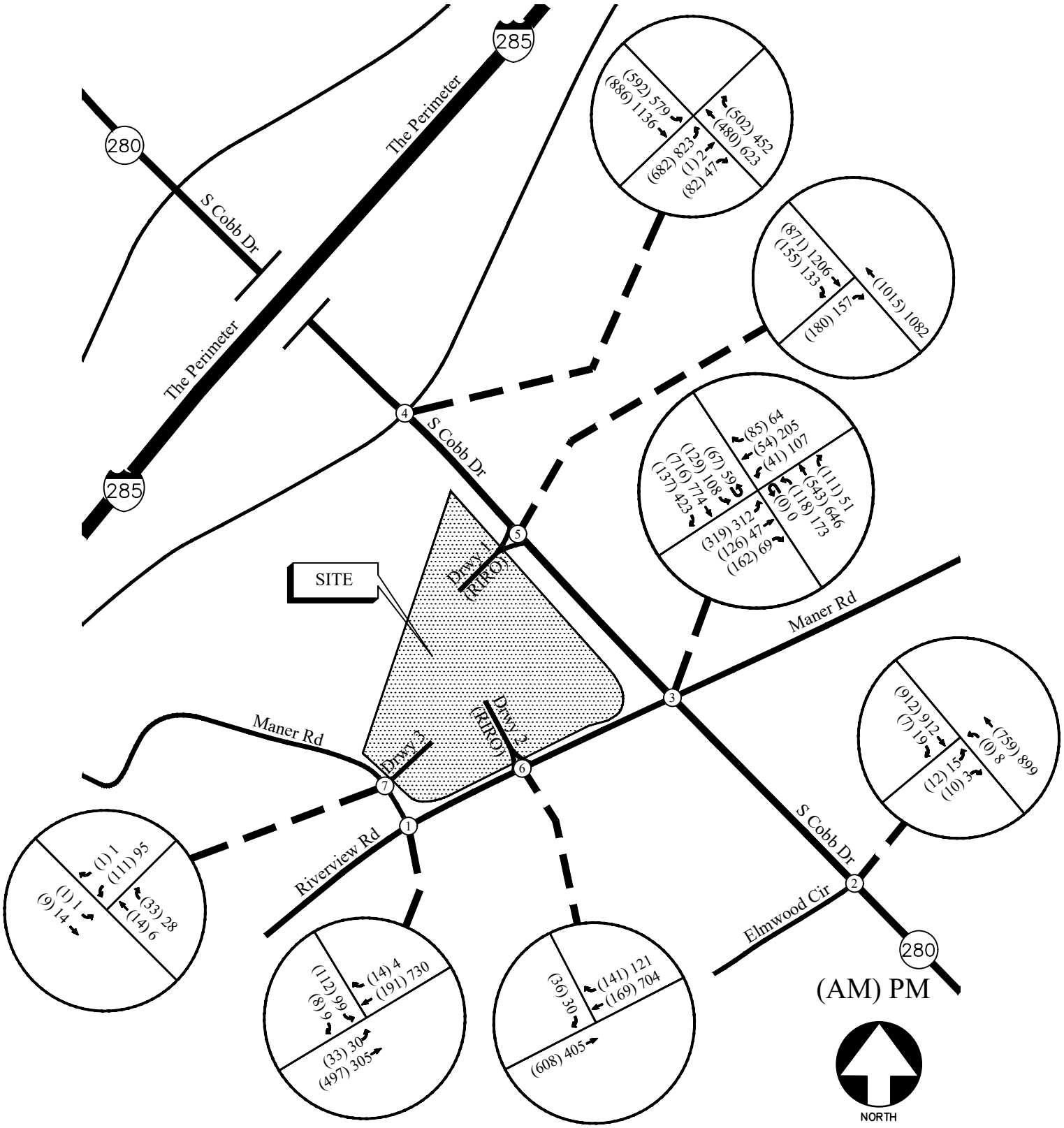
The future "No-Build" and "Build" traffic operations were analysed using the volumes in Figures 7A and 8A, respectively. The results of the future traffic operations analysis are shown below in Table 5. Recommendations for future 2027 traffic control and lane geometry are shown in Figure 9.

TABLE 5 – FUTURE OPENING YEAR 2027 INTERSECTION OPERATIONS

	Intersection	LOS (Delay)			
		NO BUILD		BUILD	
		AM Peak	PM Peak	AM Peak	PM Peak
1	**Riverview Road at Maner Road**				
	-Eastbound Approach	B (14.7)	C (19.7)	B (22.5)	E (37.1)
	-Northbound Left	A (0.0)	A (9.2)	A (7.7)	A (9.4)
2	**SR 280 (South Cobb Drive) at Elmwood Circle**				
	-Westbound Left	A (10.0)	B (10.2)	A (10.2)	B (10.4)
	-Northbound Approach	C (16.3)	C (19.7)	C (16.9)	C (20.5)
3	**SR 280 (South Cobb Drive) at Riverview Road/ Maner Road**	**D (37.3)**	**D (54.6)**	**D (45.9)**	**E (71.7)**
	-Eastbound Approach	C (22.0)	D (37.3)	C (25.4)	D (39.8)
	-Westbound Approach	C (28.7)	D (46.3)	C (34.1)	E (77.8)
	-Northbound Approach	E (66.0)	F (95.1)	F (86.8)	F (109.2)
	-Southbound Approach	E (71.3)	F (94.0)	E (70.6)	F (125.9)
4	**SR 280 (South Cobb Drive) at I-285 Northbound Ramp**	**D (38.4)**	**D (35.2)**	**D (38.2)**	**D (35.6)**
	-Eastbound Approach	C (32.3)	C (29.3)	C (26.9)	C (29.5)
	-Westbound Approach	C (30.0)	C (26.1)	C (30.2)	C (26.3)
	-Northbound Approach	E (59.7)	E (57.1)	E (70.4)	E (59.2)
5	**SR 280 (South Cobb Drive) at Site Driveway 1 (RIRO)**	-	-	C (15.5)	C (20.0)
	-Northbound Approach				
6	**SR 280 (South Cobb Drive) at Site Driveway 2 (RIRO)**	-	-		
	-Eastbound Approach			A (9.4)	C (14.7)
7	**Maner Road at Site Driveway 3**	-	-		
	-Eastbound Left			A (7.3)	A (7.3)
	-Southbound Approach			A (9.3)	A (9.1)

The traffic operations analysis for future 2027 "No-Build" indicates that the signalized study intersections will be operating at an overall level of service "D" or better in both the AM and PM peak hours. The stop-controlled approaches at the unsignalized study intersections are expected to operate at a level of service "C" or better in both the AM and PM peak hours.

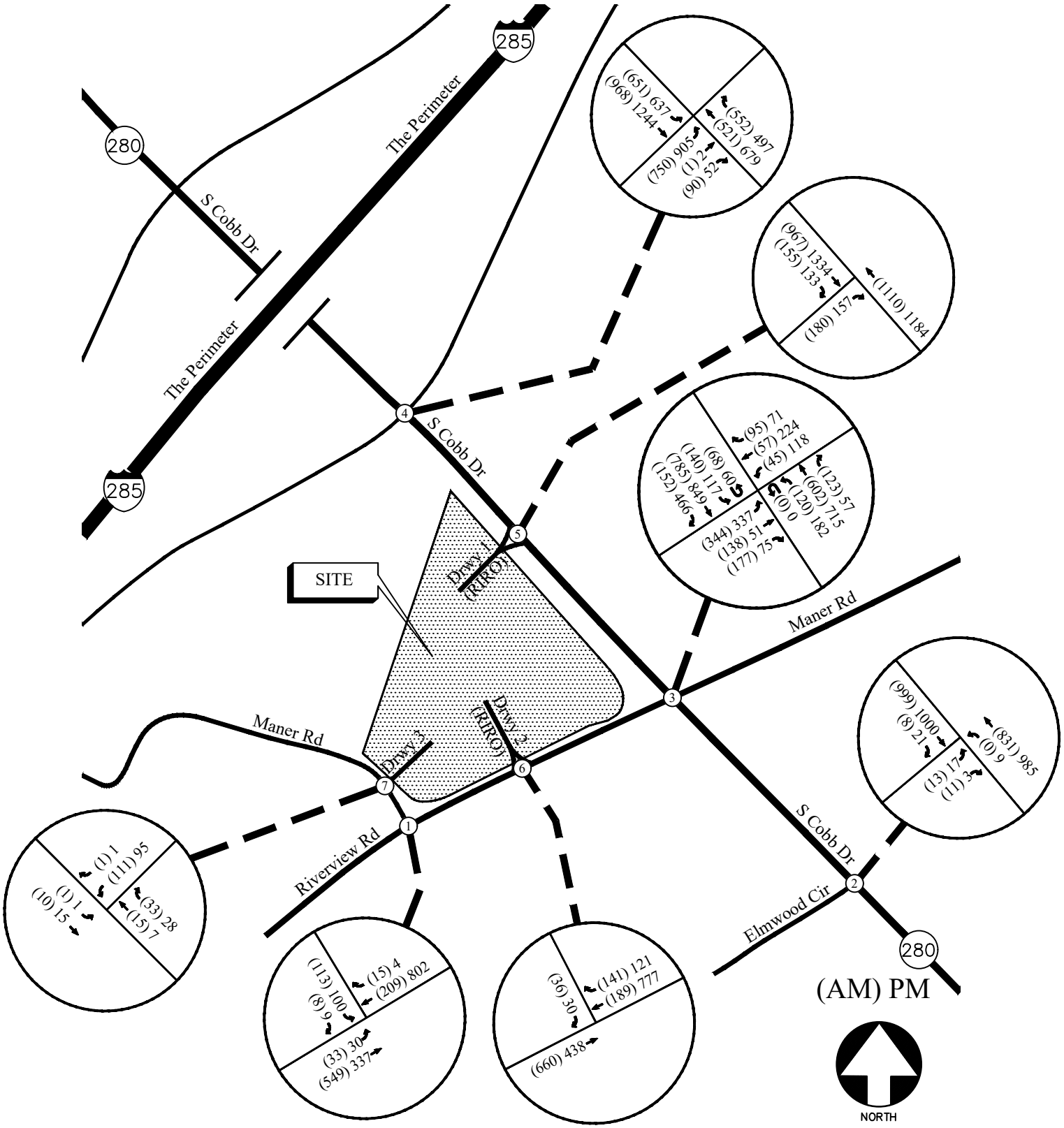
In "Build" condition the signalized study intersections will be operating at an overall level of service "E" or better in both the AM and PM peak hours. The stop-controlled approaches at the unsignalized study intersections are expected to operate at a level of service "E" or better in both the AM and PM peak hours.



FUTURE (BUILD - 2027) WEEKDAY PEAK HOUR VOLUMES

FIGURE 8A

A&R Engineering Inc.



FUTURE (BUILD - 2037) WEEKDAY PEAK HOUR VOLUMES

FIGURE 8B

A&R Engineering Inc.

6.5 Future Horizon Year 2037 Traffic Operations

The future "No-Build" and "Build" traffic operations were analysed using the volumes in Figures 7B and 8B, respectively. The results of the future traffic operations analysis are shown below in Table 6. Recommendations for future 2037 traffic control and lane geometry are shown in Figure 9.

TABLE 6– FUTURE HORIZON YEAR 2037 INTERSECTION OPERATIONS

	Intersection	LOS (Delay)			
		NO BUILD		BUILD	
		AM Peak	PM Peak	AM Peak	PM Peak
1	**Riverview Road at Maner Road**				
	-Eastbound Approach	B (15.8)	C (22.4)	D (26.0)	E (48.7)
	-Northbound Left	A (7.7)	A (9.5)	A (7.8)	A (9.7)
2	**SR 280 (South Cobb Drive) at Elmwood Circle**				
	-Westbound Left	A (10.4)	B (10.7)	A (10.6)	B (10.9)
	-Northbound Approach	C (17.7)	C (22.1)	C (18.4)	C (23.1)
3	**SR 280 (South Cobb Drive) at Riverview Road/ Maner Road**	**D (41.6)**	**E (62.9)**	**D (51.4)**	**F (86.7)**
	-Eastbound Approach	B (25.9)	D (46.5)	C (28.8)	D (41.9)
	-Westbound Approach	C (34.8)	E (58.3)	D (38.8)	F (96.4)
	-Northbound Approach	E (70.1)	F (95.6)	F (99.0)	F (140.0)
	-Southbound Approach	E (70.3)	F (99.1)	E (69.6)	F (160.2)
4	**SR 280 (South Cobb Drive) at I-285 Northbound Ramp**	**D (43.2)**	**D (38.9)**	**D (43.1)**	**D (41.5)**
	-Eastbound Approach	C (32.8)	C (33.3)	C (31.4)	C (36.6)
	-Westbound Approach	D (41.2)	C (30.4)	D (49.8)	C (29.8)
	-Northbound Approach	E (64.9)	E (59.6)	E (57.0)	D (65.7)
5	**SR 280 (South Cobb Drive) at Site Driveway 1 (RIRO)**	-	-	C (16.9)	C (23.0)
	-Northbound Approach				
6	**SR 280 (South Cobb Drive) at Site Driveway 2 (RIRO)**	-	-		
	-Eastbound Approach			A (9.5)	C (15.9)
7	**Maner Road at Site Driveway 3**	-	-		
	-Eastbound Left			A (7.3)	A (7.3)
	-Southbound Approach			A (9.3)	A (9.2)

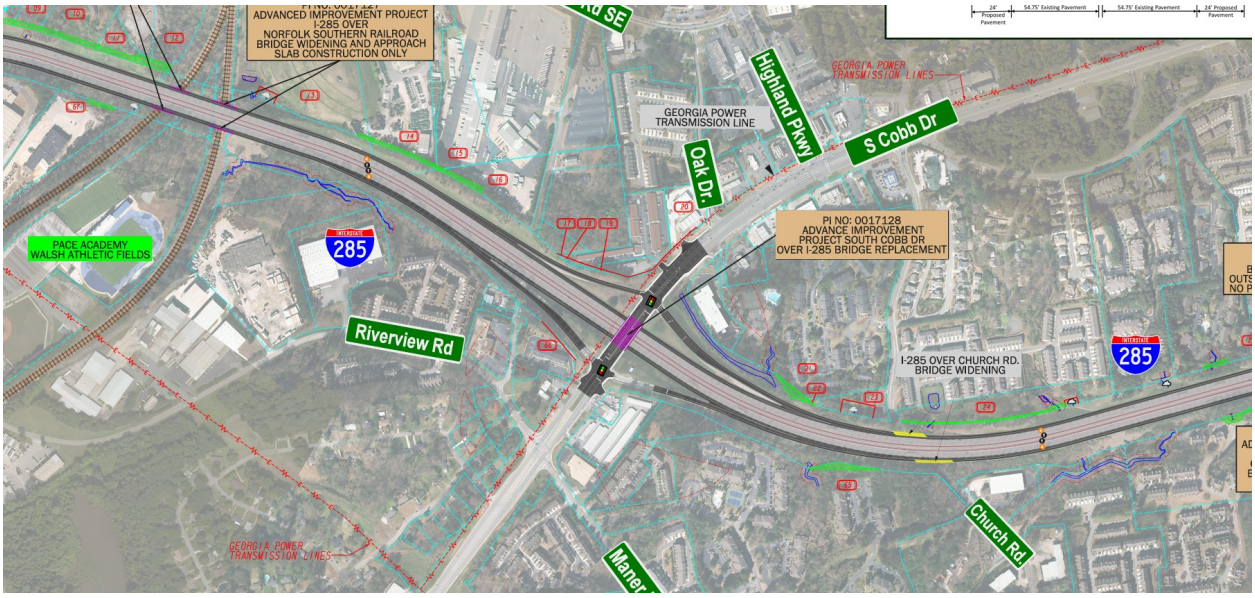
The Horizon Year 2037 traffic operations analysis for future "No-Build" condition indicate that the signalized study intersections will be operating at an overall level of service "E" or better in both the AM and PM peak hours. The stop-controlled approaches at the unsignalized study intersections are expected to operate at level of service "C" or better in both the AM and PM peak hours.

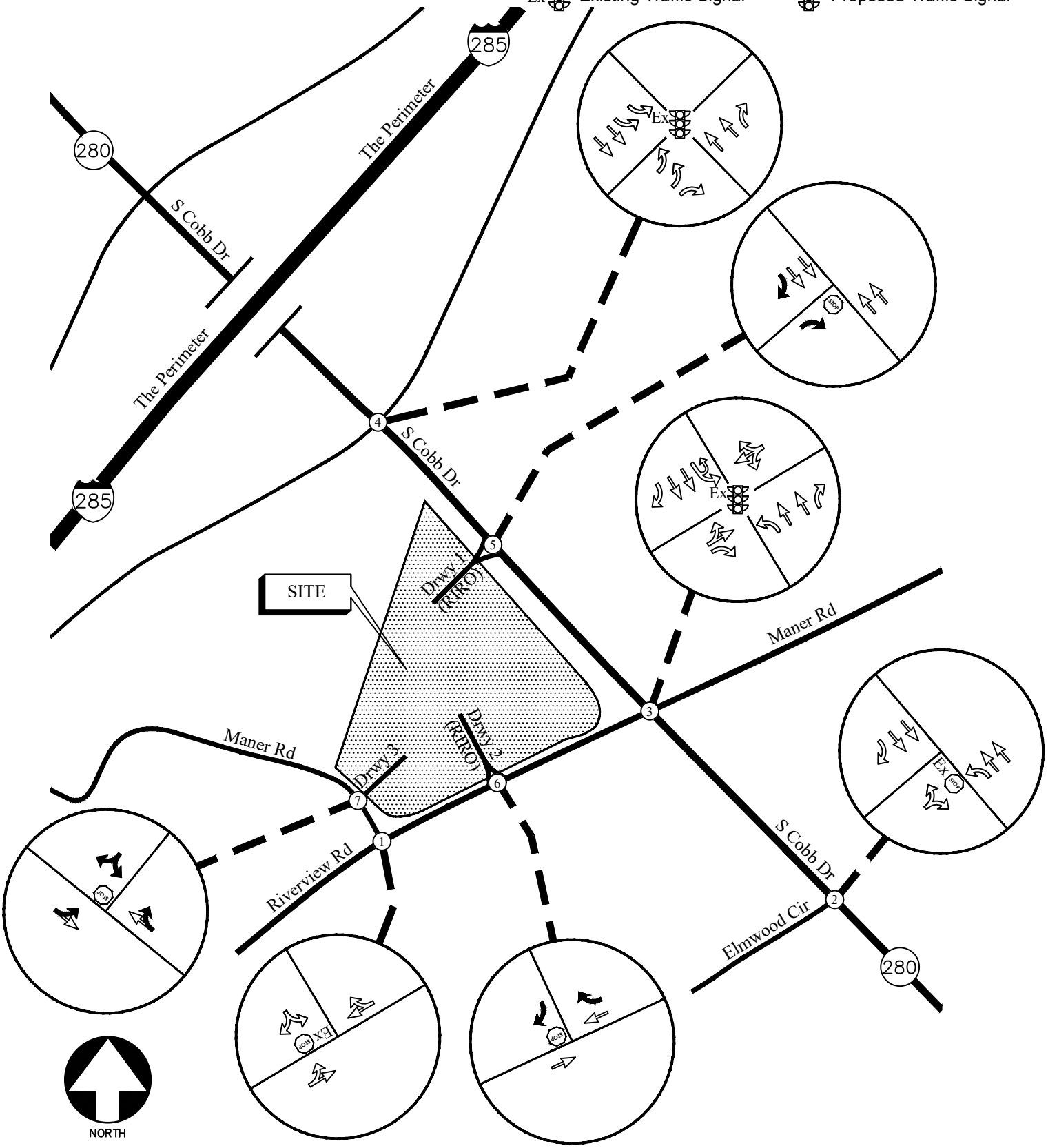
In "Build" conditions indicate that the signalized study intersections will be operating at an overall level of service "D" in AM peak hour and "F" in PM peak hours. The stop-controlled approaches at the unsignalized study intersections are expected to operate at level of service "E" or better in both the AM and PM peak hours.

6.5.1 I-285 West Side Express Lanes project

SR 280 (South Cobb Drive) at I-285 Northbound Ramp:

The I-285 Westside Express Lanes Project does not appear to impact the current project, and no conflicts are anticipated. It is recommended that future design phases continue to monitor the Express Lanes project to ensure compatibility.





FUTURE TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 9

A&R Engineering Inc.

7.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the proposed Convenience Store/Gas Station development at 5322 South Cobb Drive, in Cobb County, Georgia. The proposed development will consist will consist of 5,135 sf of convenience store building (which includes the 1,500-sf quick service restaurant) and gas station with 8 pumps (16 vehicle fuelling position) along with 1,000 sf building serving as an automated car wash. The development plans to convert the existing right-in only and right-out only driveways on South Cobb Drive into a standard right-in/right-out driveway with a deceleration lane. Additionally, the plan proposes a right-in/right-out driveway on Riverview Road and a full-access driveway on Maner Road.

Existing and future operations after completion of the project were analyzed at the intersections of:

1. Riverview Road at Maner Road
2. SR 280 (South Cobb Drive) at Elmwood Circle
3. SR 280 (South Cobb Drive) at Riverview Road/Maner Road
4. SR 280 (South Cobb Drive) at I-285 Northbound Ramp
5. SR 280 (South Cobb Drive) at Site Driveway 1 (Right-In/Right-Out)
6. Riverview Road at Site Driveway 2 (Right-In/Right-Out)
7. Maner Road at Site Driveway 3

The analysis included the evaluation of future operations for “No-Build” and “Build” conditions, with the differences between “No-Build” and “Build” accounting for an increase in traffic due to the proposed development.

The traffic operations analysis for future 2027 “No-Build” indicates that the signalized study intersections will be operating at an overall level of service “D” or better in both the AM and PM peak hours. The stop-controlled approaches at the unsignalized study intersections are expected to operate at a level of service “C” or better in both the AM and PM peak hours.

In “Build” condition the signalized study intersections will be operating at an overall level of service “E” or better in both the AM and PM peak hours. The stop-controlled approaches at the unsignalized study intersections are expected to operate at a level of service “E” or better in both the AM and PM peak hours.

The Horizon Year 2037 traffic operations analysis for future “No-Build” condition indicate that the signalized study intersections will be operating at an overall level of service “E” or better in both the AM and PM peak hours. The stop-controlled approaches at the unsignalized study intersections are expected to operate at level of service “C” or better in both the AM and PM peak hours.

In “Build” conditions indicate that the signalized study intersections will be operating at an overall level of service “D” in AM peak hour and “F” in PM peak hours. The stop-controlled approaches at the unsignalized study intersections are expected to operate at level of service “E” or better in both the AM and PM peak hours.

7.1 Recommendation for Site Access Configuration

The following access configuration is recommended for the proposed site driveways intersections.

- Site Driveway 1: Right-In/ Right-Out Driveway on SR 280 (South Cobb Drive)
    - One entering lane and one exiting lane
    - Stop-sign controlled on the driveway approach with SR 280 (South Cobb Drive) remaining free flow
    - A deceleration turn lane for entering traffic.
    - Provide/confirm adequate sight distance per AASHTO standards
- Site Driveway 2: Right-In/Right-Out Driveway on Riverview Road
    - One entering lane and one exiting lane
    - Stop-sign controlled on the driveway approach with Riverview Road remaining free flow
    - A deceleration turn lane for entering traffic.
    - Provide/confirm adequate sight distance per AASHTO standards
- Site Driveway 3: Full Access Driveway on Maner Road
    - One entering lane and one exiting lane
    - Stop-sign controlled on the driveway approach with Maner Road remaining free flow

Appendix

Existing Intersection Traffic Counts .....
Linear Regression of Daily Traffic.....
Existing Intersection Analysis.....
Future “No-Build” 2027 Intersection Analysis .....
Future “Build” 2027 Intersection Analysis.....
Future “No-Build” 2037 Intersection Analysis .....
Future “Build” 2037 Intersection Analysis.....
Traffic Volume Worksheets .....

EXISTING INTERSECTION TRAFFIC COUNTS

A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Riverview Road @ Maner Road
7-9 am | 4-6 pm

File Name : 20250254
Site Code : 20250254
Start Date : 08-05-2025
Page No : 1

Groups Printed- Cars & Buses - Trucks

	Riverview Road Northbound				Riverview Road Southbound				Maner Road Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	118	0	118	0	43	4	47	4	0	0	4	0	0	0	0	169
07:15 AM	0	101	0	101	0	45	2	47	4	0	0	4	0	0	0	0	152
07:30 AM	0	119	0	119	0	42	1	43	4	0	1	5	0	0	0	0	167
07:45 AM	0	118	0	118	0	44	5	49	2	0	0	2	0	0	0	0	169
Total	0	456	0	456	0	174	12	186	14	0	1	15	0	0	0	0	657
08:00 AM	0	130	0	130	0	47	6	53	0	0	0	0	0	0	0	0	183
08:15 AM	0	139	0	139	0	47	2	49	2	0	0	2	0	0	0	0	190
08:30 AM	0	121	0	121	0	37	4	41	1	0	0	1	0	0	0	0	163
08:45 AM	0	108	0	108	0	33	3	36	1	0	0	1	0	0	0	0	145
Total	0	498	0	498	0	164	15	179	4	0	0	4	0	0	0	0	681
*** BREAK ***																	
04:00 PM	1	102	0	103	0	109	0	109	4	0	3	7	0	0	0	0	219
04:15 PM	2	78	0	80	0	156	0	156	2	0	1	3	0	0	0	0	239
04:30 PM	0	74	0	74	0	157	0	157	7	0	2	9	0	0	0	0	240
04:45 PM	0	102	0	102	0	147	1	148	1	0	2	3	0	0	0	0	253
Total	3	356	0	359	0	569	1	570	14	0	8	22	0	0	0	0	951
05:00 PM	1	78	0	79	0	187	1	188	3	0	0	3	0	0	0	0	270
05:15 PM	0	69	0	69	0	170	2	172	6	0	0	6	0	0	0	0	247
05:30 PM	0	89	0	89	0	181	1	182	1	0	1	2	0	0	0	0	273
05:45 PM	1	79	0	80	0	172	0	172	1	0	2	3	0	0	0	0	255
Total	2	315	0	317	0	710	4	714	11	0	3	14	0	0	0	0	1045
Grand Total	5	1625	0	1630	0	1617	32	1649	43	0	12	55	0	0	0	0	3334
Apprch %	0.3	99.7	0		0	98.1	1.9		78.2	0	21.8		0	0	0		
Total %	0.1	48.7	0	48.9	0	48.5	1	49.5	1.3	0	0.4	1.6	0	0	0	0	
Cars & Buses	5	1542	0	1547	0	1535	31	1566	42	0	12	54	0	0	0	0	3167
% Cars & Buses	100	94.9	0	94.9	0	94.9	96.9	95	97.7	0	100	98.2	0	0	0	0	95
Trucks	0	83	0	83	0	82	1	83	1	0	0	1	0	0	0	0	167
% Trucks	0	5.1	0	5.1	0	5.1	3.1	5	2.3	0	0	1.8	0	0	0	0	5

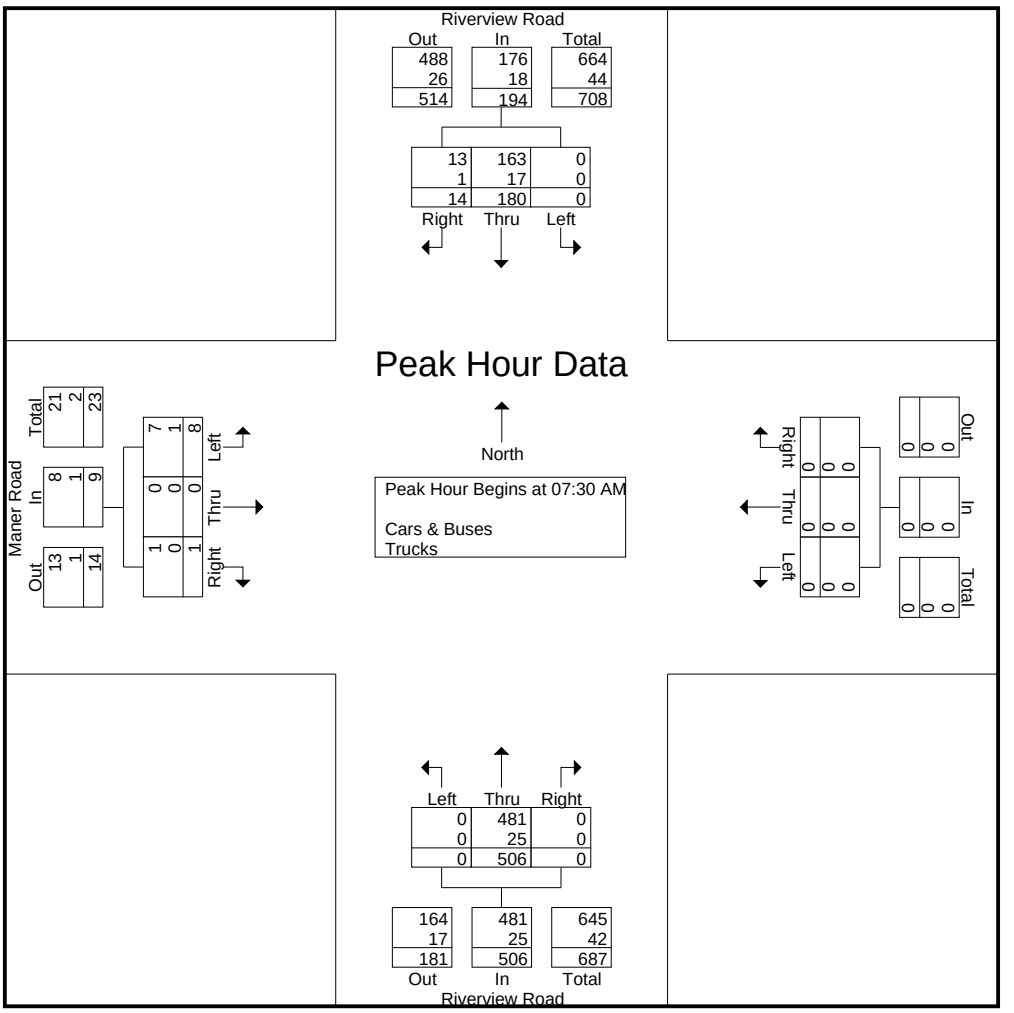
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Riverview Road @ Maner Road
7-9 am | 4-6 pm

File Name : 20250254
Site Code : 20250254
Start Date : 08-05-2025
Page No : 2

	Riverview Road Northbound				Riverview Road Southbound				Maner Road Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	0	119	0	119	0	42	1	43	**4**	0	**1**	**5**	0	0	0	0	167
07:45 AM	0	118	0	118	0	44	5	49	2	0	0	2	0	0	0	0	169
08:00 AM	0	130	0	130	0	**47**	**6**	**53**	0	0	0	0	0	0	0	0	183
08:15 AM	0	**139**	0	**139**	0	47	2	49	2	0	0	2	0	0	0	0	**190**
Total Volume	0	506	0	506	0	180	14	194	8	0	1	9	0	0	0	0	709
% App. Total	0	100	0		0	92.8	7.2		88.9	0	11.1		0	0	0		
PHF	.000	.910	.000	.910	.000	.957	.583	.915	.500	.000	.250	.450	.000	.000	.000	.000	.933
Cars & Buses	0	481	0	481	0	163	13	176	7	0	1	8	0	0	0	0	665
% Cars & Buses	0	95.1	0	95.1	0	90.6	92.9	90.7	87.5	0	100	88.9	0	0	0	0	93.8
Trucks	0	25	0	25	0	17	1	18	1	0	0	1	0	0	0	0	44
% Trucks	0	4.9	0	4.9	0	9.4	7.1	9.3	12.5	0	0	11.1	0	0	0	0	6.2



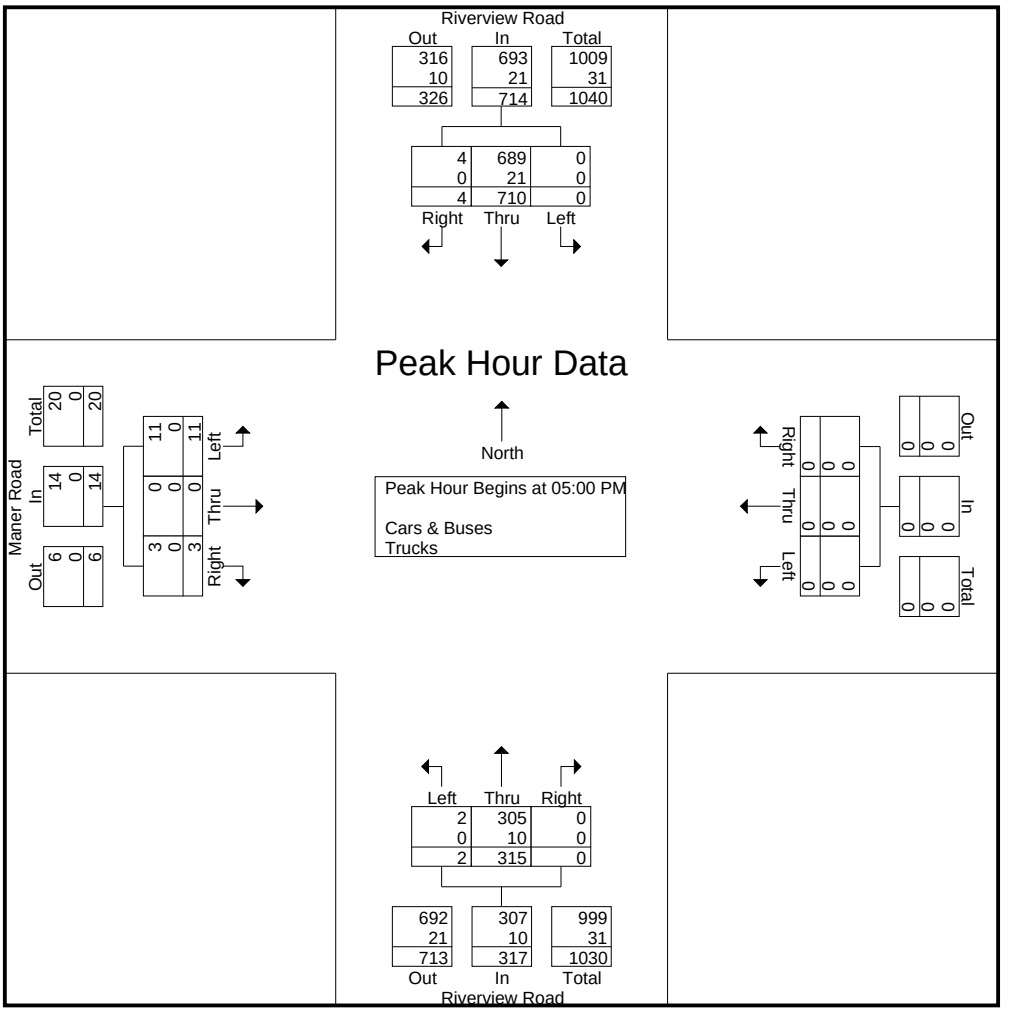
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TMC Data
Riverview Road @ Maner Road
7-9 am | 4-6 pm

File Name : 20250254
Site Code : 20250254
Start Date : 08-05-2025
Page No : 3

	Riverview Road Northbound				Riverview Road Southbound				Maner Road Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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**	78	0	79	0	**187**	1	**188**	3	0	0	3	0	0	0	0	270
05:15 PM	0	69	0	69	0	170	**2**	172	**6**	0	0	**6**	0	0	0	0	247
05:30 PM	0	**89**	0	**89**	0	181	1	182	1	0	1	2	0	0	0	0	**273**
05:45 PM	1	79	0	80	0	172	0	172	1	0	**2**	3	0	0	0	0	255
Total Volume	2	315	0	317	0	710	4	714	11	0	3	14	0	0	0	0	1045
% App. Total	0.6	99.4	0		0	99.4	0.6		78.6	0	21.4		0	0	0		
PHF	.500	.885	.000	.890	.000	.949	.500	.949	.458	.000	.375	.583	.000	.000	.000	.000	.957
Cars & Buses	2	305	0	307	0	689	4	693	11	0	3	14	0	0	0	0	1014
% Cars & Buses	100	96.8	0	96.8	0	97.0	100	97.1	100	0	100	100	0	0	0	0	97.0
Trucks	0	10	0	10	0	21	0	21	0	0	0	0	0	0	0	0	31
% Trucks	0	3.2	0	3.2	0	3.0	0	2.9	0	0	0	0	0	0	0	0	3.0



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Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ Elmwood Circle
7-9 am | 4-6 pm

File Name : 20250255
Site Code : 20250255
Start Date : 08-05-2025
Page No : 1

Groups Printed- Cars & Buses - Trucks

	Elmwood Circle Northbound				Southbound				SR 280 (S Cobb Dr) Eastbound				SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	0	2	0	0	0	0	0	113	3	116	0	101	0	101	219
07:15 AM	8	0	2	10	0	0	0	0	0	93	3	96	0	152	0	152	258
07:30 AM	3	0	1	4	0	0	0	0	0	118	2	120	0	164	0	164	288
07:45 AM	4	0	0	4	0	0	0	0	0	171	1	172	0	181	0	181	357
Total	17	0	3	20	0	0	0	0	0	495	9	504	0	598	0	598	1122
08:00 AM	2	0	5	7	0	0	0	0	0	220	1	221	0	197	0	197	425
08:15 AM	3	0	2	5	0	0	0	0	0	234	2	236	0	183	0	183	424
08:30 AM	3	0	3	6	0	0	0	0	0	230	3	233	0	143	0	143	382
08:45 AM	4	0	0	4	0	0	0	0	0	165	3	168	0	157	0	157	329
Total	12	0	10	22	0	0	0	0	0	849	9	858	0	680	0	680	1560
*** BREAK ***																	
04:00 PM	2	0	3	5	0	0	0	0	0	158	8	166	0	152	0	152	323
04:15 PM	7	0	3	10	0	0	0	0	0	195	9	204	0	193	0	193	407
04:30 PM	4	0	1	5	0	0	0	0	0	218	5	223	2	229	0	231	459
04:45 PM	5	0	1	6	0	0	0	0	0	189	5	194	3	188	0	191	391
Total	18	0	8	26	0	0	0	0	0	760	27	787	5	762	0	767	1580
05:00 PM	0	0	0	0	0	0	0	0	0	209	4	213	1	203	0	204	417
05:15 PM	6	0	1	7	0	0	0	0	0	242	5	247	2	225	0	227	481
05:30 PM	5	0	0	5	0	0	0	0	0	237	4	241	1	185	0	186	432
05:45 PM	5	0	0	5	0	0	0	0	0	222	5	227	3	163	0	166	398
Total	16	0	1	17	0	0	0	0	0	910	18	928	7	776	0	783	1728
Grand Total	63	0	22	85	0	0	0	0	0	3014	63	3077	12	2816	0	2828	5990
Apprch %	74.1	0	25.9		0	0	0		0	98	2		0.4	99.6	0		
Total %	1.1	0	0.4	1.4	0	0	0	0	0	50.3	1.1	51.4	0.2	47	0	47.2	
Cars & Buses	63	0	22	85	0	0	0	0	0	2920	63	2983	12	2734	0	2746	5814
% Cars & Buses	100	0	100	100	0	0	0	0	0	96.9	100	96.9	100	97.1	0	97.1	97.1
Trucks	0	0	0	0	0	0	0	0	0	94	0	94	0	82	0	82	176
% Trucks	0	0	0	0	0	0	0	0	0	3.1	0	3.1	0	2.9	0	2.9	2.9

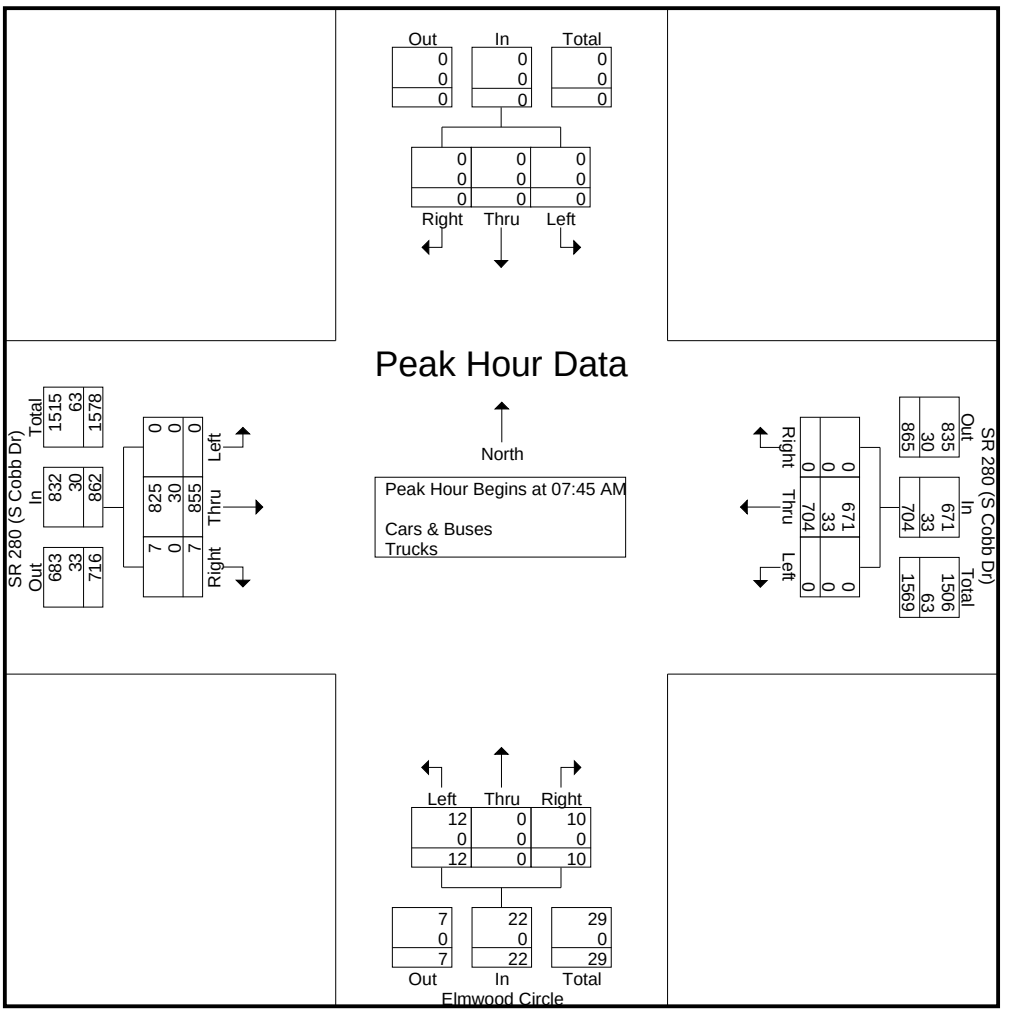
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TMC Data
SR 280 (S Cobb Dr) @ Elmwood Circle
7-9 am | 4-6 pm

File Name : 20250255
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Start Date : 08-05-2025
Page No : 2

	Elmwood Circle Northbound				Southbound				SR 280 (S Cobb Dr) Eastbound				SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	**4**	0	0	4	0	0	0	0	0	171	1	172	0	181	0	181	357
08:00 AM	2	0	**5**	**7**	0	0	0	0	0	220	1	221	0	**197**	0	**197**	**425**
08:15 AM	3	0	2	5	0	0	0	0	0	**234**	2	**236**	0	183	0	183	424
08:30 AM	3	0	3	6	0	0	0	0	0	230	**3**	233	0	143	0	143	382
Total Volume	12	0	10	22	0	0	0	0	0	855	7	862	0	704	0	704	1588
% App. Total	54.5	0	45.5		0	0	0		0	99.2	0.8		0	100	0		
PHF	.750	.000	.500	.786	.000	.000	.000	.000	.000	.913	.583	.913	.000	.893	.000	.893	.934
Cars & Buses	12	0	10	22	0	0	0	0	0	825	7	832	0	671	0	671	1525
% Cars & Buses	100	0	100	100	0	0	0	0	0	96.5	100	96.5	0	95.3	0	95.3	96.0
Trucks	0	0	0	0	0	0	0	0	0	30	0	30	0	33	0	33	63
% Trucks	0	0	0	0	0	0	0	0	0	3.5	0	3.5	0	4.7	0	4.7	4.0



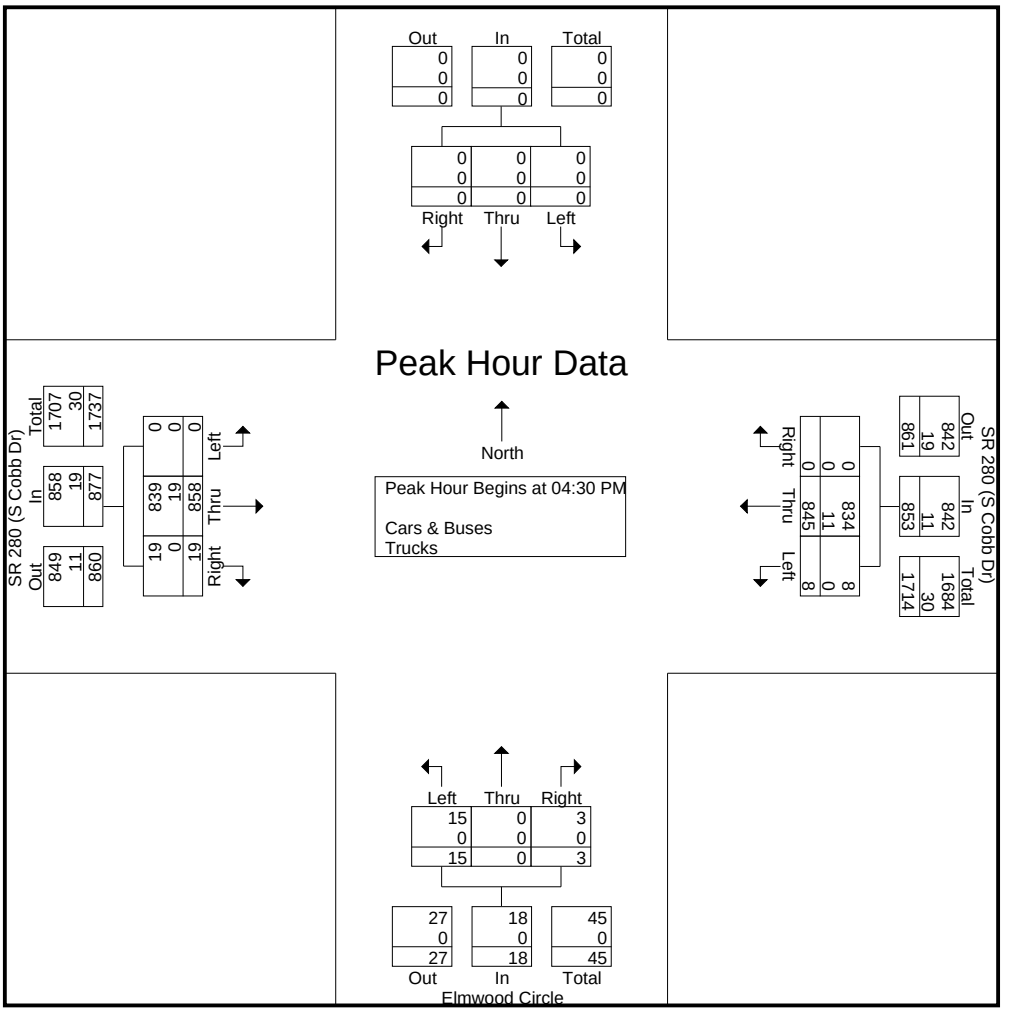
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ Elmwood Circle
7-9 am | 4-6 pm

File Name : 20250255
Site Code : 20250255
Start Date : 08-05-2025
Page No : 3

	Elmwood Circle Northbound				Southbound				SR 280 (S Cobb Dr) Eastbound				SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	4	0	**1**	5	0	0	0	0	0	218	**5**	223	2	**229**	0	**231**	459
04:45 PM	5	0	1	6	0	0	0	0	0	189	5	194	**3**	188	0	191	391
05:00 PM	0	0	0	0	0	0	0	0	0	209	4	213	1	203	0	204	417
05:15 PM	**6**	0	1	**7**	0	0	0	0	0	**242**	5	**247**	2	225	0	227	**481**
Total Volume	15	0	3	18	0	0	0	0	0	858	19	877	8	845	0	853	1748
% App. Total	83.3	0	16.7		0	0	0		0	97.8	2.2		0.9	99.1	0		
PHF	.625	.000	.750	.643	.000	.000	.000	.000	.000	.886	.950	.888	.667	.922	.000	.923	.909
Cars & Buses	15	0	3	18	0	0	0	0	0	839	19	858	8	834	0	842	1718
% Cars & Buses	100	0	100	100	0	0	0	0	0	97.8	100	97.8	100	98.7	0	98.7	98.3
Trucks	0	0	0	0	0	0	0	0	0	19	0	19	0	11	0	11	30
% Trucks	0	0	0	0	0	0	0	0	0	2.2	0	2.2	0	1.3	0	1.3	1.7



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ I-285 NB Ramp
7-9 am | 4-6 pm

File Name : 20250256
Site Code : 20250256
Start Date : 08-05-2025
Page No : 1

Groups Printed- Cars & Buses - Trucks

	I-285 NB Ramp Northbound				I-285 NB Ramp Southbound				SR 280 (S Cobb Dr) Eastbound				SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	117	0	21	138	0	0	0	0	167	131	0	298	0	70	135	205	641
07:15 AM	168	0	20	188	0	0	0	0	168	113	0	281	0	82	142	224	693
07:30 AM	154	0	20	174	0	0	0	0	172	138	0	310	0	83	135	218	702
07:45 AM	166	0	16	182	0	0	0	0	142	161	0	303	0	95	126	221	706
Total	605	0	77	682	0	0	0	0	649	543	0	1192	0	330	538	868	2742
08:00 AM	158	0	23	181	0	0	0	0	145	198	0	343	0	102	130	232	756
08:15 AM	182	0	22	204	0	0	0	0	159	217	0	376	0	114	133	247	827
08:30 AM	163	1	19	183	0	0	0	0	134	225	0	359	0	94	103	197	739
08:45 AM	135	0	14	149	0	0	0	0	115	172	0	287	0	93	123	216	652
Total	638	1	78	717	0	0	0	0	553	812	0	1365	0	403	489	892	2974
*** BREAK ***																	
04:00 PM	173	0	19	192	0	0	0	0	159	199	0	358	0	125	110	235	785
04:15 PM	241	2	21	264	0	0	0	0	128	212	0	340	0	122	111	233	837
04:30 PM	222	1	17	240	0	0	0	0	140	237	0	377	0	155	105	260	877
04:45 PM	203	1	13	217	0	0	0	0	159	249	0	408	0	135	101	236	861
Total	839	4	70	913	0	0	0	0	586	897	0	1483	0	537	427	964	3360
05:00 PM	223	0	7	230	0	0	0	0	127	286	0	413	0	117	112	229	872
05:15 PM	159	0	9	168	0	0	0	0	142	282	0	424	0	144	125	269	861
05:30 PM	187	0	11	198	0	0	0	0	128	290	0	418	0	120	99	219	835
05:45 PM	146	0	10	156	0	0	0	0	118	295	0	413	0	103	101	204	773
Total	715	0	37	752	0	0	0	0	515	1153	0	1668	0	484	437	921	3341
Grand Total	2797	5	262	3064	0	0	0	0	2303	3405	0	5708	0	1754	1891	3645	12417
Apprch %	91.3	0.2	8.6		0	0	0		40.3	59.7	0		0	48.1	51.9		
Total %	22.5	0	2.1	24.7	0	0	0	0	18.5	27.4	0	46	0	14.1	15.2	29.4	
Cars & Buses	2712	5	235	2952	0	0	0	0	2182	3270	0	5452	0	1704	1794	3498	11902
% Cars & Buses	97	100	89.7	96.3	0	0	0	0	94.7	96	0	95.5	0	97.1	94.9	96	95.9
Trucks	85	0	27	112	0	0	0	0	121	135	0	256	0	50	97	147	515
% Trucks	3	0	10.3	3.7	0	0	0	0	5.3	4	0	4.5	0	2.9	5.1	4	4.1

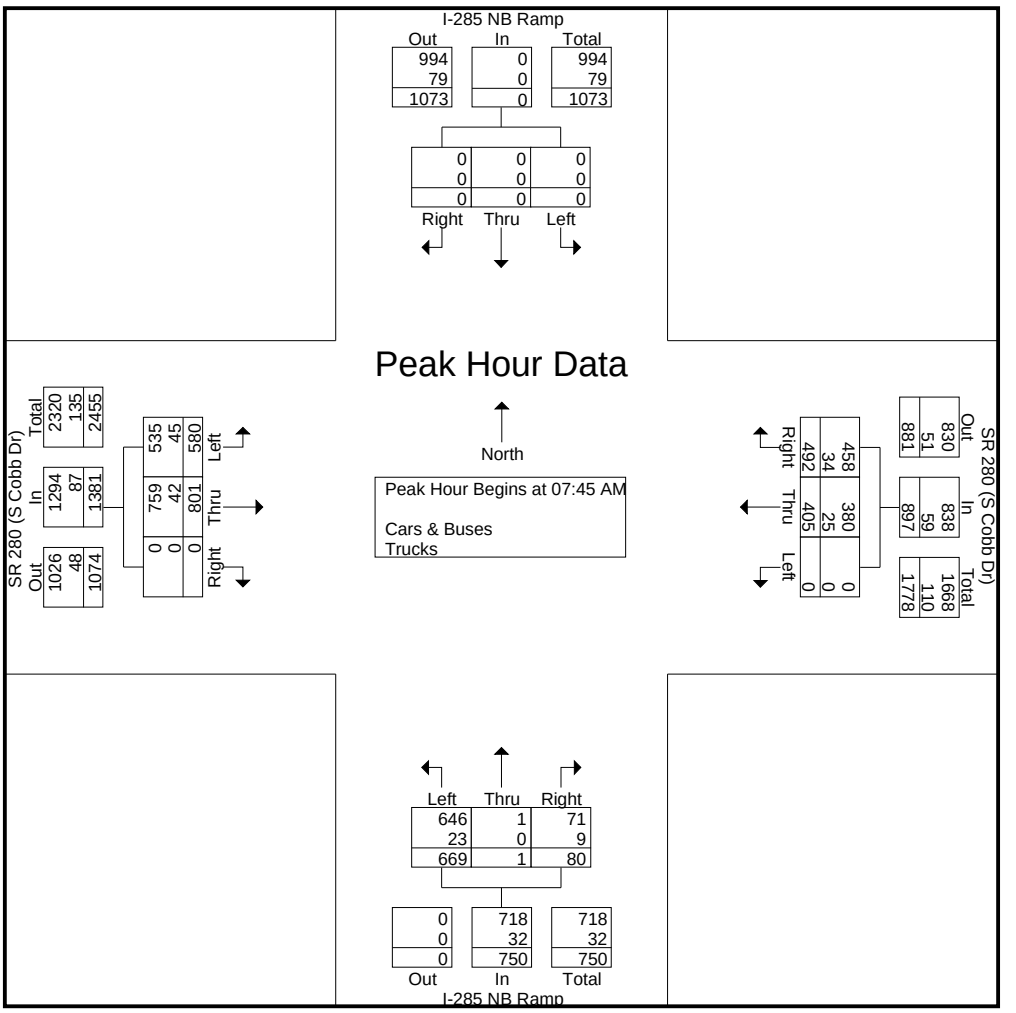
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ I-285 NB Ramp
7-9 am | 4-6 pm

File Name : 20250256
Site Code : 20250256
Start Date : 08-05-2025
Page No : 2

	I-285 NB Ramp Northbound				I-285 NB Ramp Southbound				SR 280 (S Cobb Dr) Eastbound				SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	166	0	16	182	0	0	0	0	142	161	0	303	0	95	126	221	706
08:00 AM	158	0	**23**	181	0	0	0	0	145	198	0	343	0	102	130	232	756
08:15 AM	**182**	0	22	**204**	0	0	0	0	**159**	217	0	**376**	0	**114**	**133**	**247**	**827**
08:30 AM	163	**1**	19	183	0	0	0	0	134	**225**	0	359	0	94	103	197	739
Total Volume	669	1	80	750	0	0	0	0	580	801	0	1381	0	405	492	897	3028
% App. Total	89.2	0.1	10.7		0	0	0		42	58	0		0	45.2	54.8		
PHF	.919	.250	.870	.919	.000	.000	.000	.000	.912	.890	.000	.918	.000	.888	.925	.908	.915
Cars & Buses	646	1	71	718	0	0	0	0	535	759	0	1294	0	380	458	838	2850
% Cars & Buses	96.6	100	88.8	95.7	0	0	0	0	92.2	94.8	0	93.7	0	93.8	93.1	93.4	94.1
Trucks	23	0	9	32	0	0	0	0	45	42	0	87	0	25	34	59	178
% Trucks	3.4	0	11.3	4.3	0	0	0	0	7.8	5.2	0	6.3	0	6.2	6.9	6.6	5.9



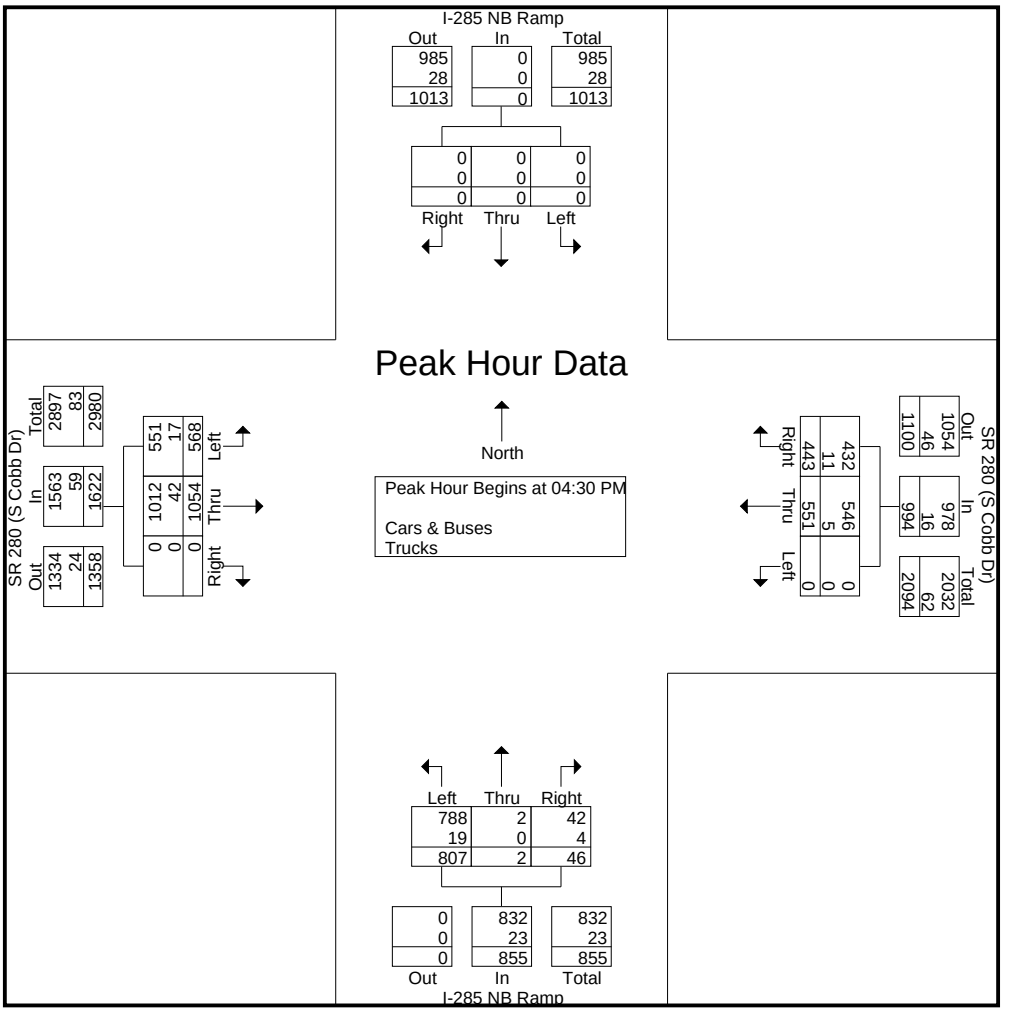
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ I-285 NB Ramp
7-9 am | 4-6 pm

File Name : 20250256
Site Code : 20250256
Start Date : 08-05-2025
Page No : 3

	I-285 NB Ramp Northbound				I-285 NB Ramp Southbound				SR 280 (S Cobb Dr) Eastbound				SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	222	**1**	**17**	**240**	0	0	0	0	140	237	0	377	0	**155**	105	260	**877**
04:45 PM	203	1	13	217	0	0	0	0	**159**	249	0	408	0	135	101	236	861
05:00 PM	**223**	0	7	230	0	0	0	0	127	**286**	0	413	0	117	112	229	872
05:15 PM	159	0	9	168	0	0	0	0	142	282	0	**424**	0	144	**125**	**269**	861
Total Volume	807	2	46	855	0	0	0	0	568	1054	0	1622	0	551	443	994	3471
% App. Total	94.4	0.2	5.4		0	0	0		35	65	0		0	55.4	44.6		
PHF	.905	.500	.676	.891	.000	.000	.000	.000	.893	.921	.000	.956	.000	.889	.886	.924	.989
Cars & Buses	788	2	42	832	0	0	0	0	551	1012	0	1563	0	546	432	978	3373
% Cars & Buses	97.6	100	91.3	97.3	0	0	0	0	97.0	96.0	0	96.4	0	99.1	97.5	98.4	97.2
Trucks	19	0	4	23	0	0	0	0	17	42	0	59	0	5	11	16	98
% Trucks	2.4	0	8.7	2.7	0	0	0	0	3.0	4.0	0	3.6	0	0.9	2.5	1.6	2.8



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ Riverview Road - Maner Road
7-9 am | 4-6 pm

File Name : 20250257
Site Code : 20250257
Start Date : 08-05-2025
Page No : 1

Groups Printed- Cars & Buses - Trucks

	Riverview Road Northbound				Maner Road Southbound				SR 280 (S Cobb Dr) Eastbound					SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	90	20	12	122	7	2	26	35	26	97	42	0	165	3	94	6	103	425
07:15 AM	69	24	12	105	6	2	23	31	25	78	38	1	142	7	133	20	160	438
07:30 AM	67	39	17	123	8	4	27	39	26	95	35	1	157	4	137	26	167	486
07:45 AM	61	28	31	120	10	7	19	36	30	131	38	3	202	4	148	33	185	543
Total	287	111	72	470	31	15	95	141	107	401	153	5	666	18	512	85	615	1892
08:00 AM	68	18	44	130	8	12	20	40	28	169	39	0	236	2	169	28	199	605
08:15 AM	65	29	47	141	10	4	31	45	25	179	37	2	243	8	145	33	186	615
08:30 AM	52	42	28	122	12	6	23	41	28	193	30	6	257	5	117	24	146	566
08:45 AM	69	22	18	109	14	5	13	32	23	136	26	2	187	5	138	18	161	489
Total	254	111	137	502	44	27	87	158	104	677	132	10	923	20	569	103	692	2275
*** BREAK ***																		
04:00 PM	88	5	13	106	27	41	27	95	20	126	55	2	203	13	128	13	154	558
04:15 PM	50	11	19	80	34	58	16	108	26	151	75	0	252	23	165	12	200	640
04:30 PM	54	5	22	81	25	43	12	80	24	176	89	3	292	25	199	9	233	686
04:45 PM	81	12	10	103	23	41	19	83	26	161	85	4	276	22	157	14	193	655
Total	273	33	64	370	109	183	74	366	96	614	304	9	1023	83	649	48	780	2539
05:00 PM	55	10	16	81	29	51	20	100	28	168	113	0	309	24	167	12	203	693
05:15 PM	56	6	13	75	28	36	18	82	20	206	115	3	344	21	191	19	231	732
05:30 PM	57	12	21	90	25	53	14	92	18	195	110	1	324	19	158	13	190	696
05:45 PM	55	10	15	80	33	59	9	101	21	179	95	4	299	18	144	6	168	648
Total	223	38	65	326	115	199	61	375	87	748	433	8	1276	82	660	50	792	2769
Grand Total	1037	293	338	1668	299	424	317	1040	394	2440	1022	32	3888	203	2390	286	2879	9475
Apprch %	62.2	17.6	20.3		28.8	40.8	30.5		10.1	62.8	26.3	0.8		7.1	83	9.9		
Total %	10.9	3.1	3.6	17.6	3.2	4.5	3.3	11	4.2	25.8	10.8	0.3	41	2.1	25.2	3	30.4	
Cars & Buses	977	280	327	1584	296	415	311	1022	381	2360	953	32	3726	198	2319	280	2797	9129
% Cars & Buses	94.2	95.6	96.7	95	99	97.9	98.1	98.3	96.7	96.7	93.2	100	95.8	97.5	97	97.9	97.2	96.3
Trucks	60	13	11	84	3	9	6	18	13	80	69	0	162	5	71	6	82	346
% Trucks	5.8	4.4	3.3	5	1	2.1	1.9	1.7	3.3	3.3	6.8	0	4.2	2.5	3	2.1	2.8	3.7

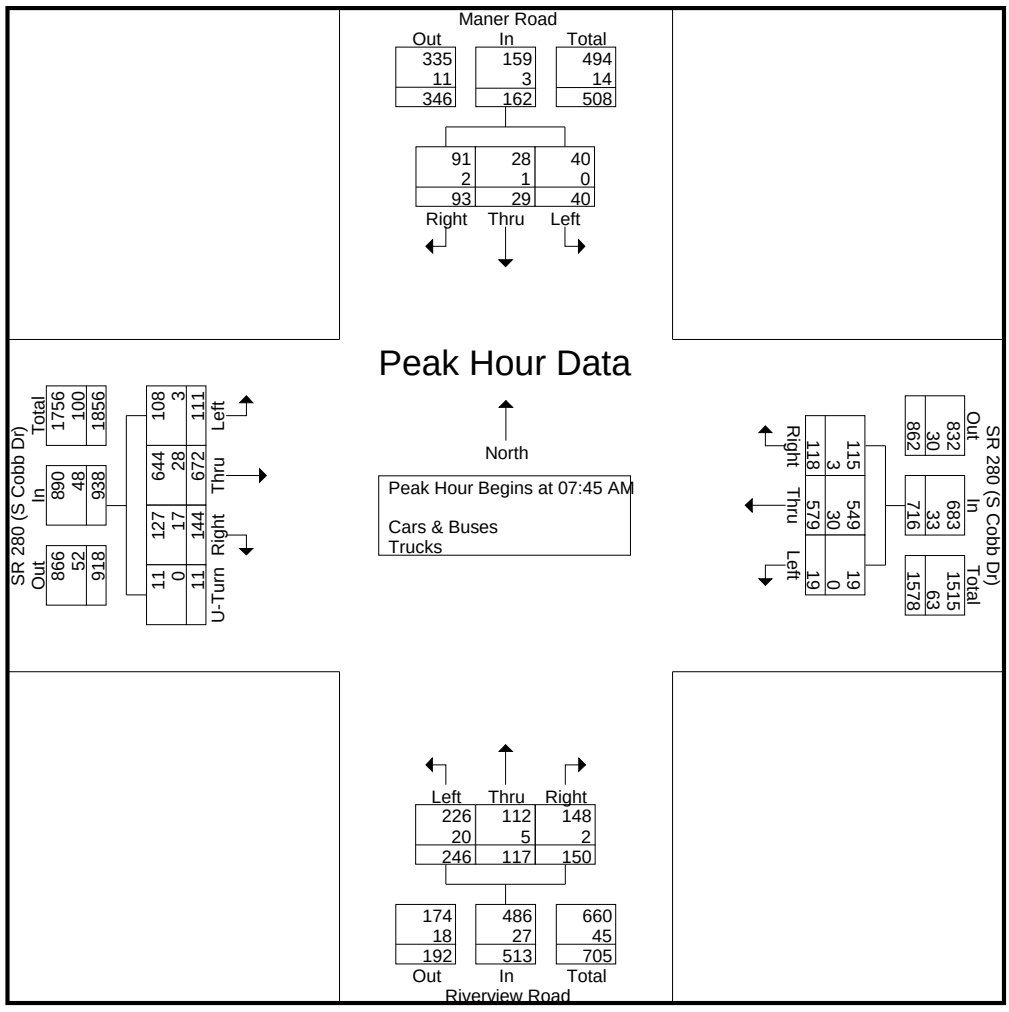
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ Riverview Road - Maner Road
7-9 am | 4-6 pm

File Name : 20250257
Site Code : 20250257
Start Date : 08-05-2025
Page No : 2

	Riverview Road Northbound				Maner Road Southbound				SR 280 (S Cobb Dr) Eastbound					SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	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	61	28	31	120	10	7	19	36	**30**	131	38	3	202	4	148	**33**	185	543
08:00 AM	**68**	18	44	130	8	**12**	20	40	28	169	**39**	0	236	2	**169**	28	**199**	605
08:15 AM	65	29	**47**	**141**	10	4	**31**	**45**	25	179	37	2	243	**8**	145	33	186	**615**
08:30 AM	52	**42**	28	122	**12**	6	23	41	28	**193**	30	**6**	**257**	5	117	24	146	566
Total Volume	246	117	150	513	40	29	93	162	111	672	144	11	938	19	579	118	716	2329
% App. Total	48	22.8	29.2		24.7	17.9	57.4		11.8	71.6	15.4	1.2		2.7	80.9	16.5		
PHF	.904	.696	.798	.910	.833	.604	.750	.900	.925	.870	.923	.458	.912	.594	.857	.894	.899	.947
Cars & Buses	226	112	148	486	40	28	91	159	108	644	127	11	890	19	549	115	683	2218
% Cars & Buses	91.9	95.7	98.7	94.7	100	96.6	97.8	98.1	97.3	95.8	88.2	100	94.9	100	94.8	97.5	95.4	95.2
Trucks	20	5	2	27	0	1	2	3	3	28	17	0	48	0	30	3	33	111
% Trucks	8.1	4.3	1.3	5.3	0	3.4	2.2	1.9	2.7	4.2	11.8	0	5.1	0	5.2	2.5	4.6	4.8



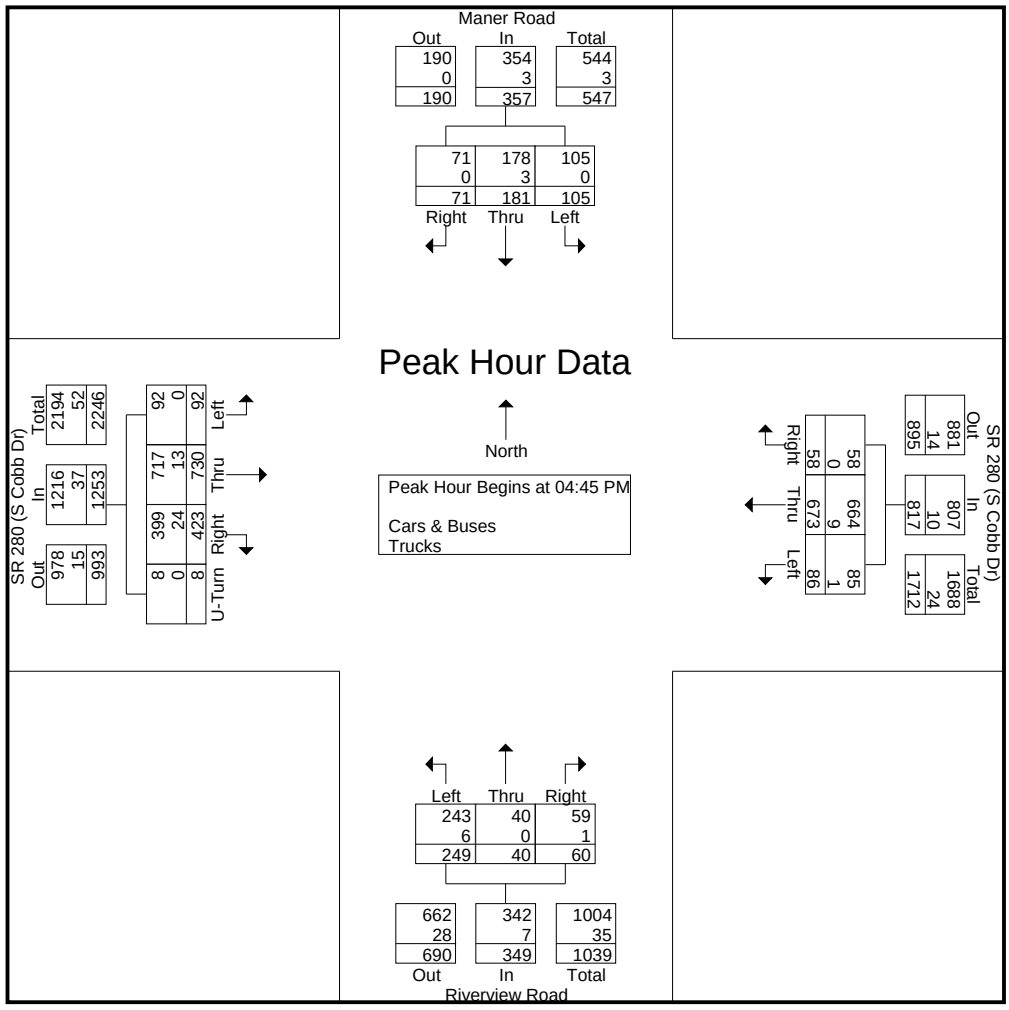
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ Riverview Road - Maner Road
7-9 am | 4-6 pm

File Name : 20250257
Site Code : 20250257
Start Date : 08-05-2025
Page No : 3

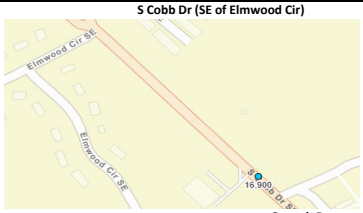
	Riverview Road Northbound				Maner Road Southbound				SR 280 (S Cobb Dr) Eastbound					SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:45 PM																		
04:45 PM	**81**	**12**	10	**103**	23	41	19	83	26	161	85	**4**	276	22	157	14	193	655
05:00 PM	55	10	16	81	**29**	51	**20**	**100**	**28**	168	113	0	309	**24**	167	12	203	693
05:15 PM	56	6	13	75	28	36	18	82	20	**206**	**115**	3	**344**	21	**191**	**19**	**231**	**732**
05:30 PM	57	12	**21**	90	25	**53**	14	92	18	195	110	1	324	19	158	13	190	696
Total Volume	249	40	60	349	105	181	71	357	92	730	423	8	1253	86	673	58	817	2776
% App. Total	71.3	11.5	17.2		29.4	50.7	19.9		7.3	58.3	33.8	0.6		10.5	82.4	7.1		
PHF	.769	.833	.714	.847	.905	.854	.888	.893	.821	.886	.920	.500	.911	.896	.881	.763	.884	.948
Cars & Buses	243	40	59	342	105	178	71	354	92	717	399	8	1216	85	664	58	807	2719
% Cars & Buses	97.6	100	98.3	98.0	100	98.3	100	99.2	100	98.2	94.3	100	97.0	98.8	98.7	100	98.8	97.9
Trucks	6	0	1	7	0	3	0	3	0	13	24	0	37	1	9	0	10	57
% Trucks	2.4	0	1.7	2.0	0	1.7	0	0.8	0	1.8	5.7	0	3.0	1.2	1.3	0	1.2	2.1

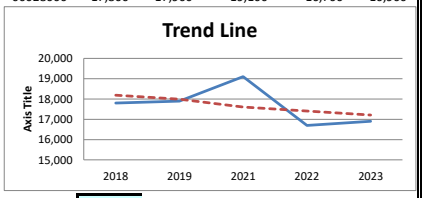


LINEAR REGRESSION OF DAILY TRAFFIC

Location	Growth Rate	R Squared	Station ID	Route	2018	2019	2021	2022	2023
S Cobb Dr (SE of Elmwood Cir)	-1.4%	0.18	067-2601	00028000	17,800	17,900	19,100	16,700	16,900
S Cobb Dr (N of Oak Dr)	1.2%	0.11	067-2603	00028000	39,000	44,800	40,200	41,900	43,800
Bolton Rd (NE of Browntown Rd)	1.2%	0.17	121-5274	00348403	17,100	18,800	17,200	17,900	19,000
James Jackson Pkwy (NW of Old Georgian Ter)	-0.1%	0.01	121-5445	00028000	16,000	16,100	15,800	15,900	16,100
Church Rd (E of N Church Ln)	-2.0%	0.58	067-2317	00289800	7,480	7,630	7,530	6,900	7,080
Weighted Average	**0.3%**	0.03	Sum of Count Stations =		97,380	105,230	99,830	99,300	102,880

Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
S Cobb Dr (SE of Elmwood Cir)	067-2601	00028000	17,800	17,900	19,100	16,700	16,900



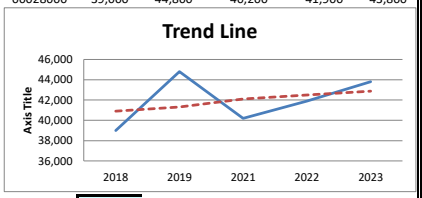


Growth Rate	Intercept	Slope
-1.4%	410,052	-194.19

Trend Line	2018	2019	2021	2022	2023
	18,185	17,991	17,602	17,408	17,214

Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
S Cobb Dr (N of Oak Dr)	067-2603	00028000	39,000	44,800	40,200	41,900	43,800

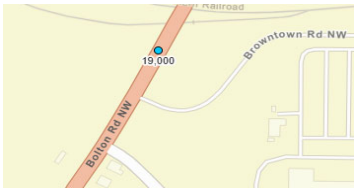


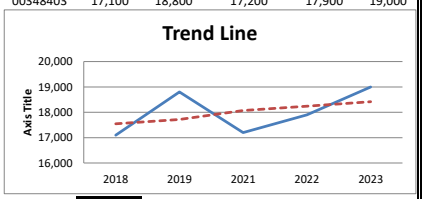


Growth Rate	Intercept	Slope
1.2%	-754,552	394.19

Trend Line	2018	2019	2021	2022	2023
	40,915	41,309	42,098	42,492	42,886

Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
Bolton Rd (NE of Browntown Rd)	121-5274	00348403	17,100	18,800	17,200	17,900	19,000

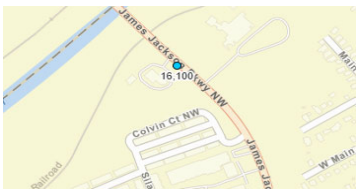


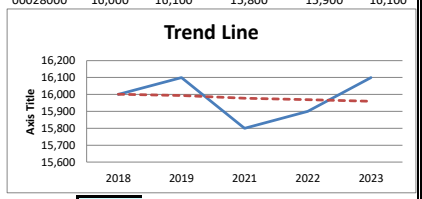


Growth Rate	Intercept	Slope
1.2%	-334,430	174.42

Trend Line	2018	2019	2021	2022	2023
	17,547	17,721	18,070	18,244	18,419

Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
James Jackson Pkwy (NW of Old Georgian Ter)	121-5445	00028000	16,000	16,100	15,800	15,900	16,100

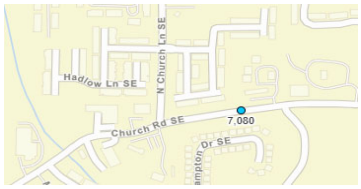


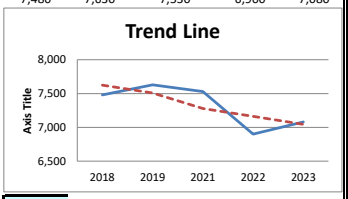


Growth Rate	Intercept	Slope
-0.1%	32,427	-8.14

Trend Line	2018	2019	2021	2022	2023
	16,001	15,993	15,977	15,969	15,960

Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
Church Rd (E of N Church Ln)	067-2317	00289800	7,480	7,630	7,530	6,900	7,080

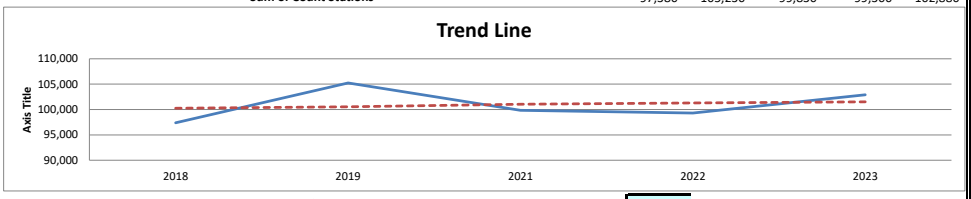




Growth Rate	Intercept	Slope
-2.0%	241,338	-115.81

Trend Line	2018	2019	2021	2022	2023
	7,625	7,509	7,278	7,162	7,046

Weighted Average	2018	2019	2021	2022	2023
Sum of Count Stations	97,380	105,230	99,830	99,300	102,880



Growth Rate	Intercept	Slope
0.3%	-405,166	250.47

Trend Line	2018	2019	2021	2022	2023
	100,273	100,523	101,024	101,275	101,525

EXISTING INTERSECTION ANALYSIS

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	1	1	506	180	14
Future Vol, veh/h	8	1	1	506	180	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	13	2	2	5	9	7
Mvmt Flow	9	1	1	544	194	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	748	202	209	0	-	0
Stage 1	202	-	-	-	-	-
Stage 2	546	-	-	-	-	-
Critical Hdwy	6.53	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	365	839	1362	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	365	839	1362	-	-	-
Mov Cap-2 Maneuver	365	-	-	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	559	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1362	-	389	-	-
HCM Lane V/C Ratio	0.001	-	0.025	-	-
HCM Control Delay (s)	7.6	0	14.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	855	7	1	704	12	10
Future Vol, veh/h	855	7	1	704	12	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	2	2	5	2	2
Mvmt Flow	919	8	1	757	13	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	927	0	1300	460
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	381	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	733	-	153	548
Stage 1	-	-	-	-	349	-
Stage 2	-	-	-	-	660	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	733	-	153	548
Mov Cap-2 Maneuver	-	-	-	-	269	-
Stage 1	-	-	-	-	349	-
Stage 2	-	-	-	-	659	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16
HCM LOS			C

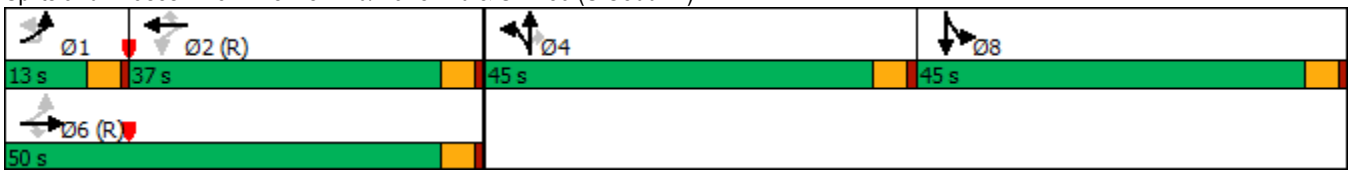
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	350	-	-	733	-
HCM Lane V/C Ratio	0.068	-	-	0.001	-
HCM Control Delay (s)	16	-	-	9.9	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations										
Traffic Volume (vph)	11	111	672	144	19	579	118	117	150	29
Future Volume (vph)	11	111	672	144	19	579	118	117	150	29
Lane Group Flow (vph)	0	129	707	152	20	609	124	382	158	171
Turn Type	custom	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		1	6			2		4		8
Permitted Phases	1	6		6	2		2		4	
Detector Phase	1	1	6	6	2	2	2	4	4	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	13.0	13.0	50.0	50.0	37.0	37.0	37.0	45.0	45.0	45.0
Total Split (%)	9.3%	9.3%	35.7%	35.7%	26.4%	26.4%	26.4%	32.1%	32.1%	32.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes			
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio		0.37	0.44	0.21	0.08	0.51	0.20	0.92	0.34	0.75
Control Delay		23.6	24.1	5.5	34.8	37.0	6.7	77.5	13.4	61.3
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		23.6	24.1	5.5	34.8	37.0	6.7	77.5	13.4	61.3
Queue Length 50th (ft)		66	225	8	12	237	0	343	27	114
Queue Length 95th (ft)		122	317	54	38	346	51	#524	89	189
Internal Link Dist (ft)			546			347		374		946
Turn Bay Length (ft)		155		200	200		300		180	
Base Capacity (vph)		348	1606	732	250	1205	625	448	496	476
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.37	0.44	0.21	0.08	0.51	0.20	0.85	0.32	0.36

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	11	111	672	144	19	579	118	246	117	150	40	29
Future Volume (veh/h)	11	111	672	144	19	579	118	246	117	150	40	29
Initial Q (Qb), veh		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	
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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1670	1657	1550	1683	1643	1670	1603	1657	1683	1683	1670
Adj Flow Rate, veh/h		117	707	152	20	609	124	259	123	158	42	31
Peak Hour Factor		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %		3	4	12	2	5	3	8	4	2	2	3
Cap, veh/h		327	1632	681	271	1352	613	277	131	364	48	35
Arrive On Green		0.05	0.52	0.52	0.43	0.43	0.43	0.25	0.25	0.25	0.13	0.13
Sat Flow, veh/h		1590	3148	1314	579	3122	1415	1086	516	1427	368	271
Grp Volume(v), veh/h		117	707	152	20	609	124	382	0	158	171	0
Grp Sat Flow(s),veh/h/ln		1590	1574	1314	579	1561	1415	1602	0	1427	1497	0
Q Serve(g_s), s		5.6	19.5	8.8	3.1	19.2	7.6	32.7	0.0	13.0	15.7	0.0
Cycle Q Clear(g_c), s		5.6	19.5	8.8	10.6	19.2	7.6	32.7	0.0	13.0	15.7	0.0
Prop In Lane		1.00		1.00	1.00		1.00	0.68		1.00	0.25	
Lane Grp Cap(c), veh/h		327	1632	681	271	1352	613	408	0	364	195	0
V/C Ratio(X)		0.36	0.43	0.22	0.07	0.45	0.20	0.94	0.00	0.43	0.88	0.00
Avail Cap(c_a), veh/h		339	1632	681	271	1352	613	464	0	413	433	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.90	0.90	0.90	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		20.8	20.9	18.3	28.0	28.0	24.7	51.0	0.0	43.7	59.8	0.0
Incr Delay (d2), s/veh		0.6	0.8	0.7	0.5	1.1	0.7	24.9	0.0	0.8	11.8	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
%ile BackOfQ(50%),veh/ln		2.1	7.1	2.7	0.5	7.2	2.6	15.8	0.0	4.7	6.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		21.4	21.7	19.0	28.5	29.1	25.4	75.9	0.0	44.5	71.6	0.0
LnGrp LOS		C	C	B	C	C	C	E	A	D	E	A
Approach Vol, veh/h			976			753			540			171
Approach Delay, s/veh			21.2			28.4			66.8			71.6
Approach LOS			C			C			E			E

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.0	65.1		40.2		77.1		22.7				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	8.5	32.5		40.5		45.5		40.5				
Max Q Clear Time (g_c+I1), s	7.6	21.2		34.7		21.5		17.7				
Green Ext Time (p_c), s	0.0	4.5		1.0		7.6		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		37.1
HCM 6th LOS		D

Notes
User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.



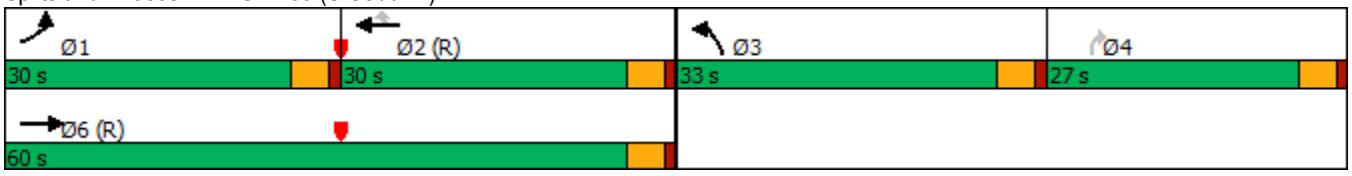
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	93
Future Volume (veh/h)	93
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1683
Adj Flow Rate, veh/h	98
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	112
Arrive On Green	0.13
Sat Flow, veh/h	858
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.57
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

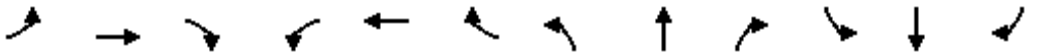
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	580	801	405	492	670	80
Future Volume (vph)	580	801	405	492	670	80
Lane Group Flow (vph)	630	871	440	535	728	87
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0
Minimum Split (s)	9.5	27.5	23.5	23.5	26.5	26.5
Total Split (s)	30.0	60.0	30.0	30.0	33.0	27.0
Total Split (%)	25.0%	50.0%	25.0%	25.0%	27.5%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.80	0.42	0.41	0.63	0.92	0.51
Control Delay	50.7	14.1	34.9	6.9	63.1	19.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.7	14.1	34.9	6.9	63.1	19.5
Queue Length 50th (ft)	245	184	145	0	294	0
Queue Length 95th (ft)	299	256	220	107	#406	46
Internal Link Dist (ft)		670	546			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	799	2057	1082	844	807	350
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.42	0.41	0.63	0.90	0.25

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	580	801	0	0	405	492	670	0	80	0	0	0
Future Volume (veh/h)	580	801	0	0	405	492	670	0	80	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1781	1826	0	0	1811	1796	1856	0	1737			
Adj Flow Rate, veh/h	630	871	0	0	440	535	728	0	87			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	8	5	0	0	6	7	3	0	11			
Cap, veh/h	680	2414	0	0	1554	688	786	0	337			
Arrive On Green	0.21	0.70	0.00	0.00	0.45	0.45	0.23	0.00	0.23			
Sat Flow, veh/h	3291	3561	0	0	3532	1522	3428	0	1472			
Grp Volume(v), veh/h	630	871	0	0	440	535	728	0	87			
Grp Sat Flow(s),veh/h/ln	1646	1735	0	0	1721	1522	1714	0	1472			
Q Serve(g_s), s	22.5	12.2	0.0	0.0	9.6	35.7	24.9	0.0	5.8			
Cycle Q Clear(g_c), s	22.5	12.2	0.0	0.0	9.6	35.7	24.9	0.0	5.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	680	2414	0	0	1554	688	786	0	337			
V/C Ratio(X)	0.93	0.36	0.00	0.00	0.28	0.78	0.93	0.00	0.26			
Avail Cap(c_a), veh/h	699	2414	0	0	1554	688	814	0	350			
HCM Platoon Ratio	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	0.00	0.00	0.85	0.85	1.00	0.00	1.00			
Uniform Delay (d), s/veh	46.7	7.4	0.0	0.0	20.7	27.8	45.3	0.0	37.9			
Incr Delay (d2), s/veh	18.1	0.4	0.0	0.0	0.4	7.3	16.2	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	10.6	4.0	0.0	0.0	3.8	14.3	12.4	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.8	7.8	0.0	0.0	21.1	35.1	61.4	0.0	38.3			
LnGrp LOS	E	A	A	A	C	D	E	A	D			
Approach Vol, veh/h		1501			975			815				
Approach Delay, s/veh		31.8			28.8			59.0				
Approach LOS		C			C			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	29.3	58.7				88.0		32.0				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	25.5	25.5				55.5		28.5				
Max Q Clear Time (g_c+I1), s	24.5	37.7				14.2		26.9				
Green Ext Time (p_c), s	0.3	0.0				9.5		0.6				

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

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	3	2	315	710	4
Future Vol, veh/h	11	3	2	315	710	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	11	3	2	328	740	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1074	742	744	0	-	0
Stage 1	742	-	-	-	-	-
Stage 2	332	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	243	416	864	-	-	-
Stage 1	471	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	242	416	864	-	-	-
Mov Cap-2 Maneuver	242	-	-	-	-	-
Stage 1	470	-	-	-	-	-
Stage 2	727	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.3	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	864	-	266	-	-
HCM Lane V/C Ratio	0.002	-	0.055	-	-
HCM Control Delay (s)	9.2	0	19.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	858	19	8	845	15	3
Future Vol, veh/h	858	19	8	845	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	943	21	9	929	16	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	964	0	1426	472
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	483	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	710	-	126	538
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	586	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	710	-	124	538
Mov Cap-2 Maneuver	-	-	-	-	246	-
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	578	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	19.4
HCM LOS			C

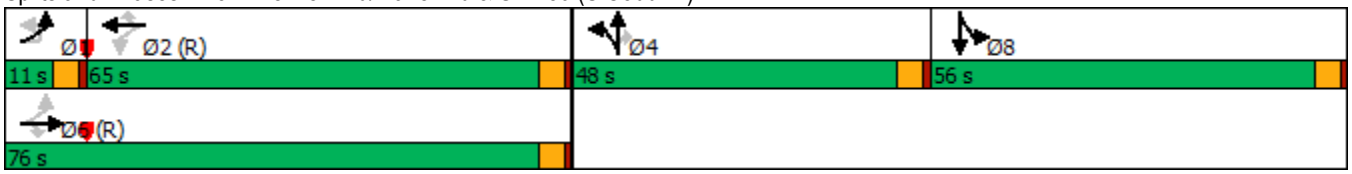
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	270	-	-	710	-
HCM Lane V/C Ratio	0.073	-	-	0.012	-
HCM Control Delay (s)	19.4	-	-	10.1	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations										
Traffic Volume (vph)	8	92	730	423	86	673	58	40	60	181
Future Volume (vph)	8	92	730	423	86	673	58	40	60	181
Lane Group Flow (vph)	0	106	768	445	91	708	61	304	63	377
Turn Type	custom	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		1	6			2		4		8
Permitted Phases	1	6		6	2		2		4	
Detector Phase	1	1	6	6	2	2	2	4	4	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	11.0	11.0	76.0	76.0	65.0	65.0	65.0	48.0	48.0	56.0
Total Split (%)	6.1%	6.1%	42.2%	42.2%	36.1%	36.1%	36.1%	26.7%	26.7%	31.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes			
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio		0.44	0.52	0.56	0.46	0.58	0.10	0.89	0.18	0.91
Control Delay		39.0	38.2	13.4	54.9	48.4	8.0	96.5	11.8	90.4
Queue Delay		0.0	0.8	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		39.0	39.0	13.9	54.9	48.4	8.0	96.5	11.8	90.4
Queue Length 50th (ft)		78	363	108	90	390	0	364	0	441
Queue Length 95th (ft)		135	470	248	165	472	36	#484	44	#581
Internal Link Dist (ft)			546			347		374		946
Turn Bay Length (ft)		155		200	200		300		180	
Base Capacity (vph)		241	1463	801	198	1216	583	388	392	464
Starvation Cap Reductn		0	385	107	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.44	0.71	0.64	0.46	0.58	0.10	0.78	0.16	0.81

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	8	92	730	423	86	673	58	249	40	60	105	181
Future Volume (veh/h)	8	92	730	423	86	673	58	249	40	60	105	181
Initial Q (Qb), veh		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	
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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1683	1683	1630	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h		97	768	445	91	708	61	262	42	63	111	191
Peak Hour Factor		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %		2	2	6	2	2	2	2	2	2	2	2
Cap, veh/h		255	1524	658	169	1329	593	280	45	287	117	201
Arrive On Green		0.04	0.48	0.48	0.42	0.42	0.42	0.20	0.20	0.20	0.25	0.25
Sat Flow, veh/h		1603	3198	1381	414	3198	1427	1391	223	1427	472	812
Grp Volume(v), veh/h		97	768	445	91	708	61	304	0	63	377	0
Grp Sat Flow(s),veh/h/ln		1603	1599	1381	414	1599	1427	1614	0	1427	1602	0
Q Serve(g_s), s		6.2	29.8	44.8	34.9	29.9	4.7	33.4	0.0	6.6	41.7	0.0
Cycle Q Clear(g_c), s		6.2	29.8	44.8	53.7	29.9	4.7	33.4	0.0	6.6	41.7	0.0
Prop In Lane		1.00		1.00	1.00		1.00	0.86		1.00	0.29	
Lane Grp Cap(c), veh/h		255	1524	658	169	1329	593	324	0	287	396	0
V/C Ratio(X)		0.38	0.50	0.68	0.54	0.53	0.10	0.94	0.00	0.22	0.95	0.00
Avail Cap(c_a), veh/h		255	1524	658	169	1329	593	390	0	345	458	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.85	0.85	0.85	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		31.0	32.4	36.4	54.7	39.5	32.1	70.8	0.0	60.1	66.7	0.0
Incr Delay (d2), s/veh		0.8	1.0	4.7	11.8	1.5	0.3	27.5	0.0	0.4	28.0	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
%ile BackOfQ(50%),veh/ln		2.5	11.6	15.7	4.1	11.9	1.7	16.3	0.0	2.5	20.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		31.8	33.5	41.1	66.5	41.0	32.5	98.3	0.0	60.5	94.7	0.0
LnGrp LOS		C	C	D	E	D	C	F	A	E	F	A
Approach Vol, veh/h			1310			860			367			377
Approach Delay, s/veh			35.9			43.1			91.8			94.7
Approach LOS			D			D			F			F

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.0	79.3		40.7		90.3		49.0				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	6.5	60.5		43.5		71.5		51.5				
Max Q Clear Time (g_c+I1), s	8.2	55.7		35.4		46.8		43.7				
Green Ext Time (p_c), s	0.0	2.9		0.8		11.1		0.8				

Intersection Summary		
HCM 6th Ctrl Delay		52.7
HCM 6th LOS		D

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.



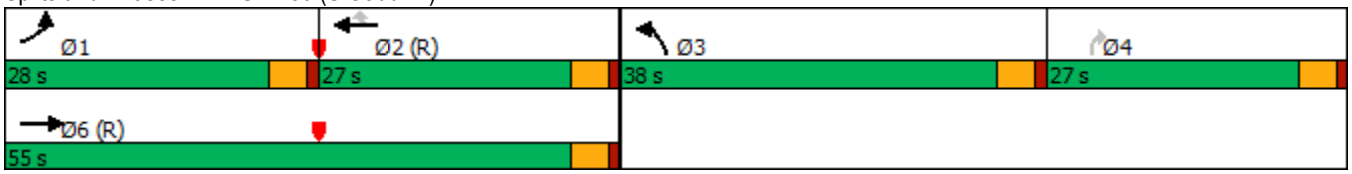
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	71
Future Volume (veh/h)	71
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1683
Adj Flow Rate, veh/h	75
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	79
Arrive On Green	0.25
Sat Flow, veh/h	319
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.20
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

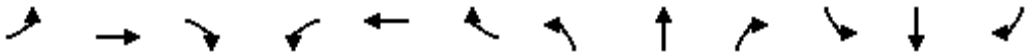
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	568	1054	551	443	809	46
Future Volume (vph)	568	1054	551	443	809	46
Lane Group Flow (vph)	574	1065	557	447	817	46
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	26.5
Total Split (s)	28.0	55.0	27.0	27.0	38.0	27.0
Total Split (%)	23.3%	45.8%	22.5%	22.5%	31.7%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.79	0.52	0.46	0.54	0.90	0.29
Control Delay	53.1	16.2	34.2	5.8	56.1	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.1	16.2	34.2	5.8	56.1	4.6
Queue Length 50th (ft)	226	272	193	0	321	0
Queue Length 95th (ft)	279	334	266	86	#409	1
Internal Link Dist (ft)		670	546			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	743	2059	1212	831	958	355
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.52	0.46	0.54	0.85	0.13

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	568	1054	0	0	551	443	809	0	46	0	0	0
Future Volume (veh/h)	568	1054	0	0	551	443	809	0	46	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1841	0	0	1870	1856	1870	0	1767			
Adj Flow Rate, veh/h	574	1065	0	0	557	447	817	0	46			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	3	4	0	0	2	3	2	0	9			
Cap, veh/h	632	2335	0	0	1584	701	890	0	385			
Arrive On Green	0.18	0.67	0.00	0.00	0.45	0.45	0.26	0.00	0.26			
Sat Flow, veh/h	3428	3589	0	0	3647	1572	3456	0	1497			
Grp Volume(v), veh/h	574	1065	0	0	557	447	817	0	46			
Grp Sat Flow(s),veh/h/ln	1714	1749	0	0	1777	1572	1728	0	1497			
Q Serve(g_s), s	19.7	17.5	0.0	0.0	12.4	26.4	27.6	0.0	2.8			
Cycle Q Clear(g_c), s	19.7	17.5	0.0	0.0	12.4	26.4	27.6	0.0	2.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	632	2335	0	0	1584	701	890	0	385			
V/C Ratio(X)	0.91	0.46	0.00	0.00	0.35	0.64	0.92	0.00	0.12			
Avail Cap(c_a), veh/h	671	2335	0	0	1584	701	965	0	418			
HCM Platoon Ratio	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	0.00	0.00	0.79	0.79	1.00	0.00	1.00			
Uniform Delay (d), s/veh	48.0	9.5	0.0	0.0	21.9	25.7	43.3	0.0	34.1			
Incr Delay (d2), s/veh	15.8	0.6	0.0	0.0	0.5	3.5	12.8	0.0	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.5	5.9	0.0	0.0	5.0	10.5	13.4	0.0	1.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.8	10.2	0.0	0.0	22.3	29.2	56.1	0.0	34.3			
LnGrp LOS	E	B	A	A	C	C	E	A	C			
Approach Vol, veh/h		1639			1004			863				
Approach Delay, s/veh		29.0			25.4			55.0				
Approach LOS		C			C			D				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	26.6	58.0				84.6		35.4				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	23.5	22.5				50.5		33.5				
Max Q Clear Time (g_c+I1), s	21.7	28.4				19.5		29.6				
Green Ext Time (p_c), s	0.4	0.0				11.5		1.3				

Intersection Summary												
HCM 6th Ctrl Delay			34.3									
HCM 6th LOS			C									

FUTURE "NO-BUILD" 2027 INTERSECTION ANALYSIS

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	1	1	516	184	14
Future Vol, veh/h	8	1	1	516	184	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	13	2	2	5	9	7
Mvmt Flow	9	1	1	555	198	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	763	206	213	0	-	0
Stage 1	206	-	-	-	-	-
Stage 2	557	-	-	-	-	-
Critical Hdwy	6.53	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	357	835	1357	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	552	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	357	835	1357	-	-	-
Mov Cap-2 Maneuver	357	-	-	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	552	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1357	-	381	-	-
HCM Lane V/C Ratio	0.001	-	0.025	-	-
HCM Control Delay (s)	7.7	0	14.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	872	7	1	718	12	10
Future Vol, veh/h	872	7	1	718	12	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	2	2	5	2	2
Mvmt Flow	938	8	1	772	13	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	946	0	1326	469
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	388	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	721	-	147	541
Stage 1	-	-	-	-	341	-
Stage 2	-	-	-	-	655	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	721	-	147	541
Mov Cap-2 Maneuver	-	-	-	-	262	-
Stage 1	-	-	-	-	341	-
Stage 2	-	-	-	-	654	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.3
HCM LOS			C

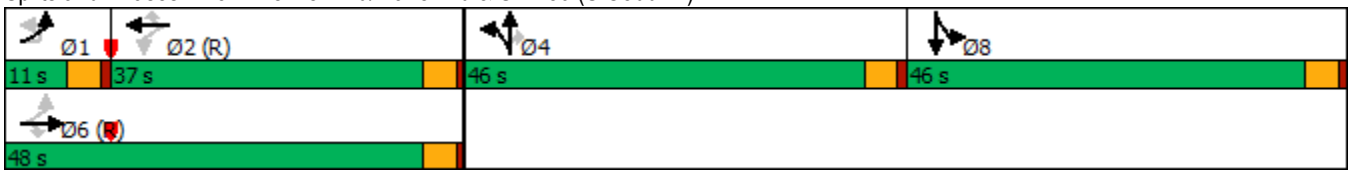
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	342	-	-	721	-
HCM Lane V/C Ratio	0.069	-	-	0.001	-
HCM Control Delay (s)	16.3	-	-	10	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations										
Traffic Volume (vph)	11	113	685	147	19	591	120	119	153	30
Future Volume (vph)	11	113	685	147	19	591	120	119	153	30
Lane Group Flow (vph)	0	131	721	155	20	622	126	389	161	175
Turn Type	custom	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		1	6			2		4		8
Permitted Phases	1	6		6	2		2		4	
Detector Phase	1	1	6	6	2	2	2	4	4	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	11.0	11.0	48.0	48.0	37.0	37.0	37.0	46.0	46.0	46.0
Total Split (%)	7.9%	7.9%	34.3%	34.3%	26.4%	26.4%	26.4%	32.9%	32.9%	32.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes			
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio		0.38	0.46	0.21	0.09	0.55	0.21	0.92	0.34	0.75
Control Delay		24.4	25.1	6.1	36.7	39.8	7.0	76.6	13.4	61.5
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		24.4	25.1	6.1	36.7	39.8	7.0	76.6	13.4	61.5
Queue Length 50th (ft)		68	235	11	13	253	0	348	28	117
Queue Length 95th (ft)		125	331	59	39	361	53	#529	90	193
Internal Link Dist (ft)			546			347		374		946
Turn Bay Length (ft)		155		200	200		300		180	
Base Capacity (vph)		347	1581	722	232	1135	597	459	506	486
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.38	0.46	0.21	0.09	0.55	0.21	0.85	0.32	0.36

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	11	113	685	147	19	591	120	251	119	153	41	30
Future Volume (veh/h)	11	113	685	147	19	591	120	251	119	153	41	30
Initial Q (Qb), veh		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	
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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1670	1657	1550	1683	1643	1670	1603	1657	1683	1683	1670
Adj Flow Rate, veh/h		119	721	155	20	622	126	264	125	161	43	32
Peak Hour Factor		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %		3	4	12	2	5	3	8	4	2	2	3
Cap, veh/h		311	1609	671	260	1351	612	282	134	370	49	36
Arrive On Green		0.05	0.51	0.51	0.43	0.43	0.43	0.26	0.26	0.26	0.13	0.13
Sat Flow, veh/h		1590	3148	1314	570	3122	1415	1087	515	1427	368	274
Grp Volume(v), veh/h		119	721	155	20	622	126	389	0	161	175	0
Grp Sat Flow(s),veh/h/ln		1590	1574	1314	570	1561	1415	1602	0	1427	1498	0
Q Serve(g_s), s		5.7	20.3	9.2	3.2	19.8	7.8	33.2	0.0	13.2	16.1	0.0
Cycle Q Clear(g_c), s		5.7	20.3	9.2	12.6	19.8	7.8	33.2	0.0	13.2	16.1	0.0
Prop In Lane		1.00		1.00	1.00		1.00	0.68		1.00	0.25	
Lane Grp Cap(c), veh/h		311	1609	671	260	1351	612	416	0	370	199	0
V/C Ratio(X)		0.38	0.45	0.23	0.08	0.46	0.21	0.94	0.00	0.43	0.88	0.00
Avail Cap(c_a), veh/h		311	1609	671	260	1351	612	475	0	423	444	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.90	0.90	0.90	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		21.5	21.7	19.0	29.2	28.1	24.7	50.7	0.0	43.3	59.6	0.0
Incr Delay (d2), s/veh		0.7	0.8	0.7	0.6	1.1	0.8	24.4	0.0	0.8	11.7	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
%ile BackOfQ(50%),veh/ln		2.1	7.4	2.8	0.5	7.4	2.7	16.0	0.0	4.7	6.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		22.2	22.5	19.7	29.7	29.3	25.5	75.1	0.0	44.1	71.3	0.0
LnGrp LOS		C	C	B	C	C	C	E	A	D	E	A
Approach Vol, veh/h			995			768			550			175
Approach Delay, s/veh			22.0			28.7			66.0			71.3
Approach LOS			C			C			E			E

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.0	65.1		40.8		76.1		23.1				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	6.5	32.5		41.5		43.5		41.5				
Max Q Clear Time (g_c+I1), s	7.7	21.8		35.2		22.3		18.1				
Green Ext Time (p_c), s	0.0	4.5		1.1		7.3		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		37.3
HCM 6th LOS		D

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.



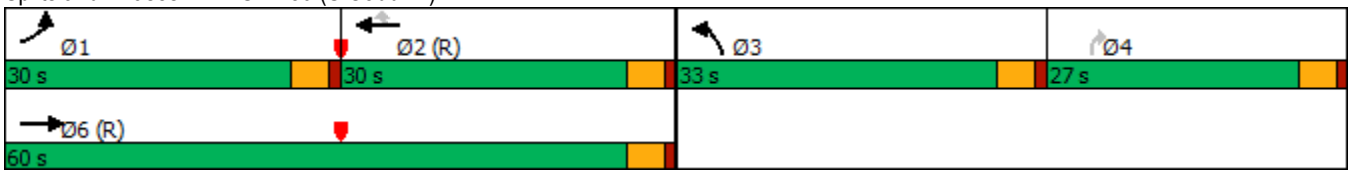
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	95
Future Volume (veh/h)	95
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1683
Adj Flow Rate, veh/h	100
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	114
Arrive On Green	0.13
Sat Flow, veh/h	856
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.57
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

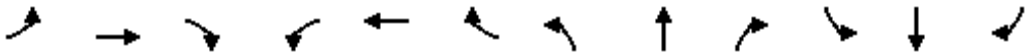
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	592	817	413	502	683	82
Future Volume (vph)	592	817	413	502	683	82
Lane Group Flow (vph)	643	888	449	546	742	89
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	26.5
Total Split (s)	30.0	60.0	30.0	30.0	33.0	27.0
Total Split (%)	25.0%	50.0%	25.0%	25.0%	27.5%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.79	0.43	0.43	0.65	0.94	0.51
Control Delay	49.7	14.3	35.9	7.2	64.9	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.7	14.3	35.9	7.2	64.9	20.2
Queue Length 50th (ft)	250	188	150	0	302	0
Queue Length 95th (ft)	303	264	227	110	#418	48
Internal Link Dist (ft)		670	546			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	815	2051	1053	844	807	350
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.43	0.43	0.65	0.92	0.25

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	592	817	0	0	413	502	683	0	82	0	0	0
Future Volume (veh/h)	592	817	0	0	413	502	683	0	82	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1781	1826	0	0	1811	1796	1856	0	1737			
Adj Flow Rate, veh/h	643	888	0	0	449	546	742	0	89			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	8	5	0	0	6	7	3	0	11			
Cap, veh/h	690	2404	0	0	1534	678	796	0	342			
Arrive On Green	0.21	0.69	0.00	0.00	0.45	0.45	0.23	0.00	0.23			
Sat Flow, veh/h	3291	3561	0	0	3532	1522	3428	0	1472			
Grp Volume(v), veh/h	643	888	0	0	449	546	742	0	89			
Grp Sat Flow(s),veh/h/ln	1646	1735	0	0	1721	1522	1714	0	1472			
Q Serve(g_s), s	23.0	12.7	0.0	0.0	10.0	37.2	25.5	0.0	5.9			
Cycle Q Clear(g_c), s	23.0	12.7	0.0	0.0	10.0	37.2	25.5	0.0	5.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	690	2404	0	0	1534	678	796	0	342			
V/C Ratio(X)	0.93	0.37	0.00	0.00	0.29	0.80	0.93	0.00	0.26			
Avail Cap(c_a), veh/h	699	2404	0	0	1534	678	814	0	350			
HCM Platoon Ratio	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	0.00	0.00	0.82	0.82	1.00	0.00	1.00			
Uniform Delay (d), s/veh	46.6	7.6	0.0	0.0	21.2	28.7	45.2	0.0	37.7			
Incr Delay (d2), s/veh	19.1	0.4	0.0	0.0	0.4	8.2	17.2	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	10.9	4.1	0.0	0.0	3.9	15.0	12.8	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.7	8.0	0.0	0.0	21.6	36.9	62.3	0.0	38.1			
LnGrp LOS	E	A	A	A	C	D	E	A	D			
Approach Vol, veh/h		1531			995			831				
Approach Delay, s/veh		32.3			30.0			59.7				
Approach LOS		C			C			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	29.7	58.0				87.6		32.4				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	25.5	25.5				55.5		28.5				
Max Q Clear Time (g_c+I1), s	25.0	39.2				14.7		27.5				
Green Ext Time (p_c), s	0.1	0.0				9.8		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			38.4									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	3	2	321	724	4
Future Vol, veh/h	11	3	2	321	724	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	11	3	2	334	754	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1094	756	758	0	-	0
Stage 1	756	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	237	408	853	-	-	-
Stage 1	464	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	236	408	853	-	-	-
Mov Cap-2 Maneuver	236	-	-	-	-	-
Stage 1	463	-	-	-	-	-
Stage 2	722	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.7	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	853	-	259	-	-
HCM Lane V/C Ratio	0.002	-	0.056	-	-
HCM Control Delay (s)	9.2	0	19.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	875	19	8	862	15	3
Future Vol, veh/h	875	19	8	862	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	962	21	9	947	16	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	983	0	1454	481
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	492	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	698	-	121	531
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	580	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	698	-	119	531
Mov Cap-2 Maneuver	-	-	-	-	240	-
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	572	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	19.7
HCM LOS			C

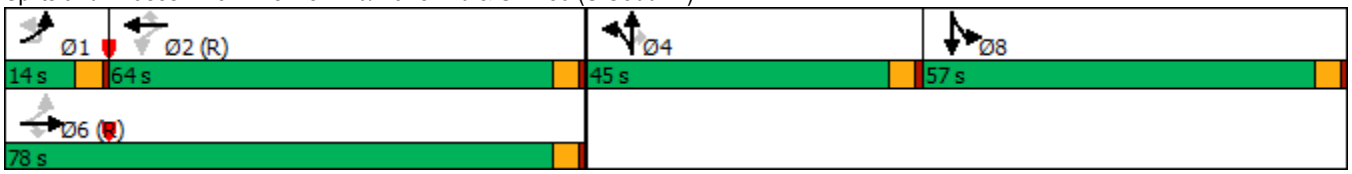
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	264	-	-	698	-
HCM Lane V/C Ratio	0.075	-	-	0.013	-
HCM Control Delay (s)	19.7	-	-	10.2	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations										
Traffic Volume (vph)	8	94	745	431	88	686	59	41	61	185
Future Volume (vph)	8	94	745	431	88	686	59	41	61	185
Lane Group Flow (vph)	0	108	784	454	93	722	62	310	64	384
Turn Type	custom	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		1	6			2		4		8
Permitted Phases	1	6		6	2		2		4	
Detector Phase	1	1	6	6	2	2	2	4	4	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	9.5	23.5	23.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	14.0	14.0	78.0	78.0	64.0	64.0	64.0	45.0	45.0	57.0
Total Split (%)	7.8%	7.8%	43.3%	43.3%	35.6%	35.6%	35.6%	25.0%	25.0%	31.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes			
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio		0.45	0.54	0.57	0.49	0.61	0.11	0.92	0.18	0.91
Control Delay		37.7	38.5	13.5	57.7	50.2	8.3	101.7	12.4	89.7
Queue Delay		0.0	0.9	0.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		37.7	39.4	14.0	57.7	50.2	8.3	101.7	12.4	89.7
Queue Length 50th (ft)		81	381	115	94	406	0	370	0	449
Queue Length 95th (ft)		134	472	252	172	486	38	#547	47	#585
Internal Link Dist (ft)			546			347		374		946
Turn Bay Length (ft)		155		200	200		300		180	
Base Capacity (vph)		240	1455	801	190	1186	571	361	370	473
Starvation Cap Reductn		0	376	104	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.45	0.73	0.65	0.49	0.61	0.11	0.86	0.17	0.81

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	8	94	745	431	88	686	59	254	41	61	107	185
Future Volume (veh/h)	8	94	745	431	88	686	59	254	41	61	107	185
Initial Q (Qb), veh		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	
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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1683	1683	1630	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h		99	784	454	93	722	62	267	43	64	113	195
Peak Hour Factor		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %		2	2	6	2	2	2	2	2	2	2	2
Cap, veh/h		253	1502	649	160	1273	568	283	46	290	119	205
Arrive On Green		0.05	0.47	0.47	0.40	0.40	0.40	0.20	0.20	0.20	0.25	0.25
Sat Flow, veh/h		1603	3198	1381	405	3198	1427	1390	224	1427	472	814
Grp Volume(v), veh/h		99	784	454	93	722	62	310	0	64	384	0
Grp Sat Flow(s),veh/h/ln		1603	1599	1381	405	1599	1427	1614	0	1427	1603	0
Q Serve(g_s), s		6.4	31.0	46.7	37.7	31.6	4.9	34.1	0.0	6.7	42.4	0.0
Cycle Q Clear(g_c), s		6.4	31.0	46.7	55.8	31.6	4.9	34.1	0.0	6.7	42.4	0.0
Prop In Lane		1.00		1.00	1.00		1.00	0.86		1.00	0.29	
Lane Grp Cap(c), veh/h		253	1502	649	160	1273	568	328	0	290	404	0
V/C Ratio(X)		0.39	0.52	0.70	0.58	0.57	0.11	0.94	0.00	0.22	0.95	0.00
Avail Cap(c_a), veh/h		263	1502	649	160	1273	568	363	0	321	467	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.85	0.85	0.85	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		32.1	33.5	37.7	57.7	42.1	34.1	70.7	0.0	59.8	66.3	0.0
Incr Delay (d2), s/veh		0.8	1.1	5.3	14.4	1.8	0.4	31.6	0.0	0.4	27.8	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
%ile BackOfQ(50%),veh/ln		2.5	12.2	16.5	4.5	12.7	1.8	17.0	0.0	2.5	20.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		33.0	34.6	43.0	72.1	44.0	34.5	102.3	0.0	60.2	94.0	0.0
LnGrp LOS		C	C	D	E	D	C	F	A	E	F	A
Approach Vol, veh/h			1337			877			374			384
Approach Delay, s/veh			37.3			46.3			95.1			94.0
Approach LOS			D			D			F			F

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.9	76.1		41.1		89.0		49.8				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	9.5	59.5		40.5		73.5		52.5				
Max Q Clear Time (g_c+I1), s	8.4	57.8		36.1		48.7		44.4				
Green Ext Time (p_c), s	0.0	1.1		0.5		11.4		0.9				

Intersection Summary		
HCM 6th Ctrl Delay		54.6
HCM 6th LOS		D

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.



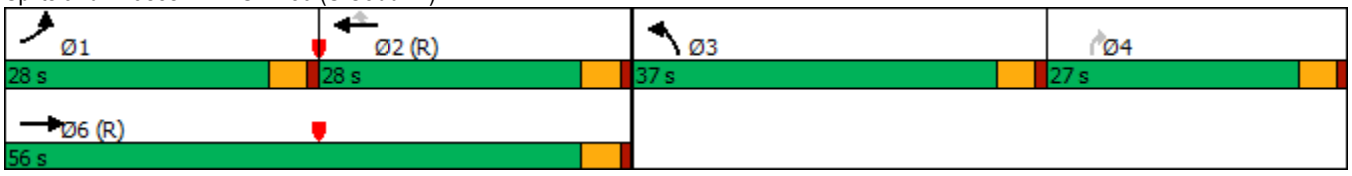
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	72
Future Volume (veh/h)	72
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1683
Adj Flow Rate, veh/h	76
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	80
Arrive On Green	0.25
Sat Flow, veh/h	317
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.20
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

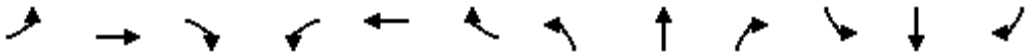
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	579	1075	562	452	825	47
Future Volume (vph)	579	1075	562	452	825	47
Lane Group Flow (vph)	585	1086	568	457	833	47
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	26.5
Total Split (s)	28.0	56.0	28.0	28.0	37.0	27.0
Total Split (%)	23.3%	46.7%	23.3%	23.3%	30.8%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.79	0.53	0.47	0.55	0.92	0.30
Control Delay	52.6	16.1	34.4	5.8	59.4	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.6	16.1	34.4	5.8	59.4	4.7
Queue Length 50th (ft)	230	273	196	0	334	0
Queue Length 95th (ft)	284	336	270	88	#448	2
Internal Link Dist (ft)		670	546			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	755	2065	1203	835	929	355
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.53	0.47	0.55	0.90	0.13

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	579	1075	0	0	562	452	825	0	47	0	0	0
Future Volume (veh/h)	579	1075	0	0	562	452	825	0	47	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1841	0	0	1870	1856	1870	0	1767			
Adj Flow Rate, veh/h	585	1086	0	0	568	457	833	0	47			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	3	4	0	0	2	3	2	0	9			
Cap, veh/h	641	2329	0	0	1569	694	895	0	388			
Arrive On Green	0.19	0.67	0.00	0.00	0.44	0.44	0.26	0.00	0.26			
Sat Flow, veh/h	3428	3589	0	0	3647	1572	3456	0	1497			
Grp Volume(v), veh/h	585	1086	0	0	568	457	833	0	47			
Grp Sat Flow(s),veh/h/ln	1714	1749	0	0	1777	1572	1728	0	1497			
Q Serve(g_s), s	20.1	18.1	0.0	0.0	12.7	27.5	28.2	0.0	2.9			
Cycle Q Clear(g_c), s	20.1	18.1	0.0	0.0	12.7	27.5	28.2	0.0	2.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	641	2329	0	0	1569	694	895	0	388			
V/C Ratio(X)	0.91	0.47	0.00	0.00	0.36	0.66	0.93	0.00	0.12			
Avail Cap(c_a), veh/h	671	2329	0	0	1569	694	936	0	405			
HCM Platoon Ratio	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	0.00	0.00	0.76	0.76	1.00	0.00	1.00			
Uniform Delay (d), s/veh	47.8	9.7	0.0	0.0	22.3	26.4	43.4	0.0	34.0			
Incr Delay (d2), s/veh	16.6	0.7	0.0	0.0	0.5	3.7	15.0	0.0	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.8	6.2	0.0	0.0	5.2	11.0	14.0	0.0	1.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.4	10.4	0.0	0.0	22.8	30.1	58.4	0.0	34.1			
LnGrp LOS	E	B	A	A	C	C	E	A	C			
Approach Vol, veh/h		1671			1025			880				
Approach Delay, s/veh		29.3			26.0			57.1				
Approach LOS		C			C			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	26.9	57.5				84.4		35.6				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	23.5	23.5				51.5		32.5				
Max Q Clear Time (g_c+I1), s	22.1	29.5				20.1		30.2				
Green Ext Time (p_c), s	0.3	0.0				11.8		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			35.2									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

FUTURE "BUILD" 2027 INTERSECTION ANALYSIS

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	112	8	33	497	191	14
Future Vol, veh/h	112	8	33	497	191	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	13	2	2	5	9	7
Mvmt Flow	120	9	35	534	205	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	817	213	220	0	-	0
Stage 1	213	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Critical Hdwy	6.53	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	331	827	1349	-	-	-
Stage 1	797	-	-	-	-	-
Stage 2	525	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	319	827	1349	-	-	-
Mov Cap-2 Maneuver	319	-	-	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	525	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.5	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1349	-	333	-	-
HCM Lane V/C Ratio	0.026	-	0.387	-	-
HCM Control Delay (s)	7.7	0	22.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.8	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	912	7	1	759	12	10
Future Vol, veh/h	912	7	1	759	12	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	2	2	5	2	2
Mvmt Flow	981	8	1	816	13	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	989	0	1391	491
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	410	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	695	-	133	523
Stage 1	-	-	-	-	324	-
Stage 2	-	-	-	-	638	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	695	-	133	523
Mov Cap-2 Maneuver	-	-	-	-	248	-
Stage 1	-	-	-	-	324	-
Stage 2	-	-	-	-	637	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.9
HCM LOS			C

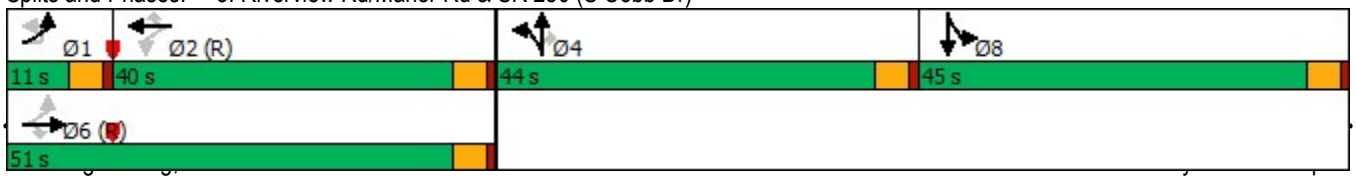
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	326	-	-	695	-
HCM Lane V/C Ratio	0.073	-	-	0.002	-
HCM Control Delay (s)	16.9	-	-	10.2	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations										
Traffic Volume (vph)	67	129	716	137	118	543	111	126	162	54
Future Volume (vph)	67	129	716	137	118	543	111	126	162	54
Lane Group Flow (vph)	0	209	754	144	124	572	117	469	171	189
Turn Type	custom	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		1	6			2		4		8
Permitted Phases	1	6		6	2		2		4	
Detector Phase	1	1	6	6	2	2	2	4	4	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	11.0	11.0	51.0	51.0	40.0	40.0	40.0	44.0	44.0	45.0
Total Split (%)	7.9%	7.9%	36.4%	36.4%	28.6%	28.6%	28.6%	31.4%	31.4%	32.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes			
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio		0.53	0.50	0.21	0.76	0.69	0.25	1.08	0.34	0.77
Control Delay		28.7	27.5	7.7	75.7	51.2	8.2	112.7	10.9	66.6
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		28.7	27.5	7.7	75.7	51.2	8.2	112.7	10.9	66.6
Queue Length 50th (ft)		118	252	17	107	253	0	~494	19	146
Queue Length 95th (ft)		202	353	68	#230	335	52	#722	82	223
Internal Link Dist (ft)			266			347		197		628
Turn Bay Length (ft)		155		180	200		300		160	
Base Capacity (vph)		393	1496	679	164	831	464	435	505	470
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.53	0.50	0.21	0.76	0.69	0.25	1.08	0.34	0.40

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	67	129	716	137	118	543	111	319	126	162	41	54
Future Volume (veh/h)	67	129	716	137	118	543	111	319	126	162	41	54
Initial Q (Qb), veh		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	
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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1670	1657	1550	1683	1643	1670	1603	1657	1683	1683	1670
Adj Flow Rate, veh/h		136	754	144	124	572	117	336	133	171	43	57
Peak Hour Factor		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %		3	4	12	2	5	3	8	4	2	2	3
Cap, veh/h		306	1515	632	229	1257	570	323	128	402	49	64
Arrive On Green		0.05	0.48	0.48	0.40	0.40	0.40	0.28	0.28	0.28	0.14	0.14
Sat Flow, veh/h		1590	3148	1314	558	3122	1415	1146	454	1427	347	459
Grp Volume(v), veh/h		136	754	144	124	572	117	469	0	171	189	0
Grp Sat Flow(s),veh/h/ln		1590	1574	1314	558	1561	1415	1599	0	1427	1524	0
Q Serve(g_s), s		6.5	22.9	8.9	27.3	18.8	7.5	39.5	0.0	13.7	17.0	0.0
Cycle Q Clear(g_c), s		6.5	22.9	8.9	39.2	18.8	7.5	39.5	0.0	13.7	17.0	0.0
Prop In Lane		1.00		1.00	1.00		1.00	0.72		1.00	0.23	
Lane Grp Cap(c), veh/h		306	1515	632	229	1257	570	451	0	402	214	0
V/C Ratio(X)		0.44	0.50	0.23	0.54	0.45	0.21	1.04	0.00	0.42	0.88	0.00
Avail Cap(c_a), veh/h		306	1515	632	229	1257	570	451	0	402	441	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		25.0	24.8	21.2	41.9	30.6	27.2	50.3	0.0	41.0	59.1	0.0
Incr Delay (d2), s/veh		1.0	1.2	0.8	8.9	1.2	0.8	52.9	0.0	0.7	11.5	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
%ile BackOfQ(50%),veh/ln		2.7	8.5	2.8	4.2	7.1	2.6	22.2	0.0	4.9	7.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		26.0	25.9	22.0	50.8	31.8	28.0	103.2	0.0	41.7	70.6	0.0
LnGrp LOS		C	C	C	D	C	C	F	A	D	E	A
Approach Vol, veh/h			1034			813			640			189
Approach Delay, s/veh			25.4			34.1			86.8			70.6
Approach LOS			C			C			F			E

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.0	60.9		44.0		71.9		24.1				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	6.5	35.5		39.5		46.5		40.5				
Max Q Clear Time (g_c+I1), s	8.5	41.2		41.5		24.9		19.0				
Green Ext Time (p_c), s	0.0	0.0		0.0		7.6		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		45.9
HCM 6th LOS		D

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	85
Future Volume (veh/h)	85
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1683
Adj Flow Rate, veh/h	89
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	101
Arrive On Green	0.14
Sat Flow, veh/h	717
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.47
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

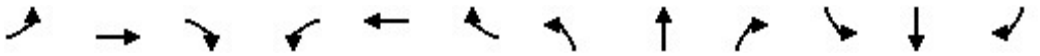
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	592	886	480	502	683	82
Future Volume (vph)	592	886	480	502	683	82
Lane Group Flow (vph)	643	963	522	546	742	89
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	9.5
Total Split (s)	37.0	71.0	34.0	34.0	31.0	18.0
Total Split (%)	30.8%	59.2%	28.3%	28.3%	25.8%	15.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.82	0.46	0.46	0.63	0.99	0.51
Control Delay	52.3	13.8	34.8	6.7	77.2	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.3	13.8	34.8	6.7	77.2	20.2
Queue Length 50th (ft)	254	201	170	0	309	0
Queue Length 95th (ft)	302	281	260	107	#442	48
Internal Link Dist (ft)		646	201			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	894	2094	1127	864	750	248
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.46	0.46	0.63	0.99	0.36

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	592	886	0	0	480	502	683	0	82	0	0	0
Future Volume (veh/h)	592	886	0	0	480	502	683	0	82	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1781	1826	0	0	1811	1796	1856	0	1737			
Adj Flow Rate, veh/h	643	963	0	0	522	546	742	0	89			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	8	5	0	0	6	7	3	0	11			
Cap, veh/h	719	2443	0	0	1543	682	757	0	325			
Arrive On Green	0.22	0.70	0.00	0.00	0.45	0.45	0.22	0.00	0.22			
Sat Flow, veh/h	3291	3561	0	0	3532	1522	3428	0	1472			
Grp Volume(v), veh/h	643	963	0	0	522	546	742	0	89			
Grp Sat Flow(s),veh/h/ln	1646	1735	0	0	1721	1522	1714	0	1472			
Q Serve(g_s), s	22.8	13.6	0.0	0.0	11.8	37.0	25.8	0.0	6.0			
Cycle Q Clear(g_c), s	22.8	13.6	0.0	0.0	11.8	37.0	25.8	0.0	6.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	719	2443	0	0	1543	682	757	0	325			
V/C Ratio(X)	0.89	0.39	0.00	0.00	0.34	0.80	0.98	0.00	0.27			
Avail Cap(c_a), veh/h	891	2443	0	0	1543	682	757	0	325			
HCM Platoon Ratio	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	45.6	7.3	0.0	0.0	21.5	28.5	46.5	0.0	38.8			
Incr Delay (d2), s/veh	9.9	0.5	0.0	0.0	0.6	9.5	27.7	0.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	10.0	4.4	0.0	0.0	4.7	15.2	13.9	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.5	7.7	0.0	0.0	22.1	38.0	74.2	0.0	39.2			
LnGrp LOS	E	A	A	A	C	D	E	A	D			
Approach Vol, veh/h		1606			1068			831				
Approach Delay, s/veh		26.9			30.2			70.4				
Approach LOS		C			C			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	30.7	58.3				89.0		31.0				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	32.5	29.5				66.5		26.5				
Max Q Clear Time (g_c+I1), s	24.8	39.0				15.6		27.8				
Green Ext Time (p_c), s	1.4	0.0				11.4		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			38.2									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	871	155	0	1015	0	180
Future Vol, veh/h	871	155	0	1015	0	180
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	175	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	947	168	0	1103	0	196

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	474
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	0	-	0	537
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	537
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	537	-	-
HCM Lane V/C Ratio	0.364	-	-
HCM Control Delay (s)	15.5	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	1.7	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	36	0	608	169	141
Future Vol, veh/h	0	36	0	608	169	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	39	0	661	184	153

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	184	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	858	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	858	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	858	-
HCM Lane V/C Ratio	-	0.046	-
HCM Control Delay (s)	-	9.4	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0.1	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	9	14	33	111	1
Future Vol, veh/h	1	9	14	33	111	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	10	15	36	121	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	51	0	-	0	45	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	12	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1555	-	-	-	965	1041
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	1011	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1555	-	-	-	964	1041
Mov Cap-2 Maneuver	-	-	-	-	964	-
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	1011	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1555	-	-	-	965
HCM Lane V/C Ratio	0.001	-	-	-	0.126
HCM Control Delay (s)	7.3	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	99	9	30	305	730	4
Future Vol, veh/h	99	9	30	305	730	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	103	9	31	318	760	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1142	762	764	0	-	0
Stage 1	762	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	222	405	849	-	-	-
Stage 1	461	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	212	405	849	-	-	-
Mov Cap-2 Maneuver	212	-	-	-	-	-
Stage 1	441	-	-	-	-	-
Stage 2	691	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	37.1	0.8	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	849	-	221	-	-
HCM Lane V/C Ratio	0.037	-	0.509	-	-
HCM Control Delay (s)	9.4	0	37.1	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	2.6	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	912	19	8	899	15	3
Future Vol, veh/h	912	19	8	899	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1002	21	9	988	16	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1023	0	1514	501
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	512	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	674	-	110	515
Stage 1	-	-	-	-	316	-
Stage 2	-	-	-	-	567	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	674	-	109	515
Mov Cap-2 Maneuver	-	-	-	-	229	-
Stage 1	-	-	-	-	316	-
Stage 2	-	-	-	-	560	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	20.5
HCM LOS			C

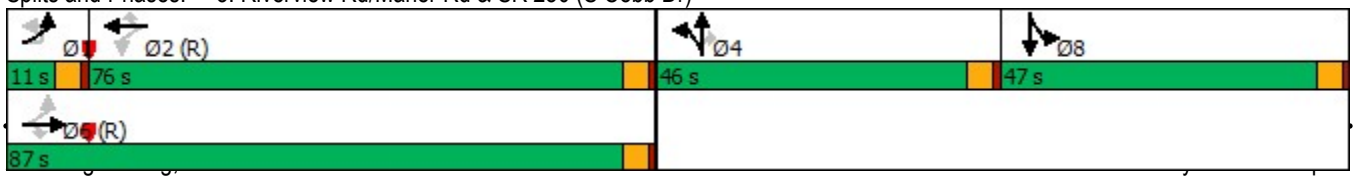
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	252	-	-	674	-
HCM Lane V/C Ratio	0.078	-	-	0.013	-
HCM Control Delay (s)	20.5	-	-	10.4	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations										
Traffic Volume (vph)	59	108	774	423	173	646	51	47	69	205
Future Volume (vph)	59	108	774	423	173	646	51	47	69	205
Lane Group Flow (vph)	0	178	815	445	182	680	54	377	73	396
Turn Type	custom	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		1	6			2		4		8
Permitted Phases	1	6		6	2		2		4	
Detector Phase	1	1	6	6	2	2	2	4	4	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	11.0	11.0	87.0	87.0	76.0	76.0	76.0	46.0	46.0	47.0
Total Split (%)	6.1%	6.1%	48.3%	48.3%	42.2%	42.2%	42.2%	25.6%	25.6%	26.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes			
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio		0.75	0.56	0.56	1.01	0.54	0.09	1.02	0.19	1.03
Control Delay		55.4	37.3	13.1	120.7	43.5	5.1	117.6	15.6	117.5
Queue Delay		0.0	1.7	0.8	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		55.4	39.1	13.9	120.7	43.5	5.1	117.6	15.6	117.5
Queue Length 50th (ft)		132	381	119	~226	336	0	~488	9	~513
Queue Length 95th (ft)		#209	452	234	#413	405	25	#719	58	#749
Internal Link Dist (ft)			266			347		197		628
Turn Bay Length (ft)		155		180	200		300		160	
Base Capacity (vph)		237	1459	792	181	1265	604	370	377	385
Starvation Cap Reductn		0	450	134	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.75	0.81	0.68	1.01	0.54	0.09	1.02	0.19	1.03

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	59	108	774	423	173	646	51	312	47	69	107	205
Future Volume (veh/h)	59	108	774	423	173	646	51	312	47	69	107	205
Initial Q (Qb), veh		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	
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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1683	1683	1630	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h		114	815	445	182	680	54	328	49	73	113	216
Peak Hour Factor		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %		2	2	6	2	2	2	2	2	2	2	2
Cap, veh/h		250	1466	633	148	1270	567	324	48	329	109	208
Arrive On Green		0.04	0.46	0.46	0.40	0.40	0.40	0.23	0.23	0.23	0.24	0.24
Sat Flow, veh/h		1603	3198	1381	396	3198	1427	1403	210	1427	460	879
Grp Volume(v), veh/h		114	815	445	182	680	54	377	0	73	396	0
Grp Sat Flow(s),veh/h/ln		1603	1599	1381	396	1599	1427	1613	0	1427	1611	0
Q Serve(g_s), s		6.5	33.3	46.3	49.2	29.3	4.3	41.5	0.0	7.5	42.5	0.0
Cycle Q Clear(g_c), s		6.5	33.3	46.3	71.5	29.3	4.3	41.5	0.0	7.5	42.5	0.0
Prop In Lane		1.00		1.00	1.00		1.00	0.87		1.00	0.29	
Lane Grp Cap(c), veh/h		250	1466	633	148	1270	567	372	0	329	380	0
V/C Ratio(X)		0.46	0.56	0.70	1.23	0.54	0.10	1.01	0.00	0.22	1.04	0.00
Avail Cap(c_a), veh/h		250	1466	633	148	1270	567	372	0	329	380	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		36.5	35.4	39.0	72.1	41.5	34.0	69.3	0.0	56.2	68.8	0.0
Incr Delay (d2), s/veh		1.3	1.5	6.4	147.9	1.6	0.3	50.2	0.0	0.3	57.2	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
%ile BackOfQ(50%),veh/ln		1.4	13.2	16.6	13.0	11.8	1.5	22.3	0.0	2.8	23.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		37.8	37.0	45.4	220.0	43.1	34.3	119.4	0.0	56.5	125.9	0.0
LnGrp LOS		D	D	D	F	D	C	F	A	E	F	A
Approach Vol, veh/h			1374			916			450			396
Approach Delay, s/veh			39.8			77.8			109.2			125.9
Approach LOS			D			E			F			F

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.0	76.0		46.0		87.0		47.0				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	6.5	71.5		41.5		82.5		42.5				
Max Q Clear Time (g_c+I1), s	8.5	73.5		43.5		48.3		44.5				
Green Ext Time (p_c), s	0.0	0.0		0.0		13.4		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		71.7
HCM 6th LOS		E

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	64
Future Volume (veh/h)	64
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1683
Adj Flow Rate, veh/h	67
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	64
Arrive On Green	0.24
Sat Flow, veh/h	273
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.17
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

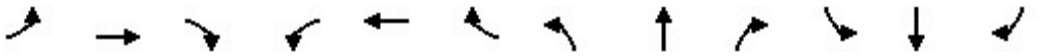
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	579	1136	623	452	825	47
Future Volume (vph)	579	1136	623	452	825	47
Lane Group Flow (vph)	585	1147	629	457	833	47
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	6.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	26.5
Total Split (s)	27.0	57.0	30.0	30.0	36.0	27.0
Total Split (%)	22.5%	47.5%	25.0%	25.0%	30.0%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.78	0.55	0.53	0.55	0.94	0.29
Control Delay	51.6	16.4	35.4	5.8	62.7	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.6	16.4	35.4	5.8	62.7	4.3
Queue Length 50th (ft)	228	293	222	0	338	0
Queue Length 95th (ft)	285	358	300	87	#460	2
Internal Link Dist (ft)		646	201			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	757	2071	1198	833	901	355
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.55	0.53	0.55	0.92	0.13

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	579	1136	0	0	623	452	825	0	47	0	0	0
Future Volume (veh/h)	579	1136	0	0	623	452	825	0	47	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1841	0	0	1870	1856	1870	0	1767			
Adj Flow Rate, veh/h	585	1147	0	0	629	457	833	0	47			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	3	4	0	0	2	3	2	0	9			
Cap, veh/h	635	2337	0	0	1584	701	887	0	384			
Arrive On Green	0.19	0.67	0.00	0.00	0.45	0.45	0.26	0.00	0.26			
Sat Flow, veh/h	3428	3589	0	0	3647	1572	3456	0	1497			
Grp Volume(v), veh/h	585	1147	0	0	629	457	833	0	47			
Grp Sat Flow(s),veh/h/ln	1714	1749	0	0	1777	1572	1728	0	1497			
Q Serve(g_s), s	20.1	19.4	0.0	0.0	14.3	27.3	28.3	0.0	2.9			
Cycle Q Clear(g_c), s	20.1	19.4	0.0	0.0	14.3	27.3	28.3	0.0	2.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	635	2337	0	0	1584	701	887	0	384			
V/C Ratio(X)	0.92	0.49	0.00	0.00	0.40	0.65	0.94	0.00	0.12			
Avail Cap(c_a), veh/h	643	2337	0	0	1584	701	907	0	393			
HCM Platoon Ratio	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	48.0	9.8	0.0	0.0	22.4	26.0	43.7	0.0	34.2			
Incr Delay (d2), s/veh	18.7	0.7	0.0	0.0	0.7	4.7	16.9	0.0	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	10.0	6.6	0.0	0.0	5.9	11.1	14.2	0.0	1.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.7	10.6	0.0	0.0	23.1	30.7	60.6	0.0	34.4			
LnGrp LOS	E	B	A	A	C	C	E	A	C			
Approach Vol, veh/h		1732			1086			880				
Approach Delay, s/veh		29.5			26.3			59.2				
Approach LOS		C			C			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	26.7	58.0				84.7		35.3				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	22.5	25.5				52.5		31.5				
Max Q Clear Time (g_c+I1), s	22.1	29.3				21.4		30.3				
Green Ext Time (p_c), s	0.1	0.0				12.7		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			35.6									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1206	133	0	1082	0	157
Future Vol, veh/h	1206	133	0	1082	0	157
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	175	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1311	145	0	1176	0	171

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	656
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	0	-	0	408
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	408
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	20
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	408	-	-
HCM Lane V/C Ratio	0.418	-	-
HCM Control Delay (s)	20	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	2	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	30	0	405	704	121
Future Vol, veh/h	0	30	0	405	704	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	33	0	440	765	132

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	765	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	403	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	403	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	403	-
HCM Lane V/C Ratio	-	0.081	-
HCM Control Delay (s)	-	14.7	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.3	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	14	6	28	95	1
Future Vol, veh/h	1	14	6	28	95	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	15	7	30	103	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	37	0	-	0	39	22
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	17	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1574	-	-	-	973	1055
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	1006	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1574	-	-	-	972	1055
Mov Cap-2 Maneuver	-	-	-	-	972	-
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	1006	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1574	-	-	-	973
HCM Lane V/C Ratio	0.001	-	-	-	0.107
HCM Control Delay (s)	7.3	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.4

FUTURE "NO-BUILD" 2037 INTERSECTION ANALYSIS

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	1	1	568	202	15
Future Vol, veh/h	9	1	1	568	202	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	13	2	2	5	9	7
Mvmt Flow	10	1	1	611	217	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	838	225	233	0	-	0
Stage 1	225	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Critical Hdwy	6.53	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	322	814	1335	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	520	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	322	814	1335	-	-	-
Mov Cap-2 Maneuver	322	-	-	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	520	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1335	-	343	-	-
HCM Lane V/C Ratio	0.001	-	0.031	-	-
HCM Control Delay (s)	7.7	0	15.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	959	8	1	790	13	11
Future Vol, veh/h	959	8	1	790	13	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	2	2	5	2	2
Mvmt Flow	1031	9	1	849	14	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1040	0	1458	516
Stage 1	-	-	-	-	1031	-
Stage 2	-	-	-	-	427	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	664	-	120	504
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	626	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	664	-	120	504
Mov Cap-2 Maneuver	-	-	-	-	233	-
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	625	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17.7
HCM LOS			C

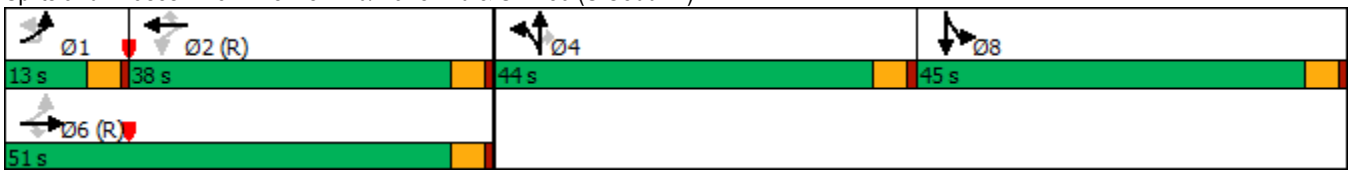
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	309	-	-	664	-
HCM Lane V/C Ratio	0.084	-	-	0.002	-
HCM Control Delay (s)	17.7	-	-	10.4	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations										
Traffic Volume (vph)	12	124	754	162	21	650	132	131	168	33
Future Volume (vph)	12	124	754	162	21	650	132	131	168	33
Lane Group Flow (vph)	0	144	794	171	22	684	139	429	177	193
Turn Type	custom	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		1	6			2		4		8
Permitted Phases	1	6		6	2		2		4	
Detector Phase	1	1	6	6	2	2	2	4	4	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	13.0	13.0	51.0	51.0	38.0	38.0	38.0	44.0	44.0	45.0
Total Split (%)	9.3%	9.3%	36.4%	36.4%	27.1%	27.1%	27.1%	31.4%	31.4%	32.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes			
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio		0.46	0.52	0.24	0.11	0.66	0.25	0.98	0.36	0.77
Control Delay		26.9	27.5	6.9	38.7	44.7	7.2	88.4	16.6	62.7
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		26.9	27.5	6.9	38.7	44.7	7.2	88.4	16.6	62.7
Queue Length 50th (ft)		76	267	17	14	288	0	405	43	134
Queue Length 95th (ft)		138	373	70	43	#436	56	#635	112	213
Internal Link Dist (ft)			546			347		374		946
Turn Bay Length (ft)		155		200	200		300		180	
Base Capacity (vph)		316	1515	700	197	1039	566	437	486	475
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.46	0.52	0.24	0.11	0.66	0.25	0.98	0.36	0.41

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	12	124	754	162	21	650	132	276	131	168	45	33
Future Volume (veh/h)	12	124	754	162	21	650	132	276	131	168	45	33
Initial Q (Qb), veh		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	
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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1670	1657	1550	1683	1643	1670	1603	1657	1683	1683	1670
Adj Flow Rate, veh/h		131	794	171	22	684	139	291	138	177	47	35
Peak Hour Factor		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %		3	4	12	2	5	3	8	4	2	2	3
Cap, veh/h		275	1509	630	211	1207	547	303	144	398	53	39
Arrive On Green		0.06	0.48	0.48	0.39	0.39	0.39	0.28	0.28	0.28	0.15	0.15
Sat Flow, veh/h		1590	3148	1314	524	3122	1415	1087	515	1427	365	271
Grp Volume(v), veh/h		131	794	171	22	684	139	429	0	177	193	0
Grp Sat Flow(s),veh/h/ln		1590	1574	1314	524	1561	1415	1602	0	1427	1497	0
Q Serve(g_s), s		6.8	24.6	10.9	4.3	24.1	9.4	36.9	0.0	14.3	17.7	0.0
Cycle Q Clear(g_c), s		6.8	24.6	10.9	15.9	24.1	9.4	36.9	0.0	14.3	17.7	0.0
Prop In Lane		1.00		1.00	1.00		1.00	0.68		1.00	0.24	
Lane Grp Cap(c), veh/h		275	1509	630	211	1207	547	447	0	398	217	0
V/C Ratio(X)		0.48	0.53	0.27	0.10	0.57	0.25	0.96	0.00	0.44	0.89	0.00
Avail Cap(c_a), veh/h		275	1509	630	211	1207	547	452	0	402	433	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.86	0.86	0.86	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		25.2	25.4	21.8	35.4	33.7	29.2	49.7	0.0	41.5	58.7	0.0
Incr Delay (d2), s/veh		1.1	1.1	0.9	1.0	1.9	1.1	31.9	0.0	0.8	11.6	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
%ile BackOfQ(50%),veh/ln		2.6	9.1	3.4	0.6	9.2	3.3	18.6	0.0	5.1	7.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		26.3	26.5	22.7	36.4	35.7	30.3	81.6	0.0	42.3	70.3	0.0
LnGrp LOS		C	C	C	D	D	C	F	A	D	E	A
Approach Vol, veh/h			1096			845			606			193
Approach Delay, s/veh			25.9			34.8			70.1			70.3
Approach LOS			C			C			E			E

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.0	58.6		43.6		71.6		24.8				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	8.5	33.5		39.5		46.5		40.5				
Max Q Clear Time (g_c+I1), s	8.8	26.1		38.9		26.6		19.7				
Green Ext Time (p_c), s	0.0	3.7		0.2		7.9		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		41.6
HCM 6th LOS		D

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.



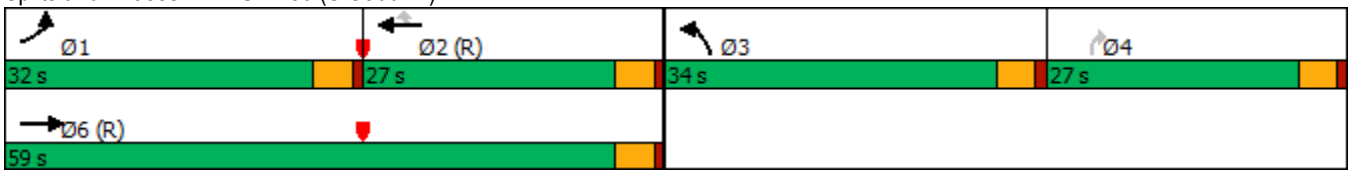
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	105
Future Volume (veh/h)	105
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1683
Adj Flow Rate, veh/h	111
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	125
Arrive On Green	0.15
Sat Flow, veh/h	861
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.58
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

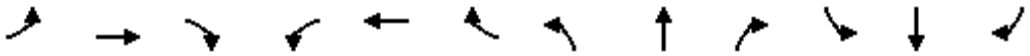
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	651	899	454	552	751	90
Future Volume (vph)	651	899	454	552	751	90
Lane Group Flow (vph)	708	977	493	600	816	98
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	6.0
Minimum Split (s)	9.5	27.5	23.5	23.5	9.5	26.5
Total Split (s)	32.0	59.0	27.0	27.0	34.0	27.0
Total Split (%)	26.7%	49.2%	22.5%	22.5%	28.3%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.80	0.49	0.54	0.71	0.98	0.54
Control Delay	47.8	16.2	41.6	8.7	71.3	22.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.8	16.2	41.6	8.7	71.3	22.6
Queue Length 50th (ft)	273	223	176	0	337	2
Queue Length 95th (ft)	326	313	265	130	#473	57
Internal Link Dist (ft)		670	546			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	886	1988	912	843	835	350
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.49	0.54	0.71	0.98	0.28

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	651	899	0	0	454	552	751	0	90	0	0	0
Future Volume (veh/h)	651	899	0	0	454	552	751	0	90	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1781	1826	0	0	1811	1796	1856	0	1737			
Adj Flow Rate, veh/h	708	977	0	0	493	600	816	0	98			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	8	5	0	0	6	7	3	0	11			
Cap, veh/h	752	2356	0	0	1422	629	843	0	362			
Arrive On Green	0.23	0.68	0.00	0.00	0.41	0.41	0.25	0.00	0.25			
Sat Flow, veh/h	3291	3561	0	0	3532	1522	3428	0	1472			
Grp Volume(v), veh/h	708	977	0	0	493	600	816	0	98			
Grp Sat Flow(s),veh/h/ln	1646	1735	0	0	1721	1522	1714	0	1472			
Q Serve(g_s), s	25.4	15.1	0.0	0.0	11.8	45.8	28.3	0.0	6.5			
Cycle Q Clear(g_c), s	25.4	15.1	0.0	0.0	11.8	45.8	28.3	0.0	6.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	752	2356	0	0	1422	629	843	0	362			
V/C Ratio(X)	0.94	0.41	0.00	0.00	0.35	0.95	0.97	0.00	0.27			
Avail Cap(c_a), veh/h	754	2356	0	0	1422	629	843	0	362			
HCM Platoon Ratio	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	0.00	0.00	0.70	0.70	1.00	0.00	1.00			
Uniform Delay (d), s/veh	45.5	8.6	0.0	0.0	24.1	34.1	44.8	0.0	36.6			
Incr Delay (d2), s/veh	19.9	0.5	0.0	0.0	0.5	20.7	23.4	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	12.1	5.0	0.0	0.0	4.7	20.3	14.8	0.0	2.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.4	9.1	0.0	0.0	24.6	54.8	68.2	0.0	37.0			
LnGrp LOS	E	A	A	A	C	D	E	A	D			
Approach Vol, veh/h		1685			1093			914				
Approach Delay, s/veh		32.8			41.2			64.9				
Approach LOS		C			D			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	31.9	54.1				86.0		34.0				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	27.5	22.5				54.5		29.5				
Max Q Clear Time (g_c+I1), s	27.4	47.8				17.1		30.3				
Green Ext Time (p_c), s	0.0	0.0				10.9		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			43.2									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	3	2	353	796	4
Future Vol, veh/h	12	3	2	353	796	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	13	3	2	368	829	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1203	831	833	0	-	0
Stage 1	831	-	-	-	-	-
Stage 2	372	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	204	370	800	-	-	-
Stage 1	428	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	203	370	800	-	-	-
Mov Cap-2 Maneuver	203	-	-	-	-	-
Stage 1	427	-	-	-	-	-
Stage 2	697	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.4	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	800	-	223	-	-
HCM Lane V/C Ratio	0.003	-	0.07	-	-
HCM Control Delay (s)	9.5	0	22.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	963	21	9	948	17	3
Future Vol, veh/h	963	21	9	948	17	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1058	23	10	1042	19	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1081	0	1599	529
Stage 1	-	-	-	-	1058	-
Stage 2	-	-	-	-	541	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	641	-	97	494
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	548	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	641	-	95	494
Mov Cap-2 Maneuver	-	-	-	-	213	-
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	539	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	22.1
HCM LOS			C

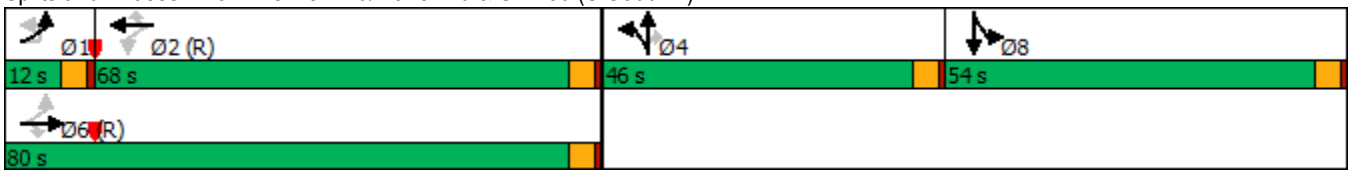
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	233	-	-	641	-
HCM Lane V/C Ratio	0.094	-	-	0.015	-
HCM Control Delay (s)	22.1	-	-	10.7	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations										
Traffic Volume (vph)	9	103	820	474	97	755	65	45	67	204
Future Volume (vph)	9	103	820	474	97	755	65	45	67	204
Lane Group Flow (vph)	0	118	863	499	102	795	68	341	71	422
Turn Type	custom	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		1	6			2		4		8
Permitted Phases	1	6		6	2		2		4	
Detector Phase	1	1	6	6	2	2	2	4	4	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	9.5	23.5	23.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	12.0	12.0	80.0	80.0	68.0	68.0	68.0	46.0	46.0	54.0
Total Split (%)	6.7%	6.7%	44.4%	44.4%	37.8%	37.8%	37.8%	25.6%	25.6%	30.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes			
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio		0.63	0.63	0.64	0.70	0.69	0.12	0.95	0.19	0.97
Control Delay		50.8	42.8	17.0	76.1	52.8	9.4	104.3	15.0	98.1
Queue Delay		0.0	2.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		50.8	44.8	17.8	76.1	52.8	9.4	104.3	15.0	98.1
Queue Length 50th (ft)		91	443	168	109	444	3	414	7	506
Queue Length 95th (ft)		143	523	312	#221	528	43	#620	56	#739
Internal Link Dist (ft)			546			347		374		946
Turn Bay Length (ft)		155		200	200		300		180	
Base Capacity (vph)		186	1379	780	146	1158	559	370	377	447
Starvation Cap Reductn		0	352	94	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.63	0.84	0.73	0.70	0.69	0.12	0.92	0.19	0.94

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	9	103	820	474	97	755	65	279	45	67	118	204
Future Volume (veh/h)	9	103	820	474	97	755	65	279	45	67	118	204
Initial Q (Qb), veh		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	
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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1683	1683	1630	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h		108	863	499	102	795	68	294	47	71	124	215
Peak Hour Factor		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %		2	2	6	2	2	2	2	2	2	2	2
Cap, veh/h		196	1380	596	120	1167	521	308	49	316	128	222
Arrive On Green		0.04	0.43	0.43	0.36	0.36	0.36	0.22	0.22	0.22	0.27	0.27
Sat Flow, veh/h		1603	3198	1381	360	3198	1427	1391	222	1427	471	817
Grp Volume(v), veh/h		108	863	499	102	795	68	341	0	71	422	0
Grp Sat Flow(s),veh/h/ln		1603	1599	1381	360	1599	1427	1614	0	1427	1603	0
Q Serve(g_s), s		7.5	37.8	57.9	39.9	37.8	5.7	37.5	0.0	7.3	46.8	0.0
Cycle Q Clear(g_c), s		7.5	37.8	57.9	65.7	37.8	5.7	37.5	0.0	7.3	46.8	0.0
Prop In Lane		1.00		1.00	1.00		1.00	0.86		1.00	0.29	
Lane Grp Cap(c), veh/h		196	1380	596	120	1167	521	357	0	316	436	0
V/C Ratio(X)		0.55	0.63	0.84	0.85	0.68	0.13	0.95	0.00	0.22	0.97	0.00
Avail Cap(c_a), veh/h		196	1380	596	120	1167	521	372	0	329	441	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.79	0.79	0.79	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		38.4	39.8	45.5	74.4	48.3	38.1	69.2	0.0	57.4	64.7	0.0
Incr Delay (d2), s/veh		2.6	1.7	10.7	49.7	3.2	0.5	34.3	0.0	0.4	34.4	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
%ile BackOfQ(50%),veh/ln		3.1	15.0	21.2	6.4	15.4	2.1	18.9	0.0	2.7	23.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		41.0	41.5	56.2	124.2	51.5	38.6	103.4	0.0	57.8	99.1	0.0
LnGrp LOS		D	D	E	F	D	D	F	A	E	F	A
Approach Vol, veh/h			1470			965			412			422
Approach Delay, s/veh			46.5			58.3			95.6			99.1
Approach LOS			D			E			F			F

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.0	70.2		44.4		82.2		53.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	7.5	63.5		41.5		75.5		49.5				
Max Q Clear Time (g_c+I1), s	9.5	67.7		39.5		59.9		48.8				
Green Ext Time (p_c), s	0.0	0.0		0.3		9.5		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	62.9
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.



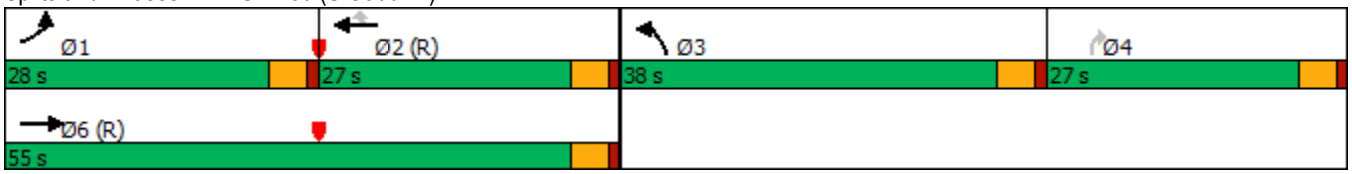
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	79
Future Volume (veh/h)	79
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1683
Adj Flow Rate, veh/h	83
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	86
Arrive On Green	0.27
Sat Flow, veh/h	315
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.20
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

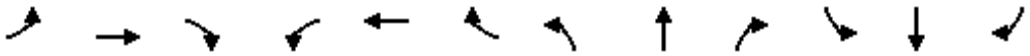
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	637	1183	618	497	907	52
Future Volume (vph)	637	1183	618	497	907	52
Lane Group Flow (vph)	643	1195	624	502	916	53
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	26.5
Total Split (s)	28.0	55.0	27.0	27.0	38.0	27.0
Total Split (%)	23.3%	45.8%	22.5%	22.5%	31.7%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.77	0.59	0.59	0.61	0.96	0.33
Control Delay	49.0	18.3	40.2	6.8	64.3	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.0	18.3	40.2	6.8	64.3	7.3
Queue Length 50th (ft)	248	322	232	0	374	0
Queue Length 95th (ft)	306	398	314	100	#510	9
Internal Link Dist (ft)		670	546			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	831	2012	1053	819	958	355
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.59	0.59	0.61	0.96	0.15

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	637	1183	0	0	618	497	907	0	52	0	0	0
Future Volume (veh/h)	637	1183	0	0	618	497	907	0	52	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1841	0	0	1870	1856	1870	0	1767			
Adj Flow Rate, veh/h	643	1195	0	0	624	502	916	0	53			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	3	4	0	0	2	3	2	0	9			
Cap, veh/h	671	2263	0	0	1470	650	961	0	416			
Arrive On Green	0.20	0.65	0.00	0.00	0.41	0.41	0.28	0.00	0.28			
Sat Flow, veh/h	3428	3589	0	0	3647	1572	3456	0	1497			
Grp Volume(v), veh/h	643	1195	0	0	624	502	916	0	53			
Grp Sat Flow(s),veh/h/ln	1714	1749	0	0	1777	1572	1728	0	1497			
Q Serve(g_s), s	22.3	22.0	0.0	0.0	15.0	33.0	31.2	0.0	3.2			
Cycle Q Clear(g_c), s	22.3	22.0	0.0	0.0	15.0	33.0	31.2	0.0	3.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	671	2263	0	0	1470	650	961	0	416			
V/C Ratio(X)	0.96	0.53	0.00	0.00	0.42	0.77	0.95	0.00	0.13			
Avail Cap(c_a), veh/h	671	2263	0	0	1470	650	965	0	418			
HCM Platoon Ratio	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	0.00	0.00	0.67	0.67	1.00	0.00	1.00			
Uniform Delay (d), s/veh	47.8	11.4	0.0	0.0	25.0	30.3	42.6	0.0	32.4			
Incr Delay (d2), s/veh	24.7	0.9	0.0	0.0	0.6	5.9	18.7	0.0	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	11.5	7.7	0.0	0.0	6.2	13.5	15.8	0.0	1.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.4	12.2	0.0	0.0	25.6	36.2	61.2	0.0	32.6			
LnGrp LOS	E	B	A	A	C	D	E	A	C			
Approach Vol, veh/h		1838			1126			969				
Approach Delay, s/veh		33.3			30.4			59.6				
Approach LOS		C			C			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	28.0	54.1				82.1		37.9				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	23.5	22.5				50.5		33.5				
Max Q Clear Time (g_c+I1), s	24.3	35.0				24.0		33.2				
Green Ext Time (p_c), s	0.0	0.0				12.4		0.1				

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

Notes

User approved volume balancing among the lanes for turning movement.

FUTURE "BUILD" 2037 INTERSECTION ANALYSIS

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	113	8	33	549	209	15
Future Vol, veh/h	113	8	33	549	209	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	13	2	2	5	9	7
Mvmt Flow	122	9	35	590	225	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	893	233	241	0	-	0
Stage 1	233	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Critical Hdwy	6.53	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	298	806	1326	-	-	-
Stage 1	780	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	286	806	1326	-	-	-
Mov Cap-2 Maneuver	286	-	-	-	-	-
Stage 1	750	-	-	-	-	-
Stage 2	494	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26	0.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1326	-	299	-	-
HCM Lane V/C Ratio	0.027	-	0.435	-	-
HCM Control Delay (s)	7.8	0	26	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	2.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	999	8	1	831	13	11
Future Vol, veh/h	999	8	1	831	13	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	2	2	5	2	2
Mvmt Flow	1074	9	1	894	14	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1083	0	1523	537
Stage 1	-	-	-	-	1074	-
Stage 2	-	-	-	-	449	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	640	-	109	488
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	610	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	640	-	109	488
Mov Cap-2 Maneuver	-	-	-	-	220	-
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	609	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	18.4
HCM LOS			C

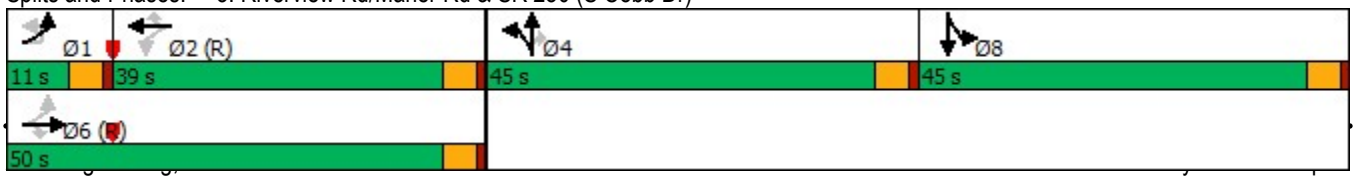
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	294	-	-	640	-
HCM Lane V/C Ratio	0.088	-	-	0.002	-
HCM Control Delay (s)	18.4	-	-	10.6	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations										
Traffic Volume (vph)	68	140	785	152	120	602	123	138	177	57
Future Volume (vph)	68	140	785	152	120	602	123	138	177	57
Lane Group Flow (vph)	0	221	826	160	126	634	129	507	186	207
Turn Type	custom	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		1	6			2		4		8
Permitted Phases	1	6		6	2		2		4	
Detector Phase	1	1	6	6	2	2	2	4	4	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	11.0	11.0	50.0	50.0	39.0	39.0	39.0	45.0	45.0	45.0
Total Split (%)	7.9%	7.9%	35.7%	35.7%	27.9%	27.9%	27.9%	32.1%	32.1%	32.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes			
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio		0.61	0.57	0.24	0.90	0.83	0.29	1.13	0.36	0.78
Control Delay		34.2	30.7	9.8	104.8	60.7	8.4	129.4	12.2	66.4
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		34.2	30.7	9.8	104.8	60.7	8.4	129.4	12.2	66.4
Queue Length 50th (ft)		130	296	26	116	301	0	~557	28	161
Queue Length 95th (ft)		#288	411	86	#251	381	55	#791	95	239
Internal Link Dist (ft)			266			347		197		628
Turn Bay Length (ft)		155		180	200		300		160	
Base Capacity (vph)		361	1440	658	140	762	444	447	515	471
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.61	0.57	0.24	0.90	0.83	0.29	1.13	0.36	0.44

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	68	140	785	152	120	602	123	344	138	177	45	57
Future Volume (veh/h)	68	140	785	152	120	602	123	344	138	177	45	57
Initial Q (Qb), veh		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	
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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1670	1657	1550	1683	1643	1670	1603	1657	1683	1683	1670
Adj Flow Rate, veh/h		147	826	160	126	634	129	362	145	186	47	60
Peak Hour Factor		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %		3	4	12	2	5	3	8	4	2	2	3
Cap, veh/h		267	1454	607	190	1197	542	330	132	413	53	67
Arrive On Green		0.05	0.46	0.46	0.38	0.38	0.38	0.29	0.29	0.29	0.15	0.15
Sat Flow, veh/h		1590	3148	1314	514	3122	1415	1142	457	1427	345	441
Grp Volume(v), veh/h		147	826	160	126	634	129	507	0	186	207	0
Grp Sat Flow(s),veh/h/ln		1590	1574	1314	514	1561	1415	1600	0	1427	1521	0
Q Serve(g_s), s		6.5	26.8	10.4	33.2	22.0	8.7	40.5	0.0	14.9	18.7	0.0
Cycle Q Clear(g_c), s		6.5	26.8	10.4	49.0	22.0	8.7	40.5	0.0	14.9	18.7	0.0
Prop In Lane		1.00		1.00	1.00		1.00	0.71		1.00	0.23	
Lane Grp Cap(c), veh/h		267	1454	607	190	1197	542	463	0	413	232	0
V/C Ratio(X)		0.55	0.57	0.26	0.66	0.53	0.24	1.10	0.00	0.45	0.89	0.00
Avail Cap(c_a), veh/h		267	1454	607	190	1197	542	463	0	413	440	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		29.8	27.5	23.1	49.4	33.4	29.3	49.8	0.0	40.7	58.2	0.0
Incr Delay (d2), s/veh		2.4	1.6	1.1	16.7	1.7	1.0	70.3	0.0	0.8	11.4	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
%ile BackOfQ(50%),veh/ln		1.5	10.0	3.3	5.0	8.4	3.1	25.0	0.0	5.3	7.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		32.2	29.1	24.1	66.1	35.1	30.3	120.1	0.0	41.4	69.6	0.0
LnGrp LOS		C	C	C	E	D	C	F	A	D	E	A
Approach Vol, veh/h			1133			889			693			207
Approach Delay, s/veh			28.8			38.8			99.0			69.6
Approach LOS			C			D			F			E

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.0	58.2		45.0		69.2		25.8				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	6.5	34.5		40.5		45.5		40.5				
Max Q Clear Time (g_c+I1), s	8.5	51.0		42.5		28.8		20.7				
Green Ext Time (p_c), s	0.0	0.0		0.0		7.4		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		51.4
HCM 6th LOS		D

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	95
Future Volume (veh/h)	95
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1683
Adj Flow Rate, veh/h	100
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	112
Arrive On Green	0.15
Sat Flow, veh/h	735
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.48
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

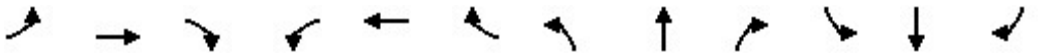
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	651	968	521	552	751	90
Future Volume (vph)	651	968	521	552	751	90
Lane Group Flow (vph)	708	1052	566	600	816	98
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	9.5
Total Split (s)	38.0	76.0	38.0	38.0	41.0	12.0
Total Split (%)	29.5%	58.9%	29.5%	29.5%	31.8%	9.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.89	0.53	0.56	0.69	0.90	0.62
Control Delay	61.5	18.2	41.9	7.7	59.0	32.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.5	18.2	41.9	7.7	59.0	32.1
Queue Length 50th (ft)	301	290	227	0	345	8
Queue Length 95th (ft)	#382	361	297	116	429	68
Internal Link Dist (ft)		646	201			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	841	1987	1016	871	962	168
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.53	0.56	0.69	0.85	0.58

Intersection Summary

Cycle Length: 129
Actuated Cycle Length: 129
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	651	968	0	0	521	552	751	0	90	0	0	0
Future Volume (veh/h)	651	968	0	0	521	552	751	0	90	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1781	1826	0	0	1811	1796	1856	0	1737			
Adj Flow Rate, veh/h	708	1052	0	0	566	600	816	0	98			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	8	5	0	0	6	7	3	0	11			
Cap, veh/h	770	2328	0	0	1384	612	888	0	381			
Arrive On Green	0.23	0.67	0.00	0.00	0.40	0.40	0.26	0.00	0.26			
Sat Flow, veh/h	3291	3561	0	0	3532	1522	3428	0	1472			
Grp Volume(v), veh/h	708	1052	0	0	566	600	816	0	98			
Grp Sat Flow(s),veh/h/ln	1646	1735	0	0	1721	1522	1714	0	1472			
Q Serve(g_s), s	27.1	18.5	0.0	0.0	15.2	50.2	29.9	0.0	6.8			
Cycle Q Clear(g_c), s	27.1	18.5	0.0	0.0	15.2	50.2	29.9	0.0	6.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	770	2328	0	0	1384	612	888	0	381			
V/C Ratio(X)	0.92	0.45	0.00	0.00	0.41	0.98	0.92	0.00	0.26			
Avail Cap(c_a), veh/h	855	2328	0	0	1384	612	970	0	417			
HCM Platoon Ratio	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	48.2	10.0	0.0	0.0	27.6	38.0	46.5	0.0	37.9			
Incr Delay (d2), s/veh	14.0	0.6	0.0	0.0	0.9	31.8	12.8	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	12.3	6.4	0.0	0.0	6.2	24.0	14.4	0.0	2.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	10.6	0.0	0.0	28.5	69.8	59.2	0.0	38.3			
LnGrp LOS	E	B	A	A	C	E	E	A	D			
Approach Vol, veh/h		1760			1166			914				
Approach Delay, s/veh		31.4			49.8			57.0				
Approach LOS		C			D			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	34.7	56.4				91.1		37.9				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	33.5	33.5				71.5		36.5				
Max Q Clear Time (g_c+I1), s	29.1	52.2				20.5		31.9				
Green Ext Time (p_c), s	1.1	0.0				13.0		1.6				

Intersection Summary												
HCM 6th Ctrl Delay			43.1									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	967	155	0	1110	0	180
Future Vol, veh/h	967	155	0	1110	0	180
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	175	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1051	168	0	1207	0	196

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	526
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	0	-	0	496
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	496
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	496	-	-
HCM Lane V/C Ratio	0.394	-	-
HCM Control Delay (s)	16.9	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	1.9	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	36	0	660	189	141
Future Vol, veh/h	0	36	0	660	189	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	39	0	717	205	153

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	205	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	836	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	836	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	836	-
HCM Lane V/C Ratio	-	0.047	-
HCM Control Delay (s)	-	9.5	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0.1	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	10	15	33	111	1
Future Vol, veh/h	1	10	15	33	111	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	11	16	36	121	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	52	0	-	0	47	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1554	-	-	-	963	1039
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1554	-	-	-	962	1039
Mov Cap-2 Maneuver	-	-	-	-	962	-
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	1010	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1554	-	-	-	963
HCM Lane V/C Ratio	0.001	-	-	-	0.126
HCM Control Delay (s)	7.3	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	100	9	30	337	802	4
Future Vol, veh/h	100	9	30	337	802	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	104	9	31	351	835	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1250	837	839	0	-	0
Stage 1	837	-	-	-	-	-
Stage 2	413	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	191	367	796	-	-	-
Stage 1	425	-	-	-	-	-
Stage 2	668	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	182	367	796	-	-	-
Mov Cap-2 Maneuver	182	-	-	-	-	-
Stage 1	405	-	-	-	-	-
Stage 2	668	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	48.7	0.8	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	796	-	190	-	-
HCM Lane V/C Ratio	0.039	-	0.598	-	-
HCM Control Delay (s)	9.7	0	48.7	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	3.3	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1000	21	9	985	17	3
Future Vol, veh/h	1000	21	9	985	17	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1099	23	10	1082	19	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1122	0	1660	550
Stage 1	-	-	-	-	1099	-
Stage 2	-	-	-	-	561	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	618	-	88	479
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	535	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	618	-	87	479
Mov Cap-2 Maneuver	-	-	-	-	202	-
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	526	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	23.1
HCM LOS			C

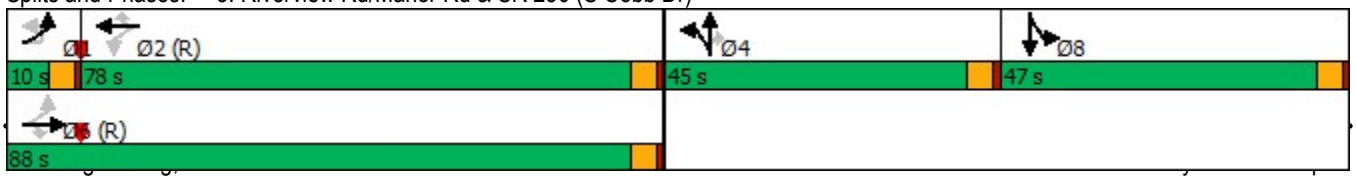
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	221	-	-	618	-
HCM Lane V/C Ratio	0.099	-	-	0.016	-
HCM Control Delay (s)	23.1	-	-	10.9	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations										
Traffic Volume (vph)	60	117	849	466	182	715	57	51	75	224
Future Volume (vph)	60	117	849	466	182	715	57	51	75	224
Lane Group Flow (vph)	0	188	894	491	192	753	60	409	79	435
Turn Type	custom	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		1	6			2		4		8
Permitted Phases	1	6		6	2		2		4	
Detector Phase	1	1	6	6	2	2	2	4	4	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	10.0	10.0	88.0	88.0	78.0	78.0	78.0	45.0	45.0	47.0
Total Split (%)	5.6%	5.6%	48.9%	48.9%	43.3%	43.3%	43.3%	25.0%	25.0%	26.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes			
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio		0.89	0.61	0.61	1.21	0.58	0.10	1.13	0.21	1.13
Control Delay		76.7	38.1	15.7	182.3	43.5	6.1	148.3	17.9	144.6
Queue Delay		0.0	2.7	1.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		76.7	40.9	16.9	182.3	43.5	6.1	148.3	17.9	144.6
Queue Length 50th (ft)		139	428	165	~285	376	0	~581	15	~613
Queue Length 95th (ft)		#273	505	296	#471	450	31	#817	67	#855
Internal Link Dist (ft)			266			347		197		628
Turn Bay Length (ft)		155		180	200		300		160	
Base Capacity (vph)		212	1477	801	159	1300	619	361	370	385
Starvation Cap Reductn		0	447	132	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.89	0.87	0.73	1.21	0.58	0.10	1.13	0.21	1.13

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	60	117	849	466	182	715	57	337	51	75	118	224
Future Volume (veh/h)	60	117	849	466	182	715	57	337	51	75	118	224
Initial Q (Qb), veh		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	
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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1683	1683	1630	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h		123	894	491	192	753	60	355	54	79	124	236
Peak Hour Factor		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %		2	2	6	2	2	2	2	2	2	2	2
Cap, veh/h		226	1484	641	130	1306	583	315	48	321	108	206
Arrive On Green		0.03	0.46	0.46	0.41	0.41	0.41	0.22	0.22	0.22	0.24	0.24
Sat Flow, veh/h		1603	3198	1381	352	3198	1427	1400	213	1427	459	874
Grp Volume(v), veh/h		123	894	491	192	753	60	409	0	79	435	0
Grp Sat Flow(s),veh/h/ln		1603	1599	1381	352	1599	1427	1613	0	1427	1610	0
Q Serve(g_s), s		5.5	37.4	53.2	46.1	32.8	4.7	40.5	0.0	8.2	42.5	0.0
Cycle Q Clear(g_c), s		5.5	37.4	53.2	73.5	32.8	4.7	40.5	0.0	8.2	42.5	0.0
Prop In Lane		1.00		1.00	1.00		1.00	0.87		1.00	0.29	
Lane Grp Cap(c), veh/h		226	1484	641	130	1306	583	363	0	321	380	0
V/C Ratio(X)		0.55	0.60	0.77	1.48	0.58	0.10	1.13	0.00	0.25	1.14	0.00
Avail Cap(c_a), veh/h		226	1484	641	130	1306	583	363	0	321	380	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		42.2	35.9	40.1	74.1	41.2	32.9	69.8	0.0	57.2	68.8	0.0
Incr Delay (d2), s/veh		2.7	1.8	8.5	251.3	1.9	0.4	86.2	0.0	0.4	91.5	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
%ile BackOfQ(50%),veh/ln		2.5	14.8	19.2	15.1	13.1	1.7	25.4	0.0	3.0	27.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		44.9	37.7	48.7	325.3	43.1	33.2	156.0	0.0	57.6	160.2	0.0
LnGrp LOS		D	D	D	F	D	C	F	A	E	F	A
Approach Vol, veh/h			1508			1005			488			435
Approach Delay, s/veh			41.9			96.4			140.0			160.2
Approach LOS			D			F			F			F

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.0	78.0		45.0		88.0		47.0				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.5	73.5		40.5		83.5		42.5				
Max Q Clear Time (g_c+I1), s	7.5	75.5		42.5		55.2		44.5				
Green Ext Time (p_c), s	0.0	0.0		0.0		13.9		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		86.7
HCM 6th LOS		F

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.



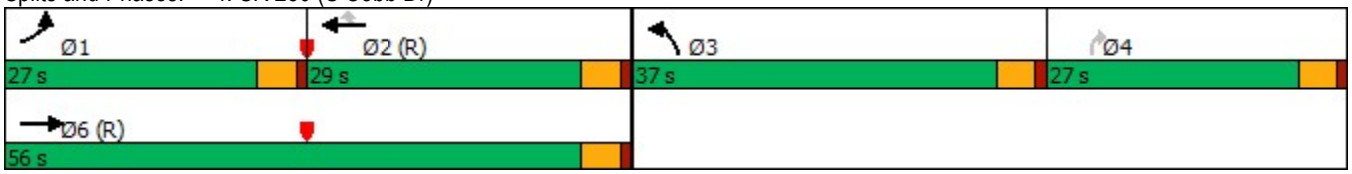
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	71
Future Volume (veh/h)	71
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1683
Adj Flow Rate, veh/h	75
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	66
Arrive On Green	0.24
Sat Flow, veh/h	278
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.17
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

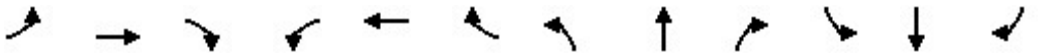
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	637	1244	679	497	907	52
Future Volume (vph)	637	1244	679	497	907	52
Lane Group Flow (vph)	643	1257	686	502	916	53
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	6.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	26.5
Total Split (s)	27.0	56.0	29.0	29.0	37.0	27.0
Total Split (%)	22.5%	46.7%	24.2%	24.2%	30.8%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.74	0.62	0.66	0.62	0.99	0.32
Control Delay	47.0	18.5	42.1	6.8	70.1	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.0	18.5	42.1	6.8	70.1	7.0
Queue Length 50th (ft)	247	344	261	0	378	0
Queue Length 95th (ft)	306	421	346	98	#522	9
Internal Link Dist (ft)		646	201			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	864	2026	1033	813	929	355
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.62	0.66	0.62	0.99	0.15

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	637	1244	0	0	679	497	907	0	52	0	0	0
Future Volume (veh/h)	637	1244	0	0	679	497	907	0	52	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1841	0	0	1870	1856	1870	0	1767			
Adj Flow Rate, veh/h	643	1257	0	0	686	502	916	0	53			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	3	4	0	0	2	3	2	0	9			
Cap, veh/h	643	2288	0	0	1525	675	936	0	405			
Arrive On Green	0.19	0.65	0.00	0.00	0.43	0.43	0.27	0.00	0.27			
Sat Flow, veh/h	3428	3589	0	0	3647	1572	3456	0	1497			
Grp Volume(v), veh/h	643	1257	0	0	686	502	916	0	53			
Grp Sat Flow(s),veh/h/ln	1714	1749	0	0	1777	1572	1728	0	1497			
Q Serve(g_s), s	22.5	23.3	0.0	0.0	16.4	32.1	31.6	0.0	3.2			
Cycle Q Clear(g_c), s	22.5	23.3	0.0	0.0	16.4	32.1	31.6	0.0	3.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	643	2288	0	0	1525	675	936	0	405			
V/C Ratio(X)	1.00	0.55	0.00	0.00	0.45	0.74	0.98	0.00	0.13			
Avail Cap(c_a), veh/h	643	2288	0	0	1525	675	936	0	405			
HCM Platoon Ratio	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	48.8	11.2	0.0	0.0	24.2	28.7	43.4	0.0	33.1			
Incr Delay (d2), s/veh	35.6	1.0	0.0	0.0	1.0	7.3	24.2	0.0	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	12.5	8.1	0.0	0.0	6.8	13.4	16.6	0.0	1.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.3	12.2	0.0	0.0	25.2	36.0	67.6	0.0	33.2			
LnGrp LOS	F	B	A	A	C	D	E	A	C			
Approach Vol, veh/h		1900			1188			969				
Approach Delay, s/veh		36.6			29.8			65.7				
Approach LOS		D			C			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	27.0	56.0				83.0		37.0				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	22.5	24.5				51.5		32.5				
Max Q Clear Time (g_c+I1), s	24.5	34.1				25.3		33.6				
Green Ext Time (p_c), s	0.0	0.0				13.1		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			41.5									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1334	133	0	1184	0	157
Future Vol, veh/h	1334	133	0	1184	0	157
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	175	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1450	145	0	1287	0	171

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	725
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	0	-	0	368
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	368
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	23
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	368	-	-
HCM Lane V/C Ratio	0.464	-	-
HCM Control Delay (s)	23	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	2.4	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	30	0	438	777	121
Future Vol, veh/h	0	30	0	438	777	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	33	0	476	845	132

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	845	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	363	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	363	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	363	-
HCM Lane V/C Ratio	-	0.09	-
HCM Control Delay (s)	-	15.9	-
HCM Lane LOS	-	C	-
HCM 95th %tile Q(veh)	-	0.3	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	15	7	28	95	1
Future Vol, veh/h	1	15	7	28	95	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	16	8	30	103	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	38	0	-	0	41	23
Stage 1	-	-	-	-	23	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1572	-	-	-	970	1054
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1572	-	-	-	969	1054
Mov Cap-2 Maneuver	-	-	-	-	969	-
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	1005	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1572	-	-	-	970
HCM Lane V/C Ratio	0.001	-	-	-	0.108
HCM Control Delay (s)	7.3	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.4

TRAFFIC VOLUME WORKSHEETS

25-142 5322 South Cobb Drive, Cobb County GA 30080

Traffic Volumes

A&R Engineering
November 2025

1.Riverview Rd @ Maner Rd

A.M. Peak Hour

	Riverview Road Northbound					Riverview Road Southbound					Maner Road Eastbound					- Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	506	0	506	0	0	180	14	194	0	8	0	1	9	0	0	0	0	0
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	0	516	0	516	0	0	184	14	198	0	8	0	1	9	0	0	0	0	0
No-Build 2037 Volumes:	0	0	568	0	568	0	0	202	15	217	0	9	0	1	10	0	0	0	0	0
Total New Trips:	0	14	0	0	14	0	0	7	0	7	0	27	0	7	34	0	0	0	0	0
Pass-by Trips:	0	19	-19	0	0	0	0	0	0	0	0	77	0	0	77	0	0	0	0	0
Future 2027 Traffic Volumes:	0	33	497	0	530	0	0	191	14	205	0	112	0	8	120	0	0	0	0	0
Future 2037 Traffic Volumes:	0	33	549	0	582	0	0	209	15	224	0	113	0	8	121	0	0	0	0	0

P.M. Peak Hour

	Riverview Road Northbound					Riverview Road Southbound					Maner Road Eastbound					- Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	2	315	0	317	0	0	710	4	714	0	11	0	3	14	0	0	0	0	0
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	2	321	0	323	0	0	724	4	728	0	11	0	3	14	0	0	0	0	0
No-Build 2037 Volumes:	0	2	353	0	355	0	0	796	4	800	0	12	0	3	15	0	0	0	0	0
Total New Trips:	0	12	0	0	12	0	0	6	0	6	0	24	0	6	30	0	0	0	0	0
Pass-by Trips:	0	16	-16	0	0	0	0	0	0	0	0	64	0	0	64	0	0	0	0	0
Future 2027 Traffic Volumes:	0	30	305	0	335	0	0	730	4	734	0	99	0	9	108	0	0	0	0	0
Future 2037 Traffic Volumes:	0	30	337	0	367	0	0	802	4	806	0	100	0	9	109	0	0	0	0	0

25-142 5322 South Cobb Drive, Cobb County GA 30080

Traffic Volumes

A&R Engineering
November 2025

2.SR 280 @ Elmwood Cir

A.M. Peak Hour

	Elmwood Circle Northbound					- Southbound					SR 280 (South Cobb Drive) Eastbound					SR 280 (South Cobb Drive) Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	12	0	10	22	0	0	0	0	0	0	0	855	7	862	0	0	704	0	704
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	12	0	10	22	0	0	0	0	0	0	0	872	7	879	0	0	718	0	718
No-Build 2037 Volumes:	0	13	0	11	24	0	0	0	0	0	0	0	959	8	967	0	0	790	0	790
Total New Trips:	0	0	0	0	0	0	0	0	0	0	0	0	40	0	40	0	0	41	0	41
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	12	0	10	22	0	0	0	0	0	0	0	912	7	919	0	0	759	0	759
Future 2037 Traffic Volumes:	0	13	0	11	24	0	0	0	0	0	0	0	999	8	1007	0	0	831	0	831

P.M. Peak Hour

	Elmwood Circle Northbound					- Southbound					SR 280 (South Cobb Drive) Eastbound					SR 280 (South Cobb Drive) Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	15	0	3	18	0	0	0	0	0	0	0	858	19	877	0	8	845	0	853
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	15	0	3	18	0	0	0	0	0	0	0	875	19	894	0	8	862	0	870
No-Build 2037 Volumes:	0	17	0	3	20	0	0	0	0	0	0	0	963	21	984	0	9	948	0	957
Total New Trips:	0	0	0	0	0	0	0	0	0	0	0	0	37	0	37	0	0	37	0	37
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	15	0	3	18	0	0	0	0	0	0	0	912	19	931	0	8	899	0	907
Future 2037 Traffic Volumes:	0	17	0	3	20	0	0	0	0	0	0	0	1000	21	1021	0	9	985	0	994

25-142 5322 South Cobb Drive, Cobb County GA 30080

Traffic Volumes

A&R Engineering
November 2025

3.SR 280@Riverwood Rd-Maner Rd

A.M. Peak Hour

	Riverview Road Northbound					Maner Road Southbound					SR 280 (South Cobb Drive) Eastbound					SR 280 (South Cobb Drive) Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	246	117	150	513	0	40	29	93	162	11	111	672	144	938	0	19	579	118	716
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	251	119	153	523	0	41	30	95	166	11	113	685	147	956	0	19	591	120	730
No-Build 2037 Volumes:	0	276	131	168	575	0	45	33	105	183	12	124	754	162	1052	0	21	650	132	803
Total New Trips:	0	20	7	0	27	0	0	14	0	14	47	7	40	0	94	0	41	0	0	41
Pass-by Trips:	0	48	0	9	57	0	0	10	-10	0	9	9	-9	-10	-1	0	58	-48	-9	1
Future 2027 Traffic Volumes:	0	319	126	162	607	0	41	54	85	180	67	129	716	137	1049	0	118	543	111	772
Future 2037 Traffic Volumes:	0	344	138	177	659	0	45	57	95	197	68	140	785	152	1145	0	120	602	123	845

P.M. Peak Hour

	Riverview Road Northbound					Maner Road Southbound					SR 280 (South Cobb Drive) Eastbound					SR 280 (South Cobb Drive) Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	249	40	60	349	0	105	181	71	357	8	92	730	423	1253	0	86	673	58	817
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	254	41	61	356	0	107	185	72	364	8	94	745	431	1278	0	88	686	59	833
No-Build 2037 Volumes:	0	279	45	67	391	0	118	204	79	401	9	103	820	474	1406	0	97	755	65	917
Total New Trips:	0	18	6	0	24	0	0	12	0	12	43	6	37	0	86	0	37	0	0	37
Pass-by Trips:	0	40	0	8	48	0	0	8	-8	0	8	8	-8	-8	0	0	48	-40	-8	0
Future 2027 Traffic Volumes:	0	312	47	69	428	0	107	205	64	376	59	108	774	423	1364	0	173	646	51	870
Future 2037 Traffic Volumes:	0	337	51	75	463	0	118	224	71	413	60	117	849	466	1492	0	182	715	57	954

25-142 5322 South Cobb Drive, Cobb County GA 30080

Traffic Volumes

A&R Engineering
November 2025

4.SR 280 @ I-285 NB Ramp

A.M. Peak Hour

	I-285 Northbound Ramp					I-285 Northbound Ramp					SR 280 (South Cobb Drive)					SR 280 (South Cobb Drive)				
	Northbound					**Southbound**					**Eastbound**					**Westbound**				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	669	1	80	750	0	0	0	0	0	0	580	801	0	1381	0	0	405	492	897
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	682	1	82	765	0	0	0	0	0	0	592	817	0	1409	0	0	413	502	915
No-Build 2037 Volumes:	0	750	1	90	841	0	0	0	0	0	0	651	899	0	1550	0	0	454	552	1006
Total New Trips:	0	0	0	0	0	0	0	0	0	0	0	0	69	0	69	0	0	67	0	67
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	682	1	82	765	0	0	0	0	0	0	592	886	0	1478	0	0	480	502	982
Future 2037 Traffic Volumes:	0	750	1	90	841	0	0	0	0	0	0	651	968	0	1619	0	0	521	552	1073

P.M. Peak Hour

	I-285 Northbound Ramp					I-285 Northbound Ramp					SR 280 (South Cobb Drive)					SR 280 (South Cobb Drive)				
	Northbound					**Southbound**					**Eastbound**					**Westbound**				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	807	2	46	855	0	0	0	0	0	0	568	1054	0	1622	0	0	551	443	994
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	823	2	47	872	0	0	0	0	0	0	579	1075	0	1654	0	0	562	452	1014
No-Build 2037 Volumes:	0	905	2	52	959	0	0	0	0	0	0	637	1183	0	1820	0	0	618	497	1115
Total New Trips:	0	0	0	0	0	0	0	0	0	0	0	0	61	0	61	0	0	61	0	61
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	823	2	47	872	0	0	0	0	0	0	579	1136	0	1715	0	0	623	452	1075
Future 2037 Traffic Volumes:	0	905	2	52	959	0	0	0	0	0	0	637	1244	0	1881	0	0	679	497	1176

25-142 5322 South Cobb Drive, Cobb County GA 30080

Traffic Volumes

A&R Engineering
November 2025

5.SR 280 @ Drwy 1 (RIRO)

A.M. Peak Hour

	Site Driveway 1 (Right-In/Right-Out) Northbound					- Southbound					SR 280 (South Cobb Drive) Eastbound					SR 280 (South Cobb Drive) Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	0	0	0	0	0	0	0	0	0	0	938	0	938	0	0	929	0	929
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	957	0	957	0	0	948	0	948
No-Build 2037 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	1053	0	1053	0	0	1043	0	1043
Total New Trips:	0	0	0	94	94	0	0	0	0	0	0	0	0	69	69	0	0	67	0	67
Pass-by Trips:	0	0	0	86	86	0	0	0	0	0	0	0	-86	86	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	0	0	180	180	0	0	0	0	0	0	0	871	155	1026	0	0	1015	0	1015
Future 2037 Traffic Volumes:	0	0	0	180	180	0	0	0	0	0	0	0	967	155	1122	0	0	1110	0	1110

P.M. Peak Hour

	Site Driveway 1 (Right-In/Right-Out) Northbound					- Southbound					SR 280 (South Cobb Drive) Eastbound					SR 280 (South Cobb Drive) Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	0	0	0	0	0	0	0	0	0	0	1253	0	1253	0	0	1001	0	1001
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	1278	0	1278	0	0	1021	0	1021
No-Build 2037 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	1406	0	1406	0	0	1123	0	1123
Total New Trips:	0	0	0	85	85	0	0	0	0	0	0	0	0	61	61	0	0	61	0	61
Pass-by Trips:	0	0	0	72	72	0	0	0	0	0	0	0	-72	72	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	0	0	157	157	0	0	0	0	0	0	0	1206	133	1339	0	0	1082	0	1082
Future 2037 Traffic Volumes:	0	0	0	157	157	0	0	0	0	0	0	0	1334	133	1467	0	0	1184	0	1184

25-142 5322 South Cobb Drive, Cobb County GA 30080

Traffic Volumes

A&R Engineering
November 2025

6.Riverview Rd @ Drwy 2 (RIRO)

A.M. Peak Hour

	Riverview Road Northbound					Riverview Road Southbound					Site Driveway 2 (Right-In/Right-Out) Eastbound					- Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	514	0	514	0	0	194	0	194	0	0	0	0	0	0	0	0	0	0
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	0	524	0	524	0	0	198	0	198	0	0	0	0	0	0	0	0	0	0
No-Build 2037 Volumes:	0	0	576	0	576	0	0	218	0	218	0	0	0	0	0	0	0	0	0	0
Total New Trips:	0	0	27	0	27	0	0	0	55	55	0	0	0	7	7	0	0	0	0	0
Pass-by Trips:	0	0	57	0	57	0	0	-29	86	57	0	0	0	29	29	0	0	0	0	0
Future 2027 Traffic Volumes:	0	0	608	0	608	0	0	169	141	310	0	0	0	36	36	0	0	0	0	0
Future 2037 Traffic Volumes:	0	0	660	0	660	0	0	189	141	330	0	0	0	36	36	0	0	0	0	0

P.M. Peak Hour

	Riverview Road Northbound					Riverview Road Southbound					Site Driveway 2 (Right-In/Right-Out) Eastbound					- Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	326	0	326	0	0	714	0	714	0	0	0	0	0	0	0	0	0	0
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	0	333	0	333	0	0	728	0	728	0	0	0	0	0	0	0	0	0	0
No-Build 2037 Volumes:	0	0	366	0	366	0	0	801	0	801	0	0	0	0	0	0	0	0	0	0
Total New Trips:	0	0	24	0	24	0	0	0	49	49	0	0	0	6	6	0	0	0	0	0
Pass-by Trips:	0	0	48	0	48	0	0	-24	72	48	0	0	0	24	24	0	0	0	0	0
Future 2027 Traffic Volumes:	0	0	405	0	405	0	0	704	121	825	0	0	0	30	30	0	0	0	0	0
Future 2037 Traffic Volumes:	0	0	438	0	438	0	0	777	121	898	0	0	0	30	30	0	0	0	0	0

25-142 5322 South Cobb Drive, Cobb County GA 30080
Traffic Volumes

A&R Engineering
November 2025

7. Riverview Rd @ Drwy 3

A.M. Peak Hour

	- Northbound					Site Driveway 3 Southbound					Maner Road Eastbound					Maner Road Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	14	0	14
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	14	0	14
No-Build 2037 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	0	15	0	15
Total New Trips:	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	0	0	0	14	14
Pass-by Trips:	0	0	0	0	0	0	77	0	0	77	0	0	0	0	0	0	0	0	19	19
Future 2027 Traffic Volumes:	0	0	0	0	0	0	111	0	0	111	0	0	9	0	9	0	0	14	33	47
Future 2037 Traffic Volumes:	0	0	0	0	0	0	111	0	0	111	0	0	10	0	10	0	0	15	33	48

P.M. Peak Hour

	- Northbound					Site Driveway 3 Southbound					Maner Road Eastbound					Maner Road Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	6	0	6
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	6	0	6
No-Build 2037 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	15	0	15	0	0	7	0	7
Total New Trips:	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	0	0	0	12	12
Pass-by Trips:	0	0	0	0	0	0	64	0	0	64	0	0	0	0	0	0	0	0	16	16
Future 2027 Traffic Volumes:	0	0	0	0	0	0	95	0	0	95	0	0	14	0	14	0	0	6	28	34
Future 2037 Traffic Volumes:	0	0	0	0	0	0	95	0	0	95	0	0	15	0	15	0	0	7	28	35

Z-27-2025 revision DEPARTMENT COMMENTS – Fire Department

01/14/26

The proposed zoning case must address the comments listed below by prescriptive code or equivalency, as approved by the Cobb County Fire Marshal's Office

FIRE DEPARTMENT ACCESS:
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, 35 foot inside radius, 50 foot outside turning radius and unobstructed vertical clearance of not less than 13 feet 6 inches. (Cobb County Development Standards 402.11)

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%.

CERTIFICATE OF OCCUPANCY:
Plans must be submitted to the Cobb County Fire Marshal's Office to initiate the Certificate of Occupancy process.

Approval will be based on Professional Engineer-stamped plans that signify overall plan conformance to all Georgia State and Cobb County Codes. Design Professional and Developer maintain the sole responsibility for the design and for correcting all errors, omissions, problems, and code violations (if any) exposed during construction AFTER authorization by Cobb County.

Jeff Byrd
(678)-229-7059
Jeffrey.Byrd@cobbcounty.gov

MOORE INGRAM JOHNSON & STEELE

A LIMITED LIABILITY PARTNERSHIP
WWW.MIJS.COM

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TELEPHONE (717) 790-2854

FAIRFIELD, NEW JERSEY
165 PASSAIC AVENUE
SUITE 205
FAIRFIELD, NEW JERSEY 07004
TELEPHONE 201-602-4082

March 27, 2026

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-27 (2025)
Applicant: Knight Partners LLC
Property Owner: Louise G. Howard Family Investments, L.P.
Property: Amended 0.85 acres, more or less, located at the intersection of the southwesterly side of South Cobb Drive and the northwesterly side of Riverview Road, being more particularly known as 2259 and 2273 Riverview Road, Land Lots 754 and 759, 17th District, 2nd Section, Cobb County, Georgia

Dear John:

On behalf of the Applicant, Knight Partners LLC ("Applicant"); as well as, the Property Owner, please accept this correspondence and the attached documentation as an Amendment to the pending Application for Rezoning referenced above. The following enumerates the amendments to the Application requested by Applicant and Owner and the documentation submitted in support of the amendments:

(1) Applicant deletes the property denoted as Cobb County Tax Parcel No. 17075400040, being more particularly identified as 5322 South Cobb Drive, from the original Application for Rezoning filed on September 4, 2025.

(2) Applicant proposes the remaining Property, being Cobb County Tax Parcel Nos. 17075900150 and 17075900160 (2259 and 2273 River View Road, respectively) zoned to the R-20 zoning category, and being 0.85 acres, more or less, be rezoned to the proposed, amended zoning category of Neighborhood Retail Commercial ("NRC") for the amended purpose of retail, restaurant, and office uses.

(3) Submitted is the revised Preliminary Zoning Site Plan for the proposed NRC development of the Subject Property prepared for the Applicant by A & R Engineering, Inc., dated March 12, 2026, with regard to the Amended Application for Rezoning. The revised Preliminary Site Plan reflects development pursuant to the amendments set forth above and supersedes the Site Plan submitted with the original Application for Rezoning on September 4, 2025; as well as any other subsequent plans.

The balance and remainder of the original, pending Application for Rezoning filed on September 4, 2025, is unchanged by the amendments requested above.

We respectfully request the amendments, as set forth above, become a part of the overall Application for Rezoning and all files and records concerning this Application, including Departmental Comments and Staff Recommendations, be amended to reflect these amendments; as well as, the revised Zoning Site Plan proposed for development of the Subject Property.

As always, we very much appreciate your consideration and assistance in this request. If you should have any questions or require additional information or documentation concerning the Amendment, please do not hesitate to contact me.

With kindest regards, I remain

Very truly yours,

MOORE, INGRAM, JOHNSON & STEELE, LLP

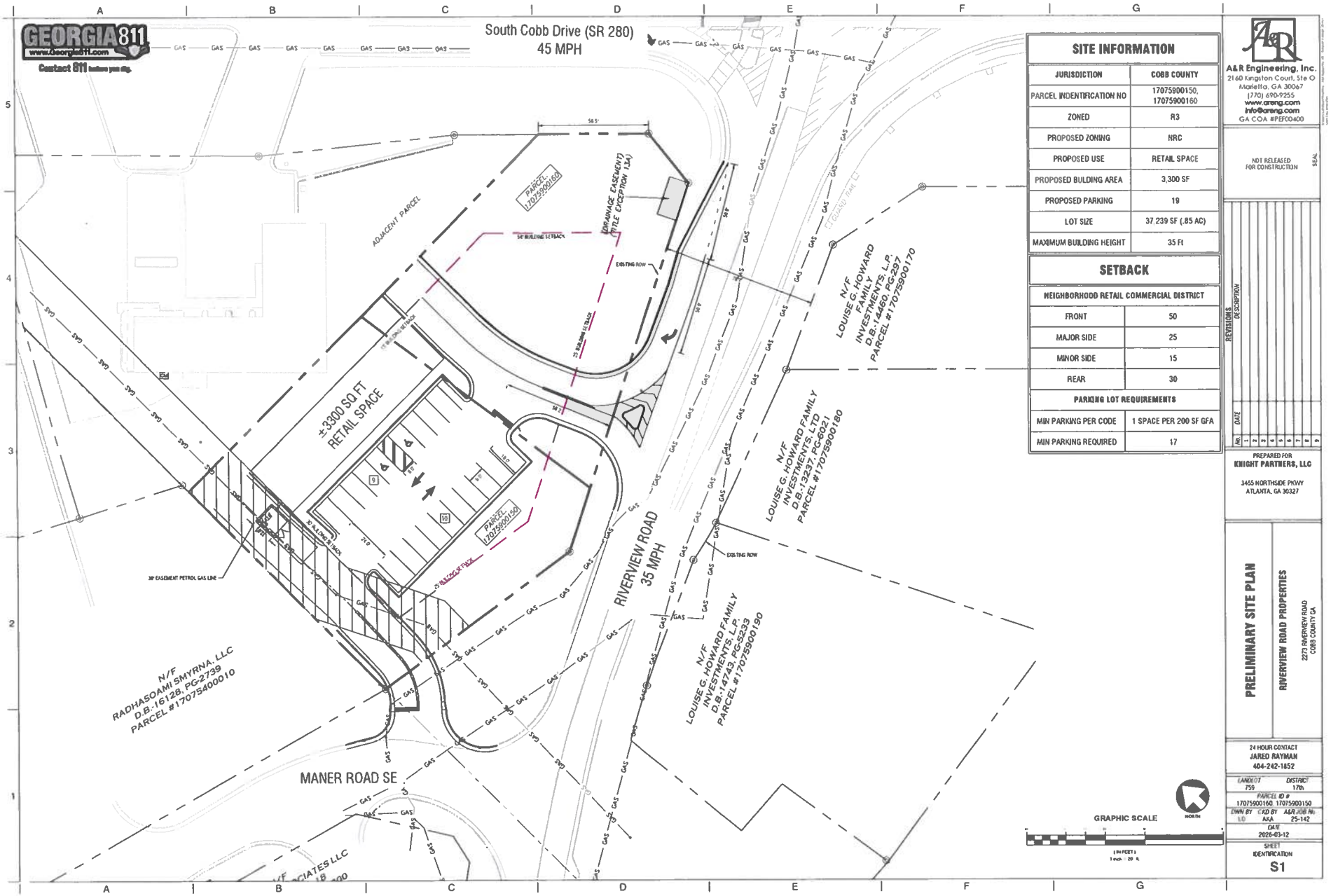
J. Kevin Moore

JKM:cc
Attachment

c: Terry L. Martin, AICP, CNU-A
Senior Planner
Zoning Division
Cobb County Community Development Agency
(With Copy of Attachment)

Cameron Jones, CNU-A
Planner III
Zoning Division
Cobb County Community Development Agency
(With Copy of Attachment)

Knight Partners LLC
(With Copy of Attachment)



SITE INFORMATION	
JURISDICTION	COBB COUNTY
PARCEL INDENTIFICATION NO	17075900150, 17075900160
ZONED	R3
PROPOSED ZONING	NRC
PROPOSED USE	RETAIL SPACE
PROPOSED BULDING AREA	3,300 SF
PROPOSED PARKING	19
LOT SIZE	37,239 SF (.85 AC)
MAXIMUM BUILDING HEIGHT	35 Ft

SETBACK	
NEIGHBORHOOD RETAIL COMMERCIAL DISTRICT	
FRONT	50
MAJOR SIDE	25
MINOR SIDE	15
REAR	30
PARKING LOT REQUIREMENTS	
MIN PARKING PER CODE	1 SPACE PER 200 SF GFA
MIN PARKING REQUIRED	17

A&R Engineering, Inc.
2160 Kingston Court, Ste O
Marietta, GA 30067
(770) 690-9255
www.areng.com
info@areng.com
GA COA #PEF000400

NOT RELEASED FOR CONSTRUCTION

SEAL

REVISIONS

No.	DESCRIPTION	DATE
1		
2		
3		
4		
5		
6		
7		
8		
9		

PREPARED FOR
KNIGHT PARTNERS, LLC
3465 NORTHSIDE PKWY
ATLANTA, GA 30327

PRELIMINARY SITE PLAN

RIVERVIEW ROAD PROPERTIES
2273 RIVERVIEW ROAD
COBB COUNTY GA

24 HOUR CONTACT
JARED RAYMAN
404-242-1852

LAND LOT	DISTRICT
759	17th

PARCEL ID #
17075900160 17075900150

DRWN BY	CKD BY	A&R JOB NO.
LO	AKA	25-142

DATE
2026-03-12

SHEET IDENTIFICATION
S1

GEORGIA 811
www.Georgia811.com
Contact 811 before you dig.

South Cobb Drive (SR 280)
45 MPH

RIVERVIEW ROAD
35 MPH

MANER ROAD SE

±3300 SQ FT
RETAIL SPACE

ADJACENT PARCEL

PARCEL: 17075900160

PARCEL: 17075900150

(DRAINAGE EASEMENT) (TITLE EXCEPTION 13A)

50' BUILDING SETBACK

25' BUILDING SETBACK

15' BUILDING SETBACK

30' BUILDING SETBACK

EXISTING ROW

GUARD RAIL

30' EASEMENT PETROL GAS LINE

N/F
LOUISE G. HOWARD FAMILY INVESTMENTS, L.P.
D.B.-14460, PG-297
PARCEL #17075900170

N/F
LOUISE G. HOWARD FAMILY INVESTMENTS, LTD
D.B.-13237, PG-6021
PARCEL #17075900180

N/F
LOUISE G. HOWARD FAMILY INVESTMENTS, L.P.
D.B.-14743, PG-5233
PARCEL #17075900190

N/F
RADHASOAMI SMYRNA, LLC
D.B.-16128, PG-2739
PARCEL #17075400010

SITE INFORMATION

JURISDICTION	COBB COUNTY
PARCEL INDENTIFICATION NO	17075900150, 17075900160
ZONED	R3
PROPOSED ZONING	NRC
PROPOSED USE	RETAIL SPACE
PROPOSED BULDING AREA	3,300 SF
PROPOSED PARKING	19
LOT SIZE	37,239 SF (.85 AC)
MAXIMUM BUILDING HEIGHT	35 Ft

SETBACK

NEIGHBORHOOD RETAIL COMMERCIAL DISTRICT	
FRONT	50
MAJOR SIDE	25
MINOR SIDE	15
REAR	30
PARKING LOT REQUIREMENTS	
MIN PARKING PER CODE	1 SPACE PER 200 SF GFA
MIN PARKING REQUIRED	17

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

NORTH

A&R Engineering, Inc.
2160 Kingston Court, Ste O
Marietta, GA 30067
(770) 690-9255
www.areng.com
info@areng.com
GA COA #PEF00400

NOT RELEASED FOR CONSTRUCTION

SEAL

REVISIONS

No.	DESCRIPTION	DATE
1		
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PREPARED FOR
KNIGHT PARTNERS, LLC
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PRELIMINARY SITE PLAN

RIVERVIEW ROAD PROPERTIES
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COBB COUNTY GA

24 HOUR CONTACT
JARED RAYMAN
404-242-1852

LANDLOT	DISTRICT
759	17th

PARCEL ID #
17075900160, 17075900150

DWN BY	CKD BY	A&R JOB No.
LO	AKA	25-142

DATE
2026-03-12

SHEET IDENTIFICATION
S1

MOORE INGRAM JOHNSON & STEELE

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FAIRFIELD, NEW JERSEY
165 PASSAIC AVENUE
SUITE 205
FAIRFIELD, NEW JERSEY 07004
TELEPHONE 201-602-4082

March 30, 2026

Via E-mail Only

Mr. John P. Pederson, AICP
Zoning Division Manager
Zoning Division
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Applicant: Knight Partners LLC
Property Owner: Louise G. Howard Family Investments, L.P.
Property: Amended 0.85 acres, more or less, located at the intersection of the southwesterly side of South Cobb Drive and the northwesterly side of Riverview Road, being more particularly known as 2259 and 2273 Riverview Road, Land Lots 754 and 759, 17th District, 2nd Section, Cobb County, Georgia

Dear John:

The undersigned and this firm represent the Applicant, Knight Partners LLC (hereinafter referred to as "Applicant"), and the Property Owner, the Louise G. Howard Family Investments, L.P. (hereinafter referred to as "Owner" or "Property Owner"), in the Application for Rezoning with regard to an amended total tract of approximately 0.85 acres located at the intersection of the southwesterly side of South Cobb Drive and the northwesterly side of Riverview Road, being more particularly known as 2259 and 2273 Riverview Road, Land Lots 754 and 759, 17th 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 Staff Recommendations, reviewing the uses of surrounding properties, and ongoing meetings and communications with area residents and homeowner representatives, we have been authorized by the Applicant to submit this revised letter of

agreeable stipulations and conditions, which, if the amended Application for Rezoning is approved, as submitted, shall become a part of the grant of the requested rezoning and shall be binding upon the Subject Property. This letter shall supersede and replace in full the previous letter of agreeable stipulations and conditions dated and submitted on January 28, 2026. The proposed, revised 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 rezoning of the Subject Property from the existing zoning category of R-20 to the proposed zoning category of Neighborhood Retail Commercial ("NRC"), with reference to the revised Site Plan prepared for Applicant by A&R Engineering, Inc., dated and last revised March 12, 2026, and submitted as part of the overall amendment to the Application for Rezoning on March 27, 2026. A reduced copy of the revised Site Plan is attached as Exhibit "A" and incorporated herein by reference.

(3) Applicant agrees the hours of operation for normal retail, restaurant, and office operations shall be limited to no greater than 5:00 a.m. to 11:00 p.m., Monday through Sunday.

(4) Applicant agrees to provide a Forest Acres Subdivision representative with a 24-hour contact.

(5) Applicant agrees that lighting for the proposed development shall be designed to prevent glare from extending beyond the boundaries of the Subject Property.

(6) The dumpsters servicing the proposed development shall be enclosed, with materials and colors for the enclosure being matching and complementary to the façade of the proposed building.

(7) Setbacks for the proposed development shall be as shown and reflected on the revised Site Plan.

(8) Applicant agrees to provide secure entry and access to the Property after hours (i.e., between 11:00 p.m. and 5:00 a.m.).

(9) Applicant agrees to install and utilize 24-hour security cameras at strategic locations on the Property.

(10) Applicant agrees to a minimum eight (8) foot landscaped strip at the right-of-way along the Property frontage on South Cobb Drive and Riverview Road.

(11) All landscaping referenced herein shall be approved by the Cobb County Arborist as part of the Plan Review and Permitting Process and incorporated into the overall landscape plan for the proposed development.

(12) Minor modifications to the within stipulations, the referenced, revised Site Plan, lighting, signage, landscaping, building 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.

(13) All setback, 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 and any and all slopes or other required engineering features of the foregoing.

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

(15) Applicant agrees to comply with all Cobb County Department of Transportation requirements applicable to the Subject Property.

We believe rezoning to the amended NRC zoning category, together with the revised Site Plan and revised stipulations set forth herein, is appropriate for the Subject Property while taking into consideration the overall area and uses of properties surrounding the proposed development. We very much appreciate your consideration; as well as that of the Cobb County Planning Commission and Cobb County Board of Commissioners, in this request.

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
Erick Allen
JoAnn Birrell
Keli A. Gambrill
Monique Sheffield
(With Copy of Attachment)

Cobb County Planning Commission:
Nadia Faucette, Chairwoman
Fred Beloin
Deborah Dance
Deidra Massey
Sara Micheletto
(With Copy of Attachment)

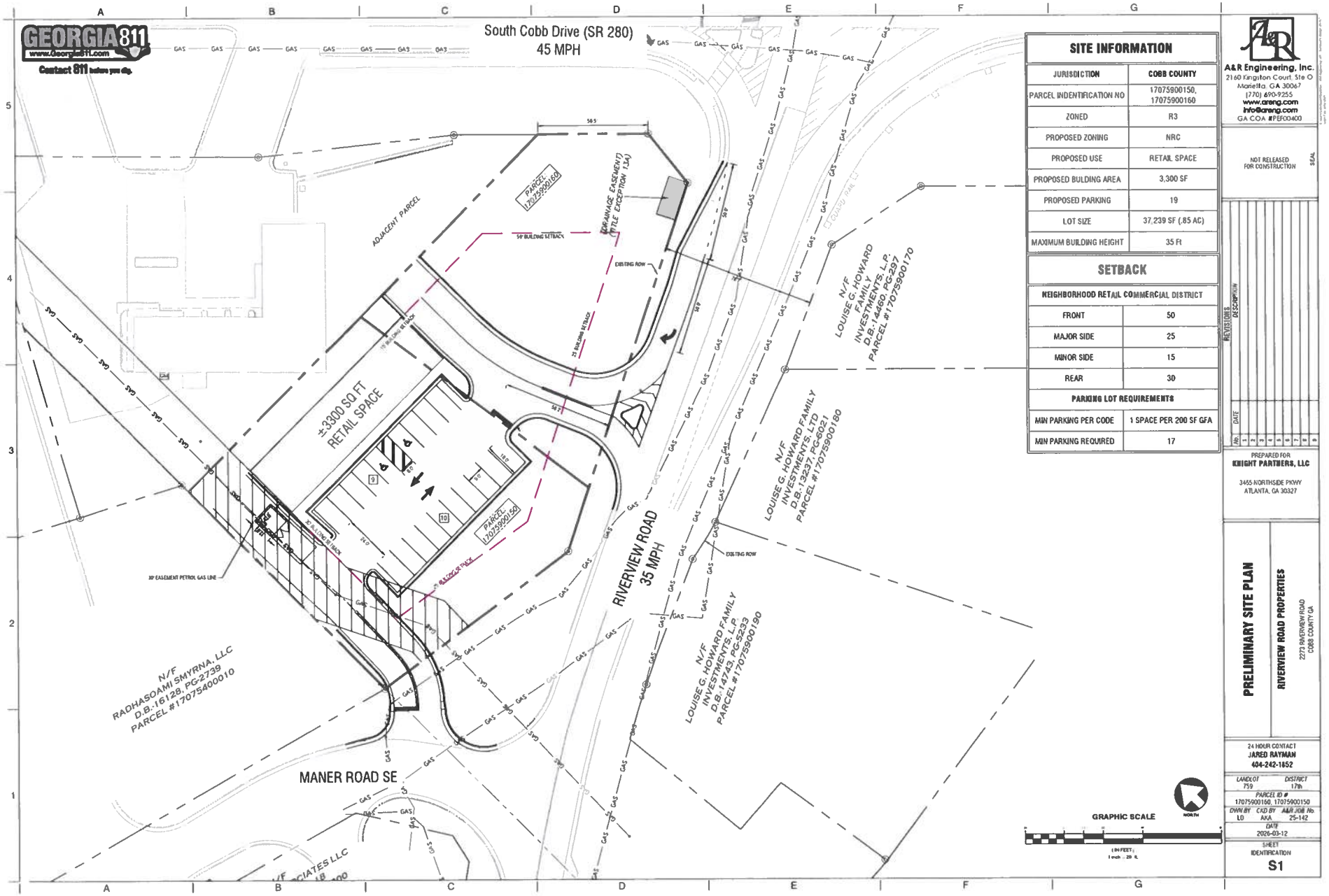
Terry L. Martin, AICP,CNU-A
Senior Planner
Zoning Division
Cobb County Community Development Agency
(With Copy of Attachment)

Cameron Jones, CNU-A
Planner III
Zoning Division
Cobb County Community Development Agency
(With Copy of Attachment)

Barkley Russell
Forest Acres Subdivision Representative
(With Copy of Attachment)

Knight Partners LLC
(With Copy of Attachment)

EXHIBIT "A"



SITE INFORMATION	
JURISDICTION	COBB COUNTY
PARCEL INDENTIFICATION NO	17075900150, 17075900160
ZONED	R3
PROPOSED ZONING	NRC
PROPOSED USE	RETAIL SPACE
PROPOSED BULDING AREA	3,300 SF
PROPOSED PARKING	19
LOT SIZE	37,239 SF (.85 AC)
MAXIMUM BUILDING HEIGHT	35 Ft

SETBACK	
NEIGHBORHOOD RETAIL COMMERCIAL DISTRICT	
FRONT	50
MAJOR SIDE	25
MINOR SIDE	15
REAR	30
PARKING LOT REQUIREMENTS	
MIN PARKING PER CODE	1 SPACE PER 200 SF GFA
MIN PARKING REQUIRED	17

A&R Engineering, Inc.
2160 Kingston Court, Ste O
Marietta, GA 30067
(770) 690-9255
www.areng.com
info@areng.com
GA COA #PEF00400

NOT RELEASED FOR CONSTRUCTION

SEAL

REVISIONS: No. | DESCRIPTION | DATE

PREPARED FOR
KNIGHT PARTNERS, LLC
3455 NORTHSIDE PKWY
ATLANTA, GA 30327

PRELIMINARY SITE PLAN

RIVERVIEW ROAD PROPERTIES
2273 RIVERVIEW ROAD
COBB COUNTY GA

24 HOUR CONTACT
JARED RAYMAN
404-242-1652

LAND LOT	DISTRICT
759	17th

PARCEL ID #
17075900150, 17075900150

DWN BY	CKD BY	A&R JOB No.
LD	AKA	25-142

DATE
2026-03-12

SHEET IDENTIFICATION
S1

Roadway	Roadway classification	Speed limit (mph)	Jurisdictional control	Min. R.O.W. requirements
South Cobb Drive (SR 280)	Arterial	45	Georgia DOT	100’
River View Road	Major Collector	35	Cobb County	80’

Roadway	Location	Average daily trips (vpd)	Level of service
South Cobb Drive (SR 280)	South of Elmwood Circle	18,900	C
River View Road	NA	N/A	N/A

vpd = vehicles per day, NA = Not available

Based on 2024 AADT counting data taken by GDOT, as published on their website, for South Cobb Drive (SR 280).

Planning Level of Service based on available Average Daily Trips using GRTA guideline thresholds. Classification thresholds for LOS A and LOS B are not available for major collector or arterial roads from this data source.

LOS C or D is acceptable based on GDOT Design Policy Manual criteria.

ITE Land Use	Description	Expected Size (KSF)	AM			PM			Daily (vpd)
			In (vph)	Out (vph)	Total (vph)	In (vph)	Out (vph)	Total (vph)	
822	Strip Retail Plaza < 40 KSF	3.3	7	6	13	10	11	21	180

vph = vehicles per hour, KSF = 1,000 square feet

Development gross trip generation based on available development size and rates from the Institute of Transportation Engineers (ITE) Trip Generation, 12th edition.

Comments and observations

South Cobb Drive is classified as an arterial roadway and according to the available information the existing right-of-way does meet the minimum requirements for this classification.

River View Road is classified as a major collector roadway and according to the available information the existing right-of-way does not meet the minimum requirements for this classification.

In accordance with Cobb County Code 134-121 and based on site plan dated September 4, 2025, this development required a traffic impact study submittal. A traffic Submittal 1 (dated August 18, 2025) was received for this proposed development. The applicant was approved to continue to the full Submittal 2 traffic study in an August 28th meeting. The applicant submitted a Submittal 2 traffic study on October 14, 2025. The applicant then submitted a new Submittal 2 traffic study (dated November 7, 2025) based on a site plan revision that added a third driveway for the proposed site. Cobb County provided comments (dated November 17, 2025) and the applicant submitted a revised Submittal 2 traffic study on December 3, 2025. Cobb County provided comments (dated December 30, 2025) and the applicant submitted a revised Submittal 2 traffic study (dated January 8, 2026) to address traffic mitigation on January 9, 2026. However, a new site plan with reduced trip generation (dated March 12, 2026) was submitted on March 27, 2026.

These comments have been revised after reviewing a March 12th Submittal 1 and the March 12th site plan.

In accordance with Cobb County Code 134-121 and based on the revised site plan dated March 12, 2026, this development does **not** require a new traffic impact study submittal.

The applicant property is adjacent to a planned GDOT project, I-285 West Side Express Lanes.

Recommendations

THE RECOMMENDATIONS BELOW SHALL BECOME STIPULATED REQUIREMENTS UPON INCLUSION WITH AND APPROVAL BY THE BOARD OF COMMISSIONERS OF THIS APPLICATION:

1. Recommend applicant, **WITHIN 12 MONTHS OF ZONING APPROVAL**, donate right-of-way on the north side of River View Road, a minimum of 40' from the roadway centerline, in accordance with Cobb County Development Standard 401.2, Right-of-Way.

2. Installing curb, gutter, and sidewalk along the South Cobb Drive and River View Road frontages. This recommendation is pursuant to Cobb County Development Standard 401.15, Curbs and Gutters (including subsections), Cobb County Development Standard 404 Sidewalks and Pathways, Cobb County Development Standard 405 Accessibility Requirements, and Cobb County Development Standard Detail 106, Concrete Curbs, Medians.

3. Recommend closing and removing driveway aprons along River View Road frontage that the development renders unnecessary.

4. Recommend GDOT permits for all work that encroaches upon State right-of-way.

5. Recommend applicant coordinate with Cobb DOT and GDOT prior to development plan approval to ensure compatibility with the proposed I-285 West Side Express Lanes project. Based on available information, the I-285 Westside Express Lanes Project does not appear to impact the current project, and no conflicts are anticipated.

6. Recommend existing South Cobb Drive raised median be extended as necessary to prohibit left turns at the South Cobb Drive access point. Recommend median design be determined during plan review, subject to GDOT and Cobb DOT approval.

7. Recommend the access on River View Road be restricted to right-in right-out operations. Driveways with turn restrictions should include design elements such as, but not limited to, raised concrete guidance islands, geometric design and/or centerline raised median. This turn restriction is reflected in the March 12th site plan. Recommend final location and design be determined during plan review, subject to Cobb County DOT approval.

8. Recommend consideration of interparcel access to access Maner Road as part of site plan revisions to address turn restrictions. A connection to Maner Road is shown in the March 12th site plan.

9. Recommend River View Road access include a deceleration (right turn) lane to address safety because River View Road is a major collector roadway. This recommendation is pursuant to. Cobb County Development Standard 402.9, Deceleration Lanes/Roadway Improvements Along Existing Streets, and Cobb County Development Standard Detail 401A, Deceleration Lanes. A conceptual deceleration lane is shown on the site plan dated March 12, 2026. Recommend location and design be determined during plan review, subject to GDOT and Cobb DOT approval.

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

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-27-2025

SITE BACKGROUND

Applicant	Knight Partners, LLC
Phone	404-242-1852
Email	jaredrayman@gmail.com, shaazthobani@gmail.com
Representative Contact	J. Kevin Moore
Phone	770-429-1499
Email	jkm@mijs.com
Titleholder	Louise G. Howard Family Investments, LP
Property Location	Located on the northwest corner of South Cobb Drive and River View Road
Address	2273 River View Road, 2259 River View Road
Access to Property	South Cobb Drive

QUICK FACTS

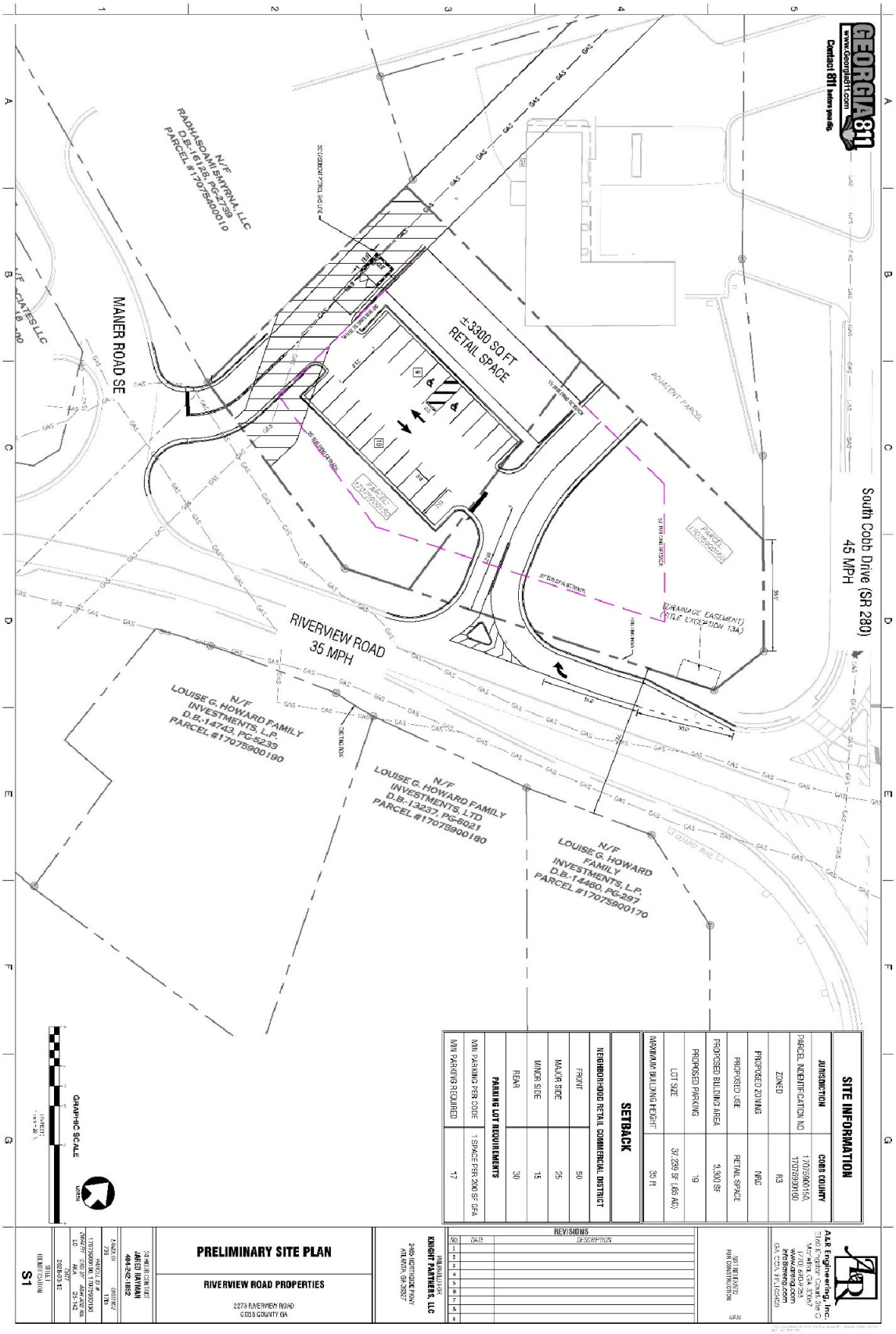
Commission District	4 - Sheffield
Current Zoning	R-20
Current Use of Property	Vacant residential, undeveloped
Proposed Zoning	NRC
Proposed Use	Retail, Restaurant, Office Uses
Future Land Use	CAC
Site Acreage	0.85
District	17
Land Lot	754, 759
Parcel #	17075900150, 17075900160
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

(Zoning Staff member: Cameron Jones, CNU-A)

Based on the analysis of this case, Staff recommends **APPROVAL** subject to the following;

1. Site plan received by the Zoning Division dated March 12, 2026; with District Commissioner approving the final site plan;
2. Fire Department comments and recommendations;
3. Stormwater Management comments and recommendations;
4. Department of Transportation comments and recommendations;
5. Water and Sewer comments and recommendations;
6. No outdoor display of merchandise and no outdoor storage; and
7. No automotive uses or light auto repair.


MAINER ROAD SE
RIVERVIEW ROAD
35 MPH
South Cobb Drive (SR 280)
45 MPH
±3300 SQ FT
RETAIL SPACE
N/F
RADHASOAMI SATSANG BHAVANA, LLC
D.B.-16126, PG-2739
PARCEL #17075900010
N/F
LOUISE G. HOWARD FAMILY
INVESTMENTS, L.P.
D.B.-14743, PG-5233
PARCEL #17075900190
N/F
LOUISE G. HOWARD FAMILY
INVESTMENTS, LTD
D.B.-13237, PG-6021
PARCEL #17075900180
N/F
LOUISE G. HOWARD
FAMILY
INVESTMENTS, L.P.
D.B.-14460, PG-297
PARCEL #17075900170
AQUATIC PARCEL
DRAINAGE EASEMENT
(TITLE EXCEPTION 13A)
GRAPHIC SCALE
GEORGIA 811
Contact 811 before you dig.
SITE INFORMATION
JURISDICTION
COBB COUNTY
PARCEL IDENTIFICATION NO.
17075900150, 17075900160
ZONED
R3
PROPOSED ZONING
NRC
PROPOSED USE
RETAIL SPACE
PROPOSED BUILDING AREA
3,300 SF
PROPOSED PARKING
19
LOT SIZE
37,539 SF (.86 AC)
MAXIMUM BUILDING HEIGHT
35 FT
SETBACK
NEIGHBORHOOD RETAIL COMMERCIAL DISTRICT
FRONT
50
MAJOR SIDE
25
MINOR SIDE
15
REAR
30
PARKING LOT REQUIREMENTS
MIN PARKING PER CODE
1 SPACE PER 200 SF GFA
MIN PARKING REQUIRED
17
REVISIONS
NO.
DATE
DESCRIPTION
PRELIMINARY SITE PLAN
RIVERVIEW ROAD PROPERTIES
2273 RIVERVIEW ROAD
COBB COUNTY GA
KNIGHT PARTNERS, LLC
3490 NORTHSIDE PKWY
ATLANTA, GA 30327
A&R Engineering, Inc.
2160 Kingston Court, Ste O
Marietta, GA 30067
www.aandreng.com
info@aandreng.com
(GA CERT. # R.L.(GACA))
S1

Z-27 2025 Aerial Map



North

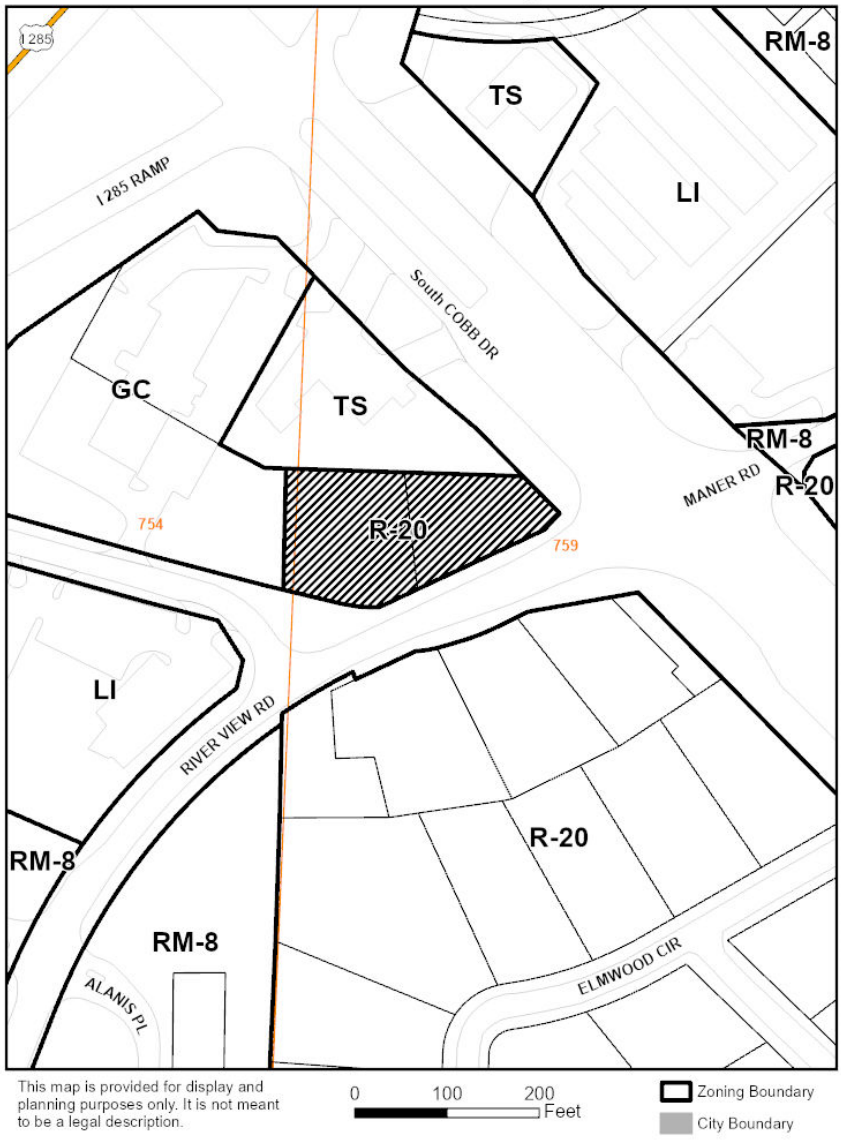
Zoning: TS / Vacant Lot
Future Land Use: CAC

WEST

Zoning: GC / Motel

Future Land Use: CAC

Z-27 2025 Map



EAST

Zoning: RM-8 / Townhome Complex

Future Land Use: MDR

SOUTH

Zoning: R-20 / Single-Family Homes
Future Land Use: CAC

Current zoning district for the property

The R-20 district is established to provide locations for single-family residential uses or residentially compatible institutional and recreational uses which are within or on the edge of properties delineated for any residential category as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. When residentially compatible institutional and recreational uses are developed within the R-20 district, they should be designed and built to ensure intensity and density compatibility with adjacent single-family detached dwellings and otherwise to implement the stated purpose and intent of this chapter.

Requested zoning district for the property

The NRC district is established to provide locations for convenience shopping facilities which are on properties delineated within a neighborhood activity center, community activity center or regional activity center as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. These convenience shopping facilities should have retail commercial uses that have a neighborhood-oriented market and which supply necessities that usually require frequent purchasing with a minimum of consumer travel. Areas zoned for the NRC district should be located at or near an intersection within the center of a neighborhood activity center as opposed to the edge of a neighborhood activity center. The NRC district may also be used to provide step-down nodal zoning away from more intensive commercial uses within a community activity center or a regional activity center. The scope at which properties are developed within the NRC district should reflect their relatively small neighborhood service area. Additionally, properties developed within the NRC district should be architecturally compatible with other nonresidential uses permitted within a neighborhood activity center as defined by the comprehensive plan and the neighborhood residences they serve.

Summary of the applicant's proposal

The applicant is requesting to rezone to the NRC neighborhood retail commercial zoning district to develop one-story building for commercial spaces on a 0.85-acre lot. The proposed structure will provide 3,300 square feet of proposed retail, restaurant, and office space. The proposed hours of operation will be no greater than 5am – 11pm, Monday through Saturday.

Non-residential criteria

Proposed # of buildings**:** 1
Proposed # of stories: 1
Total sq. footage of development: 3,300
Floor area ratio: 0.089
Square footage per acre: 3,882
Required parking spaces: 17 (based on retail parking ratio)
Proposed parking spaces: 19
Acres in floodplain or wetlands: 0
Impervious surface shown: Maximum 70%

Are there any zoning variances?

No

Are there any environmental conditions existing or proposed on the site?

None Identified

STAFF ANALYSIS

Per section 134-122 of the Official Code of Cobb County, below is a written zoning analysis relating to the following (question in bold; the answer is not bold):

A. **Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;**
It is Staff's opinion that the applicant's rezoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby properties. The area has a mix of commercial, industrial, single-family, and multifamily residential development.

B. **Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;**
It is Staff's opinion that the applicant's rezoning request would not have an effect on the usability of the adjacent or nearby properties. Commercial uses have served the community for decades.

C. **Whether the zoning proposal will result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools;**
It is Staff's opinion that the applicant's rezoning proposal will not result in a use which would cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools. This opinion is supported by the departmental comments contained in this analysis.

D. **Whether the zoning proposal is in conformity with the policies and intent of the comprehensive plan;**
It is Staff's opinion that the applicant's NRC rezoning proposal is in conformity with the policies and intent of the Cobb County Comprehensive Plan as the property is delineated in a Community Activity Center (CAC) future land use category. While the requested zoning district and proposed use is consistent with the CAC future land use designation, which allows for retail, restaurant, and office space, it will also comply with the CAC designation and provide a transition in zoning.

E. **Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal;**
It is Staff's opinion that there are existing and changing conditions affecting the use and development of the property which give supporting grounds for approving the applicant's rezoning proposal to NRC. The proposal is consistent with the Cobb County Comprehensive Plan, which delineates this property to be within a Community Activity Center district. The proposed rezoning request is adjacent to single-family across the

street and NRC could be a transitional zoning district between the single-family zoning and the intense commercial and industrial zoning districts nearby.

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-1-2026

SITE BACKGROUND

Applicant	Francisco J. Garcia Sanchez
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Francisco J. Garcia Sanchez
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Francisco J. Garcia
Property Location	Located at the western terminus of Elnora Drive, west of Shallowford Road
Address	895 Elnora Drive
Access to Property	Elnora Drive

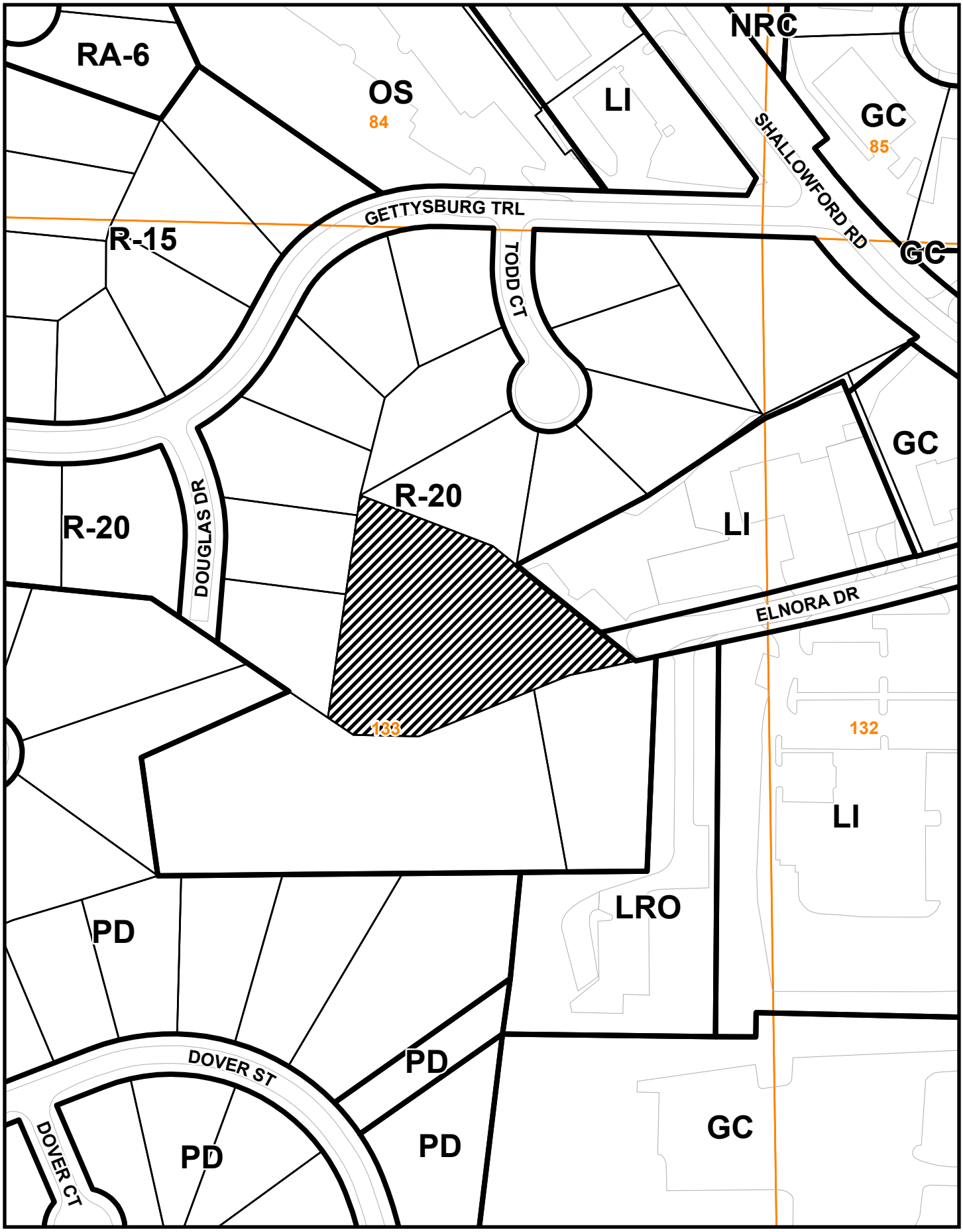
QUICK FACTS

Commission District	3 - Birrell
Current Zoning	R-20
Current Use of Property	Single-family residence
Proposed Zoning	LI
Proposed Use	Tree service
Future Land Use	LDR
Site Acreage	1.44
District	16
Land Lot	133
Parcel #	16013300010
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

Z-1 2026 Map



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

0 135 270 Feet

Zoning Boundary

City Boundary

Z-1

2025087113 Plat Book 283 pg 683
Filed and Recorded: 10/7/2025 10:07:00 AM
Pamela Taylor
Clerk of Superior Court
Cobb County, Georgia

THE SPACE ABOVE IS RESERVED FOR THE CLERK OF SUPERIOR COURT FOR RECORDING DATA

GEORGIA SURVEY DATA

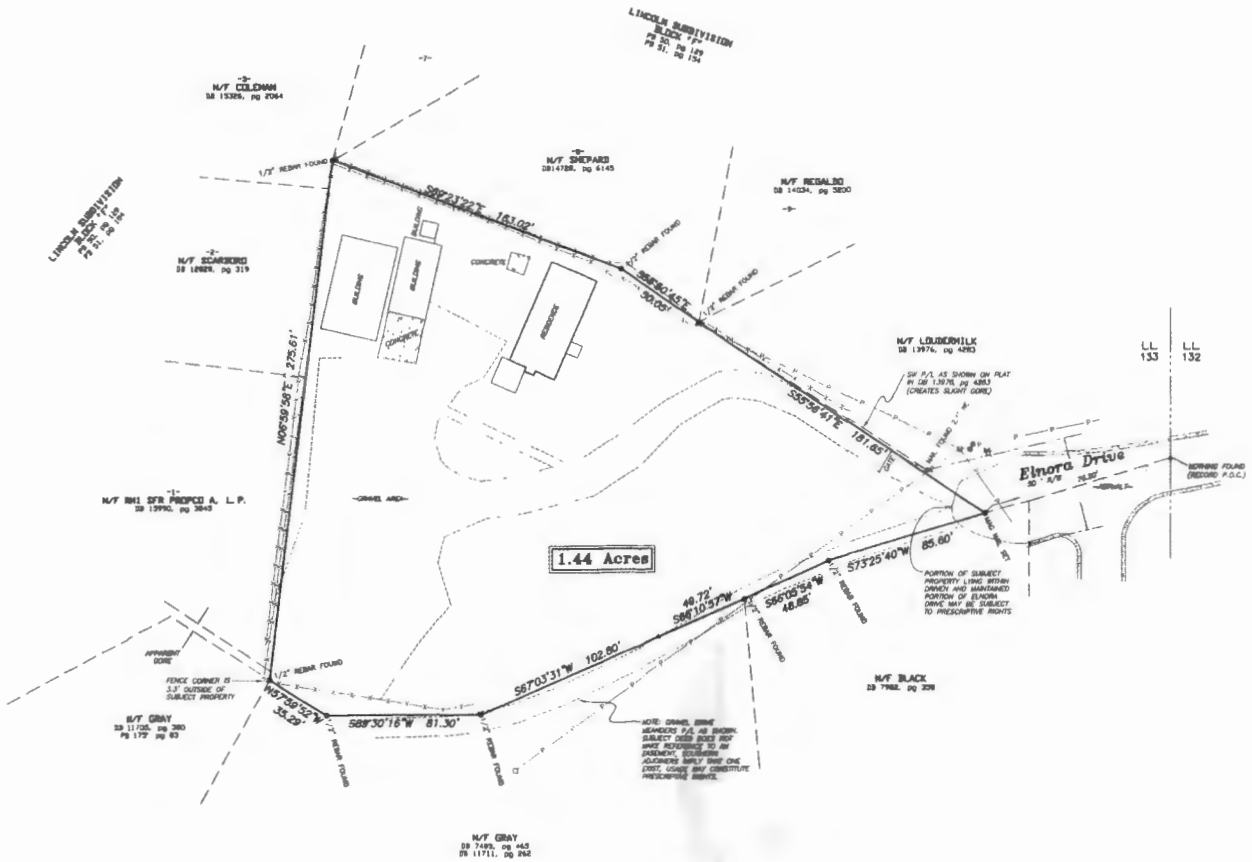
A. THE FIELD DATA UPON WHICH THIS PLAT IS BASED IS FROM A REAL TIME KINEMATIC GPS SURVEY USING CARLSON BR+7 MULTI-FREQUENCY RECEIVERS. THE RELATIVE POSITIONAL ACCURACY OF WHICH DOES NOT EXCEED 0.05 FOOT.
B. THE PERIMETER OF THIS SURVEY HAS A CLOSURE PRECISION OF ONE FOOT IN 121,635 FEET.
C. DATE(S) OF FIELD SURVEY: 09/25-30/2025
D. OWNER INFORMATION AT TIME OF SURVEY:
OWNER: FRANCISCO J. GARCIA
SOURCE OF TITLE: DB 15162, pg 6124
TAX PARCEL: 16013300010

GEORGIA SURVEYOR CERTIFICATION

O.C.G.A. 15-6-67(c)(3)(A)(iii) (NO APPROVAL NEEDED)
This plat is a retracement of an existing parcel or parcels of land and does not subdivide or create a new parcel or make any changes to any real property boundaries. The recording information of the documents, maps, plats, or other instruments which created the parcel or parcels are stated hereon. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. Furthermore, the undersigned land surveyor certifies that this plat complies with the minimum technical standards for property surveys in Georgia as set forth in the rules and regulations of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in O.C.G.A. Section 15-6-67.

MARK E. CHASTAIN, RLS No. 2718 — OCTOBER 2, 2025

GEORGIA No. 2718 MARK E. CHASTAIN



RETRACEMENT SURVEY
PREPARED FOR

Francisco J. Garcia

895 ELNORA DRIVE, MARIETTA GA

LAND LOT 133
16th DISTRICT, 2nd SECTION
COBB COUNTY, GEORGIA

DATE: OCTOBER 2, 2025

REVISIONS:
DATE COMMENT

GRID NORTH
NAD83 GEORGIA WEST ZONE

LEGEND

● IRON PIN FOUND	⊕ FIRE HYDRANT
○ IRON PIN SET (PS)	⊡ UTILITY POLE
▲ COMPUTED POINT (NO MONUMENT)	⊙ WATER METER
■ ROCK	⊗ WATER VALVE
⊕ GPS CONCRETE MONUMENT	⊙ GAS METER
	☼ LIGHT POLE
RB — REBAR	
OTP — OPEN TOP PIPE	PROPERTY LINE
CTP — CRIMP TOP PIPE	LAND LOT LINE
POB — POINT OF BEGINNING	RIGHT OF WAY
R/W — RIGHT OF WAY	LAND POWER
P/L — PROPERTY LINE	FENCE
C/L — CENTERLINE	BUILDING OR POND
R/W — R/W OR PERIMETER	UG GAS LINE
PB/PG — PLAT BOOK/PAGE	UG POWER
DB/PG — DEED BOOK/PAGE	STATE LAND LINE
LL — LAND LOT	WATER LINE
RCP — REINFORCED CONC. PIPE	BUILDING LINE
CMP — CORRUGATED METAL PIPE	STORM LINE
CPP — CORRUGATED PLASTIC PIPE	R/R TRACKS
ASPHALT	EXIST. CONTOUR
CONCRETE	EXIST. DEPRESSIONAL CONTOUR
GRAVEL	PROP. CONTOUR
	PROP. DEPRESSIONAL CONTOUR

MONUMENT DIMENSIONS ARE OUT-SIDE/OVERALL DIMENSIONS.
ALL IPS ARE CAPPED 5/8" REBAR UNLESS OTHERWISE NOTED

"Thou shalt not remove thy neighbor's landmark, which they of old time have set." Deuteronomy 19:14 KJV

DISCLOSURE & NOTICE

This drawing and any findings does not constitute a title or legal opinion by Chastain & Associates, P.C. Any provided certification is a statement based on facts and knowledge known to the registrant and is not a guarantee or warranty either expressed or implied. Other documents or conditions may exist that would affect this property. As a unique pictorial and graphic professional work, this survey is subject to the Copyright laws of the United States. The latest date of field survey work is the date applicable to provisions of Statutes of Limitation. No certification or liability is extended to any party not named hereon. Subsurface matters not certified unless encountered.

IN GOD WE TRUST

PREPARED BY
Chastain & Associates, P.C.
SURVEYING~PLANNING~CONSULTING

TN NC SC AL GA
Since 1995

"Covering Dixie Like The Dew"
CHASTAINASSOCIATES.COM
(706)276-7528 (770)889-1770
email: INFO@CHASTAINASSOCIATES.COM
288 N. Main St. Ellijay, GA 30540
GEORGIA CERTIFICATE OF AUTH. LSF000781
TENNESSEE PROFESSIONAL REG. No. 1937
NORTH CAROLINA LAND SURVEYING FIRM C-3188
ALABAMA LAND SURVEYING FIRM CA-852-LS
SOUTH CAROLINA SURVEYING FIRM COA No. 5208

15 0 30 60
GRAPHIC SCALE - 1" = 30'

SHEET 1 OF 1
FILE 229736

Z-1 2026 Aerial Map



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

0 135 270 Feet

Zoning Boundary

City Boundary

Application No. _____

Summary of Intent for Rezoning

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

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

b) **Proposed building architecture:** _____

_____

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

_____

_____

_____

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COBB COUNTY ZONING

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

a) **Proposed use(s):** On back page

_____

b) **Proposed building architecture:** Existing home used as commercial space

_____

c) **Proposed hours/days of operation:** On back page

_____

d) **List all requested variances:** - Road frontage reduction
- Gravel drive

_____

_____

_____

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

Cars and trucks will be parking, they are leaving every morning around 6:30 am and getting back to park in the evening Mon-Sat

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

_____

No-that we know at this time.

Workers will arrive in the morning and park their own cars in the site during the day, and leaving on the dump trucks and the commercial vehicles.

No noise during the day, heavy equipment working there as chainsaws, wood chippers, stump grinding or any equipment.

Our Business Latino Tree Service LLC
DBA: Beaver Tree Service
provides tree maintenance and removal services,
The facility at 895 Dhora Dr. Marietta GA 30066, includes secure storage for our fleet of vehicles and specialized equipment such as

Dump Trucks
Wood chipper
chainsaws
Cars / Trucks
stump grinding

~~There's also a potential space for administration office.~~

We are commitment to not to make noise for operating with chainsaws, wood chippers, stump grinding or any equipment at the site. We are not producing mulch from wood waste.
Trucks will be turn on around 6:30 am and they will leave for work and coming back in the evening to park again.
Our company operates from Mon- Sat

NEIGHBORS OF 895 Elnora Dr.

Marietta GA. 30066

SIGNATURES FOR REZONING

PROPERTY.

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COBB COUNTY ZONING

James L. Gray Sr.
885 ELNORA DR.
MARIETTA, GA 30066

Dana G Black
905 ELNORA DR.
MARIETTA GA 30066

FRANCISCO BARBOZA
426 Todd Ct KENNESAW
GA 30144.

Doug and Sheila Barnett
460 Douglas Dr NE
Kennesaw, GA 30144

Dorothy Taylor
4597 Douglas Dr
Kennesaw GA 30144

M. J. Loudermilk
923 Elnora Dr, Marietta, GA. 30066
M.J. Loudermilk

Rodney W. Coleman (770) 316-6239
4613 Douglas Dr.
Kennesaw GA. 30144

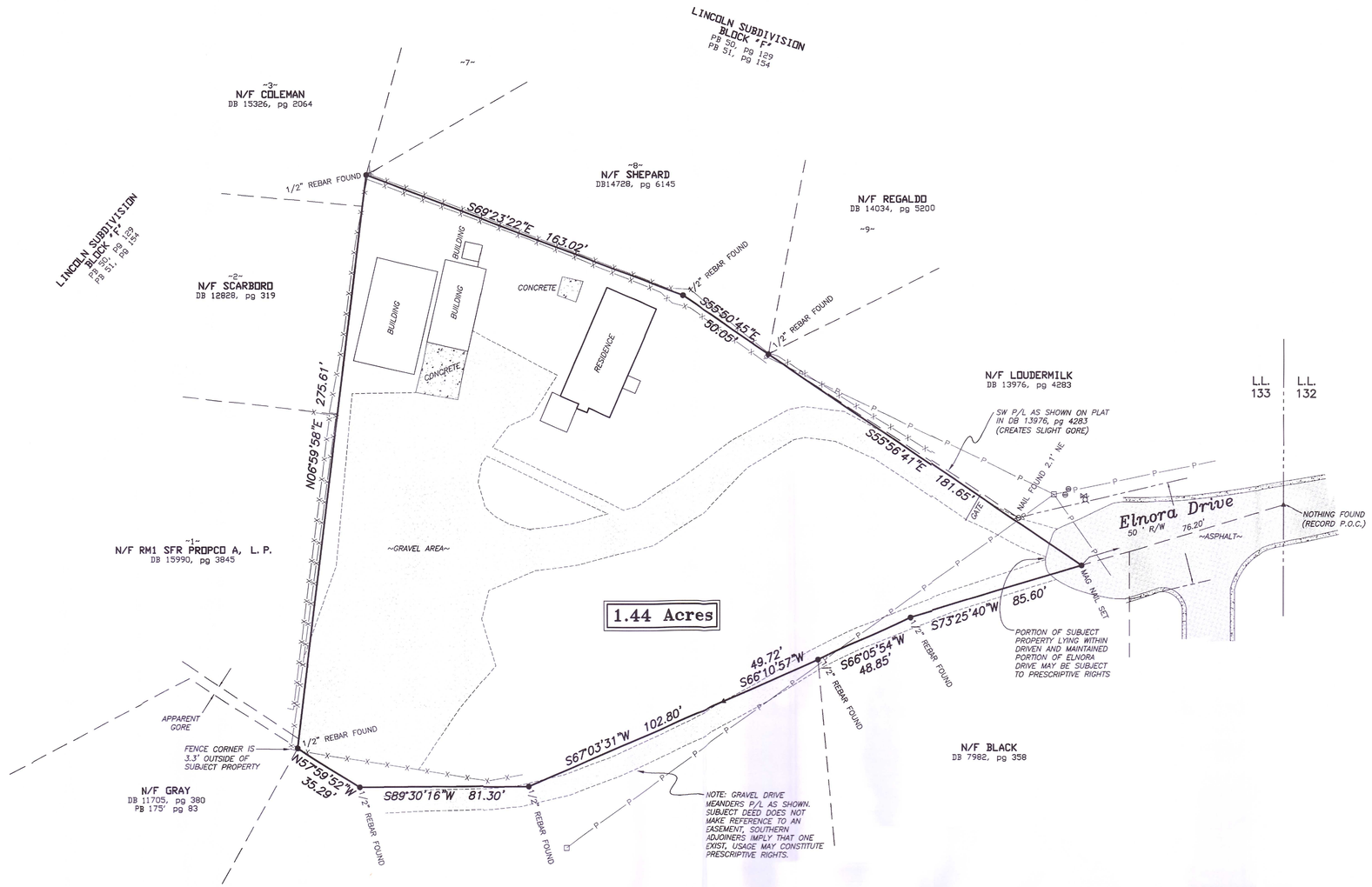
2-1

2025087113 Plat Book 283 pg 683
Filed and Recorded: 10/7/2025 10:07:00 AM
Connie Taylor
Clerk of Superior Court
Cobb County, Georgia

THE SPACE ABOVE IS RESERVED FOR THE CLERK OF SUPERIOR COURT FOR RECORDING DATA

GEORGIA SURVEY DATA

A. THE FIELD DATA UPON WHICH THIS PLAT IS BASED IS FROM A REAL TIME KINEMATIC GPS SURVEY USING CARLSON BRx7 MULTI-FREQUENCY RECEIVERS, THE RELATIVE POSITIONAL ACCURACY OF WHICH DOES NOT EXCEED 0.05 FOOT.
B. THE PERIMETER OF THIS SURVEY HAS A CLOSURE PRECISION OF ONE FOOT IN 121,635 FEET.
C. DATE(S) OF FIELD SURVEY: 09/25-30/2025
D. OWNER INFORMATION AT TIME OF SURVEY:
OWNER: FRANCISCO J. GARCIA
SOURCE OF TITLE: DB 15102, pg 6124
TAX PARCEL: 16013300010



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OCT 08 2025
COBB COUNTY ZONING

GEORGIA SURVEYOR CERTIFICATION

O.C.G.A. 15-6-67(c)(3)(A)(iii) (NO APPROVAL NEEDED)
This plat is a retracement of an existing parcel or parcels of land and does not subdivide or create a new parcel or make any changes to any real property boundaries. The recording information of the documents, maps, plats, or other instruments which created the parcel or parcels are stated hereon. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. Furthermore, the undersigned land surveyor certifies that this plat complies with the minimum technical standards for property surveys in Georgia as set forth in the rules and regulations of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in O.C.G.A. Section 15-6-67.

MARK E. CHASTAIN, RLS No. 2718 — OCTOBER 2, 2025

GEORGIA REGISTERED No. 2718 LAND SURVEYOR MARK E. CHASTAIN

RETRACEMENT SURVEY
PREPARED FOR

Francisco J. Garcia

895 ELNORA DRIVE, MARIETTA GA

LAND LOT 133
16th DISTRICT, 2nd SECTION
COBB COUNTY, GEORGIA

DATE: OCTOBER 2, 2025

REVISIONS:
DATE COMMENT

GRID NORTH
NAD83 GEORGIA WEST ZONE

LEGEND

IRON PIN FOUND		FIRE HYDRANT	POWER BOX
IRON PIN SET (IPS)		UTILITY POLE	UTILITY PEDESTAL
COMPUTED POSITION (NO MONUMENT)		WATER METER	DRAIN INLET
ROCK		WATER VALVE	STORM MH
OR CONCRETE MONUMENT		GAS METER	SEWER MH
RB — REBAR		GAS VALVE	LIGHT POLE
OTP — OPEN TOP PIPE		LL — PROPERTY LINE	
CTP — CRIMP TOP PIPE		LL — LAND LOT LINE	
P.O.B. — POINT OF BEGINNING		— P — RIGHT OF WAY	
R/W — RIGHT OF WAY		— P — O/H POWER	
P/L — PROPERTY LINE		— T — O/H TELEPHONE	
C/L — CENTERLINE		— X — FENCE	
N/F — NOW OR FORMERLY		STREAM OR POND	
DB/pg — DEED BOOK/PAGE		— G — UG GAS LINE	
PB/pg — PLAT BOOK/PAGE		— E — UG POWER	
PP — UTILITY POLE		— SS — SEWER LINE	
LL — LAND LOT		— W — WATER LINE	
RCP — REINFORCED CONC. PIPE		— C — UG COMMUNICATIONS	
CMP — CORRUGATED METAL PIPE		STORM LINE	
CPP — CORRUGATED PLASTIC PIPE		R/R TRACKS	
ASPHALT		EXIST. CONTOUR	
CONCRETE		EXIST. INDEX CONTOUR	
GRAVEL		PROP. CONTOUR	
		1000 PROP. INDEX CONTOUR	

MONUMENT DIMENSIONS ARE OUTSIDE/OVERALL DIMENSIONS. ALL IPS ARE CAPPED 5/8" REBAR UNLESS OTHERWISE NOTED.

"Thou shalt not remove thy neighbor's landmark, which they of old time have set."
Deuteronomy 19:14 KJV

DISCLOSURE & NOTICE

This drawing and any findings does not constitute a title or legal opinion by Chastain & Associates, P.C. Any provided certification is a statement based on facts and knowledge known to the registrant and is not a guarantee or warranty, either expressed or implied. Other documents or conditions may exist that would affect this property. As a unique pictorial and graphic professional work, this survey is subject to the Copyright laws of the United States. The latest date of field survey work is the date applicable to provisions of Statutes of Limitation. No certification or liability is extended to any party not named hereon. Subsurface matters not certified unless excavated.

IN GOD WE TRUST

PREPARED BY

Chastain & Associates, P.C.
SURVEYING~PLANNING~CONSULTING
TN NC SC AL GA Since 1995
"Covering Dixie Like The Dew"
CHASTAINASSOCIATES.COM
(706)276-7528 (770)889-1770
email: INFO@CHASTAINASSOCIATES.COM
288 N. Main St. Ellijay, GA 30540
GEORGIA CERTIFICATE OF AUTH. LSF000781
TENNESSEE PROFESSIONAL REG. No. 1937
NORTH CAROLINA LAND SURVEYING FIRM C-3198
ALABAMA LAND SURVEYING FIRM CA-852-LS
SOUTH CAROLINA SURVEYING FIRM COA No. 5205

15 0 30 60
GRAPHIC SCALE - 1" = 30'

SHEET 1 OF 1
FILE: 225F35

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-1-2026

SITE BACKGROUND

Applicant	Francisco J. Garcia Sanchez
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Francisco J. Garcia Sanchez
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Francisco J. Garcia
Property Location	Located at the western terminus of Elnora Drive, west of Shallowford Road
Address	895 Elnora Drive
Access to Property	Elnora Drive

QUICK FACTS

Commission District	3 - Birrell
Current Zoning	R-20
Current Use of Property	Single-family residence
Proposed Zoning	LI
Proposed Use	Tree service
Future Land Use	LDR
Site Acreage	1.44
District	16
Land Lot	133
Parcel #	16013300010
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

(Zoning staff member: Peyton McClure, CNU-A)

Based on the analysis of this case, Staff recommends **DENIAL**.

Z-1 2026 Aerial Map



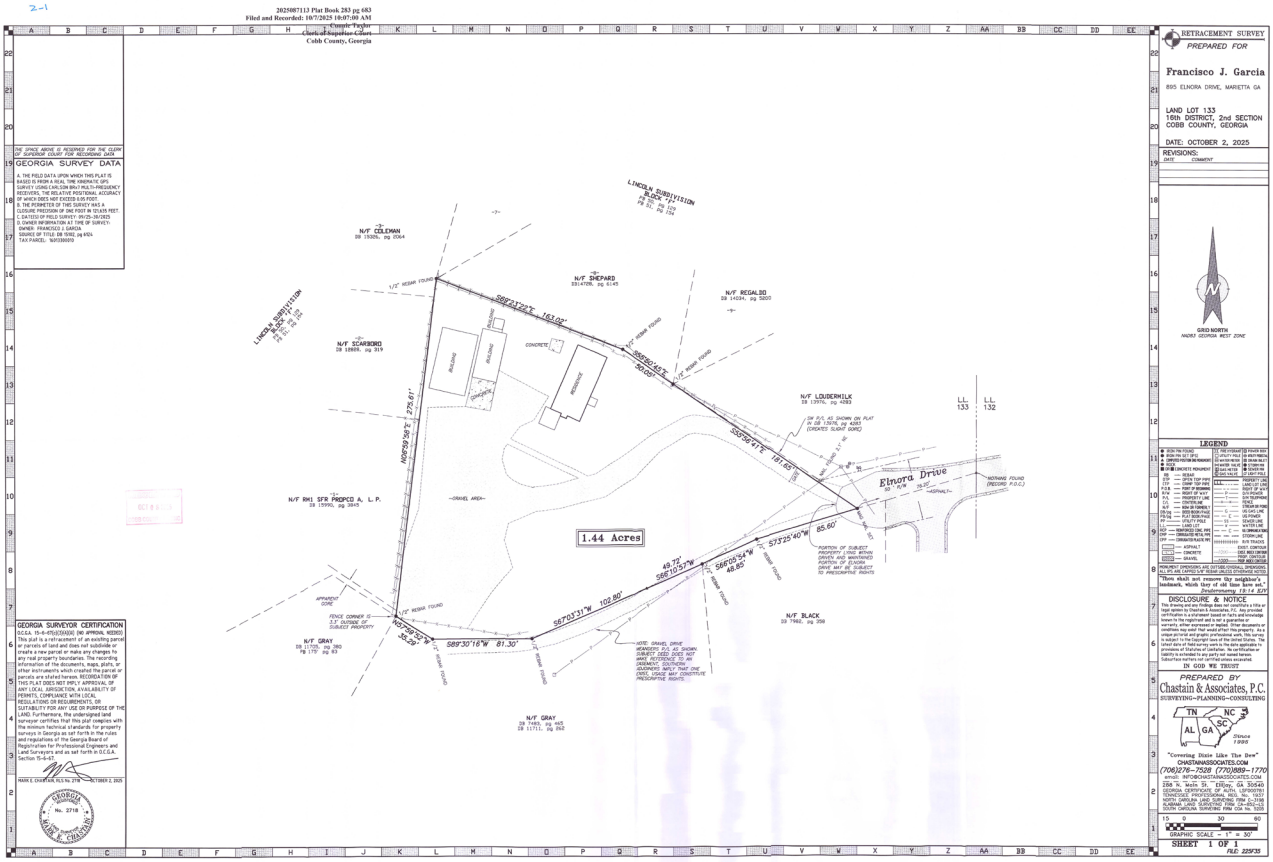
This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 135 270 Feet

Zoning Boundary

City Boundary

Z-1-2026 DEPARTMENT COMMENTS – Zoning Division



North

Zoning: R-20/ Single-family Residential

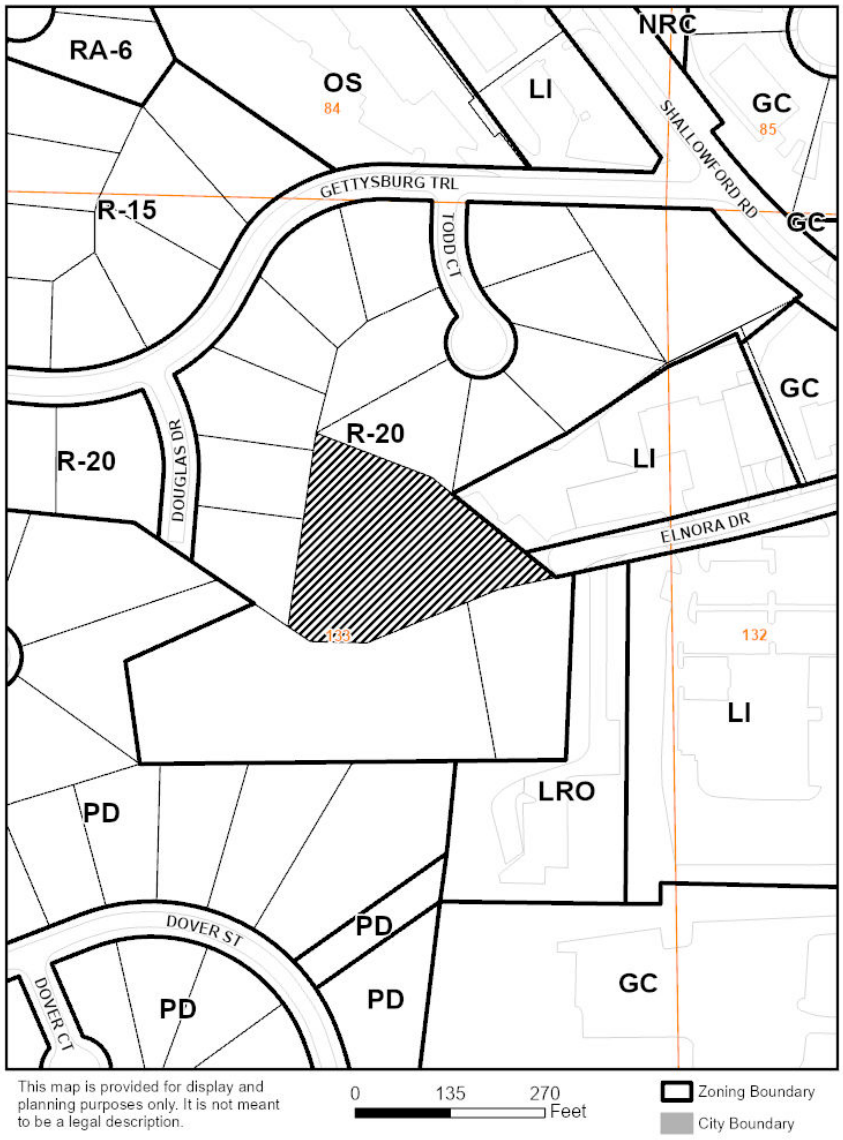
Future Land Use: LDR

WEST

Zoning: R-20/ Single-family Residential

Future Land Use: LDR

Z-1 2026 Map



EAST

Zoning: LI/ Light Industrial

Future Land Use: CAC

SOUTH

Zoning: R-20/ Single-family Residential

Future Land Use: LDR

Z-1-2026 DEPARTMENT COMMENTS – Zoning Division

Current zoning district for the property

The R-20 district is established to provide locations for single-family residential uses or residentially compatible institutional and recreational uses which are within or on the edge of properties delineated for any residential category as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. When residentially compatible institutional and recreational uses are developed within the R-20 district, they should be designed and built to ensure intensity and density compatibility with adjacent single-family detached dwellings and otherwise to implement the stated purpose and intent of this chapter.

Requested zoning district for the property

The LI district is established to provide locations for light industrial uses such as low intensity automobile repair and service, animal care facilities, commercial greenhouses, livestock, poultry, business distribution centers, warehousing and storage, and transportation terminals, which are on properties delineated within or on the perimeter of an industrial compatible and industrial category as defined and shown on the Cobb County Comprehensive Land Use Plan: A Policy Guide, adopted November 27, 1990. When located on the perimeter of an industrial node, the LI district should provide for uses that are low in intensity and scale such as to ensure compatibility with surrounding properties.

Summary of the applicant's proposal

The applicant is requesting to rezone the site to the LI light industrial zoning district to operate a tree service and removal company. The applicant has stated that they will not be harvesting or breaking down tree materials at this location, and that the property's primary use will be for parking of vehicles. The applicant has proposed that employees will park on the property at 6:30am to pick-up work vehicles and won't return until the evening to store the vehicles, with the latest vehicles arriving at 7:00pm.

The subject property's road access is Elnora Drive, which primarily serves commercial, and industrial businesses. This has left 895 Elnora as one of three homes on an otherwise non-residential street. It should be noted that 895 Elnora Drive is surrounded by residential single-family homes to the north, west, and south. There are new structures on site that are lacking proper permits, which will have to be brought into compliance. The applicant proposes vehicles to be parked on the existing gravel drive, which is not permitted under existing code requirements. The code requires that all vehicles be parked on a hardened, treated surface, within designated parking spaces. The applicant proposes a maximum of 10 work vehicles to be parked overnight plus 8 employee vehicles to be parked on-site during the day.

Z-1-2026 DEPARTMENT COMMENTS – Zoning Division

Non-residential criteria

Proposed # of buildings**:** 4
Proposed # of stories: 1
Total sq. footage of development: 4,116
Floor area ratio: 0.07
Square footage per acre: 2,858
Required parking spaces: 18 spaces minimum for 10 work vehicles and 8 employee vehicles.
Proposed parking spaces: 0, none paved or striped
Acres in floodplain or wetlands: 0
Impervious surface shown: 41.78%

Are there any zoning variances?

1. Reduction of side setback from 20ft to 10ft for existing single-family dwelling;
2. Reduction of rear setback from 30ft to 4ft for westernmost accessory structure;
3. Reduction of required road frontage from 100ft to 39ft;
4. Waive the 50-foot landscape buffer from 50-feet to 0-feet on the north, south, and west property lines; and
5. Allow parking and maneuvering on a non-hardened surface.

Are there any environmental conditions existing or proposed on the site?

No.

12/17/25

The proposed zoning case must address the comments listed below by prescriptive code or equivalency, as approved by the Cobb County Fire Marshal's Office

Approval will be based on Professional Engineer-stamped plans that signify overall plan conformance to all Georgia State and Cobb County Codes. Design Professional and Developer maintain the sole responsibility for the design and for correcting all errors, omissions, problems, and code violations (if any) exposed during construction AFTER authorization by Cobb County.

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 serves as an early notification to owners and developers for budgeting purposes.

FIRE DEPARTMENT ACCESS:
Fire apparatus access roads must be clearly defined/shown and 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 2018 Edition and Cobb County Development Standards 402.11). A ten-foot separation, open to sky, is required in order to measure between structures. (CCDS 402.11)

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, 35 foot inside radius, 50 foot outside turning radius and unobstructed vertical clearance of not less than 13 feet 6 inches. (Cobb County Development Standards 402.11)

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.

(continued)

CERTIFICATE OF OCCUPANCY:
Plans must be submitted to the Cobb County Fire Marshal's Office to initiate the Certificate of Occupancy process.

ACCESS GATES:
Gates securing fire apparatus access shall meet the following requirements:

- minimum 14 feet in clear width for a single lane and 20 feet for a double lane. The gates shall not reduce the operating width of the roadway.
- Double lane gates shall be a minimum of 20 feet in clear width.
- Gates shall be of the swinging or sliding type.
- Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access during normal operations and in power failure.
- Emergency opening devices require a permit and shall be approved by the Cobb County Fire Marshal's Office. (Cobb County Development Standards 401.8.2)

FIRE HYDRANT:
The maximum distance of a hydrant to the most remote portion of a structure shall be 500 feet. Distance shall be measured around the structure and from the fire apparatus access road. A 500-foot radius around the hydrant is not an acceptable measurement for distance. Hydrants on the opposite side of a main ROW is not an acceptable measurement of distance. (Cobb County Development Standards 410.5.2) (Cobb County Development Standards 410.5.2)

Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet for a 40-foot length centered on the fire hydrant, exclusive of shoulders (see Figure D103.1 in Appendix D).

FIRE PROTECTION:
Automatic sprinkler protection must be provided where mandated by the applicable codes.

Auto parts buildings may be required to be protected with a fire sprinkler system. Final determination to be made at building plan review. Be prepared to provide water supply.

Jeff Byrd
(678) 229-7059
Jeffrey.Byrd@cobbcounty.gov

Z-1-2026 DEPARTMENT COMMENTS – Site Plan Review

12/26/2025

As determined by the Site Plan Review Section, the property owner may be required to obtain a Land Disturbance Permit to perform any site modifications, as required per stipulation approval (fencing, landscaping, curb/gutter & sidewalk installation, etc.) or otherwise. Contact Site Plan Review, 770-528-2147.

Z-1-2026 DEPARTMENT COMMENTS – Cemetery Preservation

No comment

2/3/2026

Approval of this petition will not have an impact on the enrollment of schools.

12/26/2025

Comprehensive Plan Future Land Use Designation: Low Density Residential
The subject tract is within the Low Density Residential (LDR) future land use category. The purpose of LDR is to provide for areas that are suitable for low density housing between one (1) and two and one-half (2.5) dwelling units per acre and non-supportive senior living housing that in certain circumstances may reach five (5) dwelling units per acre, depending on existing conditions such as product type and mix, structure/building height, tract size, topographic conditions, etc. in order to provide compatibility with adjacent residential uses. This category presents a range of densities.

Future Land Use Sub-Category? N/A

☐ Consistent ☒ Inconsistent

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary? ☐ Yes ☒ No
If yes, which City: N/A
Was the city notified? N/A

Specific Area Policy Guidelines: ☐ Yes ☒ No
Policy:

Masterplan/ Corridor Study: ☐ Yes ☒ No
Name of Masterplan/Corridor Study: N/A

Design guidelines area? ☐ Yes ☒ No
If yes, design guidelines area? N/A
Does the proposal plan comply with the design requirements? N/A

Is the property within an Opportunity Zone? ☐ Yes ☒ No
If yes, Opportunity Zone? N/A
(The Opportunity Zone is an incentive that provides $3,500 tax credit per job in eligible areas if two or more jobs are being created. This incentive is for new or existing businesses)

Is the property within an Enterprise Zone? ☐ Yes ☒ No
If yes, Enterprise Zone? N/A
(The Enterprise Zone is an incentive that provides tax abatements and other economic incentives for qualifying businesses locating or expanding within designated areas for new jobs and capital investment)

Is the property eligible for the Façade Improvement Program? ☐ Yes ☒ No

(continued)
(The Façade Improvement Program is an incentive for owners and tenants to enhance the appearance of buildings. The CDBG program provides the funding. Properties must be either on the current inventory of redevelopment sites or in a corridor study area and be in a census tract with at least 51% low and moderate income. The program serves to improve the economic viability of these areas.)

Is the property eligible for incentives through the Commercial and Industrial Property Rehabilitation Program? ☐ Yes ☒ No

(The Commercial and Industrial Property Rehabilitation Program Is an incentive that provides a reduction in ad valorem property taxes for qualifying redevelopment in eligible areas)

Note: For more information on incentives, please call the Community Development Agency- Economic Development Division at 770-528-2018 or find information online at www.cobbcounty.org/econdev**.**

Special District:

Is this property within the Cumberland Special District #1 (hotel/motel fee)? ☐ Yes ☒ No

Is this property within the Cumberland Special District #2 (ad valorem tax)? ☐ Yes ☒ No

Dobbins Air Reserve Base Zones:

Is the property within the Dobbins Airfield Safety Zone? ☐ Yes ☒ No

Is the property within the Clear Zone (CZ)? ☐ Yes ☒ No

Is the property within 3000’ of Dobbins ARB? ☐ Yes ☒ No

Is the property within the Accident Potential Zone (APZ I)? ☐ Yes ☒ No

Is the property within the Accident Potential Zone II (APZ II)? ☐ Yes ☒ No

Is the property within the Noise Zone? ☐ Yes ☒ No

Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)? ☐ Yes ☒ No

Historic Preservation:

After consulting various county historic resources surveys, historic maps, archaeology surveys and Civil War trench location maps, staff finds that no known significant historic resources appear to be affected by this application.

Z-1-2026 DEPARTMENT COMMENTS – Water and Sewer

Water comments:

At development: ☒ YES ☐ NO

Fire flow test required: ☐ YES ☒ NO

Size/location of existing water main(s): 6" on Elnora Dr

Additional water comments:

Sewer comments:

In the drainage basin: ☒ YES ☐ NO

At development: ☐ YES ☒ NO*

Approx. distance to nearest sewer: 180' west on Douglas Dr

Estimated waste generation (in G.P.D.): Average daily = 400

Peak flow = 1000

Treatment plant: Noonday WRF

Plant capacity: ☒ Yes ☐ NO

Projected plant availability: ☐ 0-5 years ☐ 5-10 years ☒ over 10 years

Off-site easement required: ☒ YES* ☐ NO

Line capacity study required: ☐ YES ☒ NO

Letter of allocation issued: ☐ YES ☒ NO

Septic tank recommended by this department: ☐ YES ☒ NO

Subject to Health Department approval: ☐ YES ☒ NO

*If off-site easements are required, the developer/owner must submit easements to CCWS for review and approval as to form and stipulations prior to the execution of easements by the property owners. All easement acquisitions are the responsibility of the developer/owner.

Additional sewer comments: Property will be required to connect to sewer if the continued use of the existing septic system is not permitted by the Health Department.

Note: These comments only reflect what facilities were in existence at the time of this review. Developer may be required to install/upgrade water mains based on fire flow test results or Fire Department code. This will be addressed in the Plan Review process. The developer/owner will be responsible for connecting to the existing county water and sewer systems, installing and/or upgrading all outfalls & water mains, obtaining onsite and/or offsite easements, and dedication of onsite and/or offsite water and sewer to Cobb County as may be required. Rezoning does not guarantee water/sewer availability or capacity unless so stated in writing by the Cobb County Water System.

Roadway	Roadway classification	Speed limit (mph)	Jurisdictional control	Min. R.O.W. requirements
Elnora Drive	Local	25	Cobb County	50’

Roadway	Location	Average daily trips	Level of service
Elnora Drive	NA	NA	NA

Comments and observations

Elnora Drive is classified as a local roadway and according to the available information the existing right-of-way does meet the minimum requirements for this classification.

The Institute of Traffic Engineers (ITE) Trip Generation manual, 11th edition, does not have available data for this specific land use type. This development is currently in limited operation and additional trip generation associated with the rezoning is assumed to be minimal.

In accordance with Cobb County Code 134-121 and based on site plan received October 8, 2025, this development does not require a traffic impact study submittal.

Recommendations

THE RECOMMENDATIONS BELOW SHALL BECOME STIPULATED REQUIREMENTS UPON INCLUSION WITH AND APPROVAL BY THE BOARD OF COMMISSIONERS OF THIS APPLICATION:

1. Should any driveway modifications or redevelopment of the property occur in the future, where redevelopment is defined as any action requiring a Land Disturbance Permit that also changes the existing business operations of the development in terms of use, intensity and/or anticipated traffic, Cobb DOT recommends the following:

    a. Recommend driveway on Elnora Drive be reconstructed to commercial standards and treated hardened surface for a minimum of 25’ from the edge of pavement or to the County right-of-way, whichever is greater in length. This recommendation is pursuant to Cobb County Development Standard 402.8, Non-Residential Driveways and Cobb County Development Standard Detail 116, Commercial Driveway Requirements.

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

Cobb County...Expect the Best!

COBB COUNTY CODE ENFORCEMENT
CASE SYNOPSIS

Report Date:
12/22/2025

CASE #: CODE-2025-02404 **OPEN DATE:** 5/2/2025

COMPLAINANT: **PHONE #:**

DESCRIPTION: running a business out of home "Beaver Tree Service" 6 TO 7 commercial vehicles.

PRIMARY ADDRESS:

895 ELNORA DR NE
MARIETTA, GA 30066

OWNER ADDRESS:

GARCIA FRANCISCO J
895 ELNORA DR
MARIETTA, GA 30066

Inspection Date	Inspection/Activity Date	Inspection/Activity Type	Status	Comments
05/08/2025		Case Details		I issued a Notice of Violation for Customary Home Occupation and taped it to the front door with a written explanation of the violation. I was able to observe several heavy vehicles with Beaver Tree Service labeling on them. There were several vehicles which are most likely employee's vehicles. The vehicles were not parked on a hardened surface; however, the home was built in 1952 and does not appear to have ever had a driveway installed. D Roberts
05/08/2025		Initial Investigation	In Violation	/* PERMITTED USE/CUSTOMARY HOME OCCUPATION|*134-197 (3)*|Observe all Customary Home Occupation (CHO) regulations. **No employees, clients, materials, equipment, etc. allowed at residence. Only 1 business vehicle weighing less than 12,500 lb. gross vehicle weight rating is allowed at residence.*/
05/21/2025		Case Details		I received an email from the property owner Francisco advising that he has completed the paperwork for rezoning. D Roberts
05/21/2025		ReInspection	In Violation 30 Day	
06/03/2025		Case Details		I observed a Large Truck loaded with Tree logs and equipment retuning to the case address.. D. Harrell
06/03/2025		Case Details		No Change on Property.. Large Trucks and Equipment parked and Large tree waste piles parked on property. (Photos Uploaded). D. Harrell
06/03/2025		ReInspection	In Violation 0 Day	

Inspection Date	Inspection/Activity Date	Inspection/Activity Type	Status	Comments
09/10/2025		ReInspection	In Violation	/* USE LIMITATIONS/ OUTSIDE STORAGE|*134-197 (12) e*|Only firewood and lawn furnishings are allowed to be stored outside. Remove all other items.*/ /* LITTER|*102-92(a)(1)(2)*|Remove all trash and debris, including tree debris and yard waste, from property.*/ /* PERMITTED USE/COMMERCIAL USE|*134-197(3)*|Property is not zoned for commercial use, for Tree Service Company operating on property .*/ /* SPECIAL LAND USE PERMIT REQUIRED/WASTE TRANSFER STATION|*134-37(a)(12)*| A special land use permit shall be required for the following types of uses of property regardless of the zoning classification of district for the realty: Waste Transfer Station.*/
09/10/2025		Violation Details		I issued a Notice of Violation for LITTER, OUTSIDE STORAGE, PERMITTED USE/ COMMERCIAL USE, AND SPECIAL LAND USE/ WASTE TRANSFER to the property. I Observed Trucks, Marked Commercial vehicles, Tree waste, Equipment, trash and debris outside of the property. I also observed large number of vehicles on the property. (Photos Uploaded). Notice will be mailed to the case address. D. Harrell
09/22/2025		Phone Call		On Sept 15, 2025, I received a Phone call from the Property owner (Francisco Garcia) who informed me that he has not filed for the Land Use Permit for the property, due waiting for a appointment for a survey for the property, since receiving the Notice form Code Enforcement on May 8, 2025. I informed Mr. Francisco If No Land Use Permit for the property is not filed for the property by Sept 30, 2025. Citations will be issued. D. Harrell
09/22/2025		ReInspection	In Violation	
10/09/2025		Case Details		Mr. Garcia filed for the Land Use Permit with County Zoning on Oct 8, 2025.. Pending Zoning Hearings for property on (Z-1) Feb 3, 2026 and Feb 17, 2026.. Next Inspection (Jan 29, 2026). D. Harrell
10/09/2025		ReInspection	In Violation	

COBB COUNTY - COMMUNITY DEVELOPMENT AGENCY
Code Enforcement Division

Cobb County...Expect the Best!

Mailing Address
P.O. Box 649
Marietta, Ga. 30061

Physical Address
1150 Powder Springs Rd.
Suite 400
Marietta, Ga. 30064

Fax: (770) 528-2092

Notice of Violation

Violation Number: CODE-2025-02404 Date: 5/8/2025

The Cobb County Code Enforcement Division has grounds to believe the property located at:

895 ELNORA DR NE	MARIETTA, GA 30066	16	0133	001	R-20
(Address)	(City/State/Zip)	(Dist)	(Land Lot)	(Par)	(Zoning)

and/or GARCIA FRANCISCO J (895 ELNORA DR MARIETTA, GA 30066)

may be in violation of the Official Code of Cobb County, Georgia. You have 10 days to bring the violation(s) into compliance. An inspection will be made on or about 10 days from May 8, 2025. Failure to comply could result in a citation being issued for you to appear in the Cobb County Magistrate Court, and you may be subject to a fine, imprisonment or both.

Violation	Code Section	Requirement for Compliance
PERMITTED USE/CUSTOMARY HOME OCCUPATION	134-197 (3)	Observe all Customary Home Occupation (CHO) regulations. No employees, clients, materials, equipment, etc. allowed at residence. Only 1 business vehicle weighing less than 12,500 lb. gross vehicle weight rating is allowed at residence.

David Roberts (david.roberts@cobbcounty.org) — Officer

770-528-2181 — Telephone

Contact the Officer listed above by telephone or email for further information. Officer availability 8:00-9:00 a.m. and 3:30-4:30 p.m. Monday through Friday. You may leave voice mail or send email at any time.

A COMPLETE COPY OF THE COBB COUNTY ORDINANCE MAY BE VIEWED AT **WWW.COBBCOUNTY.ORG**

COBB COUNTY - COMMUNITY DEVELOPMENT AGENCY
Code Enforcement Division

Cobb County...Expect the Best!

Mailing Address
P.O. Box 649
Marietta, Ga. 30061

Physical Address
1150 Powder Springs Rd.
Suite 400
Marietta, Ga. 30064

Fax: (770) 528-2092

Notice of Violation

Violation Number: CODE-2025-02404 Date: 9/10/2025

The Cobb County Code Enforcement Division has grounds to believe the property located at:

895 ELNORA DR NE	MARIETTA, GA 30066	16	0133	001	R-20
(Address)	(City/State/Zip)	(Dist)	(Land Lot)	(Par)	(Zoning)

and/or GARCIA FRANCISCO J (895 ELNORA DR MARIETTA, GA 30066)

may be in violation of the Official Code of Cobb County, Georgia. You have 10 days to bring the violation(s) into compliance. An inspection will be made on or about 10 days from September 10, 2025. Failure to comply could result in a citation being issued for you to appear in the Cobb County Magistrate Court, and you may be subject to a fine, imprisonment or both.

Violation	Code Section	Requirement for Compliance
USE LIMITATIONS/ OUTSIDE STORAGE	134-197 (12) e	Only firewood and lawn furnishings are allowed to be stored outside. Remove all other items.
LITTER	102-92(a)(1)(2)	Remove all trash and debris, including tree debris and yard waste, from property.
PERMITTED USE/COMMERCIAL USE	134-197(3)	Property is not zoned for commercial use, for Tree Service Company operating on property .
SPECIAL LAND USE PERMIT REQUIRED/WASTE TRANSFER STATION	134-37(a)(12)	A special land use permit shall be required for the following types of uses of property regardless of the zoning classification of district for the realty: Waste Transfer Station.

Danny Harrell (Danny.Harrell@cobbcounty.gov) — Officer

770-528-2112 — Telephone

Contact the Officer listed above by telephone or email for further information. Officer availability 8:00-9:00 a.m. and 3:30-4:30 p.m. Monday through Friday. You may leave voice mail or send email at any time.

A COMPLETE COPY OF THE COBB COUNTY ORDINANCE MAY BE VIEWED AT **WWW.COBBCOUNTY.ORG**


Sep 10, 2025 at 9:43:06 AM


Sep 10, 2025 at 9:43:17 AM
678.616.4209


Sep 10, 2025 at 9:48:26 AM
678.616.4209


Sep 10, 2025 at 9:43:38 AM


Sep 10, 2025 at 9:43:59 AM


Sep 10, 2025 at 9:44:02 AM


Sep 10, 2025 at 9:44:06 AM


Sep 10, 2025 at 9:44:19 AM
BEAVER
Tree Service
678-616-4209
209


Sep 10, 2025 at 9:44:28 AM


Sep 10, 2025 at 9:44:45 AM
678.616.4209


Sep 10, 2025 at 9:44:56 AM


Sep 10, 2025 at 9:44:59 AM


Sep 10, 2025 at 9:45:09 AM


Sep 10, 2025 at 9:45:13 AM

STAFF ANALYSIS

Per section 134-122 of the Official Code of Cobb County, below is a written zoning analysis relating to the following (question in bold; the answer is not bold):

A. **Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;**
It is Staff's opinion that the zoning proposal will not permit a use that is suitable in view of the use and development of adjacent and nearby property. Although Elnora Drive caters predominately to industrial and commercial interests, the shape of the subject property would place an industrial use directly in the backyards of multiple residential properties.

B. **Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;**
It is Staff's opinion that the zoning proposal could adversely affect the existing use or usability of adjacent or nearby property. There is little to no existing buffering along residential property lines. Allowing for potential overlap of commercial activity into residential districts.

C. **Whether the zoning proposal will result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools;**
It is Staff's opinion that the zoning proposal will not result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools. Elnora Drive already caters to commercial and industrial uses, with access to Shallowford Road and Canton Road.

D. **Whether the zoning proposal is in conformity with the policies and intent of the comprehensive plan;**
It is Staff's opinion that the zoning proposal is not in conformity with the policies and intent of the comprehensive plan. The property's Future Land Use designation is Low Density Residential, which would not conform with the proposed light industrial zoning district. While most of Elnora Drive is a Community Activity Center (CAC), that designation encompasses existing commercially & industrially zoned properties along this roadway.

E. Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal;

It is Staff's opinion that there are existing conditions that give support for disapproval of the proposed light industrial zoning district. The subject property is surrounded on three sides by single-family homes, which make this location a poor candidate for rezoning to an industrial usage. Approval would allow an industrial use to operate and maintain a vehicle fleet with few protections for surrounding residential properties.

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

Application No. _____

Summary of Intent for Rezoning

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

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

b) **Proposed building architecture:** _____

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

RECEIVED
OCT 08 2025
COBB COUNTY ZONING

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

a) **Proposed use(s):** On back page

b) **Proposed building architecture:** Existing home used as commercial space

c) **Proposed hours/days of operation:** On back page

d) **List all requested variances:** - Road frontage reduction
- Gravel drive

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

Cars and trucks will be parking, they are leaving every morning around 6:30 am and getting back to park in the evening Mon-Sat

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

No-that we know at this time.

Workers will arrive in the morning and park their own cars in the site during the day, and leaving on the dump trucks and the commercial vehicles.

No noise during the day, heavy equipment working there as chainsaws, wood chippers, stump grinding or any equipment.

Our Business Latino Tree Service LLC
DBA: Beaver Tree Service
provides tree maintenance and removal services,
The facility at 895 Dhora Dr. Marietta GA 30066, includes secure storage for our fleet of vehicles and specialized equipment such as

Dump Trucks
Wood chipper
chainsaws
Cars / Trucks
stump grinding

~~There's also a potential space for administration office.~~

We are commitment to not to make noise for operating with chainsaws, wood chippers, stump grinding or any equipment at the site. We are not producing mulch from wood waste.
Trucks will be turn on around 6:30 am and they will leave for work and coming back in the evening to park again.
Our company operates from Mon- Sat

NEIGHBORS OF 895 Elnora Dr.

Marietta GA. 30066

SIGNATURES FOR REZONING

PROPERTY.

RECEIVED
OCT 08 2025
COBB COUNTY ZONING

James L. Gray Sr.
885 ELNORA DR.
MARIETTA, GA 30066

Dana G Black
905 ELNORA DR.
MARIETTA GA 30066

FRANCISCO BARBOZA
426 TODD CT KENESAW
GA 30144.

Doug and Sheila Barnett
460 Douglas Dr NE
Kennesaw, GA 30144

Dorothy Taylor
4597 Douglas Dr
Kennesaw GA 30144

M. J. Loudermilk
923 Elnora Dr, Marietta, GA. 30066
M.J. Loudermilk

Rodney W. Coleman (770) 316-6239
4613 Douglas Dr.
Kennesaw GA. 30144


"PURSUANT TO COBB COUNTY CODE, ZONING ORDINANCE, SECTION 134-124(b) THE COBB COUNTY BOARD OF COMMISSIONERS IS AUTHORIZED TO CONSIDER AND MAY CONSIDER ALL CONSTITUTIONALLY PERMISSIBLE ZONING CLASSIFICATION(S), INCLUDING, BUT NOT LIMITED TO, INTERVENING CLASSIFICATIONS AND/OR THE CLASSIFICATION(S) SOUGHT BY THE APPLICANT."
Z-1
ZONING NOTICE
Francisco Sanchez
R-20
U
COBB COUNTY PLANNING COMMISSION
2/3/26
BOARD OF COMMISSIONERS
2/17/26




Jan 29 2020 at 09:19 PM
Tree Service
BEAVER
Tree Service


Jan 29, 2016 at 1:09:51 PM
BEAVER
Tree Service


678.616.4209




678.616.4209


Jan 29, 2026 at 1:10:0 PM


Jan 29, 2026 at 10:09 PM


Jan 29, 2026 at 10:17 PM


Jan 29, 2026 at 1:10:16 PM


Jan 29 2026 at 10:27 PM


Jan 29, 2026 at 10:37 PM
5


Jan 29, 2026 at 10:52 PM



Z-1-2026 DEPARTMENT COMMENTS – Stormwater Management

12/26/2025

Site Data

1. Address: 895 Elnora Drive
2. District: 3
3. Existing Zoning: R-20 Existing Allowable Impervious Coverage: 35%
4. Proposed Zoning: LI Allowable Future Impervious Coverage: 70%
5. Future Land Use: LDR

Existing Conditions

Floodplain Information

1. Flood Damage Prevention Designated Flood Hazard: No

Stormwater Information

1. Drainage Basin: Noonday Creek Basin

Topography Information

1. General site Description: The site is an existing residential home on a small hilltop which slopes away from the home in all directions. Total lot area is 1.44ac. Existing Impervious coverage is approximately 26.9% per GIS measurements.

2. Downstream Description: Stormwater discharges through an established residential neighborhood downstream.

Project Design Comments and Recommendations

The following comments and recommendations are typically required at the time of plan review and permitting.

Proposed Project Onsite Design Requirements

1. At this time there are no present or future site improvement/modifications proposed.

2. Any Future improvements to the site will be considered a redevelopment project. Redevelopment projects that create, adds, or replaces 5,000 square feet or greater of new impervious surface area or that involves other land disturbing activity of one acre or more. Therefore, requiring an updated stormwater management facility that may require runoff reduction, water quality, and detention per the Georgia Stormwater Management Manual (GSMM).

Cobb County...Expect the Best!

COBB COUNTY CODE ENFORCEMENT
CASE SYNOPSIS

Report Date:
2/25/2026

CASE #: CODE-2025-02404 **OPEN DATE:** 5/2/2025

COMPLAINANT: **PHONE #:**

DESCRIPTION: running a business out of home "Beaver Tree Service" 6 TO 7 commercial vehicles.

PRIMARY ADDRESS:

895 ELNORA DR NE
MARIETTA, GA 30066

OWNER ADDRESS:

GARCIA FRANCISCO J
895 ELNORA DR
MARIETTA, GA 30066

Inspection Date	Inspection/Activity Date	Inspection/Activity Type	Status	Comments
05/08/2025		Case Details		I issued a Notice of Violation for Customary Home Occupation and taped it to the front door with a written explanation of the violation. I was able to observe several heavy vehicles with Beaver Tree Service labeling on them. There were several vehicles which are most likely employee's vehicles. The vehicles were not parked on a hardened surface; however, the home was built in 1952 and does not appear to have ever had a driveway installed. D Roberts
05/08/2025		Initial Investigation	In Violation	/* PERMITTED USE/CUSTOMARY HOME OCCUPATION|*134-197 (3)*|Observe all Customary Home Occupation (CHO) regulations. **No employees, clients, materials, equipment, etc. allowed at residence. Only 1 business vehicle weighing less than 12,500 lb. gross vehicle weight rating is allowed at residence.*/
05/21/2025		Case Details		I received an email from the property owner Francisco advising that he has completed the paperwork for rezoning. D Roberts
05/21/2025		ReInspection	In Violation 30 Day	
06/03/2025		Case Details		I observed a Large Truck loaded with Tree logs and equipment retuning to the case address.. D. Harrell
06/03/2025		Case Details		No Change on Property.. Large Trucks and Equipment parked and Large tree waste piles parked on property. (Photos Uploaded). D. Harrell
06/03/2025		ReInspection	In Violation 0 Day	

Inspection Date	Inspection/Activity Date	Inspection/Activity Type	Status	Comments
09/10/2025		ReInspection	In Violation	/* USE LIMITATIONS/ OUTSIDE STORAGE|*134-197 (12) e*|Only firewood and lawn furnishings are allowed to be stored outside. Remove all other items.*/ /* LITTER|*102-92(a)(1)(2)*|Remove all trash and debris, including tree debris and yard waste, from property.*/ /* PERMITTED USE/COMMERCIAL USE|*134-197(3)*|Property is not zoned for commercial use, for Tree Service Company operating on property .*/ /* SPECIAL LAND USE PERMIT REQUIRED/WASTE TRANSFER STATION|*134-37(a)(12)*| A special land use permit shall be required for the following types of uses of property regardless of the zoning classification of district for the realty: Waste Transfer Station.*/
09/10/2025		Violation Details		I issued a Notice of Violation for LITTER, OUTSIDE STORAGE, PERMITTED USE/ COMMERCIAL USE, AND SPECIAL LAND USE/ WASTE TRANSFER to the property. I Observed Trucks, Marked Commercial vehicles, Tree waste, Equipment, trash and debris outside of the property. I also observed large number of vehicles on the property. (Photos Uploaded). Notice will be mailed to the case address. D. Harrell
09/22/2025		Phone Call		On Sept 15, 2025, I received a Phone call from the Property owner (Francisco Garcia) who informed me that he has not filed for the Land Use Permit for the property, due waiting for a appointment for a survey for the property, since receiving the Notice form Code Enforcement on May 8, 2025. I informed Mr. Francisco If No Land Use Permit for the property is not filed for the property by Sept 30, 2025. Citations will be issued. D. Harrell
09/22/2025		ReInspection	In Violation	
10/09/2025		Case Details		Mr. Garcia filed for the Land Use Permit with County Zoning on Oct 8, 2025.. Pending Zoning Hearings for property on (Z-1) Feb 3, 2026 and Feb 17, 2026.. Next Inspection (Jan 29, 2026). D. Harrell
10/09/2025		ReInspection	In Violation	
01/29/2026		Case Details		Inspected property All Violations are Still active on the property. I observed tree waste Plie and Large Trucks and Equipment and vehicles parked on the property and Tools and other items being storied outside of the property. (Photos Uploaded). D. Harrell
01/29/2026		ReInspection	In Violation	

Inspection Date	Inspection/Activity Date	Inspection/Activity Type	Status	Comments
02/03/2026		Case Details		PROPERTY OWNER WAS PRESENT AT THE PC HEARING. HE STATED THAT HE HAS 8 COMMERCIAL TRUCKS, 12 VEHICLES ON THE PROPERTY AND HIS EMPLOYEES LIVE AT THE HOUSE LOCATED ON THE PROPERTY. THE BOARD REQUESTED FOR THE OWNER TO CLEANUP THE PROPERTY AND MEET WITH THE OFFICER FOR AN INSPECTION. THE CASE WILL BE HELD FOR 30 DAYS. YFOSTON
02/04/2026		Case Details		I issued a Notice of Violation and related paperwork for SINGLE FAMILY DWELLING, based on the property owner testimony during Zoning hearing that unrelated adults live at the property. The property has 1,482 Livable sq ft zoned R-20 and allows 3/3/3, which means the following is allowed, 3 related adults to include 1 unrelated, 3 vehicles, 3 of which can be outside a garage or carport. Notice left at the property and a copy of the notice and related paperwork, will be mailed to the property owner's address. D. Harrell
02/04/2026		ReInspection	In Violation	
02/04/2026		ReInspection	In Violation	/* PERMITTED USE/SINGLE FAMILY DWELLING|*134-197 (3)*|Must comply with all requirements in the attached definition of dwelling unit. **see attached***/
02/05/2026		ReInspection	In Violation	
02/05/2026		ReInspection	In Violation	/* PERMITTED USE/SINGLE FAMILY DWELLING|*134-197 (3)*|Must comply with all requirements in the attached definition of dwelling unit. **see attached***/
02/06/2026		Case Details		Dropped off Notice of Violation and realted paperwork to case address..D. Harrell
02/06/2026		Case Details		Dropped off Notice of Violation and realted paperwork to case address..D. Harrell
02/06/2026		ReInspection	In Violation	
02/25/2026		Case Details		I inspected the property with Miss Laura Alarado, and was told that two of the trucks on the property do not have current state tag on them. (Photos Uploaded). Notice of Violation issued for NON COMPLIANCE VEHICLES to Miss Alarado. Tree waste pile has been removed from the property. Some equipment was found outside of the property. Miss Alarado was informed that any one unrelated living in the home on the property, is an county violation and her husband will have to file for an land use permit for the property. Miss Alarado provide an Household occupancy statement which shows that the property owner's brother and two cousins and one nephew live at the property. Statement will be uploaded to case file. D. Harrell
02/25/2026		ReInspection	In Violation 0 Day	/* NON COMPLIANCE VEHICLES|*134-277 (a) - (f)*|All vehicles must display current tags and be operable.*/


Feb 25, 2026 at 9:54:00 AM


Feb 25, 2026 at 9:54:18 AM


Feb 25, 2026 at 9:54:41 AM


Feb 25, 2026 at 9:54:53 AM


Feb 25, 20


Feb 25, 2026 at 9:55:08 AM


Feb 25, 2026 at 9:55:30 AM


Feb 25, 2026 at 9:58:37 AM


Feb 25, 2026 at 9:59:03 AM
BEAVER TREE SERVICE
GMC
BEAVER
678.616.4209


678.616.4209
Vermeer


Feb 25, 2026 at 9:59:29 AM
BEAVER
Tree Service
678.616.42

Feb 25, 2026 at 9:59:35 AM




Feb 25, 2026 at 9:59:49 AM


Feb 25, 2026 at 10:00:28 AM


678.818.4209
678.818.4209


Feb 25, 2026 at 10:00:47 AM


Feb 25, 2026 at 10:05:34 AM
678.616.4209


Feb 25, 2026 at 10:06:07 AM
Peach State GEORGIA
RS 2485
COBB
22


Feb 25, 2026 at 10:06:28 AM
BEAVER TREE SERVICE
BEAVER
Tree Service
513.616.4209


BEAVER
Tree Service
BEAVER
Tree Service


Service
616.4209
RED
FREE ESTIMATES


Feb 25, 2026 at 10:07:03 AM
BEAVER
Tree Service


Feb 25, 2026 at 10:07:11 AM

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-4-2026

SITE BACKGROUND

Applicant	Field Time Athletics, LLC
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Adam J. Rozen
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Sanctuary Park West Real Estate, LLC
Property Location	Located approximately 330 feet east of Ernest Barrett Parkway (landlocked), behind Pike Nursery and to the north of Home Depot
Address	3381 and 3391 Ernest Barrett Parkway
Access to Property	Easement off of Ernest Barrett Parkway or Home Depot property

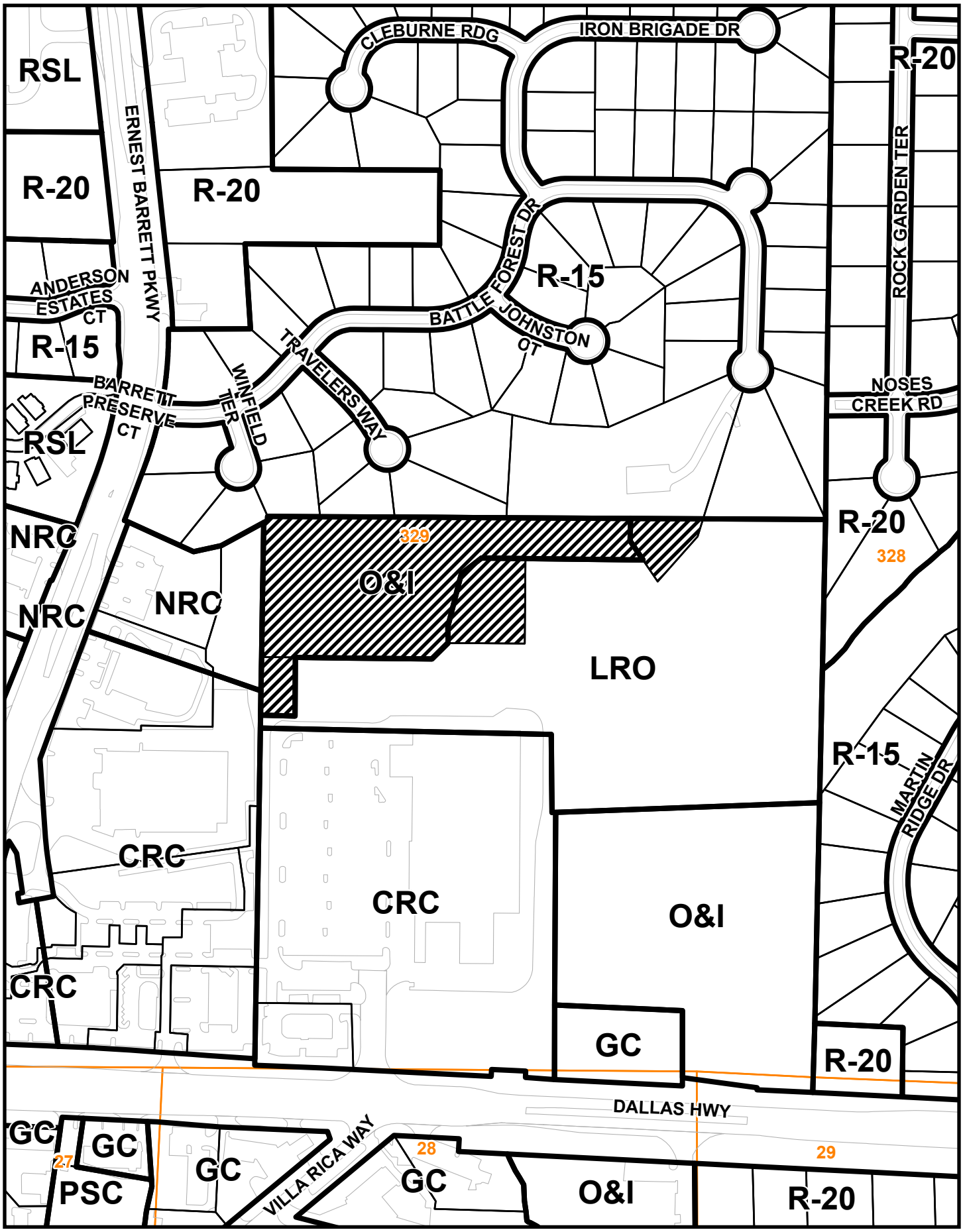
QUICK FACTS

Commission District	1 - Gambrill
Current Zoning	LRO, O&I
Current Use of Property	Vacant
Proposed Zoning	CRC
Proposed Use	Commercial Indoor Recreation
Future Land Use	NAC
Site Acreage	5.82
District	20
Land Lot	329
Parcel #	20032901380, 20032901370, 20032900080, 20033901150
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

Z-4 2026 Map

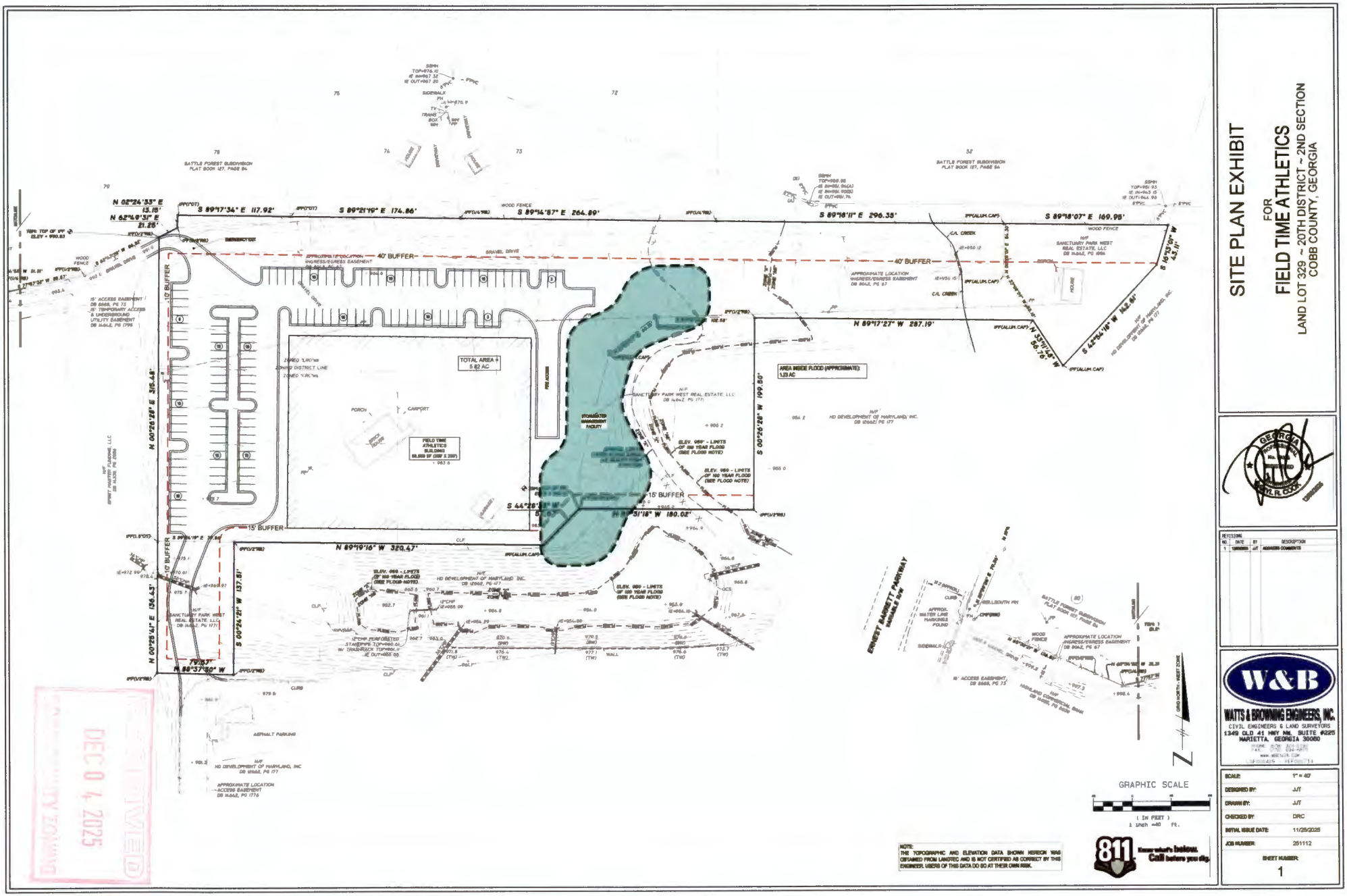


This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 260 520 Feet

Zoning Boundary

City Boundary


SITE PLAN EXHIBIT
FOR
FIELD TIME ATHLETICS
LAND LOT 329 ~ 20TH DISTRICT ~ 2ND SECTION
COBB COUNTY, GEORGIA
WATTS & BROWNING ENGINEERS, INC.
CIVIL ENGINEERS & LAND SURVEYORS
1349 OLD 41 HWY NW, SUITE #225
MARIETTA, GEORGIA 30060
SCALE: 1" = 40'
DESIGNED BY: JJT
DRAWN BY: JJT
CHECKED BY: DRC
INITIAL ISSUE DATE: 11/25/2025
JOB NUMBER: 251112
SHEET NUMBER: 1
GRAPHIC SCALE
(In FEET)
1 inch = 40 ft.
40' BUFFER
15' BUFFER
10' BUFFER
TOTAL AREA = 5.82 AC
AREA INSIDE FLOOD (APPROXIMATE): 1.23 AC
FIELD TIME ATHLETICS BUILDING 68,869 SF (288' X 239')
STORMWATER MANAGEMENT FACILITY
ASPHALT PARKING
GRAVEL DRIVE
CREEK
WOOD FENCE
BATTLE FOREST SUBDIVISION PLAT BOOK 127, PAGE 84
BATTLE FOREST SUBDIVISION PLAT BOOK 157, PAGE 6A
N/F SANCTUARY PARK WEST REAL ESTATE, LLC DB 14442, PG 177
N/F HD DEVELOPMENT OF MARYLAND, INC. DB 15562, PG 177
N/F SANCTUARY PARK WEST REAL ESTATE, LLC DB 14442, PG 177
N/F HD DEVELOPMENT OF MARYLAND, INC DB 15562, PG 177
N/F HD DEVELOPMENT OF MARYLAND, INC DB 15562, PG 177
N/F SPIRIT MASTER FUNDING, LLC DB 14328, PG 2999
N/F HD DEVELOPMENT OF MARYLAND, INC DB 15562, PG 177
N/F SANCTUARY PARK WEST REAL ESTATE, LLC DB 14442, PG 177
N/F HD DEVELOPMENT OF MARYLAND, INC DB 15562, PG 177
N/F SANCTUARY PARK WEST REAL ESTATE, LLC DB 8668, PG 75
N/F FIRST NATIONAL BANK OF GEORGIA, INC. DB 14328, PG 2999
APPROXIMATE LOCATION ACCESS EASEMENT DB 15562, PG 1776
APPROXIMATE LOCATION INGRESS/EGRESS EASEMENT DB 8042, PG 67
15' ACCESS EASEMENT DB 8668, PG 73
15' TEMPORARY ACCESS & UNDERGROUND UTILITY EASEMENT DB 14442, PG 1796
ELEV. 989' - LIMITS OF 100 YEAR FLOOD (SEE FLOOD NOTE)
ELEV. 989 - LIMITS OF 100 YEAR FLOOD (SEE FLOOD NOTE)
ELEV. 989 - LIMITS OF 100 YEAR FLOOD (SEE FLOOD NOTE)
ERNEST BARRETT PARKWAY
NOTE: THE TOPOGRAPHIC AND ELEVATION DATA SHOWN HEREON WAS OBTAINED FROM LIMITED AND IS NOT CERTIFIED AS CORRECT BY THIS ENGINEER. USERS OF THIS DATA DO SO AT THEIR OWN RISK.
811 Know what's below. Call before you dig.
DEC 01 2025
Cobb County Zoning
REVISIONS
NO. DATE BY DESCRIPTION
1 11/26/2025 JJT ADDRESS COMMENTS

Z-4 2026 Aerial Map



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

0 260 520 Feet

Zoning Boundary

City Boundary

Application No. _____

Summary of Intent for Rezoning

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

a) **Proposed unit square-footage(s):** N/A

b) **Proposed building architecture:** _____

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

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

a) **Proposed use(s):** Commercial indoor recreational facility

b) **Proposed building architecture:** Provided under separate cover; combination of stone/brick accent with metal siding over steel frame construction.

c) **Proposed hours/days of operation:** Monday - Friday 2 pm - 10 pm
Saturday and Sunday 9 am - 6 pm

d) **List all requested variances:** To reduce the required number of parking spaces for commercial indoor recreation facilities from 250 to proposed 124. Based on the number of occupants in the facility at any one time, the proposed parking space count is sufficient and allows for additional space to be devoted to buffering and orientation of the building closest to the southern portion of the tract.

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

The property is currently approved for a 60,000 square foot, 76 unit assisted living facility with 24 hour operations. The approved site plan for the assisted living facility reflects no buffer adjoining residential while the proposed facility and site plan includes a 40 foot buffer.

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government? (Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located). No.

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COBB COUNTY ZONING

ZONING IMPACT STATEMENT
FOR THE REZONING APPLICATION
OF FIELD TIME ATHLETICS, LLC

COMES NOW, APPLICATION OF FIELD TIME ATHLETICS, LLC, and pursuant to §134-121(a)(7) of the Cobb County Zoning Ordinance, files this its Zoning Impact Statement, as follows:

A. The zoning proposal will permit a utilization of the property which is suitable in the context of development and existing zonings along Barrett Parkway and Dallas Highway and its neighboring and nearby properties.

B. The zoning proposal will have no adverse effect or impact upon the existing uses or usability of adjacent or nearby properties. The property is located within an area classified as Neighborhood Activity Center ("NAC") and adjoining an area classified as Community Activity Center ("CAC") under Cobb County's Future Land Use Map and contains properties along and off of Dallas Highway and Barrett Parkway also zoned as CRC.

C. The Subject Property to be affected by the zoning proposal has no reasonable economic use as currently zoned as Office and Institutional ("O&I") and Low Rise Office ("LRO") with the 2011 stipulation (Z29 2011) that the only permitted use is 'assisted living facility *only* (no general apartment rentals on this property)' and has remained so stipulated with no feasible ability to so develop since that time. in that the fair market value of same falls below the range of values of similarly zoned and situated properties with equivalent utility.

DEC 0 4 2025
COBB COUNTY ZONING

D. The zoning proposal will have no adverse impact upon the existing County infrastructure including, but not limited to, existing streets, transportation facilities, utilities or schools.

E. The zoning proposal is located within a NAC future land use category adjoining a CAC future land use category and the requested zoning for commercial indoor recreation is consistent with the desired development within CAC considering the existing commercial development and the proposed protections for adjoining residential.

F. There is no substantial relationship between the existing zoning classification of which limits the property in terms of its present utilization and the public health, safety and general welfare. Additionally, considered in the context of development at this location, there are no established land use planning principles or political considerations which would adversely affect the proposed zoning.

Respectfully submitted, this the 4th day of December, 2025.

ROZEN, ROZEN & REILLY, LLP

By:_____
ADAM J. ROZEN
Attorney for Applicant
Ga. Bar No. 161610

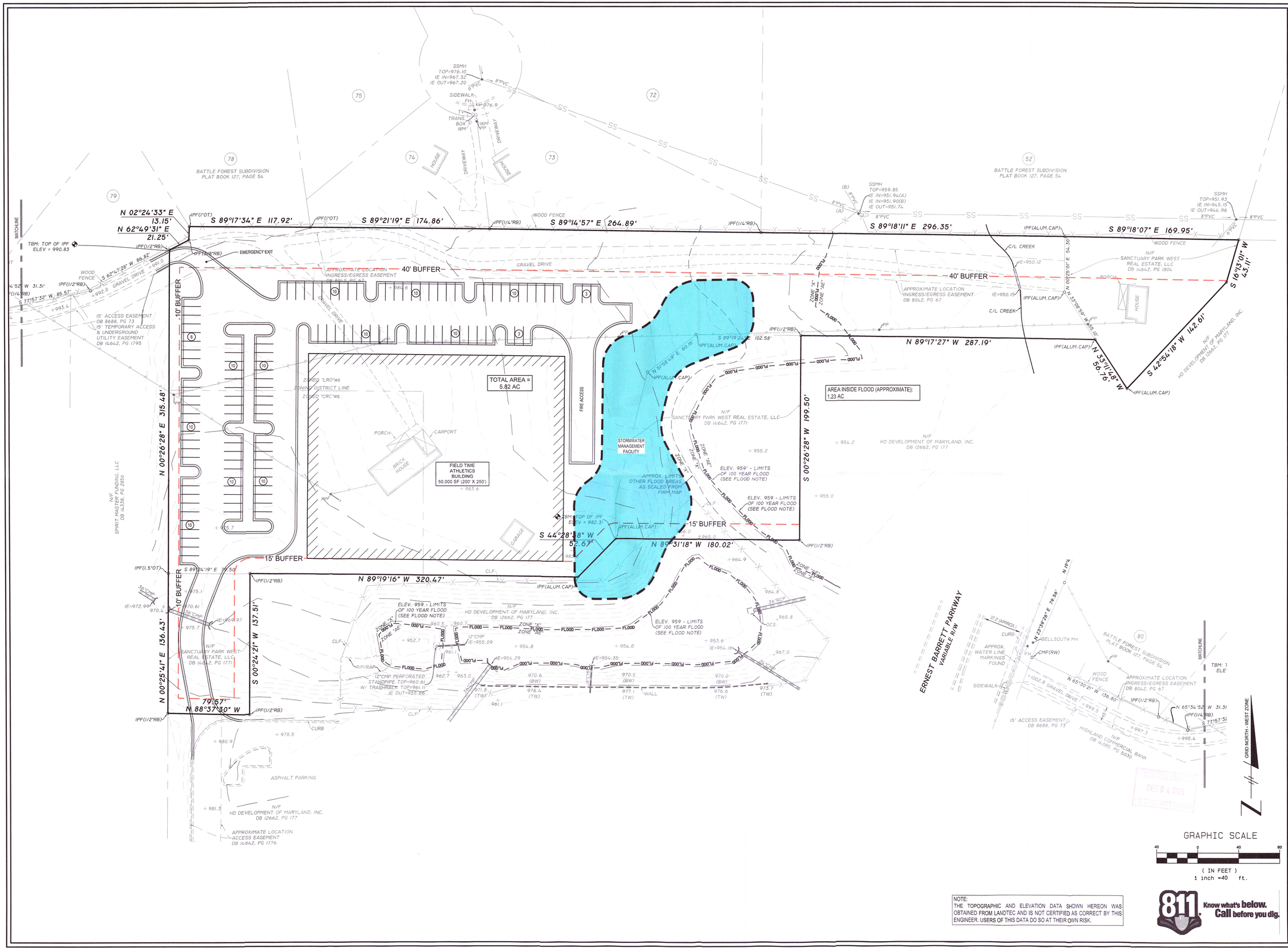
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COBB COUNTY ZONING

SITE PLAN EXHIBIT

FOR

FIELD TIME ATHLETICS

LAND LOT 329 ~ 20TH DISTRICT ~ 2ND SECTION
COBB COUNTY, GEORGIA



GRAPHIC SCALE

40 0 40 80

(IN FEET)
1 inch =40 ft.

NOTE:
THE TOPOGRAPHIC AND ELEVATION DATA SHOWN HEREON WAS OBTAINED FROM LANDTEC AND IS NOT CERTIFIED AS CORRECT BY THIS ENGINEER. USERS OF THIS DATA DO SO AT THEIR OWN RISK.

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

GEORGIA PROFESSIONAL No. 39315 REGISTERED ENGINEER MARYL R. COOK 12/03/2025

REVISIONS			
NO.	DATE	BY	DESCRIPTION
1	12/03/2025	JJT	ADDRESS COMMENTS

W&B
WATTS & BROWNING ENGINEERS, INC.
CIVIL ENGINEERS & LAND SURVEYORS
1349 OLD 41 HWY NW, SUITE #225
MARIETTA, GEORGIA 30060
PHONE: (678) 384-6192
FAX: (770) 694-6870
WWW.WBENGR.COM
LSF000429 ~ PEF000714

SCALE:	1" = 40'
DESIGNED BY:	JJT
DRAWN BY:	JJT
CHECKED BY:	DRC
INITIAL ISSUE DATE:	11/25/2025
JOB NUMBER:	251112

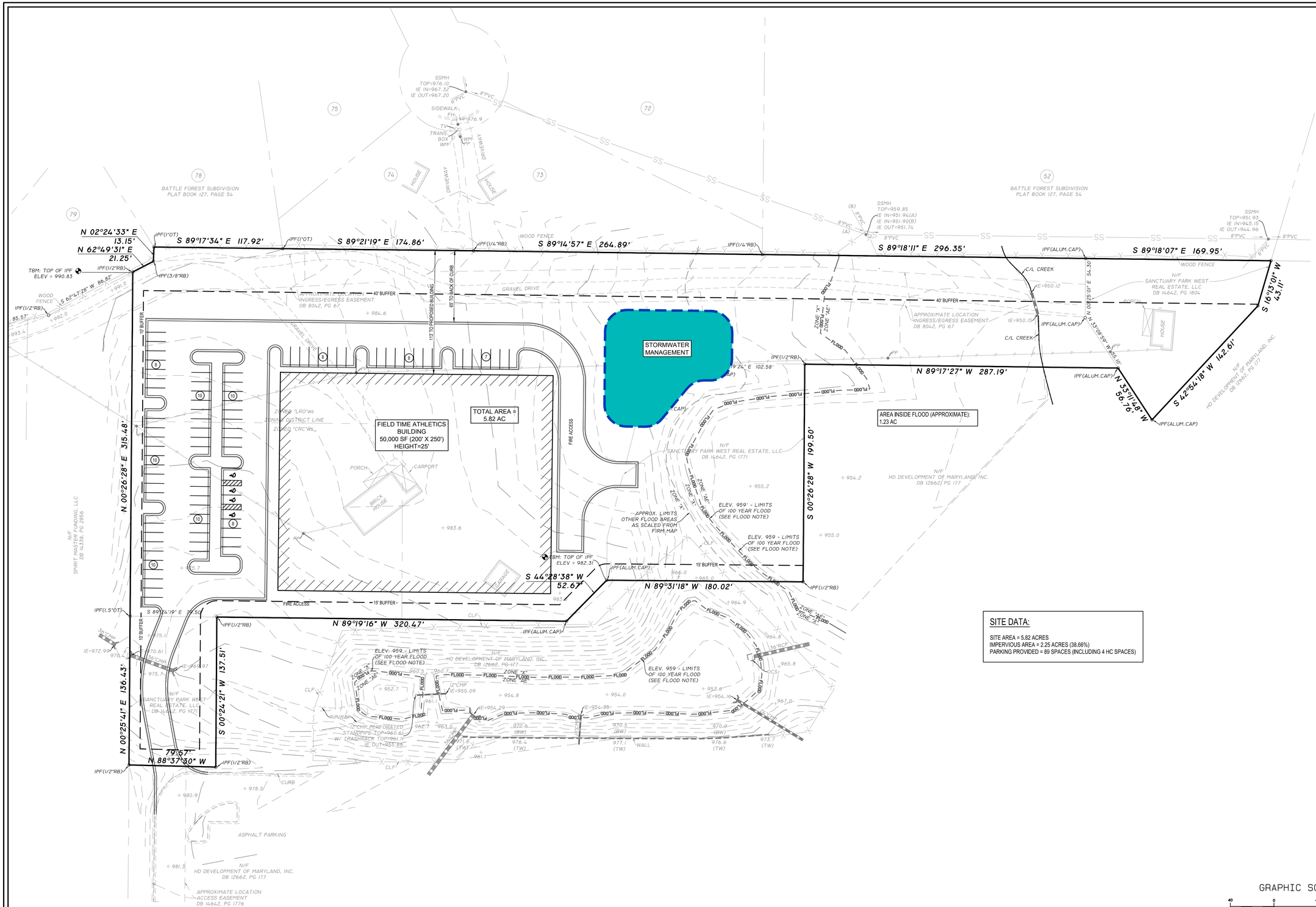
SHEET NUMBER: 1

SITE PLAN EXHIBIT

FOR

FIELD TIME ATHLETICS

LAND LOT 329 ~ 20TH DISTRICT ~ 2ND SECTION
COBB COUNTY, GEORGIA



SITE DATA:

SITE AREA = 5.82 ACRES
IMPERVIOUS AREA = 2.25 ACRES (38.66%)
PARKING PROVIDED = 89 SPACES (INCLUDING 4 HC SPACES)

NOTE:
THE TOPOGRAPHIC AND ELEVATION DATA SHOWN HEREON WAS OBTAINED FROM LANDTEC AND IS NOT CERTIFIED AS CORRECT BY THIS ENGINEER. USERS OF THIS DATA DO SO AT THEIR OWN RISK.

GRID NORTH - WEST ZONE

GRAPHIC SCALE

40 0 40 80

(IN FEET)
1 inch =40 ft.

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

GEORGIA PROFESSIONAL No. 19935 REGISTERED ENGINEER DARYL R. COOK 12/29/2025

REVISIONS			
NO.	DATE	BY	DESCRIPTION
1	12/29/2025	JJT	Re-zoning submittal

W&B
WATTS & BROWNING ENGINEERS, INC.
CIVIL ENGINEERS & LAND SURVEYORS
1349 OLD 41 HWY NW, SUITE #225
MARIETTA, GEORGIA 30060
PHONE: (678) 324-6192
FAX: (770) 694-6870
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INITIAL ISSUE DATE:	12/29/2025
JOB NUMBER:	251112

SHEET NUMBER:
1

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-4-2026

SITE BACKGROUND

Applicant	Field Time Athletics, LLC
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Adam J. Rozen
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Sanctuary Park West Real Estate, LLC
Property Location	Located approximately 330 feet east of Ernest Barrett Parkway (landlocked), behind Pike Nursery and to the north of Home Depot
Address	3381 and 3391 Ernest Barrett Parkway
Access to Property	Easement off of Ernest Barrett Parkway or Home Depot property

QUICK FACTS

Commission District	1 - Gambrill
Current Zoning	LRO, O&I
Current Use of Property	Vacant
Proposed Zoning	CRC
Proposed Use	Commercial Indoor Recreation
Future Land Use	NAC
Site Acreage	5.82
District	20
Land Lot	329
Parcel #	20032901380, 20032901370, 20032900080, 20033901150
Taxes Paid	Yes

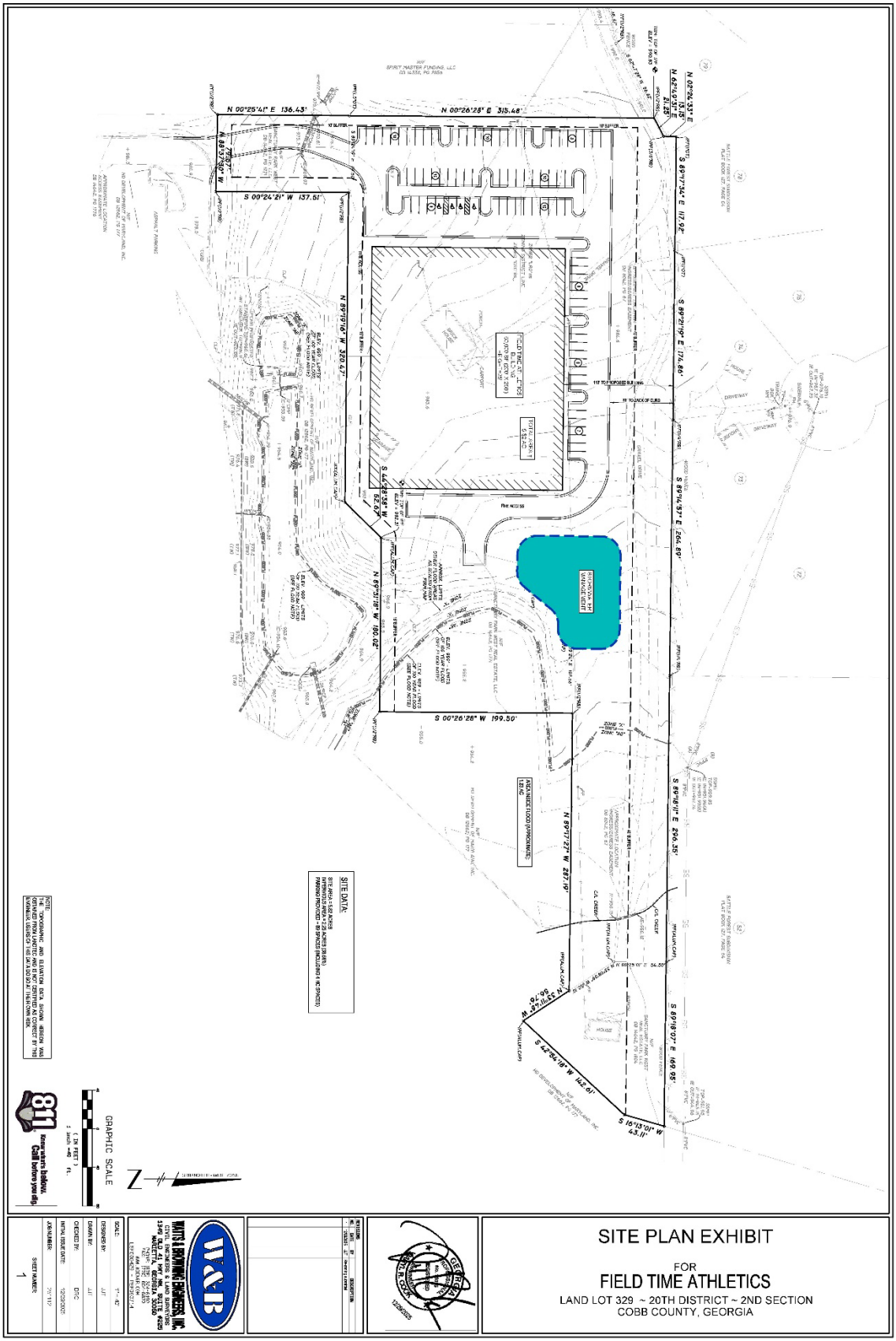
FINAL ZONING STAFF RECOMMENDATIONS

(Zoning staff member: Cameron Jones, CNU-A)

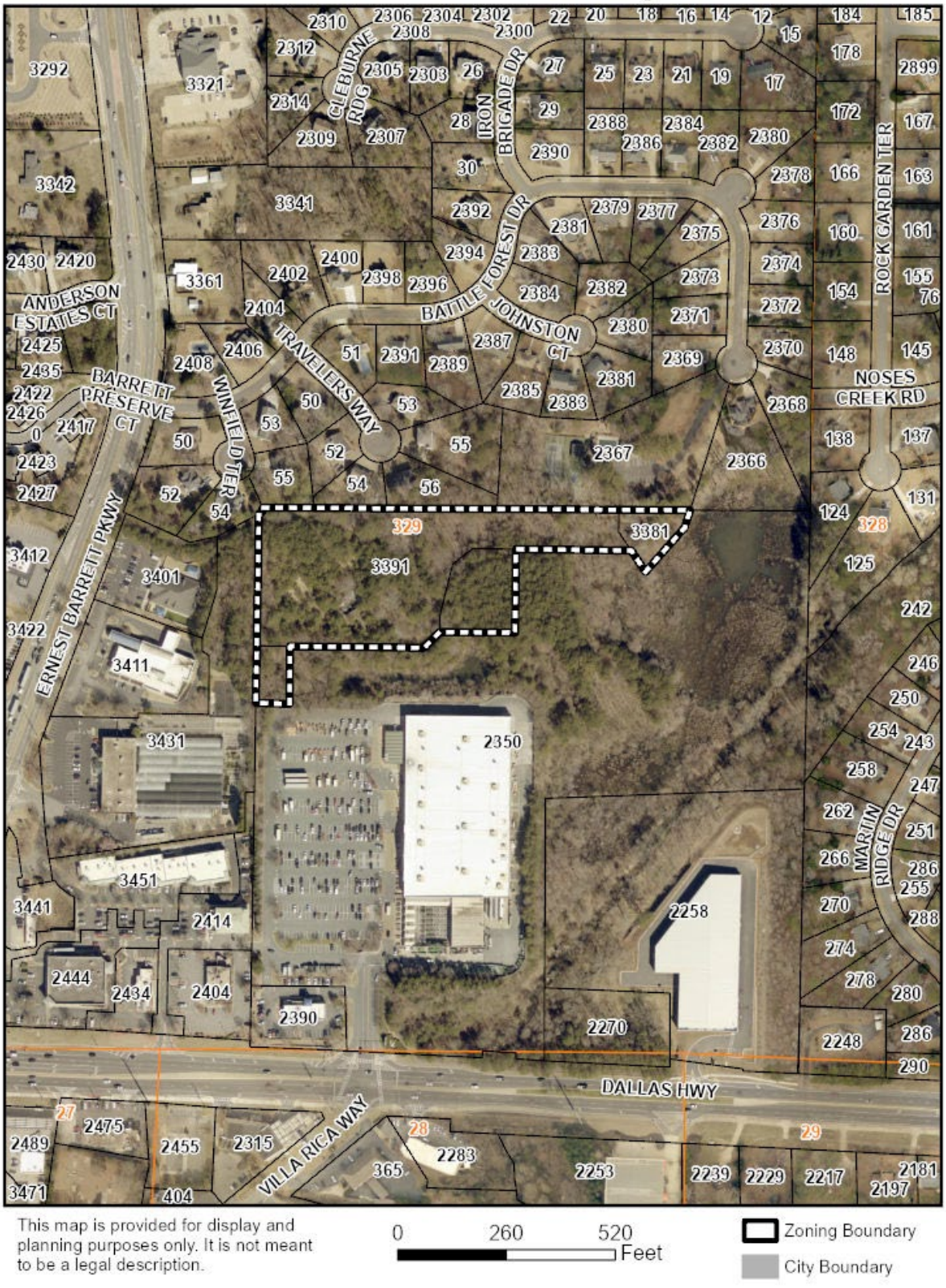
Based on the analysis of this case, Staff recommends **DELETION to NRC** subject to the following:

Z-4-2026 DEPARTMENT COMMENTS – Zoning Division

1. Maximum building size is 30,000 square feet;
2. Building to include sound insulation to reduce exterior noise levels;
3. Site plan received by the Zoning Division on December 29, 2025, with the District Commissioner approving final site plan;
4. Fire Department comments and recommendations;
5. Stormwater Management comments and recommendations;
6. Water and Sewer comments and recommendations;
7. Department of Transportation comments and recommendations;
8. Commercial Indoor Recreation facility permitted;
9. District Commissioner to approve the final Landscape plan and building elevations; and
10. No direct access to Barrett Parkway.


SITE PLAN EXHIBIT
FOR
FIELD TIME ATHLETICS
LAND LOT 329 ~ 20TH DISTRICT ~ 2ND SECTION
COBB COUNTY, GEORGIA
MATTS LAND DEVELOPMENT CONSULTANTS, INC.
CIVIL ENGINEERS & LAND SURVEYORS
1396 OLD 41 HWY NW, SUITE 4220
KENNESAW, GEORGIA 30152
770-795-1166
GRAPHIC SCALE
1 INCH = 40 FEET
SITE DATA:
N 00°26'28" E 315.48'
N 00°25'41" E 136.43'
S 00°24'21" W 137.51'
S 89°17'45" E 117.52'
S 89°21'09" E 174.80'
S 89°16'37" E 294.69'
S 89°16'37" E 296.35'
S 89°18'07" E 169.95'
S 00°26'28" W 199.50'
N 89°17'22" W 221.19'
S 42°24'18" W 143.61'
S 16°13'01" W 43.11'
N 89°31'16" W 180.02'
N 89°19'16" W 320.47'
S 44°23'54" W 82.97'
N 62°29'33" E 31.22'
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DESIGNED BY: JJT
DRAWN BY: JJT
CHECKED BY: DTC
INITIAL ISSUE DATE: 12/23/2025
JOB NUMBER: 25-117
SHEET NUMBER: 1

Z-4 2026 Aerial Map



North

Zoning: R-15 / Single-Family Homes

Future Land Use: LDR

WEST

Zoning: NRC, CRC / Daycare, Bank

Future Land Use: NAC, CAC

Z-4 2026 Aerial Map



EAST

Zoning: R-15, R-20 / Single-Family Homes

Future Land Use: LDR

SOUTH

Zoning: LRO / Vacant Lot

Future Land Use: NAC, CAC

Z-4-2026 DEPARTMENT COMMENTS – Zoning Division

Current zoning district for the property

The LRO district is established to provide locations for low scale professional offices and other nonretail commercial uses such as offices and nursery schools, which are on properties delineated within or on the edge of a neighborhood activity center, community activity center or regional activity center as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. When located on the edge of a neighborhood activity center node as defined by the comprehensive plan, the LRO district should provide for office uses that are low in intensity to ensure compatibility with adjacent single-family detached dwellings and otherwise to implement the stated purpose and intent of this chapter.

The O&I district is established to provide locations for nonretail commercial uses such as offices and financial institutions, which are on properties delineated within or on the edge of a community activity center and a regional activity center as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. The office and institutional district is designed primarily to provide for four-story and smaller office developments, office uses, motels, hotels, banking and professional offices that complement and provide step-down nodal zoning away from more intensive commercial uses and otherwise to implement the stated purpose of this chapter.

Requested zoning district for the property

The CRC district is established to provide locations for retail commercial and service uses which are designed and oriented to serve several neighborhoods making up a community. Projects developed within the CRC district should be done so as compact unified centers. CRC districts should be located on properties which are delineated within a community activity center and regional activity center as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. Additionally, the desired quadrant location will provide for planned developments and one-destination shopping and service locations to serve the community, and will minimize traffic congestion.

Summary of the applicant's proposal

The applicant is requesting the CRC community retail commercial zoning district for the purpose of a new indoor athletics facility on the property. The facility will have half-fields and batting cages for the purpose of training. The hours of operation will be Monday through Friday from 2:00 pm until 10:00 pm, Saturday and Sunday from 9:00 am until 6:00 pm. The architectural style and composition of the facility will be a combination of stone and brick with metal siding over a steel frame. The current rezoning case on the property (Z-29 of 2011) was approved for a 60,000 square foot assisted living facility with 76 units.

Z-4-2026 DEPARTMENT COMMENTS – Zoning Division

Non-residential criteria

Proposed # of buildings**:** 1
Proposed # of stories: 1
Total sq. footage of development: 50,000
Floor area ratio: 0.20
Square footage per acre: 8,591
Required parking spaces: 250
Proposed parking spaces: 89
Acres in floodplain or wetlands: 1.23
Impervious surface shown: 38.66%

Are there any zoning variances?

Yes;

1. Reduce parking spaces from required 250 spaces to 89 spaces.

Are there any environmental conditions existing or proposed on the site?

None Identified

1/13/26

The proposed zoning case must address the comments listed below by prescriptive code or equivalency, as approved by the Cobb County Fire Marshal's Office

Approval will be based on Professional Engineer-stamped plans that signify overall plan conformance to all Georgia State and Cobb County Codes. Design Professional and Developer maintain the sole responsibility for the design and for correcting all errors, omissions, problems, and code violations (if any) exposed during construction AFTER authorization by Cobb County.

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 serves as an early notification to owners and developers for budgeting purposes.

FIRE DEPARTMENT ACCESS:
A cross-access road agreement will be needed if access across separate parcel is required.

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 2018 Edition and Cobb County Development Standards 402.11).

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, 35 foot inside radius, 50 foot outside turning radius and unobstructed vertical clearance of not less than 13 feet 6 inches. (Cobb County Development Standards 402.11)

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.

FIRE HYDRANT:
The maximum distance of a hydrant to the most remote portion of a structure shall be 500 feet. Distance shall be measured around the structure and from the fire apparatus access road. A 500-foot radius around the hydrant is not an acceptable measurement for distance. (Cobb County Development Standards 410.5.2) (Cobb County Development Standards 410.5.2)

(continued)

Private fire hydrants on a separate parcel is an unacceptable use.

Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet for a 40-foot length centered on the fire hydrant, exclusive of shoulders (see Figure D103.1 in Appendix D).

CERTIFICATE OF OCCUPANCY:
Plans must be submitted to the Cobb County Fire Marshal's Office to initiate the Certificate of Occupancy process.

FIRE PROTECTION:
Automatic sprinkler protection must be provided where mandated by the applicable codes.

Jeff Byrd
(678) 229-7059
Jeffrey.Byrd@cobbcounty.gov

Z-4-2026 DEPARTMENT COMMENTS – Cemetery Preservation

No comment

2/3/2026

Approval of this petition will not have an impact on the enrollment of schools.

12/26/2025

Comprehensive Plan Future Land Use Designation: Neighborhood Activity Center
The subject tract is within the Neighborhood Activity Center (NAC) future land use category. The purpose of the NAC is to provide for areas that serve neighborhood residents and businesses. Typical land uses for these areas include small offices, limited retail and grocery stores.

Future Land Use Sub-Category? N/A

☐ Consistent ☒ Inconsistent

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary? ☐ Yes ☒ No
If yes, which City: N/A
Was the city notified? N/A

Specific Area Policy Guidelines: ☐ Yes ☒ No
Policy:

Masterplan/ Corridor Study: ☐ Yes ☒ No
Name of Masterplan/Corridor Study: N/A

Design guidelines area? ☐ Yes ☒ No
If yes, design guidelines area? N/A
Does the proposal plan comply with the design requirements? N/A

Is the property within an Opportunity Zone? ☐ Yes ☒ No
If yes, Opportunity Zone? N/A
(The Opportunity Zone is an incentive that provides $3,500 tax credit per job in eligible areas if two or more jobs are being created. This incentive is for new or existing businesses)

Is the property within an Enterprise Zone? ☐ Yes ☒ No
If yes, Enterprise Zone? N/A
(The Enterprise Zone is an incentive that provides tax abatements and other economic incentives for qualifying businesses locating or expanding within designated areas for new jobs and capital investment)

Is the property eligible for the Façade Improvement Program? ☐ Yes ☒ No
(The Façade Improvement Program is an incentive for owners and tenants to enhance the appearance of buildings. The CDBG program provides the funding. Properties must be either on the current inventory of redevelopment sites or in a corridor study area and be in a census tract with at least 51% low and moderate income. The program serves to improve the economic viability of these areas.)

(continued)

Is the property eligible for incentives through the Commercial and Industrial Property Rehabilitation Program? ☐ Yes ☒ No

(The Commercial and Industrial Property Rehabilitation Program Is an incentive that provides a reduction in ad valorem property taxes for qualifying redevelopment in eligible areas)

Note: For more information on incentives, please call the Community Development Agency- Economic Development Division at 770-528-2018 or find information online at www.cobbcounty.org/econdev.

Special District:

Is this property within the Cumberland Special District #1 (hotel/motel fee)? ☐ Yes ☒ No

Is this property within the Cumberland Special District #2 (ad valorem tax)? ☐ Yes ☒ No

Dobbins Air Reserve Base Zones:

Is the property within the Dobbins Airfield Safety Zone? ☐ Yes ☒ No

Is the property within the Clear Zone (CZ)? ☐ Yes ☒ No

Is the property within 3000' of Dobbins ARB? ☐ Yes ☒ No

Is the property within the Accident Potential Zone (APZ I)? ☐ Yes ☒ No

Is the property within the Accident Potential Zone II (APZ II)? ☐ Yes ☒ No

Is the property within the Noise Zone? ☐ Yes ☒ No

Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)? ☐ Yes ☒ No

Historic Preservation:

After consulting various county historic resources surveys, historic maps, archaeology surveys and Civil War trench location maps, staff finds that no known significant historic resources appear to be affected by this application.

Z-4-2026 DEPARTMENT COMMENTS – Water and Sewer

Water comments:

At development: ☐ YES ☒ NO

Fire flow test required: ☒ YES ☐ NO

Size/location of existing water main(s): 12" on Ernest Barrett Pkwy and 8" on Dallas Hwy

Additional water comments:

Sewer comments:

In the drainage basin: ☒ YES ☐ NO

At development: ☐ YES ☒ NO*

Approx. distance to nearest sewer: 16' from northern property line

Estimated waste generation (in G.P.D.): Average daily = 5,000

Peak flow = 12,500

Treatment plant: South Cobb WRF

Plant capacity: ☒ Yes ☐ NO

Projected plant availability: ☐ 0-5 years ☐ 5-10 years ☒ over 10 years

Off-site easement required: ☒ YES* ☐ NO

Line capacity study required: ☐ YES ☒ NO

Letter of allocation issued: ☐ YES ☒ NO

Septic tank recommended by this department: ☐ YES ☒ NO

Subject to Health Department approval: ☐ YES ☒ NO

Additional sewer comments:

*If off-site easements are required, the developer/owner must submit easements to CCWS for review and approval as to form and stipulations prior to the execution of easements by the property owners. All easement acquisitions are the responsibility of the developer/owner.

Note: These comments only reflect what facilities were in existence at the time of this review. Developer may be required to install/upgrade water mains based on fire flow test results or Fire Department code. This will be addressed in the Plan Review process. The developer/owner will be responsible for connecting to the existing county water and sewer systems, installing and/or upgrading all outfalls & water mains, obtaining onsite and/or offsite easements, and dedication of onsite and/or offsite water and sewer to Cobb County as may be required. Rezoning does not guarantee water/sewer availability or capacity unless so stated in writing by the Cobb County Water System.

Roadway	Location	Average daily trips (vpd)	Level of service
Dallas Highway / SR-120	East of Martin Ridge Drive	31,300	D

vpd = vehicles per day

Based on 2024 AADT counting data taken by GDOT, as published on their website, for SR 120.

Planning Level of Service based on available Average Daily Trips using GRTA guideline thresholds. Classification thresholds for LOS A and LOS B are not available for arterial roads from this data source.

LOS C or D is acceptable based on GDOT Design Policy Manual criteria.

Description	Expected Size (Indoor Fields)	PM Peak Hour			Saturday peak hour			Saturday Daily (vpd)
		In (vph)	Out (vph)	**Total (vph)**	In (vph)	Out (vph)	**Total (vph)**	
Indoor Sports Training Facility	4	33	6	**39**	9	47	**56**	**602**

vph = vehicles per hour

Development gross trip generation estimated based on development operational data provided by applicant team.

Comments and observations

The proposed development does not have public frontage but appears to have an access easement to Dallas Highway / SR-120 for primary access.

Based on the December 18th applicant meeting, the intended site use is 4 indoor infield only fields and netted practice/training areas. This training facility is currently anticipated to operate from 2 PM to 9 PM (weekday) and 9 AM to 6 PM (weekend).

A traffic management proposal memorandum was received for this development on December 26, 2025. Additional information needed to calculate trip generation volumes was provided in email from the applicant team on January 8, 2026. Based on the December 26th memorandum and January 8th email, and in accordance with Cobb County Code 134-121, the development will not require a traffic study submittal.

Recommendations

THE RECOMMENDATIONS BELOW SHALL BECOME STIPULATED REQUIREMENTS UPON INCLUSION WITH AND APPROVAL BY THE BOARD OF COMMISSIONERS OF THIS APPLICATION:

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

STAFF ANALYSIS

Per section 134-122 of the Official Code of Cobb County, below is a written zoning analysis relating to the following (question in bold; the answer is not bold):

A. **Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;**
It is Staff's opinion that the applicant's rezoning proposal will permit a use that is suitable in the view of use and development of adjacent and nearby properties, with a smaller building. The property is in an area with commercial and residential uses.

B. **Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;**
It is Staff's opinion that the applicant's rezoning proposal will not adversely affect the existing use or usability of adjacent or nearby properties. There are similar uses adjacent to the proposed location. The site would represent an intensity that is compatible with the neighboring uses if the landscape buffer is installed.

C. **Whether the zoning proposal will result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools;**
It is Staff's opinion that the applicant's rezoning proposal will not result in a use which would cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools. This opinion is supported by the departmental comments contained in this analysis.

D. **Whether the zoning proposal is in conformity with the policies and intent of the comprehensive plan;**
It is Staff's opinion that the applicant's CRC rezoning proposal is not in conformity with the policies and intent of the Cobb County Comprehensive Plan. The property is delineated in a Neighborhood Activity Center, NAC future land use category which can be used as a transitional area between the residential to the north and the CRC zoning districts to the south. Staff would suggest deleting the request to NRC for the applicant's use.

E. **Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal;**
It is Staff's opinion that there are no existing or changing conditions affecting the use and development of the property which give grounds for deleting the applicant's rezoning proposal for the use of commercial indoor recreation. The proposal is not consistent with the NAC future land use category so staff would recommend deleting this proposal to NRC. Staff researched six other sports training facilities/batting cages in

the County and found the parking ratio averaged one parking space per 350 square feet of building. This would equate to a 30,000 square foot building with 86 parking spaces.

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

Application No. _____

Summary of Intent for Rezoning

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

a) **Proposed unit square-footage(s):** N/A

b) **Proposed building architecture:** _____

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

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

a) **Proposed use(s):** Commercial indoor recreational facility

b) **Proposed building architecture:** Provided under separate cover; combination of stone/brick accent with metal siding over steel frame construction.

c) **Proposed hours/days of operation:** Monday - Friday 2 pm - 10 pm
Saturday and Sunday 9 am - 6 pm

d) **List all requested variances:** To reduce the required number of parking spaces for commercial indoor recreation facilities from 250 to proposed 124. Based on the number of occupants in the facility at any one time, the proposed parking space count is sufficient and allows for additional space to be devoted to buffering and orientation of the building closest to the southern portion of the tract.

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COBB COUNTY ZONING

ZONING IMPACT STATEMENT
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A. The zoning proposal will permit a utilization of the property which is suitable in the context of development and existing zonings along Barrett Parkway and Dallas Highway and its neighboring and nearby properties.

B. The zoning proposal will have no adverse effect or impact upon the existing uses or usability of adjacent or nearby properties. The property is located within an area classified as Neighborhood Activity Center ("NAC") and adjoining an area classified as Community Activity Center ("CAC") under Cobb County's Future Land Use Map and contains properties along and off of Dallas Highway and Barrett Parkway also zoned as CRC.

C. The Subject Property to be affected by the zoning proposal has no reasonable economic use as currently zoned as Office and Institutional ("O&I") and Low Rise Office ("LRO") with the 2011 stipulation (Z29 2011) that the only permitted use is 'assisted living facility *only* (no general apartment rentals on this property)' and has remained so stipulated with no feasible ability to so develop since that time. in that the fair market value of same falls below the range of values of similarly zoned and situated properties with equivalent utility.

DEC 0 4 2025
COBB COUNTY ZONING

D. The zoning proposal will have no adverse impact upon the existing County infrastructure including, but not limited to, existing streets, transportation facilities, utilities or schools.

E. The zoning proposal is located within a NAC future land use category adjoining a CAC future land use category and the requested zoning for commercial indoor recreation is consistent with the desired development within CAC considering the existing commercial development and the proposed protections for adjoining residential.

F. There is no substantial relationship between the existing zoning classification of which limits the property in terms of its present utilization and the public health, safety and general welfare. Additionally, considered in the context of development at this location, there are no established land use planning principles or political considerations which would adversely affect the proposed zoning.

Respectfully submitted, this the 4th day of December, 2025.

ROZEN, ROZEN & REILLY, LLP

By:_____
ADAM J. ROZEN
Attorney for Applicant
Ga. Bar No. 161610

RECEIVED
DEC 04 2025
COBB COUNTY ZONING

ORIGINAL DATE OF APPLICATION: 08-16-11

APPLICANTS NAME: HELTON REAL ESTATE ADVISORS, LLC

THE FOLLOWING REPRESENTS THE FINAL DECISIONS OF THE
COBB COUNTY BOARD OF COMMISSIONERS

BOC DECISION OF 08-16-11 ZONING HEARING:

HELTON REAL ESTATE ADVISORS, LLC (Sanctuary Park West Real Estate, LLC, owner) requesting Rezoning from **CRC** and **LRO** to **O&I** for the purpose of an Assisted Living Facility in Land Lot 329 of the 20th District. Located on the east side of Ernest Barrett Parkway, north of Dallas Highway.

MOTION: Motion by Ott, second by Birrell, to **approve** Rezoning to the **OI** zoning district **subject to:**

- **use limited to assisted living facility *only* (no general apartment rentals on this property)**
- **site plan received by the Zoning Division on June 2, 2011 for reference and subject to Plan Review, with the District Commissioner approving minor modifications (attached and made a part of these minutes)**
- **the site plan to be revised adding the required 20-foot landscape screening buffer abutting the residentially zoned properties to the north (site plan approval by District Commissioner, landscaping to be approved by the County Arborist)**
- **letter of agreeable conditions from Mr. John Moore dated August 1, 2011 (attached and made a part of these minutes) *not otherwise in conflict, with the following changes:***
  - **Item No. 16 – Add subsection "E" – *"Applicant agrees to maintain these fences in perpetuity."***
  - **Item No. 23 – Change to read: *"There shall be no vehicle access from Barrett Parkway."***
- **elevations to be in general conformity with drawings attached as Exhibit B to the stipulated letter (attached and made a part of these minutes)**
- **all public access to be from Dallas Highway through the interior roadways along the Home Depot parking lot**
- **emergency vehicle access and turn-around requirements to be resolved in Plan Review**
- **any significant redesign, as determined by the Zoning Division Manager, will require plans and elevations to be approved by the Board of Commissioners as an Other Business Item**
- **District Commissioner may approve minor changes**
- **Water and Sewer Division comments and recommendations**
- **Stormwater Management Division comments and recommendations**
- **Cobb DOT comments and recommendations**

VOTE: **ADOPTED** unanimously

PAGE 4 OF ___

Min. Bk. 63 Petition No. Z-29
Doc. Type site plan
Meeting Date 8/16/11

HREA
Hellen Real Estate Advisors

LEGEND:

SQUARE FOOTAGE:	55,000 S.F.
NO. OF BEDS:	80 BEDS
CURRENT ZONING:	LRO/ CRC
REQUESTED ZONING:	OI
PARKING REQUIRED:	25 SPACES
PARKING PROVIDED:	63 SPACES

1 SITE PLAN
SP-1 SCALE: 1" = 60'-0"

N

JEArchitects

ARCHITECTURE PROGRAMMING MASTER PLANNING PROJECT MANAGEMENT
1301 SHILOH ROAD, SUITE 1340 KENNESAW, GA 30144
T. 770-426-4170 F. 770-426-4171
WWW.JEARCHITECTS.COM

PROPOSED SITE PLAN FOR

SANCTUARY PARK WEST

COMMERCIAL DEVELOPMENT

LAND LOT 329, 20TH DISTRICT
COBB COUNTY, GA

SHEET TITLE	JOB NO. 1008
SITE PLAN	SHEET NO. SP-1

NOT FOR CONSTRUCTION

DATE	DESCRIPTION
SHEET ISSUE RECORD	

MOORE INGRAM JOHNSON & STEELE

A LIMITED LIABILITY PARTNERSHIP
WWW.MIJS.COM

JOHN H. MOORE
STEPHEN C. STEELE
WILLIAM R. JOHNSON[1]
ROBERT D. INGRAM[1]
J. BRIAN O'NEIL
G. PHILLIP BEGGS
LEOON L. BASHAM
MATTHEW J. HOWARD
JEHL C. SMITH
CLAYTON O. CARMACK
KEVIN B. CARLOCK[1]
ALEXANDER T. GALLOWAY III[1]
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RODNEY R. McCOLLOCH
SUSAN S. STUART
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HARRY R. TEAR III
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JEFFREY A. DAXE
KIM A. HOPER
VICTOR A. VALMUS

T. SHANE MAYES
WILLIAM R. WINDLER, JR.[1]
JOYCE W. HARPER
ANGELA H. SMITH[1]
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GRAHAM L. McDONALD
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BETH GEARHART[1]
WILMA R. BUSH
GREGORY H. FULLER[1]
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EMERSON OVERLOOK
326 ROSWELL STREET
MARIETTA, GEORGIA 30060
TELEPHONE (770) 429-1499
TELECOPIER (770) 429-8631

KNOXVILLE, TENNESSEE
400 N. CEDAR BLUFF ROAD
SUITE 500
KNOXVILLE, TENNESSEE 37923
TELEPHONE (865) 692-9039
TELECOPIER (865) 692-9071

JACKSONVILLE, FLORIDA
AETNA BUILDING
841 PRUDENTIAL DRIVE
12TH FLOOR
JACKSONVILLE, FLORIDA 32207
TELEPHONE (904) 371-1953
TELECOPIER (904) 672-4336

NASHVILLE, TENNESSEE
3200 WEST END AVENUE
SUITE 500
NASHVILLE, TENNESSEE 37203
TELEPHONE (615) 426-7347
TELECOPIER (615) 780-1665

LOUISVILLE, KENTUCKY
9000 CORPORATE CAMPUS DRIVE
SUITE 3000
LOUISVILLE, KENTUCKY 40223
TELEPHONE (502) 410-6021
TELECOPIER (502) 410-6022

DANIEL W. STARNES[1]
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PATRICK J. MCCORMICK[1]
JAIME L. KNOEBEL[1]
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AMY L. JETT[1]
JEFF C. MORMAN[1]
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MELISSA D. WHITMAN
CARLY M. RECORD
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ERICA C. MITCHELL
BRAM L. SCHARF[1]
ROY H. SPARKS[1]

RYAN C. EDENS[1]
JULIE C. FULLER[1]
BETHANY C. MORRIS
KATIE B. BRANHAM[1]
JODIE B. LODEN[1]

OF COUNSEL
JOHN L. SKELTON JR.[1]

1 ALSO ADMITTED IN TN
2 ALSO ADMITTED IN FL
3 ALSO ADMITTED IN DC
4 ALSO ADMITTED IN GA
5 ALSO ADMITTED IN PA
6 ALSO ADMITTED IN TX
7 ALSO ADMITTED IN AL
8 ALSO ADMITTED IN KY
9 ALSO ADMITTED IN NY
* ADMITTED ONLY IN GA
+ ADMITTED ONLY IN FL

August 1, 2011

Hand Delivered

Min. Bk. 63 Petition No. Z-29
Doc. Type letter of agreeable conditions
Meeting Date 8/16/11

Mr. Jason A. Campbell
Planner III
Zoning Division
Cobb County Community Development Agency
Suite 400
1150 Powder Springs Road
Marietta, Georgia 30064

RE: Application for Rezoning - Application No. Z-29 (2011)
Applicant: Helton Real Estate Advisors, LLC
Property Owner: Sanctuary Park West Real Estate, LLC
Property: 5.82 acres, more or less, located on the northerly side of Dallas Highway (State Route 120), and the easterly side of Barrett Parkway, Land Lot 329, 20th District, 2nd Section, Cobb County, Georgia

Dear Jason:

The undersigned and this firm represent the Applicant, Helton Real Estate Advisors, LLC (hereinafter referred to as "Applicant"), and the Property Owner, Sanctuary Park West Real Estate, LLC (hereinafter referred to as "Owner"), in their Application for Rezoning regarding a total tract of 5.82 acres located on the northerly side of Dallas Highway (State Route 120), and the easterly side of Barrett Parkway, Land Lot 329, 20th District, 2nd Section, Cobb County, Georgia (hereinafter referred to as the "Property" or the "Subject Property"). After meetings with planning and zoning staff, on-going discussions with area residents, reviewing the staff

Petition No. Z-29
Meeting Date 8/16/11
Continued

PAGE 2 OF

comments and recommendations; and reviewing the uses of surrounding properties, we have been authorized by the Applicant to submit this revised 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. This letter shall supersede and replace in full that certain letter of agreeable stipulations and conditions dated and filed July 27, 2011. The revised 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 prior Departmental Comments and Staff Recommendations submitted by Planning, Fire, Water, Sewer, and Drainage, relating to the Subject Property from any previous zoning actions.

(2) Applicant seeks rezoning of the Subject Property from the existing zoning categories of Community Retail Commercial ("CRC") and Low-Rise Office ("LRO") to the proposed zoning category of Office and Institutional ("OI"), with reference to the Site Plan prepared by JAE Architects and filed with the Application for Rezoning on June 2, 2011. A reduced, color copy of the Site Plan is attached hereto as Exhibit "A" for ease of reference.

(3) The Subject Property consists of 5.82 acres and shall be developed for an assisted living facility.

(4) The proposed assisted living facility shall consist of a one-story building as shown and reflected on the elevation attached hereto as Exhibit "B" and incorporated herein by reference. The building shall contain approximately 60,000 square feet and shall have a maximum total of seventy-six (76) residential living units.

(5) The living units within the proposed assisted living facility will provide residents with separate bedroom and bathroom areas. Additionally, the assisted living facility will have common areas for all residents consisting of a living room, dining room, kitchen, laundry room, and office.

(6) The exterior of the building shall be traditional in style and architecture. The exterior façade shall be comprised of brick, stone, stacked stone, hardi-plank, and stucco-type finishes, with complementary accents, or combinations thereof. No vinyl materials shall be used on the exterior of the proposed facility.

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

(8) Security lighting on the proposed assisted living facility 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.

(9) Signage for the proposed assisted living facility shall be ground based, monument style signage. The design, finish, materials, and colors for the signage shall be complementary with the proposed facility.

(10) Additionally, directional signage to the proposed facility shall be located within the parking area of Home Depot, as agreed to by and among Applicant and Owner and the owner of the Home Depot property.

(11) All signage shall comply with Cobb County Zoning Codes and Ordinances; excepting that signage for this project may be off-premises signage.

(12) Any roof-mounted HVAC equipment shall be screened by means of a continuous roof parapet.

(13) The dumpsters servicing the proposed facility will be enclosed within a minimum six (6) foot high brick enclosure on three sides with a solid wooden screen gate or doors on the access side. The materials and colors for the enclosure shall match and be complementary to the façade of the buildings. All dumpsters shall contain rubber lids to minimize noise.

(14) Dumpsters shall be emptied Monday through Saturday from 7:00 a.m. to 6:00 p.m. and Sunday from 11:00 a.m. to 6:00 p.m.

(15) All utilities for the proposed development shall be located underground.

(16) Applicant agrees to install fences in connection with its proposed development, as follows:

A) Black, vinyl-clad chain link fence, eight (8) feet in height, along the property line dividing the Subject Property from Battle Forest Subdivision;

Petition No. Z-29
Meeting Date 8/16/11
Continued

PAGE 8 OF

i) There are three (3) homeowners along the property line with existing fences. If these homeowners wish to have the existing fences demolished and the above fence erected, each homeowner must provide to Applicant written permission to demolish the existing fence and written permission to enter upon the homeowner property to demolish and install the new fence; and

ii) The written authority must be presented to Applicant not later than sixty (60) days after zoning approval by the Cobb County Board of Commissioners. If no such authority is received, Applicant shall erect the boundary fence outside the existing fence on Applicant's Property.

B) Fifteen (15) foot black, vinyl-clad chain link fence around the Alzheimer outdoor area;

C) Both fences referenced above shall have installed thereon a black screen, being a mesh screen as shown and depicted on Exhibit "C" attached hereto and incorporated herein by reference; and

D) Applicant agrees to install the referenced fencing, as follows:

i) The eight (8) foot fence shall be installed prior to issuance of a building permit; and

ii) The fifteen (15) foot fence shall be installed prior to issuance of a Certificate of Occupancy for the building to be constructed.

(17) All landscaping for the proposed development shall be professionally designed, installed, and maintained. An irrigation system shall service the landscaping.

(18) All landscaping referenced herein shall be approved by the Cobb County Arborist as part of the plan review process and incorporated into the overall landscape plan for the proposed development.

(19) Minor modifications to the within stipulations, the referenced Site Plan, landscaping, architecture, site features, and the like, may be approved by the District Commissioner, as needed or necessary.

Petition No. Z-29
Meeting Date 8/16/11
Continued

PAGE 9 OF ___

(20) Stormwater management facilities for the proposed development shall meet all Cobb County Stormwater Management requirements applicable to the Subject Property.

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

(22) Applicant agrees to comply with all Cobb County development standards and ordinances relating to project improvements, except as approved by the Board of Commissioners or by the Department of Transportation or Community Development Agency, as their authority may allow.

(23) Access to the proposed facility via Barrett Parkway shall be for emergency police, fire, and ambulance only.

We believe the requested rezoning, pursuant to the referenced Site Plan and the stipulations contained herein, is an appropriate use of the Subject Property and shall be an enhancement to the Subject Property as well as provide a valuable service to the West Cobb community. Thank you for your consideration in this request.

With kindest regards, I remain

Very truly yours,

MOORE, INGRAM, JOHNSON & STEELE, LLP

John H. Moore

JHM:cc
Attachments

Petition No. 2-29
Meeting Date 8/16/11
Continued

PAGE 10 OF ___

c: Cobb County Board of Commissioners:
Timothy D. Lee, Chairman
George W. "Woody" Thompson
Helen C. Goreham
Robert Ott
Joann Birrell
(With Copies of Attachments)

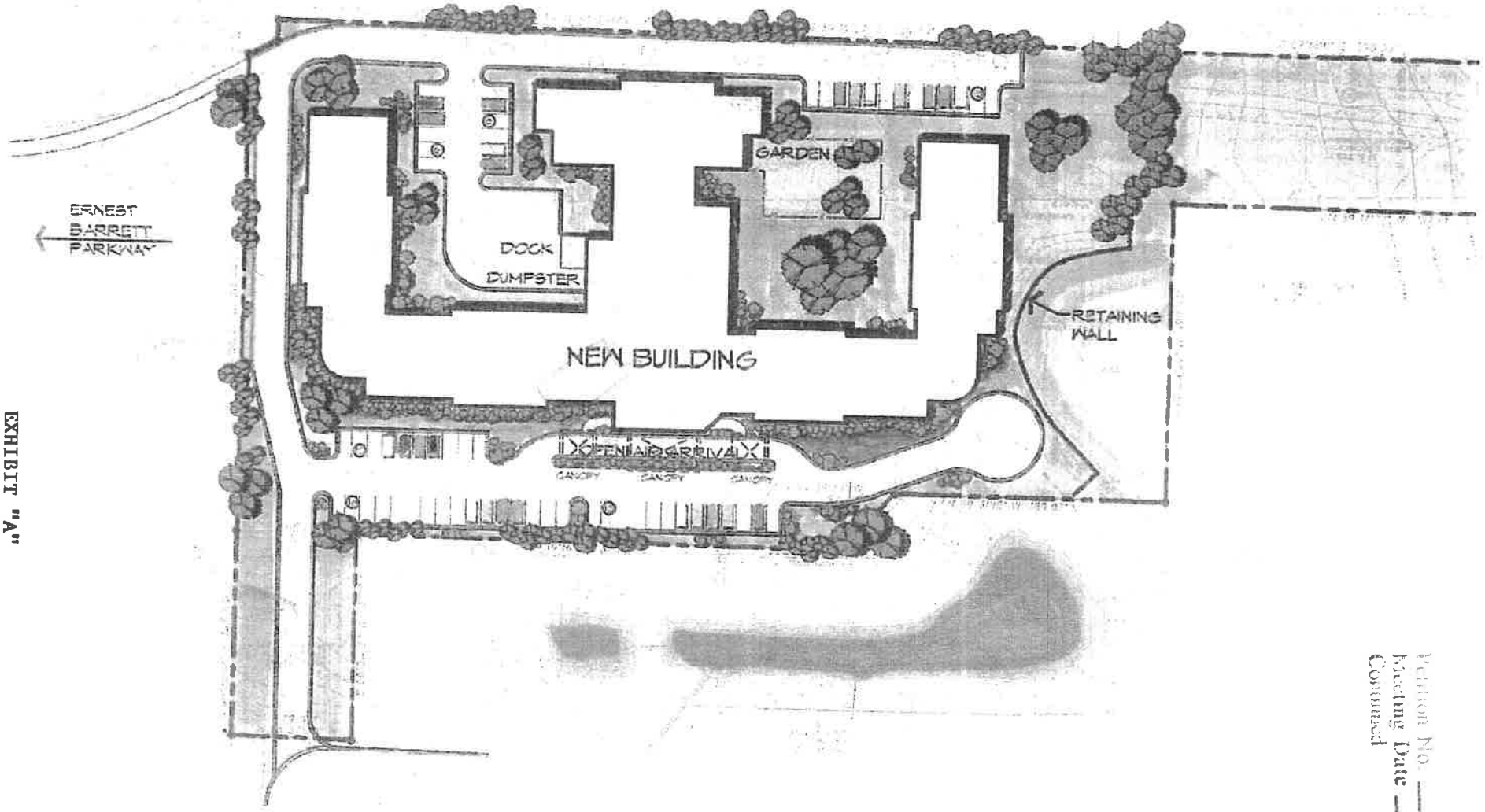
Cobb County Planning Commission:
Murray Homan, Chairman
Judy Williams
Christi S. Trombetti
Bob Hovey
Michael Terry
(With Copies of Attachments)

Mike Brown, President
Battle Forest Homeowners Association
(With Copies of Attachments)

Joyce Cole
Martin's Ridge Resident
(With Copies of Attachments)

Helton Real Estate Advisors, LLC
(With Copies of Attachments)

EXHIBIT "A"



HREA

JOEL P. ATCOCK, P.E. ARCHITECTS

HELTON REAL ESTATE ADVISORS

COBB COUNTY, GEORGIA

0 60 120 180

SCALE: 1" = 60'-0"

JEA PROJECT NUMBER 10030

22 OCTOBER 2010

JEA

Petition No. 2-29
Hearing Date 8/16/11
Continued

41.0

PAGE 11 OF

HELTON REAL ESTATE ADVISORS

COBB COUNTY, GEORGIA

SCALE: NOT TO SCALE

JEA

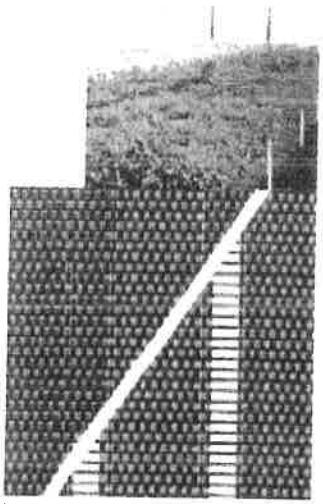
HREA

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2-29
8/16/11

EXHIBIT "B"



Available closed mesh / or open mesh
Colors Available:

iShade

More Information ONLINE STORE Click here

- Open Mesh=60%, 70%, 85% Block
- Closed Mesh=94% Block

i Shade fabrics are used for overhead shade on patios, small work or faculty areas, storage facilities, kennels, and more. *Diversity Shade* is offered in open and closed mesh styles available in a variety of colors and shade densities. developed to simulate the sunlight patterns of rain forests, This Lath Shade fabrics have found a wide variety applications. The fabrics are made of high UV stabilized black or green polypropylene and are strong, long-lasting and resistant to abrasion. When this Lath is installed in a north to south orientation, the openings allow intermittent direct sunlight to reach plants in a "strobe" effect. The fabric is also well suited for windy applications such as privacy fencing or tennis windscreen. • Simulates rainforest light • UV stabilized polypropylene • Creates "strobe" effect • Good for windy conditions

EXHIBIT "C"

Z-4-2026 DEPARTMENT COMMENTS – Stormwater Management

12/26/2025

Site Data

1. Address: 3381 & 3391 Ernest Barrett Pkwy
2. District: 1
3. Existing Zoning: LRO & O&I Existing Allowable Impervious Coverage: 70%
4. Proposed Zoning: CRC Allowable Future Impervious Coverage: 70%
5. Future Land Use: NAC

Existing Conditions

Floodplain Information

1. Flood Damage Prevention Designated Flood Hazard: Yes; Zone: AE

Stormwater Information

1. Drainage Basin: Noses Creek Basin
2. Impaired Stream: Yes
3. Wetlands: Possibly, Not Verified Location: Near or in adjacent floodplain.

Topography Information

1. General site Description: This site is predominantly wooded with a few residential structures and slopes into the floodplain at the eastern edge of the site.

Project Design Comments and Recommendations

The following comments and recommendations are typically required at the time of plan review and permitting.

Proposed Project Onsite Design Requirements

1. At the time of plan review provide a comprehensive Hydrology Study and Design for the Stormwater Management Design will be required. The design and study shall be in accordance with the Georgia Stormwater Management Manual and the current Cobb County Codes. The design and study shall include but not limited to stormwater detention, runoff reduction and/or water quality, channel protection, and downstream flood prevention.

2. At the time of plan review calculate and provide the percentage of impervious coverage for the project site on the plans.

3. Recommend a pre-design concept meeting with Cobb County Stormwater Management Division. At the time of the Concept Meeting a proposed concept stormwater management plan shall be presented.

Z-4-2026 DEPARTMENT COMMENTS – Stormwater Management

(continued)

4. The proposed onsite storm drain system and stormwater management facility is considered private. All annual inspections, maintenance and repairs are the responsibility of the property owner. A stormwater facility "Maintenance Agreement and Access Easement" will be required at the time of the land disturbance permit with the Cobb County Stormwater Management Division.

5. The Owner/Developer is responsible for obtaining any required stream piping and wetland disturbance permits from the U.S. Army Corps of Engineers including any required mitigation. Copies of the Corps of Engineers approvals, permits, and proof of mitigation are to be furnished at the time of the Land Disturbance Permit and scanned onto the plan sheets of the project drawings.

6. The Owner/Developer is responsible for obtaining any required stream piping and buffer variances from the Georgia EPD including any mitigation. Copies of the State's approvals, permits, and proof of mitigation are to be furnished at the time of the Land Disturbance Permit and scanned onto the plan sheets of the project drawings.

7. Developer must secure drainage easement(s) to receive concentrated discharges where none naturally exist downstream.

8. Any spring activity discovered must be addressed by a qualified registered geotechnical professional engineer (PE) at the expense of the owner/developer.

9. Structural fill must be placed under the direction of a qualified registered geotechnical engineer (PE) at the expense of the owner/developer.

Special Conditions

1. The dumpster pad on this site, must be connected to sanitary sewer or an infiltration system must be provided to capture the dumpster pad runoff.
2. The bottom of the detention pond must be above the Base Flood Elevation.
3. An easement agreement with the Home Depot may be necessary for the Stormwater Management Facility as its footprint appears to overlap onto their site.

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

SLUP-1-2026

SITE BACKGROUND

Applicant	Dane Contracting, LLC
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	J. Kevin Moore
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Zeke Farriba and Barton L. Boyd
Property Location	Located on the southwest side of Baker Road, north of Webster Drive
Address	2675 Baker Road
Access to Property	Baker Road

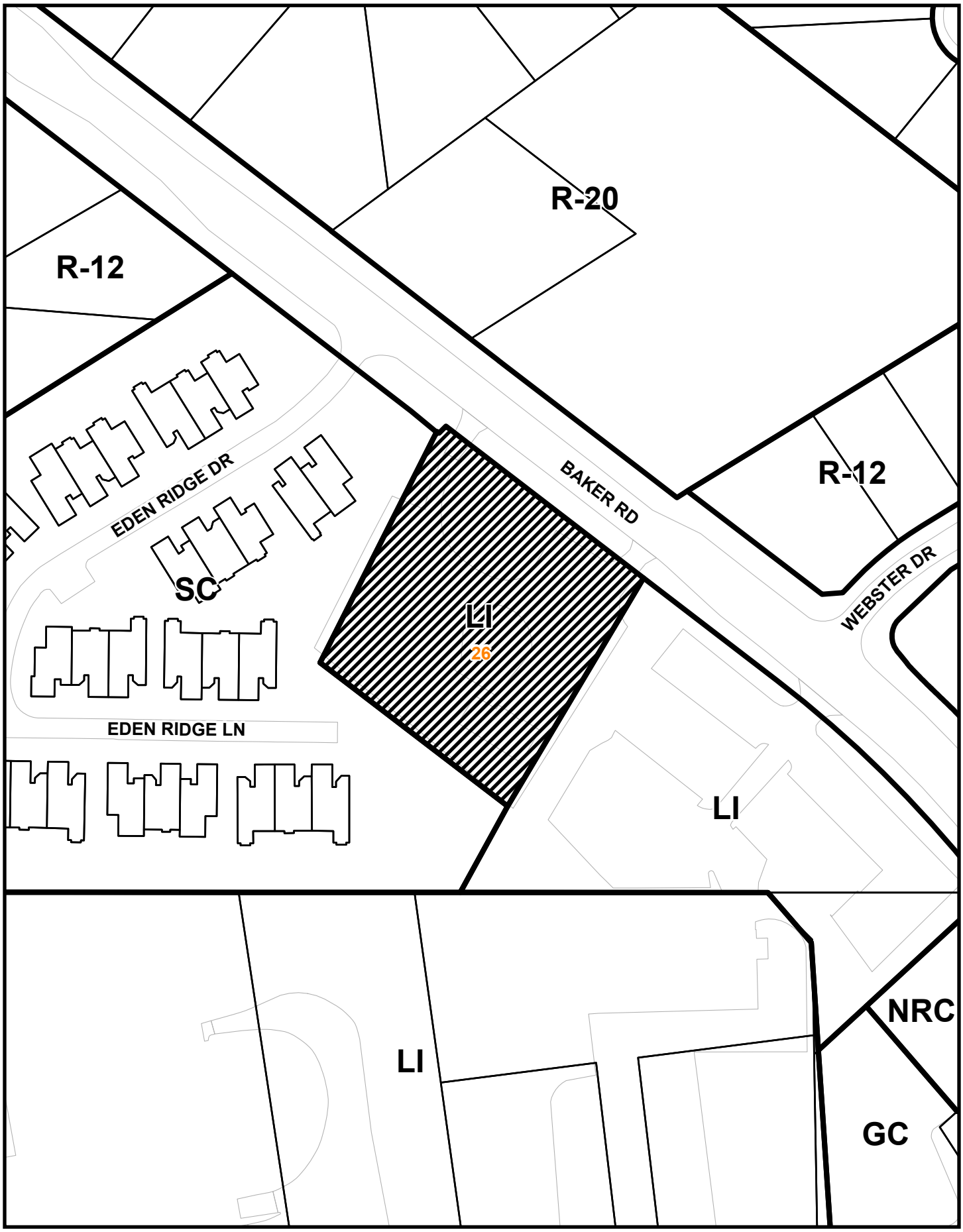
QUICK FACTS

Commission District	1 - Gambrill
Current Zoning	LI
Current Use of Property	Tree and landscape business
Proposed Zoning	LI
Proposed Use	Addition of wood materials processing for firewood
Future Land Use	IC
Site Acreage	1.28
District	20
Land Lot	26
Parcel #	20002600150
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

SLUP-1 2026 Map



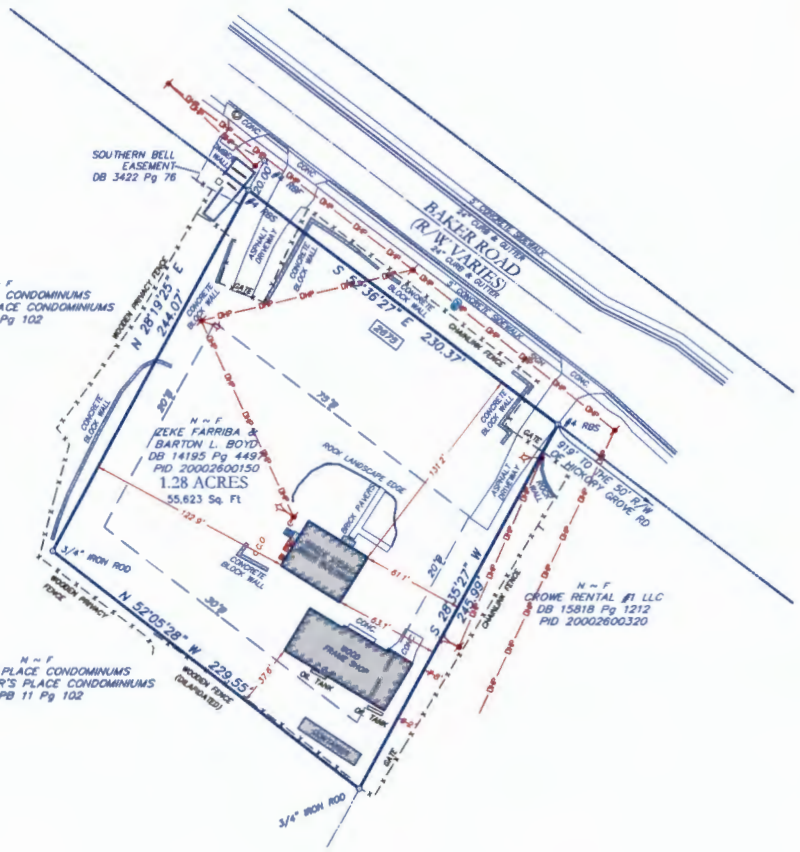
This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 105 210 Feet

Zoning Boundary

City Boundary

RESERVED FOR COURT CLERK





VICINITY MAP

GENERAL NOTES

THE FOLLOWING GPS STATISTICS UPON WHICH THE FIELD DATA COLLECTED IS BASED HAVE BEEN PRODUCED AT THE 95% CONFIDENCE LEVEL:

POSITIONAL ACCURACY: 0.05' HORIZONTAL / 0.1' VERTICAL
EQUIPMENT USED: STONEX S900+
CORRECTION TYPE: VRS NETWORK CORRECTIONS
SERVICE USED: TOPNET LIVE
DATUM: NAD_83(2011)
GEOID MODEL: 2018

THE HORIZONTAL CLOSURE OF THIS PLAT HAS BEEN CALCULATED TO BE 1:171,600.

THIS FOLLOWING SETBACKS APPLY TO PROPERTIES ZONED LI (LIGHT INDUSTRIAL) PER COBB COUNTY ZONING ORDINANCES.

FRONT SETBACK	75 FEET
SIDE SETBACK	20 FEET
REAR SETBACK	30 FEET

VERIFY THIS SETBACK INFORMATION WITH THE APPROPRIATE ZONING AUTHORITIES FOR SAID MUNICIPALITY.

THIS PROPERTY IS NOT LOCATED IN A 100 YEAR FLOOD HAZARD AREA BASED ON THE FLOOD INSURANCE RATE MAP FOR THIS AREA. THE MAP NUMBER FOR THIS AREA IS 13067C0009G AND THE DATE OF SAID MAP IS DECEMBER 16, 2008. THIS DETERMINATION WAS MADE BY GRAPHICALLY DETERMINING THE POSITION OF THIS SITE ON SAID FIRM MAPS UNLESS OTHERWISE NOTED.

UTILITIES SHOWN ON THIS PLAT ARE BASED ON VISIBLE ABOVE GROUND EVIDENCE. UNDERGROUND UTILITIES MAY EXIST IN THIS SITE THAT ARE NOT SHOWN ON THIS SURVEY.

A TITLE INSPECTION WAS NOT PERFORMED AS PART OF THIS SURVEY. EASEMENTS OR OTHER MATTERS OF TITLE MAY EXIST IN PUBLIC RECORD BUT ARE NOT SHOWN HEREON.

LEGEND

POB	POINT OF BEGINNING	FH	FIRE HYDRANT
POC	POINT OF COMMENCEMENT	WV	WATER VALVE
RBS	REBAR SET	WM	WATER METER
RBF	REBAR FOUND	GM	GAS METER
MNF	MAG NAIL FOUND	PM	POWER METER
MNS	MAG NAIL SET	EB	ELECTRICAL BOX
CRF	CAPPED REBAR FOUND	PP	POWER POLE
OTF	OPEN TOP PIPE FOUND	OHE	OVERHEAD ELECTRICAL
CMF	CONCRETE MONUMENT FOUND	GW	GUY WIRE
DI	DROP INLET	RD	ROOF DRAIN
CI	CATCH INLET	DI	DROP INLET
YI	YARD INLET	JB	JUNCTION BOX
OCS	OUTLET CONTROL STRUCTURE	SWCB	SINGLE WING CATCH BASIN
JB	JUNCTION BOX	DWCB	DOUBLE WING CATCH BASIN
SWCB	SINGLE WING CATCH BASIN	HW	HEAD WALL
DWCB	DOUBLE WING CATCH BASIN	SES	SAFETY END SECTION
HW	HEADWALL	UGG	UNDERGROUND GAS LINE
FES	FLARED END SECTION	UGW	UNDERGROUND WATER LINE
CMP	CORRUGATED METAL PIPE	UGE	UNDERGROUND ELECTRIC LINE
RCP	REINFORCED CONCRETE PIPE	UGT	UNDERGROUND TELECOM
SS	SANITARY SEWER	SS	SANITARY SEWER LINE
F.M.E.	FORCE MAIN EASEMENT	SSMH	SANITARY SEWER MANHOLE
S.S.E.	SANITARY SEWER EASEMENT	CO	CLEAN OUT
D.E.	DRAINAGE EASEMENT	GT	GREASE TRAP
W.E.	WATER EASEMENT		FENCE
			BOLLARD
		444	SPOT ELEVATION

SURVEY REFERENCES

1. REFERENCE A WARRANTY DEED TO ZEKE FARRIBA AND BARTON L. BOYD RECORDED IN DEED BOOK 14195, PAGE 4497.

2. REFERENCE A COBB COUNTY RIGHT-OF-WAY DEED RECORDED IN DEED BOOK 11747, PAGE 230-232.

3. REFERENCE A PLAT FOR HUEY L. CHUMLEY RECORDED IN PLAT BOOK 48, PAGE 123.

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50 0 50 100

SCALE: 1" = 50'

SURVEYOR'S CERTIFICATION

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REED DEKLE , LS # 3166 — DATE 7-23-25

PRELIMINARY

RECEIVED
DEC 04 2025
COBB COUNTY ZONING

JOB NO.	3089
DRAWN BY	JBD
CHECKED	RTD
DATE	7-23-25
FIELD DATE	7-16-25
SCALE	1"=50'

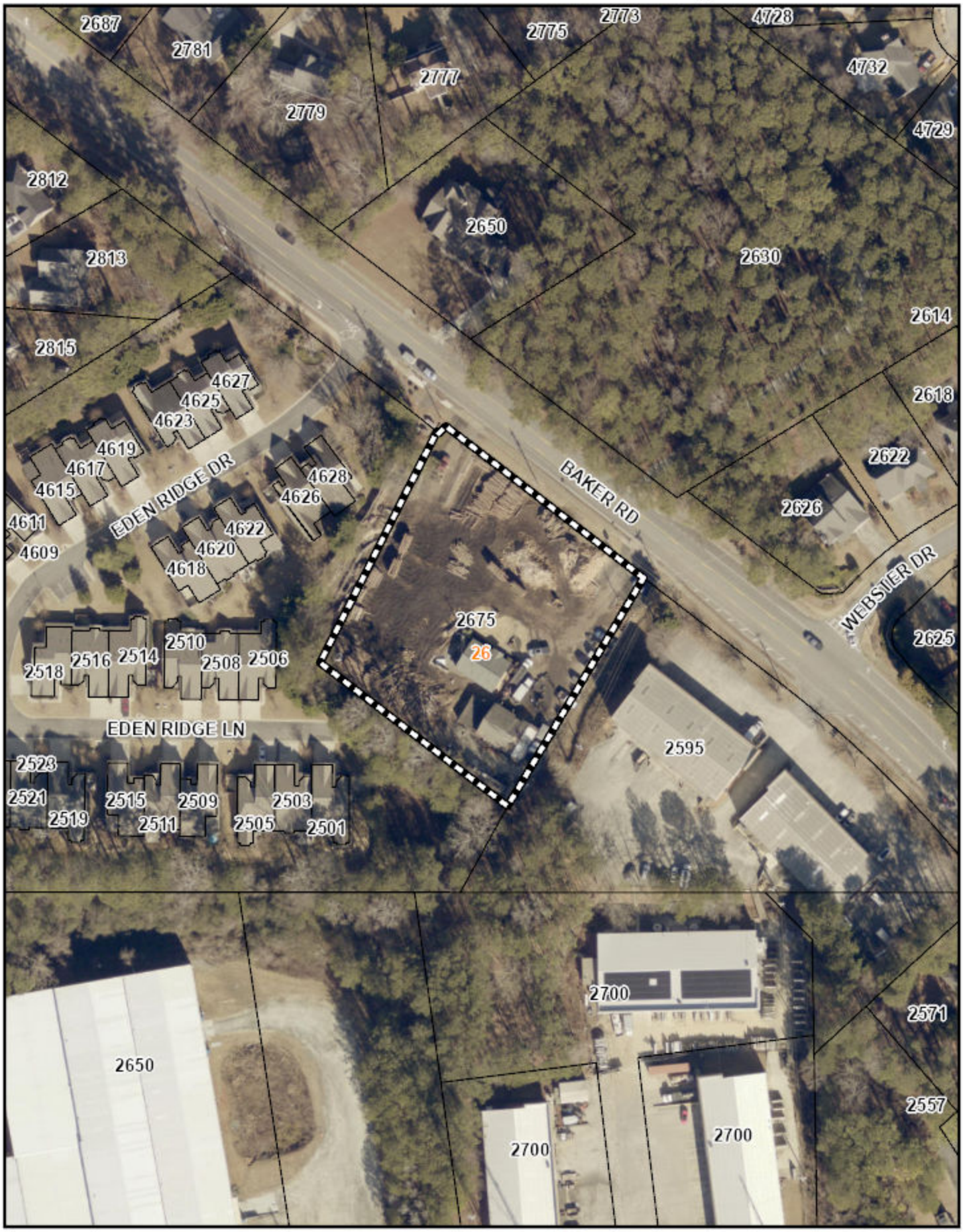
REVISIONS | DATE

5D GEOMATICS
1400 WINDMOOR COURT
KENNESAW, GEORGIA 30144
PHONE: (770) 653-4558

BOUNDARY RETRACEMENT SURVEY OF:
3675 BAKER ROAD FOR:
DANE TREE SERVICE
TAX PARCEL: 20002600150
3675 BAKER ROAD, ACWORTH, GEORGIA 30101
LAND LOT 26 OF THE 2nd DISTRICT, 2nd SECTION, COBB COUNTY, GEORGIA

Sheet 1 of 1

SLUP-1 2026 Aerial Map



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

0 105 210 Feet

Zoning Boundary

City Boundary

ATTACHMENT TO APPLICATION FOR SPECIAL LAND USE PERMIT

Application No.: SLUP-_____ (2026)
Hearing Dates: February 3, 2026
February 17, 2026

Applicant: Dane Contracting L.L.C.
Titleholders: Zeke Farriba and Barton L. Boyd

Tax Parcel Number: 20002600150

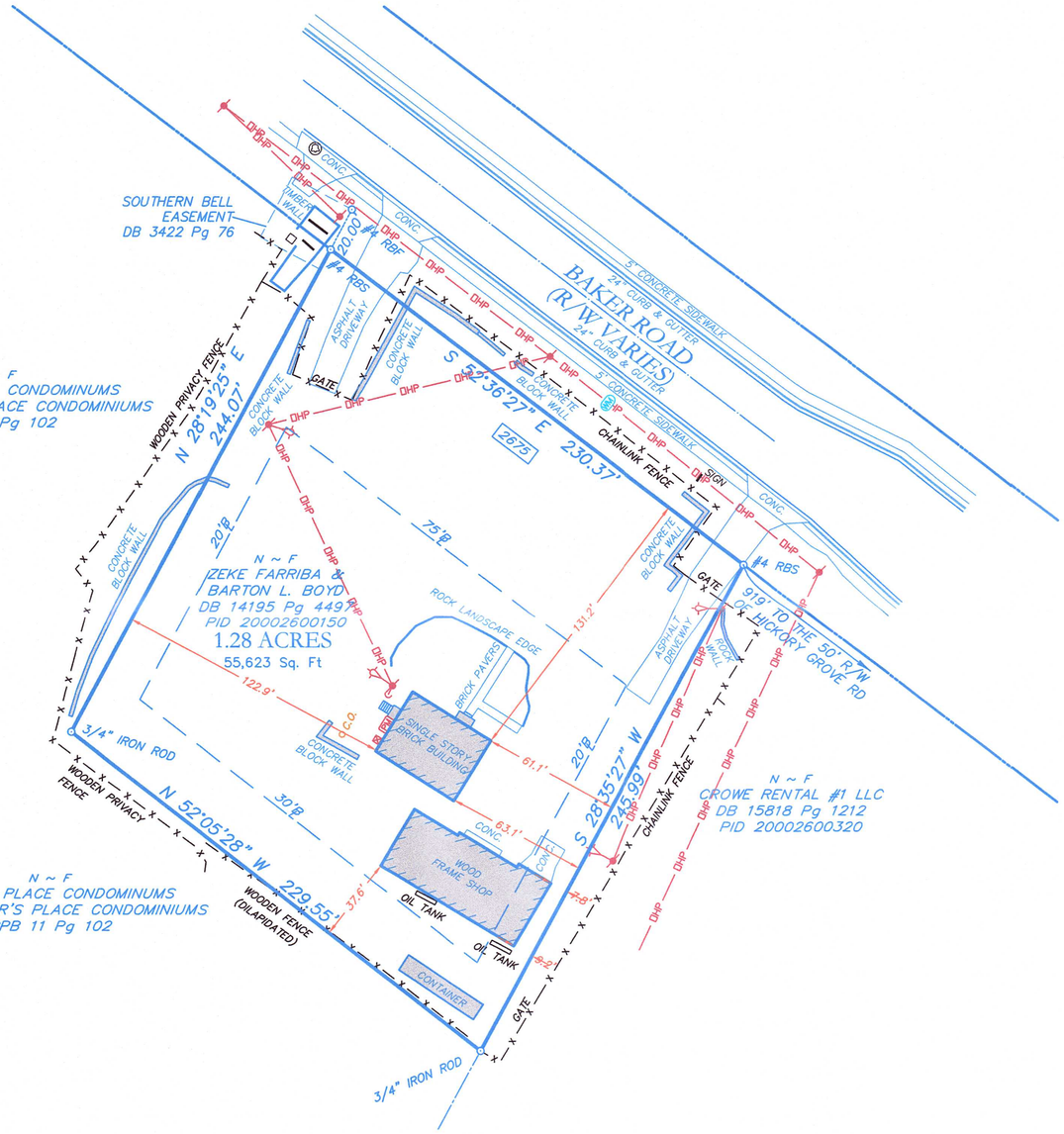
STATEMENT OF PROPOSED SITE IMPROVEMENTS

Applicant, Dane Contracting L.L.C. (hereinafter "Applicant"), operates its tree and landscape business from the property located at 2675 Baker Road, N.W., being approximately 1.28 acres located in Land Lot 26, 20th District, 2nd Section, Cobb County, Georgia (hereinafter the "Property" or the "Subject Property"). The Property is zoned to the Light Industrial ("LI") zoning classification which allows for the operation of the current business and the parking of heavy equipment. Applicant is seeking a Special Land Use Permit for the Property for the processing of wood materials for firewood in conjunction with Applicant's tree and landscape services. Applicant proposes no new construction on the Property for this use.

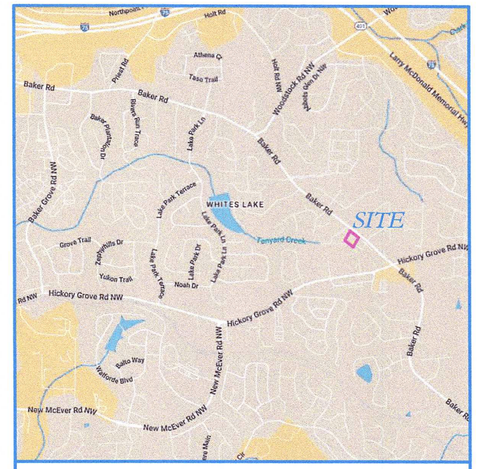
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COBB COUNTY ZONING

SCUP-1

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RECEIVED
DEC 04 2025
COBB COUNTY ZONING



VICINITY MAP

GENERAL NOTES

THE FOLLOWING GPS STATISTICS UPON WHICH THE FIELD DATA COLLECTED IS BASED HAVE BEEN PRODUCED AT THE 95% CONFIDENCE LEVEL:

POSITIONAL ACCURACY: 0.05' HORIZONTAL / 0.1' VERTICAL
EQUIPMENT USED: STONEX S900+
CORRECTION TYPE: VRS NETWORK CORRECTIONS
SERVICE USED: TOPNET LIVE
DATUM: NAD_83(2011)
GEOID MODEL: 2018

THE HORIZONTAL CLOSURE OF THIS PLAT HAS BEEN CALCULATED TO BE 1:171,600.

THIS FOLLOWING SETBACKS APPLY TO PROPERTIES ZONED LI (LIGHT INDUSTRIAL) PER COBB COUNTY ZONING ORDINANCES.

FRONT SETBACK	75 FEET
SIDE SETBACK	20 FEET
REAR SETBACK	30 FEET

VERIFY THIS SETBACK INFORMATION WITH THE APPROPRIATE ZONING AUTHORITIES FOR SAID MUNICIPALITY.

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LEGEND

POB	POINT OF BEGINNING		FIRE HYDRANT
POC	POINT OF COMMENCEMENT		WATER VALVE
RBS	REBAR SET	WM	WATER METER
RBF	REBAR FOUND	GM	GAS METER
MNF	MAG NAIL FOUND	PM	POWER METER
MNS	MAG NAIL SET	EB	ELECTRICAL BOX
CRF	CAPPED REBAR FOUND		POWER POLE
OTF	OPEN TOP PIPE FOUND		OVERHEAD ELECTRICAL
CMF	CONCRETE MONUMENT FOUND		GUY WIRE
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CI	CATCH INLET		DROP INLET
YI	YARD INLET		JUNCTION BOX
OCS	OUTLET CONTROL STRUCTURE		SINGLE WING CATCH BASIN
JB	JUNCTION BOX		DOUBLE WING CATCH BASIN
SWCB	SINGLE WING CATCH BASIN		HEAD WALL
DWCB	DOUBLE WING CATCH BASIN		SAFETY END SECTION
HW	HEADWALL	G	UNDERGROUND GAS LINE
FES	FLARED END SECTION	W	UNDERGROUND WATER LINE
CMP	CORRUGATED METAL PIPE	E	UNDERGROUND ELECTRIC LINE
RCP	REINFORCED CONCRETE PIPE	T	UNDERGROUND TELECOM
SS	SANITARY SEWER	SS	SANITARY SEWER LINE
F.M.E.	FORCE MAIN EASEMENT	S	SANITARY SEWER MANHOLE
S.S.E.	SANITARY SEWER EASEMENT		CLEAN OUT
D.E.	DRAINAGE EASEMENT	G.T.	GREASE TRAP
W.E.	WATER EASEMENT		FENCE
			BOLLARD
		+99.9	SPOT ELEVATION

SURVEY REFERENCES

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BOUNDARY RETRACEMENT SURVEY OF:
2675 BAKER ROAD FOR:
DANE TREE SERVICE
TAX PARCEL: 20002600150
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LAND LOT 26 OF THE 20th DISTRICT, 2nd SECTION, COBB COUNTY, GEORGIA

Sheet 1 of 1

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

SLUP-1-2026

SITE BACKGROUND

Applicant	Dane Contracting, LLC
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	J. Kevin Moore
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Zeke Farriba and Barton L. Boyd
Property Location	Located on the southwest side of Baker Road, north of Webster Drive
Address	2675 Baker Road
Access to Property	Baker Road

QUICK FACTS

Commission District	1 - Gambrill
Current Zoning	LI
Current Use of Property	Tree and landscape business
Proposed Zoning	LI
Proposed Use	Addition of wood materials processing for firewood
Future Land Use	IC
Site Acreage	1.28
District	20
Land Lot	26
Parcel #	20002600150
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

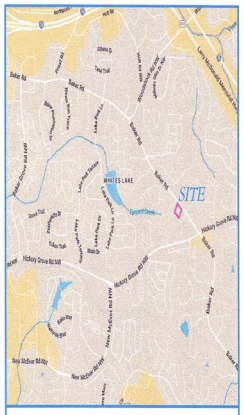
(Zoning staff member: Shaun Daniels, Planner II)

Based on the analysis of the case, Staff recommends **DENIAL.**

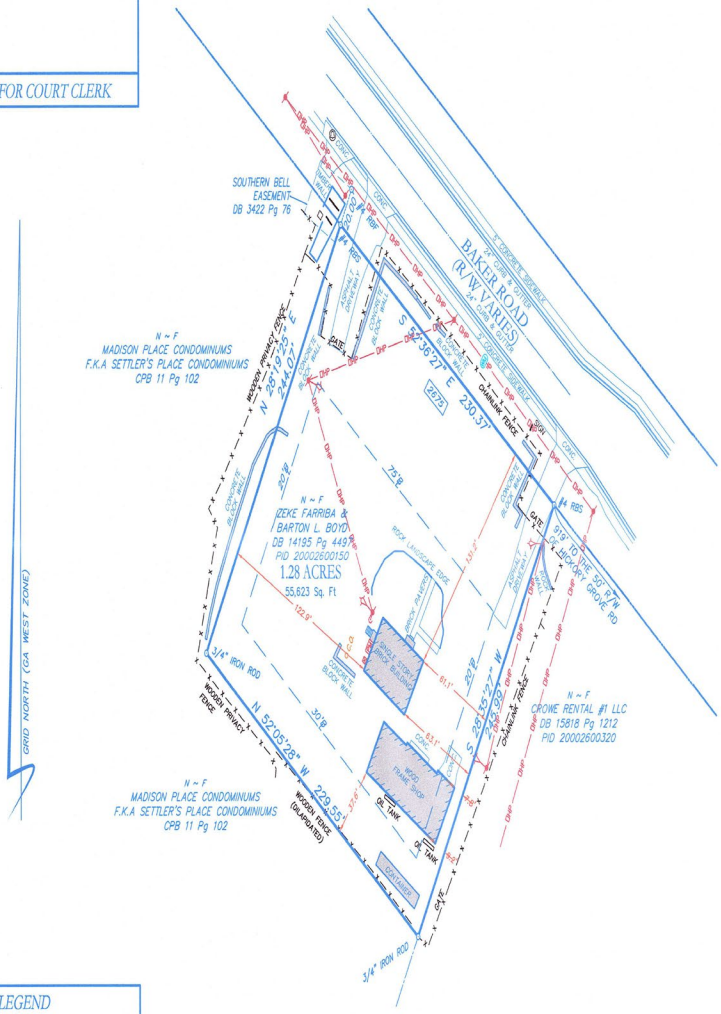
SLUP-1

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REED DERKE , LS # 3166 — DATE 7-22-25

PRELIMINARY

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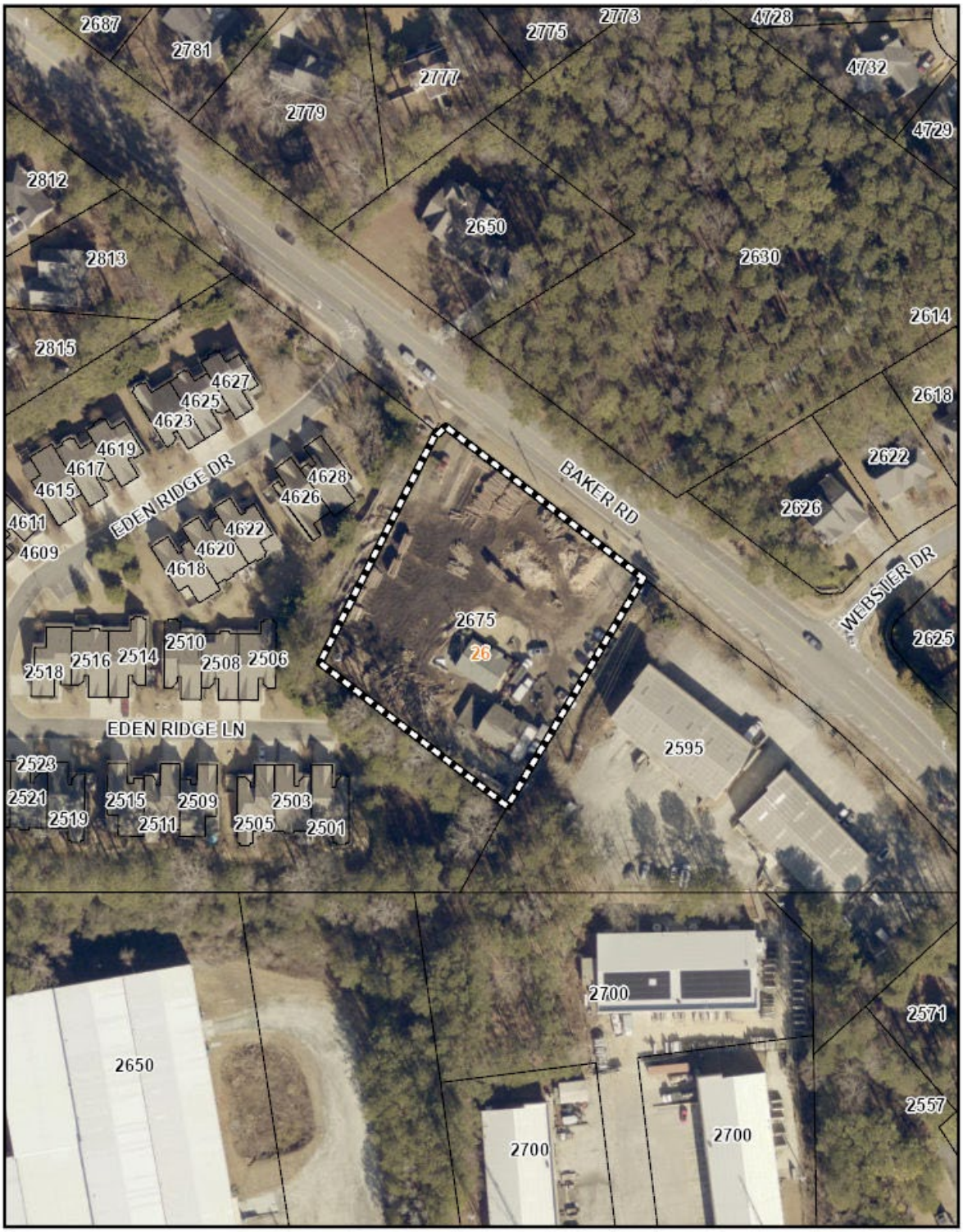
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5D GEOMATICS
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KENNESAW, GEORGIA 30144
PHONE: (770) 653-4558

BOUNDARY RETRACEMENT SURVEY OF:
2675 BAKER ROAD FOR:
DANE TREE SERVICE
TAX PARCEL: 20002600150
2675 BAKER ROAD, MARIETTA, GEORGIA 30101
LAND LOT 26 OF THE 20th DISTRICT, 2nd SECTION, COBB COUNTY, GEORGIA

Sheet 1 of 1

SLUP-1 2026 Aerial Map



North

Zoning: : R-20 Single-Family Residential

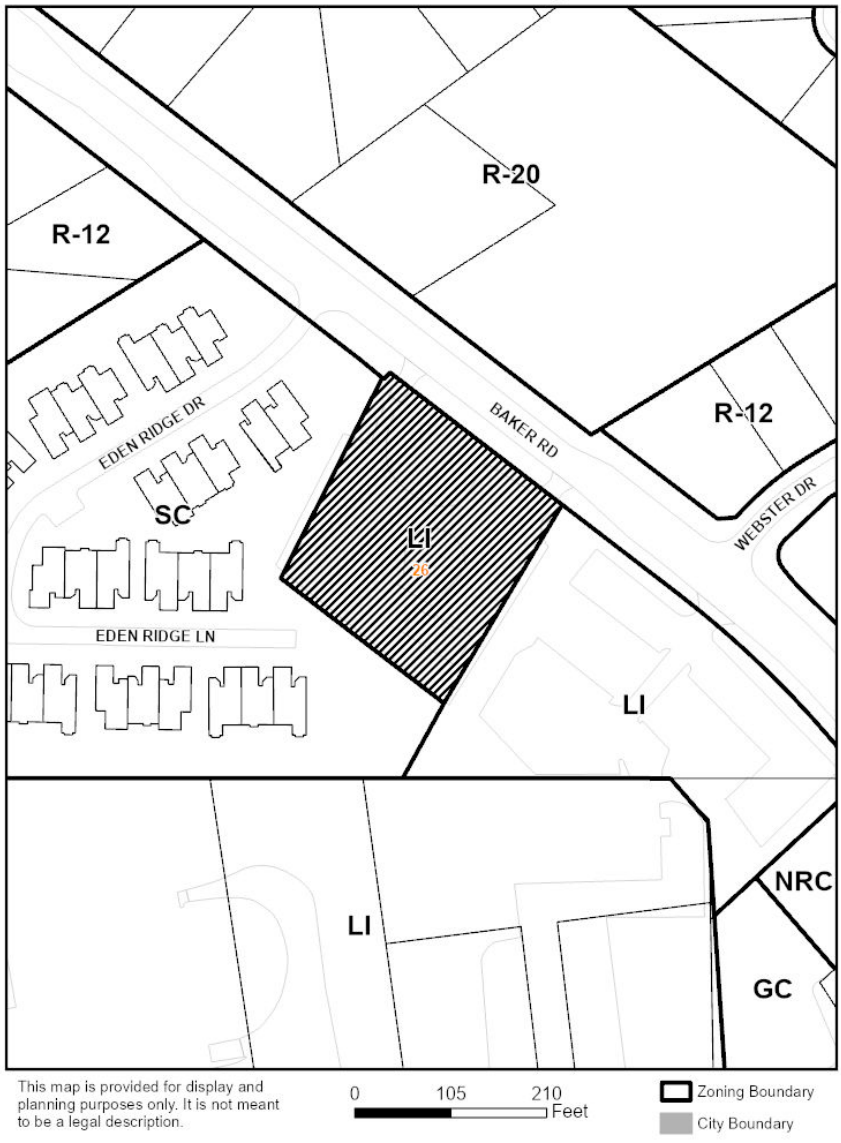
Future Land Use: LDR

WEST

Zoning: SC Suburban Condominium Residential

Future Land Use: MDR

SLUP-1 2026 Map



EAST

Zoning: LI Light Industrial

Future Land Use: IC

SOUTH

Zoning: SC Suburban Condominium Residential & LI Light Industrial

Future Land Use: MDR & IC

Current zoning district for the property

The LI district is established to provide locations for light industrial uses such as low intensity automobile repair and service, animal care facilities, commercial greenhouses, livestock, poultry, business distribution centers, warehousing and storage, and transportation terminals, which are on properties delineated within or on the perimeter of an industrial compatible and industrial category as defined and shown on the Cobb County Comprehensive Land Use Plan: A Policy Guide, adopted November 27, 1990. When located on the perimeter of an industrial node, the LI district should provide for uses that are low in intensity and scale such as to ensure compatibility with surrounding properties.

Request for a Special Land Use Permit

The Board of Commissioners may grant special land use permits for uses enumerated in Sec. 134-37, subsection (a). The granting of a special land use permit is conditional upon the site plan considered by the Board of Commissioners. The Board of Commissioners may grant special land use permits for any period of time at the discretion of the Board of Commissioners.

Summary of the applicant's proposal

The applicant is requesting a Special Land Use Permit (SLUP) to continue operating a wood-processing activity that converts raw wood materials into firewood. The applicant proposes to store processed firewood in the northeastern portion of the property, adjacent to Baker Road. The business currently operates as a tree and landscape service on approximately 1.28 acres. Under the approved rezoning case Z-106 of 1998, the applicant is permitted to park heavy equipment on the property. According to the applicant's representative, the wood-processing activity has been ongoing for several years. This SLUP request was initiated following a proactive notice of violation issued by Cobb County Code Enforcement.

Non-residential criteria

Proposed # of buildings**:** 2 (existing)
Proposed # of stories: 0 (existing)
Total sq. footage of development: 2140sf
Floor area ratio: .04
Square footage per acre: 1672sf
Required parking spaces: 1 space per 285 square feet (net) of floorspace, 1 space per vehicle parked on-site.
Proposed parking spaces: 0, none paved or stripped
Acres in floodplain or wetlands: 0
Impervious surface shown: N/A

Are there any zoning variances?

Yes;

1. The existing building does not meet the required setbacks and encroaches into the eastern property setback;
2. A landscape plan and survey showing installation of the required buffer adjacent to the residential properties located to the south and west.

Are there any environmental conditions existing or proposed on the site?

There are no known existing or proposed environmental conditions on the site. The applicant intends to continue processing wood into firewood and storing the material on the northeastern portion of the property adjacent to Baker Road.

SLUP-01-2026 DEPARTMENT COMMENTS – Fire Department

12/17/25

The proposed zoning case must address the comments listed below by prescriptive code or equivalency, as approved by the Cobb County Fire Marshal's Office

Approval will be based on Professional Engineer-stamped plans that signify overall plan conformance to all Georgia State and Cobb County Codes. Design Professional and Developer maintain the sole responsibility for the design and for correcting all errors, omissions, problems, and code violations (if any) exposed during construction AFTER authorization by Cobb County.

FIRE DEPARTMENT 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 2018 Edition and Cobb County Development Standards 402.11). A ten-foot separation, open to sky, is required in order to measure between structures. (CCDS 402.11)

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, 35 foot inside radius, 50 foot outside turning radius and unobstructed vertical clearance of not less than 13 feet 6 inches. (Cobb County Development Standards 402.11)

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.

ACCESS GATES:
Gates securing fire apparatus access shall meet the following requirements:

- minimum 14 feet in clear width for a single lane and 20 feet for a double lane. The gates shall not reduce the operating width of the roadway.
- Double lane gates shall be a minimum of 20 feet in clear width.
- Gates shall be of the swinging or sliding type.
- Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access during normal operations and in power failure.
- Emergency opening devices require a permit and shall be approved by the Cobb County Fire Marshal's Office. (Cobb County Development Standards 401.8.2)

(continued)

CERTIFICATE OF OCCUPANCY:

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

FIRE HYDRANT:

The maximum distance of a hydrant to the most remote portion of a structure shall be 500 feet. Distance shall be measured around the structure and from the fire apparatus access road. A 500-foot radius around the hydrant is not an acceptable measurement for distance. Hydrants on the opposite side of a main ROW is not an acceptable measurement of distance. (Cobb County Development Standards 410.5.2) (Cobb County Development Standards 410.5.2)

Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet for a 40-foot length centered on the fire hydrant, exclusive of shoulders (see Figure D103.1 in Appendix D).

Jeff Byrd
(678) 229-7059
Jeffrey.Byrd@cobbcounty.gov

SLUP-1-2026 DEPARTMENT COMMENTS – Site Plan Review

12/26/2025

As determined by the Site Plan Review Section, the property owner may be required to obtain a Land Disturbance Permit to perform any site modifications, as required per stipulation approval (fencing, landscaping, curb/gutter & sidewalk installation, etc.) or otherwise. Contact Site Plan Review, 770-528-2147.

SLUP-1-2026 DEPARTMENT COMMENTS – Cemetery Preservation

No comment

12/26/2025

Comprehensive Plan Future Land Use Designation: Industrial Compatible
The subject tract is within the Industrial Compatible (IC) future land use category. The purpose of the IC is to provide for areas that can support light industrial, office/warehouse and distribution uses. Typical land uses for these areas include professional business parks and distribution centers.

What is the Future Land Use Sub-Category? N/A

☒ Consistent ☐ Inconsistent

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary? ☒ Yes ☐ No
If Yes:
Which City: Kennesaw & Acworth
Was the city notified? Yes

Dobbins Air Reserve Base Zones

Is the property within the Dobbins Airfield Safety Zone?	☐ Yes	☒ No
Is the property within the Clear Zone (CZ)?	☐ Yes	☒ No
Is the property within 3000’ of Dobbins ARB?	☐ Yes	☒ No
Is the property within the Accident Potential Zone (APZ I)?	☐ Yes	☒ No
Is the property within the Accident Potential Zone II (APZ II)?	☐ Yes	☒ No
Is the property within the Noise Zone?	☐ Yes	☒ No
Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)?	☐ Yes	☒ No

---

Comments:

SLUP-1

February '26 Zoning

Applicant: Dane Contracting, LLC

Water & Sewer Comments: No comments.

Recommendations

THE RECOMMENDATIONS BELOW SHALL BECOME STIPULATED REQUIREMENTS UPON INCLUSION WITH AND APPROVAL BY THE BOARD OF COMMISSIONERS OF THIS APPLICATION:

1. Recommend retaining the following DOT recommendations from Z-106-1998:
    a. Recommend 150' deceleration lane for ingress into the facility from the Arterial.
    b. Recommend that the driveway be upgraded to commercial standards.
    c. Recommend applicant be required to meet all Cobb County Development Standards and Ordinances related to project improvements.
2. Recommend replacing disturbed curb and gutter, and sidewalk along the property frontages. This recommendation is to address pedestrian accessibility and safety pursuant to Cobb County Development Standard 401.15, Curbs and Gutters (including subsections), Cobb County Development Standard 404 Sidewalks and Pathways, Cobb County Development Standard 405 Accessibility Requirements, and Cobb County Development Standard Detail 106, Concrete Curbs, Medians.

Cobb County...Expect the Best!

COBB COUNTY CODE ENFORCEMENT
CASE SYNOPSIS

Report Date:
12/22/2025

CASE #: CODE-2025-00811 **OPEN DATE:** 2/24/2025

COMPLAINANT: **PHONE #:**

DESCRIPTION: CHECK FOR VIOLATIONS

PRIMARY ADDRESS:

2675 BAKER RD NW
ACWORTH, GA 30101

OWNER ADDRESS:

FARRIBA ZEKE & BOYD BARTON L
2675 BAKER RD
ACWORTH, GA 30101

Inspection Date	Inspection/Activity Date	Inspection/Activity Type	Status	Comments
02/27/2025		Case Details		Property is zoned LIGHT INDUSTRIAL. Dane Tree service is located on the parcel of land. Unable to locate any LAND USE PERMITS on Accela Program. I took photos of property and uploaded them. I observed large logs, pulpwood trailers and also large amounts of split firewood on the property. Will consult with supervisor for all violations. Extending case. J. COCHRAN
02/27/2025		Case Details		Received info from my Division Manager where there was a Zoning Hearing (Z-106 of 1998) for the property. The stipulations were to include a 40 ft natural buffer/ landscaped where open. The company will also need a Land use Permit to reduce the logs to firewood at the property. J. COCHRAN
02/27/2025		Initial Investigation	Extension	
02/28/2025		Case Details		Property owner was not at the property at the time. Left a notice of violation for PENALTIES and SPECIAL LAND USE PERMIT. I then received a call from owner Zeke and advised him of the violations. Zeke stated that he had taken care of all of this in 1998 after hiring an attorney. I suggested that Zeke speak with the Cobb County Zoning Division. Zeke stated that he would read over the paperwork and get back with me. J. COCHRAN
02/28/2025		ReInspection	In Violation	/* PENALTIES|* 134-2 *| Zoning Stipulation Case Z-106 Of 1998, Must abide by all stipulations placed in zoning hearing. */ /* SPECIAL LAND USE PERMIT |* 134-37 *|A SPECIAL LAND USE PERMIT MUST BE OBTAINED THROUGH COBB COUNTY ZONING DIVISION in order to reduce the timber to firewood at this property.*/ Per the zoning hearing in 1998, this property is required to have a 40 ft NATURAL BUFFER (landscaped where open) adjacent to Baker Road and the NORTH PROPERTY LINE.

Inspection Date	Inspection/Activity Date	Inspection/Activity Type	Status	Comments
03/03/2025		Case Details		I spoke with Business Owner Zeke. Zeke stated that he had spoken with County Landscape Architect Bragg Vaughn about the buffer zone. Zeke stated that Bragg was going to look into the case and get back with him. Will extend 1 week to get a follow up. J. COCHRAN
03/03/2025		ReInspection	Extension	
03/10/2025		Case Details		I received an email from County Arborist Bragg Vaughn stating that Owner of the property is going to speak with a Zoning Attorney about filing for other business to try to reduce the size of the buffer. Will extend 30 days. J. COCHRAN
03/10/2025		ReInspection	Extension	
04/07/2025		Case Details		I have not heard back from business owner Zeke. I contacted business owner Zeke and left voicemail, asking for a call back with an update. J. COCHRAN
04/07/2025		ReInspection	Extension	
04/08/2025		Case Details		I received a call from attorney Kevin Moore's office in reference to the case. I was advised that property owner Zeke was out of town, but had retained Kevin Moore for his case. I was advised that Kevin Moore would get back in touch with me. J. COCHRAN
04/08/2025		ReInspection	Extension	
04/21/2025		Case Details		Extending case out 2 weeks to see if I hear from property owner, or attorney Kevin Moore's office about what their plan is going forward with the landscaped buffer. J. COCHRAN
04/21/2025		ReInspection	Extension	
05/01/2025		Case Details		I replied to the complainant's email and provided an update on the case status. Officer D. Smith
05/01/2025		Phone Call		I called the property owner to follow-up on the case and spoke with the property owner, Zeke, who advised that his associate has been out of town but is in contact with Attorney Kevin Moore's office. Zeke will call me back when his associate returns. Officer D. Smith
05/01/2025		ReInspection	Extension	
05/22/2025		Phone Call		I placed a follow-up call to Zeke to obtain a status update. No answer. i left a voice message requesting a callback. Officers J. Cochran & D. Smith
05/22/2025		ReInspection	Extension	
05/23/2025		Case Details		I received a new email from the complainant to advise that Dane Tree & Landscaping Pros had both the north and southbound lanes of Baker Road blocked with a logging truck. Uploaded correspondence to OnBase. Officer D. Smith
05/23/2025		ReInspection	Extension	

Inspection Date	Inspection/Activity Date	Inspection/Activity Type	Status	Comments
05/29/2025		Case Details		I have not heard back from Zeke Farriba or his attorney Mr. Kevin Moore. I re-visited the property. No answer at the door and I taped a business card to the same requesting a callback. I also placed a phone call to the offices of his attorney Mr. Kevin Moore. No answer. I left a voice message requesting a callback. It has been twenty eight (28) days since last contact with the owner/rep. Officers J. Cochran & D. Smith
05/29/2025		Phone Call		I received a courtesy call back from attorney Kevin G. Moore stating that he is not representing Mr. Farriba. He stated it may possibly be another attorney named Kevin Moore in the Atlanta area: Kevin K. Moore, Kevin T. Moore or Kevin J. Moore. Officers J. Cochran & D. Smith
05/29/2025		ReInspection	Extension	
06/03/2025		Phone Call		I received and returned Mr. Zeke Farriba's voice message. I stated that I have not received a follow-up from attorney Kevin Moore and I wanted to verify specifically the Kevin Moore who is representing him in this matter. I requested that Mr. Farriba e-mail or text me the attorney's contact details. Awaiting the contact details. I plan on contacting the attorney directly to determine the status of the required buffer. Officers D. Smith & J. Cochran
06/03/2025		ReInspection	Extension	
06/09/2025		Phone Call		Officer J. Cochran and myself placed another phone call to Mr. Zeke Farriba to advised we have yet to hear back from his attorney, Kevin Moore, on the status of compliance with the Special Land Use Permit (SLUP). A forty (40) foot natural buffer is required to be installed. No answer. We left another voice message. Officers J. Cochran & D. Smith
06/09/2025		ReInspection	In Violation	
06/10/2025		Phone Call		Uploaded attorney J. Kevin Moore's contact information to OnBase as provided by Zeke Farriba via e-mail message received. Officer D. Smith
06/11/2025		Phone Call		I received a voice message from Zeke Farriba. He stated that he has now been asked to obtain an "as built survey." He has reached out to Donald Perryman with Surveys Plus. I uploaded this correspondence to OnBase. Officer D. Smith
06/11/2025		ReInspection	Extension	
06/11/2025		ReInspection	Extension	
07/08/2025		Phone Call		I placed a phone call to Mr. Zeke Farriba in re: to obtaining the required survey to proceed with the process of complying with the stipulations. No answer. I left a voice message requesting a callback. Officer D. Smith
07/08/2025		ReInspection	Extension	

Inspection Date	Inspection/Activity Date	Inspection/Activity Type	Status	Comments
07/10/2025		Phone Call		I received a voice message from Mr. Zeke Farriba to advised the "as built" survey will be completed on Friday July 11th by Surveys Plus. This survey is a necessary component of completing the required process. I will extend. Officer D. Smith
07/10/2025		ReInspection	Extension	
07/21/2025		Case Details		I placed a phone call to Mr. Zeke Farriba to follow-up on the status of the case. Donald Perryman with Surveys Plus completed the required "as built" survey on Friday July 11th. The survey was then forwarded to Attorney Kevin Moore's office on Monday July 21st. Mr. Zeke Farriba's business partner and property co-owner, Bart Boyd has retained Attorney Moore to represent them in this matter. Officer D., Smith
07/21/2025		ReInspection	Extension	
09/08/2025		Case Details		I placed a call to Mr. Farriba for a status update. Contact details are entered in Accela back office. Mr. Farriba stated that he completed the "as built" survey. I reminded him that I had that information in July. Mr. Farriba stated that he will speak to his business partner, Mr. Barton and call me back with additional details. This case has been open for more than eight (8) months and I have yet to receive any communication from Mr. Farriba's, attorney Kevin Moore. I will once again extend. Officer D. Smith
09/08/2025		ReInspection	Extension	
09/10/2025		Case Details		No response received from Mr. Z. Farriba or his Attorney Kevin Moore in re: to the phone call placed on 09/08/25. I consulted with Supervisor Ahlmann and will await instructions prior to proceeding. Officer D. Smith
09/10/2025		ReInspection	Extension	
09/24/2025		Phone Call		I placed a phone call to the offices of Kevin Moore in an attempt to obtain a status update. I spoke to Carolyn, Mr. Moore's paralegal. She advised Mr. Moore is unavailable but she or he will return my call or set up an appointment to meet re: this matter. Officer D. Smith
09/24/2025		ReInspection	Extension	
09/25/2025		Phone Call		I received a phone from Attorney Kevin Moore to advise he is preparing to submit an amendment to the Special Land Use Permit (SLUP) and anticipates that the documents will be submitted on or before October 15th. He advised that I may reach him for any additional updates re: this matter. I will extend. Officer D. Smith
09/25/2025		ReInspection	Extension	
10/08/2025		ReInspection	Extension	
10/15/2025		ReInspection	Extension	

Inspection Date	Inspection/Activity Date	Inspection/Activity Type	Status	Comments
10/23/2025		ReInspection	Extension	
10/28/2025		Case Details		Application was NEVER submitted. I called and left property owner Zeke a voicemail to contact me. Zeke contacted me and stated that he would contact his attorney Kevin Moore and find out why the application was never submitted. J. COCHRAN
10/30/2025		Case Details		.
10/30/2025		Case Details		I took photographs of the property. Buffer has not been installed as required by previous stipulations. No response received from Mr. Farriba, Mr. Barton or their counsel, Kevin Moore. While standing on the sidewalk, I was confronted by a gentleman who claimed to own the property. He asked who I was? I replied, "Who are you? He stated, " I own this business. I then asked him why multiple commercial trucks were obstructing the right of way? He did not respond but then he attempted to approach me in an aggressive manner. I said, "You don't know who you are dealing with" and lifted my Cobb County issued i.d. to identify myself. He replied, "What does that mean?" I said, "You'll find out soon." He said, " Let's Go! I dare you, I double dog dare you!" At this point I turned away and walked back to the work truck and contacted my Supervisor M. Ahlmann
10/30/2025		Case Details		I was able to speak with Attorney Kevin Moore's assistant and confirmed that Zeke Farriba was in fact still a client of theirs. Kevin Moore Is currently out of town is supposed to contact me on November 3, 2025 and discuss the case with me. J. COCHRAN
10/30/2025		ReInspection	Citation Served	
11/03/2025		Case Details		Attorney Kevin Moore contacted me and stated that he would have the application turned into Zoning by December4, 2025. J. COCHRAN
11/03/2025		ReInspection	Extension	
12/08/2025		Case Details		I was unable to locate in back office any information regarding an application being turned in. Will extend as it is only a few days since it was supposed to be turned in. M Monroe
12/08/2025		ReInspection	Extension	
12/18/2025		Case Details		PC HEARING FOR LUP SCHEDULED FOR 2/3/2026. YFOSTON

COBB COUNTY - COMMUNITY DEVELOPMENT AGENCY
Code Enforcement Division

Cobb County...Expect the Best!

Mailing Address
P.O. Box 649
Marietta, Ga. 30061

Physical Address
1150 Powder Springs Rd.
Suite 400
Marietta, Ga. 30064

Fax: (770) 528-2092

Notice of Violation

Violation Number: CODE-2025-00811 Date: 2/28/2025

The Cobb County Code Enforcement Division has grounds to believe the property located at:

2675 BAKER RD NW	ACWORTH, GA 30101	20	0026	015	LI
(Address)	(City/State/Zip)	(Dist)	(Land Lot)	(Par)	(Zoning)

and/or FARRIBA ZEKE & BOYD BARTON L (2675 BAKER RD ACWORTH, GA 30101)

may be in violation of the Official Code of Cobb County, Georgia. You have 10 days to bring the violation(s) into compliance. An inspection will be made on or about 10 days from February 28, 2025. Failure to comply could result in a citation being issued for you to appear in the Cobb County Magistrate Court, and you may be subject to a fine, imprisonment or both.

Violation	Code Section	Requirement for Compliance
PENALTIES	134-2	Zoning Stipulation Case Z-106 Of 1998, Must abide by all stipulations placed in zoning hearing.
SPECIAL LAND USE PERMIT	134-37	A SPECIAL LAND USE PERMIT MUST BE OBTAINED THROUGH COBB COUNTY ZONING DIVISION in order to reduce the timber to firewood at this property.

Per the zoning hearing in 1998, this property is required to have a 40 ft NATURAL BUFFER (landscaped where open) adjacent to Baker Road and the NORTH PROPERTY LINE.

Officer: Jason Cochran (jason.cochran@cobbcounty.org) **Direct: 770-420-6665**

Officer Telephone

Contact the Officer listed above by telephone or email for further information. Officer availability 8:00-9:00 a.m. and 3:30-4:30 p.m. Monday through Friday. You may leave voice mail or send email at any time.

A COMPLETE COPY OF THE COBB COUNTY ORDINANCE MAY BE VIEWED AT **WWW.COBBCOUNTY.ORG**


SILVERADO
GEORGIA
SJP8904


10/30/25, 10:29 AM

10/30/25, 10:30 AM

FIREWOOD
FOR SALE

DANE
TREE & LANDSCAPING
PROFESSIONALS

DANE
TREE & LANDSCAPING
PROFESSIONALS
770-529-8779
danetreeservice.com
2675


10/30/25, 10:30 AM


10/30/25, 10:31 AM

10/30/25, 10:35 AM

STAFF ANALYSIS

There are fifteen criteria that must be considered for a Special Land Use Permit. The criteria are below in bold, with the staff analysis written unbolded:

(1) Whether or not there will be a significant adverse effect on the neighborhood or area in which the proposed use will be located.
Potential exists for adverse impacts on the surrounding neighborhood due to the nature of the wood-processing activities. The 40-foot landscaped buffer required under rezoning case Z-106 (1998) does not appear to have been installed or maintained, and existing vegetation along the southwestern boundary is located on the adjacent Suburban Condominium (SC) residential development rather than on the subject site. The absence of required buffering increases the likelihood of impacts on nearby residential uses.

(2) Whether or not the use is otherwise compatible with the neighborhood.
The Future Land Use Map designates the subject property as Industrial Compatible, and similar industrial zoning exists directly to the east. However, the surrounding area includes established residential neighborhoods such as Madison Place to the west (designated Medium Density Residential) and the R-20 and R-12 subdivisions to the north (designated Low Density Residential). The proximity of these residential communities raises compatibility concerns, particularly given the outdoor, equipment-based nature of wood-processing activities and storage.

(3) Whether or not the use proposed will result in a nuisance as defined under state law.
Wood-processing activities have the potential to generate noise, odors, and other nuisance conditions depending on the equipment and methods used. Although the applicant's representative indicates that the activity has occurred for several years without complaints, the absence of required buffering and the close proximity of residential neighborhoods such as Madison Place and the Baker Road residential area, create conditions where nuisance impacts could occur. The SLUP request was initiated following proactive Code Enforcement action, underscoring the need for formal review and regulation.

(4) Whether or not quiet enjoyment of surrounding property will be adversely affected.
The quiet enjoyment of nearby properties could potentially be affected depending on how the wood is processed, handled, and stored. Nearby residential properties including Madison Place and the homes along Baker Road may be affected depending on how wood materials are processed, handled, and stored. While no historical complaints have been recorded, the lack of required screening and the proximity of residential uses increase the potential for impacts.

(5) Whether or not property values of surrounding property will be adversely affected.
This use may adversely affect property values of surrounding property. However, the absence of required buffering and the adjacency to residential neighborhoods could influence perceptions of compatibility and long-term value.

(6) Whether or not adequate provisions are made for parking and traffic considerations.
Adequate provisions for parking and traffic have not been demonstrated. The site lacks striped, code-compliant parking spaces, making it difficult to verify compliance with required parking ratios for Contractor uses. This deficiency is notable given the site's proximity to residential areas such as Madison Place and the Baker Road residential properties.

(7) Whether or not the site or intensity of the use is appropriate.
While some existing business activities, such as landscaping services and stone storage—are permitted within the LI district, the continuation of wood-processing activities increases the overall intensity of use. Without required buffering, adequate parking, or demonstrated compliance with prior zoning conditions under Z-106 (1998), the site does not appear to be fully equipped to support the proposed intensity, particularly given its adjacency to residential neighborhoods.

(8) Whether or not special or unique conditions overcome the board of commissioners' general presumption that residential neighborhoods should not allow noncompatible business uses.
There are no special or unique conditions which could prohibit the proposed use in this area.

(9) Whether or not adequate provisions are made regarding hours of operation.
It does not appear that adequate provisions have been established regarding the hours of operation for the wood-processing activities. No formal documentation or stipulations have been identified that regulate or limit the hours during which wood processing may occur.

(10) Whether or not adequate controls and limits are placed on commercial and business deliveries.
Staff is not aware of any existing controls or limits on commercial deliveries to or from the property. To minimize potential impacts on surrounding residential areas, staff recommends that all deliveries of wood waste materials, as well as shipments of processed firewood, occur during normal business hours.

(11) Whether or not adequate landscape plans are incorporated to ensure appropriate transition.

Adequate landscape plans have not been provided. The required 40-foot buffer along the northern property line adjacent to Baker Road has not been installed, and additional screening required along the western and southern boundaries, where the site abuts residential properties also appears to be absent. This results in an inadequate transition between industrial activity and adjacent residential uses.

(12) Whether or not the public health, safety, welfare or moral concerns of the surrounding neighborhood will be adversely affected.

While the use itself may not inherently threaten public health or safety, the absence of required buffering, parking compliance, and operational controls increases the potential for negative impacts on surrounding residential areas

(13) Whether the application complies with any applicable specific requirements set forth in this chapter for special land use permits for particular types of uses.

The application does not demonstrate compliance with prior zoning stipulations under Z-106 (1998) or with general development standards necessary to support this type of use.

(14) Whether the applicant has provided sufficient information to allow a full consideration of all relevant factors.

The applicant has not provided sufficient information for a comprehensive review. Key operational and site-specific details, including number of employees, hours of operation, building square footage, parking layout, and floor area ratio were not submitted. These omissions limit Staff's ability to fully evaluate the potential impacts of the request.

(15) In all applications for a special land use permit the burden shall be on the applicant both to produce sufficient information to allow the county fully to consider all relevant factors and to demonstrate that the proposal complies with all applicable requirements and is otherwise consistent with the policies reflected in the factors enumerated in this chapter for consideration by the county.

For all Special Land Use Permit applications, the burden is on the applicant to provide sufficient information for the County to fully evaluate all relevant factors and to demonstrate that the proposal complies with applicable requirements and aligns with the policies outlined in this chapter. In this case, The applicant has not met this burden. While some information was provided, the submission lacks the level of detail necessary to demonstrate compliance with applicable requirements or to support a finding that the proposed use is appropriate at this location, particularly given its proximity to Madison Place, the Baker Road residences, and the conditions established under Z-106 (1998).

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

ATTACHMENT TO APPLICATION FOR SPECIAL LAND USE PERMIT

Application No.:	**SLUP-_____ (2026)**
Hearing Dates:	**February 3, 2026** **February 17, 2026**
Applicant:	**Dane Contracting L.L.C.**
Titleholders:	**Zeke Farriba and Barton L. Boyd**
Tax Parcel Number:	**20002600150**

STATEMENT OF PROPOSED SITE IMPROVEMENTS

Applicant, Dane Contracting L.L.C. (hereinafter "Applicant"), operates its tree and landscape business from the property located at 2675 Baker Road, N.W., being approximately 1.28 acres located in Land Lot 26, 20th District, 2nd Section, Cobb County, Georgia (hereinafter the "Property" or the "Subject Property"). The Property is zoned to the Light Industrial ("LI") zoning classification which allows for the operation of the current business and the parking of heavy equipment. Applicant is seeking a Special Land Use Permit for the Property for the processing of wood materials for firewood in conjunction with Applicant's tree and landscape services. Applicant proposes no new construction on the Property for this use.

RECEIVED
DEC 0 4 2025
COBB COUNTY ZONING

Z-106 **HAROLD S. WILLINGHAM** for Rezoning from **R-20** to **LI** for the purpose of Parking Heavy Equipment in Land Lot 26 of the 20th District. 1.32 acre. Located on the south side of Baker Road, southeast of Hickory Grove Road. The Board of Commissioners, as part of the Consent Agenda, **approved** Rezoning to the **LI zoning district subject to: 1) owner/developer to enter into a Development Agreement pursuant to O.C.G.A. §36-71-13 for dedication of system improvements to mitigate traffic concerns; 2) project subject to Cobb Department of Transportation comments and recommendations; 3) project subject to Stormwater Management Division comments and recommendations; 4) owner/developer required to meet all Cobb County development requirements and ordinances related to project improvements; 5) 40 foot natural buffer (landscaped where open) adjacent to Baker Road and the north property line)**. Motion by Cooper, second by Wysong, carried 5-0.

Land Use Permits

LUP-43 **CHERYLE WEIDMAN** (David and Cheryle Weidman, owners) for a **Land Use Permit (renewal)** for the purpose of a Hair Salon in Land Lot 169 of the 16th District. 0.35 acre. Located on the south side of Windsor Oaks Court, west of Windsor Oaks Drive (4543 Windsor Oaks Court). The Board of Commissioners, as part of the Consent Agenda, **approved** Land Use Permit **for 24 months subject to: 1) clients by appointment only; 2) no on-street parking; 3) one station, one operator only; 4) no signs**. Motion by Cooper, second by Wysong, carried 5-0.

LUP-44 **CHARLES H. AND JANICE J. JACKSON** for a **Land Use Permit (renewal)** for the purpose of a Garage Apartment in Land Lot 123 of the 16th District. 10 acres. Located on the northwest side of Steinhauer Road, (4600 Steinhauer Road). The Board of Commissioners, as part of the Consent Agenda, **approved** Land Use Permit **for 24 months**. Motion by Cooper, second by Wysong, carried 5-0.

SLUP-1-2025 DEPARTMENT COMMENTS – Stormwater Management

12/26/2026

Site Data

1. Applicant: Dane Contracting, LLC
2. Address: 2675 Baker Road
3. District: 1

- **SLUP to allow onsite processing of trees into firewood.**
- **No new development is proposed on site.**
- **Stormwater Management has no objection to this SLUP request.**

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
12 CADILLAC DRIVE
SUITE 200
BRENTWOOD, TENNESSEE 37027
TELEPHONE (615) 425-7347

LEXINGTON, KENTUCKY
2408 SIR BARTON WAY
SUITE 375
LEXINGTON, KENTUCKY 40509
TELEPHONE (859) 309-0026

ORLANDO, FLORIDA
1000 LEGION PLACE
SUITE 701
ORLANDO, FLORIDA 32801
TELEPHONE (407) 367-6233

HARRISBURG, PENNSYLVANIA
101 ERFORD ROAD
SUITE 300
CAMP HILL, PENNSYLVANIA 17011
TELEPHONE (717) 790-2854

FAIRFIELD, NEW JERSEY
165 PASSAIC AVENUE
SUITE 205
FAIRFIELD, NEW JERSEY 07004
TELEPHONE 201-602-4082

February 18, 2026

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 Special Land Use Permit - Application No.: SLUP-1 (2026)
Applicant: Dane Contracting LLC
Property Owners: Zeke Farriba and Barton L. Boyd
Property: 1.28 acres, more or less, located on the southwesterly side of Baker Road, northwesterly of Hickory Grove Road, being more particularly known as 2675 Baker Road, Land Lot 26, 20th District, 2nd Section, Cobb County, Georgia

Dear John:

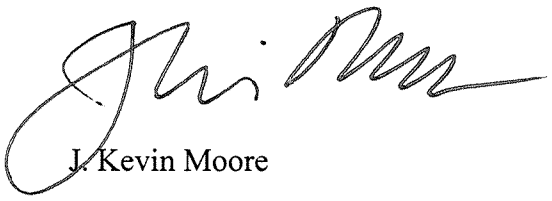
On behalf of the Applicant, Dane Contracting LLC ("Applicant"); as well as, the Property Owners, please accept this correspondence as our formal request for a continuance of the above-referenced Application for Rezoning from the currently scheduled hearings before the Cobb County Planning Commission and the Cobb County Board of Commissioners on March 3, 2026, and March 17, 2026, respectively. The continuance to the April 2026 zoning hearing agendas will allow time to address issues and areas of concern expressed at the Planning Commission hearing. We would very much appreciate Staff's consideration of continuing the hearings to April 7, 2026, before the Cobb County Planning Commission, and April 21, 2026, before the Cobb County Board of Commissioners.

Thank you for your consideration in this request. If you should have any questions or require additional information at this time, please do not hesitate to contact me.

With kindest regards, I remain

Very truly yours,

MOORE, INGRAM, JOHNSON & STEELE, LLP



J. Kevin Moore

JKM:cc
c: Terry L. Martin, AICP, CNU-A
Senior Planner
Zoning Division
Cobb County Community Development Agency

Cameron Jones, CNU-A
Planner III
Zoning Division
Cobb County Community Development Agency

Dane Contracting LLC

COBB COUNTY - COMMUNITY DEVELOPMENT AGENCY
Code Enforcement Division

Cobb County...Expect the Best!

Mailing Address
P.O. Box 649
Marietta, Ga. 30061

Physical Address
1150 Powder Springs Rd.
Suite 400
Marietta, Ga. 30064

Fax: (770) 528-2092

Notice of Violation

Violation Number: CODE-2025-00811 Date: 2/28/2025

The Cobb County Code Enforcement Division has grounds to believe the property located at:

2675 BAKER RD NW	ACWORTH, GA 30101	20	0026	015	LI
(Address)	(City/State/Zip)	(Dist)	(Land Lot)	(Par)	(Zoning)

and/or FARRIBA ZEKE & BOYD BARTON L (2675 BAKER RD ACWORTH, GA 30101)

may be in violation of the Official Code of Cobb County, Georgia. You have 10 days to bring the violation(s) into compliance. An inspection will be made on or about 10 days from February 28, 2025. Failure to comply could result in a citation being issued for you to appear in the Cobb County Magistrate Court, and you may be subject to a fine, imprisonment or both.

Violation	Code Section	Requirement for Compliance
PENALTIES	134-2	Zoning Stipulation Case Z-106 Of 1998, Must abide by all stipulations placed in zoning hearing.
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Per the zoning hearing in 1998, this property is required to have a 40 ft NATURAL BUFFER (landscaped where open) adjacent to Baker Road and the NORTH PROPERTY LINE.

Officer: Jason Cochran (jason.cochran@cobbcounty.org) **Direct: 770-420-6665**

Officer Telephone

Contact the Officer listed above by telephone or email for further information. Officer availability 8:00-9:00 a.m. and 3:30-4:30 p.m. Monday through Friday. You may leave voice mail or send email at any time.

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Cobb County...Expect the Best!

COBB COUNTY CODE ENFORCEMENT
CASE SYNOPSIS

Report Date:
3/31/2026

CASE #: CODE-2025-00811 **OPEN DATE:** 2/24/2025

COMPLAINANT: **PHONE #:**

DESCRIPTION: CHECK FOR VIOLATIONS

PRIMARY ADDRESS:

2675 BAKER RD NW
ACWORTH, GA 30101

OWNER ADDRESS:

FARRIBA ZEKE & BOYD BARTON L
2675 BAKER RD
ACWORTH, GA 30101

Inspection Date	Inspection/Activity Date	Inspection/Activity Type	Status	Comments
02/27/2025		Case Details		Property is zoned LIGHT INDUSTRIAL. Dane Tree service is located on the parcel of land. Unable to locate any LAND USE PERMITS on Accela Program. I took photos of property and uploaded them. I observed large logs, pulpwood trailers and also large amounts of split firewood on the property. Will consult with supervisor for all violations. Extending case. J. COCHRAN
02/27/2025		Case Details		Received info from my Division Manager where there was a Zoning Hearing (Z-106 of 1998) for the property. The stipulations were to include a 40 ft natural buffer/ landscaped where open. The company will also need a Land use Permit to reduce the logs to firewood at the property. J. COCHRAN
02/27/2025		Initial Investigation	Extension	
02/28/2025		Case Details		Property owner was not at the property at the time. Left a notice of violation for PENALTIES and SPECIAL LAND USE PERMIT. I then received a call from owner Zeke and advised him of the violations. Zeke stated that he had taken care of all of this in 1998 after hiring an attorney. I suggested that Zeke speak with the Cobb County Zoning Division. Zeke stated that he would read over the paperwork and get back with me. J. COCHRAN
02/28/2025		ReInspection	In Violation	/* PENALTIES|* 134-2 *| Zoning Stipulation Case Z-106 Of 1998, Must abide by all stipulations placed in zoning hearing. */ /* SPECIAL LAND USE PERMIT |* 134-37 *|A SPECIAL LAND USE PERMIT MUST BE OBTAINED THROUGH COBB COUNTY ZONING DIVISION in order to reduce the timber to firewood at this property.*/ Per the zoning hearing in 1998, this property is required to have a 40 ft NATURAL BUFFER (landscaped where open) adjacent to Baker Road and the NORTH PROPERTY LINE.

Inspection Date	Inspection/Activity Date	Inspection/Activity Type	Status	Comments
03/03/2025		Case Details		I spoke with Business Owner Zeke. Zeke stated that he had spoken with County Landscape Architect Bragg Vaughn about the buffer zone. Zeke stated that Bragg was going to look into the case and get back with him. Will extend 1 week to get a follow up. J. COCHRAN
03/03/2025		ReInspection	Extension	
03/10/2025		Case Details		I received an email from County Arborist Bragg Vaughn stating that Owner of the property is going to speak with a Zoning Attorney about filing for other business to try to reduce the size of the buffer. Will extend 30 days. J. COCHRAN
03/10/2025		ReInspection	Extension	
04/07/2025		Case Details		I have not heard back from business owner Zeke. I contacted business owner Zeke and left voicemail, asking for a call back with an update. J. COCHRAN
04/07/2025		ReInspection	Extension	
04/08/2025		Case Details		I received a call from attorney Kevin Moore's office in reference to the case. I was advised that property owner Zeke was out of town, but had retained Kevin Moore for his case. I was advised that Kevin Moore would get back in touch with me. J. COCHRAN
04/08/2025		ReInspection	Extension	
04/21/2025		Case Details		Extending case out 2 weeks to see if I hear from property owner, or attorney Kevin Moore's office about what their plan is going forward with the landscaped buffer. J. COCHRAN
04/21/2025		ReInspection	Extension	
05/01/2025		Case Details		I replied to the complainant's email and provided an update on the case status. Officer D. Smith
05/01/2025		Phone Call		I called the property owner to follow-up on the case and spoke with the property owner, Zeke, who advised that his associate has been out of town but is in contact with Attorney Kevin Moore's office. Zeke will call me back when his associate returns. Officer D. Smith
05/01/2025		ReInspection	Extension	
05/22/2025		Phone Call		I placed a follow-up call to Zeke to obtain a status update. No answer. i left a voice message requesting a callback. Officers J. Cochran & D. Smith
05/22/2025		ReInspection	Extension	
05/23/2025		Case Details		I received a new email from the complainant to advise that Dane Tree & Landscaping Pros had both the north and southbound lanes of Baker Road blocked with a logging truck. Uploaded correspondence to OnBase. Officer D. Smith
05/23/2025		ReInspection	Extension	

Inspection Date	Inspection/Activity Date	Inspection/Activity Type	Status	Comments
05/29/2025		Case Details		I have not heard back from Zeke Farriba or his attorney Mr. Kevin Moore. I re-visited the property. No answer at the door and I taped a business card to the same requesting a callback. I also placed a phone call to the offices of his attorney Mr. Kevin Moore. No answer. I left a voice message requesting a callback. It has been twenty eight (28) days since last contact with the owner/rep. Officers J. Cochran & D. Smith
05/29/2025		Phone Call		I received a courtesy call back from attorney Kevin G. Moore stating that he is not representing Mr. Farriba. He stated it may possibly be another attorney named Kevin Moore in the Atlanta area: Kevin K. Moore, Kevin T. Moore or Kevin J. Moore. Officers J. Cochran & D. Smith
05/29/2025		ReInspection	Extension	
06/03/2025		Phone Call		I received and returned Mr. Zeke Farriba's voice message. I stated that I have not received a follow-up from attorney Kevin Moore and I wanted to verify specifically the Kevin Moore who is representing him in this matter. I requested that Mr. Farriba e-mail or text me the attorney's contact details. Awaiting the contact details. I plan on contacting the attorney directly to determine the status of the required buffer. Officers D. Smith & J. Cochran
06/03/2025		ReInspection	Extension	
06/09/2025		Phone Call		Officer J. Cochran and myself placed another phone call to Mr. Zeke Farriba to advised we have yet to hear back from his attorney, Kevin Moore, on the status of compliance with the Special Land Use Permit (SLUP). A forty (40) foot natural buffer is required to be installed. No answer. We left another voice message. Officers J. Cochran & D. Smith
06/09/2025		ReInspection	In Violation	
06/10/2025		Phone Call		Uploaded attorney J. Kevin Moore's contact information to OnBase as provided by Zeke Farriba via e-mail message received. Officer D. Smith
06/11/2025		Phone Call		I received a voice message from Zeke Farriba. He stated that he has now been asked to obtain an "as built survey." He has reached out to Donald Perryman with Surveys Plus. I uploaded this correspondence to OnBase. Officer D. Smith
06/11/2025		ReInspection	Extension	
06/11/2025		ReInspection	Extension	
07/08/2025		Phone Call		I placed a phone call to Mr. Zeke Farriba in re: to obtaining the required survey to proceed with the process of complying with the stipulations. No answer. I left a voice message requesting a callback. Officer D. Smith
07/08/2025		ReInspection	Extension	

Inspection Date	Inspection/Activity Date	Inspection/Activity Type	Status	Comments
07/10/2025		Phone Call		I received a voice message from Mr. Zeke Farriba to advised the "as built" survey will be completed on Friday July 11th by Surveys Plus. This survey is a necessary component of completing the required process. I will extend. Officer D. Smith
07/10/2025		ReInspection	Extension	
07/21/2025		Case Details		I placed a phone call to Mr. Zeke Farriba to follow-up on the status of the case. Donald Perryman with Surveys Plus completed the required "as built" survey on Friday July 11th. The survey was then forwarded to Attorney Kevin Moore's office on Monday July 21st. Mr. Zeke Farriba's business partner and property co-owner, Bart Boyd has retained Attorney Moore to represent them in this matter. Officer D., Smith
07/21/2025		ReInspection	Extension	
09/08/2025		Case Details		I placed a call to Mr. Farriba for a status update. Contact details are entered in Accela back office. Mr. Farriba stated that he completed the "as built" survey. I reminded him that I had that information in July. Mr. Farriba stated that he will speak to his business partner, Mr. Barton and call me back with additional details. This case has been open for more than eight (8) months and I have yet to receive any communication from Mr. Farriba's, attorney Kevin Moore. I will once again extend. Officer D. Smith
09/08/2025		ReInspection	Extension	
09/10/2025		Case Details		No response received from Mr. Z. Farriba or his Attorney Kevin Moore in re: to the phone call placed on 09/08/25. I consulted with Supervisor Ahlmann and will await instructions prior to proceeding. Officer D. Smith
09/10/2025		ReInspection	Extension	
09/24/2025		Phone Call		I placed a phone call to the offices of Kevin Moore in an attempt to obtain a status update. I spoke to Carolyn, Mr. Moore's paralegal. She advised Mr. Moore is unavailable but she or he will return my call or set up an appointment to meet re: this matter. Officer D. Smith
09/24/2025		ReInspection	Extension	
09/25/2025		Phone Call		I received a phone from Attorney Kevin Moore to advise he is preparing to submit an amendment to the Special Land Use Permit (SLUP) and anticipates that the documents will be submitted on or before October 15th. He advised that I may reach him for any additional updates re: this matter. I will extend. Officer D. Smith
09/25/2025		ReInspection	Extension	
10/08/2025		ReInspection	Extension	
10/15/2025		ReInspection	Extension	

Inspection Date	Inspection/Activity Date	Inspection/Activity Type	Status	Comments
10/23/2025		ReInspection	Extension	
10/28/2025		Case Details		Application was NEVER submitted. I called and left property owner Zeke a voicemail to contact me. Zeke contacted me and stated that he would contact his attorney Kevin Moore and find out why the application was never submitted. J. COCHRAN
10/30/2025		Case Details		.
10/30/2025		Case Details		I took photographs of the property. Buffer has not been installed as required by previous stipulations. No response received from Mr. Farriba, Mr. Barton or their counsel, Kevin Moore. While standing on the sidewalk, I was confronted by a gentleman who claimed to own the property. He asked who I was? I replied, "Who are you? He stated, " I own this business. I then asked him why multiple commercial trucks were obstructing the right of way? He did not respond but then he attempted to approach me in an aggressive manner. I said, "You don't know who you are dealing with" and lifted my Cobb County issued i.d. to identify myself. He replied, "What does that mean?" I said, "You'll find out soon." He said, " Let's Go! I dare you, I double dog dare you!" At this point I turned away and walked back to the work truck and contacted my Supervisor M. Ahlmann
10/30/2025		Case Details		I was able to speak with Attorney Kevin Moore's assistant and confirmed that Zeke Farriba was in fact still a client of theirs. Kevin Moore Is currently out of town is supposed to contact me on November 3, 2025 and discuss the case with me. J. COCHRAN
10/30/2025		ReInspection	Citation Served	
11/03/2025		Case Details		Attorney Kevin Moore contacted me and stated that he would have the application turned into Zoning by December4, 2025. J. COCHRAN
11/03/2025		ReInspection	Extension	
12/08/2025		Case Details		I was unable to locate in back office any information regarding an application being turned in. Will extend as it is only a few days since it was supposed to be turned in. M Monroe
12/08/2025		ReInspection	Extension	
12/18/2025		Case Details		PC HEARING FOR LUP SCHEDULED FOR 2/3/2026. YFOSTON
02/03/2026		Case Details		CASE WAS HELD BY THE PLANNING COMMISSION FOR 30 DAYS. SCHEDULED INSPECTION FOR THE OFFICER TO TAKE UPDATED PHOTOS BEFORE THE NEXT HEARING. YFOSTON


SILVERADO
GEORGIA
SJP8904


10/30/25, 10:29 AM

10/30/25, 10:30 AM

FIREWOOD
FOR SALE

DANE
TREE & LANDSCAPING
PROFESSIONALS

DANE
TREE & LANDSCAPING
PROFESSIONALS
770-529-8779
danetreeservice.com
2675


10/30/25, 10:30 AM


10/30/25, 10:31 AM

10/30/25, 10:35 AM

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-10-2026

SITE BACKGROUND

Applicant	RaceTrac, Inc.
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	J. Kevin Moore
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	The Medford Family Limited Partnership
Property Location	Northwest intersection of Bells Ferry Road and Barrett Parkway
Address	2595 Bells Ferry Road
Access to Property	Bells Ferry Road and Barrett Parkway

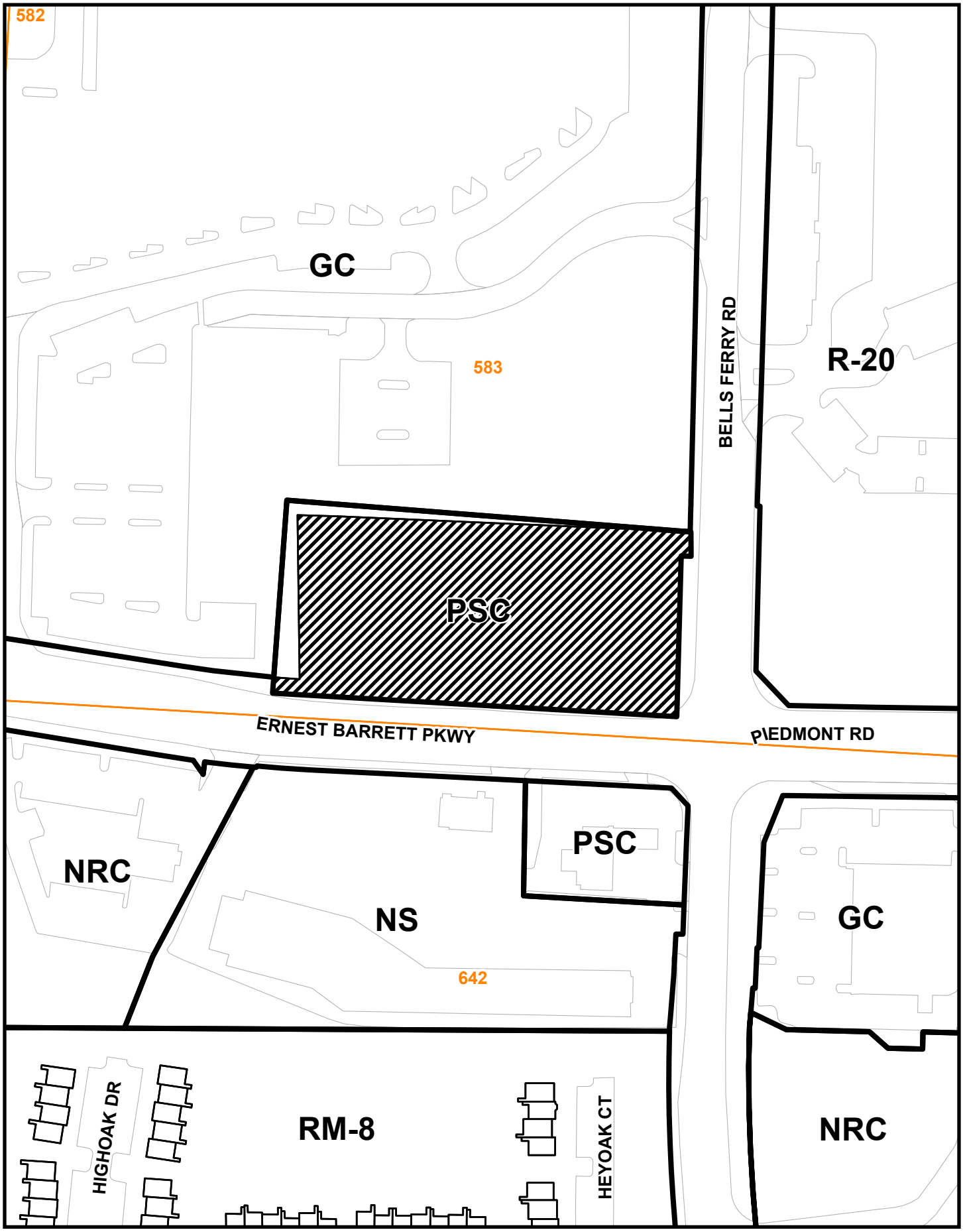
QUICK FACTS

Commission District	2 - Allen
Current Zoning	PSC
Current Use of Property	Vacant (house removed)
Proposed Zoning	NRC
Proposed Use	Convenience store with fuel sales
Future Land Use	NAC
Site Acreage	2.01
District	16
Land Lot	583
Parcel #	16058300140
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

Z-10 2026 Map

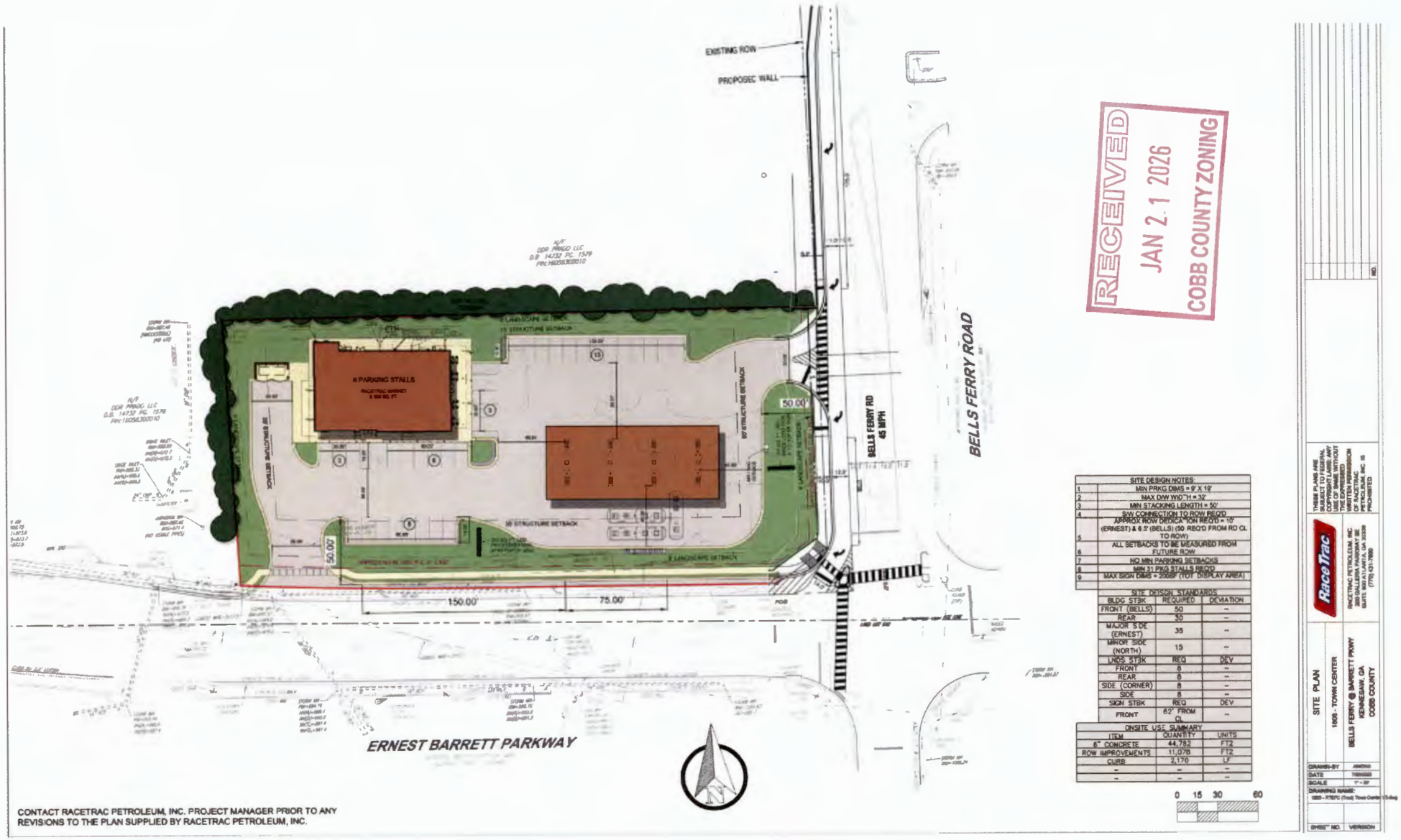


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0 120 240 Feet

Zoning Boundary

City Boundary



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SITE DESIGN NOTES:	
1	MIN PRKG DIMS = 9' X 19'
2	MAX DW W/D"H = 32'
3	MIN STACKING LENGTH = 50'
4	SJW CONNECTION TO ROW REQ'D
5	APPROX ROW DEDICATION REQ'D = 10' (ERNEST) & 0.5' (BELLS) (50' REQ'D FROM RD CL TO ROW)
6	ALL SETBACKS TO BE MEASURED FROM FUTURE ROW
7	NO MIN PARKING SETBACKS
8	MIN 31 PRG STALLS REQ'D
9	MAX SIGN DIMS = 200SF (TOT DISPLAY AREA)

SITE DESIGN STANDARDS		
BLDG STBK	REQUIRED	DEVIATION
FRONT (BELLS)	50	-
REAR	30	-
MAJOR SIDE (ERNEST)	35	-
MINOR SIDE (NORTH)	15	-
LNDS STBK	REQ	DEV
FRONT	8	-
REAR	8	-
SIDE (CORNER)	8	-
SIDE	8	-
SIGN STBK	REQ	DEV
FRONT	62' FROM CL	-

ONSITE USE SUMMARY		
ITEM	QUANTITY	UNITS
6" CONCRETE	44,752	FT2
ROW IMPROVEMENTS	11,076	FT2
CURB	2,170	LF
-	-	-
-	-	-

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RaceTrac

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SUITE 900 ATLANTA, GA 30339
(770) 431-7600

SITE PLAN
1808 - TOWN CENTER
BELLS FERRY @ BARRETT PKWY
KENNESAW, GA
COBB COUNTY

DRAWN BY	AWONG
DATE	7/29/2025
SCALE	1" = 30'
DRAWING NAME	1808 - RTEPC (Final) Town Center 11.dwg
SHEET NO.	VERSION

NO.

BOHLER

211 PERIMETER CENTER PKWY NE,
SUITE 425
ATLANTA, GEORGIA 30346
Phone: (678) 695-6800
GA@BohlerEng.com

1808 - TOWN CENTER COLORIZED SITE PLAN

RaceTrac

BELLS FERRY AT BARRETT PKWY, KENNESAW, GA. COBB COUNTY

Z-10 2026 Aerial Map



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0 120 240 Feet

Zoning Boundary

City Boundary

Application No. Z- (2026)

Hearing Dates: PC - 04/07/2026
BOC - 04/21/2026

Summary of Intent for Rezoning*

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

a) **Proposed unit square-footage(s):** Not Applicable

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

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

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

a) **Proposed use(s):** Convenience Food Store with Self-Serve Fuel Sales

b) **Proposed building architecture:** Commercial building with exterior being a combination of brick veneer, fiber cement siding, decorative exterior metals and storefront window systems

c) **Proposed hours/days of operation:** 24/hours per day; 7 days per week

d) **List all requested variances:** None known at this time

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

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

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

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ATTACHMENT TO APPLICATION FOR REZONING

Application No.: Z-_____ (2026)
Hearing Dates: April 7, 2026
April 21, 2026

Applicant: RaceTrac, Inc.
Titleholder: The Medford Family Limited Partnership

Tax Parcel Identification No.: 16058300140

IMPACT ANALYSIS STATEMENT

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

(a) Applicant, RaceTrac, Inc. (hereinafter "Applicant"), is seeking rezoning of approximately 2.009 acres located at the intersection of the northerly side of Barrett Parkway and the westerly side of Bells Ferry Road, being more particularly known as 2595 Bells Ferry Road, located in Land Lot 583, 16th District, 2nd Section, Cobb County, Georgia (hereinafter the "Property" or the "Subject Property"). The Subject Property is currently zoned to the Planned Shopping Center ("PSC") zoning category, and Applicant is seeking rezoning to the Neighborhood Retail Commercial ("NRC") zoning classification to allow for development of the Property as a convenience food store with self-service fuel sales. A historical structure was located on the Property, which has now been moved for restoration; therefore, leaving the Property undeveloped. The proposed rezoning will permit a use that is more suitable to the Subject Property as it lies within a Neighborhood Activity Center ("NAC"), is located adjacent to property located within a Community Activity Center ("CAC"), and adjacent and nearby properties are primarily utilized for commercial purposes.

(b) This zoning proposal should have no adverse effect on the existing use or usability of adjacent or nearby property. The proposed use of the Subject Property should have no impact on surrounding properties.

(c) The Subject Property, as presently zoned, does not have a reasonable economic use. The proposed zoning will allow for a higher and better use of the Subject Property.

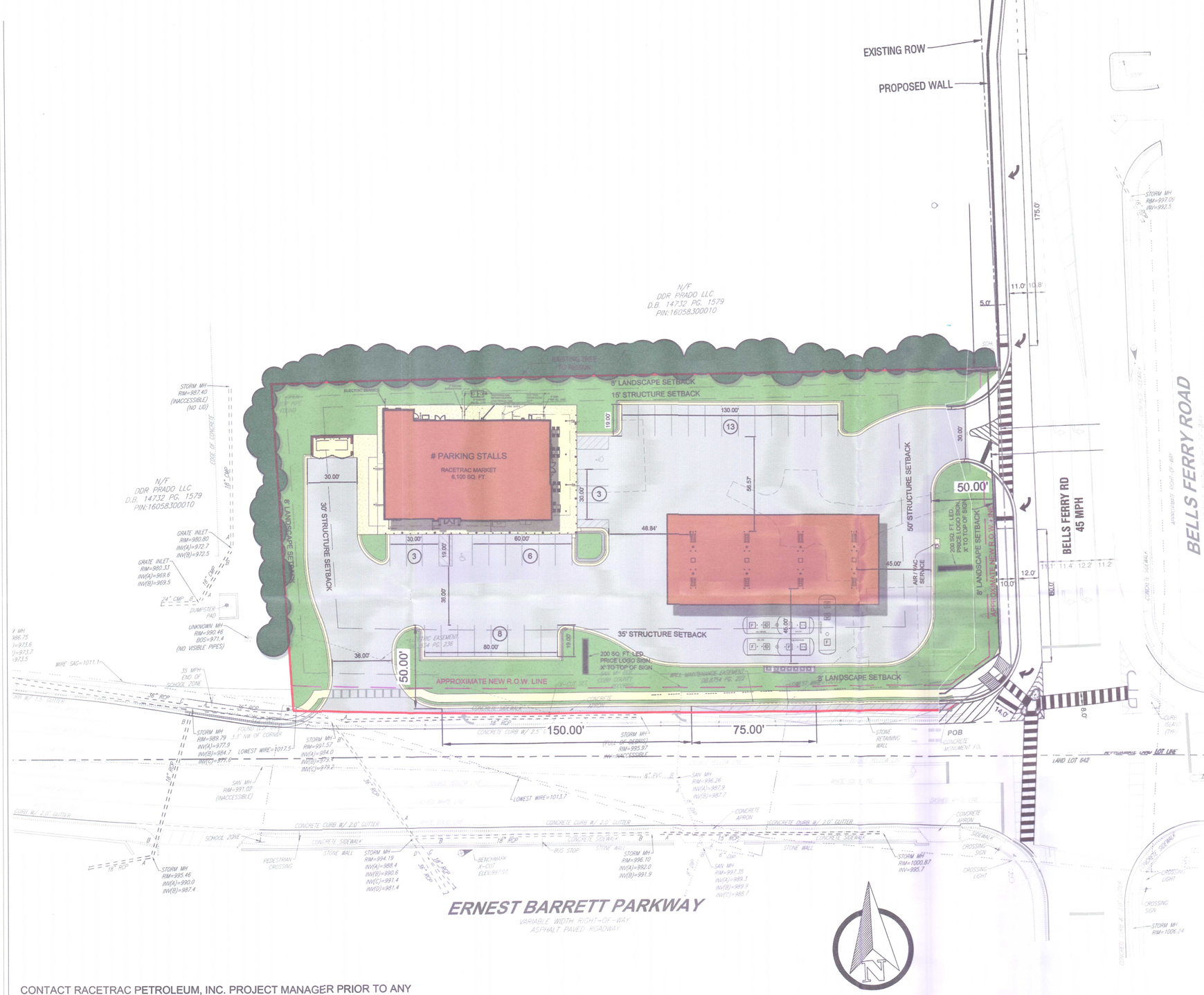
(d) This zoning proposal will not cause excessive or burdensome use of existing streets, transportation facilities, utilities, or schools. Commercial development has almost no effect on schools, minimal effect on utilities and transportation facilities. Any effect on traffic should be minimal due to the nature of the business for which this rezoning is sought.

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

(f) This zoning proposal is consistent with the current conditions affecting the use of this Property; as well as surrounding properties. The proposed rezoning would allow for a more suitable and economic use without high impact into any adjacent or surrounding properties.

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	SITE DESIGN NOTES:
1	MIN PRKG DIMS = 9' X 19'
2	MAX D/W WIDTH = 32'
3	MIN STACKING LENGTH = 50'
4	S/W CONNECTION TO ROW REQ'D
5	APPROX ROW DEDICATION REQ'D = 10' (ERNEST) & 6.5' (BELLS) (50' REQ'D FROM RD CL TO ROW)
6	ALL SETBACKS TO BE MEASURED FROM FUTURE ROW
7	NO MIN PARKING SETBACKS
8	MIN 31 PKG STALLS REQ'D
9	MAX SIGN DIMS = 200SF (TOT. DISPLAY AREA)

SITE DEISGN STANDARDS		
BLDG STBK	REQUIRED	DEVIATION
FRONT (BELLS)	50	–
REAR	30	–
MAJOR SIDE (ERNEST)	35	–
MINOR SIDE (NORTH)	15	–
LNDS STBK	REQ	DEV
FRONT	8	–
REAR	8	–
SIDE (CORNER)	8	–
SIDE	8	–
SIGN STBK	REQ	DEV
FRONT	62' FROM CL	–

ONSITE USE SUMMARY		
ITEM	QUANTITY	UNITS
6" CONCRETE	44,782	FT2
ROW IMPROVEMENTS	11,078	FT2
CURB	2,170	LF
–	–	–
–	–	–

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(770) 431-7600

SITE PLAN
1808 - TOWN CENTER
BELLS FERRY @ BARRETT PKWY
KENNESAW, GA
COBB COUNTY

DRAWN-BY	AWONG
DATE	7/29/2025
SCALE	1" = 30'
DRAWING NAME:	1808 - RTEFC (Trad) Town Center V3.dwg
SHEET NO.	VERSION

BOHLER
211 PERIMETER CENTER PKWY NE,
SUITE 425
ATLANTA, GEORGIA 30346
Phone: (678) 695-6800
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1808 - TOWN CENTER COLORIZED SITE PLAN

RaceTrac

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H:\2025\GA25005\2.0\LANDSCAPE\CAD\2025-08-29_1808 TOWN CENTER COLORIZED SITE PLAN_REV 1---LAYOUT LAYOUT1

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-10-2026

SITE BACKGROUND

Applicant	RaceTrac, Inc.
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	J. Kevin Moore
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	The Medford Family Limited Partnership
Property Location	Northwest intersection of Bells Ferry Road and Ernest Barrett Parkway
Address	2595 Bells Ferry Road
Access to Property	Bells Ferry Road and Ernest Barrett Parkway

QUICK FACTS

Commission District	2 - Allen
Current Zoning	PSC
Current Use of Property	Vacant (house removed)
Proposed Zoning	NRC
Proposed Use	Convenience food store with fuel sales
Future Land Use	NAC
Site Acreage	2.01
District	16
Land Lot	583
Parcel #	16058300140
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

(Zoning staff member: Cameron Jones, CNU-A)

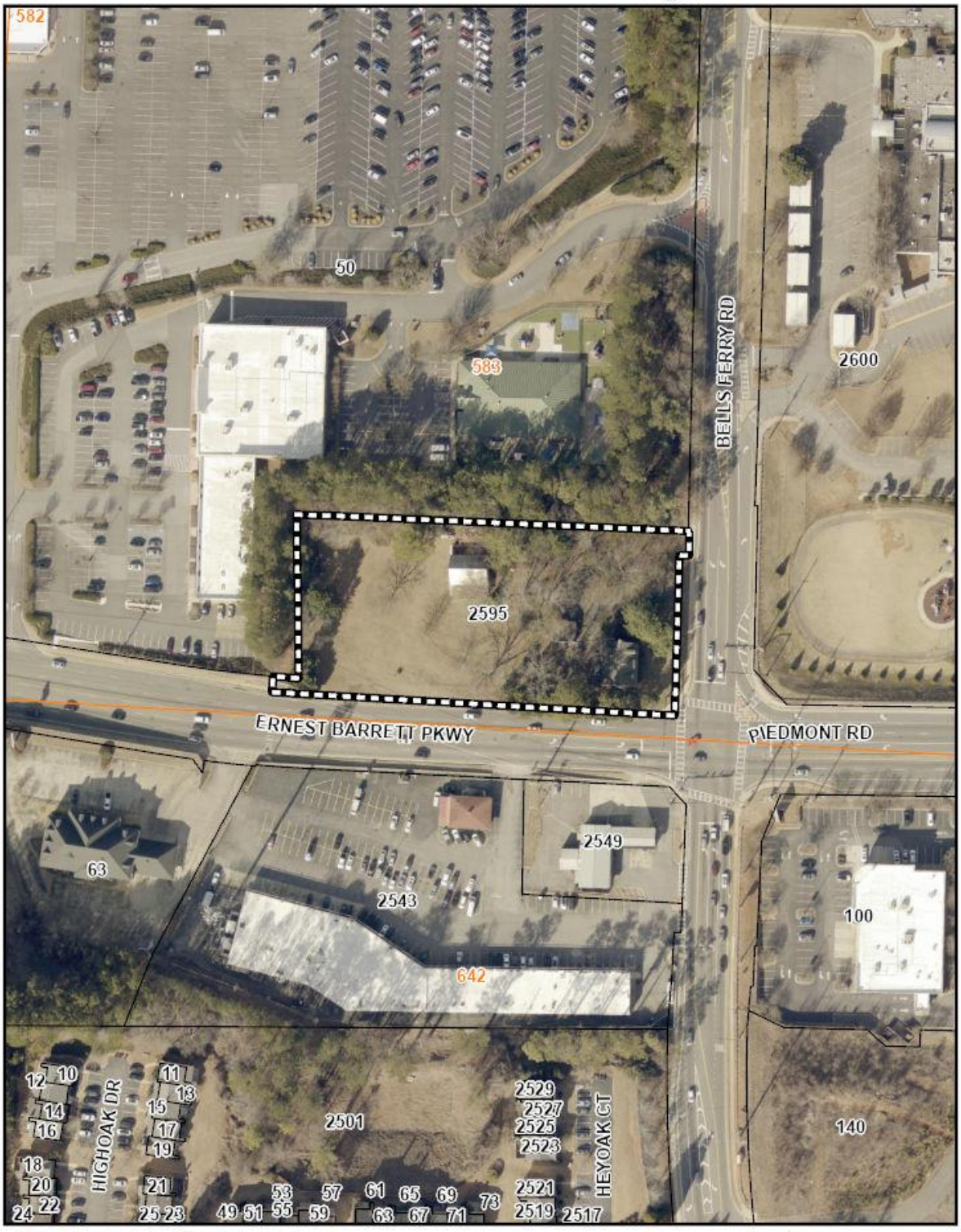
Based on the analysis of this case, Staff recommends **APPROVAL** subject to the following:

Z-10-2026 DEPARTMENT COMMENTS – Zoning Division

1. Site plan received by the Zoning Division on January 21, 2026 with the District Commissioner approving minor modifications;
2. No variances;
3. Fire Department comments and recommendations;
4. Water and Sewer Division comments and recommendations;
5. Stormwater Management Division comments and recommendations;
6. Department of Transportation comments and recommendations; and
7. District Commissioner approval of the final landscape plan and final building elevations.


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1808 - TOWN CENTER COLORIZED SITE PLAN
RaceTrac
BELLS FERRY AT BARRETT PKWY, KENNESAW, GA. COBB COUNTY
CONTACT RACETRAC PETROLEUM, INC. PROJECT MANAGER PRIOR TO ANY REVISIONS TO THE PLAN SUPPLIED BY RACETRAC PETROLEUM, INC.
ERNEST BARRETT PARKWAY
BELLS FERRY ROAD
BELLS FERRY RD
45 MPH
EXISTING ROW
PROPOSED WALL
50.00'
150.00'
75.00'
50' STRUCTURE SETBACK
35' STRUCTURE SETBACK
15' LANDSCAPE SETBACK
SITE DESIGN NOTES
SITE DESIGN STANDARDS
ALL SETBACKS TO BE MEASURED FROM R/W
NO MIN PARKING SETBACKS
MIN 3 PKG STALLS REQD
MAX SIGN AREA = 200SF TOT DISPLAY AREA
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Z-10

Z-10 2026 Aerial Map



North

Zoning: GC/Daycare, Shopping Center

Future Land Use: CAC

WEST

Zoning: GC/Shopping Center

Future Land Use: CAC

Z-10 2026 Map



EAST

Zoning: R-20/Elementary School

Future Land Use: PI

SOUTH

Zoning: NS, PSC/Auto Shop, Shopping Center

Future Land Use: NAC

Current zoning district for the property

The PSC district is established to provide locations for retail commercial and service uses which are designed and oriented to serve several neighborhoods making up a community. Projects developed within the PSC zoning district should be done as compact, unified centers. Projects developed within the PSC zoning district should occupy a quadrant of an intersection, with ingress and egress only from a major collector street or state highway, within an area delineated within a community activity center or regional activity center as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. Any existing, developed PSC zoning/use located outside of a community activity center or regional activity center shall be deemed to be a grandfathered, nonconforming use and subject to those provisions contained in this chapter. Should any undeveloped property zoned PSC outside a community activity center or regional activity center fail to commence development by January 17, 1996, the owner of such property shall be required to bring the property back in for rezoning consistent with the comprehensive plan prior to any development. Obtaining a building or grading permit for such development shall be deemed to be commencing development.

Requested zoning district for the property

The NRC district is established to provide locations for convenience shopping facilities which are on properties delineated within a neighborhood activity center, community activity center or regional activity center as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. These convenience shopping facilities should have retail commercial uses that have a neighborhood-oriented market and which supply necessities that usually require frequent purchasing with a minimum of consumer travel. Areas zoned for the NRC district should be located at or near an intersection within the center of a neighborhood activity center as opposed to the edge of a neighborhood activity center. The NRC district may also be used to provide step-down nodal zoning away from more intensive commercial uses within a community activity center or a regional activity center. The scope at which properties are developed within the NRC district should reflect their relatively small neighborhood service area. Additionally, properties developed within the NRC district should be architecturally compatible with other nonresidential uses permitted within a neighborhood activity center as defined by the comprehensive plan and the neighborhood residences they serve.

Summary of the applicant's proposal

The applicant is requesting to rezone from the existing PSC planned shopping center district to the NRC neighborhood retail commercial district to develop a gas station on a 2.01-acre site. The proposed building architecture will be a combination of brick veneer, fiber cement siding, decorative exterior metals, and storefront window systems. The hours of operation will be 24 hours per day and open 7 days a week.

Non-residential criteria

Proposed # of buildings**:** 1
Proposed # of stories: 1
Total sq. footage of development: 6,100
Floor area ratio: 0.07
Square footage per acre: 3,034
Required parking spaces: 5 spaces, 1 space per employee
Proposed parking spaces: 35
Acres in floodplain or wetlands: 0
Impervious surface shown: Maximum 70%

Are there any zoning variances?

No

Are there any environmental conditions existing or proposed on the site?

No;

1. The property was home to the 1840 McAfee House until recently. The historic home has been moved off the property.

02/25/26

The proposed zoning case must address the comments listed below by prescriptive code or equivalency, as approved by the Cobb County Fire Marshal's Office

FIRE DEPARTMENT ACCESS:
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, 35 foot inside radius, 50 foot outside turning radius and unobstructed vertical clearance of not less than 13 feet 6 inches. (Cobb County Development Standards 402.11)

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%.

Provide a clear flat (10-foot minimum) access to all perimeter parts of the structure including the NW corner of the building. (CCDS 107.7)
CERTIFICATE OF OCCUPANCY:
Plans must be submitted to the Cobb County Fire Marshal's Office to initiate the Certificate of Occupancy process.

FIRE HYDRANT:
The maximum distance of a hydrant to the most remote portion of a structure shall be 500 feet. Distance shall be measured around the structure and from the fire apparatus access road. A 500-foot radius around the hydrant is not an acceptable measurement for distance. Hydrants on the opposite side of a main ROW is not an acceptable measurement of distance. (Cobb County Development Standards 410.5.2) (Cobb County Development Standards 410.5.2)

Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet for a 40-foot length centered on the fire hydrant, exclusive of shoulders (see Figure D103.1 in Appendix D).

Jeff Byrd
(678) 229-7059
Jeffrey.Byrd@cobbcounty.gov

Z-10-2026 DEPARTMENT COMMENTS – Site Plan Review

02/26/2026

The submitted site plan does not appear to satisfy the minimum parking lot tree standards of the Cobb County Tree Ordinance. Additional parking lot peninsulas may be required, as determined by the Cobb County Arborist during the Site Plan Review process.

Z-10-2024 DEPARTMENT COMMENTS – Cemetery Preservation

No comment.

4/7/2026

Approval of this petition will not have an impact on the enrollment of schools.

2/27/2026

Comprehensive Plan Future Land Use Designation: Neighborhood Activity Center
The subject tract is within the Neighborhood Activity Center (NAC) future land use category. The purpose of the NAC is to provide for areas that serve neighborhood residents and businesses. Typical land uses for these areas include small offices, limited retail and grocery stores.

Future Land Use Sub-Category? N/A

☒ Consistent ☐ Inconsistent

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary? ☒ Yes ☐ No
If yes, which City: Marietta
Was the city notified? Yes

Specific Area Policy Guidelines: ☐ Yes ☒ No
Policy:

Masterplan/ Corridor Study: ☐ Yes ☒ No
Name of Masterplan/Corridor Study: N/A

Design guidelines area? ☐ Yes ☒ No
If yes, design guidelines area? N/A
Does the proposal plan comply with the design requirements? N/A

Is the property within an Opportunity Zone? ☐ Yes ☒ No
If yes, Opportunity Zone? N/A
(The Opportunity Zone is an incentive that provides $3,500 tax credit per job in eligible areas if two or more jobs are being created. This incentive is for new or existing businesses)

Is the property within an Enterprise Zone? ☐ Yes ☒ No
If yes, Enterprise Zone? N/A
(The Enterprise Zone is an incentive that provides tax abatements and other economic incentives for qualifying businesses locating or expanding within designated areas for new jobs and capital investment)

Is the property eligible for the Façade Improvement Program? ☐ Yes ☒ No
(The Façade Improvement Program is an incentive for owners and tenants to enhance the appearance of buildings. The CDBG program provides the funding. Properties must be either on the current inventory of redevelopment sites or in a corridor study area and be in a census tract with at least 51% low and moderate income. The program serves to improve the economic viability of these areas.)

(continued)

Is the property eligible for incentives through the Commercial and Industrial Property Rehabilitation Program? *(The Commercial and Industrial Property Rehabilitation Program Is an incentive that provides a reduction in ad valorem property taxes for qualifying redevelopment in eligible areas)*	☐ Yes	☒ No

Note: For more information on incentives, please call the Community Development Agency- Economic Development Division at 770-528-2018 or find information online at www.cobbcounty.org/econdev.

Special District:

Is this property within the Cumberland Special District #1 (hotel/motel fee)?	☐ Yes	☒ No
Is this property within the Cumberland Special District #2 (ad valorem tax)?	☐ Yes	☒ No
Is this property within the Six Flags Special Service District?	☐ Yes	☒ No

Dobbins Air Reserve Base Zones:

Is the property within the Dobbins Airfield Safety Zone?	☐ Yes	☒ No
Is the property within the Clear Zone (CZ)?	☐ Yes	☒ No
Is the property within 3000’ of Dobbins ARB?	☐ Yes	☒ No
Is the property within the Accident Potential Zone (APZ I)?	☐ Yes	☒ No
Is the property within the Accident Potential Zone II (APZ II)?	☐ Yes	☒ No
Is the property within the Noise Zone?	☐ Yes	☒ No
Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)?	☐ Yes	☒ No

Historic Preservation:

The property was the site of the c. 1840 McAfee House until last year. The historic home has been moved off the property. Due to significant historical activity on the property, staff recommends an archaeological survey and report before any development occurs. Any artifacts discovered during the survey should be donated to an appropriate museum. The report shall be submitted to the Historic Preservation Planner.

Water comments:

At development: ☒ YES ☐ NO

Fire flow test required: ☒ YES ☐ NO

Size/location of existing water main(s): 12" on Ernest Barrett Pkwy

Additional water comments:

Sewer comments:

In the drainage basin: ☒ YES ☐ NO

At development: ☒ YES ☐ NO*

Approx. distance to nearest sewer: Ernest Barrett Pkwy right-of-way

Estimated waste generation (in G.P.D.): Average daily = 1,120

Peak flow = 2,800

Treatment plant: Noonday WRF

Plant capacity: ☒ Yes ☐ NO

Projected plant availability: ☐ 0-5 years ☐ 5-10 years ☒ over 10 years

Off-site easement required: ☐ YES* ☒ NO

Line capacity study required: ☐ YES ☒ NO

Letter of allocation issued: ☐ YES ☒ NO

Septic tank recommended by this department: ☐ YES ☒ NO

Subject to Health Department approval: ☐ YES ☒ NO

Additional sewer comments:

*If off-site easements are required, the developer/owner must submit easements to CCWS for review and approval as to form and stipulations prior to the execution of easements by the property owners. All easement acquisitions are the responsibility of the developer/owner.

Note: These comments only reflect what facilities were in existence at the time of this review. Developer may be required to install/upgrade water mains based on fire flow test results or Fire Department code. This will be addressed in the Plan Review process. The developer/owner will be responsible for connecting to the existing county water and sewer systems, installing and/or upgrading all outfalls & water mains, obtaining onsite and/or offsite easements, and dedication of onsite and/or offsite water and sewer to Cobb County as may be required. Rezoning does not guarantee water/sewer availability or capacity unless so stated in writing by the Cobb County Water System.

Roadway	Roadway classification	Speed limit (mph)	Jurisdictional control	Min. R.O.W. requirements
Ernest Barrett Parkway	Arterial	35	Cobb County	100’
Bells Ferry Road	Arterial	45	Cobb County	100’
Piedmont Road	Arterial	45	Cobb County	100’

Roadway	Location	Average daily trips (vpd)	Level of service
Ernest Barrett Parkway	West of Bells Ferry Road	23,900	D
Bells Ferry Road	North of Rockbridge Road	10,500	D
Piedmont Road	West of Cajun Drive	17,100	C

vpd = vehicles per day

Based on 2024 AADT count data taken by GDOT, as published on their website, for Ernest Barrett Parkway, Bells Ferry Road and Piedmont Road Planning Level of Service based on available Average Daily Trips using GRTA guideline thresholds. Classification thresholds for LOS A and LOS B are not available for arterial roads from this data source.

LOS C or D is acceptable based on GDOT Design Policy Manual criteria.

ITE Land Use	Description	Expected Size (Fuel Positions*)	AM			PM			Daily (vpd)
			In (vph)	Out (vph)	**Total (vph)**	In (vph)	Out (vph)	**Total (vph)**	
945	Convenience Store/Gas Station	16	253	253	**506**	215	215	**430**	**5,532**

vph = vehicles per hour

**Fuel positions is the maximum number of vehicles that can be fueled simultaneously.*

Development gross trip generation based on available development size and rates from the Institute of Transportation Engineers (ITE) Trip Generation, 11th edition.

Comments and observations

Ernest Barrett Parkway is classified as an arterial roadway and according to the available information the existing right-of-way does not meet the minimum requirements for this classification.

Bells Ferry Road is classified as an arterial roadway and according to the available information the existing right-of-way does not meet the minimum requirements for this classification.

Piedmont Road is classified as an arterial roadway and according to the available information the existing right-of-way does meet the minimum requirements for this classification.

In accordance with Cobb County Code 134-121 and based on site plan received January 21, 2026, this development does require a traffic impact study submittal. A traffic Submittal 1 (dated May 12, 2025) was received for this proposed development. Cobb DOT provided comments, and the applicant team was approved to continue to the full Submittal 2 traffic study on June 6, 2025.

The full Submittal 2 was provided to Cobb DOT on August 26, 2025. Cobb DOT provided comments (dated October 3, 2025) and the final revised Submittal 2 traffic study was provided to Cobb DOT on October 6, 2025.

Cobb DOT **approved** the traffic study as of October 3, 2025. The traffic study requirement **will be considered satisfied** for this zoning application.

Cobb DOT has previously identified the need for an exclusive right turn lane from southbound Bells Ferry Road to westbound Ernest Barrett Parkway. The need for this right turn lane was also identified for the applicant team in the June 6th Cobb DOT Submittal 1 comments.

Cobb County DOT has future plans to construct a 10 ft multi-use trail on the west side of Bells Ferry that will pass along the frontage of this development.

An existing retention wall parallels Ernest Barrett Parkway on the southern side of the property. This retention wall will need to be removed as part of the recommended deceleration lane installation. Any new retention structures required by the proposed development or its associated improvements should be placed on the development property. No retention structures should be located on county property as finalized after the recommended right-of-way donations.

Recommendations

THE RECOMMENDATIONS BELOW SHALL BECOME STIPULATED REQUIREMENTS UPON INCLUSION WITH AND APPROVAL BY THE BOARD OF COMMISSIONERS OF THIS APPLICATION:

1. Recommend applicant address all Plan Review comments for the concurrent application SPR-2025-00140.

2. Recommend applicant, WITHIN 12 MONTHS OF ZONING APPROVAL, donate right-of-way on the west side of Bells Ferry Road, a minimum of 50’ from the roadway centerline or 3’ behind the sidewalk relocation anticipated as part of the southbound right turn lane installation project, whichever is further. This recommendation is pursuant to Cobb County Development Standard 401.2, Right-of-Way. The site plan (received January 21, 2026) appears to address this recommendation.

3. Recommend applicant, WITHIN 12 MONTHS OF ZONING APPROVAL, donate right-of-way on the north side of Ernest Barrett Parkway, a minimum of 50’ from the roadway centerline or 3’ behind the sidewalk relocation anticipated as part of the driveway deceleration lane installation, whichever is further. This recommendation is pursuant to.

Cobb County Development Standard 401.2, Right-of-Way. The site plan (received January 21, 2026) appears to address this recommendation.

4. Recommend Bells Ferry Road access be limited to right-in right-out only. This recommendation is addressed conceptually in the revised site plan received January 21, 2026. Driveways with turn restrictions should include design elements such as, but not limited to, raised concrete guidance islands, geometric design and/or a centerline raised median. Based on the preliminary engineering review, a narrow centerline raised median should be installed at this location. Recommend the developer provide 100% of the cost for this recommended improvement within the existing county right-of-way and that the final location and design be determined during plan review, subject to Cobb County DOT approval.

5. With right-in access allowed at the Bells Ferry Road driveway, recommend the access point must include a deceleration lane. This recommendation is pursuant to. Cobb County Development Standard 402.9, Deceleration Lanes/Roadway Improvements Along Existing Streets, and Cobb County Development Standard Detail 401A, Deceleration Lanes. Recommend location and design be determined during plan review, subject to Cobb County DOT approval. Based on the conceptual turn lane shown on the site plan (received January 21, 2026) does not fully conform to Standard Detail 401A. Recommend final design and approval by Cobb DOT during plan review.

6. Recommend installation of a right turn lane from the Bells Ferry Road driveway to the signalized intersection at Ernest Barrett Parkway. Recommend developer be responsible for 100% of the cost for this roadway improvement along their property frontage. Recommend location and design be determined during plan review, subject to Cobb County DOT approval. The site plan (received January 21, 2026) appears to address this recommendation. Recommend final design and approval by Cobb DOT during plan review.

7. As necessitated by this development, recommend Ernest Barrett Parkway access point include a deceleration lane and two exiting lanes. This recommendation is pursuant to. Cobb County Development Standard 402.9, Deceleration Lanes/Roadway Improvements Along Existing Streets, and Cobb County Development Standard Detail 401A, Deceleration Lanes. Recommend location and design be determined during plan review, subject to Cobb County DOT approval. The conceptual turn lane shown on the revised site plan (received January 21, 2026) does not fully conform to Standard Detail 401A. Recommend final design and approval by Cobb DOT during plan review.

8. Recommend applicant verify that minimum intersection sight distance is available for Ernest Barrett Parkway and Bells Ferry Road access points and, if it is not, implement remedial measures, subject to the Department's approval, to achieve the minimum requirements. This recommendation is pursuant to Cobb County Development Standard Detail 401B, Intersection Sight Distance.

9. Recommend curb, gutter, and 10' trail installation along the Bells Ferry Road frontage. Recommend applicant coordinate with Cobb County DOT prior to development plan approval to ensure compatibility with the proposed trail project. Recommend final design and approval by Cobb DOT during plan review.

10. Recommend replacing any disturbed curb, gutter, and sidewalk along the Ernest Barrett Parkway frontage. Recommended all reconstructed sidewalks be installed at standard 5' width. This recommendation is to address pedestrian accessibility and safety pursuant to Cobb County Development Standard 401.15, Curbs and Gutters (including subsections), Cobb County Development Standard 404 Sidewalks and Pathways, Cobb County Development Standard 405 Accessibility Requirements, and Cobb County Development Standard Detail 106, Concrete Curbs, Medians.

11. Cobb County DOT Airport Manager may require additional information from the developer as part of Plan Review. This requirement is triggered by having a building 40' or taller or is located within 4,000' of a runway for Cobb County International Airport-McCollum Field, Dobbin ARB, or Fulton County Airport – Brown Field.

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

STAFF ANALYSIS

Per section 134-122 of the Official Code of Cobb County, below is a written zoning analysis relating to the following (question in bold; the answer is not bold):

A. **Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;**
It is Staff's opinion that the zoning proposal will permit a use that is suitable in the view of use and development of adjacent and nearby properties. The adjacent properties located to the north, south, and west of the proposed development are commercial developments with a residential zoning district to the east with the use established as an elementary school.

B. **Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;**
It is Staff's opinion that the new development will not adversely affect the existing use or usability of adjacent and nearby properties. It will complement the surrounding area by serving the nearby residential developments.

C. **Whether the zoning proposal will result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools;**
It is Staff's opinion that this zoning proposal does not create an excessive burdensome on the use of existing streets, transportation facilities, utilities, or schools. This opinion is supported by the departmental comments contained in this analysis.

D. **Whether the zoning proposal is in conformity with the policies and intent of the comprehensive plan;**
It is Staff's opinion that the applicant's rezoning proposal is in conformity with the policies and intent of the Cobb County Comprehensive Plan. The property is delineated in a Neighborhood Activity Center, NAC future land use category. The requested zoning district and proposed use is consistent with the NAC future land use designation, which allows for a gas station.

E. **Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal;**
It is Staff's opinion that there are existing and changing conditions affecting the use and development of the property which give grounds for approving the applicant's rezoning proposal. The proposed gas station would be consistent with and compatible to adjoining properties.

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

Application No. Z- (2026)

Hearing Dates: PC - 04/07/2026
BOC - 04/21/2026

Summary of Intent for Rezoning*

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

a) **Proposed unit square-footage(s):** Not Applicable

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

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

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

a) **Proposed use(s):** Convenience Food Store with Self-Serve Fuel Sales

b) **Proposed building architecture:** Commercial building with exterior being a combination of brick veneer, fiber cement siding, decorative exterior metals and storefront window systems

c) **Proposed hours/days of operation:** 24/hours per day; 7 days per week

d) **List all requested variances:** None known at this time

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

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

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

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COBB COUNTY ZONING

ATTACHMENT TO APPLICATION FOR REZONING

Application No.: Z-_____ (2026)
Hearing Dates: April 7, 2026
April 21, 2026

Applicant: RaceTrac, Inc.
Titleholder: The Medford Family Limited Partnership

Tax Parcel Identification No.: 16058300140

IMPACT ANALYSIS STATEMENT

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

(a) Applicant, RaceTrac, Inc. (hereinafter "Applicant"), is seeking rezoning of approximately 2.009 acres located at the intersection of the northerly side of Barrett Parkway and the westerly side of Bells Ferry Road, being more particularly known as 2595 Bells Ferry Road, located in Land Lot 583, 16th District, 2nd Section, Cobb County, Georgia (hereinafter the "Property" or the "Subject Property"). The Subject Property is currently zoned to the Planned Shopping Center ("PSC") zoning category, and Applicant is seeking rezoning to the Neighborhood Retail Commercial ("NRC") zoning classification to allow for development of the Property as a convenience food store with self-service fuel sales. A historical structure was located on the Property, which has now been moved for restoration; therefore, leaving the Property undeveloped. The proposed rezoning will permit a use that is more suitable to the Subject Property as it lies within a Neighborhood Activity Center ("NAC"), is located adjacent to property located within a Community Activity Center ("CAC"), and adjacent and nearby properties are primarily utilized for commercial purposes.

(b) This zoning proposal should have no adverse effect on the existing use or usability of adjacent or nearby property. The proposed use of the Subject Property should have no impact on surrounding properties.

(c) The Subject Property, as presently zoned, does not have a reasonable economic use. The proposed zoning will allow for a higher and better use of the Subject Property.

(d) This zoning proposal will not cause excessive or burdensome use of existing streets, transportation facilities, utilities, or schools. Commercial development has almost no effect on schools, minimal effect on utilities and transportation facilities. Any effect on traffic should be minimal due to the nature of the business for which this rezoning is sought.

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COBB COUNTY ZONING

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

(f) This zoning proposal is consistent with the current conditions affecting the use of this Property; as well as surrounding properties. The proposed rezoning would allow for a more suitable and economic use without high impact into any adjacent or surrounding properties.

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JAN 2 1 2026
COBB COUNTY ZONING

MOORE INGRAM JOHNSON & STEELE

A LIMITED LIABILITY PARTNERSHIP
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TELEPHONE (717) 790-2854

FAIRFIELD, NEW JERSEY
165 PASSAIC AVENUE
SUITE 205
FAIRFIELD, NEW JERSEY 07004
TELEPHONE 201-602-4082

March 30, 2026

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-10 (2026)
	Applicant:	RaceTrac, Inc.
	Property Owner:	The Medford Family Limited Partnership
	Property:	2.009 acres, more or less, located at the intersection of the northerly side of Barrett Parkway and the westerly side of Bells Ferry Road, being more particularly known as 2595 Bells Ferry Road, Land Lot 583, 16th District, 2nd Section, Cobb County, Georgia

Dear John:

The undersigned and this firm represent the Applicant, RaceTrac, Inc. (hereinafter referred to as "Applicant"), and the Property Owner, The Medford Family Limited Partnership (hereinafter referred to as "Owner" or "Property Owner"), in the Application for Rezoning with regard to a total tract of approximately 2.009 acres located at the intersection of the northerly side of Barrett Parkway and the westerly side of Bells Ferry Road, being more particularly known as 2595 Bells Ferry Road, Land Lot 583, 16th 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 Staff Recommendations, reviewing the uses of surrounding properties, and ongoing meetings and communications with area residents and homeowner representatives, 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 rezoning 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 rezoning of the Subject Property from the existing zoning category of Planned Shopping Center ("GC") to the proposed zoning category of Neighborhood Retail Commercial ("NRC"), with reference to the Site Plan dated July 29, 2025, last revised August 25, 2025, and submitted contemporaneously with this stipulation letter. A reduced copy of the Site Plan is attached as Exhibit "A" and incorporated herein by reference.

(3) Applicant agrees that lighting for the proposed development shall be designed to prevent glare from extending beyond the boundaries of the Subject Property.

(4) The dumpsters servicing the proposed convenience store shall be enclosed, with materials and colors for the enclosure being matching and complementary to the façade of the proposed store.

(5) Applicant agrees to a minimum eight (8) foot landscaped or undisturbed buffer around the perimeter of the Property, excepting only in areas allowed for access and signage. Areas not disturbed during development and construction may remain as undisturbed.

(6) All landscaping referenced herein shall be approved by the Cobb County Arborist as part of the Plan Review and Permitting Process and incorporated into the overall landscape plan for the proposed development.

(7) Applicant is agreeable with Cobb County Historical Preservation Comments and Recommendations to include a historical and archeological study to document artifacts or other historical items of note.

(8) Minor modifications to the within stipulations, the referenced Site Plan, lighting, signage, landscaping, building 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 setback, 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 and any and all slopes or other required engineering features of the foregoing.

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

(11) Applicant agrees to comply with all Cobb County Department of Transportation requirements applicable to the Subject Property.

We believe the requested zoning, together with the Site Plan and the stipulations set forth herein, is appropriate for the Subject Property while taking into consideration the overall area and uses of properties surrounding the proposed development. We very much appreciate your consideration; as well as that of the Cobb County Planning Commission and Cobb County Board of Commissioners, in this request.

With kindest regards, I remain

Very truly yours,

MOORE, INGRAM, JOHNSON & STEELE, LLP

J. Kevin Moore

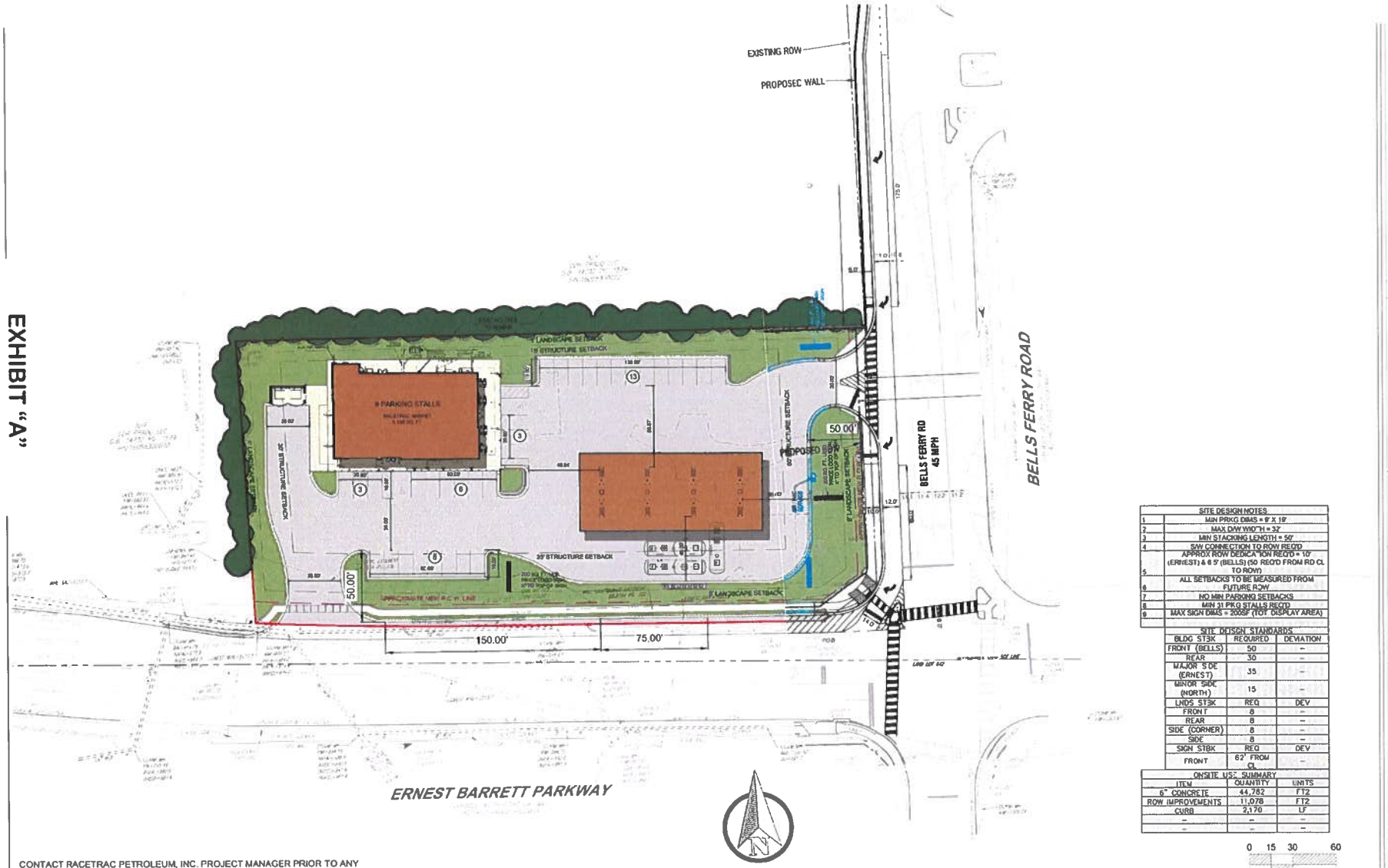
JKM:cc
Attachment
c: Cobb County Board of Commissioners:
Lisa N. Cupid, Chairwoman
Erick Allen
JoAnn Birrell
Keli A. Gambrill
Monique Sheffield
(With Copy of Attachment)

Cobb County Planning Commission:
Nadia Faucette, Chairwoman
David Anderson
Fred Beloin
Deborah Dance
Deidra Massey
(With Copy of Attachment)

Terry L. Martin, AICP, CNU-A
Senior Planner
Zoning Division
Cobb County Community Development Agency
(With Copy of Attachment)

RaceTrac, Inc.
(With Copy of Attachment)

EXHIBIT "A"



SITE DESIGN NOTES	
1	MIN PRKG DIMS = 9' X 19'
2	MAX DW WIDTH = 32'
3	MIN STACKING LENGTH = 50'
4	SAW CONNECTION TO ROW REQ'D
5	APPROX ROW DEDICATION REQ'D = 10' (ERNEST) & 5' (BELLS) (50 REQ'D FROM RD CL TO ROW)
6	ALL SETBACKS TO BE MEASURED FROM FUTURE ROW
7	NO MIN PARKING SETBACKS
8	MIN 31 PKG STALLS REQ'D
9	MAX SIGN DIMS = 200SF (TOT DISPLAY AREA)

SITE DESIGN STANDARDS		
BLDG STSK	REQUIRED	DEVIATION
FRONT (BELLS)	50	--
REAR	30	--
MAJOR SIDE (ERNEST)	35	--
MINOR SIDE (NORTH)	15	--
LNDS STSK	REQ	DEV
FRONT	8	--
REAR	8	--
SIDE (CORNER)	8	--
SIDE	8	--
SIGN STSK	REQ	DEV
FRONT	62' FROM CL	--

ONSITE USE SUMMARY		
ITEM	QUANTITY	UNITS
6" CONCRETE	44,782	FT2
ROW IMPROVEMENTS	11,078	FT2
CURB	2,170	LF
--	--	--
--	--	--

0 15 30 60

CONTACT RACETRAC PETROLEUM, INC. PROJECT MANAGER PRIOR TO ANY REVISIONS TO THE PLAN SUPPLIED BY RACETRAC PETROLEUM, INC.

THESE PLANS ARE SUBJECT TO FEDERAL COPYRIGHT LAWS. ANY USE OF THESE PLANS WITHOUT THE EXPRESSED WRITTEN PERMISSION OF RACETRAC PETROLEUM, INC. IS PROHIBITED

RaceTrac

RACETRAC PETROLEUM, INC
200 GALLERIA PARKWAY SE
SUITE 900
ATLANTA, GA 30339
(770) 431-7600

SITE PLAN
1808 - TOWN CENTER
BELLS FERRY @ BARRETT PKWY
KENNESAW, GA
COBB COUNTY

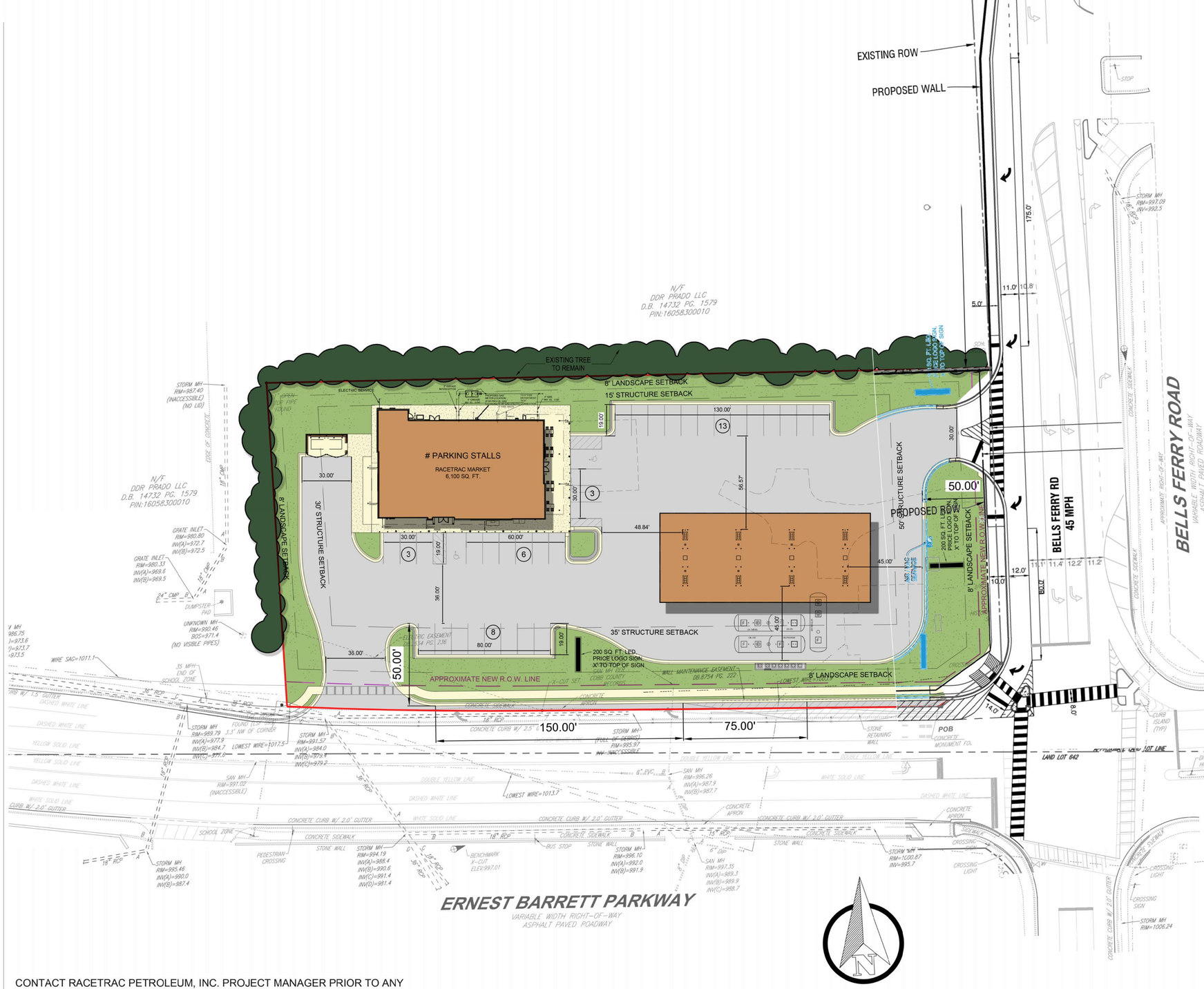
DRAWN BY: ARONG
DATE: 7/29/2025
SCALE: 1" = 30'
DRAWING NAME: 1808 - PTS1-C (Final) Town Center V3.dwg
SHEET NO
VERSION

BOHLER
211 PERIMETER CENTER PKWY NE,
SUITE 425
ATLANTA, GEORGIA 30346
Phone (678) 695-6800
GA@BohlerEng.com

1808 - TOWN CENTER COLORIZED SITE PLAN

RaceTrac

BELLS FERRY AT BARRETT PKWY, KENNESAW, GA. COBB COUNTY



SITE DESIGN NOTES:	
1	MIN PRKG DIMS = 9' X 19'
2	MAX D/W WIDTH = 32'
3	MIN STACKING LENGTH = 50'
4	S/W CONNECTION TO ROW REQ'D
5	APPROX ROW DEDICATION REQ'D = 10' (ERNEST) & 6.5' (BELLS) (50' REQ'D FROM RD CL TO ROW)
6	ALL SETBACKS TO BE MEASURED FROM FUTURE ROW
7	NO MIN PARKING SETBACKS
8	MIN 31 PKG STALLS REQ'D
9	MAX SIGN DIMS = 200SF (TOT. DISPLAY AREA)

SITE DEISGN STANDARDS		
BLDG STBK	REQUIRED	DEVIATION
FRONT (BELLS)	50	–
REAR	30	–
MAJOR SIDE (ERNEST)	35	–
MINOR SIDE (NORTH)	15	–
LNDS STBK	REQ	DEV
FRONT	8	–
REAR	8	–
SIDE (CORNER)	8	–
SIDE	8	–
SIGN STBK	REQ	DEV
FRONT	62' FROM CL	–

ONSITE USE SUMMARY		
ITEM	QUANTITY	UNITS
6" CONCRETE	44,782	FT2
ROW IMPROVEMENTS	11,078	FT2
CURB	2,170	LF
–	–	–
–	–	–

0 15 30 60

CONTACT RACETRAC PETROLEUM, INC. PROJECT MANAGER PRIOR TO ANY REVISIONS TO THE PLAN SUPPLIED BY RACETRAC PETROLEUM, INC.

THESE PLANS ARE SUBJECT TO FEDERAL COPYRIGHT LAWS. ANY USE OF SAME WITHOUT THE EXPRESSED WRITTEN PERMISSION OF RACETRAC PETROLEUM, INC. IS PROHIBITED.

NO.	

RACETRAC PETROLEUM, INC.
200 GALLERIA PARKWAY SE
SUITE 900 ATLANTA, GA 30339
(770) 431-7600

SITE PLAN
1808 - TOWN CENTER
BELLS FERRY @ BARRETT PKWY
KENNESAW, GA
COBB COUNTY

DRAWN-BY	AWONG
DATE	7/29/2025
SCALE	1" = 30'
DRAWING NAME:	1808 - RTEFC (Trad) Town Center V3.dwg
SHEET NO.	VERSION

H:\2025\GA\25005Z.00\LANDSCAPE\CAD\2025-08-29_1808 TOWN CENTER COLORIZED SITE PLAN_REV 1-----A LAYOUT: LAYOUT1

BOHLER
211 PERIMETER CENTER PKWY NE,
SUITE 425
ATLANTA, GEORGIA 30346
Phone: (678) 695-6800
GA@BohlerEng.com

1808 - TOWN CENTER COLORIZED SITE PLAN

RaceTrac

BELLS FERRY AT BARRETT PKWY, KENNESAW, GA. COBB COUNTY

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-11-2026

SITE BACKGROUND

Applicant	Nobis Works, Inc.
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Wendy W. Kraby
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Nobis Works, Inc.
Property Location	Located on the east side of Interstate North Parkway, north of Windy Ridge Parkway
Address	240 Interstate North Parkway
Access to Property	Interstate North Parkway

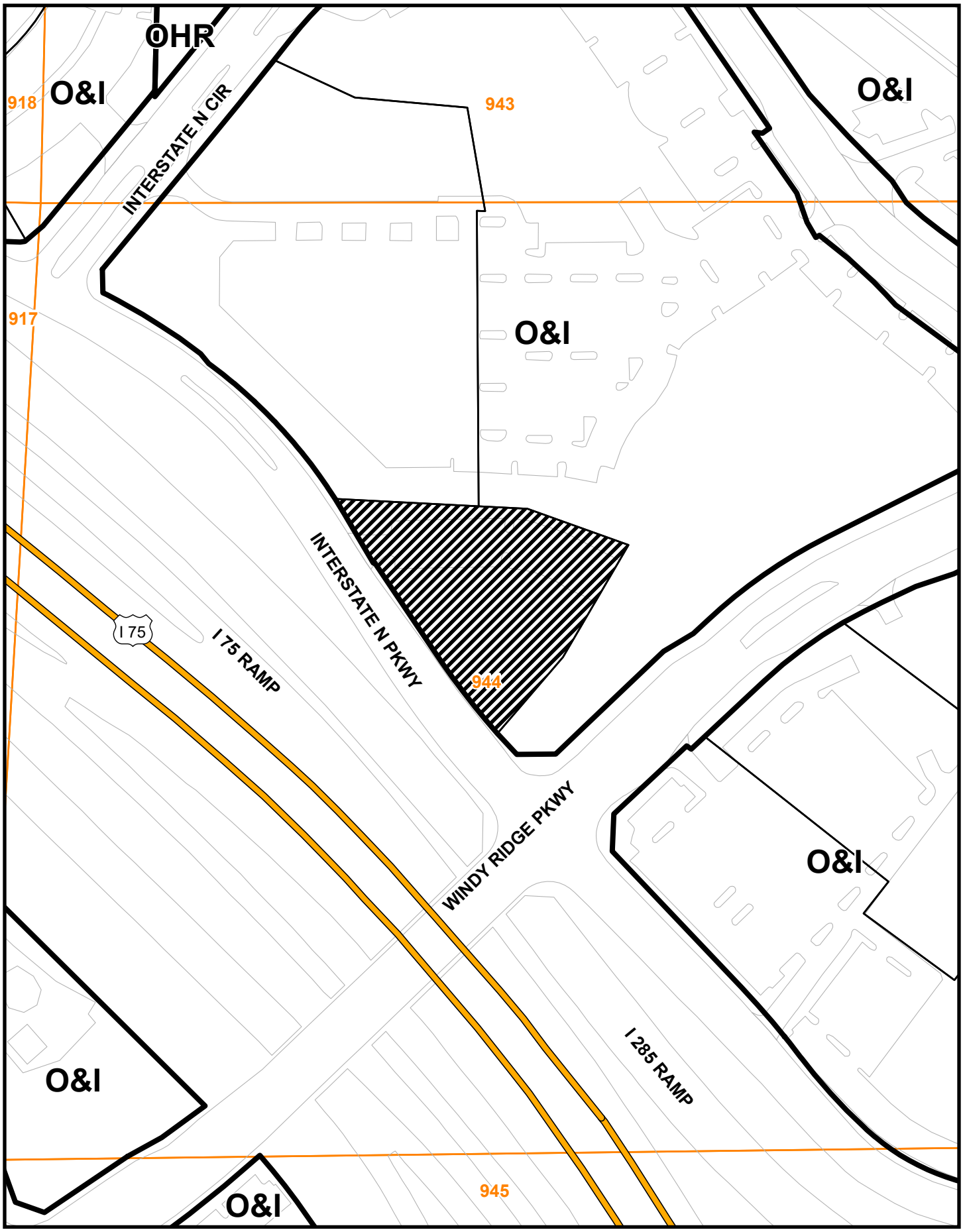
QUICK FACTS

Commission District	2 - Allen
Current Zoning	O&I
Current Use of Property	Office
Proposed Zoning	CRC
Proposed Use	Used vehicle sales
Future Land Use	RAC
Site Acreage	1.66
District	17
Land Lot	944
Parcel #	17094400060
Taxes Paid	Exempt

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

Z-11 2026 Map

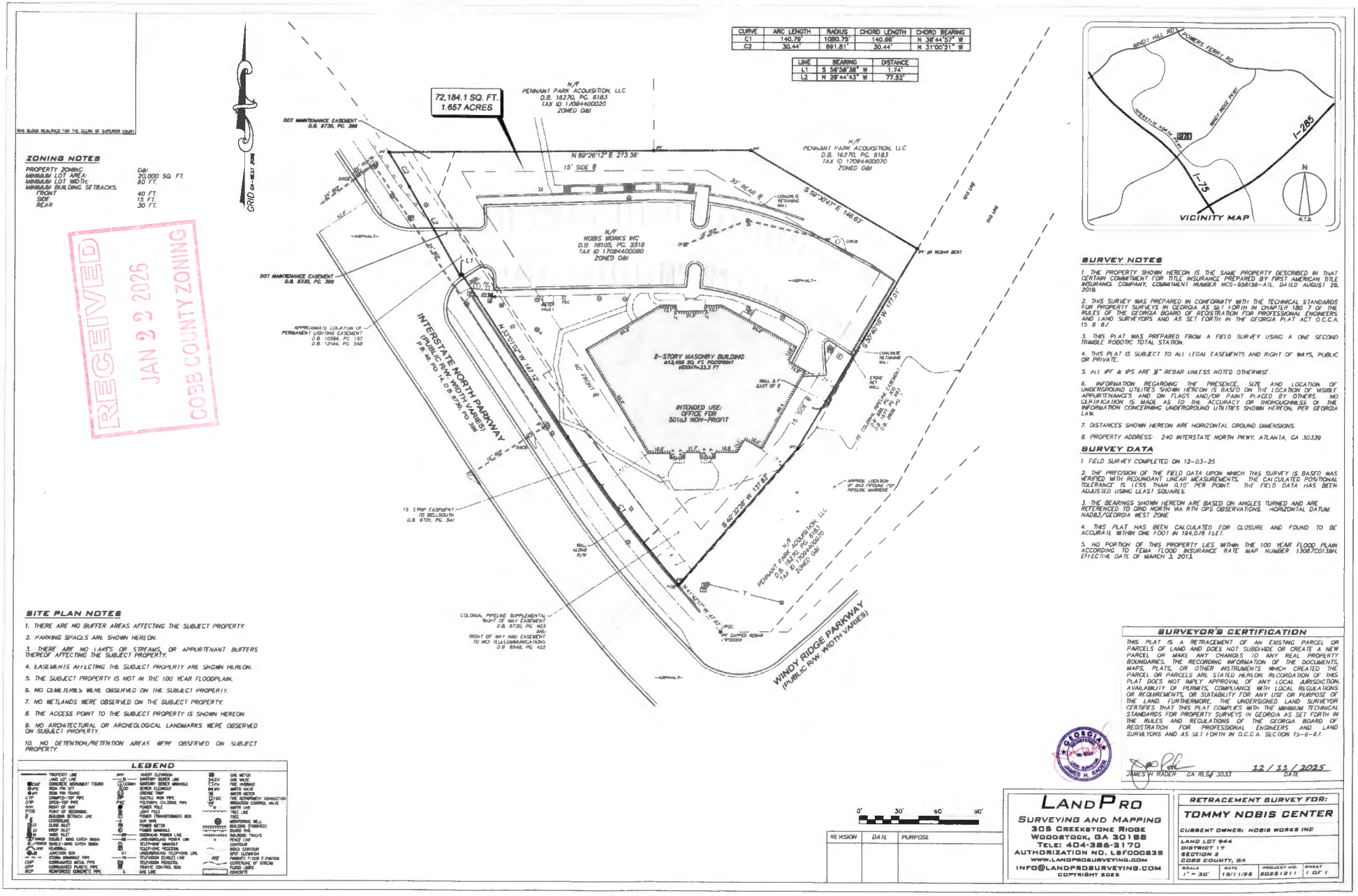


This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 150 300 Feet

Zoning Boundary

City Boundary



CURVE	ARC LENGTH	RADIUS	CHORD LENGTH	CHORD BEARING
C1	140.79'	10810.79'	140.68'	N 38°44'57" W
C2	30.44'	891.81'	30.44'	N 31°00'21" W

LINE	BEARING	DISTANCE
L1	S 54°58'38" W	1.74'
L2	N 28°44'43" W	77.82'

THIS BLOCK RESERVED FOR THE CLERK OF SUPERIOR COURT

ZONING NOTES

PROPERTY ZONING:	OI&I
MINIMUM LOT AREA:	20,000 SQ. FT.
MINIMUM LOT WIDTH:	80 FT.
MINIMUM BUILDING SETBACKS:	
FRONT	40 FT.
SIDE	15 FT.
REAR	30 FT.

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COBB COUNTY ZONING

SURVEY NOTES

1. THE PROPERTY SHOWN HEREON IS THE SAME PROPERTY DESCRIBED IN THAT CERTAIN COMMITMENT FOR TITLE INSURANCE PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NUMBER NCS-938136-ATL, DATED AUGUST 28, 2018.
2. THIS SURVEY WAS PREPARED IN CONFORMITY WITH THE TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN CHAPTER 180 7 OF THE RULES OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN THE GEORGIA PLAT ACT O.C.G.A. 15 6 67.
3. THIS PLAT WAS PREPARED FROM A FIELD SURVEY USING A ONE SECOND TRIMBLE ROBOTIC TOTAL STATION.
4. THIS PLAT IS SUBJECT TO ALL LEGAL EASEMENTS AND RIGHT OF WAYS, PUBLIC OR PRIVATE.
5. ALL IPF & IPS ARE ½" REBAR UNLESS NOTED OTHERWISE.
6. INFORMATION REGARDING THE PRESENCE, SIZE AND LOCATION OF UNDERGROUND UTILITIES SHOWN HEREON IS BASED ON THE LOCATION OF VISIBLE APPURTENANCES AND ON FLAGS AND/OR PAINT PLACED BY OTHERS. NO CERTIFICATION IS MADE AS TO THE ACCURACY OR THOROUGHNESS OF THE INFORMATION CONCERNING UNDERGROUND UTILITIES SHOWN HEREON, PER GEORGIA LAW.
7. DISTANCES SHOWN HEREON ARE HORIZONTAL GROUND DIMENSIONS.
8. PROPERTY ADDRESS: 240 INTERSTATE NORTH PKWY, ATLANTA, GA 30339

SURVEY DATA

1. FIELD SURVEY COMPLETED ON 12-03-25
2. THE PRECISION OF THE FIELD DATA UPON WHICH THIS SURVEY IS BASED WAS VERIFIED WITH REDUNDANT LINEAR MEASUREMENTS. THE CALCULATED POSITIONAL TOLERANCE IS LESS THAN 0.10' PER POINT. THE FIELD DATA HAS BEEN ADJUSTED USING LEAST SQUARES.
3. THE BEARINGS SHOWN HEREON ARE BASED ON ANGLES TURNED AND ARE REFERENCED TO GRID NORTH VIA RTK GPS OBSERVATIONS. HORIZONTAL DATUM: NAD83/GEORGIA WEST ZONE
4. THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND FOUND TO BE ACCURATE WITHIN ONE FOOT IN 194,078 FEET.
5. NO PORTION OF THIS PROPERTY LIES WITHIN THE 100 YEAR FLOOD PLAIN ACCORDING TO FEMA FLOOD INSURANCE RATE MAP NUMBER 13067C0138H, EFFECTIVE DATE OF MARCH 3, 2013.

SITE PLAN NOTES

1. THERE ARE NO BUFFER AREAS AFFECTING THE SUBJECT PROPERTY.
2. PARKING SPACES ARE SHOWN HEREON.
3. THERE ARE NO LAKES OR STREAMS, OR APPURTENANT BUFFERS THEREOF AFFECTING THE SUBJECT PROPERTY.
4. EASEMENTS AFFECTING THE SUBJECT PROPERTY ARE SHOWN HEREON.
5. THE SUBJECT PROPERTY IS NOT IN THE 100 YEAR FLOODPLAIN.
6. NO CEMETERIES WERE OBSERVED ON THE SUBJECT PROPERTY.
7. NO WETLANDS WERE OBSERVED ON THE SUBJECT PROPERTY.
8. THE ACCESS POINT TO THE SUBJECT PROPERTY IS SHOWN HEREON.
9. NO ARCHITECTURAL OR ARCHEOLOGICAL LANDMARKS WERE OBSERVED ON SUBJECT PROPERTY.
10. NO DETENTION/RETENTION AREAS WERE OBSERVED ON SUBJECT PROPERTY.

LEGEND

PROPERTY LINE, LAND LOT LINE, CONCRETE MONUMENT FOUND, IRON PIN SET, IRON PIN FOUND, CRIMP TOP PIPE, RIGHT OF WAY, POINT OF BEGINNING, BUILDING SETBACK LINE, CENTERLINE, CURB INLET, DROP INLET, YARD INLET, DOUBLE WING CATCH BASIN, SINGLE WING CATCH BASIN, HEADWALL, JUNCTION BOX, STORM DRAINAGE PIPE, CORRUGATED METAL PIPE, CORRUGATED PLASTIC PIPE, REINFORCED CONCRETE PIPE, ANCHOR, GUY WIRE, SANITARY SEWER LINE, SANITARY SEWER MANHOLE, SEWER CLEANOUT, GREASE TRAP, DUCTILE IRON PIPE, POLYVINYL CHLORIDE PIPE, POWER POLE, LIGHT POLE, POWER (TRANSFORMER) BOX, GUY WIRE, POWER METER, POWER MANHOLE, OVERHEAD POWER LINE, UNDERGROUND POWER LINE, TELEPHONE MANHOLE, TELEPHONE PEDESTAL, UNDERGROUND TELEPHONE LINE, TELEVISION (CABLE) LINE, TELEVISION PEDESTAL, TRAFFIC CONTROL BOX, GAS LINE, GAS METER, GAS VALVE, FIRE HYDRANT, WATER VALVE, WATER METER, TIME DEPARTMENT CONNECTION, IRRIGATION CONTROL VALVE, TREE LINE, TREE, MONITORING WELL, BUILDING (TYP.), GUARD RAIL, RAILROAD TRACKS, FENCE LINE, CONTOUR, INDEX CONTOUR, SPOT ELEVATION, FINISHED FLOOR ELEVATION, CENTERLINE OF STREAM, FLOOD LIMITS, CONCRETE

0' 30' 60' 90'

REVISION	DATE	PURPOSE

SURVEYOR'S CERTIFICATION

THIS PLAT IS A RETRACEMENT OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT SUBDIVIDE OR CREATE A NEW PARCEL OR MAKE ANY CHANGES TO ANY REAL PROPERTY BOUNDARIES. THE RECORDING INFORMATION OF THE DOCUMENTS, MAPS, PLATS, OR OTHER INSTRUMENTS WHICH CREATED THE PARCEL OR PARCELS ARE STATED HEREON. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.

JAMES H. RADER GA RLS# 3033 — 12/22/2025 DATE

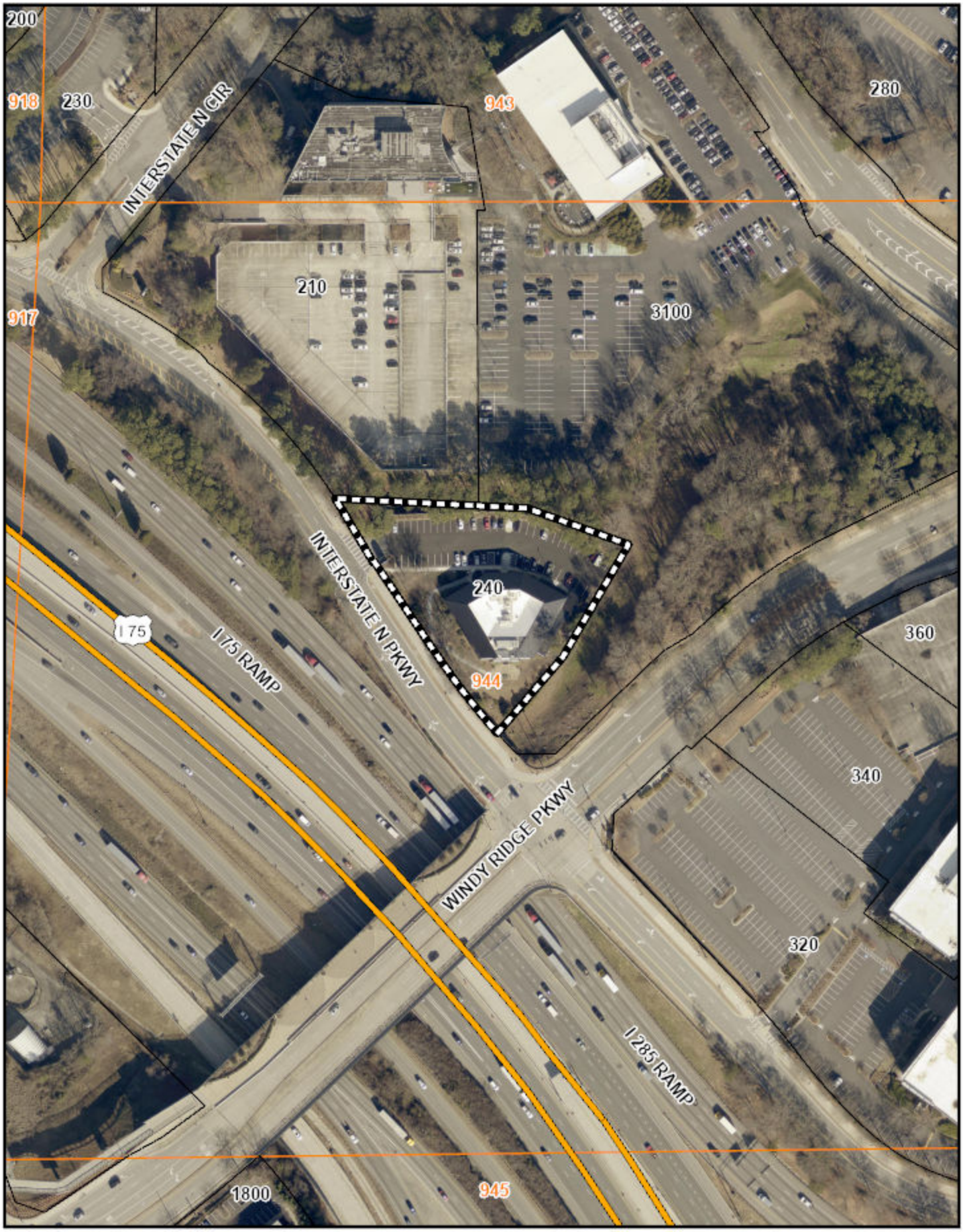
LANDPRO
SURVEYING AND MAPPING
305 CREEKSTONE RIDGE
WOODSTOCK, GA 30188
TELE: 404-386-2170
AUTHORIZATION NO. LSF000838
WWW.LANDPROSURVEYING.COM
INFO@LANDPROSURVEYING.COM

COPYRIGHT 2025

RETRACEMENT SURVEY FOR:
TOMMY NOBIS CENTER
CURRENT OWNER: NOBIS WORKS INC
LAND LOT 944
DISTRICT 17
SECTION 2
COBB COUNTY, GA

SCALE	DATE	PROJECT NO.	SHEET
1" = 30'	12/11/25	20251211	1 OF 1

Z-11 2026 Aerial Map



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

0 150 300 Feet

Zoning Boundary

City Boundary

Applicant: Nobis Works Inc.
Owner: Nobis Works Inc.
Address: 240 Interstate North Parkway, Atlanta, GA 30339
Current Zoning: O&I
Proposed Rezoning: CRC with Special Land Use Permit and Variance

To Cobb County:

The owner of the property at 240 Interstate North Parkway, Atlanta, GA 30339 ("Property"), Nobis Works Inc. ("Owner") hereby certifies that:

1. Nobis Works Inc. is a Georgia nonprofit corporation incorporated in this state in 1977.
2. Bylaws of Nobis Works Inc. is attached hereto as Exhibit "A."
3. The Corporation is managed by its Board of Directors.
4. That the Board hereby appoints Dave Ward, "Chief Executive Officer," with the authority to sign on behalf of Owner any and all documents required to obtain zoning, special use or variances for the Property.

Sincerely,

Name: Kevin Ostwald
Nobis Works, Inc. Chairperson

Signed, sealed and delivered in the presence of

Notary Public

My commission expires: _____

Lea Ann Powers
NOTARY PUBLIC
Paulding County, GEORGIA
My Commission Expires 02/28/2027

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COBB COUNTY ZONING

Application No. _____

Summary of Intent for Rezoning

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

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

b) **Proposed building architecture:** _____

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

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

a) **Proposed use(s):** Automobile and truck sales facility (used or pre-owned)

b) **Proposed building architecture:** Existing 1983 office building of 25354 square feet

c) **Proposed hours/days of operation:** 7:30 am to 4:30 p.m. (M-Th), 7:30 am to 4:00 p.m. (Friday)
No new construction or demolition.

d) **List all requested variances:** remove requirement of "Minimum of one acre of a paved surface is required for parking of vehicles, excluding any area used for, but not limited to buildings, offices, service or sales areas."

Special Land Use Permit: Used Vehicle Sales

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

Applicant accepts and then sells vehicle donations to further its non-profit mission. Vehicles are not stored on site but go directly from pick up to auction. Dealership license is not available unless property is zoned for for vehicle sales.

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government? (Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located). No.

GDCR ATTORNEYS AT LAW

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COBB COUNTY ZONING

ATTACHMENT TO REZONING APPLICATION
ZONING ANALYSIS STATEMENT

Applicant: Nobis Works, Inc.
Owner: Nobis Works Inc.
Address: 240 Interstate North Parkway, Atlanta, GA 30339
Current Zoning: O&I
Proposed Rezoning: CRC with Special Land Use Permit for Used Vehicle Sales, variance to remove one acre paved requirement
Application Number: _____

Comes now, **Nobis Works, Inc.,** Applicant, and pursuant to Section 134-122 of the Official Code of Cobb County, files this Zoning Impact Statement as follows:

Background:

Nobis Works, Inc.. d/b/a Tommy Nobis Center, owns the existing two-store office building (built in 1983) and property at 240 Interstate N. Parkway, Atlanta, GA 30339, on the busy corner of Interstate and Windy Hill. The Tommy Nobis Center is among Georgia's largest nonprofit community rehabilitation programs serving youth and adults with disabilities

The center has a long history of taking donations from the public, including the donation of used cars. Such cars go from the donor directly to auction and at no time are cars physically sold or stored at their offices. In a sense, it is all "virtual." The Center held a Used Motor Vehicle Dealer License with the State of Georgia to facilitate the donation and sale of the vehicles. Upon the center's recent move to its new location, it must renew its Dealer License.

Because the Tommy Nobis Center is on property zoned O&I, the county did not sign the center's Used Car Dealer License application, stating that such business is not allowed under the zoning. Thus the center is seeking the CRC zoning to be allow to sell vehicles along with a Special Land Use Permit for such sales and a variance to remove the requirement for one acre of paved parking.

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

The zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby properties. The use is suitable for an area that is highly developed with commercial development. Adjacent properties are not residential and are zoned either O&I or commercial designations.

49 Atlanta Street
Marietta, Georgia 30060

2951 Flowers Road South, Suite 220
Atlanta, Georgia 30341

Gregory, Doyle, Calhoun & Rogers, LLC

JAN 22 2026
COBB COUNTY ZONING

B. Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;

The zoning proposal will not adversely affect the existing use or usability of adjacent properties. The proposal is utilizing the existing building with no change to the building or its surrounding grounds. It is not expected to bring additional retail or any other traffic to the property.

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

The property is current zoning O&I and is used for the operations of Tommy Nobis Center. Without the changes in zoning, and the ability to accept and sell used cars, the Tommy Nobis Center will lose a key source of funding that it needs to maintain its operations.

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

The rezoning proposal does not create an excessive burden on the use of existing streets, transportation facilities, utilities, or schools. The proposal is utilizing the existing commercial building for continued commercial uses and does not burden such community improvements. The Commercial development shall have no impact on schools and minimum to no additional impact on existing utilities, streets and transportation facilities beyond the current traffic flows.

D. Whether the zoning proposal is in conformity with the policies and intent of the land use plan;

The rezoning proposal is in conformity with the policies and intent of the Cobb County Comprehensive Plan. The property is delineated in a Regional Activity Center, future land use category. The requested zoning district and proposed use are consistent with the nature of the category in providing a regional commercial district.

E. Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal;

There are existing conditions affecting the use or development of the property which give supporting grounds for approving the applicant's rezoning proposal. The proposal is in an area with current commercial development (The Battery and Truist Park) and utilizes the existing building, parking and driveways. This will create minimal change and disruption to the property. In addition, the Property is part of the Cumberland Community Improvement District (CID), and

THIS BLOCK RESERVED FOR THE CLERK OF SUPERIOR COURT

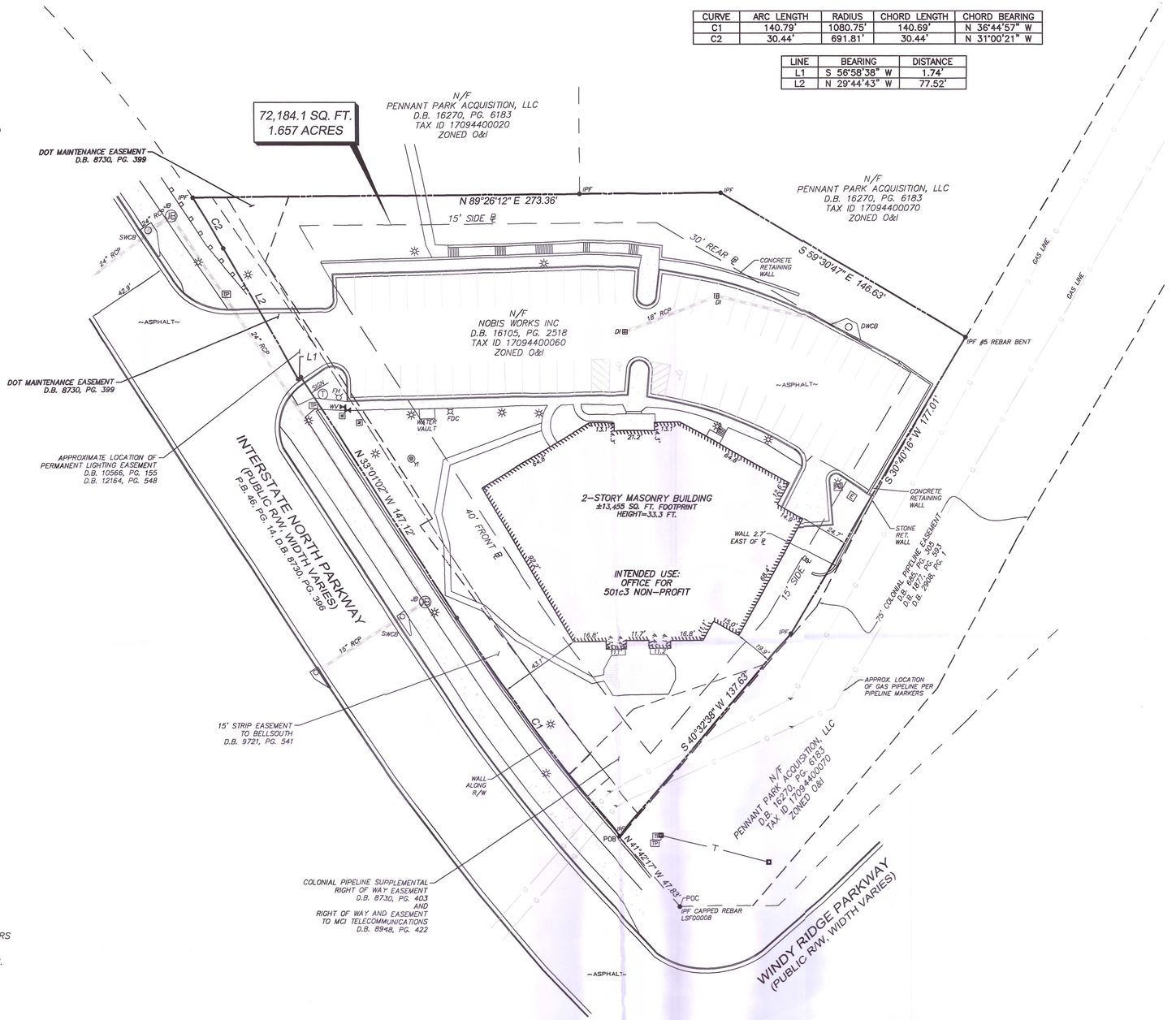
ZONING NOTES

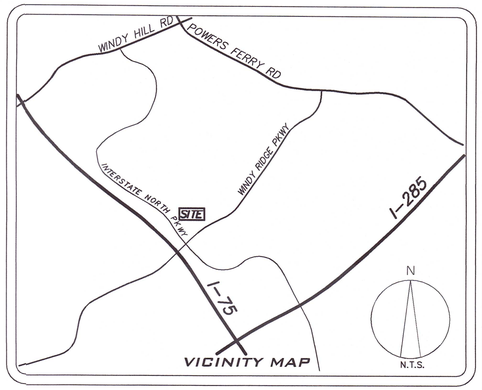
PROPERTY ZONING	O&I
MINIMUM LOT AREA:	20,000 SQ. FT.
MINIMUM LOT WIDTH:	60 FT.
MINIMUM BUILDING SETBACKS:	
FRONT	40 FT.
SIDE	15 FT.
REAR	30 FT.

GRID GA-WEST ZONE

CURVE	ARC LENGTH	RADIUS	CHORD LENGTH	CHORD BEARING
C1	140.79'	1080.75'	140.69'	N 36°44'57" W
C2	30.44'	691.81'	30.44'	N 31°00'21" W

LINE	BEARING	DISTANCE
L1	S 56°58'38" W	1.74'
L2	N 29°44'43" W	77.52'





SURVEY NOTES

1. THE PROPERTY SHOWN HEREON IS THE SAME PROPERTY DESCRIBED IN THAT CERTAIN COMMITMENT FOR TITLE INSURANCE PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NUMBER NCS-958156-ATL, DATED AUGUST 29, 2019.
2. THIS SURVEY WAS PREPARED IN CONFORMITY WITH THE TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN CHAPTER 180-7 OF THE RULES OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN THE GEORGIA PLAT ACT O.C.G.A. 15-6-67.
3. THIS PLAT WAS PREPARED FROM A FIELD SURVEY USING A ONE SECOND TRIMBLE ROBOTIC TOTAL STATION.
4. THIS PLAT IS SUBJECT TO ALL LEGAL EASEMENTS AND RIGHT OF WAYS, PUBLIC OR PRIVATE.
5. ALL IPF & IPS ARE ½" REBAR UNLESS NOTED OTHERWISE.
6. INFORMATION REGARDING THE PRESENCE, SIZE AND LOCATION OF UNDERGROUND UTILITIES SHOWN HEREON IS BASED ON THE LOCATION OF VISIBLE APPURTENANCES AND ON FLAGS AND/OR PAINT PLACED BY OTHERS. NO CERTIFICATION IS MADE AS TO THE ACCURACY OR THOROUGHNESS OF THE INFORMATION CONCERNING UNDERGROUND UTILITIES SHOWN HEREON, PER GEORGIA LAW.
7. DISTANCES SHOWN HEREON ARE HORIZONTAL GROUND DIMENSIONS.
8. PROPERTY ADDRESS: 240 INTERSTATE NORTH PKWY, ATLANTA, GA 30339

SURVEY DATA

1. FIELD SURVEY COMPLETED ON 12-03-25
2. THE PRECISION OF THE FIELD DATA UPON WHICH THIS SURVEY IS BASED WAS VERIFIED WITH REDUNDANT LINEAR MEASUREMENTS. THE CALCULATED POSITIONAL TOLERANCE IS LESS THAN 0.10' PER POINT. THE FIELD DATA HAS BEEN ADJUSTED USING LEAST SQUARES.
3. THE BEARINGS SHOWN HEREON ARE BASED ON ANGLES TURNED AND ARE REFERENCED TO GRID NORTH VIA RTN GPS OBSERVATIONS. HORIZONTAL DATUM: NAD83/GEORGIA WEST ZONE
4. THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND FOUND TO BE ACCURATE WITHIN ONE FOOT IN 194,076 FEET.
5. NO PORTION OF THIS PROPERTY LIES WITHIN THE 100 YEAR FLOOD PLAIN ACCORDING TO FEMA FLOOD INSURANCE RATE MAP NUMBER 13067C0139H, EFFECTIVE DATE OF MARCH 3, 2013.

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COBB COUNTY ZONING

SITE PLAN NOTES

1. THERE ARE NO BUFFER AREAS AFFECTING THE SUBJECT PROPERTY.
2. PARKING SPACES ARE SHOWN HEREON.
3. THERE ARE NO LAKES OR STREAMS, OR APPURTENANT BUFFERS THEREOF AFFECTING THE SUBJECT PROPERTY.
4. EASEMENTS AFFECTING THE SUBJECT PROPERTY ARE SHOWN HEREON.
5. THE SUBJECT PROPERTY IS NOT IN THE 100 YEAR FLOODPLAIN.
6. NO CEMETERIES WERE OBSERVED ON THE SUBJECT PROPERTY.
7. NO WETLANDS WERE OBSERVED ON THE SUBJECT PROPERTY.
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9. NO ARCHITECTURAL OR ARCHEOLOGICAL LANDMARKS WERE OBSERVED ON SUBJECT PROPERTY.
10. NO DETENTION/RETENTION AREAS WERE OBSERVED ON SUBJECT PROPERTY.

LEGEND

PROPERTY LINE	INV	INVERT ELEVATION	GAS METER
LAND LOT LINE	SS	SANITARY SEWER LINE	GV GAS VALVE
CMF CONCRETE MONUMENT FOUND	SSMH	SANITARY SEWER MANHOLE	FH FIRE HYDRANT
IPS IRON PIN SET	CO	SEWER CLEANOUT	WV WATER VALVE
IPF IRON PIN FOUND	GT	GREASE TRAP	WATER METER
CTP CRIMPED-TOP PIPE	DIP	DUCTILE IRON PIPE	FDC FIRE DEPARTMENT CONNECTION
OTP OPEN-TOP PIPE	PVC	POLYVINYL CHLORIDE PIPE	IRRIGATION CONTROL VALVE
R/W RIGHT OF WAY		POWER POLE	W WATER LINE
POB POINT OF BEGINNING		LIGHT POLE	TREE LINE
BUILDING SETBACK LINE	E	POWER (TRANSFORMER) BOX	TREE
℄ CENTERLINE		GUY WIRE	MONITORING WELL
CI CURB INLET	PM	POWER METER	BUILDING (FINISHED)
DI DROP INLET		POWER MANHOLE	GUARD RAIL
YI YARD INLET	OP	OVERHEAD POWER LINE	RAILROAD TRACKS
DWCB DOUBLE-WING CATCH BASIN	UG	UNDERGROUND POWER LINE	FENCE LINE
SWCB SINGLE-WING CATCH BASIN		TELEPHONE MANHOLE	CONTOUR
HW HEADWALL	TP	TELEPHONE PEDESTAL	INDEX CONTOUR
JB JUNCTION BOX	UT	UNDERGROUND TELEPHONE LINE	SPOT ELEVATION
STORM DRAINAGE PIPE	TV	TELEVISION (CABLE) LINE	FFE FINISHED FLOOR ELEVATION
CMP CORRUGATED METAL PIPE		TELEVISION PEDESTAL	CENTERLINE OF STREAM
CPP CORRUGATED PLASTIC PIPE		TRAFFIC CONTROL BOX	FLOOD LIMITS
RCP REINFORCED CONCRETE PIPE	G	GAS LINE	CONCRETE

SURVEYOR'S CERTIFICATION

THIS PLAT IS A RETRACEMENT OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT SUBDIVIDE OR CREATE A NEW PARCEL OR MAKE ANY CHANGES TO ANY REAL PROPERTY BOUNDARIES. THE RECORDING INFORMATION OF THE DOCUMENTS, MAPS, PLATS, OR OTHER INSTRUMENTS WHICH CREATED THE PARCEL OR PARCELS ARE STATED HEREON. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.

GEORGIA REGISTERED No. 3033 LAND SURVEYOR JAMES H. RADER

JAMES H RADER GA RLS# 3033 — 12/11/2025 DATE

0' 30' 60' 90'

REVISION	DATE	PURPOSE

LANDPRO
SURVEYING AND MAPPING
305 CREEKSTONE RIDGE
WOODSTOCK, GA 30188
TELE: 404-386-2170
AUTHORIZATION NO. LSF000838
WWW.LANDPROSURVEYING.COM
INFO@LANDPROSURVEYING.COM
COPYRIGHT 2025

SITE PLAN FOR:
TOMMY NOBIS CENTER
CURRENT OWNER: NOBIS WORKS INC
LAND LOT 944
DISTRICT 17
SECTION 2
COBB COUNTY, GA

SCALE	DATE	PROJECT NO.	SHEET
1" = 30'	12/11/25	20251211	1 OF 1

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-11-2026

SITE BACKGROUND

Applicant	Nobis Works, Inc.
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Wendy W. Kraby
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Nobis Works, Inc.
Property Location	Located on the east side of Interstate North Parkway, north of Windy Ridge Parkway
Address	240 Interstate North Parkway
Access to Property	Interstate North Parkway

QUICK FACTS

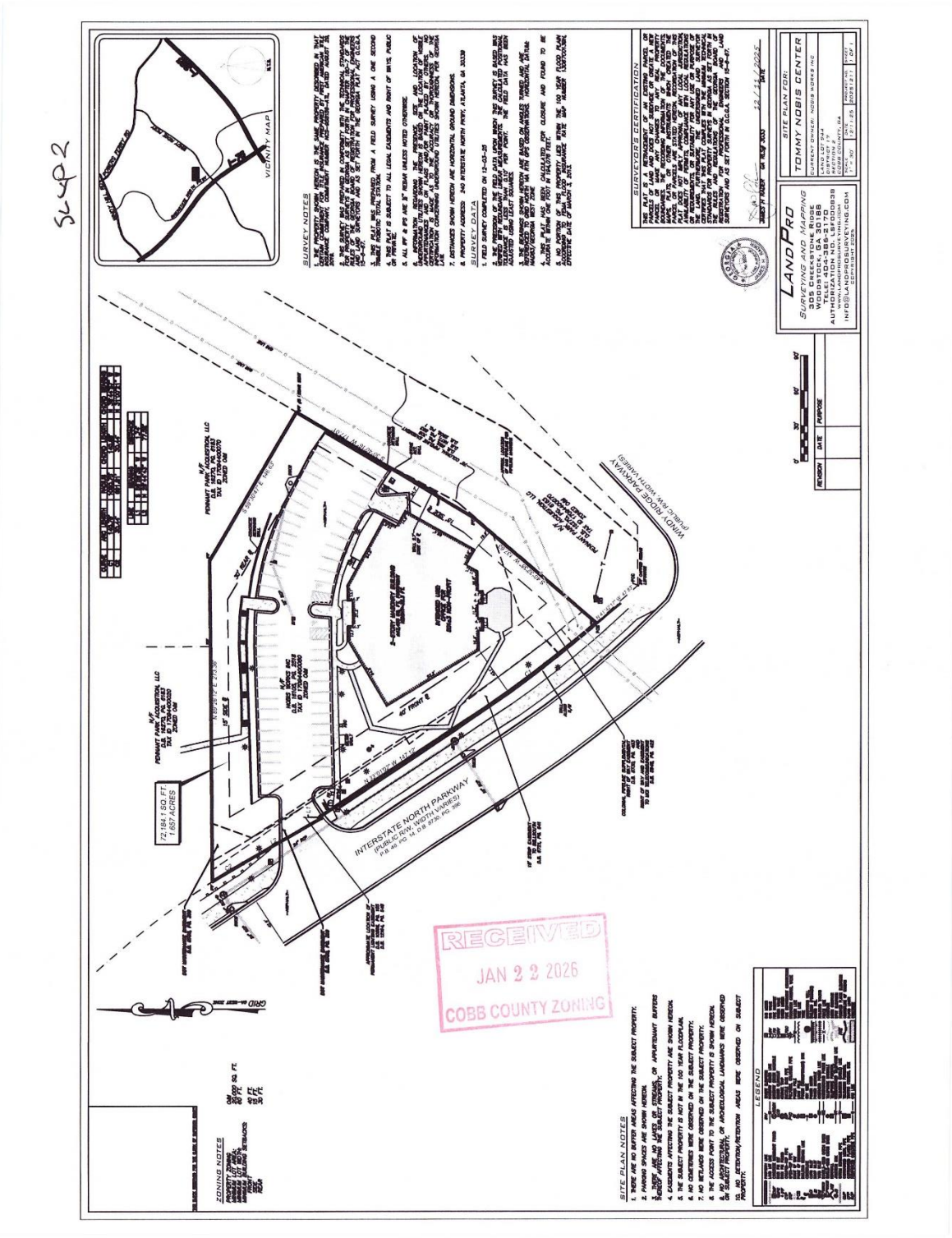
Commission District	2 - Allen
Current Zoning	O&I
Current Use of Property	Office
Proposed Zoning	CRC
Proposed Use	Used vehicle sales
Future Land Use	RAC - office
Site Acreage	1.66
District	17
Land Lot	944
Parcel #	17094400060
Taxes Paid	Exempt

FINAL ZONING STAFF RECOMMENDATIONS

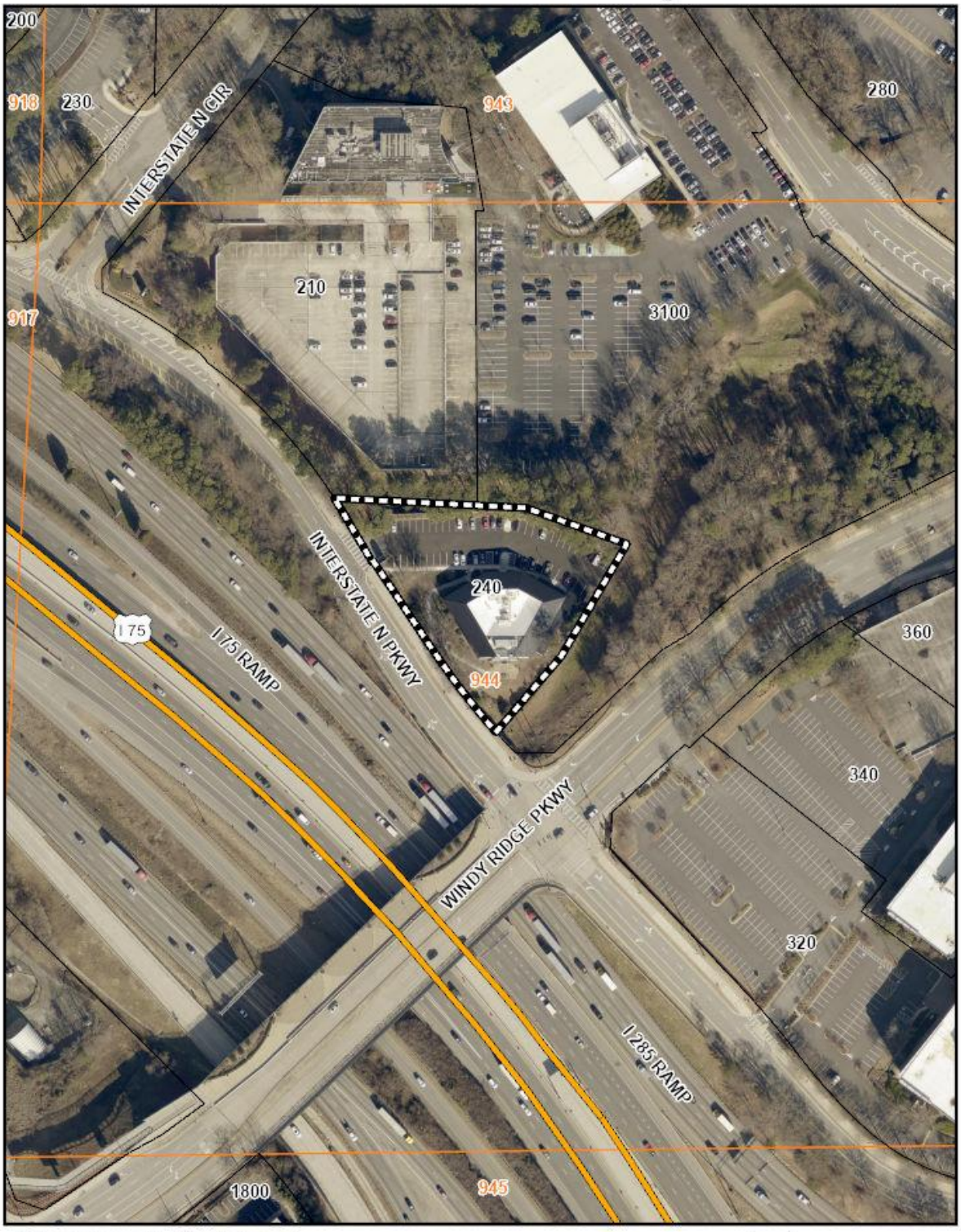
(Zoning staff member: Jessica Berman, MPA, CNU-A)

Based on the analysis of the case, Staff recommends **APPROVAL** subject to:

1. No donated vehicles or equipment associated with collecting, storing, or transporting donated vehicles to be stored on site;
2. No vehicle sales on site;
3. Variances as stated in the Zoning comments and recommendations;
4. Fire Department comments and recommendations;
5. Stormwater Management Division comments and recommendations;
6. Water and Sewer Division comments and recommendations; and
7. Department of Transportation comments and recommendations.


SURVEY NOTES
SURVEYOR'S CERTIFICATION
SITE PLAN FOR:
TOMMY NOBIS CENTER
LAND PRO
SURVEYING AND MAPPING
305 CREEKSTONE RIDGE
WOODSTOCK, GA 30188
(770) 517-8629
AUTHORIZATION NO. LSF000939
INFO@LANDPROSURVEYING.COM
VICINITY MAP
ZONING NOTES
SITE PLAN NOTES
LEGEND
INTERSTATE NORTH PARKWAY
(PUBLIC R/W VARIES)
VINNY RIDGE PARKWAY
(PUBLIC R/W VARIES)
72,184 SQ.FT.
1.657 ACRES
RECEIVED
JAN 22 2026
COBB COUNTY ZONING

Z-11 2026 Aerial Map



North

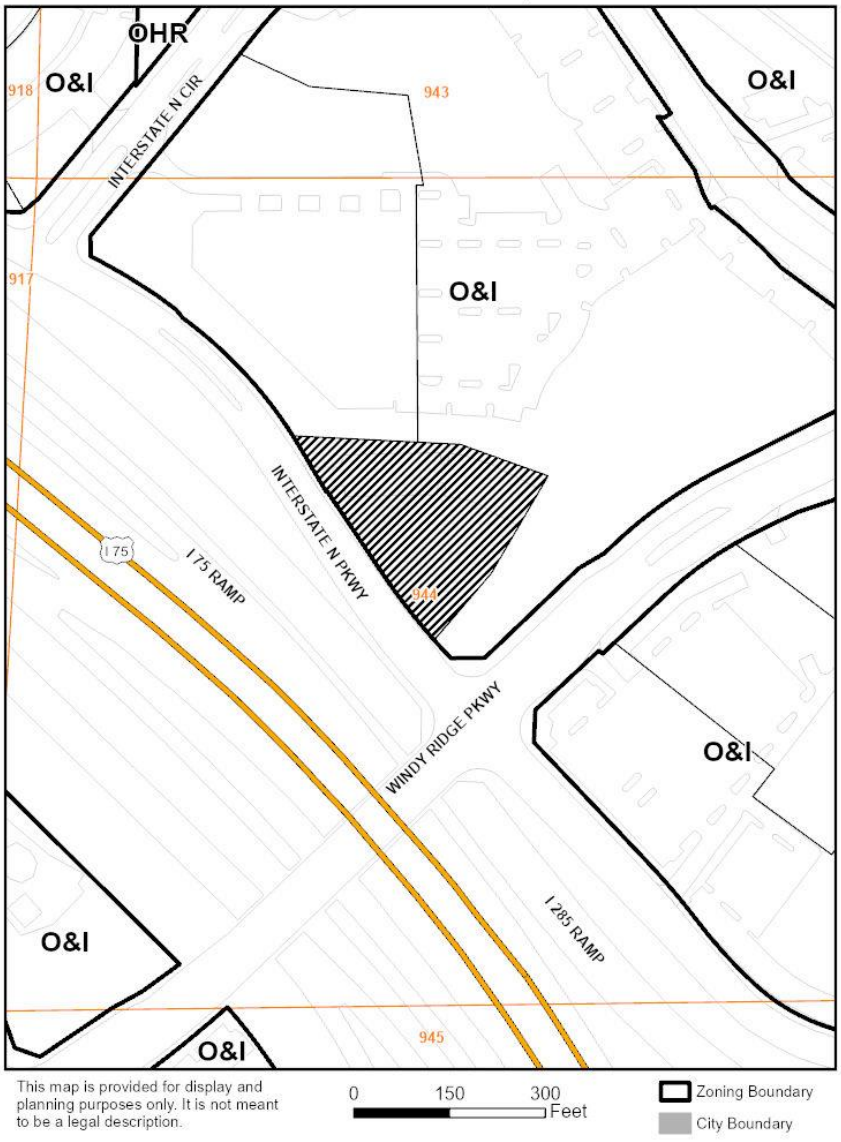
Zoning: O&I / Offices
Future Land Use: RAC

WEST

Zoning: O&I / Offices

Future Land Use: RAC

Z-11 2026 Map



EAST

Zoning: O&I / Offices

Future Land Use: RAC

SOUTH

Zoning: O&I / Offices
Future Land Use: RAC

Current zoning district for the property

The O&I district is established to provide locations for nonretail commercial uses such as offices and financial institutions, which are on properties delineated within or on the edge of a community activity center and a regional activity center as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. The office and institutional district is designed primarily to provide for four-story and smaller office developments, office uses, motels, hotels, banking and professional offices that complement and provide step-down nodal zoning away from more intensive commercial uses and otherwise to implement the stated purpose of this chapter.

Requested zoning district for the property

The CRC district is established to provide locations for retail commercial and service uses which are designed and oriented to serve several neighborhoods making up a community. Projects developed within the CRC district should be done so as compact unified centers. CRC districts should be located on properties which are delineated within a community activity center and regional activity center as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. Additionally, the desired quadrant location will provide for planned developments and one-destination shopping and service locations to serve the community, and will minimize traffic congestion.

Summary of the applicant's proposal

The applicant is requesting a rezoning of the subject 1.66-acre property from the O&I office and institutional district to the CRC community retail commercial district to allow the sale of donated used vehicles for fundraising purposes. The applicant, a non-profit organization, owns the existing 25,354-square-foot office building on the property and proposes accepting donated vehicles for direct delivery to auction, with no on-site storage. In conjunction with the rezoning, the applicant is seeking a special land use permit (SLUP-2 of 2026) for automobile and truck sales of used or pre-owned vehicles with a variance to waive the one (1) acre paved parking requirement for this use.

Non-residential criteria

Proposed # of buildings**:** 1
Proposed # of stories: 2
Total sq. footage of development: 23,354
Floor area ratio: 0.32
Square footage per acre: 14,094.15
Required parking spaces: 82
Proposed parking spaces: 60
Acres in floodplain or wetlands: 0
Impervious surface shown: Maximum of 80%

Are there any zoning variances?

Yes;

1. To reduce the required front setback from required 50 feet to 43 feet; and
2. To reduce the required number of parking spaces from 82 parking spaces to the existing 60 parking spaces.

Are there any environmental conditions existing or proposed on the site?

No.

02/25/26

The proposed zoning case must address the comments listed below by prescriptive code or equivalency, as approved by the Cobb County Fire Marshal's Office

Approval will be based on Professional Engineer-stamped plans that signify overall plan conformance to all Georgia State and Cobb County Codes. Design Professional and Developer maintain the sole responsibility for the design and for correcting all errors, omissions, problems, and code violations (if any) exposed during construction AFTER authorization by Cobb County.

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 serves as an early notification to owners and developers for budgeting purposes.

CERTIFICATE OF OCCUPANCY:
Plans must be submitted to the Cobb County Fire Marshal's Office to initiate the Certificate of Occupancy process.

Jeff Byrd
(678) 229-7059
Jeffrey.Byrd@cobbcounty.gov

Z-11-2024 DEPARTMENT COMMENTS – Cemetery Preservation

No comment.

4/7/2026

Approval of this petition will not have an impact on the enrollment of schools.

2/27/2026

Comprehensive Plan Future Land Use Designation: Regional Activity Center
The subject tract is within the Regional Activity Center (RAC). The RAC provides for areas that can support a high intensity of development, which serves a regional market. Typical land uses in these areas include high-rise office buildings, regional malls and varying densities of residential development. The Regional Activity Center designation contains Sub-Area Classifications.

Future Land Use Sub-Category? RAC-office
Office developments are considered the most appropriate development in the RAC-office (RAC-off) sub-category. However, mixed-use developments that include retail may also be appropriate. Mid- or high-rise residential developments are also appropriate in this category. This shall include any residential development in excess of four (4) stories per structure. Because of the unique, urban characteristics of RACs, building height and density shall be reviewed on a case-by-case basis.

☒ Consistent ☐ Inconsistent

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary? ☒ Yes ☐ No
If yes, which City: Smyrna
Was the city notified? Yes

Specific Area Policy Guidelines: ☐ Yes ☒ No
Policy:

Masterplan/ Corridor Study: ☒ Yes ☐ No
Name of Masterplan/Corridor Study: Powers Ferry Master Plan

Design guidelines area? ☐ Yes ☒ No
If yes, design guidelines area? N/A
Does the proposal plan comply with the design requirements? N/A

Is the property within an Opportunity Zone? ☐ Yes ☒ No
If yes, Opportunity Zone? N/A
(The Opportunity Zone is an incentive that provides $3,500 tax credit per job in eligible areas if two or more jobs are being created. This incentive is for new or existing businesses)

Is the property within an Enterprise Zone? ☐ Yes ☒ No
If yes, Enterprise Zone? N/A
(The Enterprise Zone is an incentive that provides tax abatements and other economic incentives for qualifying businesses locating or expanding within designated areas for new jobs and capital investment)

Is the property eligible for the Façade Improvement ☐ Yes ☒ No

(continued)

Program?

(The Façade Improvement Program is an incentive for owners and tenants to enhance the appearance of buildings. The CDBG program provides the funding. Properties must be either on the current inventory of redevelopment sites or in a corridor study area and be in a census tract with at least 51% low and moderate income. The program serves to improve the economic viability of these areas.)

Is the property eligible for incentives through the Commercial and Industrial Property Rehabilitation Program?	☐ Yes	☒ No

(The Commercial and Industrial Property Rehabilitation Program Is an incentive that provides a reduction in ad valorem property taxes for qualifying redevelopment in eligible areas)

Note: For more information on incentives, please call the Community Development Agency- Economic Development Division at 770-528-2018 or find information online at www.cobbcounty.org/econdev.

Special District:

Is this property within the Cumberland Special District #1 (hotel/motel fee)?	☒ Yes	☐ No
Is this property within the Cumberland Special District #2 (ad valorem tax)?	☒ Yes	☐ No
Is this property within the Six Flags Special Service District?	☐ Yes	☒ No

Dobbins Air Reserve Base Zones:

Is the property within the Dobbins Airfield Safety Zone?	☐ Yes	☒ No
Is the property within the Clear Zone (CZ)?	☐ Yes	☒ No
Is the property within 3000’ of Dobbins ARB?	☐ Yes	☒ No
Is the property within the Accident Potential Zone (APZ I)?	☐ Yes	☒ No
Is the property within the Accident Potential Zone II (APZ II)?	☐ Yes	☒ No
Is the property within the Noise Zone?	☐ Yes	☒ No
Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)?	☒ Yes	☐ No

(continued)

Historic Preservation:

After consulting various county historic resources surveys, historic maps, archaeology surveys and Civil War trench location maps, staff finds that no known significant historic resources appear to be affected by this application.

Water comments:

At development: ☒ YES ☐ NO

Fire flow test required: ☐ YES ☒ NO

Size/location of existing water main(s): 8" on Interstate North Pkwy

Additional water comments:

Sewer comments:

In the drainage basin: ☒ YES ☐ NO

At development: ☒ YES ☐ NO*

Approx. distance to nearest sewer: On-site

Estimated waste generation (in G.P.D.): Average daily = 2,500

Peak flow = 6,250

Treatment plant: Sutton WRF

Plant capacity: ☒ Yes ☐ NO

Projected plant availability: ☐ 0-5 years ☐ 5-10 years ☒ over 10 years

Off-site easement required: ☐ YES* ☒ NO

Line capacity study required: ☐ YES ☒ NO

Letter of allocation issued: ☐ YES ☒ NO

Septic tank recommended by this department: ☐ YES ☒ NO

Subject to Health Department approval: ☐ YES ☒ NO

Additional sewer comments:

*If off-site easements are required, the developer/owner must submit easements to CCWS for review and approval as to form and stipulations prior to the execution of easements by the property owners. All easement acquisitions are the responsibility of the developer/owner.

Note: These comments only reflect what facilities were in existence at the time of this review. Developer may be required to install/upgrade water mains based on fire flow test results or Fire Department code. This will be addressed in the Plan Review process. The developer/owner will be responsible for connecting to the existing county water and sewer systems, installing and/or upgrading all outfalls & water mains, obtaining onsite and/or offsite easements, and dedication of onsite and/or offsite water and sewer to Cobb County as may be required. Rezoning does not guarantee water/sewer availability or capacity unless so stated in writing by the Cobb County Water System.

Recommendations

No comment.

STAFF ANALYSIS

Per section 134-122 of the Official Code of Cobb County, below is a written zoning analysis relating to the following (question in bold; the answer is not bold):

A. **Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;**
It is Staff's opinion that the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby properties. The property is in an area surrounded by other office uses. If approved in conjunction with the requested special land use permit, Staff recommends stipulating that no vehicles or equipment will be stored on site and that no sales will take place on site.

B. **Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;**
It is Staff's opinion that the applicant's rezoning proposal will not adversely affect the existing use or usability of adjacent or nearby property. If approved in conjunction with the requested special land use permit, Staff recommends stipulating that no vehicles or equipment will be stored on site and that no sales will take place on site.

C. **Whether the zoning proposal will result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools;**
It is Staff's opinion that the applicant's rezoning proposal will not result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools. This opinion is supported by departmental comments contained in this analysis.

D. **Whether the zoning proposal is in conformity with the policies and intent of the comprehensive plan;**
It is Staff's opinion that the applicant's rezoning proposal is in conformity with the policies and intent of the Cobb County Comprehensive Plan. The property is delineated in a Regional Activity Center (RAC) future land use category, subcategory office. The requested zoning district and proposed uses are consistent with the RAC future land use designation. Office developments are considered the most appropriate development in the RAC - office future land use subcategory.

E. **Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal;**
It is Staff's opinion that there are existing or changing conditions affecting the use and development of the property which give supporting grounds for approval of the zoning proposal. While the applicant's proposal includes a request for a special land use permit for used vehicle sales, the applicant does not intend to operate a dealership on site. The

applicant seeks to obtain a dealership license to sell donated vehicles as a means of fundraising for their non-profit organization. This proposed use would not increase the intensity of use of the area. If approved in conjunction with the requested special land use permit, Staff recommends stipulating that no vehicles or equipment will be stored on site and that no sales will take place on site.

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

Applicant: Nobis Works Inc.
Owner: Nobis Works Inc.
Address: 240 Interstate North Parkway, Atlanta, GA 30339
Current Zoning: O&I
Proposed Rezoning: CRC with Special Land Use Permit and Variance

To Cobb County:

The owner of the property at 240 Interstate North Parkway, Atlanta, GA 30339 ("Property"), Nobis Works Inc. ("Owner") hereby certifies that:

1. Nobis Works Inc. is a Georgia nonprofit corporation incorporated in this state in 1977.
2. Bylaws of Nobis Works Inc. is attached hereto as Exhibit "A."
3. The Corporation is managed by its Board of Directors.
4. That the Board hereby appoints Dave Ward, "Chief Executive Officer," with the authority to sign on behalf of Owner any and all documents required to obtain zoning, special use or variances for the Property.

Sincerely,

Name: Kevin Ostwald
Nobis Works, Inc. Chairperson

Signed, sealed and delivered in the presence of

Notary Public

My commission expires: _____

Lea Ann Powers
NOTARY PUBLIC
Paulding County, GEORGIA
My Commission Expires 02/28/2027

RECEIVED
JAN 22 2026
COBB COUNTY ZONING

Application No. _____

Summary of Intent for Rezoning

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

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

b) **Proposed building architecture:** _____

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

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JAN 22 2026
COBB COUNTY ZONING

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

a) **Proposed use(s):** Automobile and truck sales facility (used or pre-owned)

b) **Proposed building architecture:** Existing 1983 office building of 25354 square feet

c) **Proposed hours/days of operation:** 7:30 am to 4:30 p.m. (M-Th), 7:30 am to 4:00 p.m. (Friday)
No new construction or demolition.

d) **List all requested variances:** remove requirement of "Minimum of one acre of a paved surface is required for parking of vehicles, excluding any area used for, but not limited to buildings, offices, service or sales areas."

Special Land Use Permit: Used Vehicle Sales

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

Applicant accepts and then sells vehicle donations to further its non-profit mission. Vehicles are not stored on site but go directly from pick up to auction. Dealership license is not available unless property is zoned for for vehicle sales.

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government? (Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located). No.

GDCR ATTORNEYS AT LAW

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JAN 22 2026
COBB COUNTY ZONING

ATTACHMENT TO REZONING APPLICATION
ZONING ANALYSIS STATEMENT

Applicant: Nobis Works, Inc.
Owner: Nobis Works Inc.
Address: 240 Interstate North Parkway, Atlanta, GA 30339
Current Zoning: O&I
Proposed Rezoning: CRC with Special Land Use Permit for Used Vehicle Sales, variance to remove one acre paved requirement
Application Number: _____

Comes now, **Nobis Works, Inc.,** Applicant, and pursuant to Section 134-122 of the Official Code of Cobb County, files this Zoning Impact Statement as follows:

Background:

Nobis Works, Inc.. d/b/a Tommy Nobis Center, owns the existing two-store office building (built in 1983) and property at 240 Interstate N. Parkway, Atlanta, GA 30339, on the busy corner of Interstate and Windy Hill. The Tommy Nobis Center is among Georgia's largest nonprofit community rehabilitation programs serving youth and adults with disabilities

The center has a long history of taking donations from the public, including the donation of used cars. Such cars go from the donor directly to auction and at no time are cars physically sold or stored at their offices. In a sense, it is all "virtual." The Center held a Used Motor Vehicle Dealer License with the State of Georgia to facilitate the donation and sale of the vehicles. Upon the center's recent move to its new location, it must renew its Dealer License.

Because the Tommy Nobis Center is on property zoned O&I, the county did not sign the center's Used Car Dealer License application, stating that such business is not allowed under the zoning. Thus the center is seeking the CRC zoning to be allow to sell vehicles along with a Special Land Use Permit for such sales and a variance to remove the requirement for one acre of paved parking.

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

The zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby properties. The use is suitable for an area that is highly developed with commercial development. Adjacent properties are not residential and are zoned either O&I or commercial designations.

49 Atlanta Street
Marietta, Georgia 30060

2951 Flowers Road South, Suite 220
Atlanta, Georgia 30341

Gregory, Doyle, Calhoun & Rogers, LLC

JAN 22 2026
COBB COUNTY ZONING

B. Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;

The zoning proposal will not adversely affect the existing use or usability of adjacent properties. The proposal is utilizing the existing building with no change to the building or its surrounding grounds. It is not expected to bring additional retail or any other traffic to the property.

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

The property is current zoning O&I and is used for the operations of Tommy Nobis Center. Without the changes in zoning, and the ability to accept and sell used cars, the Tommy Nobis Center will lose a key source of funding that it needs to maintain its operations.

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

The rezoning proposal does not create an excessive burden on the use of existing streets, transportation facilities, utilities, or schools. The proposal is utilizing the existing commercial building for continued commercial uses and does not burden such community improvements. The Commercial development shall have no impact on schools and minimum to no additional impact on existing utilities, streets and transportation facilities beyond the current traffic flows.

D. Whether the zoning proposal is in conformity with the policies and intent of the land use plan;

The rezoning proposal is in conformity with the policies and intent of the Cobb County Comprehensive Plan. The property is delineated in a Regional Activity Center, future land use category. The requested zoning district and proposed use are consistent with the nature of the category in providing a regional commercial district.

E. Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal;

There are existing conditions affecting the use or development of the property which give supporting grounds for approving the applicant's rezoning proposal. The proposal is in an area with current commercial development (The Battery and Truist Park) and utilizes the existing building, parking and driveways. This will create minimal change and disruption to the property. In addition, the Property is part of the Cumberland Community Improvement District (CID), and

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-12-2026

SITE BACKGROUND

Applicant	Dennis Tidwell
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Dennis Tidwell
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Bumblebee Capital, LLC
Property Location	Located on the west side of Bells Ferry Road, north of Adair Drive
Address	1471 Bells Ferry Road
Access to Property	Bells Ferry Road

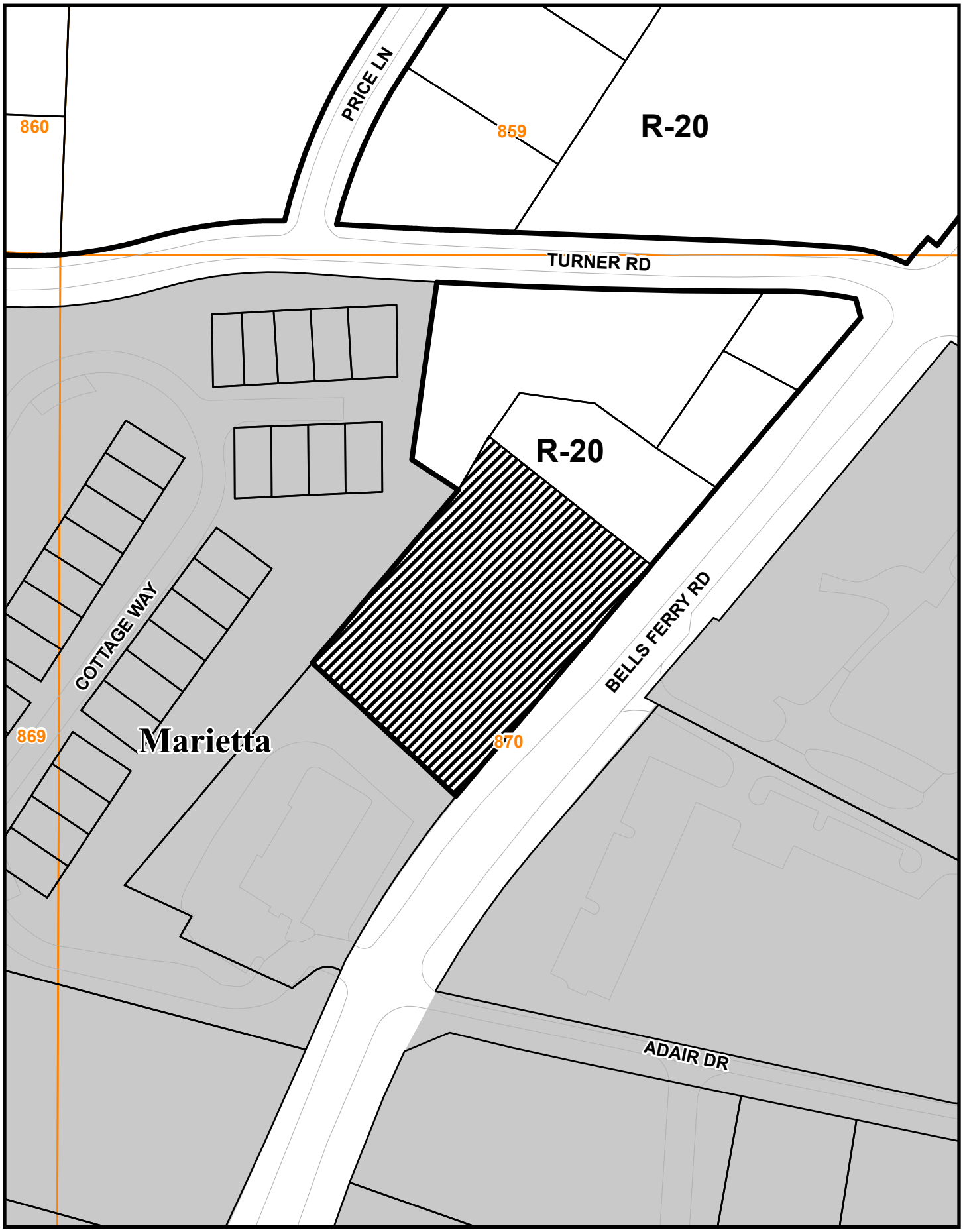
QUICK FACTS

Commission District	2 - Allen
Current Zoning	R-20
Current Use of Property	Vacant
Proposed Zoning	RM-12
Proposed Use	Townhome development
Future Land Use	CAC
Site Acreage	1.40
District	16
Land Lot	870
Parcel #	16087000040
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

Z-12 2026 Map

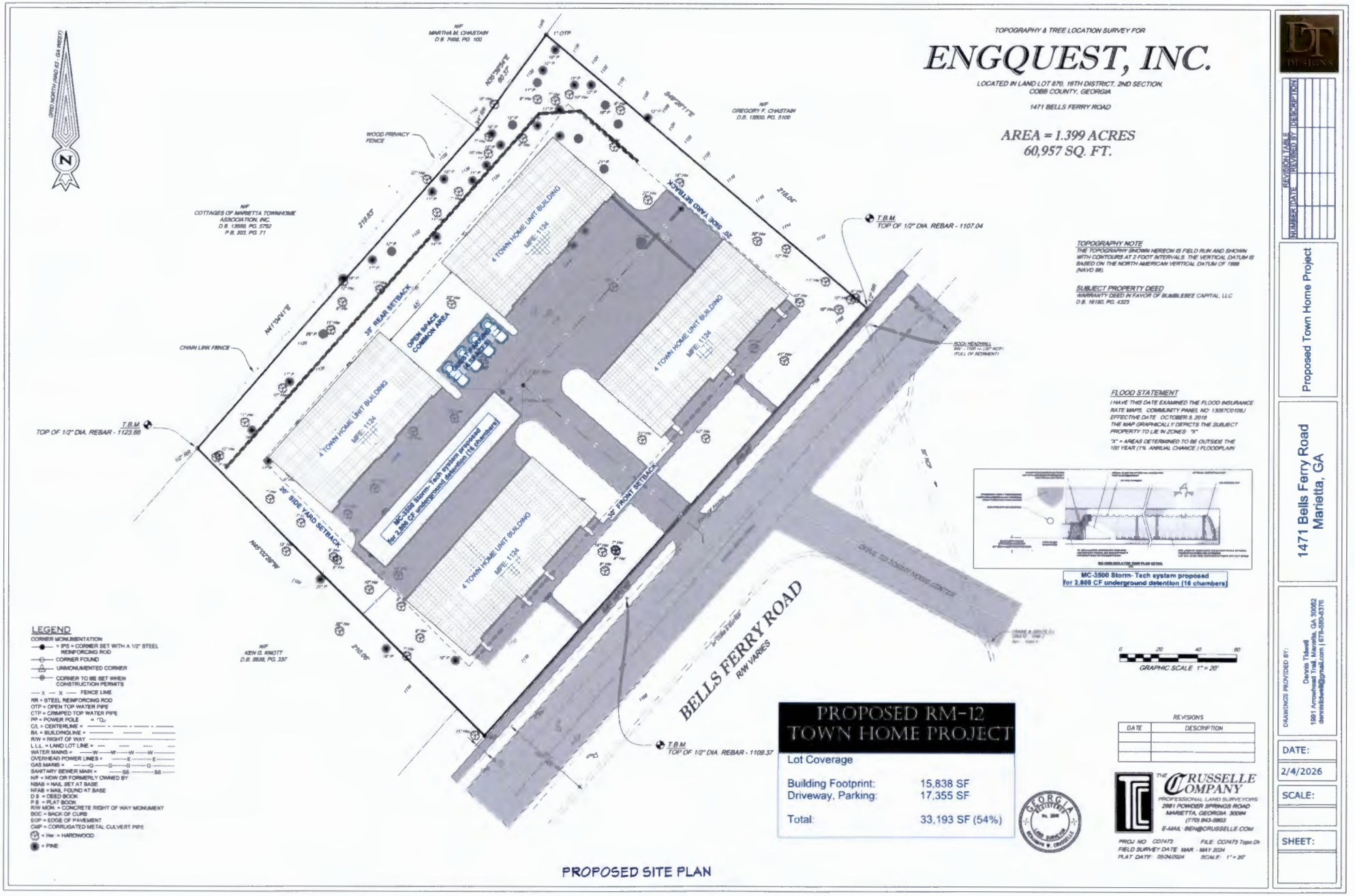


This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 105 210 Feet

Zoning Boundary

City Boundary


TOPOGRAPHY & TREE LOCATION SURVEY FOR
ENGQUEST, INC.
LOCATED IN LAND LOT 870, 16TH DISTRICT, 2ND SECTION, COBB COUNTY, GEORGIA
1471 BELLS FERRY ROAD
AREA = 1.399 ACRES
60,957 SQ. FT.
TOPOGRAPHY NOTE
THE TOPOGRAPHY SHOWN HEREON IS FIELD RUN AND SHOWN WITH CONTOURS AT 2 FOOT INTERVALS. THE VERTICAL DATUM IS BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).
SUBJECT PROPERTY DEED
WARRANTY DEED IN FAVOR OF BUMBLEBEE CAPITAL, LLC D.B. 16180, PG. 4323
FLOOD STATEMENT
I HAVE THIS DATE EXAMINED THE FLOOD INSURANCE RATE MAPS, COMMUNITY PANEL NO: 13067C0106J EFFECTIVE DATE: OCTOBER 5, 2016 THE MAP GRAPHICALLY DEPICTS THE SUBJECT PROPERTY TO LIE IN ZONES: "X" "X" = AREAS DETERMINED TO BE OUTSIDE THE 100 YEAR (1% ANNUAL CHANCE) FLOODPLAIN
T.B.M TOP OF 1/2" DIA. REBAR - 1123.66
T.B.M TOP OF 1/2" DIA. REBAR - 1107.04
T.B.M TOP OF 1/2" DIA. REBAR - 1108.37
BELLS FERRY ROAD R/W VARIES
4 TOWN HOME UNIT BUILDING MFE: 1134
OPEN SPACE COMMON AREA
MC-3500 Storm- Tech system proposed for 2,809 CF underground detention (16 chambers)
39' REAR SETBACK
30' FRONT SETBACK
25' SIDE YARD SETBACK
30' SIDE YARD SETBACK
WOOD PRIVACY FENCE
CHAIN LINK FENCE
NF MARTHA M. CHASTAIN D.B. 7456, PG. 100
NF GREGORY F. CHASTAIN D.B. 13500, PG. 5100
NF COTTAGES OF MARIETTA TOWNHOME ASSOCIATION, INC. D.B. 13593, PG. 5752 P.B. 803, PG. 71
NF KEN D. KNOTT D.B. 3938, PG. 337
ROCK HEADWALL
GRAPHIC SCALE 1" = 20'
PROPOSED RM-12 TOWN HOME PROJECT
Lot Coverage
Building Footprint: 15,838 SF
Driveway, Parking: 17,355 SF
Total: 33,193 SF (54%)
LEGEND
CORNER MONUMENTATION
= IPS = CORNER SET WITH A 1/2" STEEL REINFORCING ROD
CORNER FOUND
UNMONUMENTED CORNER
CORNER TO BE SET WHEN CONSTRUCTION PERMITS
FENCE LINE
RR = STEEL REINFORCING ROD
OTP = OPEN TOP WATER PIPE
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C/L = CENTERLINE
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R/W = RIGHT OF WAY
L.L.L. = LAND LOT LINE
WATER MAINS
OVERHEAD POWER LINES
GAS MAINS
SANITARY SEWER MAIN
N/F = NOW OR FORMERLY OWNED BY
NSAB = NAIL SET AT BASE
NFAB = NAIL FOUND AT BASE
D.B. = DEED BOOK
P.B. = PLAT BOOK
R/W MON. = CONCRETE RIGHT OF WAY MONUMENT
BOC = BACK OF CURB
EOP = EDGE OF PAVEMENT
CMP = CORRUGATED METAL CULVERT PIPE
= Her = HARDWOOD
= PINE
PROPOSED SITE PLAN
REVISIONS
DATE
DESCRIPTION
THE CRUSSELLE COMPANY
PROFESSIONAL LAND SURVEYORS
2981 POWDER SPRINGS ROAD
MARIETTA, GEORGIA 30064
(770) 943-5903
E-MAIL: BEN@CRUSSELLE.COM
PROJ. NO: CC0473
FIELD SURVEY DATE: MAR - MAY 2024
PLAT DATE: 05/24/2024
SCALE: 1" = 20'
DRAWINGS PROVIDED BY:
Daniels Tidwell
1991 Arrowhead Trail, Marietta, GA 30062
danieletidwell@gmail.com | 678-580-4376
Proposed Town Home Project
1471 Bells Ferry Road
Marietta, GA
DATE:
2/4/2026
SCALE:
SHEET:

Z-12 2026 Aerial Map



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

0 105 210 Feet

Zoning Boundary

City Boundary

Application No. _____

Summary of Intent for Rezoning

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

a) **Proposed unit square-footage(s):** 16 townhome units (2,400sf- 2,700sf each)

b) **Proposed building architecture:** 3-story units, front units on basement foundation

Contemporary style with mix materials (Brick, and cement panels and cement lap siding (on side, rear)

c) **List all requested variances:** none requested

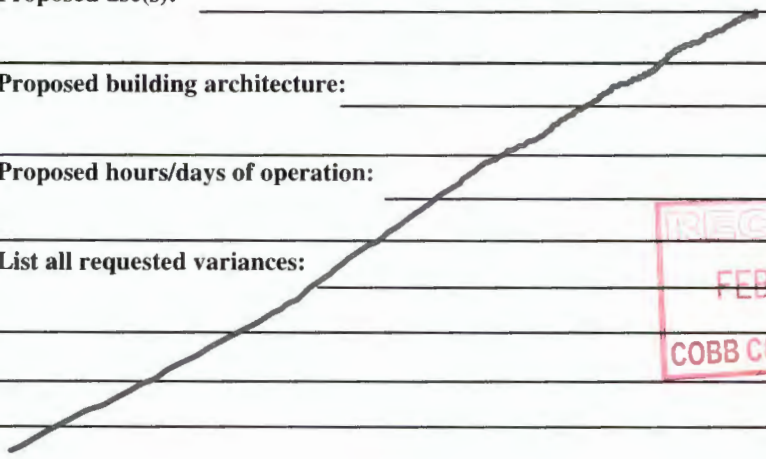
Part 2. Non-residential Rezoning Information (attach additional information if needed)

a) **Proposed use(s):**

b) **Proposed building architecture:**

c) **Proposed hours/days of operation:**

d) **List all requested variances:**



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COBB COUNTY ZONING

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

see attached letter

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

none

Dennis Tidwell

1991 Arrowhead Trail, Marietta, GA 30062

678-580-8376 | dennistidwell@gmail.com

February 3, 2026

Cobb County Planning Commission 100 Cherokee Street Marietta, GA 30090

RE: Support for Rezoning Application – 1471 Bells Ferry Road (R-20 to RM-12)

To the Members of the Cobb County Planning Commission,

Please accept this letter as a formal narrative in support of the proposed rezoning for the property located at **1471 Bells Ferry Road** from R-20 to **RM-12**. While we recognize that the current Future Land Use (FLU) map designates this corridor for Commercial or Mixed-Use development, a pragmatic analysis of the site's constraints and the community's immediate needs reveals that a residential "Missing Middle" project is the highest and best use for this land.

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COBB COUNTY ZONING

The Fallacy of Commercial Viability on this Parcel

The current FLU designation of Commercial or Mixed-Use, while well-intentioned for the corridor at large, creates a "taking" in practical terms for a parcel of this specific geometry and scale.

- **Restrictive Setbacks:** Transitioning to a commercial or mixed-use zoning would trigger intensive landscape buffers and hardware setbacks required to shield adjacent residential neighbors. These requirements would shrink the buildable area to a point of functional obsolescence, effectively rendering the land useless for modern commercial footprints.
- **Infrastructure Overload:** A mixed-use development on this site would require disproportionate investments in parking structures and high-volume stormwater management, which are neither economically feasible nor aesthetically compatible with the surrounding neighborhood.

Addressing the "Missing Middle" and Workforce Housing

Cobb County is currently facing a critical shortage of **workforce housing**. The transition from R-20 (which promotes low-density, high-cost luxury lots) to RM-12 allows for the

"Missing Middle"—housing that is attainable for the very professionals who sustain our community.

- **Empowering Local Professionals:** This project is specifically designed to provide high-quality housing for teachers, first responders, and healthcare workers.
- **Contextual Density:** RM-12 provides a gentle density that serves as a perfect transition between the commercial corridor and established single-family neighborhoods, without the "looming" effect of high-rise apartment complexes.

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FEB 05 2026
COBB COUNTY ZONING

Traffic: Predictability vs. Commercial Chaos

A primary concern for Bells Ferry Road residents is traffic congestion. It is a common planning misconception that residential use is more burdensome than commercial.

- **Dependable Traffic Patterns:** Residential developments generate "peak-hour" traffic. This allows existing residents to plan their commutes with a high degree of certainty.
- **Eliminating High-Turnover Friction:** Commercial or Mixed-Use zoning generates "high-turnover" traffic—constant ingress and egress throughout the day and evening. This creates perpetual friction on Bells Ferry Road, leading to unpredictable travel times and increased accident risks.
- **Focus on Local Trips:** By housing the local workforce closer to their places of employment, we reduce the volume of pass-through traffic that currently clogs our arterial roads.

Conclusion

The rezoning to **RM-12** represents a common-sense approach to land use that prioritizes community stability over theoretical map designations. By approving this change, the Commission is choosing to support attainable housing, protect the property rights of the owner from unusable zoning restrictions, and provide the neighborhood with a predictable, low-impact traffic neighbor.

We respectfully request that the Planning Commission recommend **approval** of the RM-12 designation for 1471 Bells Ferry Road.

Sincerely,

Dennis Tidwell

DRAWINGS PROVIDED BY:	Derrik Tidwell 1981 Arrowhead Trail, Marietta, GA 30062 derrikdtidwell@gmail.com | 678-880-8376
1471 Bells Ferry Road Marietta, GA	
Proposed Town Home Project	
REVISION TABLE NUMBER / DATE / REVISED BY / DESCRIPTION	
DATE:	2/4/2026
SCALE:	
SHEET:	



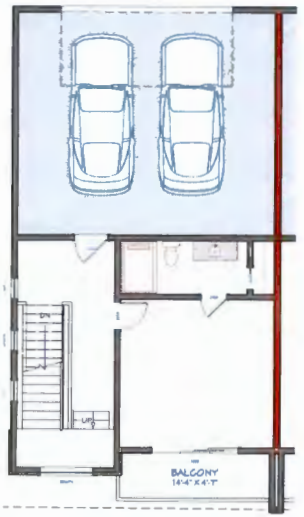
Typical Town Home Proposed (end unit)

4-5 BR | 4-5 BA | 2-Car Garage | 2 Balconies | 2,700 SF

16 Proposed Units For Sale
$470K- 499K



Basement Level



Garage Level



Main Level



Upper Level

Typical Town Home Proposed (end unit)

REVISION TABLE

NUMBER	DATE	REVISED BY (DESCRIPTION)

Proposed Town Home Project

1471 Bells Ferry Road
Marietta, GA

DRAWINGS PROVIDED BY:
Dennis Tidwell
1951 Arrowhead Trail, Marietta, GA 30062
dennistidwell@gmail.com | 678-560-6376

DATE: 2/4/2026

SCALE:

SHEET:

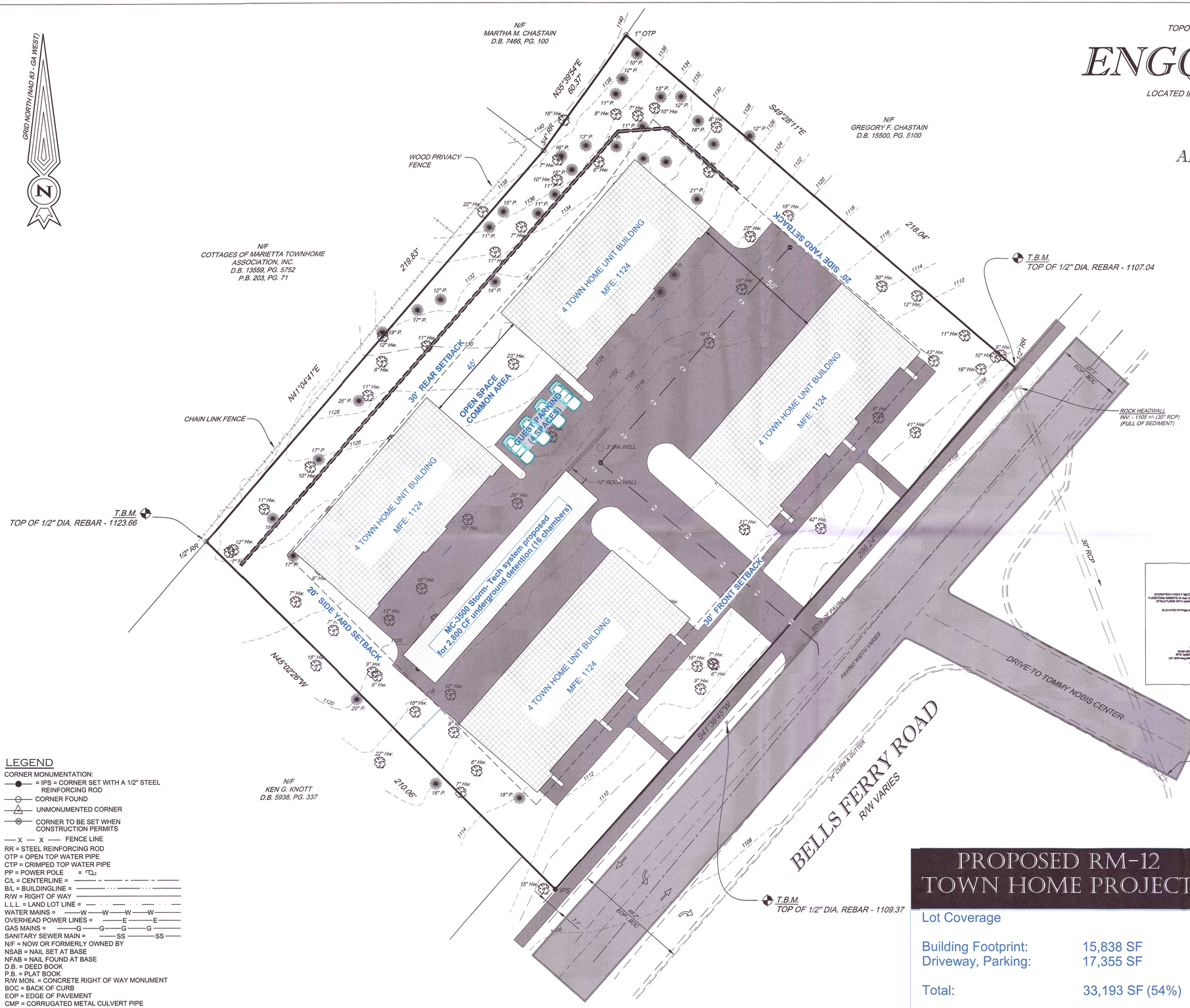
TOPOGRAPHY & TREE LOCATION SURVEY FOR

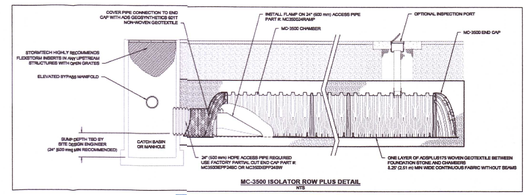
ENGQUEST, INC.

LOCATED IN LAND LOT 870, 16TH DISTRICT, 2ND SECTION,
COBB COUNTY, GEORGIA

1471 BELLS FERRY ROAD

AREA = 1.399 ACRES
60,957 SQ. FT.





MC-3500 ISOLATOR ROW PLUS DETAIL
NTS

MC-3500 Storm- Tech system proposed
for 2,800 CF underground detention (16 chambers)

LEGEND

CORNER MONUMENTATION:
- —●— = IPS = CORNER SET WITH A 1/2" STEEL REINFORCING ROD
- —○— CORNER FOUND
- —△— UNMONUMENTED CORNER
- —⊗— CORNER TO BE SET WHEN CONSTRUCTION PERMITS

— X — X — FENCE LINE
RR = STEEL REINFORCING ROD
OTP = OPEN TOP WATER PIPE
CTP = CRIMPED TOP WATER PIPE
PP = POWER POLE = ℄
C/L = CENTERLINE = ——— – ——— – ———
B/L = BUILDINGLINE = ——— · · · ——— · · · ———
R/W = RIGHT OF WAY ———————————
L.L.L. = LAND LOT LINE = — · · — — · · — — · · —
WATER MAINS = ——W——W——W——W——
OVERHEAD POWER LINES = ——E——E——
GAS MAINS = ——G——G——G——G——
SANITARY SEWER MAIN = ——SS——SS——
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NSAB = NAIL SET AT BASE
NFAB = NAIL FOUND AT BASE
D.B. = DEED BOOK
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BOC = BACK OF CURB
EOP = EDGE OF PAVEMENT
CMP = CORRUGATED METAL CULVERT PIPE
= Hw. = HARDWOOD
= PINE

TOPOGRAPHY NOTE
THE TOPOGRAPHY SHOWN HEREON IS FIELD RUN AND SHOWN WITH CONTOURS AT 2 FOOT INTERVALS. THE VERTICAL DATUM IS BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).

SUBJECT PROPERTY DEED
WARRANTY DEED IN FAVOR OF BUMBLEBEE CAPITAL, LLC
D.B. 16190, PG. 4323

FLOOD STATEMENT
I HAVE THIS DATE EXAMINED THE FLOOD INSURANCE RATE MAPS, COMMUNITY PANEL NO: 13067C0106J EFFECTIVE DATE: OCTOBER 5, 2018
THE MAP GRAPHICALLY DEPICTS THE SUBJECT PROPERTY TO LIE IN ZONES: "X"
"X" = AREAS DETERMINED TO BE OUTSIDE THE 100 YEAR (1% ANNUAL CHANCE) FLOODPLAIN

0 20 40 60
GRAPHIC SCALE 1" = 20'

PROPOSED RM-12 TOWN HOME PROJECT

Lot Coverage

Building Footprint:	15,838 SF
Driveway, Parking:	17,355 SF
Total:	33,193 SF (54%)

COBB COUNTY ZONING RECEIVED FEB 05 2026

REVISIONS

DATE	DESCRIPTION

GEORGIA REGISTERED No. 2841 LAND SURVEYOR BENJAMIN W. CRUSSELLE

THE CRUSSELLE COMPANY
PROFESSIONAL LAND SURVEYORS
2981 POWDER SPRINGS ROAD
MARIETTA, GEORGIA 30064
(770) 943-5903
E-MAIL: BEN@CRUSSELLE.COM

PROJ. NO. C07473 FILE: C07473 Topo.Dv
FIELD SURVEY DATE: MAR. - MAY 2024
PLAT DATE: 05/24/2024 SCALE: 1" = 20'

PROPOSED SITE PLAN

DT DESIGNS

REVISION TABLE

NUMBER	DATE	REVISED BY	DESCRIPTION

Proposed Town Home Project

1471 Bells Ferry Road
Marietta, GA

DRAWINGS PROVIDED BY:
Dennis Tidwell
1991 Arrowhead Trail, Marietta, GA 30062
dennistidwell@gmail.com | 678-580-8376

DATE:
2/4/2026

SCALE:

SHEET:

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-12-2026

SITE BACKGROUND

Applicant	Dennis Tidwell
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Dennis Tidwell
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Bumblebee Capital, LLC
Property Location	Located on the west side of Bells Ferry Road, north of Adair Drive
Address	1471 Bells Ferry Road
Access to Property	Bells Ferry Road

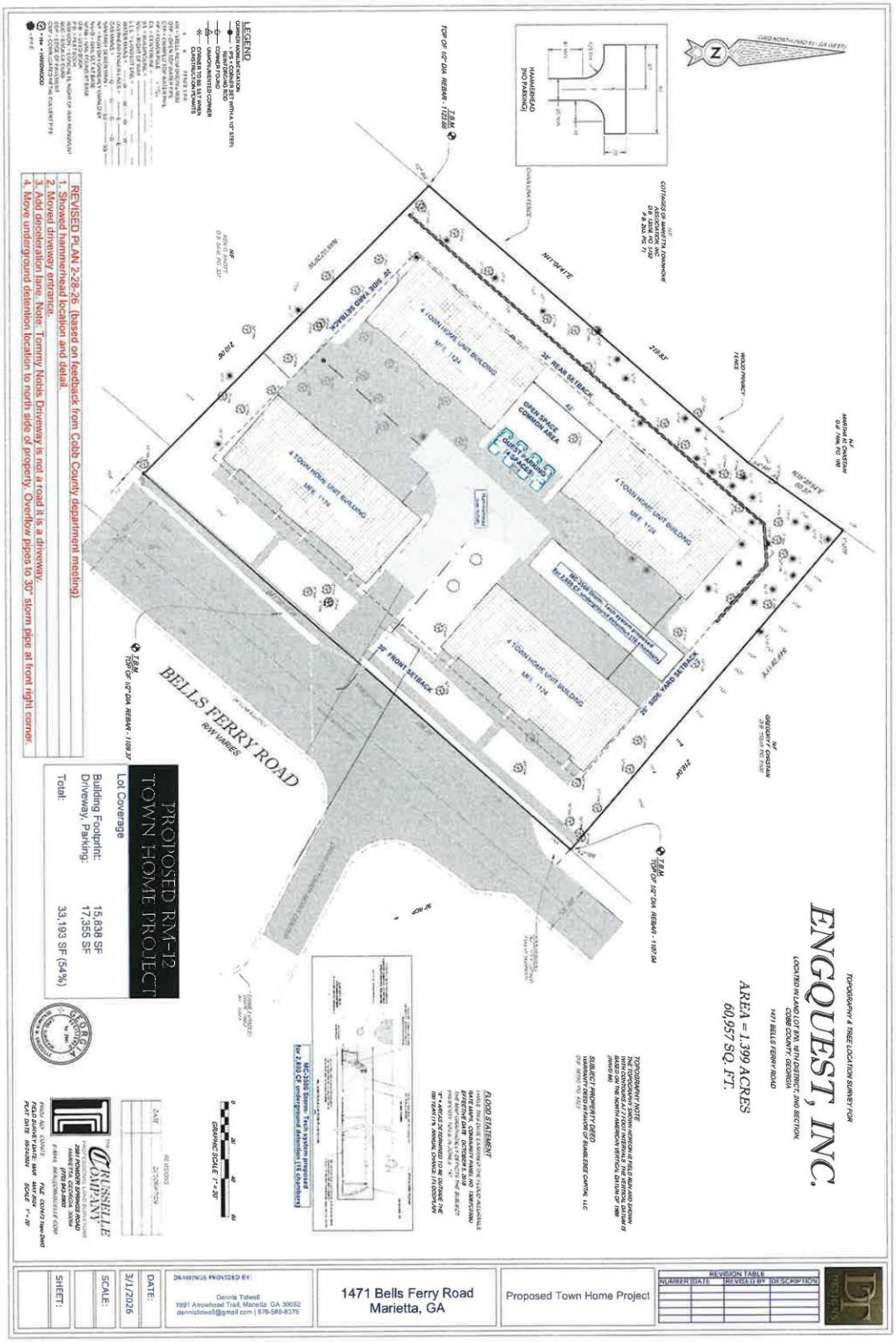
QUICK FACTS

Commission District	2 - Allen
Current Zoning	R-20
Current Use of Property	Vacant
Proposed Zoning	RM-12
Proposed Use	Townhome development
Future Land Use	CAC
Site Acreage	1.40
District	16
Land Lot	870
Parcel #	16087000040
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

(Zoning staff member: Cameron Jones, CNU-A)

Based on the analysis of this case, Staff recommends **DENIAL.**


ENGQUEST, INC.
TOPOGRAPHY & TREE LOCATION SURVEY FOR
LOCATED IN LAND LOT 826, 16TH DISTRICT, 2ND SECTION
COBB COUNTY, GEORGIA
1471 BELLS FERRY ROAD
AREA = 1.399 ACRES
60,957 SQ. FT.
BELLS FERRY ROAD
R/W VARIES
PROPOSED RM-12
TOWN HOME PROJECT
Lot Coverage
Building Footprint: 15,838 SF
Driveway, Parking: 17,355 SF
Total: 33,193 SF (54%)
REVISED PLAN 2-28-26 (based on feedback from Cobb County department meeting)
1. Showed hammerhead location and detail.
2. Moved driveway entrance.
3. Add deceleration lane. Note: Tommy Nobis Driveway is not a road it is a driveway.
4. Move underground detention location to north side of property. Overflow pipes to 30" storm pipe at front right corner.
LEGEND
HAMMERHEAD (NO PARKING)
4 TOWN HOME UNIT BUILDING
MFF: 1153
MFF: 1174
OPEN SPACE COMMON AREA
GUEST PARKING 14 SPACES
25' FRONT SETBACK
25' REAR SETBACK
30' SIDE YARD SETBACK
MC-3500 Storm Tech system proposed for 2,693 CF underground detention (16 chambers)
HICKORY FENCE
CHAIN LINK FENCE
TBM TOP OF 1/2" DIA. REBAR - 1109.37
TBM TOP OF 1/2" DIA. REBAR - 1107.04
TOPOGRAPHY NOTE
FLOOD STATEMENT
SUBJECT PROPERTY DEED
1471 BELLS FERRY ROAD
DRAWINGS PROVIDED BY:
Dennis Tidwell
1991 Arrowhead Trail, Marietta GA 30062
dennistidwell@gmail.com | 678-580-8376
1471 Bells Ferry Road
Marietta, GA
Proposed Town Home Project
REVISION TABLE
NUMBER | DATE | REVISED BY | DESCRIPTION
DATE: 3/1/2026
SCALE:
SHEET:

Z-12 2026 Aerial Map



North

Zoning: R-20 / Vacant Lots

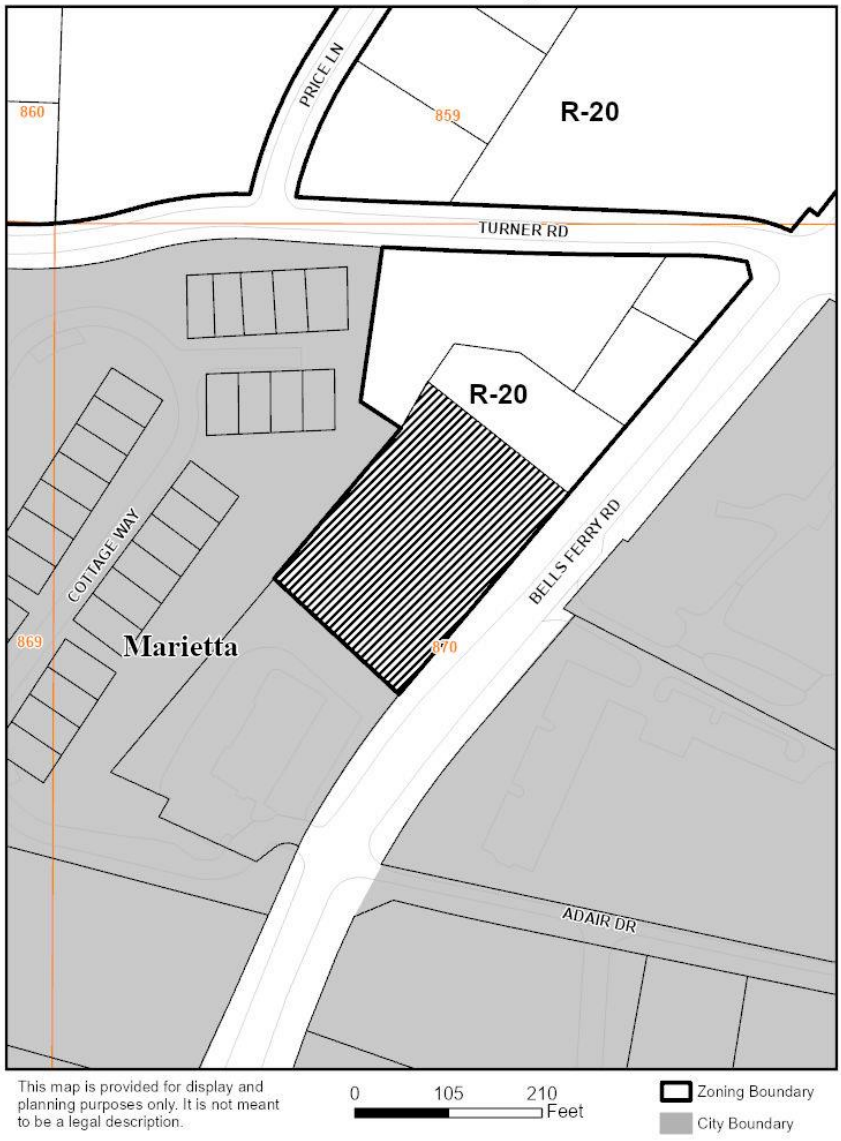
Future Land Use: CAC

WEST

Zoning: City of Marietta

Future Land Use: N/A

Z-12 2026 Map



EAST

Zoning: City of Marietta

Future Land Use: N/A

SOUTH

Zoning: City of Marietta

Future Land Use: N/A

Current zoning district for the property

The R-20 district is established to provide locations for single-family residential uses or residentially compatible institutional and recreational uses which are within or on the edge of properties delineated for any residential category as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. When residentially compatible institutional and recreational uses are developed within the R-20 district, they should be designed and built to ensure intensity and density compatibility with adjacent single-family detached dwellings and otherwise to implement the stated purpose and intent of this chapter.

Requested zoning district for the property

The RM-12 district is established to provide locations for multifamily residential uses or residentially compatible institutional and recreational uses which are within properties delineated for high density residential and regional activity center categories as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. When residentially compatible institutional and recreational uses are developed within the RM-12 district, they should be designed and built to ensure intensity and density compatibility with adjacent multifamily detached dwellings and otherwise to implement the stated purpose and intent of this chapter.

Summary of the applicant's proposal

The applicant is requesting to rezone to the RM-12 residential multifamily zoning district to develop a residential multi-family community on a 1.4-acre site. The development will consist of 16 units constructed in four (4) buildings. The units will range in size from 2,400 to 2,700 square feet. The buildings are proposed to be three (3) stories with the front units on a basement foundation and will have a contemporary architectural style with brick and cement panels and cement lap siding.

Residential criteria

Allowable units as zoned: 2
Proposed # of units: 16
Net density: 11.43
Increase of units: 14
Acres of floodplain/wetlands: 0
Impervious surface shown: 54%

Are there any zoning variances?

Yes;

1. Reduce the minimum lot size from required 80,000 square feet to 60,957 square feet;
2. Reduce the front setback from required 75 feet to 30 feet;
3. Reduce the side setbacks from required 35 feet to 20 feet adjacent to the northeastern and southwestern property lines;
4. Reduce the rear setback from required 40 feet to 30 feet;
5. Reduce the landscape screening buffer abutting a more restrictive residentially zoned property from required 25 feet to 20 feet adjacent to the northeastern property line;
6. Increase the maximum allowable impervious coverage from required 45% to 54%.

Z-12-2026 DEPARTMENT COMMENTS – Fire Department

02/25/26

The proposed zoning case must address the comments listed below by prescriptive code or equivalency, as approved by the Cobb County Fire Marshal's Office

Approval will be based on Professional Engineer-stamped plans that signify overall plan conformance to all Georgia State and Cobb County Codes. Design Professional and Developer maintain the sole responsibility for the design and for correcting all errors, omissions, problems, and code violations (if any) exposed during construction AFTER authorization by Cobb County.

FIRE DEPARTMENT 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 2018 Edition and Cobb County Development Standards 402.11).

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, 35 foot inside radius, 50 foot outside turning radius and unobstructed vertical clearance of not less than 13 feet 6 inches. (Cobb County Development Standards 402.11)

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%.

Provide a clear flat (10-foot minimum) access to all perimeter parts of each structure (CCDS 107.7)

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 have a minimum width of 26 feet
- Aerial fire apparatus access roads shall be at least 15 feet but no more than 30 ft from the structure
- Aerial fire apparatus access roads shall 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. (IFC Appendix D105)

(continued)

GUEST PARKING:
Occupant parking shall be installed as required by zoning and additional guest parking shall be required as follows:

- Where driveways to two car garages exceed 50 feet in length, no additional guest parking is required.
- Where driveways to two car garages are at least 22 feet long and 20 feet wide, additional parking shall be required at .5 spaces per dwelling unit.
- Where driveways to two car garages are less than 22 feet long and 20 feet wide, additional parking shall be required at 1 space per dwelling unit.
- Where only single car garages are provided, additional parking shall be required at 2 spaces per dwelling unit.
- Guest parking spaces must be evenly distributed throughout the project. (Cobb County Development Standards 401.8.2)

FIRE HYDRANT:
The maximum distance of a hydrant to the most remote portion of a structure shall be 500 feet. Distance shall be measured around the structure and from the fire apparatus access road. A 500-foot radius around the hydrant is not an acceptable measurement for distance. Hydrants on the opposite side of a main ROW is not an acceptable measurement of distance. (Cobb County Development Standards 410.5.2) (Cobb County Development Standards 410.5.2)

FIRE PROTECTION:
Automatic sprinkler protection must be provided where mandated by the applicable codes.

Jeff Byrd
(678) 229-7059
Jeffrey.Byrd@cobbcounty.gov

Z-12-2024 DEPARTMENT COMMENTS – Cemetery Preservation

No comment.

4/7/2026

Approval of this petition will not have an impact on the enrollment of schools.

School	Student Capacity	School Enrollment	Capacity Status
Bells Ferry ES	712	690	22 under capacity
Daniell MS	1175	772	403 under capacity
Sprayberry HS	2062	1632	430 under capacity

2/27/2026

Comprehensive Plan Future Land Use Designation: Community Activity Center
The subject tract is within the Community Activity Center (CAC). Community Activity Centers provides for areas that can meet the immediate needs of several neighborhoods or communities. Typical land uses for these areas include low- to mid-rise office buildings and department stores.

Future Land Use Sub-Category? N/A

☐ Consistent ☒ Inconsistent

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary? ☒ Yes ☐ No
If yes, which City: Marietta
Was the city notified? Yes

Specific Area Policy Guidelines: ☒ Yes ☐ No
Policy: CAC P-23
In recognition of the exisitng land uses, zoning and future land uses along Bells Ferry Road, south of Interstate 75, the Board of Commissioners has established a Community Activity Center on the west side of Bells Ferry Road. Due to the CAC's proximity to the Tommy Nobis Center and other office and medical uses, it is not desired to have this be a commercial activity center, but one that supports office and medical uses; thus, the Board of Commissioners will only consider uses permitted within the O&I zoning district or zoning districts with explicit uses for office and medial facilities.

Masterplan/ Corridor Study: ☐ Yes ☒ No
Name of Masterplan/Corridor Study: N/A

Design guidelines area? ☐ Yes ☒ No
If yes, design guidelines area? N/A
Does the proposal plan comply with the design requirements? N/A

Is the property within an Opportunity Zone? ☐ Yes ☒ No
If yes, Opportunity Zone? N/A
(The Opportunity Zone is an incentive that provides $3,500 tax credit per job in eligible areas if two or more jobs are being created. This incentive is for new or existing businesses)

Is the property within an Enterprise Zone? ☐ Yes ☒ No
If yes, Enterprise Zone? N/A
(The Enterprise Zone is an incentive that provides tax abatements and other economic incentives for qualifying businesses locating or expanding within designated areas for new jobs and capital investment)

(continued)

Is the property eligible for the Façade Improvement Program? ☐ Yes ☒ No

(The Façade Improvement Program is an incentive for owners and tenants to enhance the appearance of buildings. The CDBG program provides the funding. Properties must be either on the current inventory of redevelopment sites or in a corridor study area and be in a census tract with at least 51% low and moderate income. The program serves to improve the economic viability of these areas.)

Is the property eligible for incentives through the Commercial and Industrial Property Rehabilitation Program? ☐ Yes ☒ No

(The Commercial and Industrial Property Rehabilitation Program Is an incentive that provides a reduction in ad valorem property taxes for qualifying redevelopment in eligible areas)

Note: For more information on incentives, please call the Community Development Agency- Economic Development Division at 770-528-2018 or find information online at www.cobbcounty.org/econdev.

Special District:

Is this property within the Cumberland Special District #1 (hotel/motel fee)? ☐ Yes ☒ No

Is this property within the Cumberland Special District #2 (ad valorem tax)? ☐ Yes ☒ No

Is this property within the Six Flags Special Service District? ☐ Yes ☒ No

---

Dobbins Air Reserve Base Zones:

Is the property within the Dobbins Airfield Safety Zone? ☐ Yes ☒ No

Is the property within the Clear Zone (CZ)? ☐ Yes ☒ No

Is the property within 3000’ of Dobbins ARB? ☐ Yes ☒ No

Is the property within the Accident Potential Zone (APZ I)? ☐ Yes ☒ No

Is the property within the Accident Potential Zone II (APZ II)? ☐ Yes ☒ No

Is the property within the Noise Zone? ☐ Yes ☒ No

Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)? ☐ Yes ☒ No

---

(continued)

Historic Preservation:

After consulting various county historic resources surveys, historic maps, archaeology surveys and Civil War trench location maps, staff finds that no known significant historic resources appear to be affected by this application.

Water comments:

At development: ☒ YES ☐ NO

Fire flow test required: ☒ YES ☐ NO

Size/location of existing water main(s): 6" on Bells Ferry Rd

Additional water comments:

Sewer comments:

In the drainage basin: ☒ YES ☐ NO

At development: ☐ YES ☒ NO*

Approx. distance to nearest sewer: 300' south on Bells Ferry Rd

Estimated waste generation (in G.P.D.): Average daily = 3,360

Peak flow = 8,400

Treatment plant: Noonday WRF

Plant capacity: ☒ Yes ☐ NO

Projected plant availability: ☐ 0-5 years ☐ 5-10 years ☒ over 10 years

Off-site easement required: ☐ YES* ☐ NO

Line capacity study required: ☐ YES ☒ NO

Letter of allocation issued: ☐ YES ☒ NO

Septic tank recommended by this department: ☐ YES ☒ NO

Subject to Health Department approval: ☐ YES ☒ NO

Additional sewer comments:

*If off-site easements are required, the developer/owner must submit easements to CCWS for review and approval as to form and stipulations prior to the execution of easements by the property owners. All easement acquisitions are the responsibility of the developer/owner.

Note: These comments only reflect what facilities were in existence at the time of this review. Developer may be required to install/upgrade water mains based on fire flow test results or Fire Department code. This will be addressed in the Plan Review process. The developer/owner will be responsible for connecting to the existing county water and sewer systems, installing and/or upgrading all outfalls & water mains, obtaining onsite and/or offsite easements, and dedication of onsite and/or offsite water and sewer to Cobb County as may be required. Rezoning does not guarantee water/sewer availability or capacity unless so stated in writing by the Cobb County Water System.

Roadway	Roadway classification	Speed limit (mph)	Jurisdictional control	Min. R.O.W. requirements
Bells Ferry Road	Arterial	45	Cobb County	100’

Roadway	Location	Average daily trips (vpd)	Level of service
Bells Ferry Road	South off Mark Avenue	11,900	D

vpd = vehicles per day

Based on 2024 AADT count data taken by GDOT, as published on their website, for Bells Ferry Road

Planning Level of Service based on available Average Daily Trips using GRTA guideline thresholds. Classification thresholds for LOS A and LOS B are not available for arterial roads from this data source.

LOS C or D is acceptable based on GDOT Design Policy Manual criteria.

ITE Land Use	Description	Expected Size	AM			PM			Daily (vpd)
			In (vph)	Out (vph)	**Total (vph)**	In (vph)	Out (vph)	**Total (vph)**	
215	Single Family Attached Housing	16 Dwelling Units	2	6	**8**	6	4	**10**	**115**

vph = vehicles per hour,

Development gross trip generation based on available development size and rates from the Institute of Transportation Engineers (ITE) Trip Generation, 11th edition.

Comments and observations

Cobb DOT received site plan dated March 1, 2026. These comments are being revised based on the information received.

Bells Ferry Road is classified as an arterial roadway and according to the available information the existing right-of-way does not meet the minimum requirements for this classification.

In accordance with Cobb County Code 134-121 and based on site plan received February 5, 2026, this development does not require a traffic impact study submittal.

Recommendations

THE RECOMMENDATIONS BELOW SHALL BECOME STIPULATED REQUIREMENTS UPON INCLUSION WITH AND APPROVAL BY THE BOARD OF COMMISSIONERS OF THIS APPLICATION:

1. Recommend applicant, within 12 months of zoning approval, donate right-of-way on the West side of Bells Ferry Road, a minimum of 50’ from the roadway centerline or 3’ behind the relocated sidewalk, whichever is further, in accordance with Cobb County Development Standard 401.2, Right-of-Way. The site plan revised March, 1, 2026 does not appear to address this recommendation.

(continued)

2. Recommend Bells Ferry Road access include a deceleration (right turn) lane and/or taper to address safety because Bells Ferry Road is an arterial road. This recommendation is pursuant to Cobb County Development Standard 402.9, Deceleration Lanes/Roadway Improvements Along Existing Streets, and Cobb County Development Standard Detail 401A, Deceleration Lanes. Recommend location and design be determined during plan review, subject to Cobb DOT approval. The conceptual turn lane shown on the site plan revised March, 1, 2026 does not fully conform to Standard Detail 401A. Recommend final review and approval during plan review.

3. Recommend driveway on Bells Ferry Road be installed to commercial standards. This recommendation is pursuant to Cobb County Development Standard 402.8, Non-Residential Driveways and Cobb County Development Standard Detail 116, Commercial Driveway Requirements.

4. Recommend proposed driveways uninterrupted access (distance to the first internal parking space or drive aisle or gate) to a minimum of 50 feet from the edge of right-of-way line. This recommendation is to allow for vehicle stacking and is pursuant to Cobb County Development Standard 402.8, Non-Residential Driveways and Standard Detail 116. Site plan received February 5, 2026, appears to comply with this recommendation.

5. Recommend development access either directly align or have an offset of a minimum of 125 feet centerline to centerline from Bells Ferry Road access of 1480 Bells Ferry Road to address safety. This recommendation is pursuant to Cobb County Development Standard 401.10, Minimum Centerline Offsets and Intersection Separations and Cobb County Development Standard 402 Access. If development is unable to directly align or have minimum of 125 feet offset, recommend restricting access to right-in/right-out. The site plan revised March, 1, 2026 does not appear to address this recommendation.

6. Recommend installing curb, gutter, and sidewalk along the Bells Ferry Road frontage to meet Cobb DOT standards. This recommendation is pursuant to Cobb County Development Standard 401.15, Curbs and Gutters (including subsections), Cobb County Development Standard 404 Sidewalks and Pathways, Cobb County Development Standard 405 Accessibility Requirements, and Cobb County Development Standard Detail 106, Concrete Curbs, Medians.

7. Recommend all crosswalks be installed parallel to the adjacent roadway.

8. Recommend applicant verify that minimum intersection sight distance is available for the proposed development access and if it is not, implement remedial measures, subject to

the Department's approval, to achieve the minimum requirement. This recommendation is pursuant to Cobb County Development Standard Detail 401B, Intersection Sight Distance.

9. All signage and landscaping should be installed off county right-of-way and where it will not impede the line of sight for the driveways or roadways.

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

STAFF ANALYSIS

Per section 134-122 of the Official Code of Cobb County, below is a written zoning analysis relating to the following (question in bold; the answer is not bold):

A. Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;
It is Staff's opinion that the applicant's rezoning proposal will not permit a use that is suitable in the view of use and development of adjacent and nearby properties. The property is in an area surrounded by single-family properties zoned R-20 single-family residential and a few commercial properties in the City of Marietta. The only high-density development is The Cottages of Marietta located to the west in the City of Marietta.

B. Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;
It is Staff's opinion that the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property by placing a use on the property that is not consistent with the character and established development of the area. The proposal lacks required tract size, setbacks, and buffering such a multi-family development would typically provide. The density of the proposed multifamily residential would be out of character with adjoining residential uses and the proposed commercial use envisioned for the area.

C. Whether the zoning proposal will result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools;
It is Staff's opinion that the applicant's zoning proposal may result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, and utilities because of the proposal's intensity which is out of character with the area and inconsistent with the future land use the County has forecasted for the area. This opinion is supported by the departmental comments contained in this analysis.

D. Whether the zoning proposal is in conformity with the policies and intent of the comprehensive plan;
It is Staff's opinion that the applicant's rezoning proposal is not in conformity with the policies and intent of the Cobb County Comprehensive Plan. The property is delineated in a CAC Community Activity Center, future land use category. The development is not a commercial use and does not conform to the CAC category. Also the site is subject to Specific Area Policy Guideline CAC P-23 which states that only offices and medical facilities should be considered for this and the other identified properties.

E. Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal;

It is Staff's opinion that there are existing and changing conditions affecting the use and development of the property which give supporting grounds for denying the applicant's zoning request. The applicant's proposal is not consistent with the Cobb County Comprehensive Plan which designates this property to be within a Community Activity Center future land use area. The applicant's townhome proposal would not be consistent with the commercial and existing residential character of the immediate area evidenced by the many variances required to fit the project on the subject site.

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

Application No. _____

Summary of Intent for Rezoning

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

a) **Proposed unit square-footage(s):** 16 townhome units (2,400sf- 2,700sf each)

b) **Proposed building architecture:** 3-story units, front units on basement foundation

Contemporary style with mix materials (Brick, and cement panels and cement lap siding (on side, rear)

c) **List all requested variances:** none requested

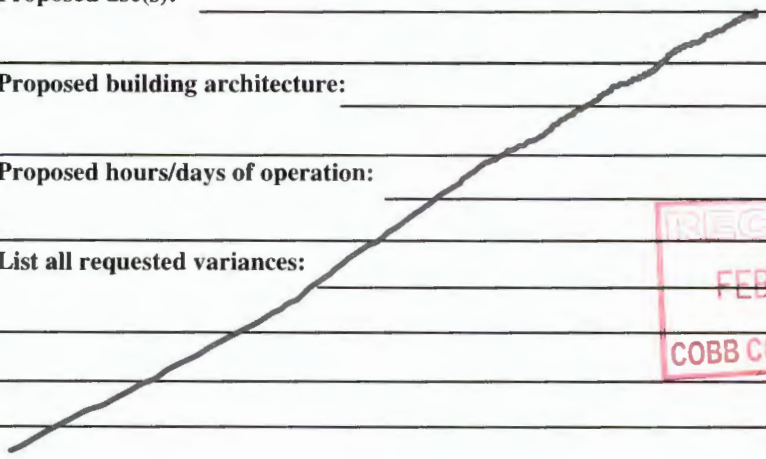
Part 2. Non-residential Rezoning Information (attach additional information if needed)

a) **Proposed use(s):**

b) **Proposed building architecture:**

c) **Proposed hours/days of operation:**

d) **List all requested variances:**



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FEB 05 2026
COBB COUNTY ZONING

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

see attached letter

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

none

Dennis Tidwell

1991 Arrowhead Trail, Marietta, GA 30062

678-580-8376 | dennistidwell@gmail.com

February 3, 2026

Cobb County Planning Commission 100 Cherokee Street Marietta, GA 30090

RE: Support for Rezoning Application – 1471 Bells Ferry Road (R-20 to RM-12)

To the Members of the Cobb County Planning Commission,

Please accept this letter as a formal narrative in support of the proposed rezoning for the property located at **1471 Bells Ferry Road** from R-20 to **RM-12**. While we recognize that the current Future Land Use (FLU) map designates this corridor for Commercial or Mixed-Use development, a pragmatic analysis of the site's constraints and the community's immediate needs reveals that a residential "Missing Middle" project is the highest and best use for this land.

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The Fallacy of Commercial Viability on this Parcel

The current FLU designation of Commercial or Mixed-Use, while well-intentioned for the corridor at large, creates a "taking" in practical terms for a parcel of this specific geometry and scale.

- **Restrictive Setbacks:** Transitioning to a commercial or mixed-use zoning would trigger intensive landscape buffers and hardware setbacks required to shield adjacent residential neighbors. These requirements would shrink the buildable area to a point of functional obsolescence, effectively rendering the land useless for modern commercial footprints.
- **Infrastructure Overload:** A mixed-use development on this site would require disproportionate investments in parking structures and high-volume stormwater management, which are neither economically feasible nor aesthetically compatible with the surrounding neighborhood.

Addressing the "Missing Middle" and Workforce Housing

Cobb County is currently facing a critical shortage of **workforce housing**. The transition from R-20 (which promotes low-density, high-cost luxury lots) to RM-12 allows for the

"Missing Middle"—housing that is attainable for the very professionals who sustain our community.

- **Empowering Local Professionals:** This project is specifically designed to provide high-quality housing for teachers, first responders, and healthcare workers.
- **Contextual Density:** RM-12 provides a gentle density that serves as a perfect transition between the commercial corridor and established single-family neighborhoods, without the "looming" effect of high-rise apartment complexes.

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FEB 05 2026
COBB COUNTY ZONING

Traffic: Predictability vs. Commercial Chaos

A primary concern for Bells Ferry Road residents is traffic congestion. It is a common planning misconception that residential use is more burdensome than commercial.

- **Dependable Traffic Patterns:** Residential developments generate "peak-hour" traffic. This allows existing residents to plan their commutes with a high degree of certainty.
- **Eliminating High-Turnover Friction:** Commercial or Mixed-Use zoning generates "high-turnover" traffic—constant ingress and egress throughout the day and evening. This creates perpetual friction on Bells Ferry Road, leading to unpredictable travel times and increased accident risks.
- **Focus on Local Trips:** By housing the local workforce closer to their places of employment, we reduce the volume of pass-through traffic that currently clogs our arterial roads.

Conclusion

The rezoning to **RM-12** represents a common-sense approach to land use that prioritizes community stability over theoretical map designations. By approving this change, the Commission is choosing to support attainable housing, protect the property rights of the owner from unusable zoning restrictions, and provide the neighborhood with a predictable, low-impact traffic neighbor.

We respectfully request that the Planning Commission recommend **approval** of the RM-12 designation for 1471 Bells Ferry Road.

Sincerely,

Dennis Tidwell

DRAWINGS PROVIDED BY:	Derrik Tidwell 1981 Arrowhead Trail, Marietta, GA 30062 derrikdtidwell@gmail.com | 678-880-8376
1471 Bells Ferry Road Marietta, GA	
Proposed Town Home Project	
REVISION TABLE NUMBER / DATE / REVISED BY / DESCRIPTION	
DATE:	2/4/2026
SCALE:	
SHEET:	



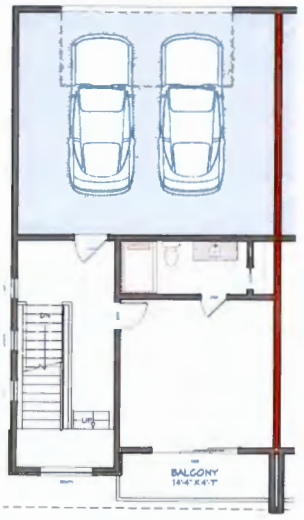
Typical Town Home Proposed (end unit)

4-5 BR | 4-5 BA | 2-Car Garage | 2 Balconies | 2,700 SF

16 Proposed Units For Sale
$470K- 499K



Basement Level



Garage Level



Main Level



Upper Level

Typical Town Home Proposed (end unit)

REVISION TABLE

NUMBER	DATE	REVISED BY (DESCRIPTION)

Proposed Town Home Project

1471 Bells Ferry Road
Marietta, GA

DRAWINGS PROVIDED BY:
Dennis Tidwell
1951 Arrowhead Trail, Marietta, GA 30062
dennistidwell@gmail.com | 678-560-6376

DATE: 2/4/2026

SCALE:

SHEET:

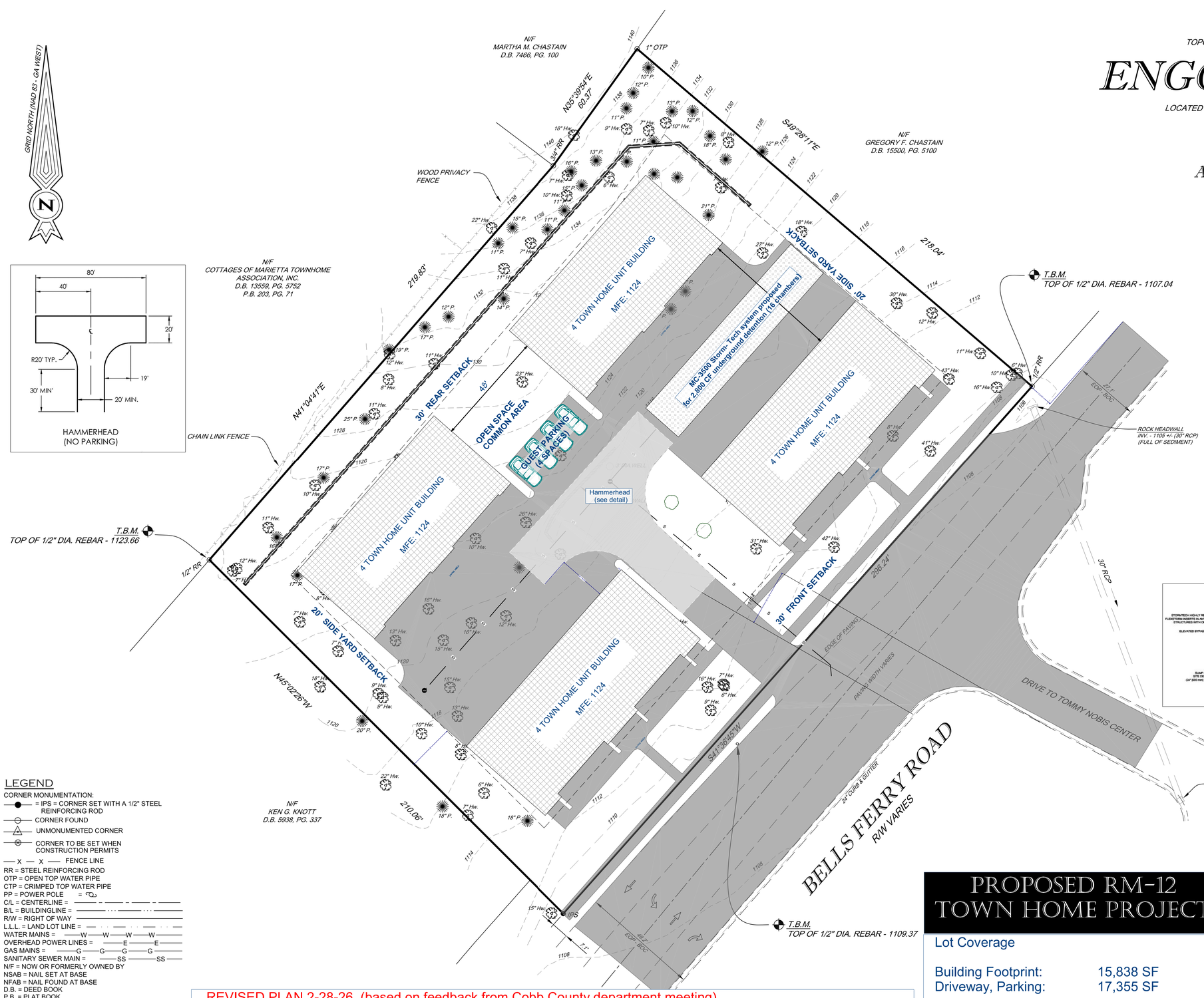
TOPOGRAPHY & TREE LOCATION SURVEY FOR

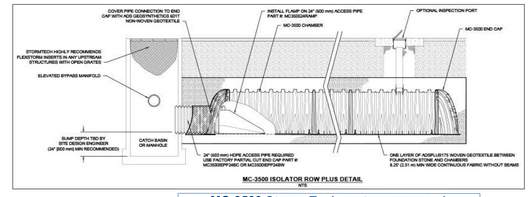
ENGQUEST, INC.

LOCATED IN LAND LOT 870, 16TH DISTRICT, 2ND SECTION,
COBB COUNTY, GEORGIA

1471 BELLS FERRY ROAD

AREA = 1.399 ACRES
60,957 SQ. FT.





MC-3500 Storm- Tech system proposed
for 2,800 CF underground detention (16 chambers)

TOPOGRAPHY NOTE
THE TOPOGRAPHY SHOWN HEREON IS FIELD RUN AND SHOWN WITH CONTOURS AT 2 FOOT INTERVALS. THE VERTICAL DATUM IS BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).

SUBJECT PROPERTY DEED
WARRANTY DEED IN FAVOR OF BUMBLEBEE CAPITAL, LLC
D.B. 16190, PG. 4323

FLOOD STATEMENT
I HAVE THIS DATE EXAMINED THE FLOOD INSURANCE RATE MAPS, COMMUNITY PANEL NO: 13067C0106J
EFFECTIVE DATE: OCTOBER 5, 2018
THE MAP GRAPHICALLY DEPICTS THE SUBJECT PROPERTY TO LIE IN ZONES: "X"

"X" = AREAS DETERMINED TO BE OUTSIDE THE 100 YEAR (1% ANNUAL CHANCE) FLOODPLAIN

0 20 40 60
GRAPHIC SCALE 1" = 20'

LEGEND

CORNER MONUMENTATION:
- = IPS = CORNER SET WITH A 1/2" STEEL REINFORCING ROD
- CORNER FOUND
- UNMONUMENTED CORNER
- CORNER TO BE SET WHEN CONSTRUCTION PERMITS
- X — X — FENCE LINE

RR = STEEL REINFORCING ROD
OTP = OPEN TOP WATER PIPE
CTP = CRIMPED TOP WATER PIPE
PP = POWER POLE = "D"
C/L = CENTERLINE =
B/L = BUILDINGLINE =
R/W = RIGHT OF WAY
L.L.L. = LAND LOT LINE =
WATER MAINS = W W W W
OVERHEAD POWER LINES = E E
GAS MAINS = G G G G
SANITARY SEWER MAIN = SS SS
N/F = NOW OR FORMERLY OWNED BY
NSAB = NAIL SET AT BASE
NFAB = NAIL FOUND AT BASE
D.B. = DEED BOOK
P.B. = PLAT BOOK
R/W MON. = CONCRETE RIGHT OF WAY MONUMENT
BOC = BACK OF CURB
EOP = EDGE OF PAVEMENT
CMP = CORRUGATED METAL CULVERT PIPE
= Hw. = HARDWOOD
= PINE

REVISED PLAN 2-28-26 (based on feedback from Cobb County department meeting)
1. Showed hammerhead location and detail.
2. Moved driveway entrance.
3. Add deceleration lane. Note: Tommy Nobis Driveway is not a road it is a driveway.
4. Move underground detention location to north side of property. Overflow pipes to 30" storm pipe at front right corner.

PROPOSED RM-12 TOWN HOME PROJECT

Lot Coverage

Building Footprint:	15,838 SF
Driveway, Parking:	17,355 SF
Total:	33,193 SF (54%)

GEORGIA REGISTERED No. 2841 LAND SURVEYOR BENJAMIN W. CRUSSELLE

REVISIONS

DATE	DESCRIPTION

THE CRUSSELLE COMPANY
PROFESSIONAL LAND SURVEYORS
2981 POWDER SPRINGS ROAD
MARIETTA, GEORGIA 30064
(770) 943-5903
E-MAIL: BEN@CRUSSELLE.COM

PROJ. NO. CO7473 FILE: CO7473 Topo.DWG
FIELD SURVEY DATE: MAR. - MAY 2024
PLAT DATE: 05/24/2024 SCALE: 1" = 20'

DT DESIGNS

REVISION TABLE

NUMBER	DATE	REVISED BY	DESCRIPTION

Proposed Town Home Project

1471 Bells Ferry Road
Marietta, GA

DRAWINGS PROVIDED BY:
Dennis Tidwell
1991 Arrowhead Trail, Marietta, GA 30062
dennistidwell@gmail.com | 678-580-8376

DATE:
3/1/2026

SCALE:

SHEET:

Roadway	Roadway classification	Speed limit (mph)	Jurisdictional control	Min. R.O.W. requirements
Bells Ferry Road	Arterial	45	Cobb County	100’

Roadway	Location	Average daily trips (vpd)	Level of service
Bells Ferry Road	South off Mark Avenue	11,900	D

vpd = vehicles per day

Based on 2024 AADT count data taken by GDOT, as published on their website, for Bells Ferry Road

Planning Level of Service based on available Average Daily Trips using GRTA guideline thresholds. Classification thresholds for LOS A and LOS B are not available for arterial roads from this data source.

LOS C or D is acceptable based on GDOT Design Policy Manual criteria.

ITE Land Use	Description	Expected Size	AM			PM			Daily (vpd)
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Recommendations

THE RECOMMENDATIONS BELOW SHALL BECOME STIPULATED REQUIREMENTS UPON INCLUSION WITH AND APPROVAL BY THE BOARD OF COMMISSIONERS OF THIS APPLICATION:

1. Recommend applicant, within 12 months of zoning approval, donate right-of-way on the West side of Bells Ferry Road, a minimum of 50’ from the roadway centerline or 3’ behind the relocated sidewalk, whichever is further, in accordance with Cobb County Development Standard 401.2, Right-of-Way. The site plan revised March, 1, 2026 does not appear to address this recommendation.

(continued)

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7. Recommend all crosswalks be installed parallel to the adjacent roadway.

8. Recommend applicant verify that minimum intersection sight distance is available for the proposed development access and if it is not, implement remedial measures, subject to

the Department's approval, to achieve the minimum requirement. This recommendation is pursuant to Cobb County Development Standard Detail 401B, Intersection Sight Distance.

9. All signage and landscaping should be installed off county right-of-way and where it will not impede the line of sight for the driveways or roadways.

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

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-13-2026

SITE BACKGROUND

Applicant	Prestwick Companies
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Parks F. Huff
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	WG-75 Partnership
Property Location	Located on the north side of Hickory Grove Road, southeast of the intersection of Hickory Grove Place
Address	No assigned address
Access to Property	Hickory Grove Road, Hickory Grove Place

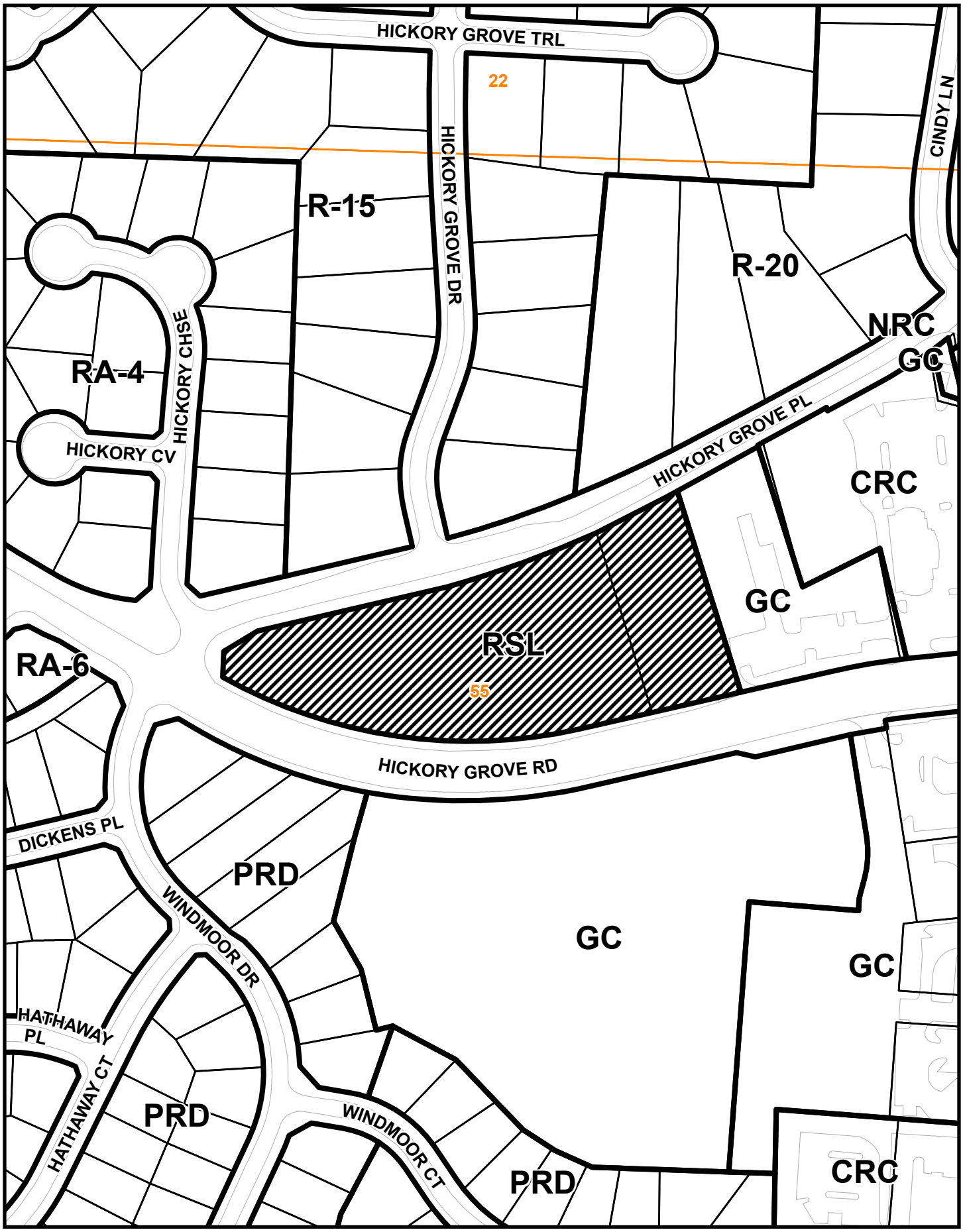
QUICK FACTS

Commission District	1 - Gambrill
Current Zoning	RSL supportive
Current Use of Property	Vacant, undeveloped
Proposed Zoning	RSL nonsupportive
Proposed Use	Nonsupportive residential senior living
Future Land Use	CAC
Site Acreage	3.47
District	20
Land Lot	55
Parcel #	20005500330, 20005500480
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

Z-13 2026 Map



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

0 150 300 Feet

Zoning Boundary

City Boundary

FEB 05 2026

COBB COUNTY ZONING

SITE NOTES

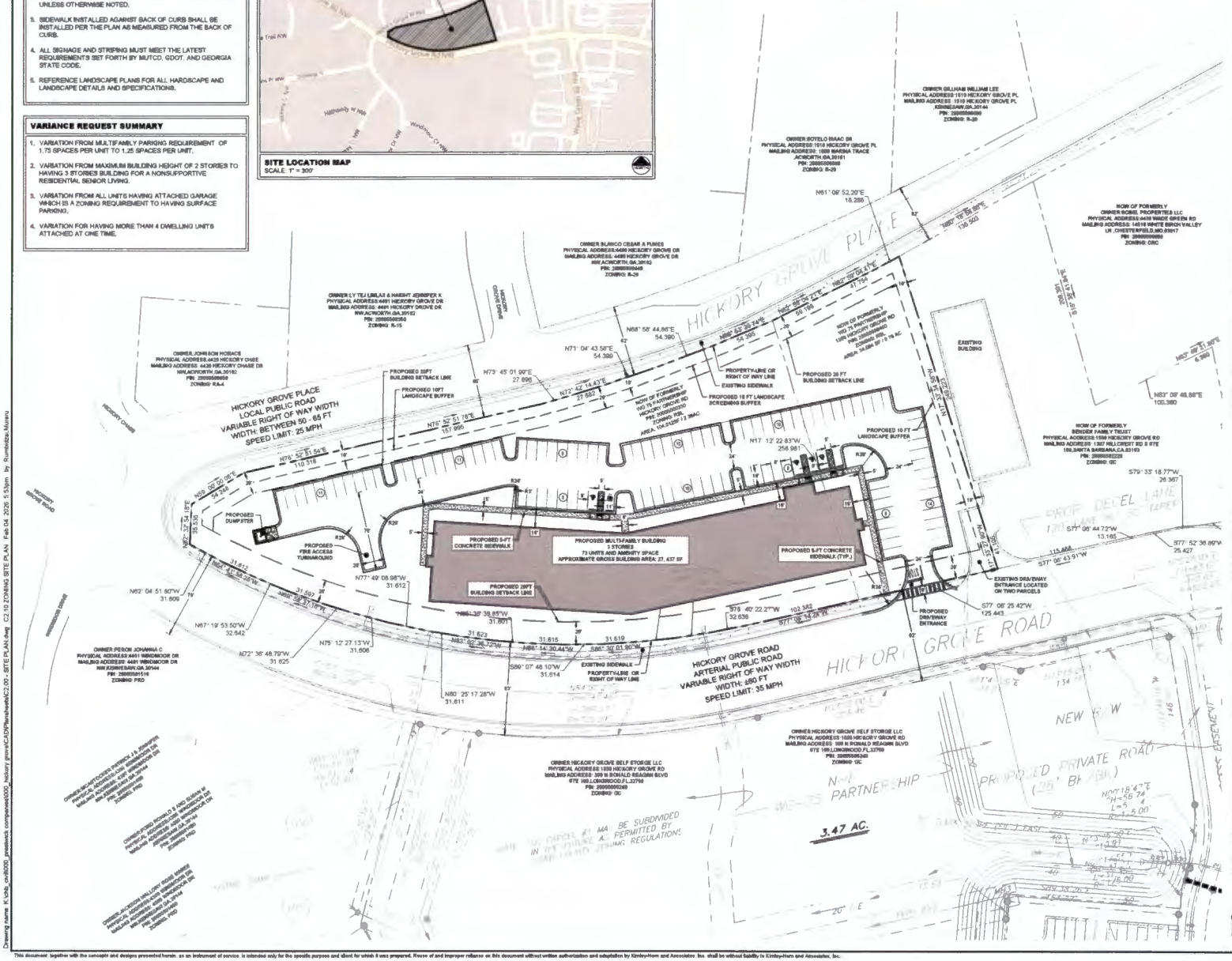
1. THE PROPOSED BUILDING INFORMATION SHOWN HEREON IS FROM AN ELECTRONIC FILE PROVIDED BY GENEBER LEWIS ARCHITECTS, DATED 02.02.2026 AND IS FOR ILLUSTRATIVE PURPOSES ONLY. CONTRACTOR SHALL REFERENCE ARCHITECTURAL PLANS FOR EXACT BUILDING INFORMATION.
2. ALL DIMENSIONS ARE FROM FACE OF CURB TO FACE OF CURB UNLESS OTHERWISE NOTED.
3. SIDEWALK INSTALLED AGAINST BACK OF CURB SHALL BE INSTALLED PER THE PLAN AS MEASURED FROM THE BACK OF CURB.
4. ALL SIGNAGE AND STRIPING MUST MEET THE LATEST REQUIREMENTS SET FORTH BY MUTCD, GDOT, AND GEORGIA STATE CODE.
5. REFERENCE LANDSCAPE PLANS FOR ALL HARDSCAPE AND LANDSCAPE DETAILS AND SPECIFICATIONS.

VARIANCE REQUEST SUMMARY

1. VARIATION FROM MULTIFAMILY PARKING REQUIREMENT OF 1.75 SPACES PER UNIT TO 1.25 SPACES PER UNIT.
2. VARIATION FROM MAXIMUM BUILDING HEIGHT OF 2 STORIES TO HAVING 3 STORIES BUILDING FOR A NONSUPPORTIVE RESIDENTIAL SENIOR LIVING.
3. VARIATION FROM ALL UNITS HAVING ATTACHED GARAGE WHICH IS A ZONING REQUIREMENT TO HAVING SURFACE PARKING.
4. VARIATION FOR HAVING MORE THAN 4 DWELLING UNITS ATTACHED AT ONE TIME.



SITE LOCATION MAP
SCALE: 1" = 300'



REZONING NOTES

SITE SUMMARY:

LAND LOT 85
20TH DISTRICT - 2ND SECTION

CURRENT ZONING:	RESIDENTIAL SENIOR LIVING (RSL)
PROPOSED ZONING	RESIDENTIAL SENIOR LIVING (RSL) (NONSUPPORTIVE RESIDENTIAL UNITS)
SITE AREA	3.17 AC

PROPOSED BUILDING SETBACK, NOT APPLICABLE
MINIMUM 15 FEET SETBACK BETWEEN BUILDINGS
MINIMUM 20 FEET ADJACENT TO ANY PUBLIC ROADWAY

MAXIMUM BUILDING HEIGHT	70 FT 2 STORIES—NAC, CAC 4 STORIES—RAC 35 FT.-NAC, CAC 60 FT.-RAC
MAXIMUM IMPERVIOUS AREA	95%

REQUIRED UNITS PER ACRE
0.50 NAC, 0.75 CAC, AND 2.0 RAC

REQUIRED LANDSCAPE BUFFERS
20 FT BUFFER ADJACENT TO RESIDENTIAL PROPERTY
10 FT BUFFER WHEN ADJACENT TO NON-RESIDENTIAL PROPERTY

PROPOSED LAND USES & DENSITIES:

MULTIFAMILY RESIDENTIAL	73 UNITS (TOTAL)
1 BEDROOM UNITS (63%)	46 UNITS
2 BEDROOM UNITS (37%)	27 UNITS

PARKING SUMMARY:

REQUIRED PARKING:	128 SPACES (TOTAL)
MULTIFAMILY (73 UNITS)	128 SPACES (1.75/UNIT)
PROPOSED PARKING:	197 SPACES (TOTAL)
MULTIFAMILY PARKING:	184 SPACES (1.46/UNIT)
STANDARD	99 SPACES
HANDICAP	5 SPACES

1. THIS SITE IS NOT IN A FLOODPLAIN.
2. THE FLOOD MAP FOR THE SELECTED AREA IS NUMBER 13067C0036H, EFFECTIVE ON 10/5/2016.
3. THE SITE DOES NOT CONTAIN LAKES, STREAMS, OR STREAM BUFFERS.
4. THERE ARE NO LANDLOT LINE AND DISTRICT LINES THROUGH THIS PROPERTY. THE PROPERTY LINE WAS BASED ON COBB COUNTY GEOGRAPHIC INFORMATION SYSTEMS DATA AND WILL NEED TO BE SURVEYED FOR PIN LOCATIONS.
5. ALL PARKING SPACES ARE 9 FEET WIDE AND 18 FEET DEEP, UNLESS MENTIONED OTHERWISE.
6. THIS SITE DOES NOT CONTAIN A CEMETERY.
7. THE PROPOSED BUILDING INFORMATION SHOWN HEREON IS APPROXIMATE AND SUBJECT TO CHANGE AS DESIGN DEVELOPS.
8. ALL PARKING COUNTS ARE APPROXIMATE AND SUBJECT TO CHANGE AS DESIGN DEVELOPS. PARKING COUNTS WILL EXCEED TOTALS SHOWN ABOVE.
8. IT IS UNDERSTOOD THAT THE SITE MUST COMPLY WITH ALL APPLICABLE ADA STANDARDS, INCLUDING PARKING AND CONNECTIVITY, AND WILL BE DESIGNED AND DETAILED AS SUCH. ALL PARKING SPACES ARE 9 FEET WIDE AND 19 FEET DEEP, UNLESS MENTIONED OTHERWISE.
10. IF ACCESS GATES ARE REQUIRED THEY WILL BE PLACED 100FT FROM EDGE OF EXISTING RIGHT OF WAY.
11. UNDERGROUND STORMWATER DETENTION WILL BE PROVIDED ON SITE PER COBB COUNTY STORMWATER STANDARDS AND REQUIREMENTS.
12. THERE ARE NO KNOWN WETLANDS ON THIS SITE.
13. THERE ARE NO KNOWN DETENTION AND RETENTION AREAS ON THIS SITE.

PROPERTY LINE NOTE

- PROPERTY LINE SHOWS THE COMBINATION OF TRACT 1 (1550 HICKORY GROVE ROAD) AND TRACT 2 (HICKORY GROVE ROAD). THE PROPERTY LINE IS YET TO BE COMBINED INTO ONE PARCEL.

LEGEND

- PROPERTY LINE
- 20 FT BUILDING SETBACK LINE
- 10 FT LANDSCAPE BUFFER LINE
- ASPHALT PAVEMENT
- CONCRETE PAVEMENT
- CONCRETE SIDEWALK
- (15) PARKING COUNT

GRAPHIC SCALE IN FEET
0 20 40 80

Kimley»Horn
5170 PEACHTREE ROAD
SUITE 100, BUILDING 1
CHAMBLEE, GEORGIA 30341
PHONE 770.768.8310
WWW.KIMLEY-HORN.COM

PRESTWICK COMPANIES
2715 NORTHSIDE PARKWAY NW
SUITE 1175
ATLANTA, GA. 30327
PHONE 404.849.3885

No.	ISSUANCE AND REVISION DESCRIPTIONS	DATE	BY

HICKORY GROVE ROAD

PROJECT NUMBER # 20055000128
LAND LOT 85 20TH DISTRICT 2ND SECTION
1550 HICKORY GROVE RD NW
KENNESAW, GA 30144

GEORGIA REGISTERED PROFESSIONAL ENGINEER
02/04/2026

GDWCC NO. (LEVEL II)	0000077807
DRAWN BY	RTM
DESIGNED BY	RTM
REVIEWED BY	ZLR
DATE	02/04/2026
PROJECT NO.	TBD

TITLE
ZONING SITE PLAN

SHEET NUMBER
C2.10

PRELIMINARY; NOT FOR CONSTRUCTION

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Drawing name: K:\chb_civil\000_prestwick companies\000_hickory grove\CAD\Plansheets\C2.00 - SITE PLAN.dwg C2.10 ZONING SITE PLAN Feb 04, 2026 5:53pm by Rumbidzai Munemo

Z-13 2026 Aerial Map



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

0 150 300 Feet

Zoning Boundary

City Boundary

Application No. Z-

PC Hearing: 04-07-2026
BOC Hearing: 04-21-2026

Summary of Intent for Rezoning

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

a) **Proposed unit square-footage(s):** 1 BR-650 sq ft; 2 BR-850 sq ft

b) **Proposed building architecture:** See attached renderings/elevations.

c) **List all requested variances:** 1. Waive the number of parking spaces from the required 128 spaces to 107 spaces; 2. Waive the maximum building height from 35' to three stories; 3. Waiving the attached garage requirement to allow surface parking for building; 4. Allow all units attached in a single building, rather than the four allowed in RSL; 5. Increase the density from a maximum of five units per acre to 23.02 units per acre.

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

a) **Proposed use(s):**

b) **Proposed building architecture:**

c) **Proposed hours/days of operation:**

d) **List all requested variances:**

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

The Applicant is proposing to develop the property for a non-supportive senior residential community. The property is currently zoned for supportive senior living.

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government? (Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located). No.

STATEMENT OF INTENT

OF

PRESTWICK COMPANIES

Rezoning Application
for a 3.17+/- Acre Tract of Land located in
Land Lot 55 – 20th District, 2nd Section,
Cobb County, Georgia

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Submitted for the Applicant by:

Parks F. Huff
Sams, Larkin, & Huff, LLP
Suite 100
376 Powder Springs Street
Marietta, GA 30064
(770) 422-7016
phuff@samslarkinhuff.com

This Application for Rezoning seeks certain entitlements in order to rezone the property from RSL Supportive to RSL Non-supportive, for the development of a 73-unit, non-supportive senior residential community. The Subject Property consists of approximately 3.17 acres and is on the north side of Hickory Grove Road, southeast of the intersection of Hickory Grove Place. The property abuts GC to the east and is in an area having a mixture of residential and commercial zoning that includes GC, PRD, RA-4 and R-20 and R-15.

Cobb County's Future Land Use Map ("FLUM") reflects that the Subject Property is located within the confines of the Community Activity Center ("CAC") land use category. The RSL Non-supportive zoning district is designed to be located within any land use category other than Industrial, Industrial Compatible, Rural Residential and Very Low Density Residential as defined by the Cobb County Comprehensive Plan.

The proposed RSL Non-supportive development includes a 10-foot landscape buffer on the north, east, and west property lines. The proposed building will include an amenity space. The proposed new RSL Non-supportive residential use will revive the property, providing this area with new residents.

Based upon the foregoing reasons, the Applicant respectfully requests that the Application for Rezoning be approved with the Applicant soliciting any comments from staff or other officials of Cobb County so that such recommendations or input may be incorporated as conditions of approval of this Rezoning Application.

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Respectfully submitted, this the 5 day of Feb, 2026.

SAMS, LARKIN, & HUFF, LLP

By: _____
PARKS F. HUFF
Attorney for Applicant
Georgia Bar No. 375010

376 Powder Springs Street, Suite 100
Marietta, GA 30064
(770) 422-7016

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TRAFFIC SOLUTIONS, LLC
Solutions Exceeding Expectations

Amy Diaz, PE, PTOE
Development Services Manager
Cobb County Department of Transportation
1890 County Services Parkway
Marietta, GA 30008

SUBMITTAL 1 - TECHNICAL MEMORANDUM
PROPOSED DEVELOPMENT ADJACENT TO 1550 HICKORY GROVE ROAD

February 2, 2026

Dear Ms. Diaz:

Traffic Solutions has been selected by Prestwick Properties to provide services to conduct a traffic impact study for a proposed development located at on Hickory Grove Road in Kennesaw, Cobb County, Georgia. Prior to conducting the study, Cobb County DOT requires a technical memorandum for review. This technical memorandum will include at a minimum:

- Site map
- Site plan
- Trip generation
- Growth rate
- Trip distribution
- Proposed study intersections

In addition to the items listed above, the memorandum should include any other relevant assumptions, such as adjacent developments or roadway projects anticipated to be used in future analysis.

The proposed development will be in the City of Kennesaw, Georgia on Hickory Grove Road adjacent to the Tires Plus at 1550 Hickory Grove Road, as shown in **Figure 1- Site Map**.

The proposed development will consist of a 66-unit senior residential facility. The site will be on approximately 3.20 acres, as shown in **Figure 2 - Site Plan**.

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4807 Pepper Tree Lane Douglasville, Georgia 30135 404.545.1925 p 770.949.0635 f trafsollc@gmail.com

Figure 1. Site Map




4430
4424
4431
4440
1550
8
10
10
10
10
8
10
10
B-1
B-2
A-1
A-1
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A-1
B-1

TRAFFIC SOLUTIONS, LLC
Solutions Exceeding Expectations

Trip Generation

Traffic Solutions utilized ITE Web-based Trip Generation 11 software to analyze the proposed land use and the number of estimated trips that will be generated on a daily basis as well as during the weekday AM and PM peak hours. A summary of the trips is shown in Table 1 - Trip Generation.

Table 1 - Trip Generation

Land Use	Code	Intensity	Daily		AM Peak Hour			PM Peak Hour		
			Enter	Exit	Enter	Exit	Total	Enter	Exit	Total
Senior Adult Housing Multifamily	252	66 units	107	107	4	9	13	10	7	17

Growth Rate

Traffic Solutions utilized the Georgia Department of Transportation's TADA traffic count database to retrieve historic traffic counts in the area of the proposed project. The closest count station to the project site is Count Station 067-7128 located on Hickory Grove Road approximately 1.2 miles west of the project site on Hickory Grove Road.

The data shows estimated annual average daily traffic volumes from 2010 to 2024. The data shows a steady growth in the traffic volumes starting from 2010 to 2022 with an annual average daily traffic increase of 1.59%. Then after 2022, the average daily traffic experienced a significant decrease with an annual average daily rate of -6.57% from 2022 to 2024. Overall, the average annual growth rate for this segment of Hickory Grove Road is less than 1% (0.42%) Therefore, we are recommending a growth rate of 1.0% to project traffic for the opening year for this project.

Table 2. GDOT Estimated Average Daily Traffic

Year	ADT
2024	16,844
2022	19,058
2018	18,008
2014	16,181
2010	15,631

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Trip Distribution

According to Trip Generation, the distribution of trips entering and exiting the proposed land use is shown in Table 3 below.

Table 3 - Trip Distribution

Land Use	Code	Intensity	Daily		AM Peak Hour			PM Peak Hour		
			Enter	Exit	Enter	Exit	Total	Enter	Exit	Total
Senior Adult Housing Multifamily	252	66 units	50%	50%	34%	66%	100%	56%	44%	100%

Proposed Study Intersections

Traffic Solutions proposes the following scope to study the impact the proposed development will have on the existing transportation system.

The study area will consist of two intersections including the site developments access points as follows:

1. Hickory Grove Road at Wade Green Road
2. Hickory Grove Road at Hickory Grove Place
3. Site developments' two driveways

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4807 Pepper Tree Lane Douglasville, Georgia 30135 404.545.1925 p 770.949.0635 f trafsollc@gmail.com

Senior Adult Housing - Multifamily
(252)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

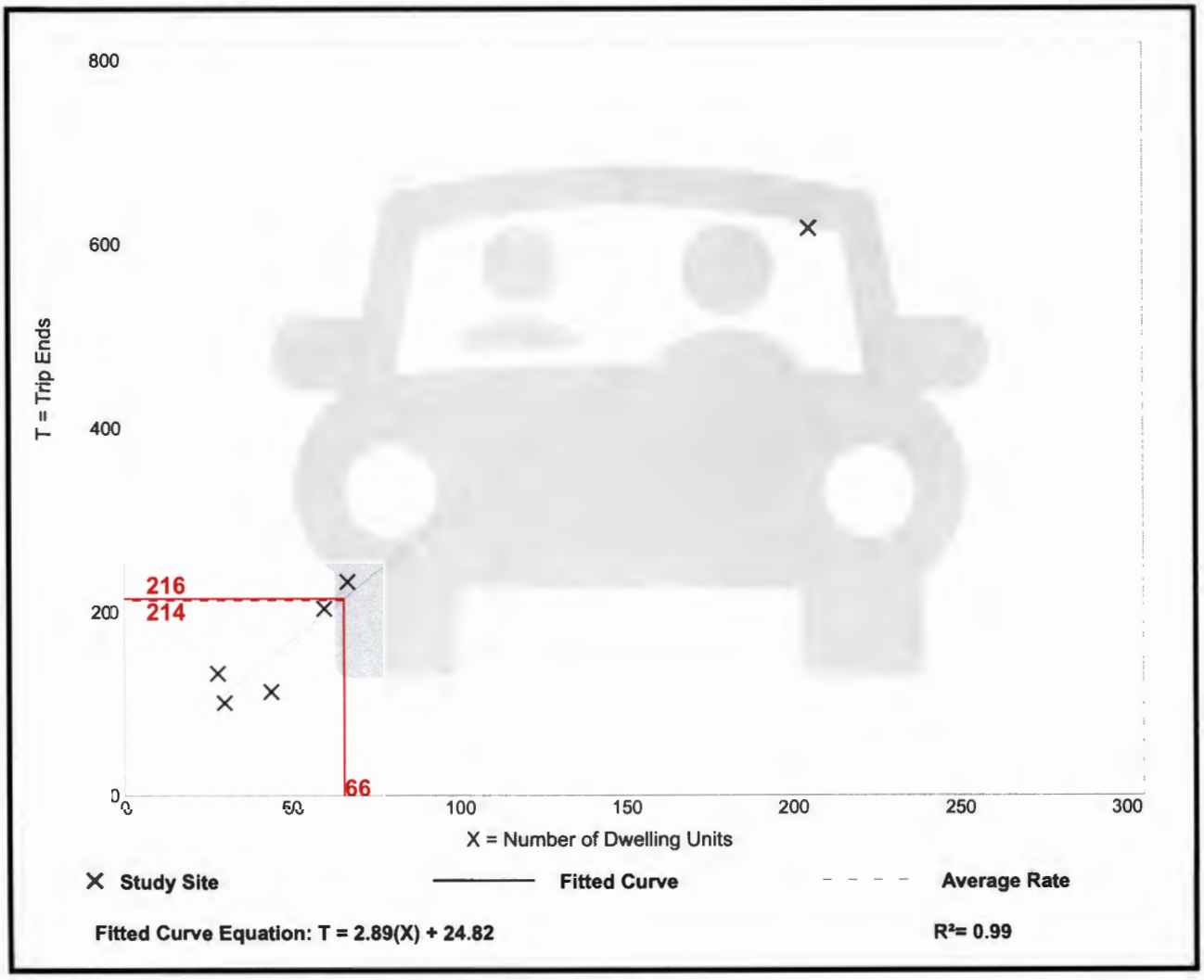
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Setting/Location: **General Urban/Suburban**
Number of Studies: 6
Avg. Num. of Dwelling Units: 72
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
3.24	2.59 - 4.79	0.53

Data Plot and Equation



Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

Senior Adult Housing - Multifamily
(252)

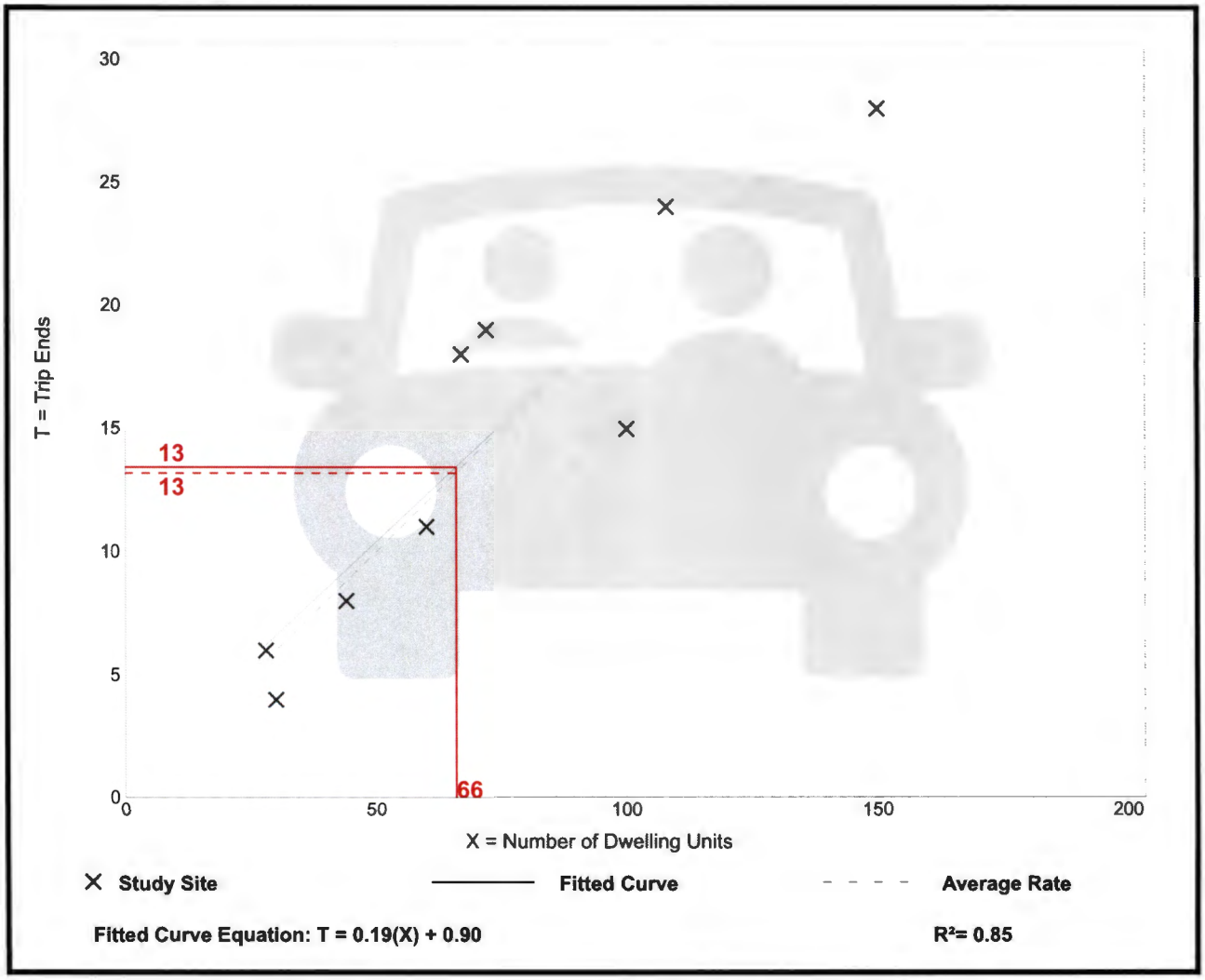
FEB 05 2026
COBB COUNTY ZONING

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 9
Avg. Num. of Dwelling Units: 73
Directional Distribution: 34% entering, 66% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.20	0.13 - 0.27	0.04

Data Plot and Equation



Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

Senior Adult Housing - Multifamily
(252)

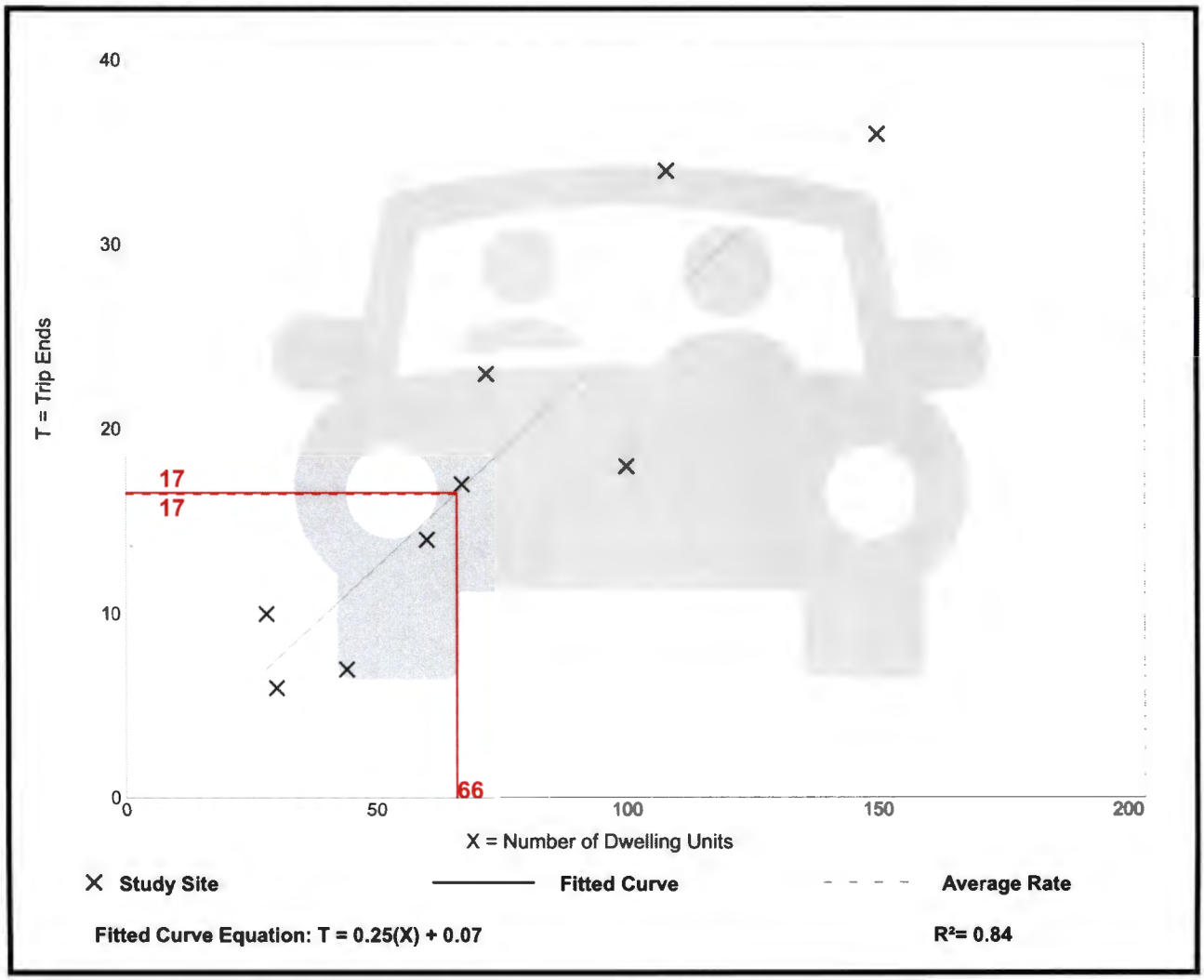
Feb 06 2026
COBB COUNTY ZONING

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 9
Avg. Num. of Dwelling Units: 73
Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.25	0.16 - 0.36	0.06

Data Plot and Equation



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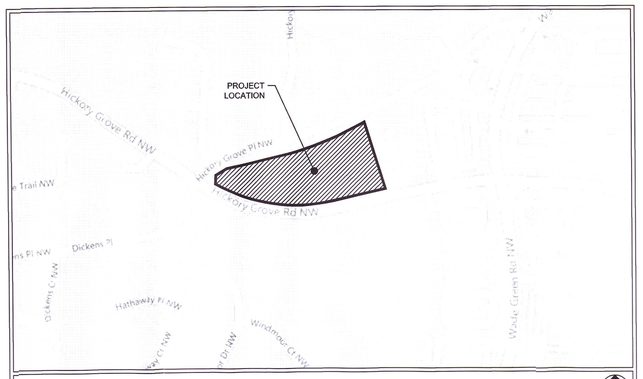

Prestwick
development
FEB 05 2026
LEASING

SITE NOTES

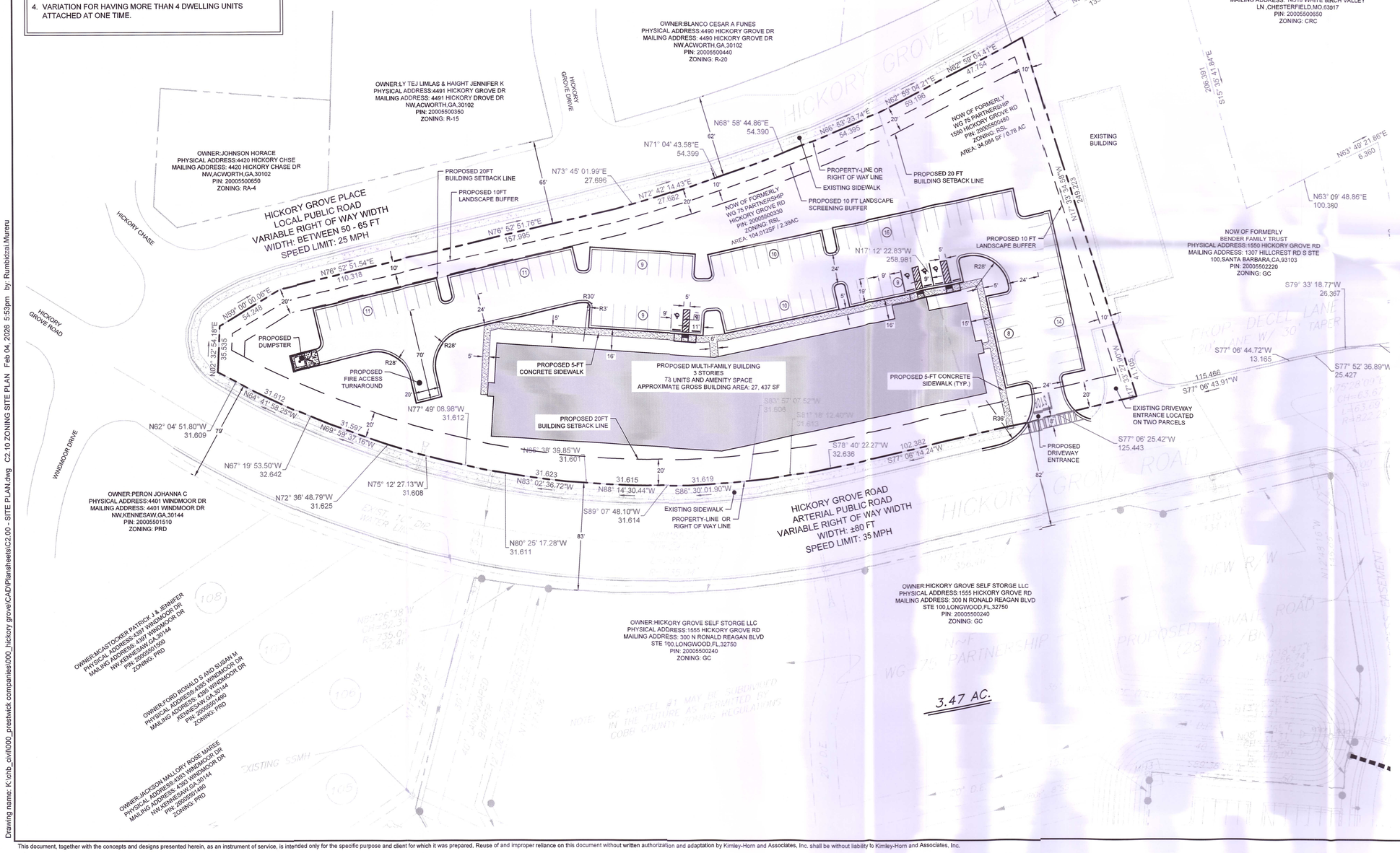
1. THE PROPOSED BUILDING INFORMATION SHOWN HEREON IS FROM AN ELECTRONIC FILE PROVIDED BY GEHEBER LEWIS ARCHITECTS, DATED 02.02.2026 AND IS FOR ILLUSTRATIVE PURPOSES ONLY. CONTRACTOR SHALL REFERENCE ARCHITECTURAL PLANS FOR EXACT BUILDING INFORMATION.
2. ALL DIMENSIONS ARE FROM FACE OF CURB TO FACE OF CURB UNLESS OTHERWISE NOTED.
3. SIDEWALK INSTALLED AGAINST BACK OF CURB SHALL BE INSTALLED PER THE PLAN AS MEASURED FROM THE BACK OF CURB.
4. ALL SIGNAGE AND STRIPING MUST MEET THE LATEST REQUIREMENTS SET FORTH BY MUTCD, GDOT, AND GEORGIA STATE CODE.
5. REFERENCE LANDSCAPE PLANS FOR ALL HARDSCAPE AND LANDSCAPE DETAILS AND SPECIFICATIONS.

VARIANCE REQUEST SUMMARY

1. VARIATION FROM MULTIFAMILY PARKING REQUIREMENT OF 1.75 SPACES PER UNIT TO 1.25 SPACES PER UNIT.
2. VARIATION FROM MAXIMUM BUILDING HEIGHT OF 2 STORIES TO HAVING 3 STORIES BUILDING FOR A NONSUPPORTIVE RESIDENTIAL SENIOR LIVING.
3. VARIATION FROM ALL UNITS HAVING ATTACHED GARAGE WHICH IS A ZONING REQUIREMENT TO HAVING SURFACE PARKING.
4. VARIATION FOR HAVING MORE THAN 4 DWELLING UNITS ATTACHED AT ONE TIME.



SITE LOCATION MAP
SCALE: 1" = 300'



REZONING NOTES

SITE SUMMARY:

LAND LOT 55
20TH DISTRICT - 2ND SECTION

CURRENT ZONING: RESIDENTIAL SENIOR LIVING (RSL)
PROPOSED ZONING: RESIDENTIAL SENIOR LIVING (RSL) (NONSUPPORTIVE RESIDENTIAL UNITS)

SITE AREA: 3.17 AC

PROPOSED BUILDING SETBACK: NOT APPLICABLE
MINIMUM 15 FEET SETBACK BETWEEN BUILDINGS
MINIMUM 20 FEET ADJACENT TO ANY PUBLIC ROADWAY

MAXIMUM BUILDING HEIGHT: 70 FT
2 STORIES—NAC, CAC
4 STORIES—RAC
35 FT.-NAC, CAC
50 FT.-RAC

MAXIMUM IMPERVIOUS AREA: 55%

REQUIRED UNITS PER ACRE:
0.50 NAC, 0.75 CAC, AND 2.0 RAC

REQUIRED LANDSCAPE BUFFERS:
20 FT BUFFER ADJACENT TO RESIDENTIAL PROPERTY
10 FT BUFFER WHEN ADJACENT TO NON-RESIDENTIAL PROPERTY

PROPOSED LAND USES & DENSITIES:

MULTIFAMILY RESIDENTIAL **73 UNITS** (TOTAL)
1 BEDROOM UNITS (63%): 46 UNITS
2 BEDROOM UNITS (37%): 27 UNITS

PARKING SUMMARY:

REQUIRED PARKING: **128 SPACES** (TOTAL)
MULTIFAMILY (73 UNITS) 128 SPACES (1.75/UNIT)

PROPOSED PARKING: **107 SPACES** (TOTAL)
MULTIFAMILY PARKING: 104 SPACES (1.46/UNIT)
STANDARD 99 SPACES
HANDICAP 5 SPACES

1. THIS SITE IS NOT IN A FLOODPLAIN.
2. THE FLOOD MAP FOR THE SELECTED AREA IS NUMBER 13067C0036H, EFFECTIVE ON 10/5/2018.
3. THE SITE DOES NOT CONTAIN LAKES, STREAMS, OR STREAM BUFFERS.
4. THERE ARE NO LANDLOT LINE AND DISTRICT LINES THROUGH THIS PROPERTY. THE PROPERTY LINE WAS BASED ON COBB COUNTY GEOGRAPHIC INFORMATION SYSTEMS DATA AND WILL NEED TO BE SURVEYED FOR PIN LOCATIONS.
5. ALL PARKING SPACES ARE 9 FEET WIDE AND 19 FEET DEEP, UNLESS MENTIONED OTHERWISE.
6. THIS SITE DOES NOT CONTAIN A CEMETERY.
7. THE PROPOSED BUILDING INFORMATION SHOWN HEREON IS APPROXIMATE AND SUBJECT TO CHANGE AS DESIGN DEVELOPS.
8. ALL PARKING COUNTS ARE APPROXIMATE AND SUBJECT TO CHANGE AS DESIGN DEVELOPS. PARKING COUNTS WILL EXCEED TOTALS SHOWN ABOVE.
9. IT IS UNDERSTOOD THAT THE SITE MUST COMPLY WITH ALL APPLICABLE ADA STANDARDS, INCLUDING PARKING AND CONNECTIVITY, AND WILL BE DESIGNED AND DETAILED AS SUCH.ALL PARKING SPACES ARE 9 FEET WIDE AND 19 FEET DEEP, UNLESS MENTIONED OTHERWISE.
10. IF ACCESS GATES ARE REQUIRED THEY WILL BE PLACED 100FT FROM EDGE OF EXISTING RIGHT OF WAY.
11. UNDERGROUND STORMWATER DETENTION WILL BE PROVIDED ON SITE PER COBB COUNTY STORMWATER STANDARDS AND REQUIREMENTS.
12. THERE ARE NO KNOWN WETLANDS ON THIS SITE.
13. THERE ARE NO KNOWN DETENTION AND RETENTION AREAS ON THIS SITE.

PROPERY LINE NOTE

- PROPERTY LINE SHOWS THE COMBINATION OF TRACT 1 (1550 HICKORY GROVE ROAD) AND TRACT 2 (HICKOPRRY GROVE ROAD). THE PROPERTY LINE IS YET TO BE COMBINED INTO ONE PARCEL.

LEGEND

- PROPERTY LINE
- 20 FT BUILDING SETBACK LINE
- 10 FT LANDSCAPE BUFFER LINE
- ASPHALT PAVEMENT
- CONCRETE PAVEMENT
- CONCRETE SIDEWALK
- (10) PARKING COUNT

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

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

PREPARED BY
Kimley»Horn
PHONE 770.706.9210
5170 PEACHTREE ROAD
BUILDING 100, SUITE 200
CHAMBLEE, GEORGIA 30341
WWW.KIMLEY-HORN.COM
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PREPARED FOR
PRESTWICK COMPANIES
3715 NORTHSIDE PARKWAY, NW
BLDG 200, SUITE 175
ATLANTA, GA. 30327
PHONE 404.949.3895

No.	ISSUANCE AND REVISION DESCRIPTIONS	DATE	BY

PROJECT
HICKORY GROVE ROAD
PIN20005500480 & 20005500330, LAND LOT 55 , 20TH DISTRICT
1550 HICKORY GROVE RD NW
KENNESAW GA 30144

GEORGIA REGISTERED No. PE042335 PROFESSIONAL ENGINEER I. DANIEL KERR
02/04/2026

GSWCC NO. (LEVEL II)	0000077807
DRAWN BY	RTM
DESIGNED BY	RTM
REVIEWED BY	ZLR
DATE	02/04/2026
PROJECT NO.	TBD

TITLE
ZONING SITE PLAN

SHEET NUMBER
C2.10

RECEIVED FEB 05 2026

PRELIMINARY: NOT FOR CONSTRUCTION

Drawing name: K:\chb_civil\000_prestwick companies\000_hickory grove\CAD\Plansheets\C2.00 - SITE PLAN.dwg C2.10 ZONING SITE PLAN Feb 04, 2026 5:53pm by: Rumbidzai.Mureru

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Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-13-2026

SITE BACKGROUND

Applicant	Prestwick Companies
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Parks F. Huff
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	WG-75 Partnership
Property Location	Located on the north side of Hickory Grove Road, and on the south side of Hickory Grove Place
Address	No assigned address
Access to Property	Hickory Grove Road

QUICK FACTS

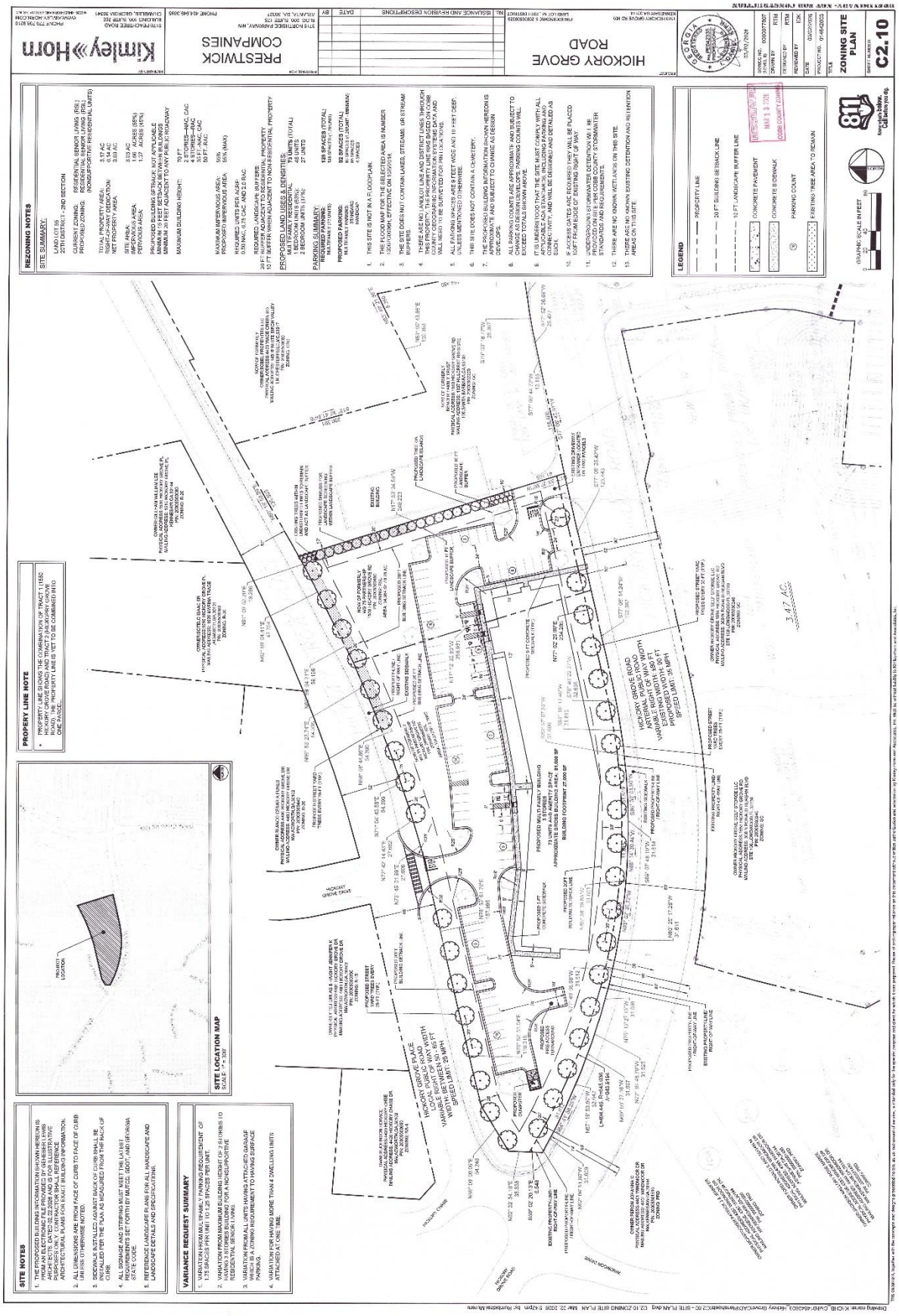
Commission District	1 - Gambrill
Current Zoning	RSL supportive
Current Use of Property	Vacant, undeveloped
Proposed Zoning	RSL nonsupportive
Proposed Use	Nonsupportive residential senior living
Future Land Use	CAC
Site Acreage	3.47
District	20
Land Lot	55
Parcel #	20005500330, 20005500480
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

(Zoning Staff member: Jessica Berman, MPA, CNU-A

Based on the analysis of the case, Staff recommends **APPROVAL** subject to the following:

1. Site Plan received by the Zoning Division on February 5, 2026, with the District Commissioner approving minor modifications;
2. 10-foot landscape screening buffer along north, west, and east property lines;
3. District Commissioner to approve final landscape plan;
4. District Commissioner to approve the final elevations;
5. Project must incorporate applicable accessibility standards;
6. Project must incorporate an area designated as common space or recreational space for the enjoyment of residences;
7. Mandatory owners association must be formed and incorporated;
8. Variances as stated in the Zoning comments and recommendations;
9. Fire Department comments and recommendations;
10. Stormwater Management Division comments and recommendations;
11. Water and Sewer Division comments and recommendations; and
12. Department of Transportation comments and recommendations,


HICKORY GROVE ROAD
PRESTWICK COMPANIES
Kimley»Horn
REZONING NOTES
SITE SUMMARY:
PROPOSED LAND USES & DENSITIES:
PARKING SUMMARY:
SITE NOTES
VARIANCE REQUEST SUMMARY
PROPERTY LINE NOTE
SITE LOCATION MAP
LEGEND
ZONING SITE PLAN
C2.10

Z-13 2026 Aerial Map



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

0 150 300 Feet

Zoning Boundary

City Boundary

North

Zoning: RA-4, R-15, & R-20 / Single-family residences

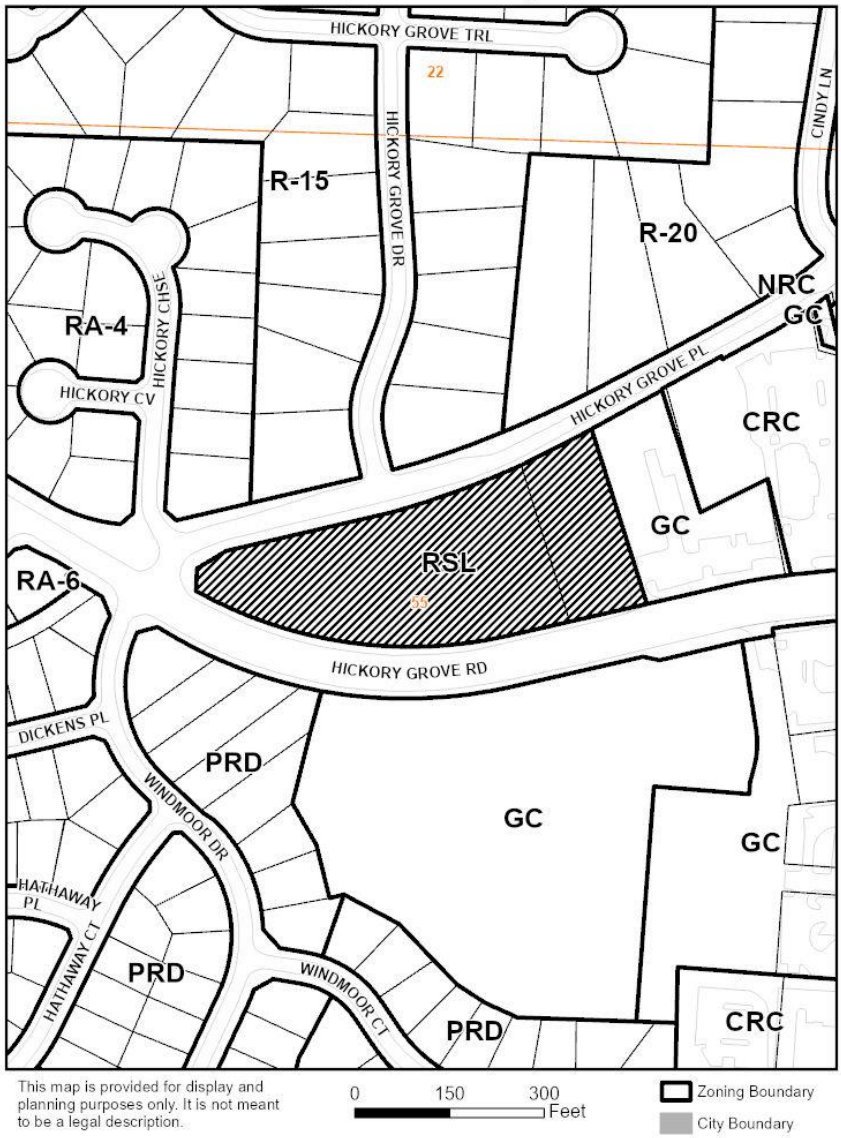
Future Land Use: MDR

WEST

Zoning: RA-6 / Single-family residences

Future Land Use: MDR

Z-13 2026 Map



EAST

Zoning: GC / Light automotive repair

Future Land Use: CAC

SOUTH

Zoning: GC / Climate-controlled self storage

Future Land Use: CAC

Current zoning district for the property

The RSL supportive residential facilities district is established to provide locations for the development of supportive residential living facilities, for tenants age 55 and older which shall not be established as a precedent for any other residential or nonresidential district. This residential use is designed to be located within properties delineated as a regional activity center, community activity center, neighborhood activity center, or high density residential as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. This residential use is also designed to function as a cut-off for nonresidential uses within an activity center and a transitional use to residential uses adjoining activity centers.

Requested zoning district for the property

The RSL nonsupportive residential units is established to provide locations for the development of attached and detached dwelling units limited to those persons age 55 and older as defined by the Fair Housing Act as may be amended from time to time and shall not be established as a precedent for any other residential or nonresidential district. This residential use is designed to be located within any land use category other than industrial, industrial compatible, rural residential and very low density residential as defined by the Cobb County Comprehensive Plan, as may be amended from time to time, provided that it must be located along an arterial or collector roadway (as defined by the Cobb County Major Thoroughfare Plan, as may be amended from time to time). A non-supportive RSL may only be located on a collector road if the following criteria is met: a minimum of ten acres and a density maximum of four units per acre. The board of commissioner may reduce the density based on the surrounding density, topography, deforestation, drainage concerns, or other similar factor.

Summary of the applicant's proposal

The applicant is requesting a rezoning of the subject 3.17-acre site to the RSL nonsupportive residential units district to develop a 81,000-square-foot, three (3)-story multifamily-style building with 73 units for a nonsupportive senior living community. The proposed density is 23.03 units per acre. Proposed unit sizes are 650 square feet for one (1)-bedroom units and 850 square feet for two (2)-bedroom units. The proposal includes indoor amenity space and a 10-foot landscape buffer along the north, east, and west property lines. The previously approved proposal was for 100 RSL supportive units in a two (2)-story building.

Residential criteria

Allowable units as zoned: 100
Proposed # of units: 73
Net density: 23.03
Increase of units: -27
Acres of floodplain/wetlands: 0
Impervious surface shown: Maximum 55%

Are there any zoning variances?

Yes;

1. Increase the maximum density allowed from five (5) units per acre to 23.03 units per acre;
2. Waive requirement that no more than four (4) units may be attached side by side;
3. Waive requirement that all units must have an attached garage;
4. Reduce the required parking from 1.75 spaces per unit to a proposed 1.46 spaces per unit (required 128 vs. proposed 107); and
5. Increase maximum building height from allowed 35 feet to three (3) stories.

02/26/26

The proposed zoning case must address the comments listed below by prescriptive code or equivalency, as approved by the Cobb County Fire Marshal's Office

Approval will be based on Professional Engineer-stamped plans that signify overall plan conformance to all Georgia State and Cobb County Codes. Design Professional and Developer maintain the sole responsibility for the design and for correcting all errors, omissions, problems, and code violations (if any) exposed during construction AFTER authorization by Cobb County.

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 serves as an early notification to owners and developers for budgeting purposes.

FIRE DEPARTMENT ACCESS:
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, 35 foot inside radius, 50 foot outside turning radius and unobstructed vertical clearance of not less than 13 feet 6 inches. (Cobb County Development Standards 402.11)

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%.

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 have a minimum width of 26 feet
- Aerial fire apparatus access roads shall be at least 15 feet but no more than 30 ft from the structure
- Aerial fire apparatus access roads shall 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. (IFC Appendix D105)

CERTIFICATE OF OCCUPANCY:
Plans must be submitted to the Cobb County Fire Marshal's Office to initiate the Certificate of Occupancy process.

(continued)

FIRE HYDRANT:
The maximum distance of a hydrant to the most remote portion of a structure shall be 500 feet. Distance shall be measured around the structure and from the fire apparatus access road. A 500-foot radius around the hydrant is not an acceptable measurement for distance. Hydrants on the opposite side of a main ROW is not an acceptable measurement of distance. (Cobb County Development Standards 410.5.2) (Cobb County Development Standards 410.5.2)

Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet for a 40-foot length centered on the fire hydrant, exclusive of shoulders (see Figure D103.1 in Appendix D).

FIRE PROTECTION:
Automatic sprinkler protection must be provided where mandated by the applicable codes.

Jeff Byrd
(678) 229-7059
Jeffrey.Byrd@cobbcounty.gov

Z-13-2024 DEPARTMENT COMMENTS – Cemetery Preservation

No comment.

4/7/2026

Approval of this petition will not have an impact on the enrollment of schools.

2/27/2026

Comprehensive Plan Future Land Use Designation: Community Activity Center
The subject tract is within the Community Activity Center (CAC). Community Activity Centers provides for areas that can meet the immediate needs of several neighborhoods or communities. Typical land uses for these areas include low- to mid-rise office buildings and department stores.

Future Land Use Sub-Category? N/A

☒ Consistent ☐ Inconsistent

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary? ☒ Yes ☐ No
If yes, which City: Kennesaw
Was the city notified? Yes

Specific Area Policy Guidelines: ☐ Yes ☒ No
Policy:

Masterplan/ Corridor Study: ☐ Yes ☒ No
Name of Masterplan/Corridor Study: N/A

Design guidelines area? ☐ Yes ☒ No
If yes, design guidelines area? N/A
Does the proposal plan comply with the design requirements? N/A

Is the property within an Opportunity Zone? ☐ Yes ☒ No
If yes, Opportunity Zone? N/A
(The Opportunity Zone is an incentive that provides $3,500 tax credit per job in eligible areas if two or more jobs are being created. This incentive is for new or existing businesses)

Is the property within an Enterprise Zone? ☐ Yes ☒ No
If yes, Enterprise Zone? N/A
(The Enterprise Zone is an incentive that provides tax abatements and other economic incentives for qualifying businesses locating or expanding within designated areas for new jobs and capital investment)

Is the property eligible for the Façade Improvement Program? ☐ Yes ☒ No
(The Façade Improvement Program is an incentive for owners and tenants to enhance the appearance of buildings. The CDBG program provides the funding. Properties must be either on the current inventory of redevelopment sites or in a corridor study area and be in a census tract with at least 51% low and moderate income. The program serves to improve the economic viability of these areas.)

(continued)

Is the property eligible for incentives through the Commercial and Industrial Property Rehabilitation Program? *(The Commercial and Industrial Property Rehabilitation Program Is an incentive that provides a reduction in ad valorem property taxes for qualifying redevelopment in eligible areas)*	☐ Yes	☒ No

Note: For more information on incentives, please call the Community Development Agency- Economic Development Division at 770-528-2018 or find information online at www.cobbcounty.org/econdev.

Special District:

Is this property within the Cumberland Special District #1 (hotel/motel fee)?	☐ Yes	☒ No
Is this property within the Cumberland Special District #2 (ad valorem tax)?	☐ Yes	☒ No
Is this property within the Six Flags Special Service District?	☐ Yes	☒ No

Dobbins Air Reserve Base Zones:

Is the property within the Dobbins Airfield Safety Zone?	☐ Yes	☒ No
Is the property within the Clear Zone (CZ)?	☐ Yes	☒ No
Is the property within 3000’ of Dobbins ARB?	☐ Yes	☒ No
Is the property within the Accident Potential Zone (APZ I)?	☐ Yes	☒ No
Is the property within the Accident Potential Zone II (APZ II)?	☐ Yes	☒ No
Is the property within the Noise Zone?	☐ Yes	☒ No
Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)?	☐ Yes	☒ No

Historic Preservation:

After consulting various county historic resources surveys, historic maps, archaeology surveys and Civil War trench location maps, staff finds that no known significant historic resources appear to be affected by this application.

Water comments:

At development: ☒ YES ☐ NO

Fire flow test required: ☒ YES ☐ NO

Size/location of existing water main(s): 8" on Hickory Grove Rd and 12" on Hickory Grove Pl

Additional water comments:

Sewer comments:

In the drainage basin: ☒ YES ☐ NO

At development: ☒ YES ☐ NO*

Approx. distance to nearest sewer: On-site

Estimated waste generation (in G.P.D.): Average daily = 9,490

Peak flow = 23,720

Treatment plant: Noonday WRF

Plant capacity: ☒ Yes ☐ NO

Projected plant availability: ☐ 0-5 years ☐ 5-10 years ☒ over 10 years

Off-site easement required: ☐ YES* ☒ NO

Line capacity study required: ☐ YES ☒ NO

Letter of allocation issued: ☐ YES ☒ NO

Septic tank recommended by this department: ☐ YES ☒ NO

Subject to Health Department approval: ☐ YES ☒ NO

*If off-site easements are required, the developer/owner must submit easements to CCWS for review and approval as to form and stipulations prior to the execution of easements by the property owners. All easement acquisitions are the responsibility of the developer/owner.

Additional sewer comments:

Note: These comments only reflect what facilities were in existence at the time of this review. Developer may be required to install/upgrade water mains based on fire flow test results or Fire Department code. This will be addressed in the Plan Review process. The developer/owner will be responsible for connecting to the existing county water and sewer systems, installing and/or upgrading all outfalls & water mains, obtaining onsite and/or offsite easements, and dedication of onsite and/or offsite water and sewer to Cobb County as may be required. Rezoning does not guarantee water/sewer availability or capacity unless so stated in writing by the Cobb County Water System.

Roadway	Roadway classification	Speed limit (mph)	Jurisdictional control	Min. R.O.W. requirements
Hickory Grove Road	Arterial	35	Cobb County	100’
Hickory Grove Place	Local	25	Cobb County	50’

Roadway	Location	Average daily trips (vpd)	Level of service
Hickory Grove Road	West of Glenaire Drive	15,200	C*
Hickory Grove Place	NA	NA	NA

vpd = vehicles per day, NA = not available

Based on 2024 AADT counting data taken by GDOT, as published on their website, for Hickory Grove Road.

Planning Level of Service based on available Average Daily Trips using GRTA guideline thresholds. Classification thresholds for LOS A and LOS B are not available for arterial roads from this data source.

LOS C or D is acceptable based on GDOT Design Policy Manual criteria.

**Computed for four-lane arterial roadway section.*

ITE Land Use	Description	Expected Size (Dwelling units)	AM			PM			Daily (vpd)
			In (vph)	Out (vph)	**Total (vph)**	In (vph)	Out (vph)	**Total (vph)**	
252	Senior Adult Housing - Multifamily	73	5	9	**14**	10	8	**18**	**237**

vph = vehicles per hour

Development gross trip generation based on available development size and rates from the Institute of Transportation Engineers (ITE) Trip Generation, 12th edition.

Comments and observations

Received revised Site Plan (received March 13, 2026). These comments are being revised based on the information received.

Hickory Grove Road is classified as an arterial roadway and according to the available information the existing right-of-way does not meet the minimum requirements for this classification.

Hickory Grove Place is classified as a local roadway and according to the available information the existing right-of-way does meet the minimum requirements for this classification.

In accordance with Cobb County Code 134-121 and based on site plan received February 5, 2026, and March 13, 2026, this development does not require a traffic impact study submittal.

Recommendations

THE RECOMMENDATIONS BELOW SHALL BECOME STIPULATED REQUIREMENTS UPON INCLUSION WITH AND APPROVAL BY THE BOARD OF COMMISSIONERS OF THIS APPLICATION:

(continued)

1. Recommend applicant, WITHIN 12 MONTHS OF ZONING APPROVAL, donate right-of-way on the north side of Hickory Grove Road, a minimum of 50' from the roadway centerline, in accordance with Cobb County Development Standard 401.2, Right-of-Way. The revised site plan (received March 13, 2026) appears to address this recommendation.

2. Recommend constructing proposed driveway accesses to commercial standards. This recommendation is pursuant to Cobb County Development Standard 402.8, Non-Residential Driveways and Cobb County Development Standard Detail 116, Commercial Driveway Requirements. The revised site plan (received March 13, 2026) appears to address this recommendation.

3. Recommend replacing disturbed curb, gutter, and sidewalk along the development frontage. This recommendation is to address pedestrian accessibility and safety pursuant to Cobb County Development Standard 401.15, Curbs and Gutters (including subsections), Cobb County Development Standard 404 Sidewalks and Pathways, Cobb County Development Standard 405 Accessibility Requirements, and Cobb County Development Standard Detail 106, Concrete Curbs, Medians.

4. Recommend applicant verify that minimum intersection sight distance is available for Hickory Grove Place access. This recommendation is pursuant to Cobb County Development Standard Detail 401B, Intersection Sight Distance. If minimum intersection sight distance is not available, recommend implement remedial measures to address safety, subject to the Department's approval.

5. Recommend establishing a shared access easement between adjoining 1550 Hickory Grove Road property access.

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

STAFF ANALYSIS

Per section 134-122 of the Official Code of Cobb County, below is a written zoning analysis relating to the following (question in bold; the answer is not bold):

A. **Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;**
It is Staff's opinion that the applicant's rezoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby properties. The property is in an area with residential and commercial uses.

B. **Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;**
It is Staff's opinion that the applicant's rezoning proposal will not adversely affect the existing use or usability of adjacent or nearby properties. The property was approved for rezoning to the RSL supportive residential facilities district in 2020 with a higher proposed intensity than the current proposal. Additionally, the proposed use would be less intense than the existing uses at neighboring commercially zoned properties.

C. **Whether the zoning proposal will result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools;**
It is Staff's opinion that the applicant's rezoning proposal will not result in a use which would cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools. This opinion is supported by the departmental comments contained in this analysis.

D. **Whether the zoning proposal is in conformity with the policies and intent of the comprehensive plan;**
It is Staff's opinion that the applicant's rezoning proposal is in conformity with the policies and intent of the Cobb County Comprehensive Plan. The property is delineated in a Community Activity Center (CAC) future land use category. The request zoning district and proposed use are consistent with the CAC land use designation.

E. **Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal;**
It is Staff's opinion that there are existing and changing conditions affecting the use and development of the property which give grounds for approving the applicant's rezoning proposal for the use as a nonsupportive residential senior living facility. The property was approved for rezoning to the RSL supportive residential facilities district in 2020. The current rezoning proposal would remain consistent with the CAC future land use category and compatible to other properties in the area while providing buffers along Hickory Grove Place across from existing single-family neighborhoods.

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

Application No. Z-

PC Hearing: 04-07-2026
BOC Hearing: 04-21-2026

Summary of Intent for Rezoning

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

a) **Proposed unit square-footage(s):** 1 BR-650 sq ft; 2 BR-850 sq ft

b) **Proposed building architecture:** See attached renderings/elevations.

c) **List all requested variances:** 1. Waive the number of parking spaces from the required 128 spaces to 107 spaces; 2. Waive the maximum building height from 35' to three stories; 3. Waiving the attached garage requirement to allow surface parking for building; 4. Allow all units attached in a single building, rather than the four allowed in RSL; 5. Increase the density from a maximum of five units per acre to 23.02 units per acre.

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

a) **Proposed use(s):**

b) **Proposed building architecture:**

c) **Proposed hours/days of operation:**

d) **List all requested variances:**

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

The Applicant is proposing to develop the property for a non-supportive senior residential community. The property is currently zoned for supportive senior living.

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government? (Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located). No.

STATEMENT OF INTENT

OF

PRESTWICK COMPANIES

Rezoning Application
for a 3.17+/- Acre Tract of Land located in
Land Lot 55 – 20th District, 2nd Section,
Cobb County, Georgia

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Submitted for the Applicant by:

Parks F. Huff
Sams, Larkin, & Huff, LLP
Suite 100
376 Powder Springs Street
Marietta, GA 30064
(770) 422-7016
phuff@samslarkinhuff.com

This Application for Rezoning seeks certain entitlements in order to rezone the property from RSL Supportive to RSL Non-supportive, for the development of a 73-unit, non-supportive senior residential community. The Subject Property consists of approximately 3.17 acres and is on the north side of Hickory Grove Road, southeast of the intersection of Hickory Grove Place. The property abuts GC to the east and is in an area having a mixture of residential and commercial zoning that includes GC, PRD, RA-4 and R-20 and R-15.

Cobb County's Future Land Use Map ("FLUM") reflects that the Subject Property is located within the confines of the Community Activity Center ("CAC") land use category. The RSL Non-supportive zoning district is designed to be located within any land use category other than Industrial, Industrial Compatible, Rural Residential and Very Low Density Residential as defined by the Cobb County Comprehensive Plan.

The proposed RSL Non-supportive development includes a 10-foot landscape buffer on the north, east, and west property lines. The proposed building will include an amenity space. The proposed new RSL Non-supportive residential use will revive the property, providing this area with new residents.

Based upon the foregoing reasons, the Applicant respectfully requests that the Application for Rezoning be approved with the Applicant soliciting any comments from staff or other officials of Cobb County so that such recommendations or input may be incorporated as conditions of approval of this Rezoning Application.

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Respectfully submitted, this the 5 day of Feb, 2026.

SAMS, LARKIN, & HUFF, LLP

By: _____
PARKS F. HUFF
Attorney for Applicant
Georgia Bar No. 375010

376 Powder Springs Street, Suite 100
Marietta, GA 30064
(770) 422-7016

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TRAFFIC SOLUTIONS, LLC
Solutions Exceeding Expectations

Amy Diaz, PE, PTOE
Development Services Manager
Cobb County Department of Transportation
1890 County Services Parkway
Marietta, GA 30008

SUBMITTAL 1 - TECHNICAL MEMORANDUM
PROPOSED DEVELOPMENT ADJACENT TO 1550 HICKORY GROVE ROAD

February 2, 2026

Dear Ms. Diaz:

Traffic Solutions has been selected by Prestwick Properties to provide services to conduct a traffic impact study for a proposed development located at on Hickory Grove Road in Kennesaw, Cobb County, Georgia. Prior to conducting the study, Cobb County DOT requires a technical memorandum for review. This technical memorandum will include at a minimum:

- Site map
- Site plan
- Trip generation
- Growth rate
- Trip distribution
- Proposed study intersections

In addition to the items listed above, the memorandum should include any other relevant assumptions, such as adjacent developments or roadway projects anticipated to be used in future analysis.

The proposed development will be in the City of Kennesaw, Georgia on Hickory Grove Road adjacent to the Tires Plus at 1550 Hickory Grove Road, as shown in **Figure 1- Site Map**.

The proposed development will consist of a 66-unit senior residential facility. The site will be on approximately 3.20 acres, as shown in **Figure 2 - Site Plan**.

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4807 Pepper Tree Lane Douglasville, Georgia 30135 404.545.1925 p 770.949.0635 f trafsollc@gmail.com

Figure 1. Site Map




4430
4424
4431
4440
1550
8
10
10
10
10
10
8
B-1
B-2
A-1
A-1
A-1
A-1
B-2
B-2
A-1
A-1
A-1
A-1
B-1
B-1
B-2
A-1
A-1
A-1
A-1
B-2
B-2
A-1
A-1
A-1
A-1
B-1

TRAFFIC SOLUTIONS, LLC
Solutions Exceeding Expectations

Trip Generation

Traffic Solutions utilized ITE Web-based Trip Generation 11 software to analyze the proposed land use and the number of estimated trips that will be generated on a daily basis as well as during the weekday AM and PM peak hours. A summary of the trips is shown in Table 1 - Trip Generation.

Table 1 - Trip Generation

Land Use	Code	Intensity	Daily		AM Peak Hour			PM Peak Hour		
			Enter	Exit	Enter	Exit	Total	Enter	Exit	Total
Senior Adult Housing Multifamily	252	66 units	107	107	4	9	13	10	7	17

Growth Rate

Traffic Solutions utilized the Georgia Department of Transportation's TADA traffic count database to retrieve historic traffic counts in the area of the proposed project. The closest count station to the project site is Count Station 067-7128 located on Hickory Grove Road approximately 1.2 miles west of the project site on Hickory Grove Road.

The data shows estimated annual average daily traffic volumes from 2010 to 2024. The data shows a steady growth in the traffic volumes starting from 2010 to 2022 with an annual average daily traffic increase of 1.59%. Then after 2022, the average daily traffic experienced a significant decrease with an annual average daily rate of -6.57% from 2022 to 2024. Overall, the average annual growth rate for this segment of Hickory Grove Road is less than 1% (0.42%) Therefore, we are recommending a growth rate of 1.0% to project traffic for the opening year for this project.

Table 2. GDOT Estimated Average Daily Traffic

Year	ADT
2024	16,844
2022	19,058
2018	18,008
2014	16,181
2010	15,631

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Trip Distribution

According to Trip Generation, the distribution of trips entering and exiting the proposed land use is shown in Table 3 below.

Table 3 - Trip Distribution

Land Use	Code	Intensity	Daily		AM Peak Hour			PM Peak Hour		
			Enter	Exit	Enter	Exit	Total	Enter	Exit	Total
Senior Adult Housing Multifamily	252	66 units	50%	50%	34%	66%	100%	56%	44%	100%

Proposed Study Intersections

Traffic Solutions proposes the following scope to study the impact the proposed development will have on the existing transportation system.

The study area will consist of two intersections including the site developments access points as follows:

1. Hickory Grove Road at Wade Green Road
2. Hickory Grove Road at Hickory Grove Place
3. Site developments' two driveways

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4807 Pepper Tree Lane Douglasville, Georgia 30135 404.545.1925 p 770.949.0635 f trafsollc@gmail.com

Senior Adult Housing - Multifamily
(252)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

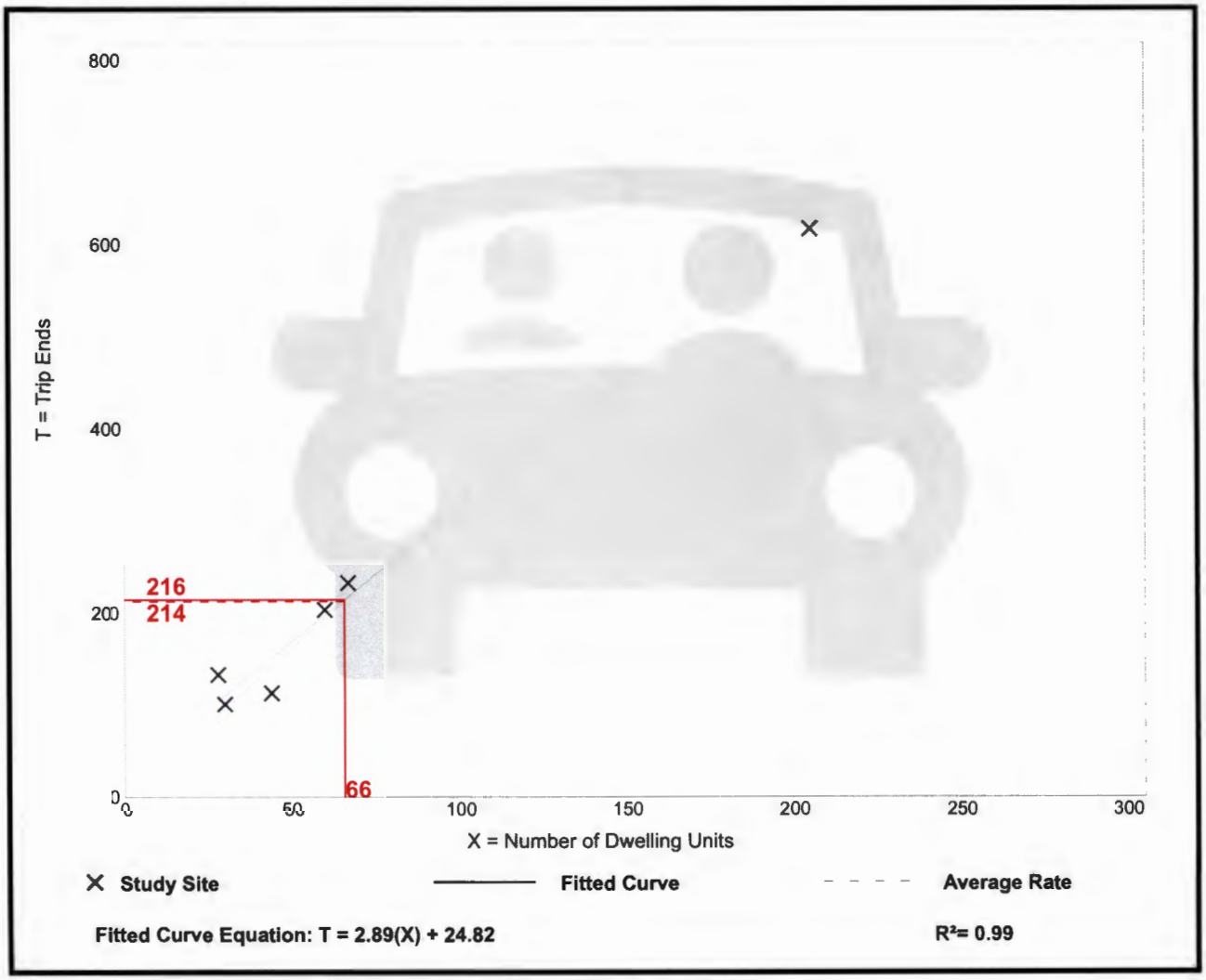
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Setting/Location: **General Urban/Suburban**
Number of Studies: 6
Avg. Num. of Dwelling Units: 72
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
3.24	2.59 - 4.79	0.53

Data Plot and Equation



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Senior Adult Housing - Multifamily
(252)

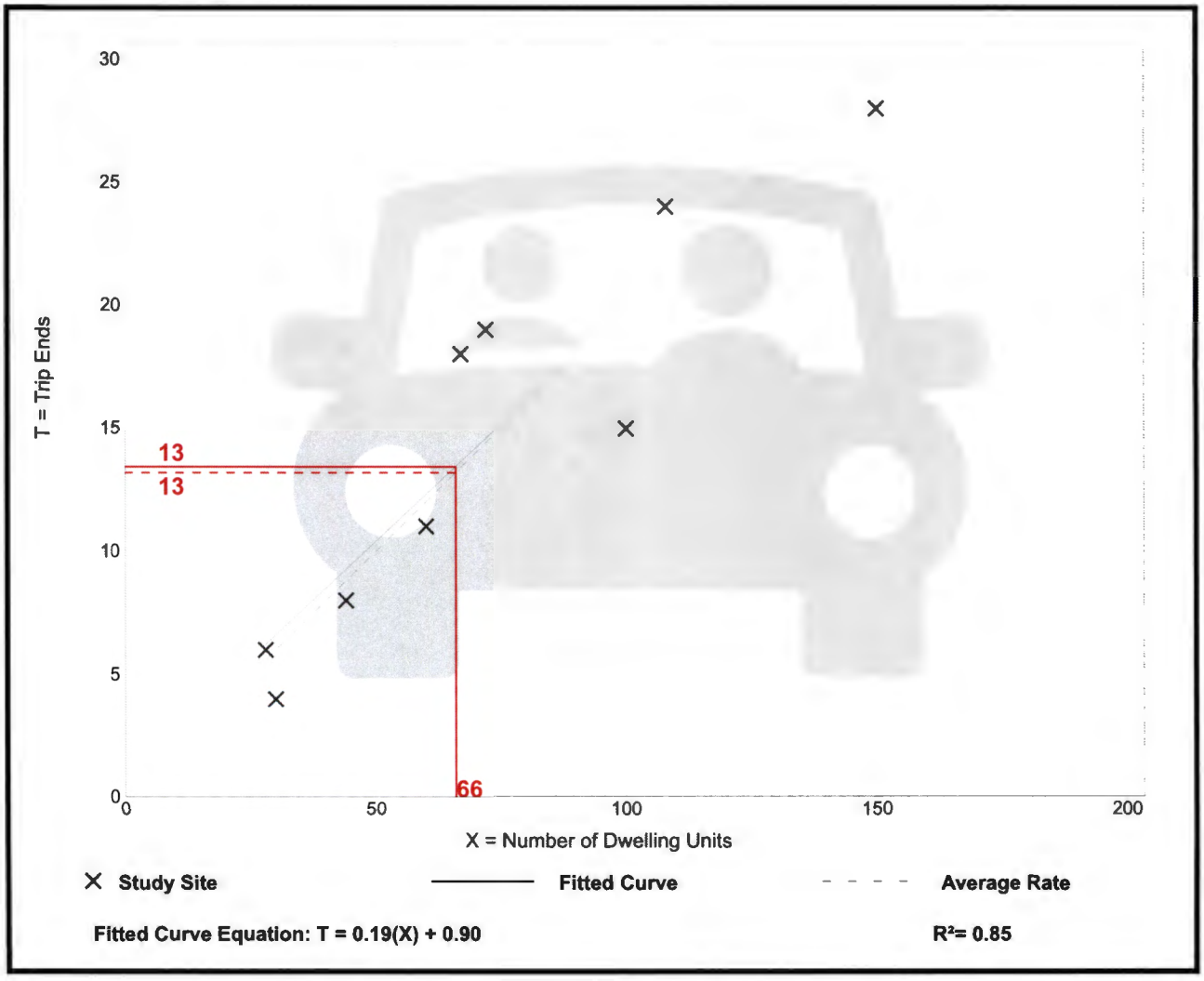
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Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 9
Avg. Num. of Dwelling Units: 73
Directional Distribution: 34% entering, 66% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.20	0.13 - 0.27	0.04

Data Plot and Equation



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Senior Adult Housing - Multifamily
(252)

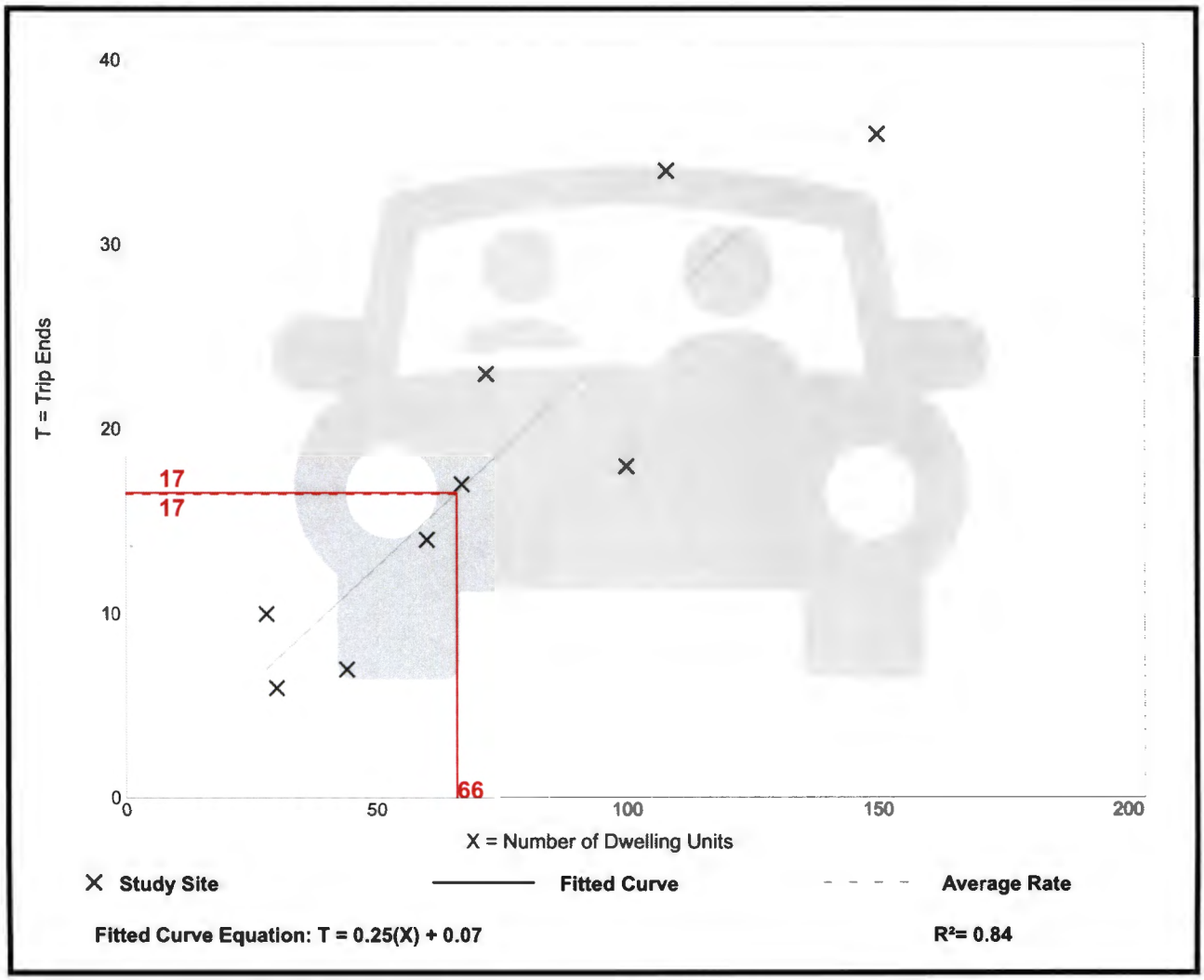
Feb 06 2026
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Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 9
Avg. Num. of Dwelling Units: 73
Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.25	0.16 - 0.36	0.06

Data Plot and Equation



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Prestwick
development
FEB 05 2026
LEASING

GARVIS L. SAMS, JR.
(1952-2025)
JOEL L. LARKIN
PARKS F. HUFF

SAMS, LARKIN & HUFF
A LIMITED LIABILITY PARTNERSHIP
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MARIETTA, GEORGIA 30064-3448

770•422•7016
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770•426•6583
FACSIMILE

April 1, 2026

(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 Prestwick Companies to Rezone an approximate 3.17±-Acre Tract from RSL Supportive to RSL Non-supportive; Land Lot 55 of the 20th District; Located on the north side of Hickory Grove Road, southeast of the intersection of Hickory Grove Place; Z-13 for April 2026

Dear John:

Prestwick Companies ("Applicant") is proposing to develop an RSL non-supportive neighborhood of 73 units in a three-story building as indicated on the revised site plan submitted to the Zoning Division on March 13, 2026. The property was rezoned to RSL Supportive for a 100-unit two-story supportive residential development. The Applicant wants to keep the RSL, but as non-supportive. The application is scheduled to be heard and considered by the Cobb County Planning Commission on April 7, 2026, and, thereafter, heard and considered for final action by the Cobb County Board of Commissioners on April 21, 2026.

The Subject Property is a ±3.17-acre tract of land located on the north side of Hickory Grove Road, southeast of the intersection of Hickory Grove Place. The Subject Property is within an area denominated as Community Activity Center ("CAC") under Cobb County's Future Land Use Map ("FLUM") and it is currently zoned RSL-Supportive. The property is undeveloped and abuts property zoned GC to the east and is in an area having a mixture of residential and commercial zoning that includes GC, PRD, RA-4, R-20, and R-15.

The county zoning staff has reviewed the application and recommended approval as the proposal will offer much needed senior housing in an area with good access to shopping and transportation corridors. The applicant notes there is a huge lack of affordable senior housing, which is why the proposal is switching from supportive senior housing to non-supportive.

VIA EMAIL

During the pendency of this application, we have established a dialogue with the County's professional staff and area business and property owners. In that regard, this letter will serve as the Applicant's agreement to the following stipulations which shall become conditions and a part of the grant of the requested Rezoning, and which shall be binding upon the Subject Property thereafter. The referenced stipulations are as follows, to wit:

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 concerning the Subject Property which constitutes the subject matter of the above-captioned Application.

2. The approval of this Application shall be specifically for the purposes of 73-unit non-supportive Residential Senior Living ("RSL") facility.

3. This Rezoning shall be in substantial conformity to that certain revised Site Plan prepared by Kimley-Horn, submitted to the Zoning Division on March 13, and which is also attached to this letter.

4. The architectural style and composition of the building will be in substantial conformity to the renderings submitted with the application and attached as Exhibit "A."

5. In order to increase housing options for seniors in the community, the Applicant will agree to unit layouts for the 73 units as follows:

    a. The number of one-bedroom units proposed is 46 (63%).

    b. The number of two-bedroom units proposed is 27 (37%).

6. The District Commissioner is to approve the final site plan and building elevations;

7. Compliance with recommendations from the Cobb County Department of Transportation that are contained in the staff analysis.

8. Compliance with directives from the Cobb County Fire Marshal's Office regarding Life, Safety and Fire Prevention issues.

9. Subject to recommendations from the Stormwater Management Division with respect to detention, hydrology, stormwater management, water quality and downstream considerations. This stipulation includes recommendations regarding the ultimate location and configuration of on-site detention and water quality.

10. The District Commissioner shall have the authority to approve minor modifications as this development proposal 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 in a more restrictive zoning district.

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

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

    d. Change access location to different roadways.

    e. Seek Variances to provisions of the Cobb County Zoning Ordinance.

Please do not hesitate to contact me should you have any questions or need any additional documentation prior to this application being heard and considered by the Planning Commission and the Board of Commissioners next month.

With kind regards, I am

Very truly yours,

SAMS, LARKIN & HUFF, LLP



Parks F. Huff
phuff@samslarkinhuff.com

PFH/jac
Attachment

VIA EMAIL

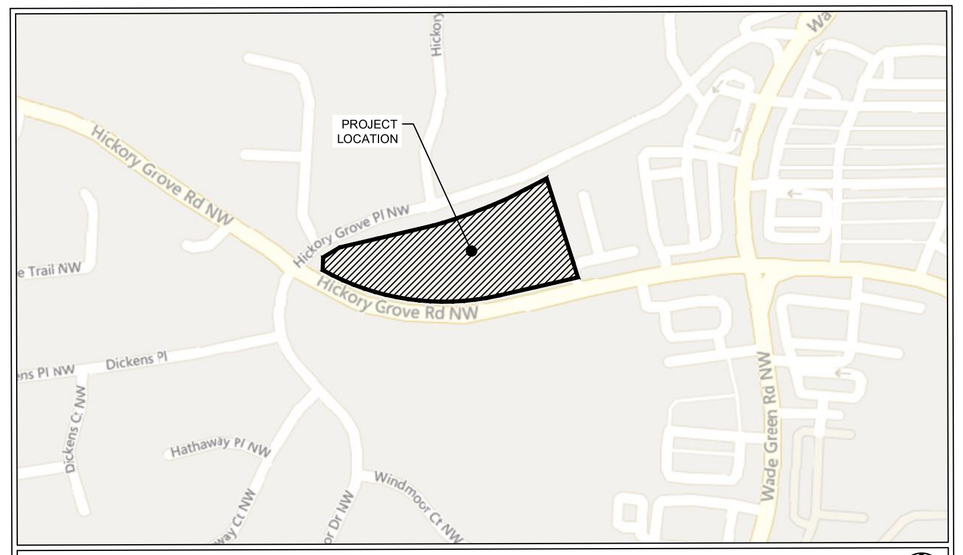
cc: Members, Cobb County Board of Commissioners (via email)
Members, Cobb County Planning Commission (via email)
Dr. Jackie McMorris, County Manager (via email)
Board of Commissioners Assistants (via email)
Ms. Jessica Guinn, AICP, Director (via email)
Mr. Terry Martin, AICP, CNU-A, Senior Planner (via email)
Mr. Cameron Jones, MCRP, CNU-A, Planner III (via email)
Ms. Jessica Berman, MPA, CNU-A, Planner II (via email)
Mr. Peyton McClure, CNU-A, Planner I (via email)
Mr. Shaun Daniels, Planner I (via email)
Ms. Pam Mabry, County Clerk (via email)
Ms. Robin Stone, Deputy County Clerk (via email)
Ms. Leila Washington, Deputy County Clerk (via email)
Mr. Jeff Byrd, Fire Marshal's Office (via email)
Ms. Amy Diaz, P.E., Cobb DOT (via email)
Ms. Wilson Collins, P.E., Cobb DOT (via email)
Mr. Andrew Heath, P.E., Stormwater Management Division (via email)
Mr. Chris Duggan, Cobb County Water and Sewer Division (via email)
Mr. Casey Craven, Vice President/Development, Prestwick Companies (via email)

SITE NOTES

1. THE PROPOSED BUILDING INFORMATION SHOWN HEREON IS FROM AN ELECTRONIC FILE PROVIDED BY GEHEBER LEWIS ARCHITECTS, DATED 02.02.2026 AND IS FOR ILLUSTRATIVE PURPOSES ONLY. CONTRACTOR SHALL REFERENCE ARCHITECTURAL PLANS FOR EXACT BUILDING INFORMATION.
2. ALL DIMENSIONS ARE FROM FACE OF CURB TO FACE OF CURB UNLESS OTHERWISE NOTED.
3. SIDEWALK INSTALLED AGAINST BACK OF CURB SHALL BE INSTALLED PER THE PLAN AS MEASURED FROM THE BACK OF CURB.
4. ALL SIGNAGE AND STRIPING MUST MEET THE LATEST REQUIREMENTS SET FORTH BY MUTCD, GDOT, AND GEORGIA STATE CODE.
5. REFERENCE LANDSCAPE PLANS FOR ALL HARDSCAPE AND LANDSCAPE DETAILS AND SPECIFICATIONS.

VARIANCE REQUEST SUMMARY

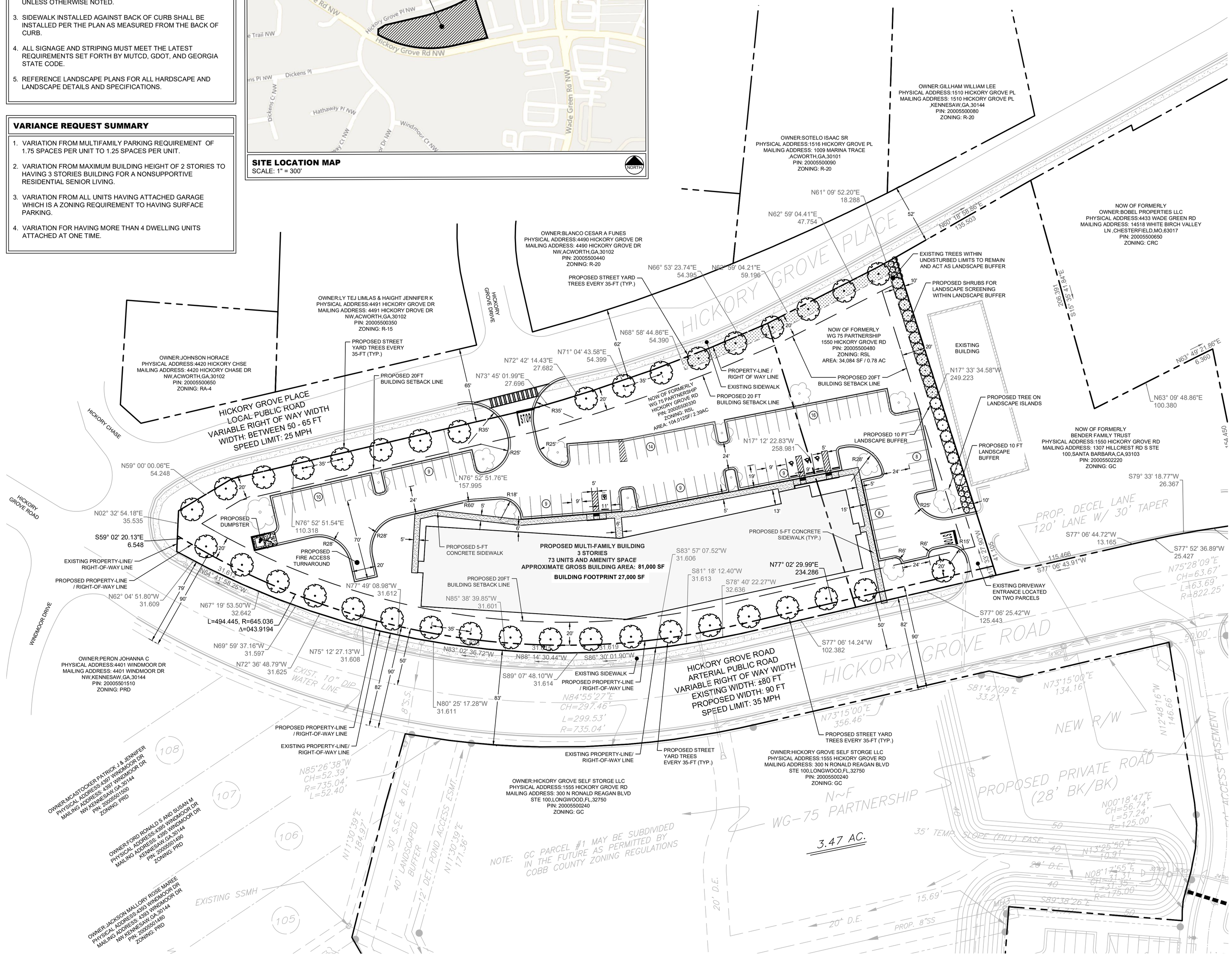
1. VARIATION FROM MULTIFAMILY PARKING REQUIREMENT OF 1.75 SPACES PER UNIT TO 1.25 SPACES PER UNIT.
2. VARIATION FROM MAXIMUM BUILDING HEIGHT OF 2 STORIES TO HAVING 3 STORIES BUILDING FOR A NONSUPPORTIVE RESIDENTIAL SENIOR LIVING.
3. VARIATION FROM ALL UNITS HAVING ATTACHED GARAGE WHICH IS A ZONING REQUIREMENT TO HAVING SURFACE PARKING.
4. VARIATION FOR HAVING MORE THAN 4 DWELLING UNITS ATTACHED AT ONE TIME.



SITE LOCATION MAP
SCALE: 1" = 300'

PROPERTY LINE NOTE

- PROPERTY LINE SHOWS THE COMBINATION OF TRACT 1 (1550 HICKORY GROVE ROAD) AND TRACT 2 (HICKOPRY GROVE ROAD). THE PROPERTY LINE IS YET TO BE COMBINED INTO ONE PARCEL.



LEGEND

- PROPERTY LINE
- 20 FT BUILDING SETBACK LINE
- 10 FT LANDSCAPE BUFFER LINE
- CONCRETE PAVEMENT
- CONCRETE SIDEWALK
- (10) PARKING COUNT
- EXISTING TREE AREA TO REMAIN

REZONING NOTES

SITE SUMMARY:

LAND LOT 55
20TH DISTRICT - 2ND SECTION

CURRENT ZONING:	RESIDENTIAL SENIOR LIVING (RSL)
PROPOSED ZONING:	RESIDENTIAL SENIOR LIVING (RSL) (NONSUPPORTIVE RESIDENTIAL UNITS)
TOTAL PROPERTY AREA:	3.17 AC
RIGHT-OF-WAY DEDICATION:	0.14 AC
NET PROPERTY AREA:	3.03 AC
SITE AREA:	3.03 AC
IMPERVIOUS AREA:	1.66 ACRES (55%)
PERVIOUS AREA:	1.37 ACRES (45%)

PROPOSED BUILDING SETBACK: NOT APPLICABLE
MINIMUM 15 FEET SETBACK BETWEEN BUILDINGS
MINIMUM 20 FEET ADJACENT TO ANY PUBLIC ROADWAY

MAXIMUM BUILDING HEIGHT:	70 FT 2 STORIES—NAC, CAC 4 STORIES—RAC 35 FT.-NAC, CAC 50 FT.-RAC
MAXIMUM IMPERVIOUS AREA:	55%
PROPOSED IMPERVIOUS AREA:	55% (MAX)

REQUIRED UNITS PER ACRE:
0.50 NAC, 0.75 CAC, AND 2.0 RAC

REQUIRED LANDSCAPE BUFFERS:
20 FT BUFFER ADJACENT TO RESIDENTIAL PROPERTY
10 FT BUFFER WHEN ADJACENT TO NON-RESIDENTIAL PROPERTY

PROPOSED LAND USES & DENSITIES:

MULTIFAMILY RESIDENTIAL	**73 UNITS** (TOTAL)
1 BEDROOM UNITS (63%):	46 UNITS
2 BEDROOM UNITS (37%):	27 UNITS

PARKING SUMMARY:

REQUIRED PARKING: MULTIFAMILY (73 UNITS)	**128 SPACES** (TOTAL) 128 SPACES (1.75/UNIT)
PROPOSED PARKING: MULTIFAMILY PARKING: STANDARD HANDICAP	**92 SPACES** (TOTAL) 92 SPACES (1.25/UNIT - MINIMUM) 88 SPACES 4 SPACES

1. THIS SITE IS NOT IN A FLOODPLAIN.
2. THE FLOOD MAP FOR THE SELECTED AREA IS NUMBER 13067C0036H, EFFECTIVE ON 10/5/2018.
3. THE SITE DOES NOT CONTAIN LAKES, STREAMS, OR STATE BUFFERS.
4. THERE ARE NO LANDLOT LINE AND DISTRICT LINES THROUGH THIS PROPERTY. THE PROPERTY LINE WAS BASED ON COBB COUNTY GEOGRAPHIC INFORMATION SYSTEMS DATA AND WILL NEED TO BE SURVEYED FOR PIN LOCATIONS.
5. ALL PARKING SPACES ARE 9 FEET WIDE AND 19 FEET DEEP, UNLESS MENTIONED OTHERWISE.
6. THIS SITE DOES NOT CONTAIN A CEMETERY.
7. THE PROPOSED BUILDING INFORMATION SHOWN HEREON IS APPROXIMATE AND SUBJECT TO CHANGE AS DESIGN DEVELOPS.
8. ALL PARKING COUNTS ARE APPROXIMATE AND SUBJECT TO CHANGE AS DESIGN DEVELOPS. PARKING COUNTS WILL EXCEED TOTALS SHOWN ABOVE.
9. IT IS UNDERSTOOD THAT THE SITE MUST COMPLY WITH ALL APPLICABLE ADA STANDARDS, INCLUDING PARKING AND CONNECTIVITY, AND WILL BE DESIGNED AND DETAILED AS SUCH.
10. IF ACCESS GATES ARE REQUIRED THEY WILL BE PLACED 100FT FROM EDGE OF EXISTING RIGHT OF WAY.
11. UNDERGROUND STORMWATER DETENTION WILL BE PROVIDED ON SITE PER COBB COUNTY STORMWATER STANDARDS AND REQUIREMENTS.
12. THERE ARE NO KNOWN WETLANDS ON THIS SITE.
13. THERE ARE NO KNOWN EXISTING DETENTION AND RETENTION AREAS ON THIS SITE.

PREPARED BY
Kimley»Horn
PHONE 770.709.9210
WWW.KIMLEY-HORN.COM
© 2026 KIMLEY-HORN AND ASSOCIATES, INC.
5170 PEACHTREE ROAD
BUILDING 100, SUITE 200
CHAMBLEE, GEORGIA 30341

PREPARED FOR
PRESTWICK COMPANIES
PHONE 404 949 3895
3715 NORTHSIDE PARKWAY, NW
BLDG. 200, SUITE 775
ATLANTA, GA. 30327

No.	ISSUANCE AND REVISION DESCRIPTIONS	DATE	BY

PROJECT
HICKORY GROVE ROAD
PIN#20005500408 & 20005500390
LAND LOT 55 - 20TH DISTRICT
1550 HICKORY GROVE RD NW
KENNESAW GA 30144

GEORGIA REGISTERED No. PE042335 PROFESSIONAL ENGINEER DANIEL I. KERR
03/02/2026

GSWCC NO. (LEVEL II)	0000077807
DRAWN BY	RTM
DESIGNED BY	RTM
REVIEWED BY	IDK
DATE	03/02/2026
PROJECT NO.	014642003

TITLE
ZONING SITE PLAN

SHEET NUMBER
C2.10

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

PRELIMINARY: NOT FOR CONSTRUCTION

Drawing name: K:\CHB_Civil\014642003_Hickory Grove\CAD\Plansheets\C2.00 - SITE PLAN.dwg C2.10 ZONING SITE PLAN Mar 02, 2026 5:42pm by: Rumbidzai.Mureru

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Exhibit "A"

Prestwick development



Roadway	Roadway classification	Speed limit (mph)	Jurisdictional control	Min. R.O.W. requirements
Hickory Grove Road	Arterial	35	Cobb County	100’
Hickory Grove Place	Local	25	Cobb County	50’

Roadway	Location	Average daily trips (vpd)	Level of service
Hickory Grove Road	West of Glenaire Drive	15,200	C*
Hickory Grove Place	NA	NA	NA

vpd = vehicles per day, NA = not available

Based on 2024 AADT counting data taken by GDOT, as published on their website, for Hickory Grove Road.

Planning Level of Service based on available Average Daily Trips using GRTA guideline thresholds. Classification thresholds for LOS A and LOS B are not available for arterial roads from this data source.

LOS C or D is acceptable based on GDOT Design Policy Manual criteria.

**Computed for four-lane arterial roadway section.*

ITE Land Use	Description	Expected Size (Dwelling units)	AM			PM			Daily (vpd)
			In (vph)	Out (vph)	**Total (vph)**	In (vph)	Out (vph)	**Total (vph)**	
252	Senior Adult Housing - Multifamily	73	5	9	**14**	10	8	**18**	**237**

vph = vehicles per hour

Development gross trip generation based on available development size and rates from the Institute of Transportation Engineers (ITE) Trip Generation, 12th edition.

Comments and observations

Received revised Site Plan (received March 13, 2026). These comments are being revised based on the information received.

Hickory Grove Road is classified as an arterial roadway and according to the available information the existing right-of-way does not meet the minimum requirements for this classification.

Hickory Grove Place is classified as a local roadway and according to the available information the existing right-of-way does meet the minimum requirements for this classification.

In accordance with Cobb County Code 134-121 and based on site plan received February 5, 2026, and March 13, 2026, this development does not require a traffic impact study submittal.

Recommendations

THE RECOMMENDATIONS BELOW SHALL BECOME STIPULATED REQUIREMENTS UPON INCLUSION WITH AND APPROVAL BY THE BOARD OF COMMISSIONERS OF THIS APPLICATION:

(continued)

1. Recommend applicant, WITHIN 12 MONTHS OF ZONING APPROVAL, donate right-of-way on the north side of Hickory Grove Road, a minimum of 50' from the roadway centerline, in accordance with Cobb County Development Standard 401.2, Right-of-Way. The revised site plan (received March 13, 2026) appears to address this recommendation.

2. Recommend constructing proposed driveway accesses to commercial standards. This recommendation is pursuant to Cobb County Development Standard 402.8, Non-Residential Driveways and Cobb County Development Standard Detail 116, Commercial Driveway Requirements. The revised site plan (received March 13, 2026) appears to address this recommendation.

3. Recommend replacing disturbed curb, gutter, and sidewalk along the development frontage. This recommendation is to address pedestrian accessibility and safety pursuant to Cobb County Development Standard 401.15, Curbs and Gutters (including subsections), Cobb County Development Standard 404 Sidewalks and Pathways, Cobb County Development Standard 405 Accessibility Requirements, and Cobb County Development Standard Detail 106, Concrete Curbs, Medians.

4. Recommend applicant verify that minimum intersection sight distance is available for Hickory Grove Place access. This recommendation is pursuant to Cobb County Development Standard Detail 401B, Intersection Sight Distance. If minimum intersection sight distance is not available, recommend implement remedial measures to address safety, subject to the Department's approval.

5. Recommend establishing a shared access easement between adjoining 1550 Hickory Grove Road property access.

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

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-14-2026

SITE BACKGROUND

Applicant	Loyd Development Services
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Adam Rozen
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Steve McGuire
Property Location	Located on the south side of Hickory Grove Road and on the north side of the CSX Railroad, west of New McEver Road
Address	3121 Hickory Grove Road
Access to Property	Hickory Grove Road

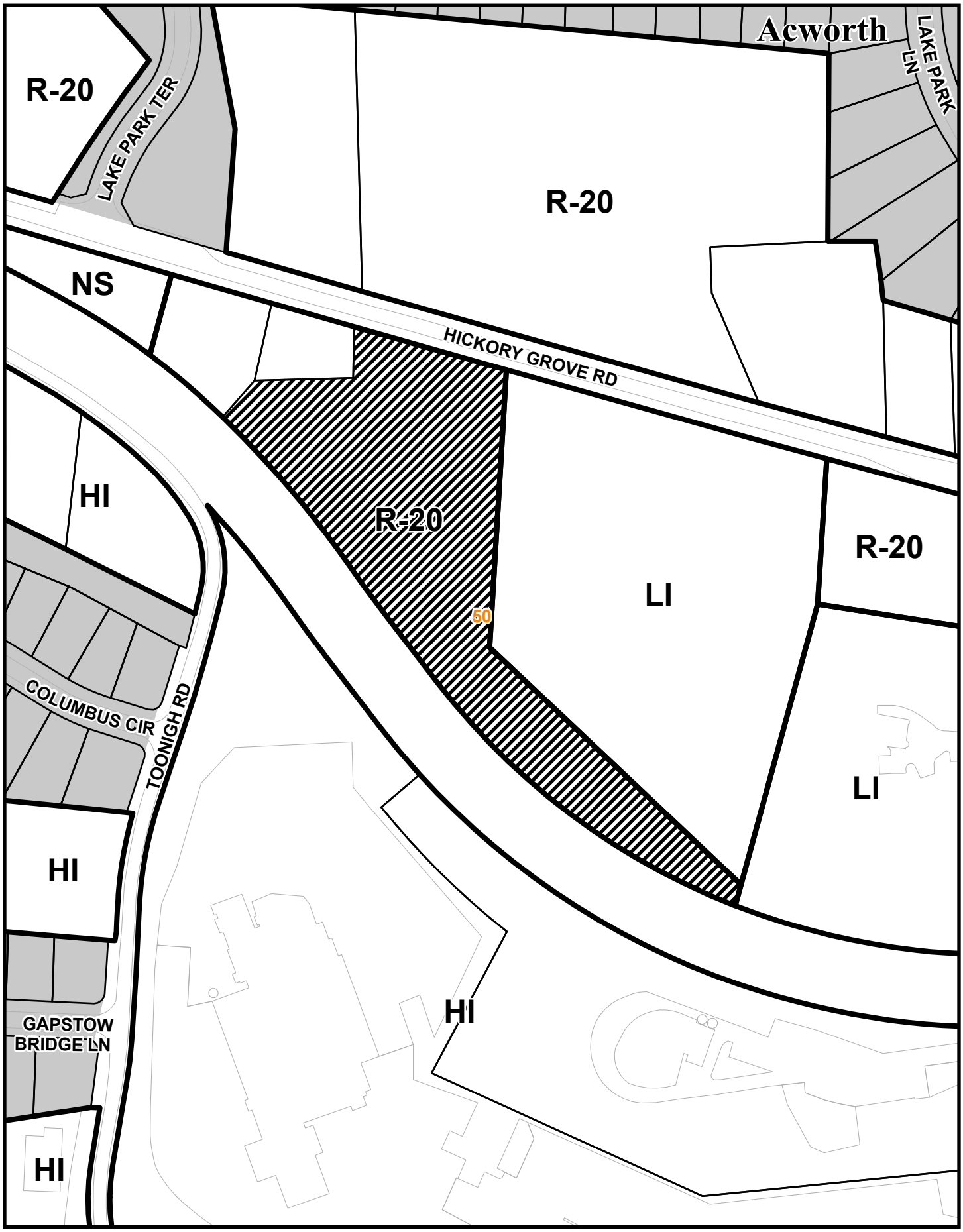
QUICK FACTS

Commission District	1 - Gambrill
Current Zoning	R-20
Current Use of Property	Vacant residential
Proposed Zoning	LI
Proposed Use	Warehouses
Future Land Use	IC, LDR
Site Acreage	3.92
District	20
Land Lot	50
Parcel #	20005000050
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

Z-14 2026 Map

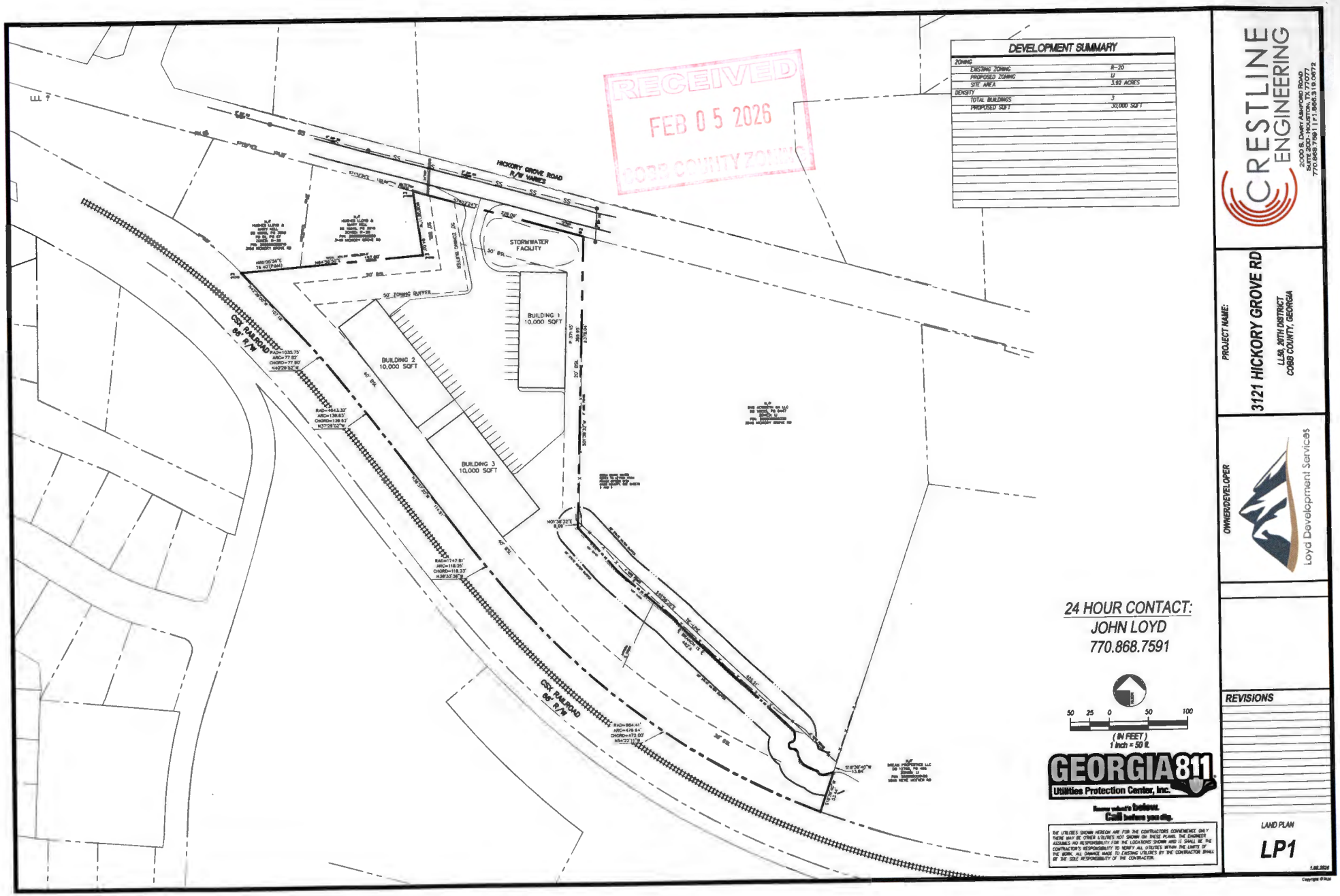


This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 150 300 Feet

Zoning Boundary

City Boundary


DEVELOPMENT SUMMARY
ZONING
EXISTING ZONING R-20
PROPOSED ZONING LI
SITE AREA 3.93 ACRES
DENSITY
TOTAL BUILDINGS 3
PROPOSED SQFT 30,000 SQFT
RECEIVED
FEB 05 2026
COBB COUNTY ZONING
HICKORY GROVE ROAD
R/W VARIES
STORMWATER FACILITY
BUILDING 1
10,000 SQFT
BUILDING 2
10,000 SQFT
BUILDING 3
10,000 SQFT
50' ZONING BUFFER
CSX RAILROAD
66' R/W
24 HOUR CONTACT:
JOHN LOYD
770.868.7591
50 25 0 50 100
(IN FEET)
1 inch = 50 ft.
GEORGIA811
Utilities Protection Center, Inc.
Call before you dig.
THE UTILITIES SHOWN HEREON ARE FOR THE CONTRACTORS CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN ON THESE PLANS. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL UTILITIES WITHIN THE LIMITS OF THE WORK. ALL DAMAGE MADE TO EXISTING UTILITIES BY THE CONTRACTOR SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
CRESTLINE ENGINEERING
2000 BL Drury Ashford Road
Suite 1 Ashford, GA 30319
770.868.7591 | f | 404.319.0672
PROJECT NAME:
3121 HICKORY GROVE RD
LL58, 20TH DISTRICT
COBB COUNTY, GEORGIA
OWNER/DEVELOPER
Loyd Development Services
REVISIONS
LAND PLAN
LP1

Z-14 2026 Aerial Map



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

0 150 300 Feet

Zoning Boundary

City Boundary

RECEIVED
FEB 06 2026
COBB COUNTY ZONING

Application No. _____

Summary of Intent for Rezoning

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

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

b) **Proposed building architecture:** _____

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

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

a) **Proposed use(s):** warehouse buildings

b) **Proposed building architecture:** metal clad, mixture of materials, steel frame construction

c) **Proposed hours/days of operation:** customary business hours

d) **List all requested variances:** none at this time

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FEB 05 2026
COBB COUNTY ZONING

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

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

RECEIVED
FEB 05 2026
COBB COUNTY ZONING

ZONING IMPACT STATEMENT
FOR THE REZONING APPLICATION
OF LOYD DEVELOPMENT SERVICES, LLC

COMES NOW, APPLICATION OF LOYD DEVELOPMENT SERVICES, LLC, and pursuant to §134-121(a)(7) of the Cobb County Zoning Ordinance, files this its Zoning Impact Statement, as follows:

A. The zoning proposal will permit a utilization of the property which is suitable in the context of development and existing zonings along Hickory Grove Road and its neighboring and nearby properties.

B. The zoning proposal will have no adverse effect or impact upon the existing uses or usability of adjacent or nearby properties. The property is located within an area classified as Industrial Compatible ("IC") and Low Density Residential ("LDR") under Cobb County's Future Land Use Map, adjoins property zoned as Light Industrial ("LI") and Neighborhood Shopping ("NS") and contains properties along and off of Hickory Grove Road also zoned as LI, HI, NS and R-20.

C. The Subject Property to be affected by the zoning proposal has no reasonable economic use as currently zoned as R-20 in an existing and developing industrial area in that the fair market value of same falls below the range of values of similarly zoned and situated properties with equivalent utility.

D. The zoning proposal will have no adverse impact upon the existing County

infrastructure including, but not limited to, existing streets, transportation facilities, utilities or schools.

E. The zoning proposal is located within and adjoining an IC future land use category and the requested zoning for LI for warehouse buildings is consistent with the desired development within such future land use particularly recognizing the current LI and HI uses adjoining and nearby and transitioning of existing residential to industrial on and around Hickory Grove Road.

F. There is no substantial relationship between the existing zoning classification of which limits the property in terms of its present utilization and the public health, safety and general welfare. Additionally, considered in the context of development at this location, there are no established land use planning principles or political considerations which would adversely affect the proposed zoning.

Respectfully submitted, this the 5th day of February, 2026.

ROZEN, ROZEN & REILLY, LLP

By:_____
ADAM J. ROZEN
Attorney for Applicant
Ga. Bar No. 161610

RECEIVED
FEB 05 2026
COBB COUNTY

TOPOGRAPHIC SURVEY FOR:

CRESTLINE ENGINEERING

3121 HICKORY GROVE ROAD
LAND LOT 50
20th DISTRICT - 2nd SECTION
COBB COUNTY, GEORGIA
EXISTING ZONING: R-20
PIN: 20005000050

TOTAL AREA:
170,855± SQ. FT.
3.92± ACRES

AREA TO TIE-LINE:
175,936 SQ. FT.
4.04 ACRES

COBB COUNTY
COMMUNITY DEVELOPMENT AGENCY

Frank L. Gipson
Erosion Division Manager

July 17, 2024

Steve McOnlee
845 Byhem Drive
Marietta, GA 30066

RE: 3121 Hickory Grove Road

Dear Mr. McOnlee,

After reviewing the site, I would concur with your findings and would recommend that no stream buffer variance be required in this area.

This area is located east of Hickory Grove Rd. and north of Tonnigh Rd. This area is approximately 200 feet in length and 3-4 feet in width.

Please reference additional supporting information: (6 photos and 2 maps).

This determination will expire one year from the above date. If you have any additional questions, please feel free to contact me at 770-528-2191.

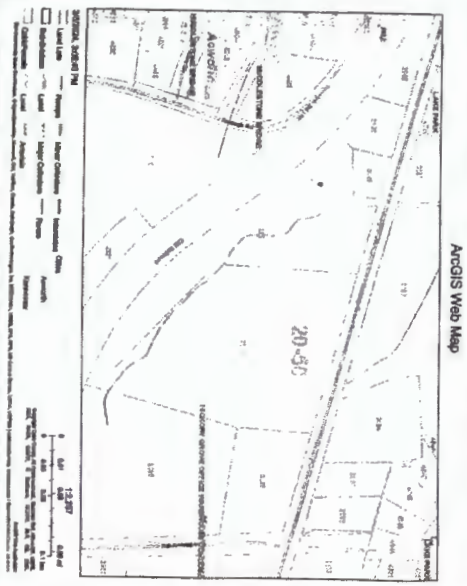
Sincerely,

Frank L. Gipson, CPESC
Erosion Control Manager

Enc.

Equal Opportunity Employer — Cobb County...Expert the Best! — www.cobbcounty.org

---





To: Steve McOnlee, [redacted]@outlook.com
Re RE: 3121 Hickory Grove Road Acworth GA, parcel number 20005000050, 4.04 acres.

I recently made an inspection at your request for the drainage ditch on the above referenced property.

Please be advised that there was no flowing water nor evidence of any flowing water as this is simply a drainage ditch traversing the property.

Thank you very much,
Frank Gipson, Manager
Cobb County GA Community Development
Erosion and Sediment Control
Frank.Gipson@CobbCounty.org
(770) 528-2180
(770) 588-2191

FEB 05 2025

Gipson, Frank

From: Bobby Terrell <[redacted]@bellsouth.net>
Sent: Tuesday, July 16, 2024 3:42 PM
To: Gipson, Frank; Frank.Gipson@cobbcounty.gov
Subject: 3121 Hickory Grove Road pics of dry stream bed taken yesterday July 15 almost 5:00 pm





FRONTLINE SURVEYING & MAPPING, INC.
3595 Canton Road
SUITE 312 - 272
Marietta, GA 30066
Ph. (678) 355-9905
Fax (678) 355-9805
www.frontlinesurveyhg.com

NO R.G.S. MONUMENT WAS FOUND WITHIN 500 FEET OF THIS PROPERTY. THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS OR ENTITY CERTIFIED TO HEREON. THE CERTIFICATION DOES NOT EXTEND TO ANY UNNAMED PERSONS OR ENTITY WITHOUT EXPRESS RECERTIFICATION BY THE SURVEYOR MAKING SAME. REMAIN THE PROPERTY OF FRONTLINE SURVEYING & MAPPING, INC. AND NO COPIES OR REPRODUCTIONS ARE TO BE MADE WITHOUT THE PRIOR WRITTEN PERMISSION OF SAID COMPANY. COPYRIGHT ©2025 FRONTLINE SURVEYING AND MAPPING, INC
*** ALL MATTERS PERTAINING TO FILE ARE EXCEPTED ***

TOPOGRAPHIC SURVEY FOR:
CRESTLINE ENGINEERING

LAND LOT 50 | 20th DISTRICT | 2nd SECTION | COBB COUNTY, GEORGIA
BLOCK | UNIT | PHASE | REVISION | BY | DATE

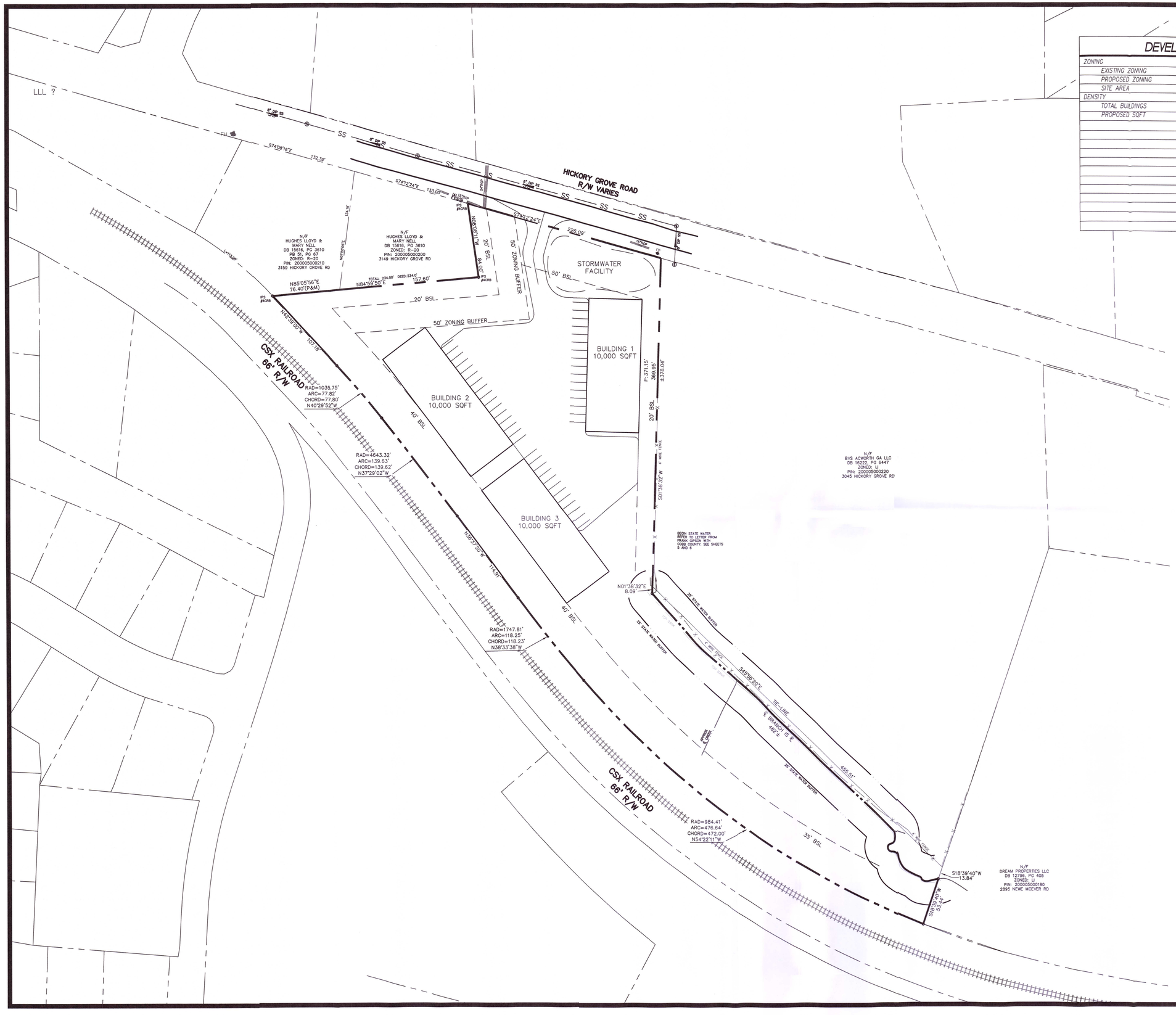
SCALE 1" = ∞
DATE OF FIELD SURVEY 06/19/2025

I HAVE THIS DAY EXAMINED THE OFFICIAL FLOOD HAZARD MAP FOR COBB COUNTY, GEORGIA AND FOUND THE PROPERTY SHOWN HEREON IS (IS NOT) IN AN AREA HAVING SPECIAL FLOOD HAZARDS.
MAP #: 13067C0031H EFFECTIVE DATE: 12/09/2016

PB 14458 PG 14458 PG 67

JOB # 85515

SHEET 5 OF 6



DEVELOPMENT SUMMARY

ZONING	
EXISTING ZONING	R-20
PROPOSED ZONING	LI
SITE AREA	3.92 ACRES
DENSITY	
TOTAL BUILDINGS	3
PROPOSED SQFT	30,000 SQFT

RECEIVED
FEB 06 2026
COBB COUNTY ZONING

CRESTLINE ENGINEERING
2000 S. DAIRY ASHFORD ROAD
SUITE 200 - HOUSTON, TX 77077
770.868.7591 | F1.866.319.0672

PROJECT NAME:

3121 HICKORY GROVE RD

LL50, 20TH DISTRICT,
COBB COUNTY, GEORGIA

OWNER/DEVELOPER

Loyd Development Services

24 HOUR CONTACT:
JOHN LOYD
770.868.7591

50 25 0 50 100
(IN FEET)
1 inch = 50 ft.

GEORGIA 811
Utilities Protection Center, Inc.
Know what's **below.**
Call before you dig.

THE UTILITIES SHOWN HEREON ARE FOR THE CONTRACTORS CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN ON THESE PLANS. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL UTILITIES WITHIN THE LIMITS OF THE WORK. ALL DAMAGE MADE TO EXISTING UTILITIES BY THE CONTRACTOR SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

GEORGIA REGISTERED No. PE046604 PROFESSIONAL ENGINEER BENJAMIN VAN WATERS

REVISIONS

LAND PLAN

LP1

1.08.2026

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Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-14-2026

SITE BACKGROUND

Applicant	Loyd Development Services
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Adam Rozen
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Steve McGuire
Property Location	Located on the south side of Hickory Grove Road, west of New McEver Road
Address	3121 Hickory Grove Road
Access to Property	Hickory Grove Road

QUICK FACTS

Commission District	1 - Gambrill
Current Zoning	R-20
Current Use of Property	Vacant residential
Proposed Zoning	LI
Proposed Use	Warehouses
Future Land Use	IC, LDR
Site Acreage	3.92
District	20
Land Lot	50
Parcel #	20005000050
Taxes Paid	Yes

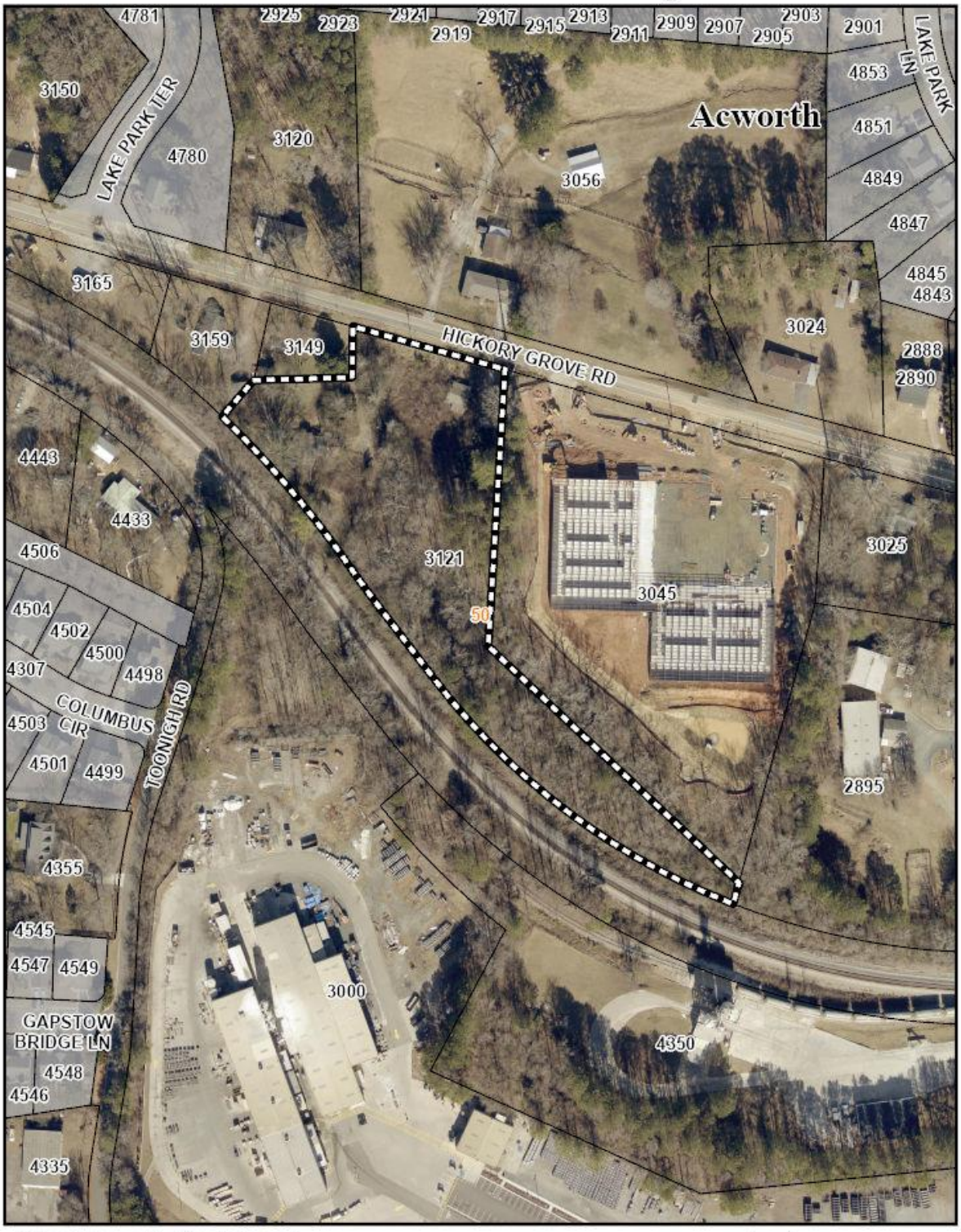
FINAL ZONING STAFF RECOMMENDATIONS

(Zoning staff member: Peyton McClure, Planner II)

Based on the analysis of this case, Staff recommends **APPROVAL** subject to the following:

1. Site plan received February 5th, 2026, with the District Commissioner approving minor modifications;
2. 50ft landscaped screening buffer where property abuts residential districts;
3. Building 2, or that building closest to the residential property to the north/northwest to include sound attenuating insulation or other materials to provide noise abatement;
4. Water and Sewer Division comments and recommendations;
5. Fire Department comments and recommendations;
6. Stormwater Management Division comments and recommendations;
7. Department of Transportation comments and recommendations;
8. No outside storage or outside display of merchandise;
9. No heavy equipment kept onsite over 12,500 pounds; and
10. Applicant or developer to install a 15 foot landscape buffer along Hickory Grove Road.

Z-14 2026 Aerial Map

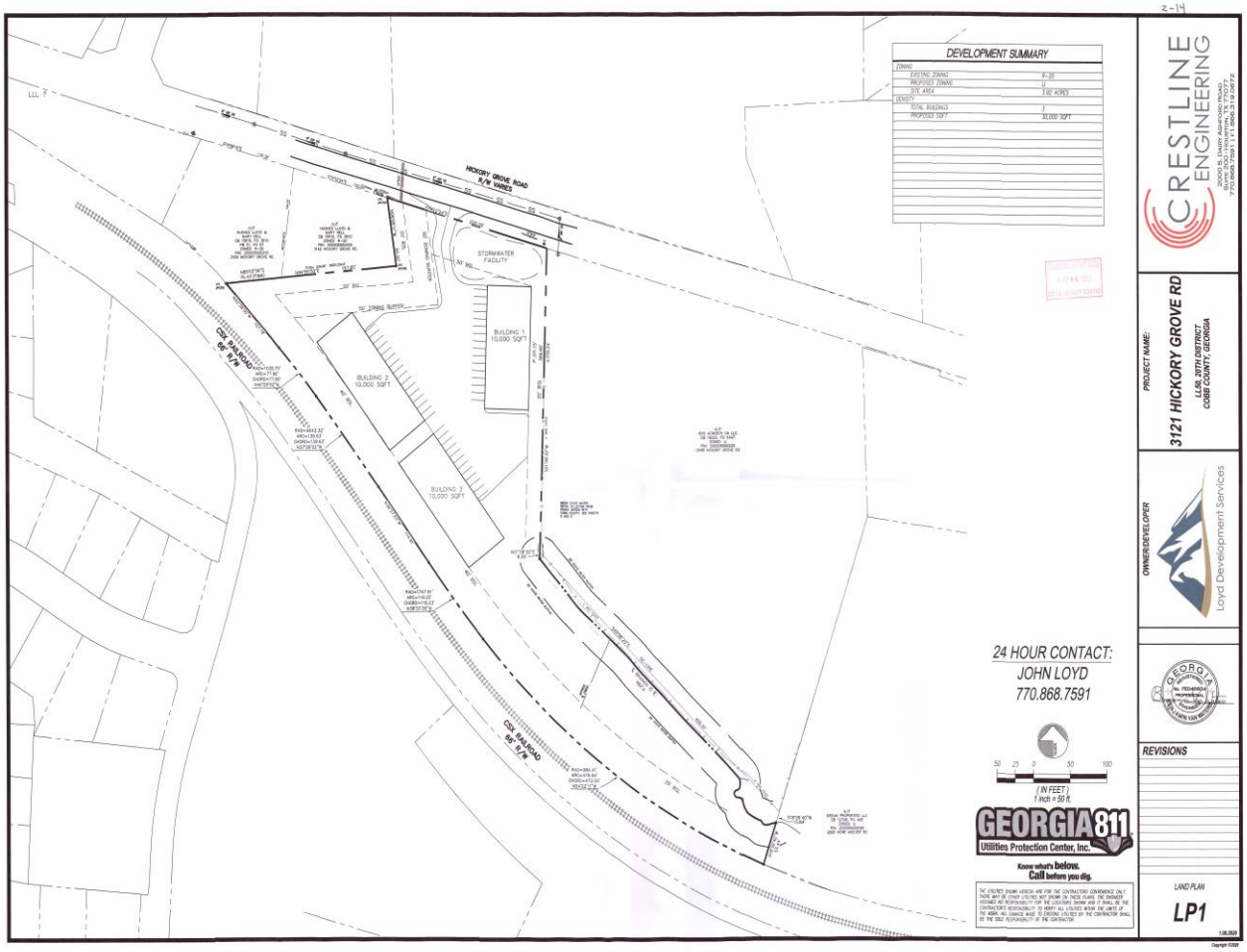


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0 150 300 Feet

Zoning Boundary

City Boundary


DEVELOPMENT SUMMARY
HICKORY GROVE ROAD
R/W VARIES
STORMWATER FACILITY
BUILDING 1
10,000 SQFT
BUILDING 2
10,000 SQFT
BUILDING 3
10,000 SQFT
CSX RAILROAD
R/W
24 HOUR CONTACT:
JOHN LOYD
770.868.7591
1 IN FEET
1 inch = 50 ft.
GEORGIA811
Utilities Protection Center, Inc.
Know what's below.
Call before you dig.
CRESTLINE ENGINEERING
PROJECT NAME:
3121 HICKORY GROVE RD
LL58, 20TH DISTRICT
COBB COUNTY, GEORGIA
OWNER/DEVELOPER
Loyd Development Services
REVISIONS
LAND PLAN
LP1

North

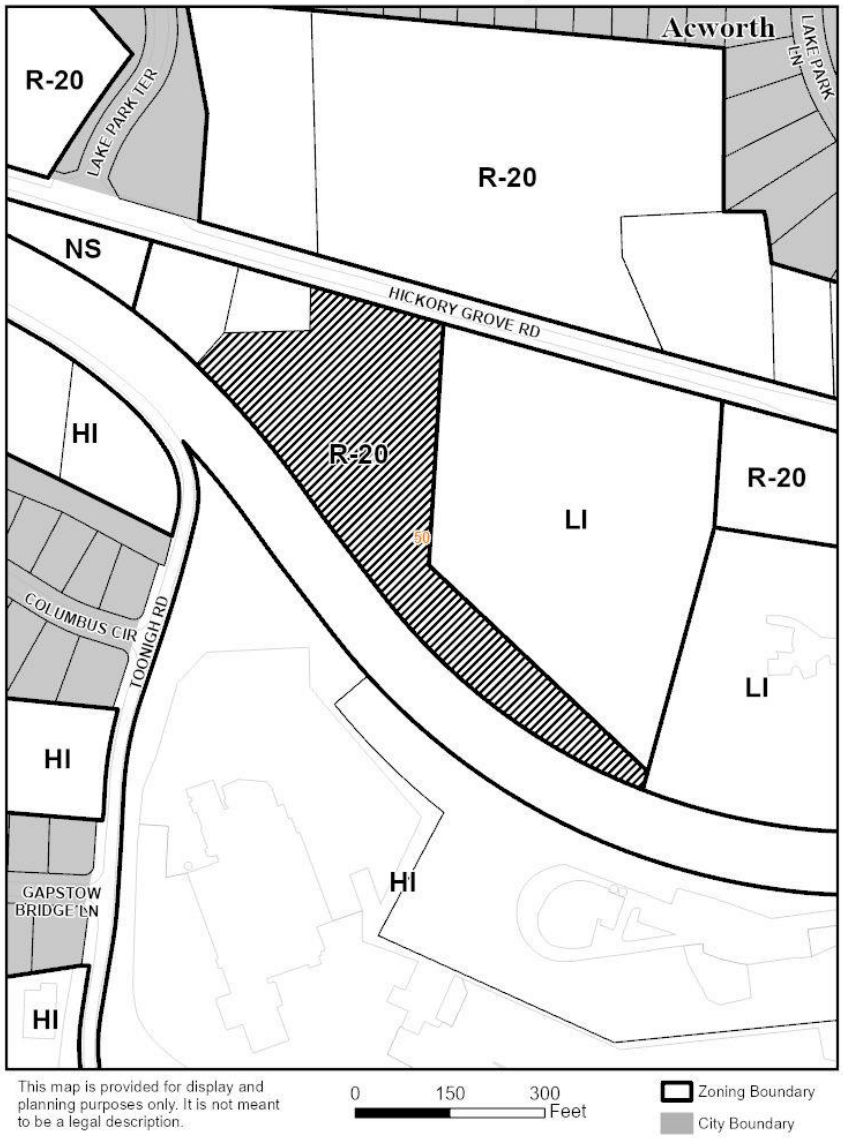
Zoning: R-20/ Single-family residential
Future Land Use: LDR

WEST

Zoning: R-20/ Single-family Residential

Future Land Use: LDR

Z-14 2026 Map



EAST

Zoning: LI/ Self-storage

Future Land Use: IC

SOUTH

Zoning: HI/ Cement plant
Future Land Use: IC

Current zoning district for the property

The R-20 district is established to provide locations for single-family residential uses or residentially compatible institutional and recreational uses which are within or on the edge of properties delineated for any residential category as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. When residentially compatible institutional and recreational uses are developed within the R-20 district, they should be designed and built to ensure intensity and density compatibility with adjacent single-family detached dwellings and otherwise to implement the stated purpose and intent of this chapter.

Requested zoning district for the property

The LI district is established to provide locations for light industrial uses such as low intensity automobile repair and service, animal care facilities, commercial greenhouses, livestock, poultry, business distribution centers, warehousing and storage, and transportation terminals, which are on properties delineated within or on the perimeter of an industrial compatible and industrial category as defined and shown on the Cobb County Comprehensive Land Use Plan: A Policy Guide, adopted November 27, 1990. When located on the perimeter of an industrial node, the LI district should provide for uses that are low in intensity and scale such as to ensure compatibility with surrounding properties.

Summary of the applicant's proposal

The applicant is requesting rezoning of the 3.92-acre property from the R-20 residential single-family zoning district to the LI light industrial district for the purposes of warehouses. The proposal includes three (3), 10,000 square foot, steel framed, metal clad and mixed material, industrial style buildings for a total of 30,000 square feet. There is not a tenant currently set to utilize the property. Proposed hours are listed as customary business hours, with the applicant expecting early pickup/delivery to the warehouses, with 7am-5pm a possible time frame.

Non-residential criteria

Proposed # of buildings**:** 3
Proposed # of stories: 1
Total sq. footage of development: 30,000sqft
Floor area ratio: 0.18
Square footage per acre: 7,653
Required parking spaces: 15
Proposed parking spaces: 41
Acres in floodplain or wetlands: 0
Impervious surface shown: 32%

Are there any zoning variances?

No.

Are there any environmental conditions existing or proposed on the site?

No.

Z-14-2026 DEPARTMENT COMMENTS – Fire Department

02/26/26

The proposed zoning case must address the comments listed below by prescriptive code or equivalency, as approved by the Cobb County Fire Marshal's Office

Approval will be based on Professional Engineer-stamped plans that signify overall plan conformance to all Georgia State and Cobb County Codes. Design Professional and Developer maintain the sole responsibility for the design and for correcting all errors, omissions, problems, and code violations (if any) exposed during construction AFTER authorization by Cobb County.

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 serves as an early notification to owners and developers for budgeting purposes.

FIRE DEPARTMENT 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 2024 Edition and Cobb County Development Standards 402.11). A ten-foot separation, open to sky, is required in order to measure between structures. (CCDS 402.11)

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, 35 foot inside radius, 50 foot outside turning radius and unobstructed vertical clearance of not less than 13 feet 6 inches. (Cobb County Development Standards 402.11)

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.

CERTIFICATE OF OCCUPANCY:
Plans must be submitted to the Cobb County Fire Marshal's Office to initiate the Certificate of Occupancy process.

FIRE PROTECTION:
Automatic sprinkler protection must be provided where mandated by the applicable codes.

(continued)
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 have a minimum width of 26 feet
- Aerial fire apparatus access roads shall be at least 15 feet but no more than 30 ft from the structure
- Aerial fire apparatus access roads shall 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. (IFC Appendix D105)

COMMERCIAL AND INDUSTRIAL DEVELOPMENTS
Buildings exceeding three stories or 30 ft in height. A minimum of two remote means of fire department access roads must be provided

Buildings exceeding 62,000 square feet in area. A minimum of two remote means of fire department access roads must be provided

> **Exception:** Buildings not exceeding 124,000 sq ft and protected with an approved automatic sprinkler system a single fire department access road is permitted

Remoteness. Where two fire department access road are required, they must be placed a distance apart equal to not less than one half the length of the maximum overall diagonal dimension of the lot or area to be served

FIRE HYDRANT:
The maximum distance of a hydrant to the most remote portion of a structure shall be 500 feet. Distance shall be measured around the structure and from the fire apparatus access road. A 500-foot radius around the hydrant is not an acceptable measurement for distance. Hydrants on the opposite side of a main ROW is not an acceptable measurement of distance. (Cobb County Development Standards 410.5.2) (Cobb County Development Standards 410.5.2)

Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet for a 40-foot length centered on the fire hydrant, exclusive of shoulders (see Figure D103.1 in Appendix D).

Jeff Byrd
(678) 229-7059
Jeffrey.Byrd@cobbcounty.gov

Z-14-2026 DEPARTMENT COMMENTS – Site Plan Review

02/26/2026

The submitted site plan does not appear to satisfy the minimum parking lot tree standards of the Cobb County Tree Ordinance. Additional parking lot peninsulas may be required, as determined by the Cobb County Arborist during the Site Plan Review process.

Z-14-2024 DEPARTMENT COMMENTS – Cemetery Preservation

There is no significant impact on the cemetery site listed in the Cobb County Cemetery Preservation Commission's Inventory Listing which is located in this, or the adjacent land lot.

4/7/2026

Approval of this petition will not have an impact on the enrollment of schools.

2/27/2026

Comprehensive Plan Future Land Use Designation: Industrial Compatible & Low Density Residential

The subject tract is within the Industrial Compatible (IC) future land use category. The purpose of the IC is to provide for areas that can support light industrial, office/warehouse and distribution uses. Typical land uses for these areas include professional business parks and distribution centers.

The subject tract is also within the Low Density Residential (LDR) future land use category. The purpose of LDR is to provide for areas that are suitable for low density housing between one (1) and two and one-half (2.5) dwelling units per acre and non-supportive senior living housing that in certain circumstances may reach five (5) dwelling units per acre, depending on existing conditions such as product type and mix, structure/building height, tract size, topographic conditions, etc. in order to provide compatibility with adjacent residential uses. This category presents a range of densities.

Future Land Use Sub-Category? N/A

☒ Consistent (with Industrial Compatible) ☒ Inconsistent (with Low Density Residential)

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary? ☒ Yes ☐ No
If yes, which City: Acworth
Was the city notified? Yes

Specific Area Policy Guidelines: ☐ Yes ☒ No
Policy:

Masterplan/ Corridor Study: ☐ Yes ☒ No
Name of Masterplan/Corridor Study: N/A

Design guidelines area? ☐ Yes ☒ No
If yes, design guidelines area? N/A
Does the proposal plan comply with the design requirements? N/A

Is the property within an Opportunity Zone? ☐ Yes ☒ No
If yes, Opportunity Zone? N/A
(The Opportunity Zone is an incentive that provides $3,500 tax credit per job in eligible areas if two or more jobs are being created. This incentive is for new or existing businesses)

Is the property within an Enterprise Zone? ☐ Yes ☒ No
If yes, Enterprise Zone? N/A

(continued)
(The Enterprise Zone is an incentive that provides tax abatements and other economic incentives for qualifying businesses locating or expanding within designated areas for new jobs and capital investment)

Is the property eligible for the Façade Improvement Program? ☐ Yes ☒ No

(The Façade Improvement Program is an incentive for owners and tenants to enhance the appearance of buildings. The CDBG program provides the funding. Properties must be either on the current inventory of redevelopment sites or in a corridor study area and be in a census tract with at least 51% low and moderate income. The program serves to improve the economic viability of these areas.)

Is the property eligible for incentives through the Commercial and Industrial Property Rehabilitation Program? ☐ Yes ☒ No

(The Commercial and Industrial Property Rehabilitation Program Is an incentive that provides a reduction in ad valorem property taxes for qualifying redevelopment in eligible areas)

Note: For more information on incentives, please call the Community Development Agency- Economic Development Division at 770-528-2018 or find information online at www.cobbcounty.org/econdev.

Special District:

Is this property within the Cumberland Special District #1 (hotel/motel fee)? ☐ Yes ☒ No

Is this property within the Cumberland Special District #2 (ad valorem tax)? ☐ Yes ☒ No

Is this property within the Six Flags Special Service District? ☐ Yes ☒ No

Dobbins Air Reserve Base Zones:

Is the property within the Dobbins Airfield Safety Zone? ☐ Yes ☒ No

Is the property within the Clear Zone (CZ)? ☐ Yes ☒ No

Is the property within 3000’ of Dobbins ARB? ☐ Yes ☒ No

Is the property within the Accident Potential Zone (APZ I)? ☐ Yes ☒ No

Is the property within the Accident Potential Zone II (APZ II)? ☐ Yes ☒ No

Is the property within the Noise Zone? ☐ Yes ☒ No

Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)? ☐ Yes ☒ No

(continued)

Historic Preservation:

After consulting various county historic resources surveys, historic maps, archaeology surveys and Civil War trench location maps, staff finds that no known significant historic resources appear to be affected by this application.

Water comments:

At development: ☒ YES ☐ NO

Fire flow test required: ☒ YES ☐ NO

Size/location of existing water main(s): 12" on Hickory Grove Rd

Additional water comments:

Sewer comments:

In the drainage basin: ☒ YES ☐ NO

At development: ☒ YES ☐ NO*

Approx. distance to nearest sewer: In Hickory Grove Rd right-of-way

Estimated waste generation (in G.P.D.): Average daily = 750

Peak flow = 1,875

Treatment plant: Northwest WRF

Plant capacity: ☒ Yes ☐ NO

Projected plant availability: ☐ 0-5 years ☐ 5-10 years ☒ over 10 years

Off-site easement required: ☐ YES* ☒ NO

Line capacity study required: ☐ YES ☒ NO

Letter of allocation issued: ☐ YES ☒ NO

Septic tank recommended by this department: ☐ YES ☒ NO

Subject to Health Department approval: ☐ YES ☒ NO

Additional sewer comments:

*If off-site easements are required, the developer/owner must submit easements to CCWS for review and approval as to form and stipulations prior to the execution of easements by the property owners. All easement acquisitions are the responsibility of the developer/owner.

Note: These comments only reflect what facilities were in existence at the time of this review. Developer may be required to install/upgrade water mains based on fire flow test results or Fire Department code. This will be addressed in the Plan Review process. The developer/owner will be responsible for connecting to the existing county water and sewer systems, installing and/or upgrading all outfalls & water mains, obtaining onsite and/or offsite easements, and dedication of onsite and/or offsite water and sewer to Cobb County as may be required. Rezoning does not guarantee water/sewer availability or capacity unless so stated in writing by the Cobb County Water System.

Roadway	Roadway classification	Speed limit (mph)	Jurisdictional control	Min. R.O.W. requirements
Hickory Grove Road	Major Collector	35	Cobb County	80’

Roadway	Location	Average daily trips (vpd)	Level of service
Hickory Grove Road	West of Glenaire Drive	15,200	E*

vpd = vehicles per day

Based on 2024 AADT counting data taken by GDOT, as published on their website, for Hickory Grove Road.

Planning Level of Service based on available Average Daily Trips using GRTA guideline thresholds. Classification thresholds for LOS A and LOS B are not available for arterial roads from this data source.

LOS C or D is acceptable based on GDOT Design Policy Manual criteria.

**Computed for two-lane major collector roadway section.*

ITE Land Use	Description	Expected Size (KSF)	AM			PM			Daily (vpd)
			In (vph)	Out (vph)	**Total (vph)**	In (vph)	Out (vph)	**Total (vph)**	
150	Warehouse	30	4	1	**5**	2	4	**6**	**51**

vph = vehicles per hour, KSF = 1,000 square feet

Development gross trip generation based on available development size and rates from the Institute of Transportation Engineers (ITE) Trip Generation, 11th edition.

Comments and observations

Hickory Grove Road is classified as a major collector roadway and according to the available information the existing right-of-way does not meet the minimum requirements for this classification.

In accordance with Cobb County Code 134-121 and based on site plan received February 6, 2026, this development does not require a traffic impact study submittal.

Recommendations

THE RECOMMENDATIONS BELOW SHALL BECOME STIPULATED REQUIREMENTS UPON INCLUSION WITH AND APPROVAL BY THE BOARD OF COMMISSIONERS OF THIS APPLICATION:

1. Recommend applicant, WITHIN 12 MONTHS OF ZONING APPROVAL, donate right-of-way on the South side of Hickory Grove Road, a minimum of 40’ from the roadway centerline, in accordance with Cobb County Development Standard 401.2, Right-of-Way.

2. Recommend access point include taper and/or improved curve radius to address safety because Hickory Grove Road is a major collector roadway. This recommendation is pursuant to Cobb County Development Standard 402.9, Deceleration Lanes/Roadway Improvements Along Existing Streets, and Cobb County Development Standard Detail

(continued)

401A, Deceleration Lanes. Recommend location and design be determined during plan review, subject to Cobb DOT approval.

3. Recommend constructing proposed driveway on Hickory Grove Road to commercial standards. This recommendation is pursuant to Cobb County Development Standard 402.8, Non-Residential Driveways and Cobb County Development Standard Detail 116, Commercial Driveway Requirements.

4. Recommend extending driveway uninterrupted access to a minimum of 50' from the edge of right-of-way per Development Standard 402.08.

5. Recommend installing curb, gutter, and sidewalk along the development frontage. This recommendation is to address pedestrian accessibility and safety pursuant to Cobb County Development Standard 401.15, Curbs and Gutters (including subsections), Cobb County Development Standard 404 Sidewalks and Pathways, Cobb County Development Standard 405 Accessibility Requirements, and Cobb County Development Standard Detail 106, Concrete Curbs, Medians.

6. Recommend applicant verify that minimum intersection sight distance is available for Hickory Grove Road access. This recommendation is pursuant to Cobb County Development Standard Detail 401B, Intersection Sight Distance. If minimum intersection sight distance is not available, recommend implement remedial measures to address safety, subject to the Department's approval.

7. Recommend all crosswalks be installed parallel to the adjacent roadway.

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

STAFF ANALYSIS

Per section 134-122 of the Official Code of Cobb County, below is a written zoning analysis relating to the following (question in bold; the answer is not bold):

A. **Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;**
It is Staff's opinion that the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property, provided adequate screening is established where the property abuts residential property.

B. **Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;**
It is Staff's opinion that the zoning proposal will not adversely affect the existing use or usability of adjacent or nearby property. Properties to the north and northwest are residential in use, and the proposal includes code-required buffering.

C. **Whether the zoning proposal will result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools;**
It is Staff's opinion that the zoning proposal will not result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools. This opinion is supported by the departmental comments continued in this analysis

D. **Whether the zoning proposal is in conformity with the policies and intent of the comprehensive plan;**
It is Staff's opinion that the zoning proposal is in conformity with the policies and intent of the comprehensive plan, with the current future land use for a majority of the property being IC Industrial Compatible. It is the purpose of the IC to provide for areas that can support light industrial, office/warehouse, and distribution uses. It is stated in the code that "when located on the perimeter of an industrial node, the LI district should provide for uses that are low in intensity and scale such as to ensure compatibility with surrounding properties." Given that warehouse uses will feature limited delivery times, emit little to no odors, and feature small windows of activity, this use would be appropriate to transition to a lower intensity district, with noise abatement.

E. Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal;

It is Staff's opinion that there are other existing conditions affecting the use and development of the property which give supporting grounds for approval of the zoning proposal. Along with being in an industrial compatible future land use, this property would exist in an area with existing industrial uses. Further, this property abuts train tracks that would discourage most other developments, especially residential.

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

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COBB COUNTY ZONING

Application No. _____

Summary of Intent for Rezoning

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

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

b) **Proposed building architecture:** _____

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

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

a) **Proposed use(s):** warehouse buildings

b) **Proposed building architecture:** metal clad, mixture of materials, steel frame construction

c) **Proposed hours/days of operation:** customary business hours

d) **List all requested variances:** none at this time

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COBB COUNTY ZONING

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

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

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COBB COUNTY ZONING

ZONING IMPACT STATEMENT
FOR THE REZONING APPLICATION
OF LOYD DEVELOPMENT SERVICES, LLC

COMES NOW, APPLICATION OF LOYD DEVELOPMENT SERVICES, LLC, and pursuant to §134-121(a)(7) of the Cobb County Zoning Ordinance, files this its Zoning Impact Statement, as follows:

A. The zoning proposal will permit a utilization of the property which is suitable in the context of development and existing zonings along Hickory Grove Road and its neighboring and nearby properties.

B. The zoning proposal will have no adverse effect or impact upon the existing uses or usability of adjacent or nearby properties. The property is located within an area classified as Industrial Compatible ("IC") and Low Density Residential ("LDR") under Cobb County's Future Land Use Map, adjoins property zoned as Light Industrial ("LI") and Neighborhood Shopping ("NS") and contains properties along and off of Hickory Grove Road also zoned as LI, HI, NS and R-20.

C. The Subject Property to be affected by the zoning proposal has no reasonable economic use as currently zoned as R-20 in an existing and developing industrial area in that the fair market value of same falls below the range of values of similarly zoned and situated properties with equivalent utility.

D. The zoning proposal will have no adverse impact upon the existing County

infrastructure including, but not limited to, existing streets, transportation facilities, utilities or schools.

E. The zoning proposal is located within and adjoining an IC future land use category and the requested zoning for LI for warehouse buildings is consistent with the desired development within such future land use particularly recognizing the current LI and HI uses adjoining and nearby and transitioning of existing residential to industrial on and around Hickory Grove Road.

F. There is no substantial relationship between the existing zoning classification of which limits the property in terms of its present utilization and the public health, safety and general welfare. Additionally, considered in the context of development at this location, there are no established land use planning principles or political considerations which would adversely affect the proposed zoning.

Respectfully submitted, this the 5th day of February, 2026.

ROZEN, ROZEN & REILLY, LLP

By:_____
ADAM J. ROZEN
Attorney for Applicant
Ga. Bar No. 161610

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COBB COUNTY

SHEET 5 OF 6

ArcGIS Web Map
20-80
MIDDLESTONE WRIDGE
HICKORY GROVE OFFICE HOUSE/BUILDING
Agwatic
12,287

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-15-2026

SITE BACKGROUND

Applicant	Cameron Neary
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	J. Kevin Moore
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Quarles Holdings, LLC
Property Location	Located at the southwest intersection of George Busbee Parkway and Frey Road and on the northeasterly side of I-75
Address	No assigned address
Access to Property	Frey Road

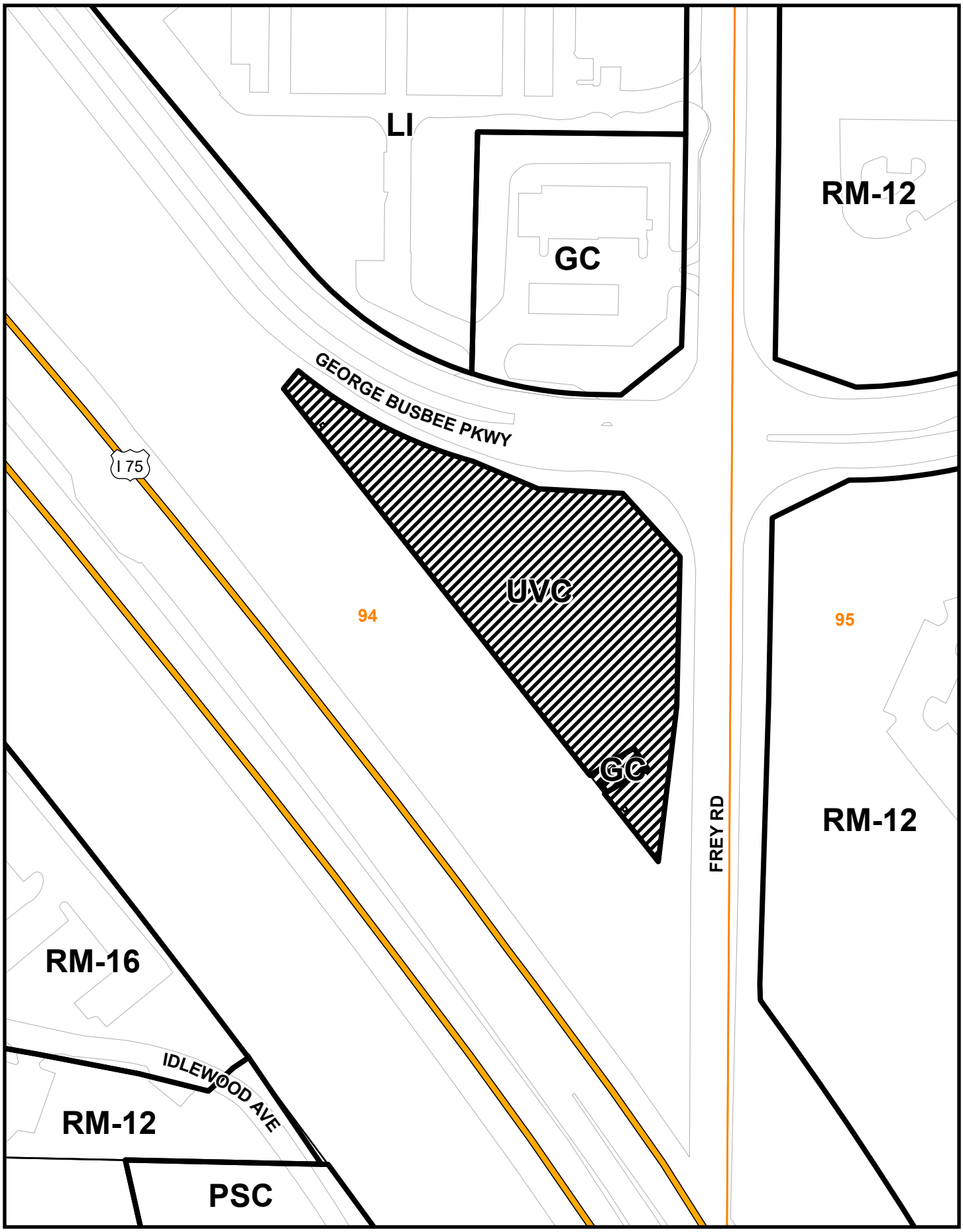
QUICK FACTS

Commission District	2 - Allen
Current Zoning	UVC, GC
Current Use of Property	Vacant, undeveloped
Proposed Zoning	CRC
Proposed Use	Convenience food store with self-service fuel sales
Future Land Use	CAC
Site Acreage	1.81
District	20
Land Lot	94
Parcel #	20009402500
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

Z-15 2026 Map

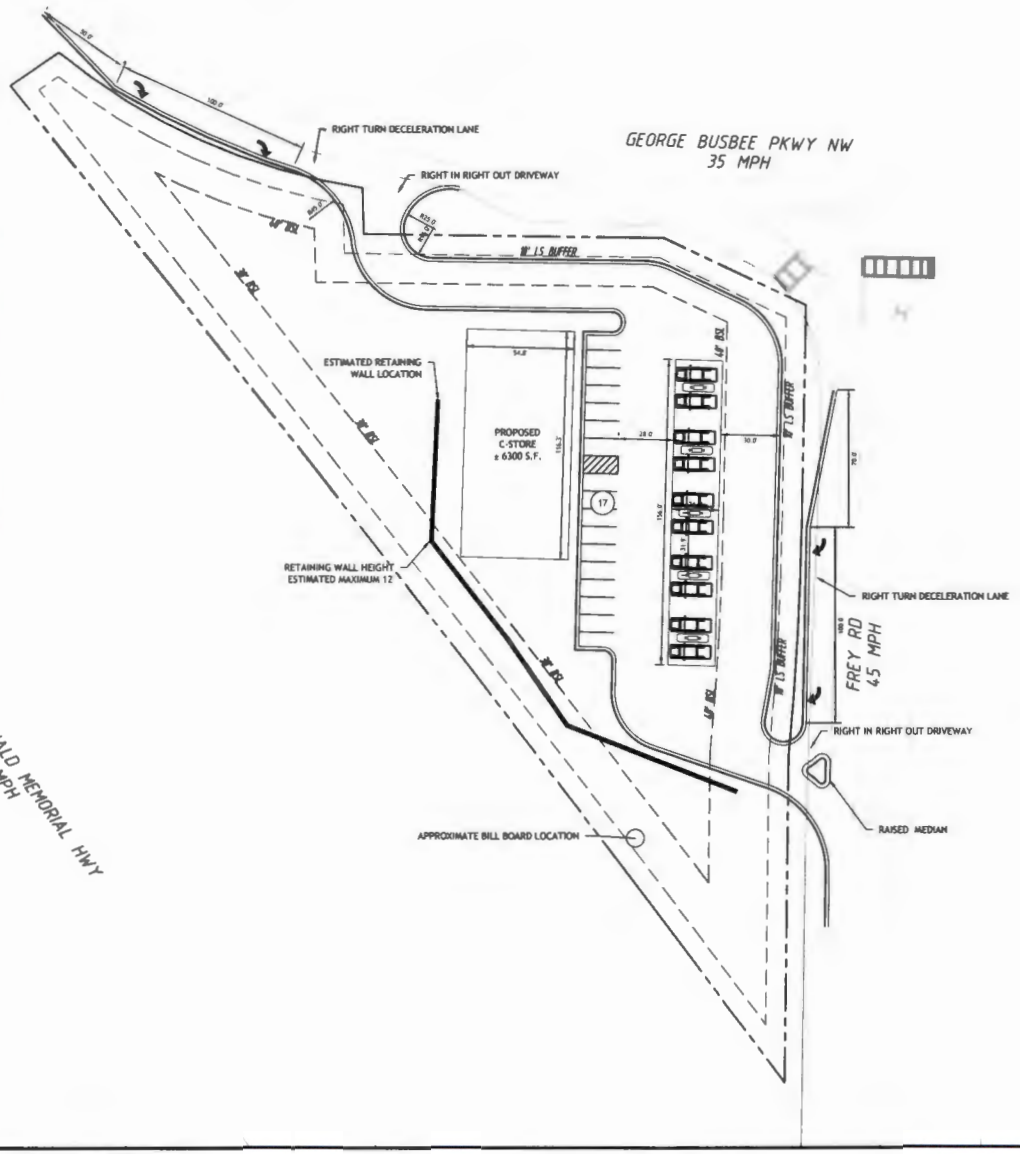


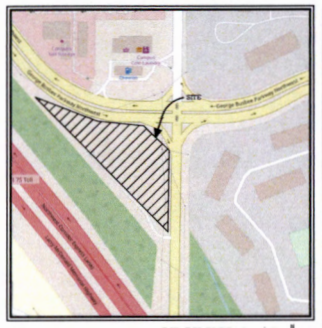
This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 115 230 Feet

Zoning Boundary

City Boundary





VICINITY MAP

N.T.S.

SITE ANALYSIS

OVERALL SITE AREA	1.89 ACRES
PROPERTY OWNER	QUARLES HOLDINGS LLC
PARCEL NUMBER	20009402500
EXISTING ZONING	LVC (URBAN VILLAGE COMMERCIAL)
PROPOSED ZONING	CRC (COMMUNITY RETAIL COMMERCIAL)
EXISTING BLDG AREA (TO REMAIN)	±300 S.F.
PARKING REQUIRED	5 SPACES
PARKING PROVIDED	17 SPACES
REQ. FRONT SETBACK	40 FEET
REQ. REAR SETBACK	30 FEET
REQ LANDSCAPE BUFFER	10 FEET
MAXIMUM IMPERVIOUS COVERAGE	70.00%
ACTUAL IMPERVIOUS COVERAGE	42.89%

*ON-SITE STORMWATER DETENTION TO BE PROVIDED. FINAL LOCATION AND DESIGN TO BE DETERMINED DURING THE CIVIL DESIGN PROCESS. UNDERGROUND DETENTION WILL BE PROVIDED AS NECESSARY

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B.C. ENGINEERING INC.
116 NORTH MAIN STREET
CLARKSVILLE, GA 30540
(770) 205 - 6181
office@bc.engineering

PROJECT:

Frey Rd Gas Station

FREY RD & GEORGE BUSBEE PKWY
COBB COUNTY, 30144
PROJECT ZONING: LVC

FOR:

H Construction

REVISIONS

GEORGIA811

DRAWN BY: CN
CHECKED BY: DJC

PARCEL ID: 20009402500

SHEET:
C1.0
ZONING SITE PLAN

SCALE: 1" = 20'

20 0 20 40 60 FEET

DATE: 2026-02-05

JOB NO 2025-105

Z-15 2026 Aerial Map



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

0 115 230 Feet

Zoning Boundary

City Boundary

Application No. Z- (2026)

Hearing Dates: PC - 04/07/2026
BOC - 04/21/2026

Summary of Intent for Rezoning*

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

a) **Proposed unit square-footage(s):** Not Applicable

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

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

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

a) **Proposed use(s):** Convenience Food Store with Self-Serve Fuel Sales

b) **Proposed building architecture:** In Accordance with New Construction

c) **Proposed hours/days of operation:** 24/hours per day; 7 days per week

d) **List all requested variances:**

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COBB COUNTY ZONING

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

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

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

ATTACHMENT TO APPLICATION FOR REZONING

Application No.: Z-_____ (2026)
Hearing Dates: April 7, 2026
April 21, 202

Applicant: Cameron Neary
Titleholder: Quarles Holdings, LLC,
a Georgia limited liability company

Tax Parcel Identification No.: 20009402500

FEB 05 2026
COBB COUNTY ZONING

IMPACT ANALYSIS STATEMENT

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

(a) Applicant, Cameron Neary (hereinafter "Applicant"), is seeking rezoning of approximately 1.81 acres, located at the intersection of the southerly side of George Busbee Parkway and the westerly side of Frey Road, northwesterly of Interstate 75, located in Land Lot 94, 20th District, 2nd Section, Cobb County, Georgia (hereinafter the "Property" or the "Subject Property"). The Subject Property is currently zoned to the Urban Village Commercial ("UVC") and General Commercial ("GC") zoning categories, and Applicant is seeking rezoning to the Community Retail Commercial ("CRC") zoning classification to allow for development of the Property as a convenience food store with self-service fuel sales. The proposed rezoning will permit a use that is more suitable to the Subject Property as it lies within a Community Activity Center ("CAC"), is located adjacent to two major corridor roadways, George Busbee Parkway and Frey Road, and also lies directly adjacent to Interstate 75. Adjacent and nearby properties are utilized for residential and non-residential purposes, being rezoned as General Commercial ("GC"), Light Industrial ("LI"), Office Institutional ("OI"), Planned Shopping Center ("PSC"), RM-12 and RM-16, to name a few.

(b) This zoning proposal should have no adverse effect on the existing use or usability of adjacent or nearby property. The proposed use of the Subject Property should have no impact on surrounding properties.

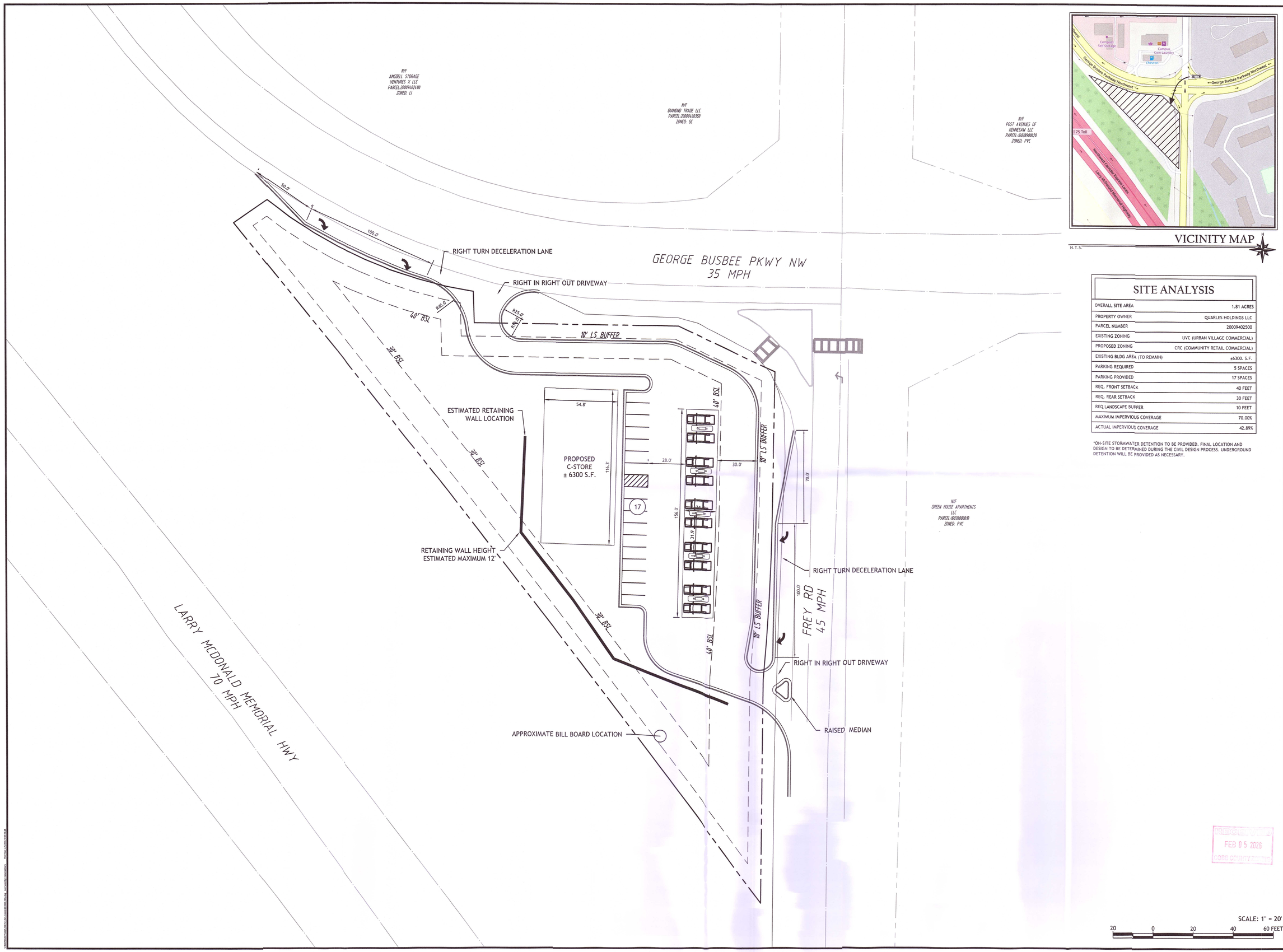
(c) The Subject Property, as presently zoned, does not have a reasonable economic use. The proposed zoning will allow for a higher and better use of the Subject Property.

(d) This zoning proposal will not cause excessive or burdensome use of existing streets, transportation facilities, utilities, or schools. Commercial development has almost no effect on schools, minimal effect on utilities and transportation facilities. Any effect on traffic should be minimal due to the nature of the business for which this rezoning is sought.

(e) The zoning proposal is in conformity with the Land Use Map of Cobb County, Georgia, as the Property is located within a Community Activity Center land use designation.

(f) This zoning proposal is consistent with the current conditions affecting the use of this Property; as well as surrounding properties. The proposed rezoning would allow for a more suitable and economic use without high impact into any adjacent or surrounding properties.

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COBB COUNTY ZONING



VICINITY MAP

N.T.S.

SITE ANALYSIS

OVERALL SITE AREA	1.81 ACRES
PROPERTY OWNER	QUARLES HOLDINGS LLC
PARCEL NUMBER	20009402500
EXISTING ZONING	UVC (URBAN VILLAGE COMMERCIAL)
PROPOSED ZONING	CRC (COMMUNITY RETAIL COMMERCIAL)
EXISTING BLDG AREA (TO REMAIN)	±6300. S.F.
PARKING REQUIRED	5 SPACES
PARKING PROVIDED	17 SPACES
REQ. FRONT SETBACK	40 FEET
REQ. REAR SETBACK	30 FEET
REQ LANDSCAPE BUFFER	10 FEET
MAXIMUM IMPERVIOUS COVERAGE	70.00%
ACTUAL IMPERVIOUS COVERAGE	42.89%

*ON-SITE STORMWATER DETENTION TO BE PROVIDED. FINAL LOCATION AND DESIGN TO BE DETERMINED DURING THE CIVIL DESIGN PROCESS. UNDERGROUND DETENTION WILL BE PROVIDED AS NECESSARY.

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COBB COUNTY

SCALE: 1" = 20'

20 0 20 40 60 FEET

B.C. ENGINEERING INC.
116 NORTH MAIN STREET
CUMMING, GA 30040
(770) 205 - 6181
office@bc.engineering

PROJECT:

Frey Rd Gas Station

FREY RD & GEORGE BUSBEE PKWY
COBB COUNTY, 30144
PROJECT ZONING: UVC

FOR:

H Construction

REVISIONS

GEORGIA811
www.Georgia811.com
Contact 811 before you dig.

DRAWN BY: CN
CHECKED BY: DJC

PARCEL ID: 20009402500

SHEET:
C 1.0
ZONING SITE PLAN

DATE: 2026-02-05

JOB NO
2025-100

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-15-2026

SITE BACKGROUND

Applicant	Cameron Neary
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	J. Kevin Moore
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Quarles Holdings, LLC
Property Location	Located at the southwest intersection of George Busbee Parkway and Frey Road and on the northeasterly side of I-75
Address	No assigned address
Access to Property	Frey Road

QUICK FACTS

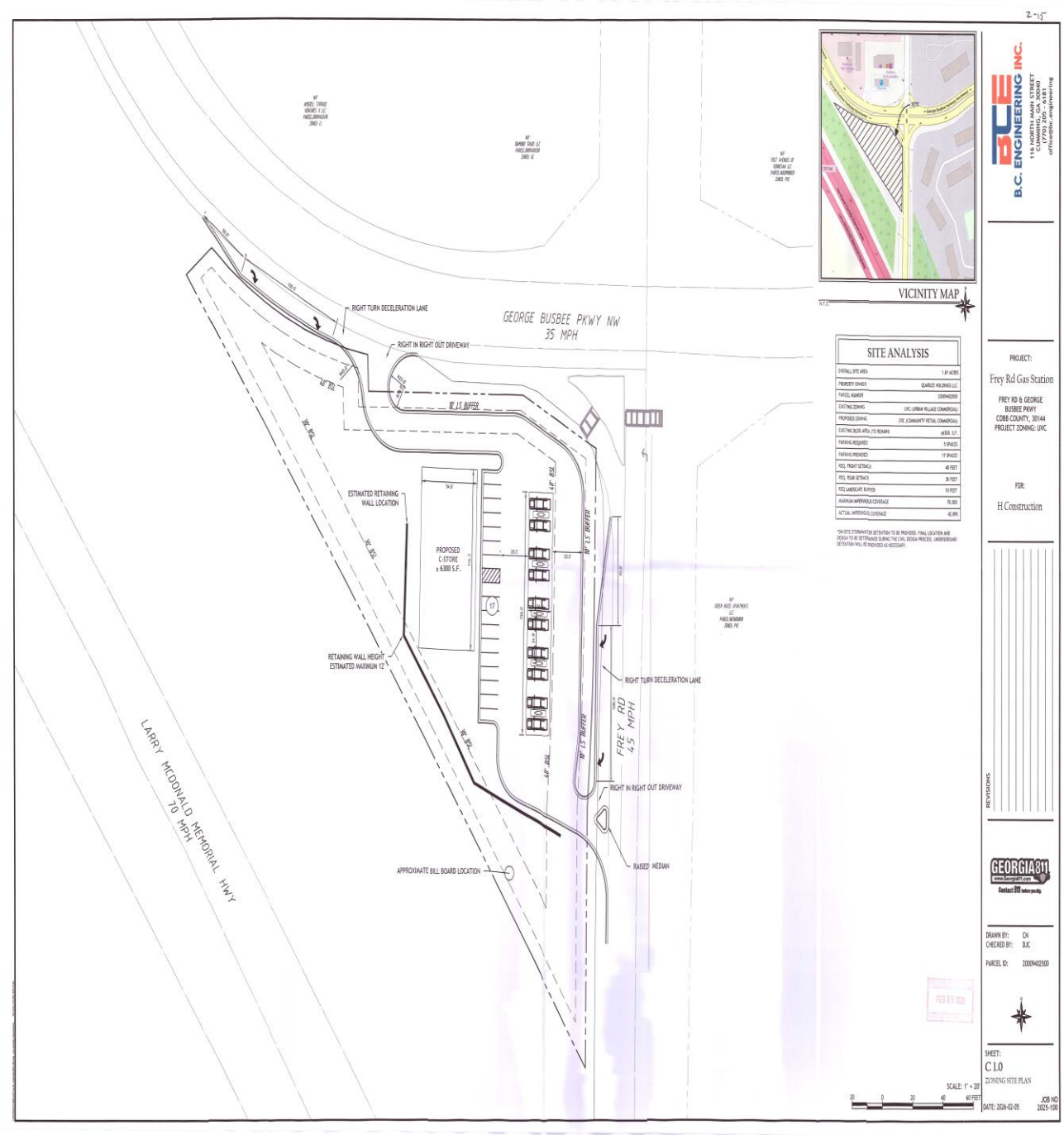
Commission District	2 - Allen
Current Zoning	UVC, GC
Current Use of Property	Vacant, undeveloped
Proposed Zoning	CRC
Proposed Use	Convenience food store with self-service fuel sales
Future Land Use	CAC
Site Acreage	1.81
District	20
Land Lot	94
Parcel #	20009402500
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

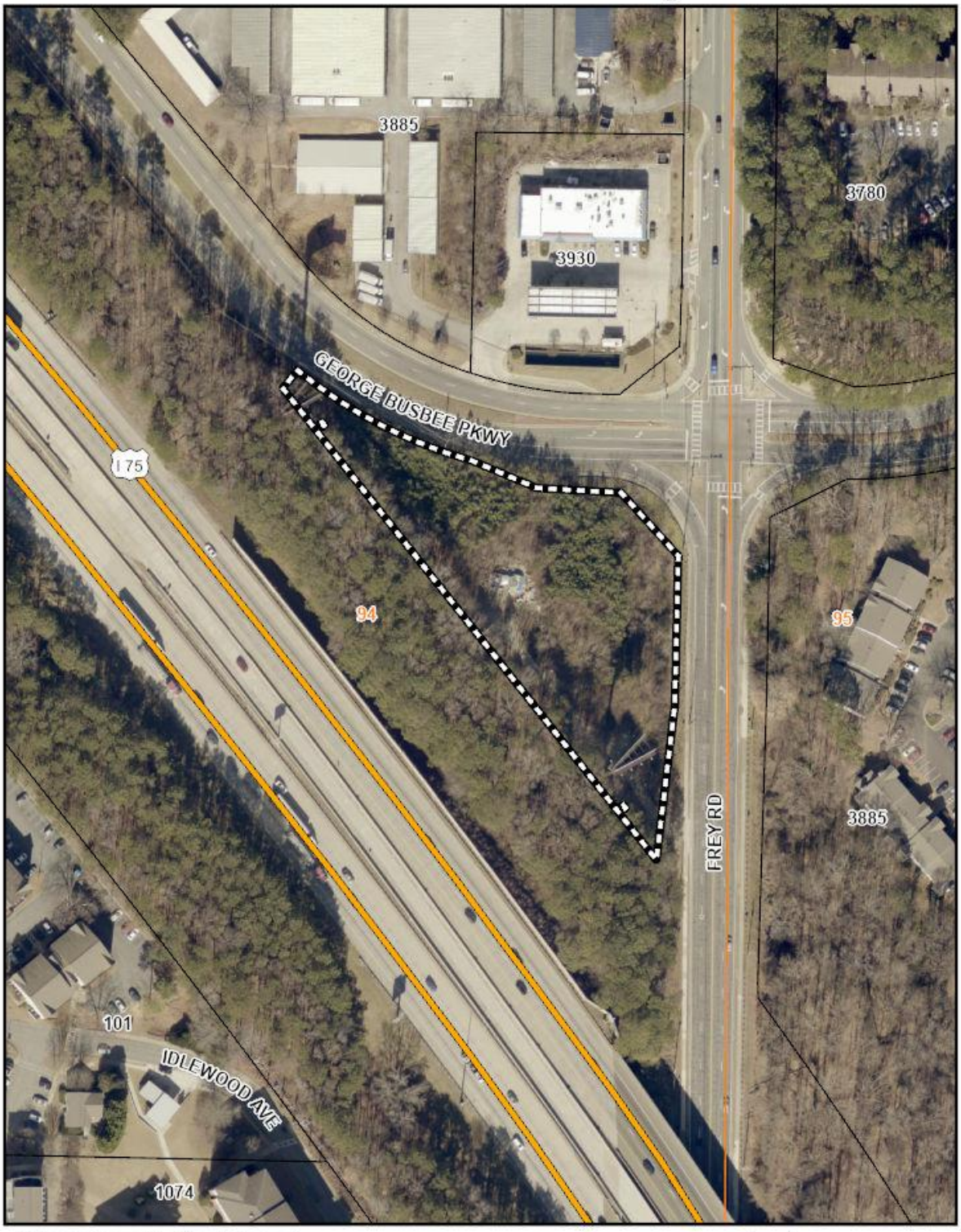
(Zoning staff member: Shaun Daniels, Planner II)

Based on the analysis of the case, Staff recommends **APPROVAL** subject to the following:

1. Site plan received February 5, 2026, with District Commissioner approving minor modifications;
2. Final elevations to be approved by District Commissioner;
3. Setback variance as identified in Zoning Divisions comments;
4. Fire Department comments and recommendations;
5. Stormwater Management Division comments and recommendations;
6. Water and Sewer comments and recommendations;
7. Department of Transportation comments and recommendations;
8. No outdoor storage or outdoor display of merchandise; and
9. Convenience food store with fuel sales and Neighborhood Retail Sales only.


GEORGE BUSBEE PKWY NW
35 MPH
RIGHT TURN DECELERATION LANE
RIGHT IN RIGHT OUT DRIVEWAY
30' I.S. BUFFER
ESTIMATED RETAINING WALL LOCATION
PROPOSED C-STORE ± 6300 S.F.
RETAINING WALL HEIGHT ESTIMATED MAXIMUM 12'
LARRY MCDONALD MEMORIAL HWY
70 MPH
FREY RD
HWY 5
APPROXIMATE BILL BOARD LOCATION
RAISED MEDIAN
VICINITY MAP
SITE ANALYSIS
B.C. ENGINEERING INC.
PROJECT:
Frey Rd Gas Station
FREY RD & GEORGE BUSBEE PKWY
COBB COUNTY, 30144
PROJECT ZONING: UVC
FOR:
H Construction
REVISIONS
GEORGIA811
DRAWN BY: CH
CHECKED BY: DJC
SHEET:
C 1.0
ZONING SITE PLAN
SCALE: 1" = 20'
DATE: 2026-02-05
JOB NO 2025-100

Z-15 2026 Aerial Map



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

0 115 230 Feet

Zoning Boundary

City Boundary

North

Zoning: General Commercial & Light Industrial

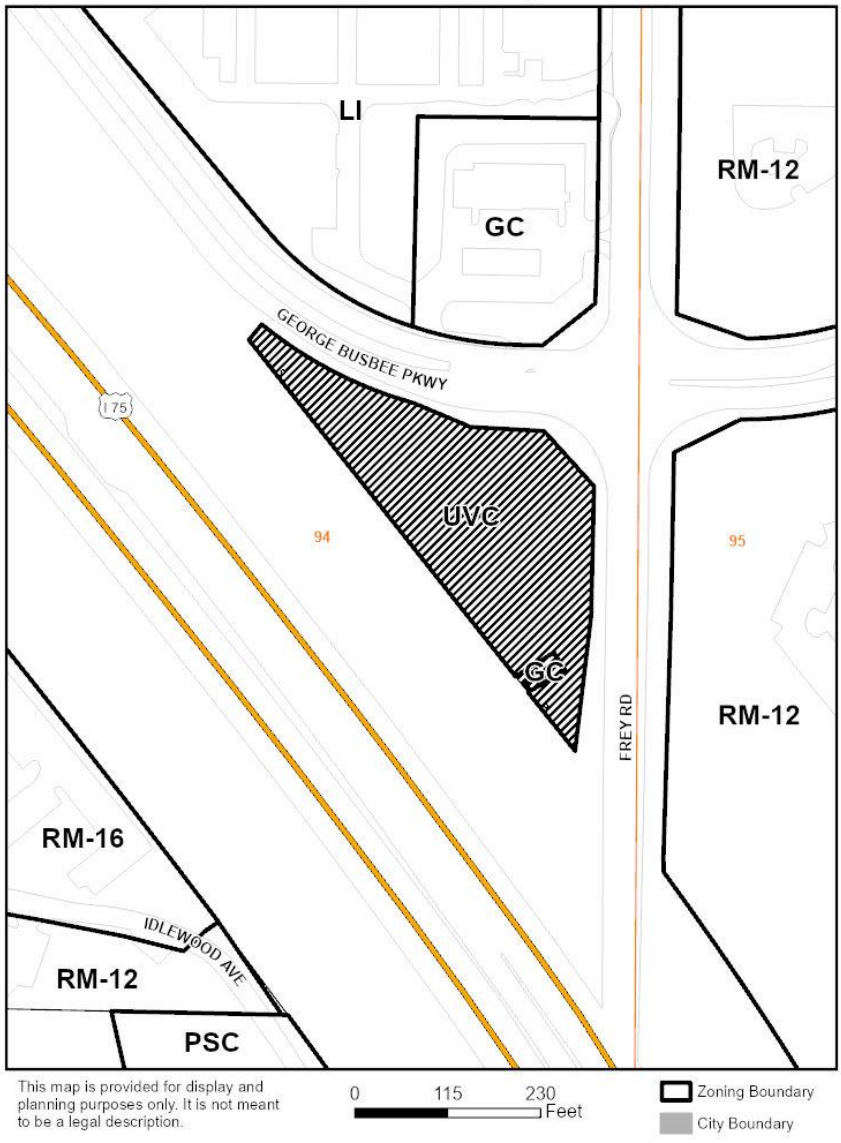
Future Land Use: CAC

WEST

Zoning: RM-12

Future Land Use: HDR

Z-15 2026 Map



EAST

Zoning: RM-12

Future Land Use: HDR

SOUTH

Zoning: RM-16, RM-12, PSC

Future Land Use: HDR, PI

Current zoning district for the property

The UVC district is established to provide locations for planned mixed use development of low intensity, low scale commercial, office and residential uses, not subdivided into customary streets and lots, and which will not be subdivided. This is intended to encourage compatible mixed uses within the boundaries of properties delineated within or on the edge of a regional, community and neighborhood activity center and high density residential as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. When located on the edge of activity centers or high density residential areas as defined by the comprehensive plan, the UVC district should provide for office and retail uses that are low in intensity to ensure compatibility with adjacent single-family detached dwellings and otherwise to implement the stated purpose and intent of this chapter.

The GC district is established to provide locations for retail commercial and service uses which are oriented toward automotive businesses, are land intensive with a need for major road access and visibility, are generally not listed as a permitted uses within the NRC (neighborhood retail commercial) and CRC (community retail commercial) districts or may have existing stipulations and conditions that limit certain intensive uses and are located in areas delineated within a community activity center and regional activity center as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. Any existing GC district, developed or undeveloped, located within an area delineated within an industrial-compatible area or industrial area as shown on the comprehensive plan, shall be deemed to be a grandfathered, nonconforming use after January 1, 1991, and subject to those provisions contained in this chapter.

Requested zoning district for the property

The CRC district is established to provide locations for retail commercial and service uses which are designed and oriented to serve several neighborhoods making up a community. Projects developed within the CRC district should be done so as compact unified centers. CRC districts should be located on properties which are delineated within a community activity center and regional activity center as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. Additionally, the desired quadrant location will provide for planned developments and one-destination shopping and service locations to serve the community, and will minimize traffic congestion.

Summary of the applicant's proposal

The applicant is requesting a rezoning of a 1.81-acre undeveloped parcel from UVC urban village commercial district and GC general commercial district to CRC community retail commercial district. The rezoning is sought to allow the development of a 6,300-square-foot convenience food store with five (5) self-service fuel pumps, accommodating up to ten (10) fueling positions. The subject property, designated as Community Activity Center (CAC) on the Future Land Use Map, is located at the corner of George Busbee Parkway and Frey Road. The proposed hours of operation are Monday through Sunday, 24 hours per day.

Non-residential criteria

Proposed # of buildings**:** 1
Proposed # of stories: 1
Total sq. footage of development: 6,300 square feet
Floor area ratio: .08
Square footage per acre: 3,481
Required parking spaces: 7
Proposed parking spaces: 17
Acres in floodplain or wetlands: 0
Impervious surface shown: 42.89%

Are there any zoning variances?

Yes,

1. To reduce the front setback from required 50 feet to 40 feet adjacent to Frey Road.

Are there any environmental conditions existing or proposed on the site?

No

02/26/26

The proposed zoning case must address the comments listed below by prescriptive code or equivalency, as approved by the Cobb County Fire Marshal's Office

Approval will be based on Professional Engineer-stamped plans that signify overall plan conformance to all Georgia State and Cobb County Codes. Design Professional and Developer maintain the sole responsibility for the design and for correcting all errors, omissions, problems, and code violations (if any) exposed during construction AFTER authorization by Cobb County.

FIRE DEPARTMENT ACCESS:
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, 35 foot inside radius, 50 foot outside turning radius and unobstructed vertical clearance of not less than 13 feet 6 inches. (Cobb County Development Standards 402.11)

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%.

CERTIFICATE OF OCCUPANCY:
Plans must be submitted to the Cobb County Fire Marshal's Office to initiate the Certificate of Occupancy process.

Jeff Byrd
(678) 229-7059
Jeffrey.Byrd@cobbcounty.gov

Z-15-2026 DEPARTMENT COMMENTS – Site Plan Review

02/26/2026

The submitted site plan does not appear to satisfy the minimum parking lot tree standards of the Cobb County Tree Ordinance. Additional parking lot peninsulas may be required, as determined by the Cobb County Arborist during the Site Plan Review process.

Z-15-2024 DEPARTMENT COMMENTS – Cemetery Preservation

No comment.

4/7/2026

Approval of this petition will not have an impact on the enrollment of schools.

2/27/2026

Comprehensive Plan Future Land Use Designation: Community Activity Center
The subject tract is within the Community Activity Center (CAC). Community Activity Centers provides for areas that can meet the immediate needs of several neighborhoods or communities. Typical land uses for these areas include low- to mid-rise office buildings and department stores.

Future Land Use Sub-Category? N/A

☒ Consistent ☐ Inconsistent

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary? ☒ Yes ☐ No
If yes, which City: Kennesaw
Was the city notified? Yes

Specific Area Policy Guidelines: ☐ Yes ☒ No
Policy:

Masterplan/ Corridor Study: ☐ Yes ☒ No
Name of Masterplan/Corridor Study: N/A

Design guidelines area? ☐ Yes ☒ No
If yes, design guidelines area? N/A
Does the proposal plan comply with the design requirements? N/A

Is the property within an Opportunity Zone? ☐ Yes ☒ No
If yes, Opportunity Zone? N/A
(The Opportunity Zone is an incentive that provides $3,500 tax credit per job in eligible areas if two or more jobs are being created. This incentive is for new or existing businesses)

Is the property within an Enterprise Zone? ☐ Yes ☒ No
If yes, Enterprise Zone? N/A
(The Enterprise Zone is an incentive that provides tax abatements and other economic incentives for qualifying businesses locating or expanding within designated areas for new jobs and capital investment)

Is the property eligible for the Façade Improvement Program? ☐ Yes ☒ No
(The Façade Improvement Program is an incentive for owners and tenants to enhance the appearance of buildings. The CDBG program provides the funding. Properties must be either on the current inventory of redevelopment sites or in a corridor study area and be in a census tract with at least 51% low and moderate income. The program serves to improve the economic viability of these areas.)

(continued)

Is the property eligible for incentives through the Commercial and Industrial Property Rehabilitation Program? *(The Commercial and Industrial Property Rehabilitation Program Is an incentive that provides a reduction in ad valorem property taxes for qualifying redevelopment in eligible areas)*	☐ Yes	☒ No

Note: For more information on incentives, please call the Community Development Agency- Economic Development Division at 770-528-2018 or find information online at www.cobbcounty.org/econdev.

Special District:

Is this property within the Cumberland Special District #1 (hotel/motel fee)?	☐ Yes	☒ No
Is this property within the Cumberland Special District #2 (ad valorem tax)?	☐ Yes	☒ No
Is this property within the Six Flags Special Service District?	☐ Yes	☒ No

Dobbins Air Reserve Base Zones:

Is the property within the Dobbins Airfield Safety Zone?	☐ Yes	☒ No
Is the property within the Clear Zone (CZ)?	☐ Yes	☒ No
Is the property within 3000’ of Dobbins ARB?	☐ Yes	☒ No
Is the property within the Accident Potential Zone (APZ I)?	☐ Yes	☒ No
Is the property within the Accident Potential Zone II (APZ II)?	☐ Yes	☒ No
Is the property within the Noise Zone?	☐ Yes	☒ No
Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)?	☐ Yes	☒ No

Historic Preservation:

After consulting various county historic resources surveys, historic maps, archaeology surveys and Civil War trench location maps, staff finds that no known significant historic resources appear to be affected by this application.

Water comments:

At development: ☒ YES ☐ NO

Fire flow test required: ☒ YES ☐ NO

Size/location of existing water main(s): 12" on Frey Rd

Additional water comments:

Sewer comments:

In the drainage basin: ☒ YES ☐ NO

At development: ☒ YES ☐ NO*

Approx. distance to nearest sewer: In Frey Rd right-of-way

Estimated waste generation (in G.P.D.): Average daily = 630

Peak flow = 1,575

Treatment plant: Noonday WRF

Plant capacity: ☒ Yes ☐ NO

Projected plant availability: ☐ 0-5 years ☐ 5-10 years ☒ over 10 years

Off-site easement required: ☐ YES* ☒ NO

Line capacity study required: ☐ YES ☒ NO

Letter of allocation issued: ☐ YES ☒ NO

Septic tank recommended by this department: ☐ YES ☒ NO

Subject to Health Department approval: ☐ YES ☒ NO

Additional sewer comments:

*If off-site easements are required, the developer/owner must submit easements to CCWS for review and approval as to form and stipulations prior to the execution of easements by the property owners. All easement acquisitions are the responsibility of the developer/owner.

Note: These comments only reflect what facilities were in existence at the time of this review. Developer may be required to install/upgrade water mains based on fire flow test results or Fire Department code. This will be addressed in the Plan Review process. The developer/owner will be responsible for connecting to the existing county water and sewer systems, installing and/or upgrading all outfalls & water mains, obtaining onsite and/or offsite easements, and dedication of onsite and/or offsite water and sewer to Cobb County as may be required. Rezoning does not guarantee water/sewer availability or capacity unless so stated in writing by the Cobb County Water System.

Roadway	Roadway classification	Speed limit (mph)	Jurisdictional control	Min. R.O.W. requirements
George Busbee Parkway	Arterial	35	Cobb County	110’
Frey Road	Arterial	45	Cobb County	100’

Roadway	Location	Average daily trips (vpd)	Level of service
George Busbee Parkway	North of Shiloh Road	8,180	C
Frey Road	North of George Busbee Parkway	9,320	C*

vpd = vehicles per day

Based on 2025 AADT count data taken by GDOT, as published on their website, for George Busbee Parkway and Frey Road
Planning Level of Service based on available Average Daily Trips using GRTA guideline thresholds. Classification thresholds for LOS A and LOS B are not available for arterial roads from this data source.
LOS C or D is acceptable based on GDOT Design Policy Manual criteria.
**Computed for four-lane arterial roadway section.*

ITE Land Use	Description	Expected Size (Fuel Positions*)	AM			PM			Daily (vpd)
			In (vph)	Out (vph)	**Total (vph)**	In (vph)	Out (vph)	**Total (vph)**	
945	Convenience Store/Gas Station	10	158	158	**316**	135	134	**269**	**3,458**

vph = vehicles per hour

**Fuel positions is the maximum number of vehicles that can be fueled simultaneously.*
Development gross trip generation based on available development size and rates from the Institute of Transportation Engineers (ITE) Trip Generation, 11th edition.

Comments and observations

George Busbee Parkway and Frey Road are classified as arterial roadways and according to the available information the existing right-of-way does not meet the minimum requirements for this classification.

In accordance with Cobb County Code 134-121 and based on site plan dated February 5, 2026, this development does require a traffic impact study submittal. Cobb DOT recommendations may be revised after the study’s receipt.

Cobb DOT has identified the Proctor Creek - KSU Connector Trail as a planned project; however, no preferred alignment has been studied, as the trail has not yet been programmed.

An existing guard rail parallels George Busbee Parkway and Frey Road adjacent to the property. This guard rail will need to be removed and the shoulder grade improved as part of the recommended right-in/right-out access.

Recommendations

THE RECOMMENDATIONS BELOW SHALL BECOME STIPULATED REQUIREMENTS UPON INCLUSION WITH AND APPROVAL BY THE BOARD OF COMMISSIONERS OF THIS APPLICATION:

1. Recommend a traffic study pursuant to Code Section 134-121(b)(8). 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 (Submittal 1) and agreed to by Cobb DOT before continuing the full traffic study (Submittal 2). Cobb DOT recommendations may be revised after the study's receipt.

2. Recommend applicant, WITHIN 12 MONTHS OF ZONING APPROVAL, donate right-of-way on the south side of George Busbee Parkway, a minimum of 55' from the roadway centerline or 3' behind the sidewalk relocation anticipated as part of the eastbound right turn lane installation project, whichever is further. This recommendation is pursuant to. Cobb County Development Standard 401.2, Right-of-Way.

3. Recommend applicant, WITHIN 12 MONTHS OF ZONING APPROVAL, donate right-of-way on the west side of Frey Road, a minimum of 50' from the roadway centerline or 3' behind the sidewalk relocation anticipated as part of the southbound right turn lane installation project, whichever is further. This recommendation is pursuant to. Cobb County Development Standard 401.2, Right-of-Way.

4. Recommend Frey Road access be limited to right-in/right-out only. This recommendation is due to the proximity of a signalized intersection. A conceptual access is shown on the site plan received February 5, 2026. Recommend location and design be determined during plan review, subject to Cobb DOT approval.

5. Recommend George Busbee Parkway access include a deceleration (right turn) lane. This recommendation is pursuant to Cobb County Development Standard 402.9, Deceleration Lanes/Roadway Improvements Along Existing Streets, and Cobb County Development Standard Detail 401A, Deceleration Lanes. A conceptual deceleration lane is shown on the site plan received February 5, 2026. Recommend location and design be determined during plan review, subject to Cobb DOT approval.

6. Recommend Frey Road access include a deceleration (right turn) lane and/or taper. This recommendation is pursuant to Cobb County Development Standard 402.9, Deceleration Lanes/Roadway Improvements Along Existing Streets, and Cobb County Development Standard Detail 401A, Deceleration Lanes. A conceptual deceleration lane is shown on the site plan received February 5, 2026. Recommend location and design be determined during plan review, subject to Cobb DOT approval.

7. Recommend applicant verify that minimum intersection sight distance is available for George Busbee Parkway and Frey Road access points and, if it is not, implement remedial measures, subject to the Department's approval, to achieve the minimum requirements. This recommendation is pursuant to Cobb County Development Standard Detail 401B, Intersection Sight Distance.

8. Recommend replacing any disturbed curb, gutter, and sidewalk along George Busbee Parkway and Frey Road frontages. This recommendation is to address pedestrian accessibility and safety pursuant to Cobb County Development Standard 401.15, Curbs and Gutters (including subsections), Cobb County Development Standard 404 Sidewalks and Pathways, Cobb County Development Standard 405 Accessibility Requirements, and Cobb County Development Standard Detail 106, Concrete Curbs, Medians.

9. Recommend applicant coordinate with Cobb DOT to ensure compatibility with Proctor Creek - KSU Connector Trail. This will need to be addressed between the applicant and the County as part of the Plan Review process.

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

STAFF ANALYSIS

Per section 134-122 of the Official Code of Cobb County, below is a written zoning analysis relating to the following (question in bold; the answer is not bold):

A. **Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;**
It is Staff's opinion that the zoning proposal will permit a use that is suitable in view use and development of adjacent and nearby properties. Development in the vicinity includes a mixture of retail, multi-family and single-family residential, office, and institutional uses, making the proposed commercial use compatible with nearby development.

B. **Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;**
It is Staff's opinion that the zoning proposal will not adversely affect the existing use or usability of adjacent or nearby properties. The site is bounded on all sides by major roadways including I-75 to the west. The closest properties to the subject site are developed with retail and industrial uses, which are generally compatible with the proposed convenience store and fuel pumps. No negative impacts to nearby multi-family developments are anticipated.

C. **Whether the zoning proposal will result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools;**
It is Staff's opinion that the proposed rezoning will not result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools. This opinion is supported by the departmental comments contained in this analysis.

D. **Whether the zoning proposal is in conformity with the policies and intent of the comprehensive plan;**
It is Staff's opinion that the zoning proposal is consistent with the policies and intent of the Cobb County Comprehensive Plan. The property is designated as Community Activity Center (CAC) on the Future Land Use Map, which supports a range of commercial uses, including those permitted within the zoning district.

Adjacent properties to the east and west are zoned RM-12 and RM-16 for multi-family residential use, and the broader area includes single-family residential, retail, office, and storage uses. The proposed CRC zoning aligns with the established development pattern and the Comprehensive Plan's vision for this activity center.

E. Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal;

It is Staff's opinion that there are existing and changing conditions in the surrounding area which give supporting grounds for approving the applicant's rezoning request. The proposed development is located within an area characterized by a mix of multi-family residential, retail, and storage uses and has a long history of commercial entitlements. In 2001, the site was approved under Z-32 for General Commercial (GC) to allow a convenience store with self-service fuel pumps. In 2008, Other Business item OB-2 approved a site plan and stipulation amendment for a retail center. In 2014, OB-5 approved a two-story retail/restaurant building over a parking deck and reduced the front and two major setbacks to 20 feet along George Busbee Parkway, Interstate 75, and Frey Road. In 2015, rezoning case Z-40 approved Urban Village Commercial (UVC) zoning for a mixed-use development.

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

Application No. Z- (2026)

Hearing Dates: PC - 04/07/2026
BOC - 04/21/2026

Summary of Intent for Rezoning*

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

a) **Proposed unit square-footage(s):** Not Applicable

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

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

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

a) **Proposed use(s):** Convenience Food Store with Self-Serve Fuel Sales

b) **Proposed building architecture:** In Accordance with New Construction

c) **Proposed hours/days of operation:** 24/hours per day; 7 days per week

d) **List all requested variances:**

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COBB COUNTY ZONING

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

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

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

ATTACHMENT TO APPLICATION FOR REZONING

Application No.: Z-_____ (2026)
Hearing Dates: April 7, 2026
April 21, 202

Applicant: Cameron Neary
Titleholder: Quarles Holdings, LLC,
a Georgia limited liability company

Tax Parcel Identification No.: 20009402500

FEB 05 2026
COBB COUNTY ZONING

IMPACT ANALYSIS STATEMENT

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

(a) Applicant, Cameron Neary (hereinafter "Applicant"), is seeking rezoning of approximately 1.81 acres, located at the intersection of the southerly side of George Busbee Parkway and the westerly side of Frey Road, northwesterly of Interstate 75, located in Land Lot 94, 20th District, 2nd Section, Cobb County, Georgia (hereinafter the "Property" or the "Subject Property"). The Subject Property is currently zoned to the Urban Village Commercial ("UVC") and General Commercial ("GC") zoning categories, and Applicant is seeking rezoning to the Community Retail Commercial ("CRC") zoning classification to allow for development of the Property as a convenience food store with self-service fuel sales. The proposed rezoning will permit a use that is more suitable to the Subject Property as it lies within a Community Activity Center ("CAC"), is located adjacent to two major corridor roadways, George Busbee Parkway and Frey Road, and also lies directly adjacent to Interstate 75. Adjacent and nearby properties are utilized for residential and non-residential purposes, being rezoned as General Commercial ("GC"), Light Industrial ("LI"), Office Institutional ("OI"), Planned Shopping Center ("PSC"), RM-12 and RM-16, to name a few.

(b) This zoning proposal should have no adverse effect on the existing use or usability of adjacent or nearby property. The proposed use of the Subject Property should have no impact on surrounding properties.

(c) The Subject Property, as presently zoned, does not have a reasonable economic use. The proposed zoning will allow for a higher and better use of the Subject Property.

(d) This zoning proposal will not cause excessive or burdensome use of existing streets, transportation facilities, utilities, or schools. Commercial development has almost no effect on schools, minimal effect on utilities and transportation facilities. Any effect on traffic should be minimal due to the nature of the business for which this rezoning is sought.

(e) The zoning proposal is in conformity with the Land Use Map of Cobb County, Georgia, as the Property is located within a Community Activity Center land use designation.

(f) This zoning proposal is consistent with the current conditions affecting the use of this Property; as well as surrounding properties. The proposed rezoning would allow for a more suitable and economic use without high impact into any adjacent or surrounding properties.

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FEB 05 2026
COBB COUNTY ZONING

A&R Engineering Inc.
2160 Kingston Court, Suite O
Marietta, GA 30067
Tel : (770) 690-9255 Fax : (770) 690-9210
www.areng.com

GEORGIA REGISTERED NO. 22518 PROFESSIONAL ENGINEER ABDUL KAREEM AMER

Memorandum

To: Cobb County Department of Transportation
From: Abdul Amer P.E., A&R Engineering
Date: March 09, 2026
Subject: Submittal 1 for Proposed Convenience Store/Gas Station on Frey Road and George Busbee Parkway NW, Cobb County, GA | 26-035

The purpose of this memorandum is to document the scope of the traffic impact study for the proposed convenience store/gas station development that will be located in the southwest corner at the intersection of Frey Road and George Busbee Parkway NW in Cobb County, Georgia. The gas station will include 5 pumps (10 vehicle fueling positions) with a 6,300-SF convenience store. Two right-in/right-out driveways are proposed for the site, one on Frey Road and another on George Busbee Parkway NW. A site plan is included.

The location of the proposed development is shown below in Figure 1.

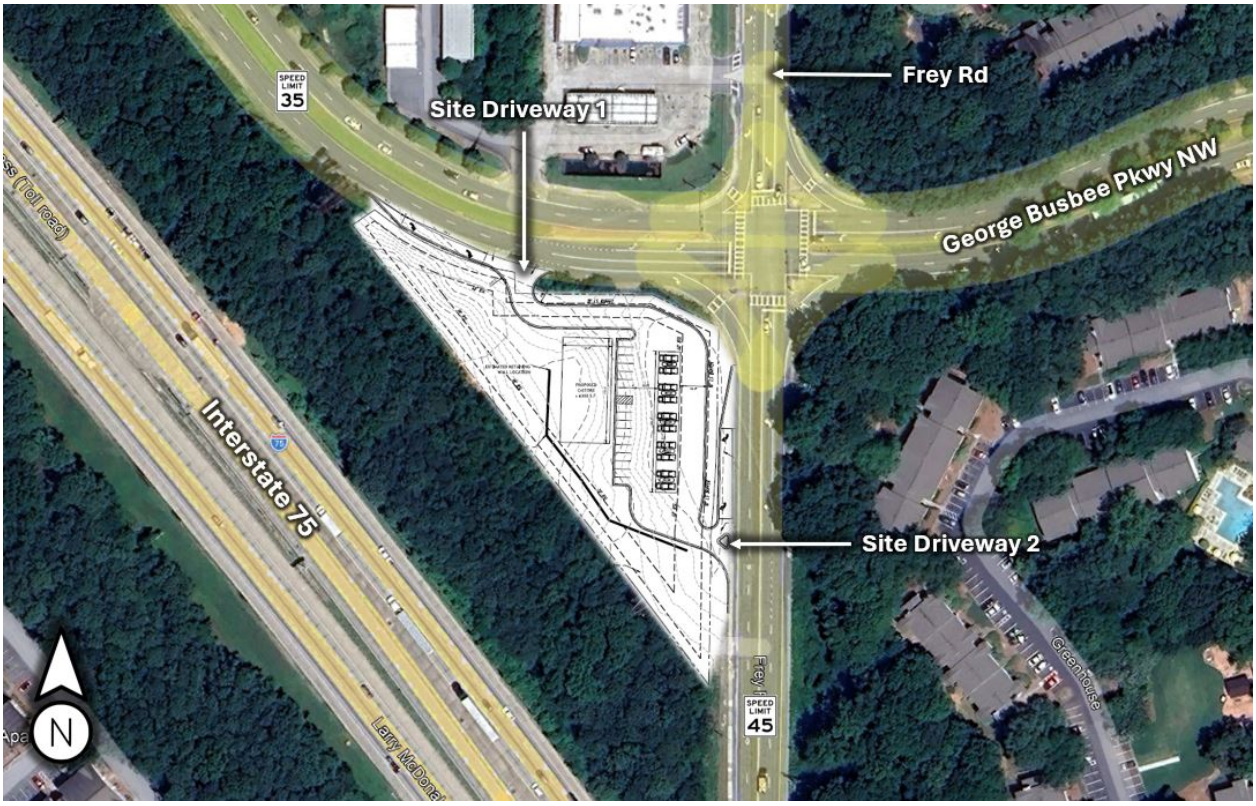


Figure 1 – Site Overlay Map

STUDY METHODOLOGY:

To evaluate future traffic operations in this area, a projection of normal traffic growth will be applied to the existing volumes. Existing data points collected by GDOT over the last three years (2022-2024) revealed a traffic volume growth of approximately 1% in the area. This growth factor will be applied to the existing traffic volumes to estimate the build year (2028) traffic volumes for the development. The traffic study will include an analysis of the existing operations as well as the future "No-Build" and "Build" conditions at the study intersections, both of which will account for the background growth in traffic. Recommendations to improve operations will be included as necessary.

TRIP GENERATION FOR PROPOSED SITE:

Trip generation estimates were based on the rates and equations published in the 12th edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation estimates for the site were based on the ITE land use category: *945 – Convenience Store/Gas Station*. The trip generation volumes for the development are shown in the table below.

TABLE 1 – TRIP GENERATION FOR PROPOSED DEVELOPMENT

Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-Way
ITE 945 – Convenience Store/Gas Station - GFA (5.5-10k)	10 VFP	116	116	232	105	106	211	2,034
Pass-By Trips (60%) 56%		-70	-70	-140	-59	-59	-118	-1,139
Total New Trips		**46**	**46**	**92**	**46**	**47**	**93**	**895**

STUDY INTERSECTIONS AND TRAFFIC COUNTS:

Traffic counts were collected on Thursday March 5, 2026, to obtain the AM (7:00 - 9:00) and PM (4:00 - 6:00) peak hour volumes at the following study intersections:

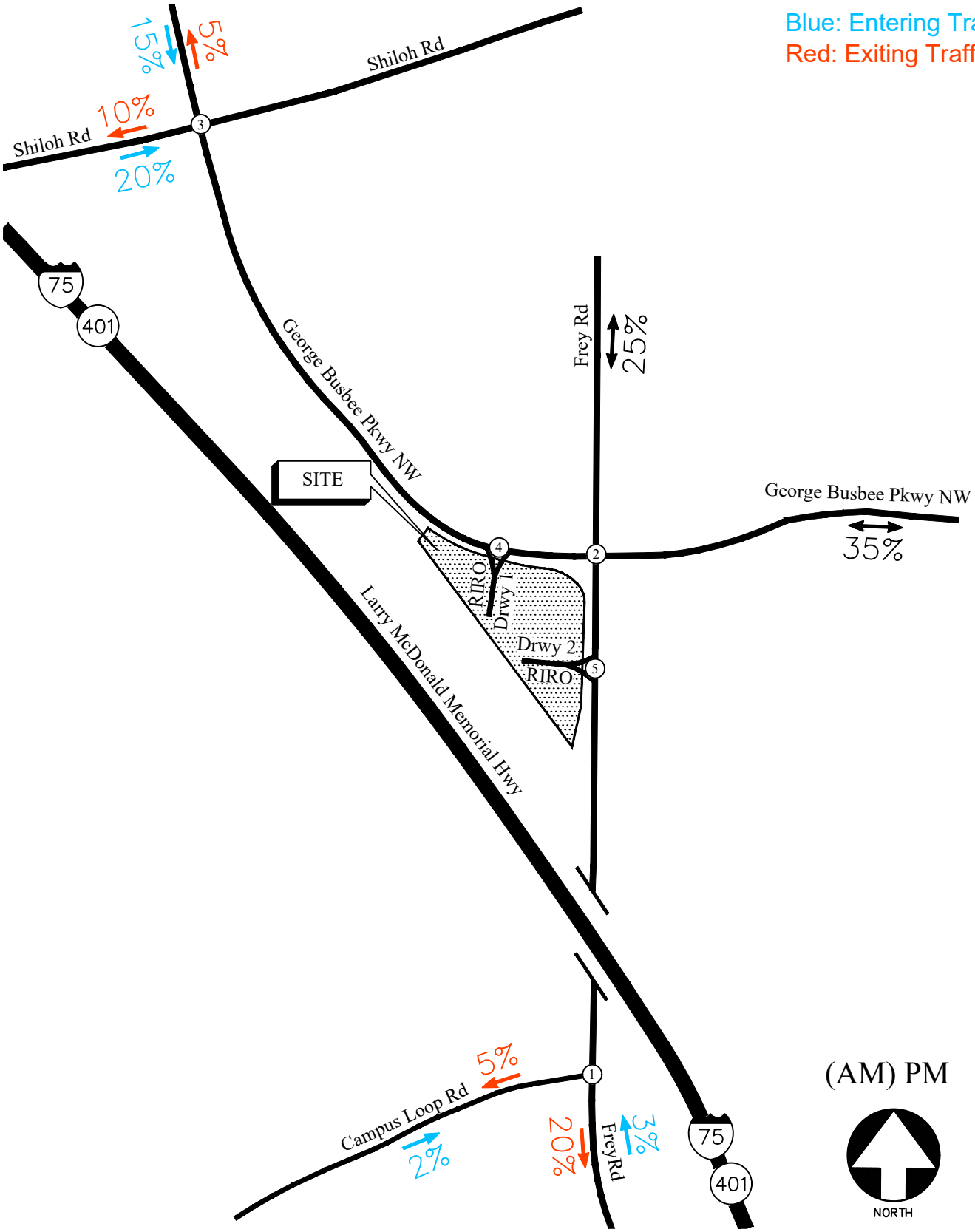
1. Frey Road at Campus Loop Road
2. Frey Road at George Busbee Parkway NW
3. Shiloh Road at George Busbee Parkway

TRIP DISTRIBUTION:

We are proposing the following outer leg trip distribution based on the surrounding roadway network and the nature of the planned development:

George Busbee Parkway (East) – 35%
George Busbee Parkway (North) – 15% (Entering), 5% (Exiting)
Frey Road (North) – 25%
Frey Road (South) – 3% (Entering), 20% (Exiting)
Campus Loop Road (West) – 2% (Entering), 5% (Exiting)
Shiloh Road (West) – 20% (Entering), 10% (Exiting)

A graphic showing the study intersection locations and outer leg distribution is included in the next page.



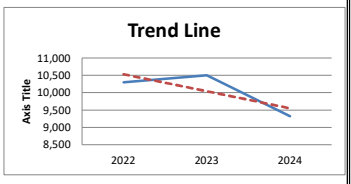
OUTER LEG DISTRIBUTION

A&R Engineering Inc.

Location	Growth Rate	R Squared	Station ID	Route	2022	2023	2024
Frey Road (N of George Busbee Parkway NW)	-4.8%	0.60	067-8003	-	10,300	10,500	9,320
Campus Loop Road (N of Paulding Avenue)	1.6%	0.87	067-8023	00015700	5,710	5,860	5,890
Shiloh Road (W of George Busbee Parkway NW)	2.2%	0.91	067-0952	00014900	19,700	20,400	20,600
George Busbee Parkway NW (W of Shiloh Road)	1.5%	0.84	067-7132	-	7,940	8,150	8,180
Wooten Lake Road NW (W of Shiloh Rd)	2.8%	0.81	067-0846	00440000	9,250	9,740	9,780
Weighted Average	**0.8%**	0.25	Sum of Count Stations =		52,900	54,650	53,770

Location	Traffic Counter	RCLINK	2022	2023	2024
Frey Road (N of George Busbee Parkway NW)	067-8003	-	10,300	10,500	9,320

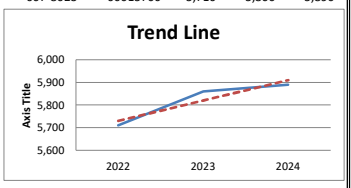




Growth Rate	-4.8%	Intercept	1,001,310	Slope	-490.00
Trend Line			10,530	10,040	9,550

Location	Traffic Counter	RCLINK	2022	2023	2024
Campus Loop Road (N of Paulding Avenue)	067-8023	00015700	5,710	5,860	5,890

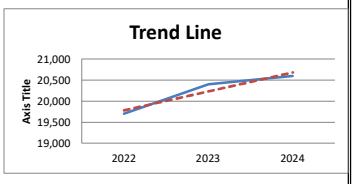




Growth Rate	1.6%	Intercept	-176,250	Slope	90.00
Trend Line			5,730	5,820	5,910

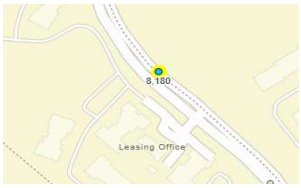
Location	Traffic Counter	RCLINK	2022	2023	2024
Shiloh Road (W of George Busbee Parkway NW)	067-0952	00014900	19,700	20,400	20,600

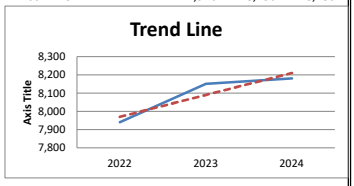




Growth Rate	2.2%	Intercept	-890,117	Slope	450.00
Trend Line			19,783	20,233	20,683

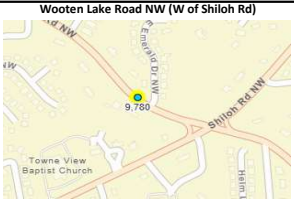
Location	Traffic Counter	RCLINK	2022	2023	2024
George Busbee Parkway NW (W of Shiloh Road)	067-7132	-	7,940	8,150	8,180

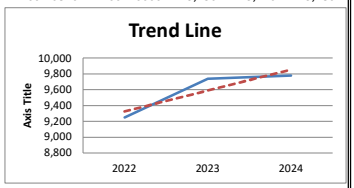




Growth Rate	1.5%	Intercept	-234,670	Slope	120.00
Trend Line			7,970	8,090	8,210

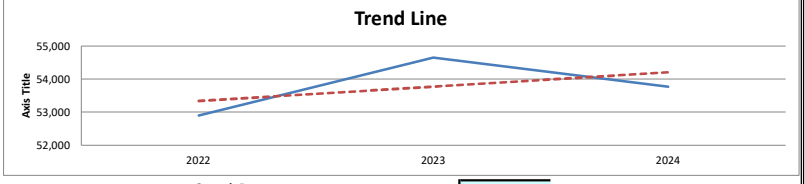
Location	Traffic Counter	RCLINK	2022	2023	2024
Wooten Lake Road NW (W of Shiloh Rd)	067-0846	00440000	9,250	9,740	9,780



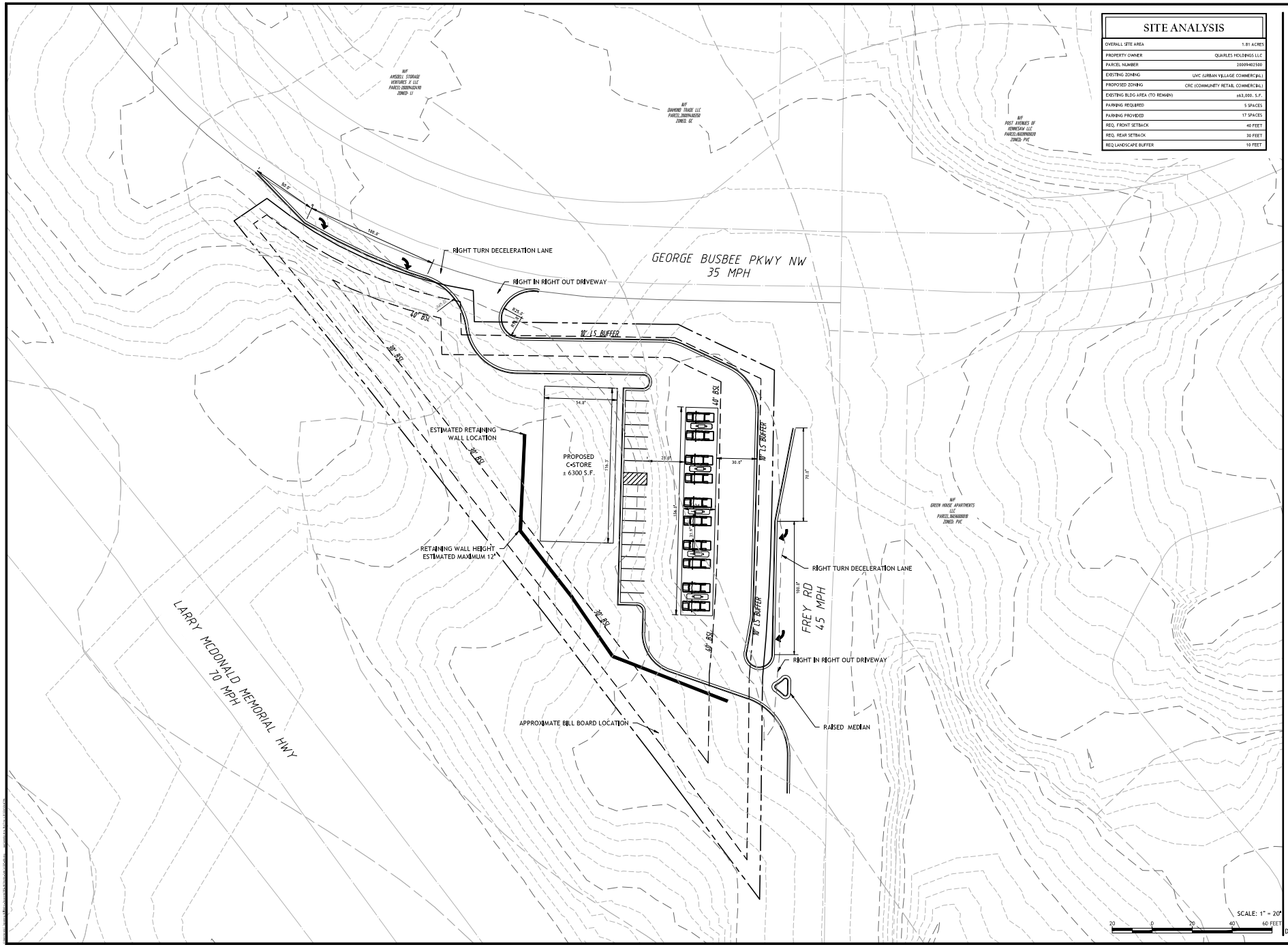


Growth Rate	2.8%	Intercept	-526,505	Slope	265.00
Trend Line			9,325	9,590	9,855

Weighted Average	2022	2023	2024
Sum of Count Stations	52,900	54,650	53,770



Growth Rate	0.8%	Intercept	-826,232	Slope	435.00
Trend Line			53,338	53,773	54,208



SITE ANALYSIS	
OVERALL SITE AREA	1.81 ACRES
PROPERTY OWNER	QUARLES HOLDINGS LLC
PARCEL NUMBER	20009402500
EXISTING ZONING	LVC (URBAN VILLAGE COMMERCIAL)
PROPOSED ZONING	CRC (COMMUNITY RETAIL COMMERCIAL)
EXISTING BLDG AREA (TO REMAIN)	±63,000. S.F.
PARKING REQUIRED	5 SPACES
PARKING PROVIDED	17 SPACES
REQ. FRONT SETBACK	40 FEET
REQ. REAR SETBACK	30 FEET
REQ LANDSCAPE BUFFER	10 FEET

SCALE: 1" = 20'

20 0 20 40 60 FEET

B.C. ENGINEERING INC.
116 NORTH MAIN STREET
CUMMING, GA 30040
(770) 205 - 6181
office@bc-engineering

PROJECT:
Frey Rd Gas Station

FREY RD & GEORGE BUSBEE PKWY
COBB COUNTY, 30144
PROJECT ZONING: UVC

FOR:
H Construction

REVISIONS

GEORGIA811

24-HOUR CONTACT:
HUSSEIN HAMIRANI
NUMBER

DRAWN BY: CN
CHECKED BY: DJC

PARCEL ID: 20009402500

SHEET:
C 1.0
ZONING SITE PLAN

DATE: 2026-01-29

JOB NO
2025-100

Z-15-2026
Traffic Study - Submittal 1

A traffic Submittal 1 (dated March 9, 2026) was received for this proposed development. Cobb DOT reviewed the March 9th Submittal 1 and recommends a full traffic study (Submittal 2) for the proposed development.

Comments below are based on the March 9th Submittal 1. The applicant is approved to continue to the full Submittal 2 traffic study that incorporates the below comments. A revised Submittal 1 that addresses the below comments is required to be submitted and accepted to Cobb DOT before submitting the Submittal 2.

Comments and observations:

1. Add the following additional study intersections:
    a. Shiloh Road at Frey Road
    b. Frey Road at 3930 George Busbee Pkwy driveway
2. The Frey Road at 3930 George Busbee Pkwy driveway analysis is intended to determine the driveway impact on the adjacent Frey Road at George Busbee Pkwy signalized intersection, as well as document any illegal left-turn movements occurring at this location. Although the driveway is designated as a right-in right-out, both traffic counts and intersection analysis should include any illegal left turn movements that are observed during the peak hour volume counts.
3. Regarding project trip generation:
    a. The 12th edition ITE Trip Generation edition offers two rates for ITE 945 Convenience Store/Gas Station: one with Gross Floor Area (KSF) as the independent variable and one with Vehicle Fueling Positions (VFP) as the independent variable.
    b. Cobb DOT recommends the use of the more conservative of the two trip generations, which for this study uses the KSF independent variable. The anticipated gross trip generation is shown in the following table.

Description/ITE Code	Units	Expected Units	Total Generated Trips			Total Distribution of Generated Trips			
			Daily	AM Hour	PM Hour	AM In	AM Out	PM In	PM Out
Convenience Store/Gas Station ITE 945 (9-15 VFP)	KSF	6.3	3,653	306	316	153	153	158	158

c. For future traffic studies that use ITE Land Use 945, the two trip generation results should be compared and the more conservative (higher) trip generation used.

4. As a result of Comment 3, this gas station will be under a Category 2 classification. A ten-year horizon year analysis should be included in the traffic study.

5. The distribution and growth rate are acceptable.

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-16-2026

SITE BACKGROUND

Applicant	Sugar Bear Properties, LLC
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Lisa S. Morchower
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Sugar Bear Properties, LLC
Property Location	Located on the southeast corner of Scufflegrit Road and Sandy Plains Road
Address	1880 Scufflegrit Road
Access to Property	Scufflegrit Road, Sandy Plains Road

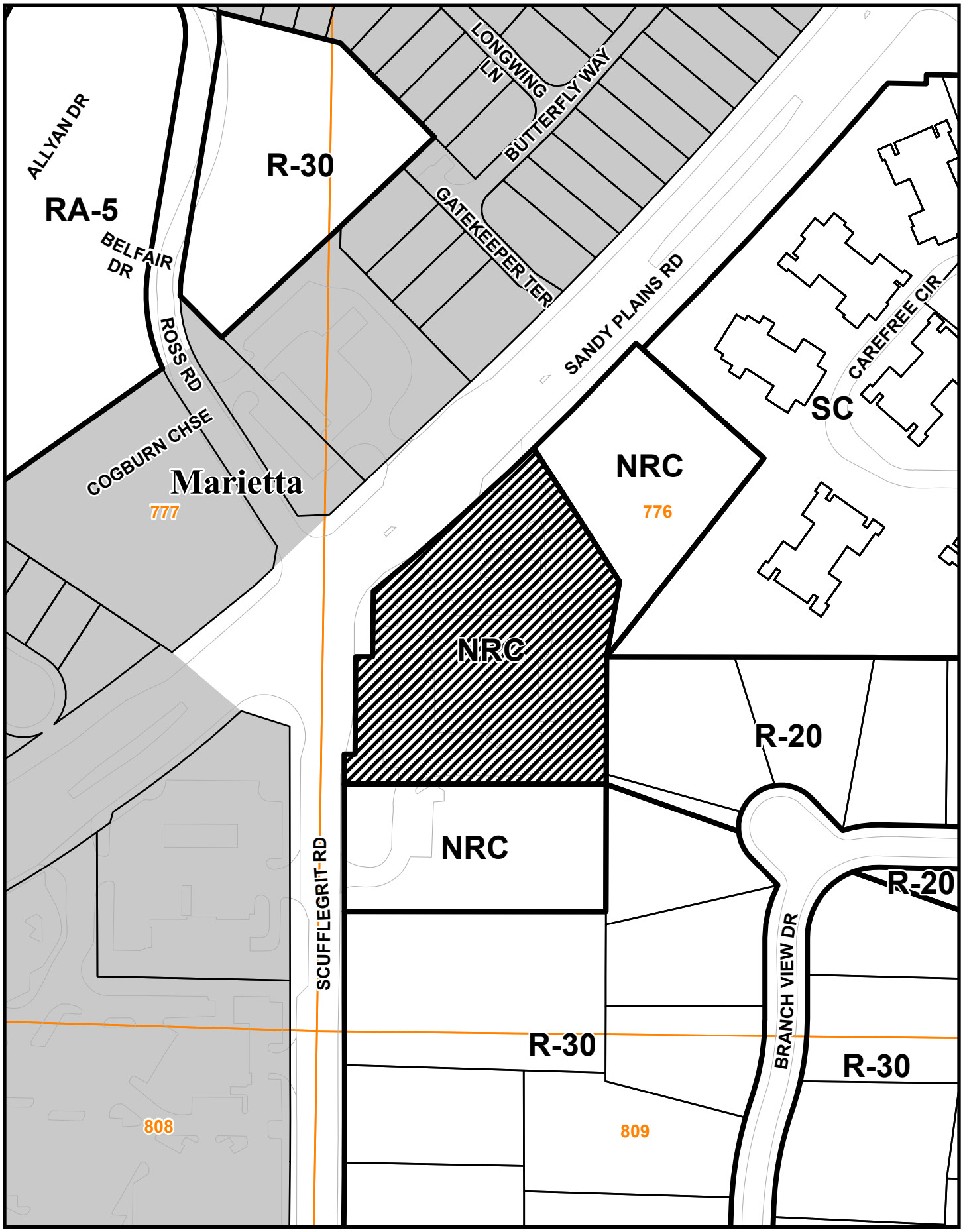
QUICK FACTS

Commission District	3 - Birrell
Current Zoning	NRC
Current Use of Property	Vacant commercial
Proposed Zoning	NRC
Proposed Use	Self-service storage facility with ground floor commercial
Future Land Use	NAC
Site Acreage	1.97
District	16
Land Lot	776
Parcel #	16077600060
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

Z-16 2026 Map

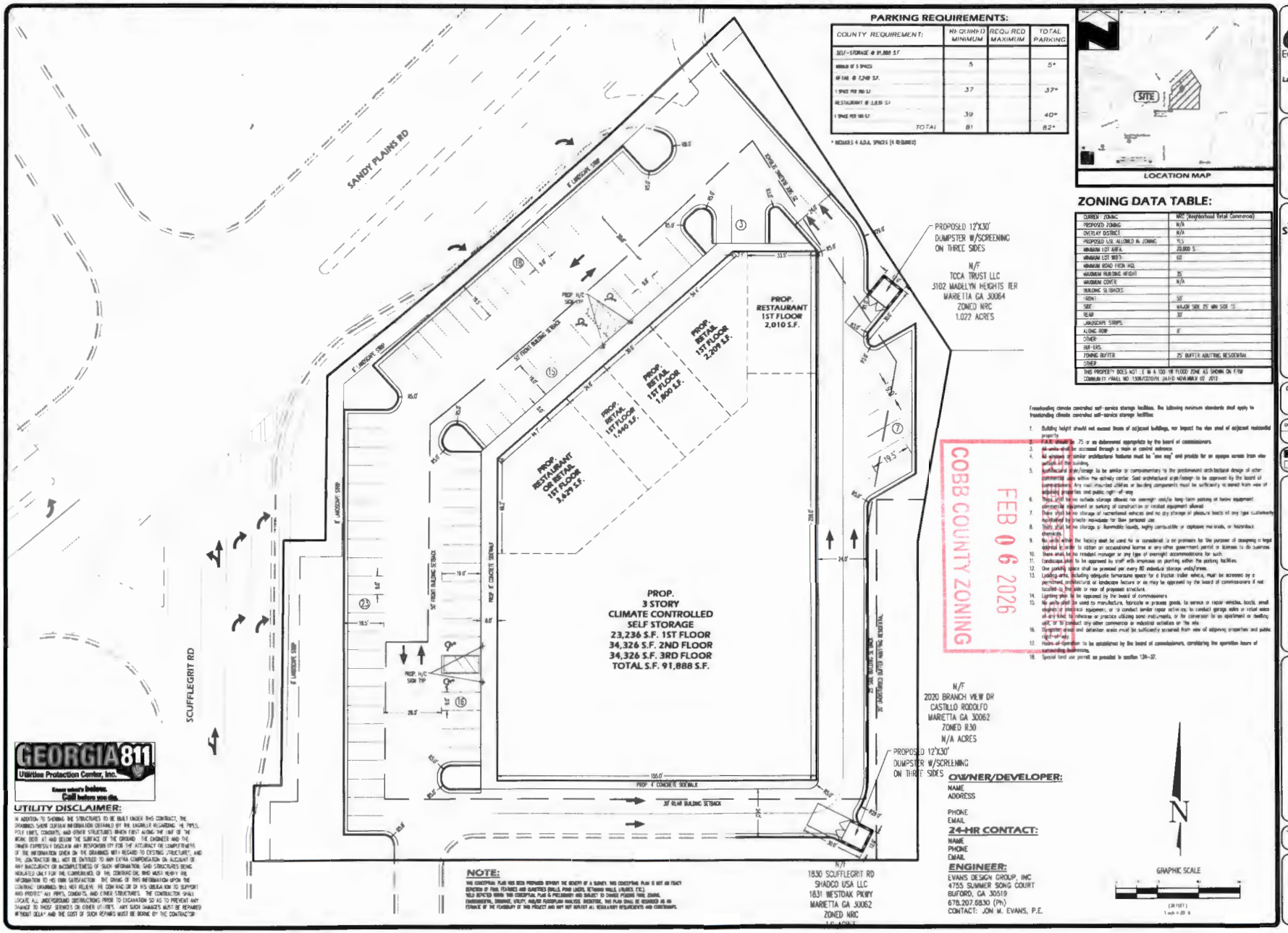


This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 130 260 Feet

Zoning Boundary

City Boundary



PARKING REQUIREMENTS:

COUNTY REQUIREMENT:	REQUIRED MINIMUM	REQUIRED MAXIMUM	TOTAL PARKING
SELF-STORAGE @ 91,888 S.F.			
MINIMUM OF 5 SPACES	5		5*
@ 1/60 @ 7,240 S.F.	37		37*
1 SPACE PER 200 S.F.			
RESTAURANT @ 3,835 S.F.	39		40*
1 SPACE PER 100 S.F.			
TOTAL	81		82*

* INCLUDES 4 A.D.A. SPACES (4 REQUIRED)

LOCATION MAP

ZONING DATA TABLE:

CURRENT ZONING	NRC (Neighborhood Retail Commercial)
PROPOSED ZONING	N/A
OVERLAY DISTRICT	N/A
PROPOSED USE ALLOWED IN ZONING	YES
MINIMUM LOT AREA	20,000 S.
MINIMUM LOT WIDTH	60
MINIMUM ROAD FRON AGE	
MAXIMUM BUILDING HEIGHT	35
MAXIMUM COVER	N/A
BUILDING SETBACKS	
FRONT	50'
SIDE	MAJOR SIDE 25' MIN SIDE 15'
REAR	30'
LANDSCAPE STRIPS	
ALONG ROW	6'
OTHER	
BUFFERS	
ZONING BUFFER	25' BUFFER ABUTTING RESIDENTIAL
OTHER	

THIS PROPERTY DOES NOT LIE IN A 100 YR FLOOD ZONE AS SHOWN ON FIRM COMMUNITY PANEL NO 13067C0170H JAHD NOVEMBER 07, 2013

Freestanding climate controlled self-service storage facilities. The following minimum standards shall apply to freestanding climate controlled self-service storage facilities:

1. Building height should not exceed those of adjacent buildings, nor impact the view shed of adjacent residential property.
2. F.A.R. should be .75 or as determined appropriate by the board of commissioners.
3. All units shall be accessed through a main or central entrance.
4. All exterior or similar architectural features must be "one way" and provide for an opaque screen from view outside of the building.
5. Architectural style/design to be similar or complimentary to the predominant architectural design of other commercial uses within the activity center. Said architectural style/design to be approved by the board of commissioners. Any roof-mounted utilities or building components must be sufficiently screened from view of adjoining properties and public right-of-way.
6. There shall be no outside storage allowed, nor overnight rental or long term parking or heavy equipment allowed on the property except for that of construction or related equipment allowed.
7. There shall be no storage of recreational vehicles and no dry storage of pleasure boats of any type customarily maintained by private individuals for their personal use.
8. There shall be no storage of flammable liquids, highly combustible or explosive materials, or hazardous chemicals.
9. No units within the facility shall be used for a consideration by the purposes of designing a legal address or license to obtain an occupational license or any other government permit or licenses to do business.
10. There shall be no resident manager or any type of overnight accommodations for such.
11. Landscape plan to be approved by staff with emphasis on planting within the parking facilities.
12. One parking space shall be provided per every 80 individual storage units/areas.
13. Loading area, including adequate maneuvering space for a tractor trailer vehicle, must be screened by a permanent, architectural or landscape feature or as may be approved by the board of commissioners if not located to the side or rear of proposed structure.
14. Lighting plan to be approved by the board of commissioners.
15. No units shall be used to manufacture, fabricate or process goods, to service or repair vehicles, boats, small engines or electrical equipment, or to conduct similar repair activities; to conduct garage sales or retail sales of any kind; to rehearse or practice utilizing sonic instruments, or for conversion to an apartment or dwelling unit; or to conduct any other commercial or industrial activities on the site.
16. Dumpster areas and detention areas must be sufficiently screened from view of adjoining properties and public right-of-way.
17. Hours of operation to be established by the board of commissioners, considering the operation hours of surrounding businesses.
18. Special land use permit as provided in section 134-37.

COBB COUNTY ZONING
FEB 06 2026

OWNER/DEVELOPER:

NAME
ADDRESS

PHONE
EMAIL

24-HR CONTACT:

NAME
PHONE
EMAIL

ENGINEER:

EVANS DESIGN GROUP, INC
4755 SUMMER SONG COURT
BUFORD, GA 30519
678.207.6830 (Ph)
CONTACT: JON M. EVANS, P.E.

GRAPHIC SCALE

GEORGIA 811 Utilities Protection Center, Inc. Know what's below. Call before you dig.

UTILITY DISCLAIMER:

IN ADDITION TO SHOWING THE STRUCTURES TO BE BUILT UNDER THIS CONTRACT, THE DRAWINGS SHOW CERTAIN INFORMATION OBTAINED BY THE ENGINEER REGARDING GAS PIPES, POLE LINES, CONDUITS, AND OTHER STRUCTURES WHICH FIRST ALONG THE LINE OF THE WORK BOTH AT AND BELOW THE SURFACE OF THE GROUND. THE ENGINEER AND THE OWNER EXPRESSLY DISCLAIM ANY RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN ON THE DRAWINGS WITH REGARD TO EXISTING STRUCTURES, AND THE CONTRACTOR WILL NOT BE ENTITLED TO ANY EXTRA COMPENSATION ON ACCOUNT OF ANY INACCURACY OR INCOMPLETENESS OF SUCH INFORMATION. SAID STRUCTURES BEING INDICATED ONLY FOR THE CONVENIENCE OF THE CONTRACTOR, AND MUST NEVERTHELESS BE INFORMATION TO HIS OWN SATISFACTION. THE GIVING OF THIS INFORMATION UPON THE CONTRACT DRAWINGS SHALL NOT RELIEVE HIS CONTRACTOR OF HIS OBLIGATION TO SUPPORT AND PROTECT ALL PIPES, CONDUITS, AND OTHER STRUCTURES. THE CONTRACTOR SHALL LOCATE ALL UNDERGROUND OBSTRUCTIONS PRIOR TO EXCAVATION SO AS TO PREVENT ANY DAMAGE TO THOSE SERVICES OR OTHER UTILITIES. ANY SUCH DAMAGES MUST BE REPAIRED WITHOUT DELAY AND THE COST OF SUCH REPAIRS MUST BE BORNE BY THE CONTRACTOR

NOTE:

THIS CONCEPTUAL PLAN HAS BEEN PREPARED WITHOUT THE BENEFIT OF A SURVEY. THIS CONCEPTUAL PLAN IS NOT AN EXACT DEPICTION OF FINAL FEATURES AND QUANTITIES (SUCH AS POND LIMITS, RETAINING WALLS, UTILITIES, ETC.) WHICH MAY BE EXPECTED WHEN THIS CONCEPTUAL PLAN IS PREPARED AND SUBJECT TO CHANGE PENDING FINAL ZONING, ENGINEERING, DRAINAGE, UTILITY, AND/OR FLOODPLAIN ANALYSIS. THIS PLAN SHALL BE REVISED AS AN ESTIMATE OF THE FEASIBILITY OF THIS PROJECT AND MAY NOT REFLECT ALL NECESSARY REQUIREMENTS AND CONSTRAINTS.

Evans Design Group, Inc.
Civil Engineering / Site Planning / Land Development Services
4755 Summer Song Court
Buford, GA 30519
(Ph) 678.207.6830
jevans@evansdg.com

GEORGIA REGISTERED ENGINEER JON M. EVANS

GWINNETT LEVEL II CERT # 10877

PROJECT NAME
SCUFFLEGRIT RD C-STORE & RETAIL

1880 SCUFFLEGRIT RD
L.L. 776, 16th DIST.
COBB COUNTY, GEORGIA

DATE: 09-08-23

DESIGN BY	DRAWN BY	CHECKED BY
JME	JME	JME

■ Not Released For Construction
□ Released For Construction

OWNER/DEVELOPER

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REVISIONS

JOB NUMBER: 23-049

SHEET TITLE: SITE PLAN

C-4

Z-16 2026 Aerial Map



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0 130 260 Feet

Zoning Boundary

City Boundary

BEFORE THE PLANNING COMMISSION
OF COBB COUNTY, GEORGIA

RECEIVED
FEB 05 2026
COBB COUNTY ZONING

IN RE:
APPLICATION FOR REZONING
SUBMITTED BY SUGAR BEAR PROPERTIES LLC

LETTER OF INTENT AND IMPACT ANALYSIS STATEMENT

I. Introduction and Procedural History.

Sugar Bear Properties, LLC ("Sugar Bear") has filed an application (hereinafter "the Application") requesting that property it owns in Cobb County, GA, which consists of approximately 1.88 acres located in Land Lot 776, District 16, Parcel 0020 of the 2nd Section, Cobb County, Georgia, and being known as 1880 Scufflegrit Road (hereinafter the "Property"), be rezoned to remove zoning stipulations placed on the Property during a previous rezoning so that Sugar Bear may use the Property in a manner consistent with the Cobb County Zoning Ordinance ("Zoning Ordinance"). The Property is currently zoned NRC (Neighborhood Retail Commercial) as more particularly described in the Application and in this Statement. The Property is designated as NAC (Neighborhood Activity Center) under the Future Land Use Plan for Cobb County. Sugar Bear's request for rezoning to remove the zoning conditions previously placed on the Property is in compliance with the Cobb Future Land Use Plan for the reasons asserted herein.

Specifically, Sugar Bear proposes to redevelop the Property into a building which contains a freestanding climate-controlled self-service storage facility consisting of approximately 91,888 square feet. The building will also contain approximately 9,078 square feet consisting of four (4) to six (6) separate rental units which will be leased for any or all the following uses: retail, office, service and food service establishments.

Sugar Bear has filed the Application because the Property's current zoning classification under the Cobb County Zoning Code, *NRC*, includes a severely limiting condition that was approved as part of the rezoning of the Property by Cobb County in 2002, when United Retail Development Company submitted a rezoning application so the Property could be redeveloped into an Eckerd Drug Store. When it was rezoned in 2002 for use by Eckerd Drugs, Cobb County placed a condition on its approval of the rezoning that the Property could *only* be used as a drugstore, whether it was Eckerd or another brand. The Property had only been used as a drugstore up until the time that it was vacated before Sugar Bear bought it in 2020.

Under Cobb County Code Sec. 134-213. - *NRC neighborhood retail commercial district*, the uses that are contemplated by Applicant are allowed by right. Therefore, any other property that is located within the NRC Zoning District in Cobb County is permitted to be used for the uses proposed by Sugar Bear. With the debilitating condition placed on the Property many years ago,

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COBB COUNTY ZONING

the Property is stuck in limbo and has no economic value and serves no purpose to the surrounding community. Accordingly, Sugar Bear has filed the subject Application requesting a rezoning of the Property to remove the conditions so that the Property can once again be used in a manner that is consistent with the Zoning Ordinance. The redevelopment of the Property from its vacant, outdated state to a sophisticated, sleek, modern, aesthetically new building offering numerous community-friendly uses will benefit the neighborhoods surrounding the Property, which include existing residents and businesses in both Cobb County and the City of Marietta limits. In addition, new residential developments are being built on Sandy Plains Road which will cause the demand for the proposed uses to rise.

The proposed redevelopment of the Property into an aesthetically pleasing shopping plaza with a self-service storage facility, and retail, service, office and food service elements is consistent with the standards for zoning map amendments as set forth in the Zoning Ordinance and will complement the surrounding community. The redevelopment will be an asset to Cobb County as it will bring beneficial uses to the entire community and enhance not only the subject Property but also the surrounding properties. For these reasons, Sugar Bear respectfully requests that the Cobb County Planning Commission recommend, and the Board of Commissioners approve, the Application as requested.

II. Impact Analysis Statement.

In regard to the criteria to be considered by the Planning Commission under Section 134-121(a)(7) of the Zoning Ordinance in its deliberation regarding the Application, Sugar Bear presents the following information:

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

The subject property is located at the heavily traveled intersection of Sandy Plains Road and Scufflegrit Road, an area characterized by commercial activity. Adjacent and nearby properties have historically supported various commercial uses. In fact, the property located at 1830 Scufflegrit Road, which is located immediately on the southwest side of the Property, has been exclusively used for commercial purposes for decades, with such uses including a home improvement business, a mortgage company, and commercial storage for a lawn maintenance business. Directly across from the Property on Scufflegrit Road, lying within the City of Marietta city limits, there is a Caliber Car Wash. The Car Wash sits in front of a Publix Shopping Center, which is also in the City of Marietta city limits. The Publix Shopping Center consists of a Publix Grocery Store two full service dine-in restaurants, a fast-food pizza location, and numerous other kinds of retail businesses. On Sandy Plains Road, directly across from the Property, there is a B and B Bank location. These existing and historical uses reflect the corridor's commercial character,

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making the proposed redevelopment compatible with the surrounding properties and outlying community.

b. Whether the proposed zoning will adversely affect the existing use or usability of adjacent or nearby property.

The proposed use is compatible with existing and historical uses in the area and is not expected to negatively affect neighboring properties. On the contrary, redevelopment is likely to improve surrounding property values and increase the functionality and attractiveness of the intersection. Furthermore, the properties across both Scufflegrit Road and Sandy Plains Road are being used for commercial purposes, with one of the uses, the Publix Shopping Center, being a very active retail shopping center with continuous vehicular and pedestrian traffic within its boundaries. The proposed zoning and use of the Property will not adversely impact the existing use or usability of the adjacent properties.

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

The current zoning classification under the Cobb County Zoning Ordinance which limits the use solely to a "drugstore" does not provide for a reasonable economic use of the Property, as evidenced by the extended period of inactivity. Several prior commercial users have vacated the site, and it has failed to attract new tenants or developers under the existing zoning constraints. There is no demand for a stand-alone "drugstore" in either unincorporated Cobb County or in the neighboring properties within the City of Marietta.

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

The proposed uses are appropriate for the location and will not place an excessive burden on public infrastructure. The intersection is designed to accommodate high traffic volumes, and utility services are readily available. The proposed development will not impact school capacities at all as it involves no residential use. Traffic will not be impacted as is detailed in the Traffic Impact Study which has been submitted with the Application.

e. Whether the zoning proposal is in conformity with the policies and intent of the comprehensive land use plan.

The Cobb Future Land Use Plan indicates that the Property lies within the Neighborhood Activity Center ("the NAC"). The purpose of the Neighborhood Activity Center category is to

provide areas that can meet the retail and service needs of adjacent neighborhoods and communities. Neighborhood Activity Centers should be primarily located at the intersection of collector roads and on the edge of residential districts so that they form a buffer between residents and the thoroughfare. The NRC zoning district and the proposed uses conform with the policies and intent of the Cobb Future Land Use Plan.

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

There are existing or changing conditions affecting the use and development of the Property which give supporting grounds for approval of the Application. The surrounding area has evolved into a commercial corridor, with residential developments on its edge. The long-term vacancy of the subject Property provides clear evidence that the current zoning is obsolete. Changing market demands and land use trends support the need for rezoning to remove the condition to enable appropriate redevelopment. Sugar Bear is seeking approval through the governing body Cobb County to allow it to redevelop the Property into a high-end, efficient and aesthetically pleasing Property that will benefit the residents of both Cobb County and neighboring City of Marietta, alike.

III. Conclusion.

Sugar Bear Properties, LLC respectfully requests approval of its rezoning application to facilitate the redevelopment of a long-vacant and underutilized commercial property into a high-end self-service storage and retail/office destination. The proposal aligns with the public interest, supports economic development, and reflects the current and future character of the area.

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Respectfully Submitted this 5th day of February, 2026.

BERMAN FINK VAN HORN P.C.

/s/ *Lisa S. Morchower*

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Application No. _____

Summary of Intent for Rezoning

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

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

b) **Proposed building architecture:** _____

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

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

a) **Proposed use(s):** Storage facility and retail, office, service and eating establishment rental units

b) **Proposed building architecture:** Architecture will be in line with the Cobb County design standards and is subject to approval by the distirct commissioner

c) **Proposed hours/days of operation:** The storage facility office will be open from approx. 9 am to 5 pm; Access to the storage facility will be available after hours from approx. 5 pm - 11 pm daily; The retail and office space will have normal retail hours which will comply with the Cobb County noise ordinance and any other relevant ordinance governing hours.

d) **List all requested variances:** Applicant is not requesting any variances.

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

This property includes a building which was formerly a drug store. The current zoning classification ~~for the property is NRC with the condition that it can only be used as~~ a drug store. The Applicant/Owner wishes to remove the condition so that the property can be redevolped into a building consisting of approx. 91,888 S.F. of storage facility space and approx. 11,088 S.F. of rental, retail, office, service, and eating establishment space

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

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Traffic Impact Study

Proposed Retail and Self-Storage
1880 Scufflegrit Road
City of Marietta, Cobb County, Georgia

January 16, 2026

The Epple Solutions, Inc

in collaboration with

Acampora Traffic, LLC

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Traffic Impact Study

Proposed Retail and Self-Storage
1880 Scufflegrit Road
City of Marietta, Cobb County, Georgia

prepared for:

Mr. Mike Panjwani

January 16, 2026

The Epple Solutions, Inc

in collaboration with

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Introduction

This study assesses the traffic impact of a proposed retail center and self-storage development in Cobb County, to be annexed into the City of Marietta, Georgia. The site is located in the southeast corner of Sandy Plains Road at Scufflegrit Road, as shown in Figure 1. The project will consist of a 11,088 square foot retail strip center with a mix of shops and restaurants and 91,888 square feet of self-storage. The project will be served by one existing right-in/right-out (RIRO) access along Sandy Plains Road and one existing full-movement access on Scufflegrit Road via a connection through the adjacent property to the south.

The purpose of this traffic impact study is to determine existing traffic operating conditions in the vicinity of the proposed development, project future traffic volumes, assess the impact of the subject development, then develop conclusions and recommendations to mitigate the project traffic impact and ensure safe and efficient existing and future traffic conditions in the vicinity of the project.



Figure 1 – Site Location Map

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Existing Traffic Conditions

Existing traffic operating conditions in the vicinity of the proposed development were assessed. The following is a description of existing transportation facilities, traffic volumes, and intersection operations.

Description of Existing Roadways

Sandy Plains Road is an east/west urban minor arterial (Georgia DOT designation) that begins at Canton Road Connector (north of which it is a short local street named Griffin Lane) turns to the northeast, passes the subject site, then continues to the northeast. The road has two through travel lanes in each direction, a landscaped median, and exclusive turn lanes at most major intersections. At Scufflegrit Road / Ross Road there are exclusive left turn lanes in both directions but no exclusive right turn lanes. Westbound U-Turns are prohibited on Sandy Plains Road at Scufflegrit Road). The terrain is gently rolling and the posted speed limit is 45 mph. The Georgia DOT recorded an Annual Average Daily Traffic (AADT) volume of 24,900 vehicles per day (vpd) on Sandy Plains Road west of Scufflegrit Road in 2023 (the latest year for which count data is available).

Scufflegrit Road is a north/south major collector (Georgia DOT designation) that begins at Sandy Plains Road (north of which it is a local street named Ross Road), passes the subject site, turns to the southwest and changes name to Allgood Road, then crosses Interstate 75 (with no interchange) and continues to the southwest. Scufflegrit Road has one through lane in each direction and a center two-way left turn lane (TWLTL). At its intersection with Sandy Plains Road, northbound Scufflegrit Road has a shared left/through lane and dual right turn lanes, while southbound Ross Road has a shared left/through lane and a right turn lane. The terrain on Scufflegrit Road is very gently rolling and the posted speed limit is 40 mph. The intersection of Sandy Plains Road at Scufflegrit Road / Ross Road is controlled by traffic signal. The Georgia DOT recorded an AADT volume of 14,200 vpd on Allgood Road east of I-75 in 2023.

Pedestrian, Bicycle, and Transit Accessibility

There is sidewalk along both sides of Sandy Plains Road and Scufflegrit Road in this vicinity, including along both frontages of the subject site. There are striped crosswalks and pedestrian crossing signals on three of the four approaches at the signalized intersections of Sandy Plains Road at Scufflegrit Road. There is no crosswalk, and there are no pedestrian crossing signs on the east leg of the intersection (across Sandy Plains Road adjacent to the subject site). CobbLinc operates a mass transit bus service in the area but there is no regularly-scheduled service on Sandy Plains Road or Scufflegrit Road in this vicinity.

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Existing Traffic Volumes

Existing full turning movement peak hour traffic volume counts were collected at the following intersection adjacent to the site:

1. Sandy Plains Road at Scufflegrit Road / Ross Road

The counts were collected on Thursday, April 17, 2025, from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. Area schools were in session on the day on which the counts were recorded. From the intersection turning movement count data, the highest four consecutive 15-minute interval volumes at the intersection, during each time period, were determined. These volumes make up the existing weekday a.m. and p.m. peak hour traffic volumes at the intersection. These volumes are presented in Figure 2 and the raw count data is found in Appendix A.

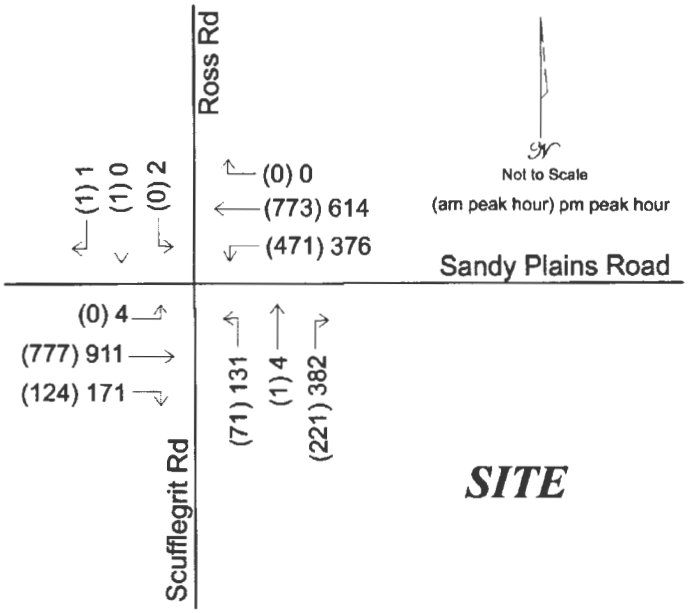


Figure 2 – Existing Weekday A.M. and P.M. Peak Hour Traffic Volumes

Existing Intersection Operations

Existing traffic operations were analyzed at the counted intersection using Synchro software, version 12 (the current version), in accordance with the methodology presented in the Transportation Research Board's 2022 *Highway Capacity Manual* 7th Edition (*HCM 7*). This methodology is presented in Appendix B. The analysis was based on the existing volumes, lanes, and control. The results of the analysis are shown in Table 1. Computer printouts containing detailed results of the existing analysis are located in Appendix C. Levels of service and delays are provided for each overall intersection and for each controlled approach or movement. Locations that operate unacceptably (LOS E or LOS F) are presented in bold type.

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Table 1 – Existing Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Sandy Plains Road at Scufflegrit Road (signal)	C	32.0	C	31.2
northbound approach	C	32.3	C	34.9
southbound approach	D	39.9	D	38.8
eastbound approach	D	42.0	D	35.5
westbound approach	C	25.6	C	25.3

The existing analysis reveals acceptable traffic operations at the study intersection. Therefore, no mitigation is identified as critical for this intersection for the existing condition. The eastbound right turn volume from Sandy Plains Road (124 vehicles in the a.m. peak hour and 171 vehicles in the p.m. peak hour) justifies the addition of an exclusive right turn lane. This lane is desirable but is not considered essential due to the acceptable existing operations.

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No-Build Traffic Conditions

A 2030 no-build condition was developed. This represents the traffic conditions that will exist in the future after build-out of the project, but not including the project's trips. The purpose of the analysis of this condition is to isolate the traffic impacts of the proposed development from background growth in volumes that is expected to occur in the area while the project is under construction and its early years of operation.

In order to develop no-build volumes, a background growth factor was developed based on a review of historic Georgia DOT AADT traffic counts, as shown in Table 2.

Table 2 – Historic Georgia DOT Traffic Volume Counts and Annual Growth Rates

Year	Sandy Plains W of Scufflegrit	Annual Growth	Allgood E of I-75	Annual Growth	Allgood E of Scufflegrit	Annual Growth
Station ID	067-2923		067-2066		067-2068	
2019	23,700		13,700		4,750	
2020	21,800	-8.0%	12,700	-7.3%	4,420	-6.9%
2021	23,600	8.3%	13,500	6.3%	4,690	6.1%
2022	24,600	4.2%	13,800	2.2%	4,810	2.6%
2023	24,900	1.2%	14,200	2.9%	4,930	2.5%
avg growth		*1.0%*		*0.7%*		*0.7%*

Growth in the area has fluctuated. All three Georgia DOT count stations experienced a decrease in volumes between 2019 and 2020 which is considered an anomaly due to the COVID-19 pandemic. There was positive growth at all three locations the following year, which is somewhat attributable to a return to pre-pandemic levels and not necessarily new growth. In the last year of the data there was a moderate increase at all three of the count stations. Overall there was a low increasing trend between 0.7% and 1.0% at the three count locations. Based on the growth trends identified in Table 2, and taking the pandemic into consideration, it was decided that a modest background annual growth rate of 2.0% could be expected on the roads in this study while the proposed convenience store is built-out and enters operation. This equates to a 10.4% increase in volumes from 2025 to the chosen future no-build analysis year of 2030. The 10.4% background growth factor was applied to the counted 2025 volumes at the study intersection to develop the 2030 no-build volumes.

Programmed and Planned Transportation Infrastructure Projects

Programmed (scheduled and funded) or planned (anticipated) transportation infrastructure projects were identified in the immediate vicinity of the study intersections. These projects are as follows:

Cobb County DOT Project R-046 – Sandy Plains Road Northeast Improvements – This project extends from Canton Road to Ebenezer Road and includes the study intersection at Scufflegrit Road. The project will consist of signal

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timing upgrades. This project is listed under the Five Year Scenario Roadway Projects in the Cobb Forward Comprehensive Transportation Plan adopted February 8, 2022.

Cobb County DOT Project R_651 – Allgood Road / Scufflegrit Road Widening – This project will widen Allgood Road and Scufflegrit Road from two to four lanes from Cobb Parkway to Sandy Plains Road. This includes the section of Scufflegrit Road adjacent to the proposed convenience store site. This project is listed under the Ten Year Scenario Roadway Projects in the Cobb Forward Comprehensive Transportation Plan adopted February 8, 2022. It is recommended that the project civil engineer take into consideration the effect of the widening on the site plan and the project access on Scufflegrit Road.

The no-build and future analyses in this study do not assume any road widening or changes in intersection configuration or control from the existing.

No-Build Intersection Operations

The no-build condition includes the no-build traffic volumes, as described above, entered into the Synchro 12 model with the existing lanes and control. The 2030 no-build traffic operations were analyzed at the study intersection and the results of the no-build analysis are shown in Table 3. Computer printouts containing detailed results of the no-build analysis are located in Appendix D. Levels of service and delays are provided for each overall intersection and for each controlled approach or movement. Locations that operate unacceptably (LOS E or LOS F) are presented in bold type.

Table 3 – No-Build Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Sandy Plains Road at Scufflegrit Road (signal)	C	34.7	D	35.4
northbound approach	D	42.2	D	49.0
southbound approach	D	49.3	D	43.8
eastbound approach	D	44.4	D	37.3
westbound approach	C	26.8	C	26.7

The no-build analysis reveals no-build operations generally comparable to the existing condition, with increases in delays and slight drops in levels of service. No mitigation is identified at the study intersection for the no-build condition.

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Project Traffic Characteristics

This section describes the anticipated traffic characteristics of the proposed development, including a site description, how much traffic the project will generate, and where that traffic will travel.

Project Description

The site is currently developed with a retail building that is not operational, with an existing RIRO access on Sandy Plains Road. There is a house with a small business located on the property to the south and the existing site has an interparcel connection to that adjacent tract which provides connectivity to an existing full-movement access on Scufflegrit Road. The proposed project will redevelop the site with a 11,088 square foot retail strip center with a mix of shops and restaurants and 91,888 square feet of self-storage. The project will be served by the existing right-in/right-out (RIRO) access along Sandy Plains Road and the existing full-movement access on Scufflegrit Road via a connection through the adjacent property to the south. Both of the accesses are currently existing and no new curb cuts will be required. The site plan is presented in Figure 3.

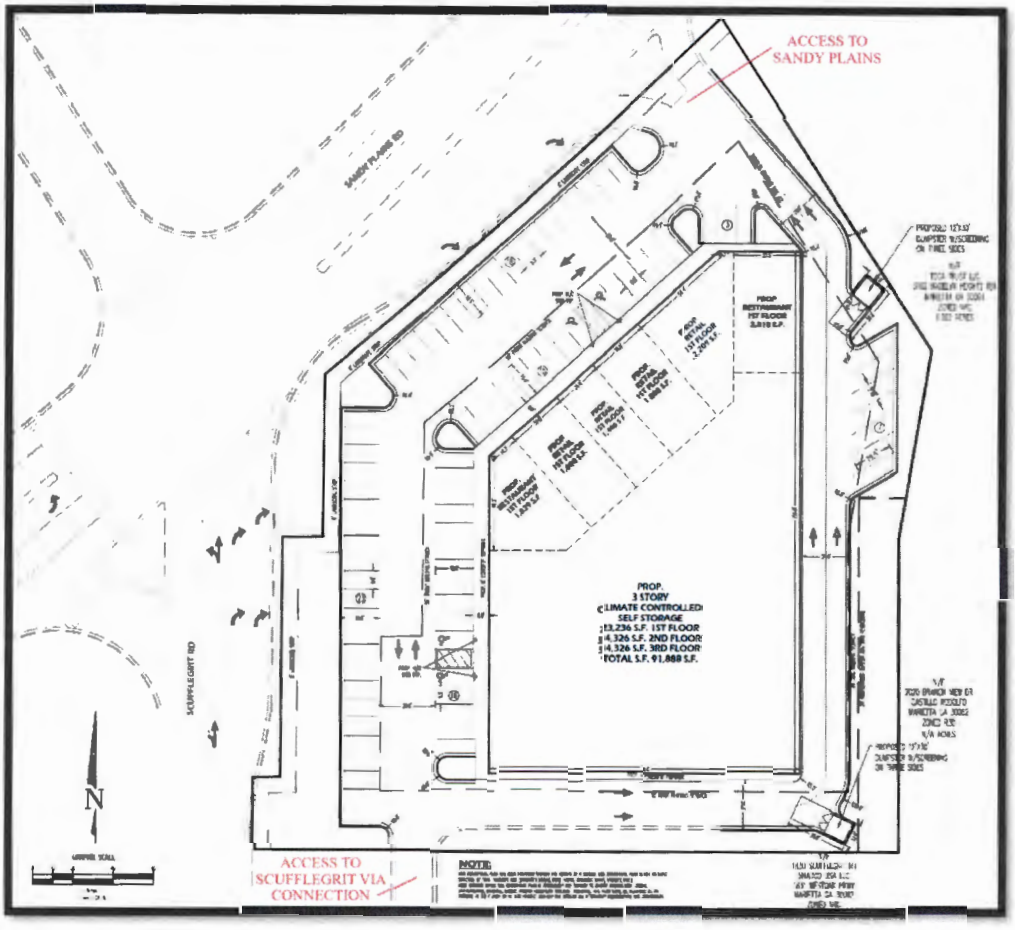


Figure 3 – Site Plan

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Trip Generation

Trip generation is an estimate of the number of entering and exiting vehicular trips that will be generated by the proposed development. The volume of traffic that will be generated by the project was calculated using the equations and rates in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 12th Edition (the current edition). ITE Land Use 822 – Strip Retail Plaza (<40k) was chosen for the retail and ITE Land Use 151 – Mini Warehouse was selected for the self-storage.

An adjustment was made to the retail trips to account for the effect of pass-by trips. Pass-by trips are trips that are already driving by the property but will be intercepted by the project for retail shopping or dining enroute to their final destination. These trips are new to the retail driveways, but do not represent new trips to the adjacent roadways, since they are currently occurring and are, therefore, included in existing traffic volumes. The ITE *Trip Generation Manual* includes spreadsheets with pass-by data for several similar land uses. The closest retail land use with ITE pass-by data to the proposed strip retail plaza (non-convenience store) use proposed is ITE Land Use 821 – Shopping Plaza (40,000 ft² – 150,000 ft²). This use has an average p.m. peak hour pass-by percentage of 40%. Therefore, a 40% adjustment was applied to the p.m. peak hour trips, while a 30% reduction was applied to the a.m. and 24-hour numbers for the retail use.

The trip generation for the project is presented in Table 4.

Table 4 – Project Trip Generation

Land Use	ITE Code	Size	A.M. Peak Hour			P.M. Peak Hour			24-Hour		
			In	Out	Total	In	Out	Total	In	Out	Total
Strip Retail Plaza	822	11,088 ft²	24	20	44	41	41	82	349	349	698
- Pass-by Trips		30/40/30%	-7	-6	-13	-16	-16	-32	-105	-105	-210
Retail New Trips			17	14	31	25	25	50	244	244	488
Self-Storage	822	91,888 ft²	4	3	7	6	7	13	60	60	120
Total New Trips			21	17	38	31	32	63	304	304	608

The retail and self-storage development will generate 38 new a.m. peak hour trips, 63 new p.m. peak hour trips, and 608 new weekday trips.

Trip Distribution and Assignment

The trip distribution percentages indicate what proportion of the project's trips will travel to and from various directions. The trip distribution percentages for the new retail trips were based on population densities in the area and the distances of those populations to the site. The retail pass-by trips were assigned based on the existing traffic flows passing the site. The project trips, shown in Table 4, were assigned to the study intersection and the project

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accesses based on the distribution percentages. The trip distribution percentages and the total a.m. and p.m. peak hour trips expected to be generated by the proposed development are shown in Figure 4.

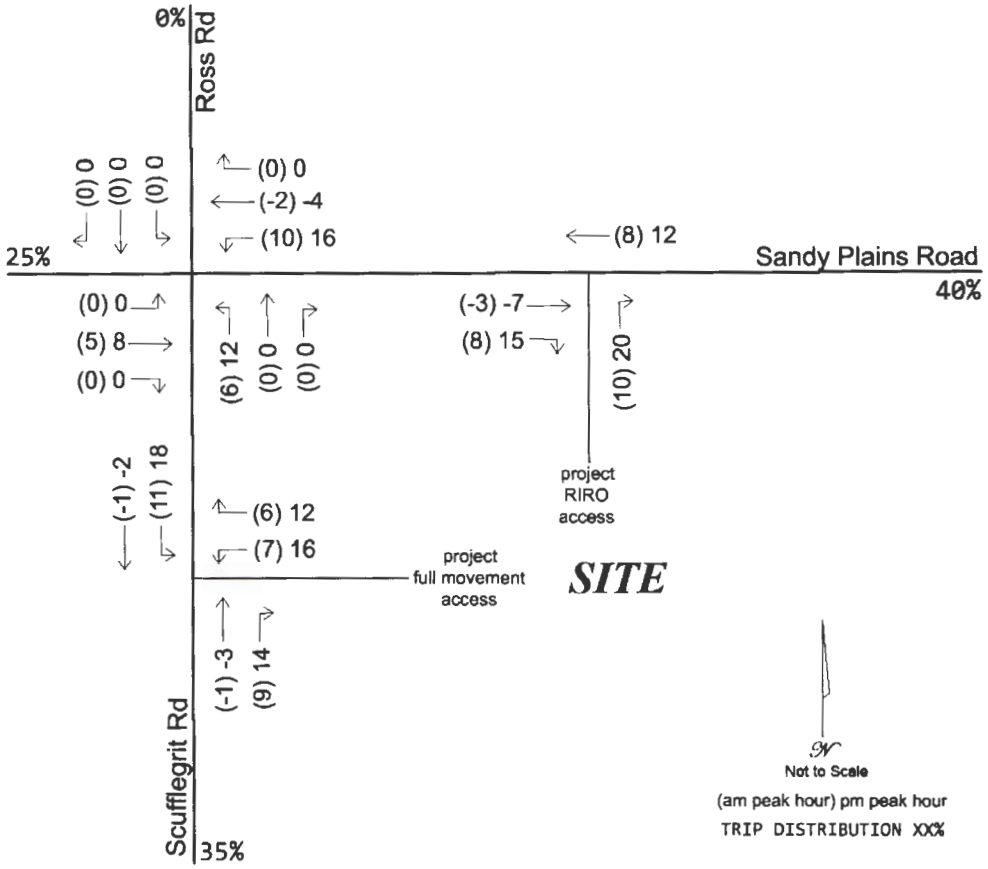


Figure 4 – Weekday A.M. and P.M. Peak Hour Project Trips and Distribution Percentages

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Future Traffic Conditions

The future volumes consist of the no-build volumes plus the trips that will be generated by the proposed retail development. The future volumes are shown in Figure 5.

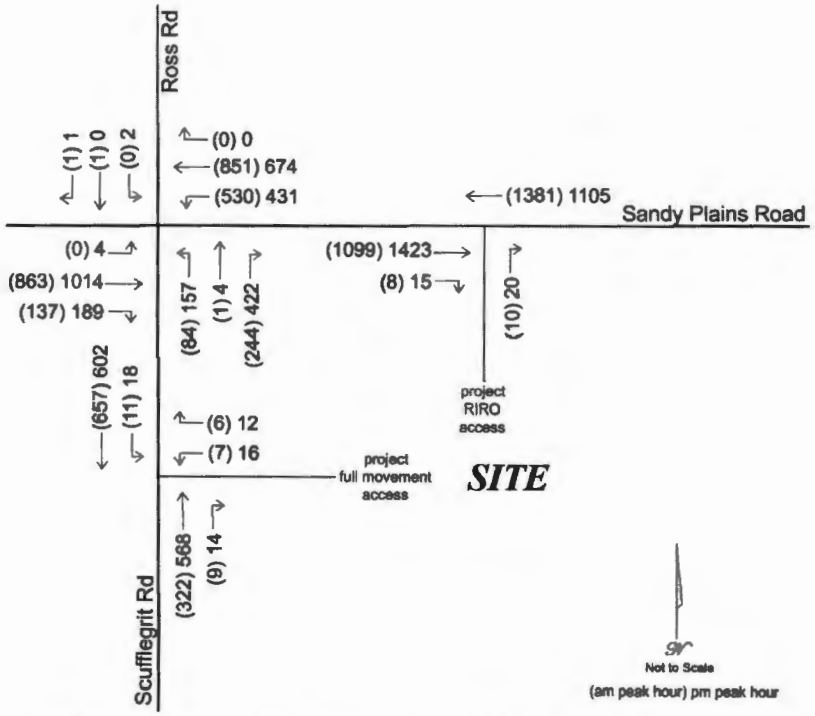


Figure 5 – Future Weekday A.M. and P.M. Peak Hour Volumes

Auxiliary Lane Requirements at Project Accesses

To determine if an eastbound right turn lane is required on Sandy Plains Road at the project access, or if a northbound right turn lane or southbound left turn lane are required on Scufflegrit Road at that project access, the Georgia DOT standards for determining the need for these auxiliary lanes, as set forth in their *Regulations for Driveway and Encroachment Control (Driveway Manual)*, revision 5.4 dated 2/10/2023, were evaluated. The right turn lane analysis is based on *Driveway Manual* Table 4-6, Minimum Volumes Requiring Right Turn Lanes, which is shown below as Table 5.

Table 5 – Georgia DOT Right Turn Lane Standards

Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	AADT		AADT	
	< 6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	200 RTV a day	100 RTV a day	200 RTV a day	100 RTV a day
40 to 50 MPH	150 RTV a day	75 RTV a day	150 RTV a day	75 RTV a day
55 to 60 MPH	100 RTV a day	50 RTV a day	100 RTV a day	50 RTV a day
>= 65 MPH	Always	Always	Always	Always

Table 4-6 Minimum Volumes Requiring Right Turn Lanes

The 2023 AADT on Sandy Plains Road is 24,900 vpd which is above the 10,000 vpd threshold for roads with greater than two lanes. On a road with greater than two lanes, a 45 mph speed limit, and a 24-hour volume above 10,000 vpd, the right turn volume (RTV) above which a right turn lane is required is 75 right turn vehicles (RTV) per day. The daily eastbound right turn volume on Sandy Plains Road at the project RIRO access is calculated at 118 RTV. This is above the 75 RTV threshold and, therefore, an eastbound right turn lane is required on Sandy Plains Road at the project RIRO access. This study agrees with that requirement and the site plan includes this right turn lane (the right turn lane already exists at this access). This section of Sandy Plans Road is median divided and no westbound left turn lanes will be permitted at this project access. Therefore, no westbound left turn lane is necessary.

The 2023 AADT on Scufflegrit Road (to the southwest, where the road is named Allgood Road) is 14,200 vpd which is above the 6,000 vpd threshold for roads with two lanes. On a road with two lanes, a 40 mph speed limit, and a 24-hour volume above 6,000 vpd, the right turn volume (RTV) above which a right turn lane is required is 75 right turn vehicles (RTV) per day. The daily northbound right turn volume on Scufflegrit Road at the project access is calculated at 123 RTV. This is above the 75 RTV threshold and, therefore, a northbound right turn lane is required on Scufflegrit Road at the project access. This study agrees with that requirement. However, the achievable storage and taper lengths are uncertain as this lane will be located along the frontage of adjacent property.

The left turn lane analysis for the Scufflegrit access is based on *Driveway Manual* Table 4-7a, Minimum Volumes Requiring Left Turn Lanes, which is shown below as Table 6.

Table 6 – Georgia DOT Left Turn Lane Standards

LEFT TURN REQUIREMENTS-FULL CONSTRUCTION				
Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	ADT		ADT	
	<6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	300 LTV a day	200 LTV a day	400 LTV a day	300 LTV a day
40 to 50 MPH	250 LTV a day	175 LTV a day	325 LTV a day	250 LTV a day
>= 55 MPH	200 LTV a day	150 LTV a day	250 LTV a day	200 LTV a day

Table 4-7a Minimum Volumes Requiring Left Turn Lanes

The 2023 AADT on Scufflegrit Road is 14,200 vpd which is above the 6,000 vpd threshold for roads with two lanes. On a road with two lanes, a 40 mph speed limit, and a 24-hour volume above 6,000 vpd, the left turn volume (LTV) above which a left turn lane is required is 175 left turn vehicles (LTV) per day. The daily southbound left turn volume on Scufflegrit Road at the project access is calculated at 168 LTV. This is just below the 175 LTV threshold and, therefore, a southbound left turn lane is not required on Scufflegrit Road at the project access. However, if feasible, the addition of this left turn lane would be beneficial. The left turn lane design should minimize encroaching on the northbound lanes on Scufflegrit Road at Sandy Plans Road, and should approximately mirror the design of the existing, opposing northbound left turn lane that serves the car wash on the west side of Scufflegrit Road.

Future Intersection Operations

An operational analysis was performed for the anticipated future project build-out at the study intersection and the project accesses. The analysis at each access assumed that the turn lanes recommended above will be

constructed, each access will be constructed with one entering lane and one exiting lane, and each side street approach exiting the project will be controlled by side street stop sign. Table 7 presents the results of the future analysis. Computer printouts containing detailed results of the future analysis are located in Appendix E. Levels of service and delays are provided for each overall intersection and for each controlled approach or movement. Locations that operate unacceptably (LOS E or LOS F) are presented in bold type.

Table 7 – Future Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Sandy Plains Road at Scufflegrit Road (signal)	D	35.6	D	36.4
northbound approach	D	43.2	D	53.2
southbound approach	D	49.7	D	47.3
eastbound approach	D	46.2	D	37.4
westbound approach	C	27.0	C	26.7
2. Sandy Plains Road at Project RIRO Access (side street stop sign)	A	0.1	A	0.3
northbound right turn (exiting project)	C	23.4	***E***	***35.7***
3. Scufflegrit Road at Project Access (side street stop sign)	A	0.3	A	0.7
southbound left turn (entering project)	A	8.0	A	8.8
westbound approach (exiting project)	C	16.1	C	22.7

The future condition with the addition of the proposed development's trips will see continued acceptable operations, comparable to the no-build condition, with modest increases in delays. Only the northbound right turn exiting the project's RIRO access will experience moderately-high delays, and only during the p.m. peak, when eastbound flows on Sandy Plans Road are their highest. The full-movement project access on Scufflegrit Road will operate acceptably at all times.

Each project access should be constructed with one inbound lane and one exiting lane. Each exiting approach should be controlled by side street stop sign and accompanying stop bar.

It is recommended that the project civil/site engineer comply with all applicable design standards including sight distances, turn lane storage and taper lengths, turn radii, driveway widths, islands, angles with the adjacent roadways, and grades.

Conclusions and Recommendations

This study assesses the traffic impact of a proposed retail center and self-storage development in Cobb County, to be annexed into the City of Marietta, Georgia. The site is located in the southeast corner of Sandy Plains Road at Scufflegrit Road. The project will consist of a 11,088 square foot retail strip center with a mix of shops and restaurants and 91,888 square feet of self-storage. The project will be served by one existing right-in/right-out (RIRO) access along Sandy Plains Road and one existing full-movement access on Scufflegrit Road via a connection through the adjacent property to the south. The following are the findings and recommendations of this study:

1. The existing analysis reveals acceptable traffic operations at the Sandy Plains Road / Scufflegrit Road intersection. Therefore, no mitigation is identified as critical for this intersection for the existing condition.

2. The existing eastbound right turn volume from Sandy Plains Road at Scufflegrit Road (124 vehicles in the a.m. peak hour and 171 vehicles in the p.m. peak hour) justifies the addition of an exclusive right turn lane. This lane is desirable but is not considered essential due to the acceptable existing operations.

3. Traffic volume growth in the area has fluctuated. A modest background annual growth rate of 2.0% is anticipated on the roads in this study while the proposed convenience store is built-out and enters operation. This equates to a 10.4% increase in volumes from the counted 2025 volumes to the chosen future no-build analysis year of 2030.

4. Two programmed improvements that will affect the proposed development and adjacent intersection were identified - Cobb County DOT Project R-046 – Sandy Plains Road Northeast Improvements and Cobb County DOT Project R_651 – Allgood Road / Scufflegrit Road Widening. The first project will include intersection signal timing improvements at the adjacent Sandy Plains / Scufflegrit intersection. The second project will widen Scufflegrit Road adjacent to the proposed convenience store site. It is recommended that the project civil engineer take into consideration the effect of the widening on the site plan and on the project access on Scufflegrit Road.

5. The no-build analysis shows slight deterioration in operations due to anticipated growth in this area. However, no improvements, other than the eastbound right turn lane recommended in the existing analysis, are identified for the no build condition.

6. The proposed retail and self-storage development will generate 38 new a.m. peak hour trips, 63 new p.m. peak hour trips, and 608 new weekday trips.

7. The future analysis with the addition of the proposed development's trips reveals additional modest deterioration in operations at the Sandy Plains / Scufflegrit intersection. The same mitigation identified for the existing condition continues to be applicable for the future condition and no new mitigation is identified at this intersection as a consequence of the proposed development.

8. An eastbound right turn lane (deceleration lane) is required on Sandy Plains Road at the project RIRO access. This lane exists and is shown on the proposed site plan. No westbound left turn lane will be necessary on Sandy Plans Road at that access because the project access will be restricted to RIRO movements and entering left turns will be prohibited.

9. A northbound right turn lane is required and should be provided on Scufflegrit Road at the project full-movement access. The achievable storage and taper lengths for the right turn lane are uncertain as this lane will be located along the frontage of adjacent property.

10. A southbound left turn lane is not required at the project full-movement access on Scufflegrit Road. However, if feasible, the addition of this left turn lane would be beneficial. The left turn lane design should minimize encroaching on the northbound lanes on Scufflegrit Road at Sandy Plans Road, and should approximately mirror the design of the existing, opposing northbound left turn lane that serves the car wash on the west side of Scufflegrit Road.

11. Each project access should be constructed with one inbound lane and one exiting lane. Each exiting approach should be controlled by side street stop sign and accompanying stop bar.

12. It is recommended that the project civil/site engineer comply with all applicable design standards including sight distances, driveway spacing, turn lane storage and taper lengths, turn radii, driveway widths, islands, angles with the adjacent roadways, and grades.

Appendix A

Traffic Count Data and

Traffic Volume Worksheets

1880 Scufflegrit Road Retail Center and Self-Storage
Traffic Impact Study

City of Marietta and Cobb County, Georgia

January 2026

Intersection: 1. Sandy Plains Road at Scufflegrit Road / Ross Road

Weekday A.M. Peak Hour	Northbound Scufflegrit Road				Southbound Ross Road				Eastbound Sandy Plains Road				Westbound Sandy Plains Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Thursday, April 17, 2025 7:30-8:30)	**71**	**1**	**221**	**293**	**0**	**1**	**1**	**2**	**0**	**777**	**124**	**901**	**471**	**773**	**0**	**1244**
Annual Background Growth to 2030	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2030 No-Build Volumes	**78**	**1**	**244**	**323**	**0**	**1**	**1**	**2**	**0**	**858**	**137**	**995**	**520**	**853**	**0**	**1373**
Retail New Trips and Self-Storage Trips	4	0	0	4	0	0	0	0	0	5	0	5	8	0	0	8
Retail Pass-by Trips	2	0	0	2	0	0	0	0	0	0	0	0	2	-2	0	0
Project Total Trips	**6**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**5**	**10**	**-2**	**0**	**8**
2030 Build Volumes	**84**	**1**	**244**	**329**	**0**	**1**	**1**	**2**	**0**	**863**	**137**	**1000**	**530**	**851**	**0**	**1381**

Weekday P.M. Peak Hour	Northbound Scufflegrit Road				Southbound Ross Road				Eastbound Sandy Plains Road				Westbound Sandy Plains Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Thursday, April 17, 2025 5:00-6:00)	**131**	**4**	**382**	**517**	**2**	**0**	**1**	**3**	**4**	**911**	**171**	**1086**	**376**	**614**	**0**	**990**
Annual Background Growth to 2030	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2030 No-Build Volumes	**145**	**4**	**422**	**571**	**2**	**0**	**1**	**3**	**4**	**1006**	**189**	**1199**	**415**	**678**	**0**	**1093**
Retail New Trips and Self-Storage Trips	8	0	0	8	0	0	0	0	0	8	0	8	12	0	0	12
Retail Pass-by Trips	4	0	0	4	0	0	0	0	0	0	0	0	4	-4	0	0
Project Total Trips	**12**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**8**	**16**	**-4**	**0**	**12**
2030 Build Volumes	**157**	**4**	**422**	**583**	**2**	**0**	**1**	**3**	**4**	**1014**	**189**	**1207**	**431**	**674**	**0**	**1105**

1880 Scuffiegrit Road Retail Center and Self-Storage
Traffic Impact Study

City of Marietta and Cobb County, Georgia

January 2026

Intersection: 2. Sandy Plains Road at Project RIRO Access

Weekday A.M. Peak Hour	Northbound Project RIRO Access			Eastbound Sandy Plains Road			Westbound Sandy Plains Road	
	R	Tot		T	R	Tot	T	Tot
Counted Volumes (Thursday, April 17, 2025 7:30-8:30)				**998**		**998**	**1244**	**1244**
Annual Background Growth to 2030				10.4%			10.4%	
2030 No-Build Volumes				**1102**		**1102**	**1373**	**1373**
Retail New Trips and Self-Storage Trips	7	7		0	5	5	8	8
Retail Pass-by Trips	3	3		-3	3	0	0	0
Project Total Trips	**10**	**10**		**-3**	**8**	**5**	**8**	**8**
2030 Build Volumes	**10**	**10**		**1099**	**8**	**1107**	**1381**	**1381**

Weekday P.M. Peak Hour	Northbound Project RIRO Access			Eastbound Sandy Plains Road			Westbound Sandy Plains Road	
	R	Tot		T	R	Tot	T	Tot
Counted Volumes (Thursday, April 17, 2025 5:00-6:00)				**1295**		**1295**	**990**	**990**
Annual Background Growth to 2030				10.4%			10.4%	
2030 No-Build Volumes				**1430**		**1430**	**1093**	**1093**
Retail New Trips and Self-Storage Trips	13	13		0	8	8	12	12
Retail Pass-by Trips	7	7		-7	7	0	0	0
Project Total Trips	**20**	**20**		**-7**	**15**	**8**	**12**	**12**
2030 Build Volumes	**20**	**20**		**1423**	**15**	**1438**	**1105**	**1105**

1880 Scufflegrit Road Retail Center and Self-Storage
Traffic Impact Study

City of Marietta and Cobb County, Georgia

January 2026

Intersection: 3. Scufflegrit Road at Project RIRO Access

Weekday A.M. Peak Hour	Northbound Scufflegrit Road			Southbound Scufflegrit Road				Westbound Project Access		
	T	R	Tot	L	T	Tot		L	R	Tot
Counted Volumes (Thursday, April 17, 2025 7:30-8:30)	**293**		**293**		**596**	**596**				
Annual Background Growth to 2030	10.4%				10.4%					
2030 No-Build Volumes	**323**		**323**		**658**	**658**				
Retail New Trips and Self-Storage Trips	0	8	8	8	0	8		6	4	10
Retail Pass-by Trips	-1	1	0	3	-1	2		1	2	3
Project Total Trips	**-1**	**9**	**8**	**11**	**-1**	**10**		**7**	**6**	**13**
2030 Build Volumes	**322**	**9**	**331**	**11**	**657**	**668**		**7**	**6**	**13**

Weekday P.M. Peak Hour	Northbound Scufflegrit Road			Southbound Scufflegrit Road				Westbound Project Access		
L	T	R	Tot	L	T	Tot		L	R	Tot
Counted Volumes (Thursday, April 17, 2025 5:00-6:00)	**517**		**517**		**547**	**547**				
Annual Background Growth to 2030	10.4%				10.4%					
2030 No-Build Volumes	**571**		**571**		**604**	**604**				
Retail New Trips and Self-Storage Trips	0	11	11	12	0	12		11	8	19
Retail Pass-by Trips	-3	3	0	6	-2	4		5	4	9
Project Total Trips	**-3**	**14**	**11**	**18**	**-2**	**16**		**16**	**12**	**28**
2030 Build Volumes	**568**	**14**	**582**	**18**	**602**	**620**		**16**	**12**	**28**

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TMC Data
Sandy Plains Rd @ Scufflegrit Rd/Ross Rd
Marietta, GA
7-9 AM | 4-6 PM

File Name : 50070001
Site Code : 50070001
Start Date : 4/17/2025
Page No : 1

Groups Printed- Cars, Trucks, Buses

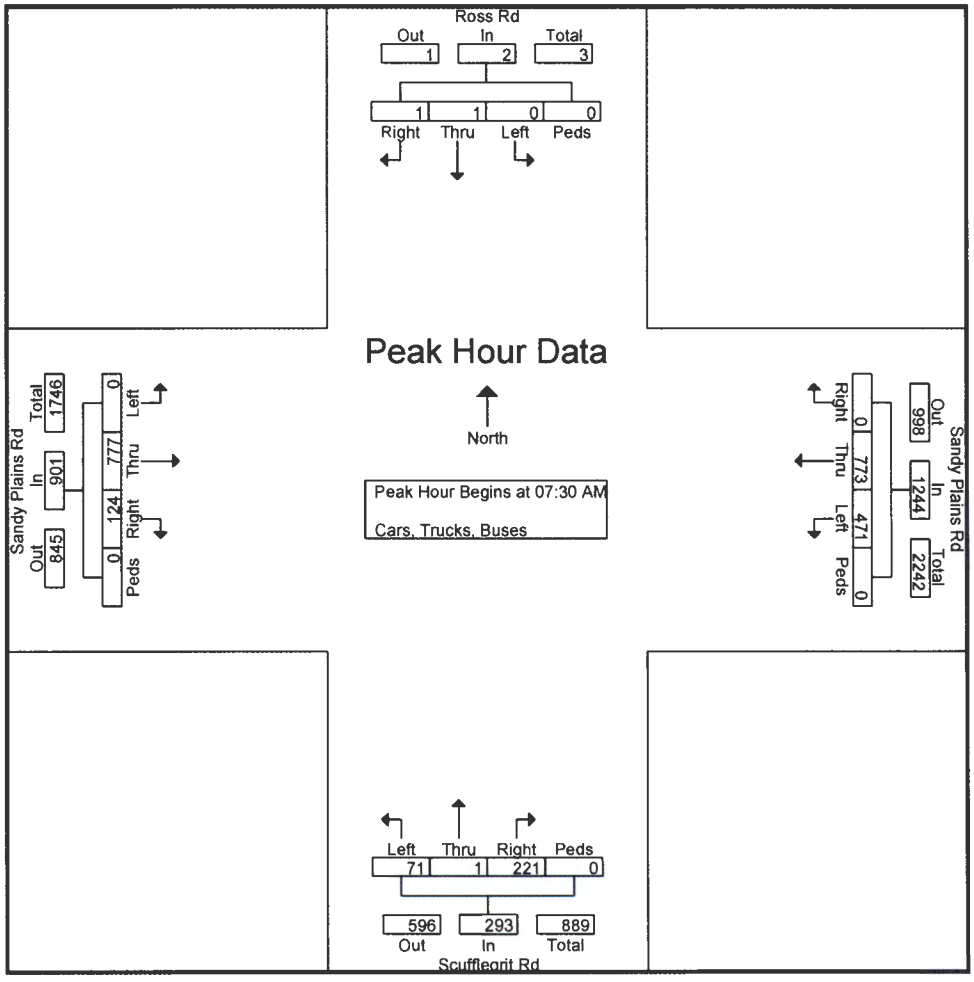
	Scufflegrit Rd Northbound					Ross Rd Southbound					Sandy Plains Rd Eastbound					Sandy Plains Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	16	0	35	0	51	0	0	1	0	1	4	172	18	0	194	83	178	0	0	261	507
07:15 AM	13	0	60	0	73	0	0	0	0	0	0	181	23	0	204	126	183	0	0	309	586
07:30 AM	18	1	53	0	72	0	0	0	0	0	0	167	24	0	191	133	217	0	0	350	613
07:45 AM	22	0	54	0	76	0	0	0	0	0	0	215	34	0	249	110	181	0	0	291	616
Total	69	1	202	0	272	0	0	1	0	1	4	735	99	0	838	452	759	0	0	1211	2322
08:00 AM	17	0	60	0	77	0	1	1	0	2	0	169	33	0	202	109	171	0	0	280	561
08:15 AM	14	0	54	0	68	0	0	0	0	0	0	226	33	0	259	119	204	0	0	323	650
08:30 AM	17	0	55	0	72	0	1	0	0	1	1	174	27	0	202	99	145	1	0	245	520
08:45 AM	17	0	49	0	66	0	0	0	0	0	0	167	36	0	203	93	159	0	0	252	521
Total	65	0	218	0	283	0	2	1	0	3	1	736	129	0	866	420	679	1	0	1100	2252
*** BREAK ***																					
04:00 PM	29	0	101	0	130	0	0	5	0	5	2	269	31	0	302	85	139	0	0	224	661
04:15 PM	23	0	93	0	116	0	0	2	0	2	2	231	16	0	249	82	124	0	0	206	573
04:30 PM	23	0	108	0	131	0	0	0	0	0	0	250	25	0	275	74	143	0	0	217	623
04:45 PM	27	0	93	0	120	0	0	0	0	0	0	249	23	0	272	83	129	0	0	212	604
Total	102	0	395	0	497	0	0	7	0	7	4	999	95	0	1098	324	535	0	0	859	2461
05:00 PM	31	1	87	0	119	0	0	0	0	0	1	246	41	0	288	81	157	0	0	238	645
05:15 PM	36	1	102	0	139	1	0	1	0	2	0	224	43	0	267	97	130	0	0	227	635
05:30 PM	38	2	95	0	135	0	0	0	0	0	2	244	49	0	295	100	175	0	0	275	705
05:45 PM	26	0	98	0	124	1	0	0	0	1	1	197	38	0	236	98	152	0	0	250	611
Total	131	4	382	0	517	2	0	1	0	3	4	911	171	0	1086	376	614	0	0	990	2596
Grand Total	367	5	1197	0	1569	2	2	10	0	14	13	3381	494	0	3888	1572	2587	1	0	4160	9631
Apprch %	23.4	0.3	76.3	0		14.3	14.3	71.4	0		0.3	87	12.7	0		37.8	62.2	0	0		
Total %	3.8	0.1	12.4	0	16.3	0	0	0.1	0	0.1	0.1	35.1	5.1	0	40.4	16.3	26.9	0	0	43.2	

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File Name : 50070001
Site Code : 50070001
Start Date : 4/17/2025
Page No : 2

	Scufflegrit Rd Northbound					Ross Rd Southbound					Sandy Plains Rd Eastbound					Sandy Plains Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	18	1	53	0	72	0	0	0	0	0	0	167	24	0	191	**133**	**217**	0	0	**350**	613
07:45 AM	**22**	0	54	0	76	0	0	0	0	0	0	215	**34**	0	249	110	181	0	0	291	616
08:00 AM	17	0	**60**	0	**77**	0	**1**	1	0	**2**	0	169	33	0	202	109	171	0	0	280	561
08:15 AM	14	0	54	0	68	0	0	0	0	0	0	**226**	33	0	**259**	119	204	0	0	323	**650**
Total Volume	71	1	221	0	293	0	1	1	0	2	0	777	124	0	901	471	773	0	0	1244	2440
% App. Total	24.2	0.3	75.4	0		0	50	50	0		0	86.2	13.8	0		37.9	62.1	0	0		
PHF	.807	.250	.921	.000	.951	.000	.250	.250	.000	.250	.000	.860	.912	.000	.870	.885	.891	.000	.000	.889	.938

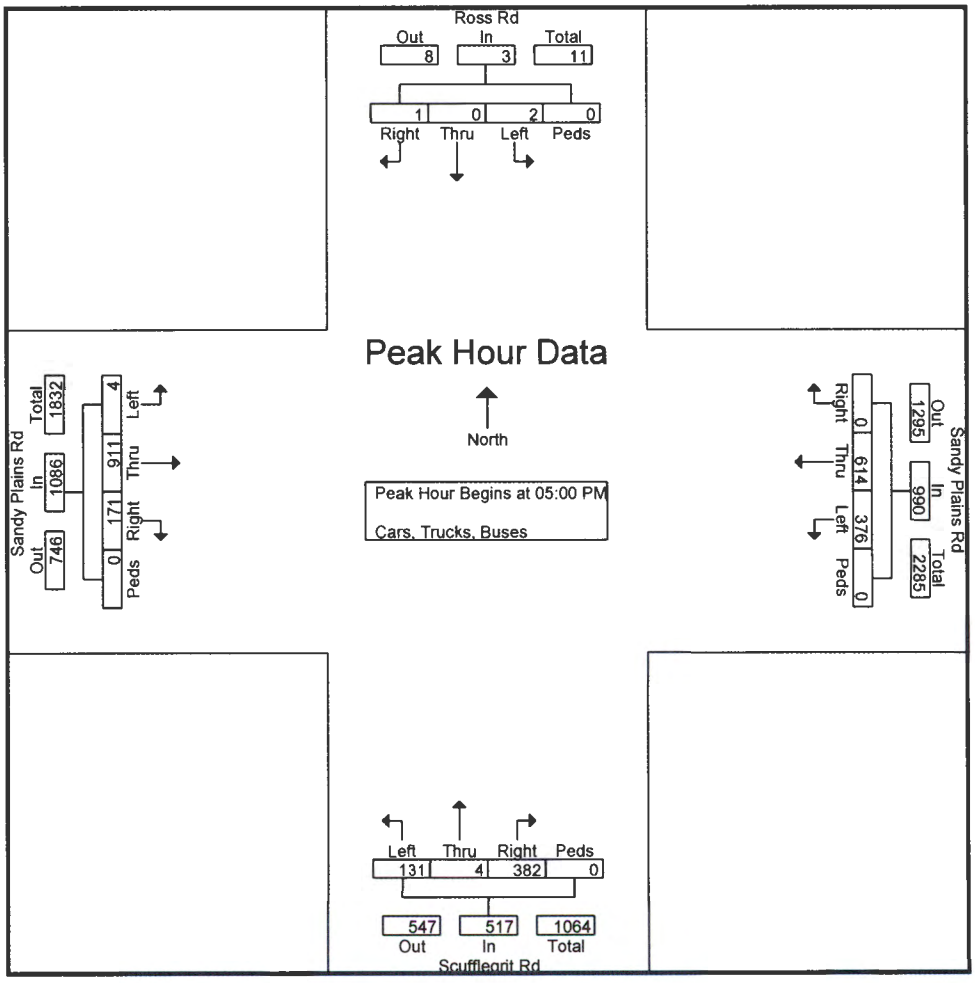


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File Name : 50070001
Site Code : 50070001
Start Date : 4/17/2025
Page No : 3

	Scufflegrit Rd Northbound					Ross Rd Southbound					Sandy Plains Rd Eastbound					Sandy Plains Rd 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	31	1	87	0	119	0	0	0	0	0	1	**246**	**41**	0	288	81	157	0	0	238	645
05:15 PM	36	1	**102**	0	**139**	**1**	0	**1**	0	**2**	0	224	43	0	267	97	130	0	0	227	635
05:30 PM	**38**	**2**	95	0	135	0	0	0	0	0	**2**	244	**49**	0	**295**	**100**	**175**	0	0	**275**	**705**
05:45 PM	26	0	98	0	124	1	0	0	0	1	1	197	38	0	236	98	152	0	0	250	611
Total Volume	131	4	382	0	517	2	0	1	0	3	4	911	171	0	1086	376	614	0	0	990	2596
% App. Total	25.3	0.8	73.9	0		66.7	0	33.3	0		0.4	83.9	15.7	0		38	62	0	0		
PHF	.862	.500	.936	.000	.930	.500	.000	.250	.000	.375	.500	.926	.872	.000	.920	.940	.877	.000	.000	.900	.921



Appendix B

Intersection Analysis Methodology

Intersection Analysis Methodology

The methodology used for evaluating traffic operations at intersections is presented in the Transportation Research Board's 2022 *Highway Capacity Manual*, 7th Edition (HCM 7). Synchro 12 software, which emulates the HCM 7 methodology, was used for all analyses. The following is an overview of the methodology employed for the analysis of signalized intersections and roundabouts and stop-sign controlled (unsignalized) intersections. Levels of service (LOS) are assigned letters A through F. LOS A indicates operations with very low control delay while LOS F describes operations with high control delay. LOS F is considered to be unacceptable by most drivers, while LOS E is typically considered to be the limit of acceptable delay.

Signalized Intersections and Roundabouts – Level of service for a signalized intersection and a roundabout is defined in terms of control delay per vehicle. For signalized intersections and roundabouts, a composite intersection level of service is determined. The thresholds for each level of service are higher for signalized intersections and roundabouts than for unsignalized intersections. This is attributable to a variety of factors including expectation and acceptance of higher delays at signals/roundabouts, and the fact that drivers can relax when waiting at a signal as opposed to having to remain attentive as they proceed through the unsignalized intersection. The level of service criteria for signalized intersections and roundabouts are shown in Table A.

Table A – Level of Service Criteria for Signalized Intersections and Roundabouts

Control Delay (s/veh)	LOS
≤ 10	A
> 10 and ≤ 20	B
> 20 and ≤ 35	C
> 35 and ≤ 55	D
> 55 and ≤ 80	E
> 80	F

Source: Highway Capacity Manual 7

Unsignalized Intersections – Level of service for an unsignalized intersection is defined in terms of control delay per vehicle. Control delay is that portion of delay attributable to the control device and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The delays at unsignalized intersections are based on gap acceptance theory, factoring in availability of gaps, usefulness of the gaps, and the priority of right-of-way given to each traffic stream. The level of service criteria for unsignalized intersections are presented in Table B.

Table B – Level of Service Criteria for Unsignalized Intersections

Control Delay (s/veh)	LOS
0 – 10	A
> 10 and ≤ 15	B
> 15 and ≤ 25	C
> 25 and ≤ 35	D
> 35 and ≤ 50	E
> 50	F

Source: Highway Capacity Manual 7

Appendix C

Existing Intersection Operational Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	777	124	471	773	0	71	1	221	0	1	1
Future Volume (veh/h)	0	777	124	471	773	0	71	1	221	0	1	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1870	1870	1870
Adj Flow Rate, veh/h	0	893	0	529	869	0	75	1	233	0	4	4
Peak Hour Factor	0.87	0.87	0.87	0.89	0.89	0.89	0.95	0.95	0.95	0.25	0.25	0.25
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	260	987		553	2065	0	362	5	573	0	116	98
Arrive On Green	0.00	0.28	0.00	0.25	0.58	0.00	0.21	0.21	0.21	0.00	0.06	0.06
Sat Flow, veh/h	1781	3647	0	1781	3647	0	1759	23	2790	0	1870	1585
Grp Volume(v), veh/h	0	893	0	529	869	0	76	0	233	0	4	4
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	0	1782	0	1395	0	1870	1585
Q Serve(g_s), s	0.0	21.6	0.0	20.8	12.1	0.0	3.2	0.0	6.4	0.0	0.2	0.2
Cycle Q Clear(g_c), s	0.0	21.6	0.0	20.8	12.1	0.0	3.2	0.0	6.4	0.0	0.2	0.2
Prop In Lane	1.00		0.00	1.00		0.00	0.99		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	260	987		553	2065	0	366	0	573	0	116	98
V/C Ratio(X)	0.00	0.90		0.96	0.42	0.00	0.21	0.00	0.41	0.00	0.03	0.04
Avail Cap(c_a), veh/h	358	1026		553	2065	0	366	0	573	0	116	98
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	31.0	0.0	22.8	10.3	0.0	29.3	0.0	30.7	0.0	39.3	39.3
Incr Delay (d2), s/veh	0.0	11.0	0.0	27.6	0.1	0.0	1.3	0.0	2.1	0.0	0.6	0.8
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	0.0	10.0	0.0	11.8	3.9	0.0	1.4	0.0	2.2	0.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	42.0	0.0	50.4	10.5	0.0	30.6	0.0	32.8	0.0	39.8	40.1
LnGrp LOS		D		D	B		C		C		D	D
Approach Vol, veh/h		893			1398			309			8	
Approach Delay, s/veh		42.0			25.6			32.3			39.9	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	2	3	4		6	7	8					
Phs Duration (G+Y+Rc), s	22.8	27.0	29.2		10.0	0.0	56.2					
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5	4.5	4.5					
Max Green Setting (Gmax), s	18.3	22.5	25.7		5.5	5.0	43.2					
Max Q Clear Time (g_c+I1), s	8.4	22.8	23.6		2.2	0.0	14.1					
Green Ext Time (p_c), s	0.9	0.0	1.2		0.0	0.0	6.2					

Intersection Summary	
HCM 7th Control Delay, s/veh	32.0
HCM 7th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	911	171	376	614	0	131	4	382	2	0	1
Future Volume (veh/h)	4	911	171	376	614	0	131	4	382	2	0	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1870	1870	1870
Adj Flow Rate, veh/h	4	990	0	418	682	0	141	4	411	5	0	3
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.93	0.93	0.93	0.38	0.38	0.38
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	332	1123		452	1783	0	386	11	620	113	0	100
Arrive On Green	0.01	0.32	0.00	0.19	0.50	0.00	0.22	0.22	0.22	0.06	0.00	0.06
Sat Flow, veh/h	1781	3647	0	1781	3647	0	1734	49	2790	1781	0	1585
Grp Volume(v), veh/h	4	990	0	418	682	0	145	0	411	5	0	3
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	0	1784	0	1395	1781	0	1585
Q Serve(g_s), s	0.1	22.9	0.0	14.4	10.3	0.0	6.0	0.0	11.7	0.2	0.0	0.2
Cycle Q Clear(g_c), s	0.1	22.9	0.0	14.4	10.3	0.0	6.0	0.0	11.7	0.2	0.0	0.2
Prop In Lane	1.00		0.00	1.00		0.00	0.97		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	332	1123		452	1783	0	397	0	620	113	0	100
V/C Ratio(X)	0.01	0.88		0.92	0.38	0.00	0.37	0.00	0.66	0.04	0.00	0.03
Avail Cap(c_a), veh/h	427	1212		474	1783	0	397	0	620	113	0	100
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	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.0	28.1	0.0	21.2	13.3	0.0	28.6	0.0	30.8	38.2	0.0	38.1
Incr Delay (d2), s/veh	0.0	7.4	0.0	23.4	0.1	0.0	2.6	0.0	5.5	0.7	0.0	0.6
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	0.1	10.0	0.0	8.1	3.6	0.0	2.8	0.0	4.1	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.0	35.6	0.0	44.6	13.5	0.0	31.2	0.0	36.3	38.9	0.0	38.7
LnGrp LOS	C	D		D	B		C		D	D		D
Approach Vol, veh/h		994			1100			556			8	
Approach Delay, s/veh		35.5			25.3			34.9			38.8	
Approach LOS		D			C			C			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.8	21.1	31.9		10.0	5.0	48.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		19.3	17.6	29.6		5.5	5.1	42.1				
Max Q Clear Time (g_c+I1), s		13.7	16.4	24.9		2.2	2.1	12.3				
Green Ext Time (p_c), s		1.3	0.2	2.5		0.0	0.0	4.6				

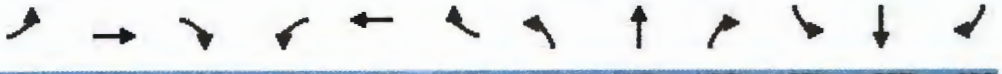
Intersection Summary	
HCM 7th Control Delay, s/veh	31.2
HCM 7th LOS	C

Notes

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

Appendix D

No-Build Intersection Operational Analysis



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	858	137	520	853	0	78	1	244	0	1	1
Future Volume (veh/h)	0	858	137	520	853	0	78	1	244	0	1	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1870	1870	1870
Adj Flow Rate, veh/h	0	986	0	584	958	0	82	1	257	0	4	4
Peak Hour Factor	0.87	0.87	0.87	0.89	0.89	0.89	0.95	0.95	0.95	0.25	0.25	0.25
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	250	1098		608	2277	0	320	4	508	0	96	81
Arrive On Green	0.00	0.31	0.00	0.29	0.64	0.00	0.18	0.18	0.18	0.00	0.05	0.05
Sat Flow, veh/h	1781	3647	0	1781	3647	0	1761	21	2790	0	1870	1585
Grp Volume(v), veh/h	0	986	0	584	958	0	83	0	257	0	4	4
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	0	1782	0	1395	0	1870	1585
Q Serve(g_s), s	0.0	28.4	0.0	28.9	14.2	0.0	4.3	0.0	8.9	0.0	0.2	0.3
Cycle Q Clear(g_c), s	0.0	28.4	0.0	28.9	14.2	0.0	4.3	0.0	8.9	0.0	0.2	0.3
Prop In Lane	1.00		0.00	1.00		0.00	0.99		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	250	1098		608	2277	0	324	0	508	0	96	81
V/C Ratio(X)	0.00	0.90		0.96	0.42	0.00	0.26	0.00	0.51	0.00	0.04	0.05
Avail Cap(c_a), veh/h	331	1177		616	2277	0	324	0	508	0	96	81
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	35.4	0.0	28.4	9.5	0.0	37.6	0.0	39.5	0.0	48.3	48.3
Incr Delay (d2), s/veh	0.0	9.0	0.0	26.5	0.1	0.0	1.9	0.0	3.6	0.0	0.8	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.0	0.0	18.4	4.7	0.0	2.0	0.0	3.2	0.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	44.4	0.0	54.9	9.6	0.0	39.5	0.0	43.1	0.0	49.1	49.5
LnGrp LOS		D		D	A		D		D		D	D
Approach Vol, veh/h		986			1542			340			8	
Approach Delay, s/veh		44.4			26.8			42.2			49.3	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	24.0	35.5	37.6		10.0	0.0	73.2
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	19.5	31.5	35.5		5.5	5.0	62.0
Max Q Clear Time (g_c+I1), s	10.9	30.9	30.4		2.3	0.0	16.2
Green Ext Time (p_c), s	0.9	0.2	2.7		0.0	0.0	7.5

Intersection Summary	
HCM 7th Control Delay, s/veh	34.7
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	1006	189	415	678	0	145	4	422	2	0	1
Future Volume (veh/h)	4	1006	189	415	678	0	145	4	422	2	0	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1870	1870	1870
Adj Flow Rate, veh/h	4	1093	0	461	753	0	156	4	454	5	0	3
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.93	0.93	0.93	0.38	0.38	0.38
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	329	1228		491	1984	0	335	9	538	102	0	90
Arrive On Green	0.01	0.35	0.00	0.22	0.56	0.00	0.19	0.19	0.19	0.06	0.00	0.06
Sat Flow, veh/h	1781	3647	0	1781	3647	0	1739	45	2790	1781	0	1585
Grp Volume(v), veh/h	4	1093	0	461	753	0	160	0	454	5	0	3
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	0	1783	0	1395	1781	0	1585
Q Serve(g_s), s	0.1	28.0	0.0	18.8	11.5	0.0	7.7	0.0	15.1	0.3	0.0	0.2
Cycle Q Clear(g_c), s	0.1	28.0	0.0	18.8	11.5	0.0	7.7	0.0	15.1	0.3	0.0	0.2
Prop In Lane	1.00		0.00	1.00		0.00	0.97		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	329	1228		491	1984	0	344	0	538	102	0	90
V/C Ratio(X)	0.01	0.89		0.94	0.38	0.00	0.47	0.00	0.84	0.05	0.00	0.03
Avail Cap(c_a), veh/h	414	1322		509	1984	0	344	0	538	102	0	90
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	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.4	29.8	0.0	25.6	11.9	0.0	34.5	0.0	37.5	43.0	0.0	43.0
Incr Delay (d2), s/veh	0.0	7.5	0.0	25.0	0.1	0.0	4.5	0.0	14.9	0.9	0.0	0.7
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	0.1	12.3	0.0	13.3	4.0	0.0	3.7	0.0	6.0	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.4	37.3	0.0	50.6	12.1	0.0	39.0	0.0	52.5	43.9	0.0	43.7
LnGrp LOS	C	D		D	B		D		D	D		D
Approach Vol, veh/h		1097			1214			614			8	
Approach Delay, s/veh		37.3			26.7			49.0			43.8	
Approach LOS		D			C			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.1	25.5	37.8		10.0	5.0	58.4				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.6	22.0	35.9		5.5	5.1	52.8				
Max Q Clear Time (g_c+I1), s		17.1	20.8	30.0		2.3	2.1	13.5				
Green Ext Time (p_c), s		0.5	0.2	3.3		0.0	0.0	5.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	35.4
HCM 7th LOS	D

Notes

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

Appendix E

Future Intersection Operational Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	863	137	530	851	0	84	1	244	0	1	1
Future Volume (veh/h)	0	863	137	530	851	0	84	1	244	0	1	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1870	1870	1870
Adj Flow Rate, veh/h	0	992	0	596	956	0	88	1	257	0	4	4
Peak Hour Factor	0.87	0.87	0.87	0.89	0.89	0.89	0.95	0.95	0.95	0.25	0.25	0.25
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	249	1092		619	2298	0	312	4	494	0	95	81
Arrive On Green	0.00	0.31	0.00	0.30	0.65	0.00	0.18	0.18	0.18	0.00	0.05	0.05
Sat Flow, veh/h	1781	3647	0	1781	3647	0	1762	20	2790	0	1870	1585
Grp Volume(v), veh/h	0	992	0	596	956	0	89	0	257	0	4	4
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	0	1782	0	1395	0	1870	1585
Q Serve(g_s), s	0.0	28.9	0.0	30.0	14.0	0.0	4.7	0.0	9.0	0.0	0.2	0.3
Cycle Q Clear(g_c), s	0.0	28.9	0.0	30.0	14.0	0.0	4.7	0.0	9.0	0.0	0.2	0.3
Prop In Lane	1.00		0.00	1.00		0.00	0.99		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	249	1092		619	2298	0	316	0	494	0	95	81
V/C Ratio(X)	0.00	0.91		0.96	0.42	0.00	0.28	0.00	0.52	0.00	0.04	0.05
Avail Cap(c_a), veh/h	330	1150		626	2298	0	316	0	494	0	95	81
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	35.9	0.0	28.8	9.2	0.0	38.4	0.0	40.2	0.0	48.7	48.7
Incr Delay (d2), s/veh	0.0	10.3	0.0	26.7	0.1	0.0	2.2	0.0	3.9	0.0	0.8	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.4	0.0	18.9	4.6	0.0	2.2	0.0	3.3	0.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	46.2	0.0	55.4	9.3	0.0	40.7	0.0	44.1	0.0	49.5	49.9
LnGrp LOS		D		E	A		D		D		D	D
Approach Vol, veh/h		992			1552			346			8	
Approach Delay, s/veh		46.2			27.0			43.2			49.7	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	2	3	4		6	7	8					
Phs Duration (G+Y+Rc), s	23.6	36.6	37.6		10.0	0.0	74.3					
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5	4.5	4.5					
Max Green Setting (Gmax), s	19.1	32.5	34.9		5.5	5.0	62.4					
Max Q Clear Time (g_c+I1), s	11.0	32.0	30.9		2.3	0.0	16.0					
Green Ext Time (p_c), s	0.9	0.1	2.2		0.0	0.0	7.5					

Intersection Summary	
HCM 7th Control Delay, s/veh	35.6
HCM 7th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑		↱
Traffic Vol, veh/h	1099	8	0	1381	0	10
Future Vol, veh/h	1099	8	0	1381	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	92	89	92	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1263	9	0	1552	0	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1263
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	207
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	207
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	23.43
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	207	-	-	-
HCM Lane V/C Ratio	0.057	-	-	-
HCM Ctrl Dly (s/v)	23.4	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	6	322	9	11	657
Future Vol, veh/h	7	6	322	9	11	657
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	60	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	95	95	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	7	339	9	12	730

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1093	339	0	0	348	0
Stage 1	339	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	237	703	-	-	1210	-
Stage 1	722	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	235	703	-	-	1210	-
Mov Cap-2 Maneuver	235	-	-	-	-	-
Stage 1	722	-	-	-	-	-
Stage 2	460	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.13	0	0.13
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	339	1210	-
HCM Lane V/C Ratio	-	-	0.045	0.01	-
HCM Ctrl Dly (s/v)	-	-	16.1	8	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	1014	189	431	674	0	157	4	422	2	0	1
Future Volume (veh/h)	4	1014	189	431	674	0	157	4	422	2	0	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1870	1870	1870
Adj Flow Rate, veh/h	4	1102	0	479	749	0	169	4	454	5	0	3
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.93	0.93	0.93	0.38	0.38	0.38
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	331	1255		511	2053	0	329	8	528	95	0	85
Arrive On Green	0.01	0.35	0.00	0.23	0.58	0.00	0.19	0.19	0.19	0.05	0.00	0.05
Sat Flow, veh/h	1781	3647	0	1781	3647	0	1742	41	2790	1781	0	1585
Grp Volume(v), veh/h	4	1102	0	479	749	0	173	0	454	5	0	3
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	0	1783	0	1395	1781	0	1585
Q Serve(g_s), s	0.1	30.0	0.0	21.2	11.6	0.0	9.0	0.0	16.3	0.3	0.0	0.2
Cycle Q Clear(g_c), s	0.1	30.0	0.0	21.2	11.6	0.0	9.0	0.0	16.3	0.3	0.0	0.2
Prop In Lane	1.00		0.00	1.00		0.00	0.98		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	331	1255		511	2053	0	337	0	528	95	0	85
V/C Ratio(X)	0.01	0.88		0.94	0.36	0.00	0.51	0.00	0.86	0.05	0.00	0.04
Avail Cap(c_a), veh/h	410	1396		559	2133	0	337	0	528	95	0	85
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	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.3	31.3	0.0	27.6	11.6	0.0	37.5	0.0	40.5	46.3	0.0	46.3
Incr Delay (d2), s/veh	0.0	6.2	0.0	22.6	0.1	0.0	5.5	0.0	16.6	1.0	0.0	0.8
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	0.1	13.0	0.0	14.2	4.1	0.0	4.4	0.0	6.5	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.3	37.5	0.0	50.1	11.8	0.0	43.0	0.0	57.1	47.4	0.0	47.1
LnGrp LOS	C	D		D	B		D		E	D		D
Approach Vol, veh/h		1106			1228			627			8	
Approach Delay, s/veh		37.4			26.7			53.2			47.3	
Approach LOS		D			C			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		24.0	28.2	40.9		10.0	5.0	64.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		19.5	26.5	40.5		5.5	5.1	61.9				
Max Q Clear Time (g_c+I1), s		18.3	23.2	32.0		2.3	2.1	13.6				
Green Ext Time (p_c), s		0.4	0.6	4.4		0.0	0.0	5.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	36.4
HCM 7th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑		↱
Traffic Vol, veh/h	1423	15	0	1105	0	20
Future Vol, veh/h	1423	15	0	1105	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	90	92	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1547	16	0	1228	0	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1547
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	141
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	141
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	35.66
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	141	-	-	-
HCM Lane V/C Ratio	0.167	-	-	-
HCM Ctrl Dly (s/v)	35.7	-	-	-
HCM Lane LOS	E	-	-	-
HCM 95th %tile Q(veh)	0.6	-	-	-

Intersection	
Int Delay, s/veh	0.7

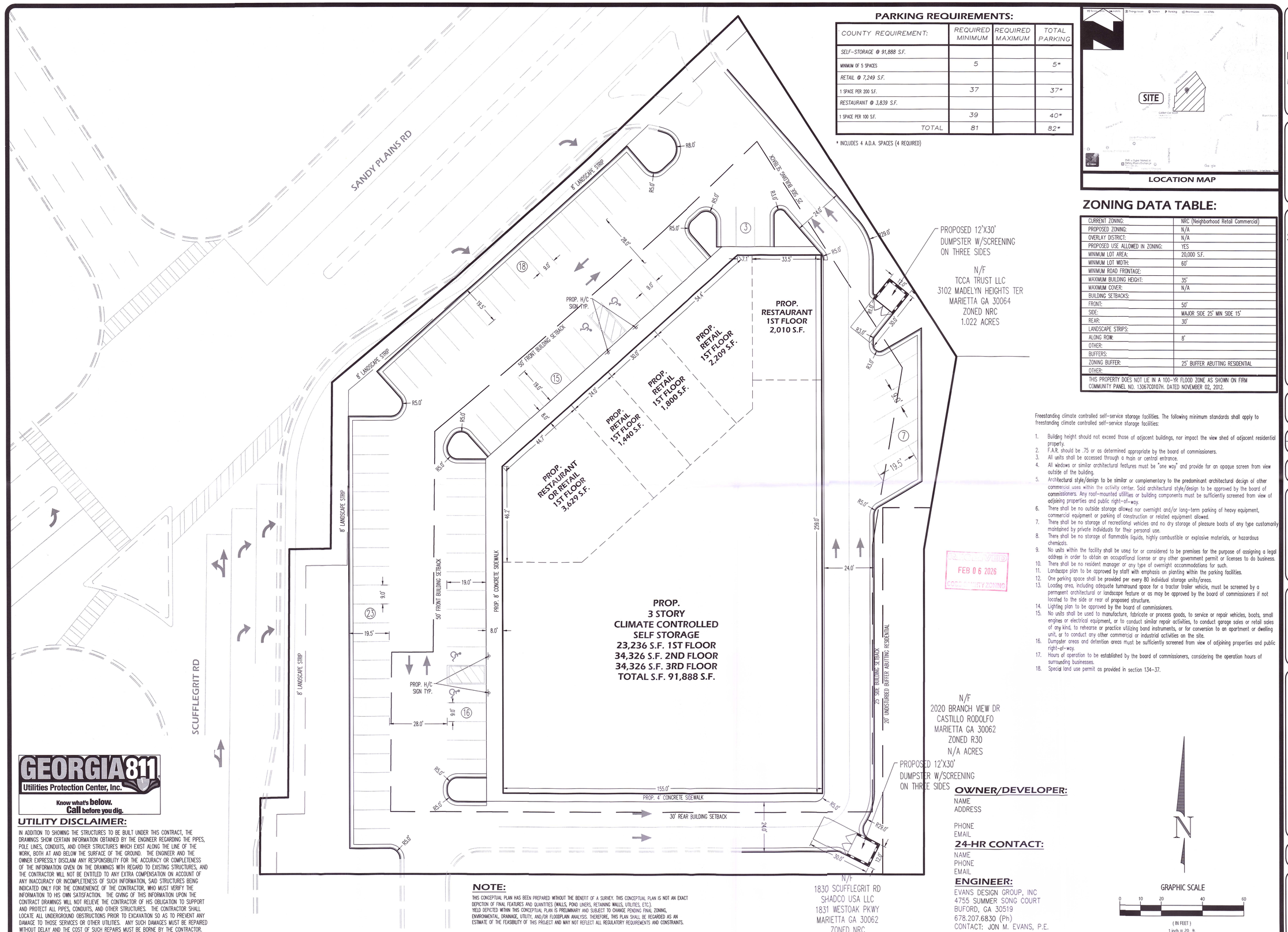
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	12	568	14	18	602
Future Vol, veh/h	16	12	568	14	18	602
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	60	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	93	93	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	14	611	15	20	669

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1320	611	0	0	626	0
Stage 1	611	-	-	-	-	-
Stage 2	709	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	173	494	-	-	956	-
Stage 1	542	-	-	-	-	-
Stage 2	488	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	169	494	-	-	956	-
Mov Cap-2 Maneuver	169	-	-	-	-	-
Stage 1	542	-	-	-	-	-
Stage 2	478	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	22.72	0	0.26
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	236	956	-
HCM Lane V/C Ratio	-	-	0.14	0.021	-
HCM Ctrl Dly (s/v)	-	-	22.7	8.8	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

FEB 05 2026



PARKING REQUIREMENTS:

COUNTY REQUIREMENT:	REQUIRED MINIMUM	REQUIRED MAXIMUM	TOTAL PARKING
SELF-STORAGE @ 91,888 S.F.			
MINIMUM OF 5 SPACES	5		5*
RETAIL @ 7,249 S.F.			
1 SPACE PER 200 S.F.	37		37*
RESTAURANT @ 3,839 S.F.			
1 SPACE PER 100 S.F.	39		40*
TOTAL	81		82*

* INCLUDES 4 A.D.A. SPACES (4 REQUIRED)

LOCATION MAP

ZONING DATA TABLE:

CURRENT ZONING:	NRC (Neighborhood Retail Commercial)
PROPOSED ZONING:	N/A
OVERLAY DISTRICT:	N/A
PROPOSED USE ALLOWED IN ZONING:	YES
MINIMUM LOT AREA:	20,000 S.F.
MINIMUM LOT WIDTH:	60'
MINIMUM ROAD FRONTAGE:	
MAXIMUM BUILDING HEIGHT:	35'
MAXIMUM COVER:	N/A
BUILDING SETBACKS:	
FRONT:	50'
SIDE:	MAJOR SIDE 25' MIN SIDE 15'
REAR:	30'
LANDSCAPE STRIPS:	
ALONG ROW:	8'
OTHER:	
BUFFERS:	
ZONING BUFFER:	25' BUFFER ABUTTING RESIDENTIAL
OTHER:	
THIS PROPERTY DOES NOT LIE IN A 100-YR FLOOD ZONE AS SHOWN ON FIRM COMMUNITY PANEL NO. 13067C0107H. DATED NOVEMBER 02, 2012.	

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COBB COUNTY ZONING

Freestanding climate controlled self-service storage facilities. The following minimum standards shall apply to freestanding climate controlled self-service storage facilities:

1. Building height should not exceed those of adjacent buildings, nor impact the view shed of adjacent residential property.
2. F.A.R. should be .75 or as determined appropriate by the board of commissioners.
3. All units shall be accessed through a main or central entrance.
4. All windows or similar architectural features must be "one way" and provide for an opaque screen from view outside of the building.
5. Architectural style/design to be similar or complementary to the predominant architectural design of other commercial uses within the activity center. Said architectural style/design to be approved by the board of commissioners. Any roof-mounted utilities or building components must be sufficiently screened from view of adjoining properties and public right-of-way.
6. There shall be no outside storage allowed nor overnight and/or long-term parking of heavy equipment, commercial equipment or parking of construction or related equipment allowed.
7. There shall be no storage of recreational vehicles and no dry storage of pleasure boats of any type customarily maintained by private individuals for their personal use.
8. There shall be no storage of flammable liquids, highly combustible or explosive materials, or hazardous chemicals.
9. No units within the facility shall be used for or considered to be premises for the purpose of assigning a legal address in order to obtain an occupational license or any other government permit or licenses to do business.
10. There shall be no resident manager or any type of overnight accommodations for such.
11. Landscape plan to be approved by staff with emphasis on planting within the parking facilities.
12. One parking space shall be provided per every 80 individual storage units/areas.
13. Loading area, including adequate turnaround space for a tractor trailer vehicle, must be screened by a permanent architectural or landscape feature or as may be approved by the board of commissioners if not located to the side or rear of proposed structure.
14. Lighting plan to be approved by the board of commissioners.
15. No units shall be used to manufacture, fabricate or process goods, to service or repair vehicles, boats, small engines or electrical equipment, or to conduct similar repair activities, to conduct garage sales or retail sales of any kind, to rehearse or practice utilizing band instruments, or for conversion to an apartment or dwelling unit, or to conduct any other commercial or industrial activities on the site.
16. Dumpster areas and detention areas must be sufficiently screened from view of adjoining properties and public right-of-way.
17. Hours of operation to be established by the board of commissioners, considering the operation hours of surrounding businesses.
18. Special land use permit as provided in section 134-37.

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GEORGIA811
Utilities Protection Center, Inc.
Know what's below. Call before you dig.

UTILITY DISCLAIMER:

IN ADDITION TO SHOWING THE STRUCTURES TO BE BUILT UNDER THIS CONTRACT, THE DRAWINGS SHOW CERTAIN INFORMATION OBTAINED BY THE ENGINEER REGARDING THE PIPES, POLE LINES, CONDUITS, AND OTHER STRUCTURES WHICH EXIST ALONG THE LINE OF THE WORK, BOTH AT AND BELOW THE SURFACE OF THE GROUND. THE ENGINEER AND THE OWNER EXPRESSLY DISCLAIM ANY RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS OF THE INFORMATION GIVEN ON THE DRAWINGS WITH REGARD TO EXISTING STRUCTURES, AND THE CONTRACTOR WILL NOT BE ENTITLED TO ANY EXTRA COMPENSATION ON ACCOUNT OF ANY INACCURACY OR INCOMPLETENESS OF SUCH INFORMATION, SAID STRUCTURES BEING INDICATED ONLY FOR THE CONVENIENCE OF THE CONTRACTOR, WHO MUST VERIFY THE INFORMATION TO HIS OWN SATISFACTION. THE GIVING OF THIS INFORMATION UPON THE CONTRACT DRAWINGS WILL NOT RELIEVE THE CONTRACTOR OF HIS OBLIGATION TO SUPPORT AND PROTECT ALL PIPES, CONDUITS, AND OTHER STRUCTURES. THE CONTRACTOR SHALL LOCATE ALL UNDERGROUND OBSTRUCTIONS PRIOR TO EXCAVATION SO AS TO PREVENT ANY DAMAGE TO THOSE SERVICES OR OTHER UTILITIES. ANY SUCH DAMAGES MUST BE REPAIRED WITHOUT DELAY AND THE COST OF SUCH REPAIRS MUST BE BORNE BY THE CONTRACTOR.

NOTE:

THIS CONCEPTUAL PLAN HAS BEEN PREPARED WITHOUT THE BENEFIT OF A SURVEY. THIS CONCEPTUAL PLAN IS NOT AN EXACT DEPICTION OF FINAL FEATURES AND QUANTITIES (WALLS, POND LINERS, RETAINING WALLS, UTILITIES, ETC.). YIELD DEPICTED WITHIN THIS CONCEPTUAL PLAN IS PRELIMINARY AND SUBJECT TO CHANGE PENDING FINAL ZONING, ENVIRONMENTAL, DRAINAGE, UTILITY, AND/OR FLOODPLAIN ANALYSIS. THEREFORE, THIS PLAN SHALL BE REGARDED AS AN ESTIMATE OF THE FEASIBILITY OF THIS PROJECT AND MAY NOT REFLECT ALL REGULATORY REQUIREMENTS AND CONSTRAINTS.

OWNER/DEVELOPER:

NAME
ADDRESS

PHONE
EMAIL

24-HR CONTACT:

NAME
PHONE
EMAIL

ENGINEER:

EVANS DESIGN GROUP, INC
4755 SUMMER SONG COURT
BUFORD, GA 30519
678.207.6830 (Ph)
CONTACT: JON M. EVANS, P.E.

GRAPHIC SCALE
0 10 20 40 60
(IN FEET)
1 inch = 20 ft.

Evans Design Group, Inc.
Civil Engineering / Site Planning / Land Development Services
4755 Summer Song Court
Buford, GA 30519
(Ph) 678.207.6830
jevans@evansdg.com

GEORGIA REGISTERED NO. 28681 PROFESSIONAL ENGINEER JON M. EVANS

GSWCC LEVEL II CERT. # 10877

PROJECT NAME
SCUFFLEGRIT RD C-STORE & RETAIL

RECEIVED
FEB 06 2026
COBB COUNTY ZONING

1880 SCUFFLEGRIT RD
L.L. 776, 16th DIST.
COBB COUNTY,
GEORGIA

DATE:
09-08-23

DESIGN BY	DRAWN BY	CHECKED BY
JME	JME	JME

■ Not Released For Construction
□ Released For Construction

OWNER/DEVELOPER

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REVISIONS

JOB NUMBER:
23-049

SHEET TITLE
SITE PLAN

C-4

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

LUP-6-2026

SITE BACKGROUND

Applicant	Tasha Tolbert and Alicia Steel
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Tasha Tolbert
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	2591 Morgan Road, LLC
Property Location	Located on the west side of Morgan Road directly across from Green Meadow Drive and south of Ramblewood Drive
Address	2591 Morgan Road
Access to Property	Morgan Road

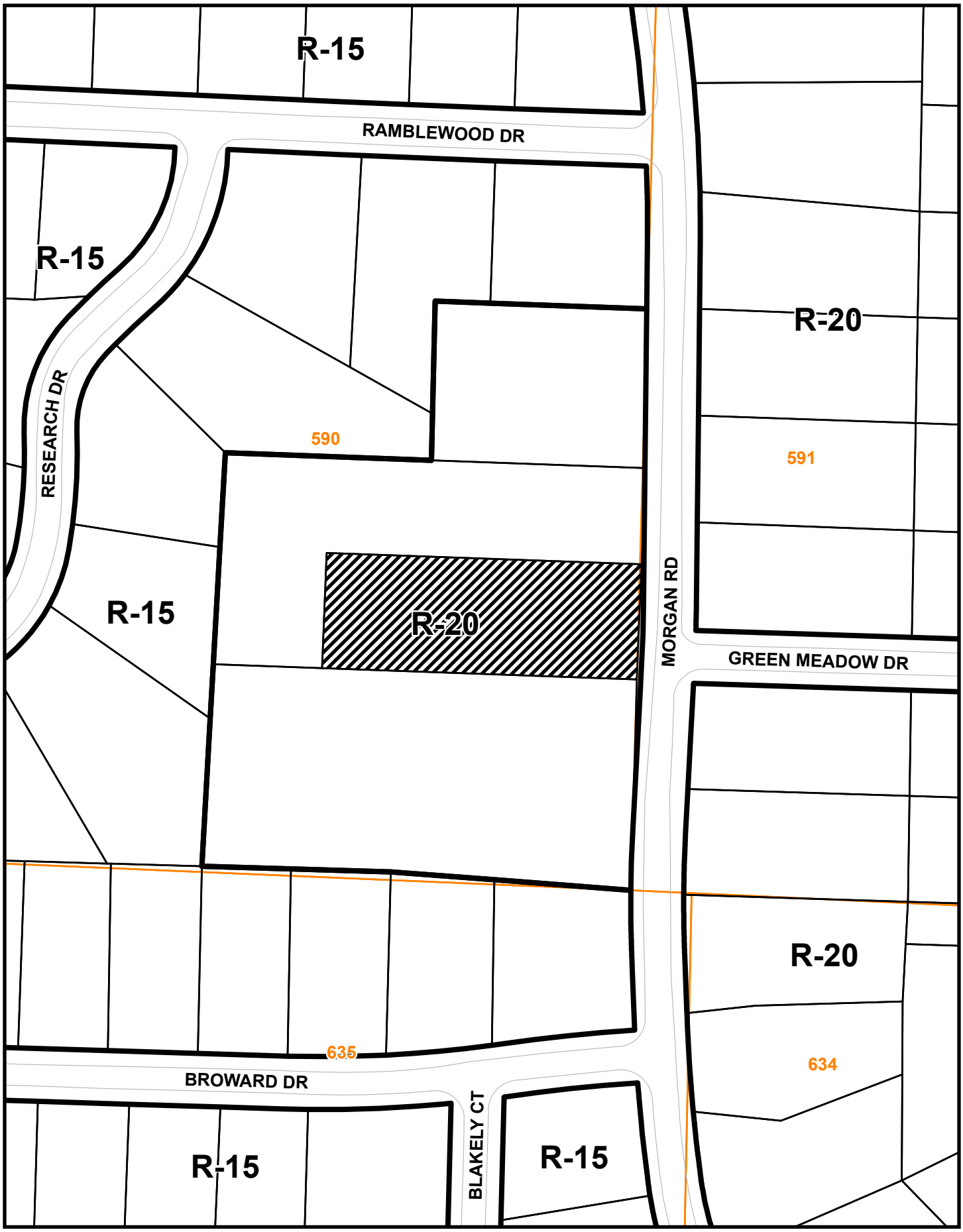
QUICK FACTS

Commission District	3 - Birrell
Current Zoning	R-20
Current Use of Property	Group home
Proposed Use	To allow more patients than the Code allows
Future Land Use	LDR
Site Acreage	0.75
District	16
Land Lot	590
Parcel #	16059000710
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

LUP-6 2026 Map



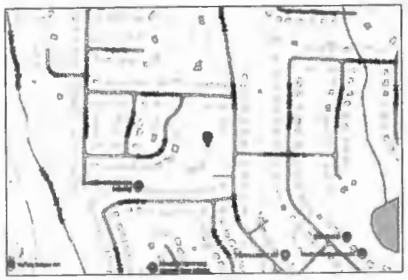
This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 105 210 Feet

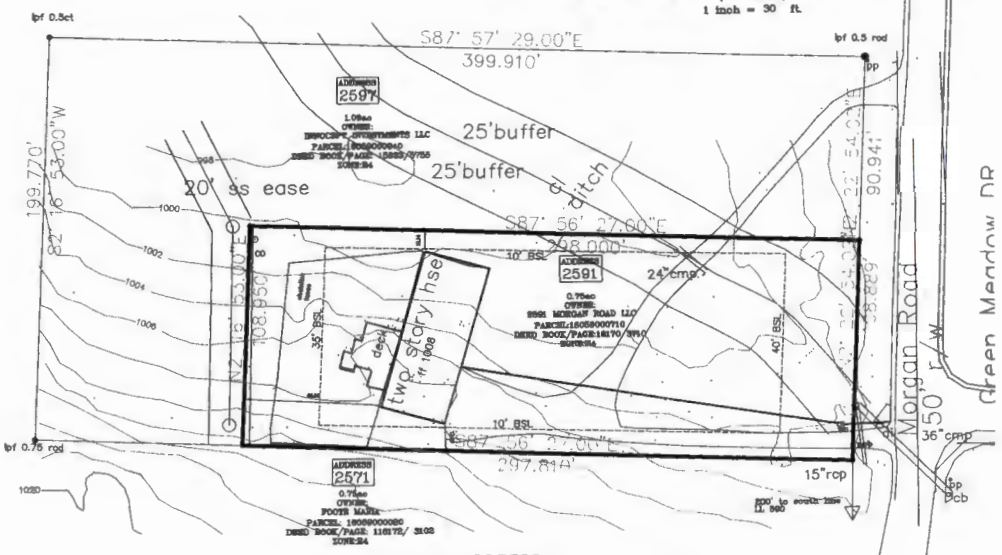
Zoning Boundary

City Boundary

THIS BLOCK RESERVED FOR CLERK OF COURT



VICINITY MAP



PROJECT ADDRESS
2591 Morgan Rd NE, Marietta, GA 30066
Cobb County

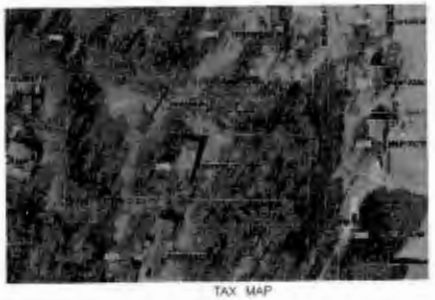
SURVEYOR CERTIFICATION:
This Plat is a retracement of an existing parcel or parcels of land and does not subdivide or create a new parcel or make changes to any real property boundaries. The recording information of the documents, maps, plats, or other instruments which created the parcel(s) are stated hereon. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. Furthermore, the undersigned land surveyor Certifies that this plat complies with the Minimum Technical Standards for Property Surveys in Georgia as set forth in the rules and regulations of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in O.C.G.A. Section 15-6-67.

Surveyor: J. Wayne Proctor, No. 2847

EQUIPMENT USED FOR MEASUREMENTS:
ANGULAR – TOPCON GTS-300 TOTAL STATION
LINEAR – EDM

THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 288,278.54 FEET. AND AN ANGULAR ERROR OF 05 SECONDS PER ANGLE POINT. THIS PLAT SUBJECT TO ALL EASEMENTS AND RIGHTS OF WAY PUBLIC AND PRIVATE.
THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND ACCURATE WITHIN ONE FOOT IN 288,278.54 FEET. IN MY OPINION THIS PLAT OR SURVEY IS A CORRECT REPRESENTATION OF THE LAND PLATTED AND HAS BEEN PREPARED IN CONFORMITY WITH THE MINIMUM technical STANDARDS for property surveys in Georgia as set forth in Chapter 180-7 of the Georgia Plat Act O.C.G.A. 15-6-67. Authority O.C.G.A Secs 15-6-67, 43-15-4, 43-15-6, 43-15-19, 43-15-22.

BEARINGS SHOWN HEREON BASED ON MAGNETIC OBSERVATIONS.
Field work completed 1-1-26
ALL PINS PLACED IPP .5" REBAR



TAX MAP

ENGINEER/SURVEYOR:
J. WAYNE PROCTOR
398 ATLANTA STREET, SE
MARIETTA, GA 30060
(770)425-6880

RECEIVED
JAN 07 2026
COBB COUNTY ZONING

LUP-6 2026 Aerial Map



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

0 105 210 Feet

Zoning Boundary

City Boundary

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JAN 07 2026
COBB COUNTY ZONING

Revised October 1, 2009

Application #:_____

PC Hearing Date:_____

BOC Hearing Date:_____

TEMPORARY LAND USE PERMIT WORKSHEET

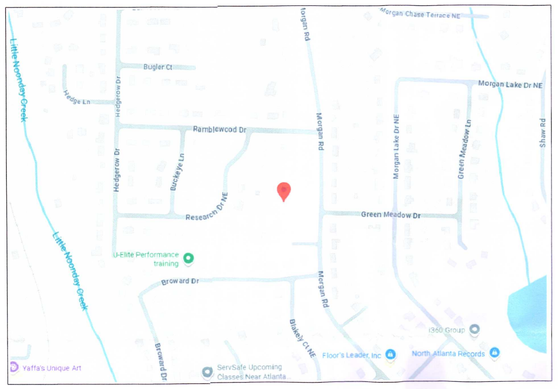
(FOR BUSINESS USE OR FOR A USE NOT PERMITTED)

1. **Type of business, or request?** Personal Care Home
2. **Number of employees?** 2
3. **Days of operation?** Monday - Sunday (daily)
4. **Hours of operation?** open around the clock
5. **Number of clients, customers, or sales persons coming to the house per day?** 8 **;Per week?** 56
6. **Where do clients, customers and/or employees park?**
   Driveway: X **; Street:**_____ **;Other (Explain):**_____
7. **Signs? No:** ✓ **; Yes:**_____**. (If yes, then how many, size, and location):**_____
8. **Number of vehicles related to this request? (Please also state type of vehicle, i.e. dump truck, bobcat, trailer, etc.):**_____
   2 CARS
9. **Deliveries? No** ✓ **; Yes**_____**(If yes, then how many per day or week, and is the delivery via semi-truck, USPS, Fedex, UPS, etc.)**
10. **Does the applicant live in the house? Yes**_____ **;No** X
11. **Any outdoor storage? No** X **; Yes**_____**(If yes, please state what is kept outside):**_____
12. **Length of time requested (24 months maximum):** 24 months
13. **Is this application a result of a Code Enforcement action? No** X **;Yes**__ **(If yes, attach a copy of the Notice of Violation and/or tickets to this form).**
14. **Any additional information? (Please attach additional information if needed):**
    N/A

Applicant signature: Alicia Steel **Date:** 12/1/25

Applicant name (printed): Alicia Steel

THIS BLOCK RESERVED FOR CLERK OF COURT



VICINITY MAP

LEGEND

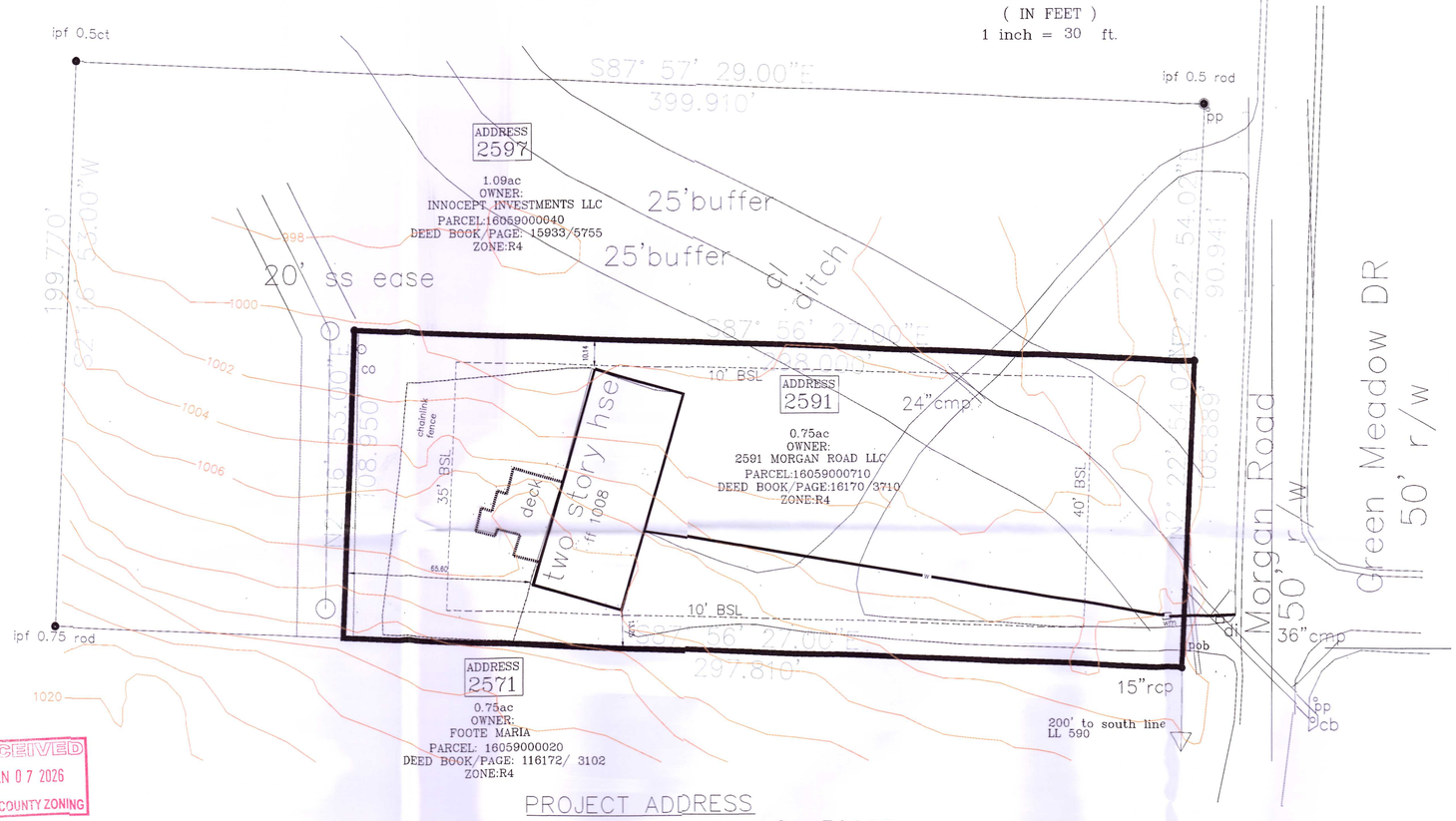
Existing Contour	~~~990~~~	Radius	R
Proposed Contour	990	Chord Bearing	CB
Exist. Spot Elev.	998.6	Chord	C
Proposed Spot Elev.	998.6	Service Pole	SP
Sanitary Sewer	SS	Lamp Pole	LPL
Fire Hydrant		Overhead Utility Line	OHUL
Silt Fence	X	Man Hole	MH
Water Line	W	Catch Basin	CB
Traffic Flow	≠≠≠	Junction Box	JB
Power Pole	PP	Drop Inlet	DI
Gas Line	G	Headwall	HW
Iron Pin Set	IPS	Corrugated Metal Pipe	CMP
Iron Pin Found	IPF	Reinforced Concrete	RCP
Concrete Monument Found	CMF	Cross Drain	CD
Monument	MON	Sewer Easement	SE
Nail & Cap	NAC	Drainage Easement	DE
Fence Corner	FC	Water Valve	WV
Fence		Water Meter	WM
Open Top Pin	OTP	Gas Valve	GV
Crimp Top Pin	CT	Gas Meter	GM
Reinforcing Bar	Rebar	Area	A
Centerline	C	Underground Electricity	UE
Right-of-Way	R/W	Underground Telephone	UT
		To Be Removed	TBR

COMMENT 2

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 30 ft.



RECEIVED
JAN 07 2026
COBB COUNTY ZONING

PROJECT ADDRESS
2591 Morgan Rd NE, Marietta, GA 30066
Cobb County

SURVEYOR CERTIFICATION:
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Surveyor: J. Wayne Proctor, No. 2847

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BEARINGS SHOWN HEREON BASED ON MAGNETIC OBSERVATIONS.
Field work completed 1-1-26
ALL PINS PLACED IPP .5" REBAR



TAX MAP

ENGINEER/SURVEYOR:
Acme American llc lsf776
J. WAYNE PROCTOR
319 ATLANTA STREET, SE
MARIETTA, GA 30060
(770)425-6890

UTILITIES PROTECTION CENTER
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Throughout Georgia
1-800-282-7411
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707 Whitlock Ave., S.W. Suite H-12, Marietta, Georgia 30064
Architects, Construction Managers, Engineers
voice (770) 425-6890 - fax (770) 425-5777

PROJECT# 20210902

TITLE: proposed Survey forMorgan RoadLLC
PROJECT: LL 590 16TH DISTRICT
Cobb County Georgia

GEORGIA REGISTERED No. 2847 PROFESSIONAL ENGINEER J.W. PROCTOR
date: 01-1-26

seal
GEORGIA REGISTERED No. 2847 PROFESSIONAL LAND SURVEYOR J.W. PROCTOR
010126

revisions:

date: 01-24-24
dwg. by: PCW
chkd. by: JWP

sheet: S-1

L-P-6

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

LUP-6-2026

SITE BACKGROUND

Applicant	Tasha Tolbert and Alicia Steel
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Tasha Tolbert
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	2591 Morgan Road, LLC
Property Location	Located on the west side of Morgan Road, south of Ramblewood Drive
Address	2591 Morgan Road
Access to Property	Morgan Road

QUICK FACTS

Commission District	3 - Birrell
Current Zoning	R-20
Current Use of Property	Group home
Proposed Use	Increase capacity of a group home from 4 residents to 8 residents
Future Land Use	LDR
Site Acreage	0.75
District	16
Land Lot	590
Parcel #	16059000710
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

(Zoning staff member: Peyton McClure, CNU-A)

Based on the analysis of this case, Staff recommends **DENIAL**.

LUP-6 2026 Aerial Map

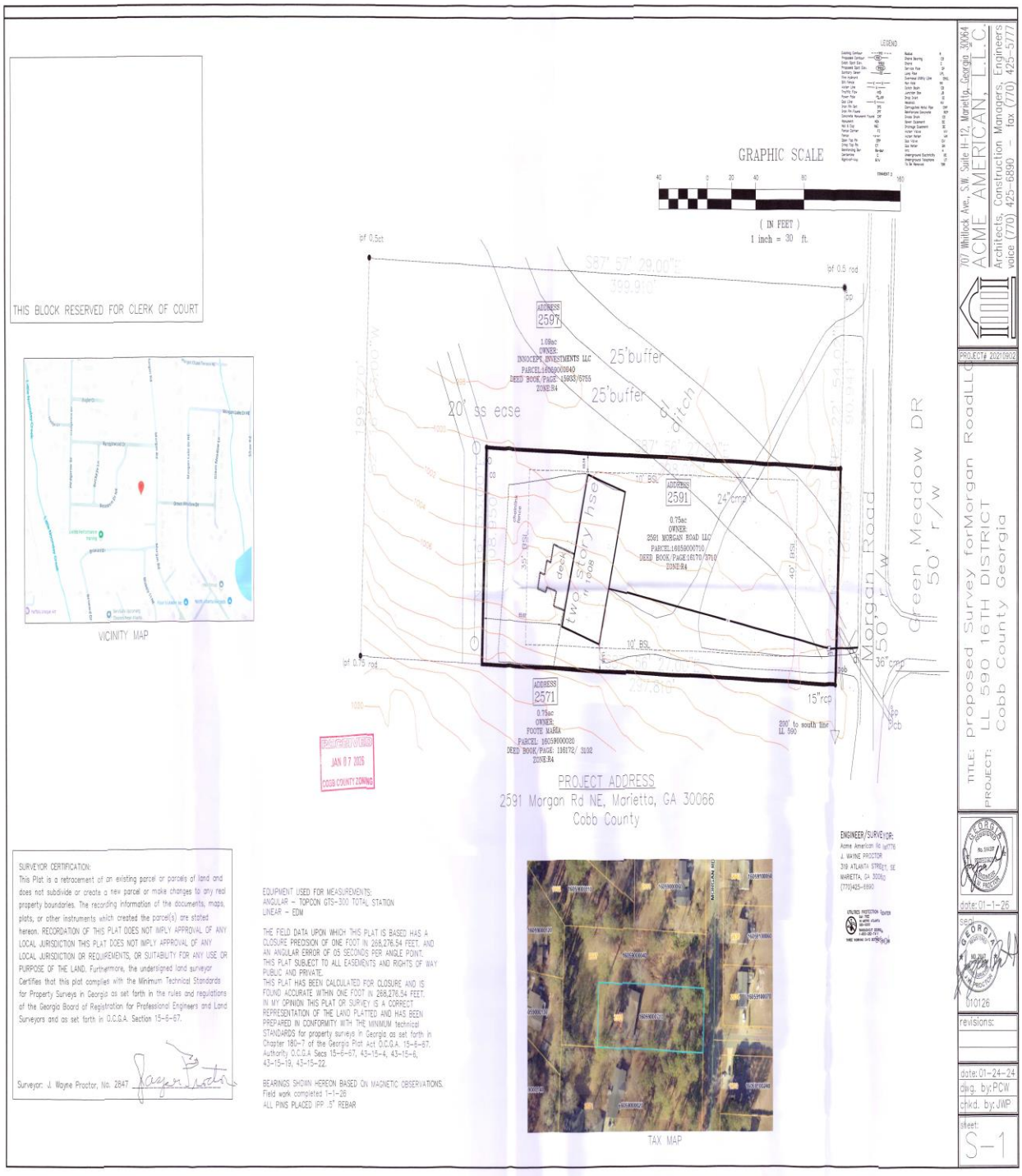


This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 105 210 Feet

Zoning Boundary

City Boundary


THIS BLOCK RESERVED FOR CLERK OF COURT
VICINITY MAP
GRAPHIC SCALE
(IN FEET)
1 inch = 30 ft.
ADDRESS 2597
ADDRESS 2591
ADDRESS 2571
Morgan Road
Green Meadow DR
50' r/w
PROJECT ADDRESS
2591 Morgan Rd NE, Marietta, GA 30066
Cobb County
Received
JAN 07 2026
COBB COUNTY ZONING
SURVEYOR CERTIFICATION:
EQUIPMENT USED FOR MEASUREMENTS:
BEARINGS SHOWN HEREON BASED ON MAGNETIC OBSERVATIONS.
ENGINEER/SURVEYOR:
TAX MAP
707 Whitlock Ave., S.W. Suite H-12, Marietta, Georgia 30064
ACME AMERICAN, L.L.C.
Architects, Construction Managers, Engineers
voice (770) 425-6890 fax (770) 425-5777
PROJECT# 20210902
TITLE: proposed Survey forMorgan RoadLLC
PROJECT: LL 590 16TH DISTRICT Cobb County Georgia
date:01-1-26
revisions:
date:01-24-24
dwg. by:PCW
chkd. by:JWP
sheet:
S-1

LUP6

North

Zoning: R-20/ Single-family residence

Future Land Use: LDR

WEST

Zoning: R-20/ Single-family residence

Future Land Use: LDR

LUP-6 2026 Map



EAST

Zoning: R-20/ Single-family residence

Future Land Use: LDR

SOUTH

Zoning: R-20/ Single-family residence

Future Land Use: LDR

Current zoning district for the property

The R-20 district is established to provide locations for single-family residential uses or residentially compatible institutional and recreational uses which are within or on the edge of properties delineated for any residential category as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. When residentially compatible institutional and recreational uses are developed within the R-20 district, they should be designed and built to ensure intensity and density compatibility with adjacent single-family detached dwellings and otherwise to implement the stated purpose and intent of this chapter.

Request for a Temporary Land Use Permit

The Board of Commissioners may permit temporary land use permits for uses that are uniquely located and are considered compatible with adjoining zoning districts and nearby uses for designated periods of time for uses, exceptions or professions in areas, along roadways and within districts where the zoning regulations would otherwise prohibit such operations. Customary home occupations as defined in this chapter, do not require a temporary land use permit.

Summary of the applicant's proposal

The applicant is proposing a Temporary Land Use Permit (LUP) to increase the maximum number of patients for a senior personal care home from four (4) patients to eight (8) patients. Counting two (2) staff members, this would allow for a total of ten (10) people. The applicant proposes only two (2) vehicles will be on site for use by staff, with available parking in the driveway. The applicant received a permit to convert this single-family home into a 4-person senior personal care home in June of 2025. The final certificate of occupancy has not been issued as of March 3rd, 2026.

LUP-6-2026 DEPARTMENT COMMENTS – Fire Department

02/26/26

The proposed zoning case must address the comments listed below by prescriptive code or equivalency, as approved by the Cobb County Fire Marshal's Office

Approval will be based on Professional Engineer-stamped plans that signify overall plan conformance to all Georgia State and Cobb County Codes. Design Professional and Developer maintain the sole responsibility for the design and for correcting all errors, omissions, problems, and code violations (if any) exposed during construction AFTER authorization by Cobb County.

CERTIFICATE OF OCCUPANCY:
Plans must be submitted to the Cobb County Fire Marshal's Office to initiate a new Certificate of Occupancy.

FIRE HYDRANT:
The maximum distance of a hydrant to the most remote portion of a structure shall be 500 feet. Distance shall be measured around the structure and from the fire apparatus access road. A 500-foot radius around the hydrant is not an acceptable measurement for distance. Hydrants on the opposite side of a main ROW is not an acceptable measurement of distance. (Cobb County Development Standards 410.5.2) (Cobb County Development Standards 410.5.2)

Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet for a 40-foot length centered on the fire hydrant, exclusive of shoulders (see Figure D103.1 in Appendix D).

Jeff Byrd
(678) 229-7059
Jeffrey.Byrd@cobbcounty.gov

LUP-6-2024 DEPARTMENT COMMENTS – Cemetery Preservation

No comment.

2/27/2026

Comprehensive Plan Future Land Use Designation: Low Density Residential
The subject tract is within the Low Density Residential (LDR) future land use category. The purpose of LDR is to provide for areas that are suitable for low density housing between one (1) and two and one-half (2.5) dwelling units per acre and non-supportive senior living housing that in certain circumstances may reach five (5) dwelling units per acre, depending on existing conditions such as product type and mix, structure/building height, tract size, topographic conditions, etc. in order to provide compatibility with adjacent residential uses. This category presents a range of densities.

What is the Future Land Use Sub-Category? N/A

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary?	☐ Yes	☒ No
If Yes:		
Which City:	N/A	
Was the city notified?	N/A	

Dobbins Air Reserve Base Zones

Is the property within the Dobbins Airfield Safety Zone?	☐ Yes	☒ No
Is the property within the Clear Zone (CZ)?	☐ Yes	☒ No
Is the property within 3000’ of Dobbins ARB?	☐ Yes	☒ No
Is the property within the Accident Potential Zone (APZ I)?	☐ Yes	☒ No
Is the property within the Accident Potential Zone II (APZ II)?	☐ Yes	☒ No
Is the property within the Noise Zone?	☐ Yes	☒ No
Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)?	☐ Yes	☒ No

---

Comments:

LUP-6

April '26 Zoning

Applicant: Tasha Tolbert and Alicia Steel

Water & Sewer Comments: No comments.

Recommendations

1. Recommend no parking on the right-of-way.

2. Should any driveway modifications or redevelopment of the property occur in the future, where redevelopment is defined as any action requiring a Land Disturbance Permit that also changes the existing operations of the development in terms of use, intensity and/or anticipated traffic, Cobb DOT recommends the following:

    a. Recommend upgrading driveway to commercial standards. This recommendation is pursuant to Cobb County Development Standard 402.8, Non-Residential Driveways and Cobb County Development Standard Detail 116, Commercial Driveway Requirements.

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

STAFF ANALYSIS

There are twelve criteria that must be considered for a Temporary Land Use Permit. The criteria are below in bold, with the staff analysis following:

(1) Safety, health, welfare and moral concerns involving the surrounding neighborhood.
It is the opinion of staff that the proposed use may not impact the safety, health, welfare, or moral concerns involving the surrounding neighborhood.

(2) Parking and traffic considerations.
It is the opinion of staff that, the proposed use will not impact parking or traffic since the applicant proposes only two vehicles for this location.

(3) Number of nonrelated employees.
Staff would be two (2) non-related employees, and potentially eight (8) unrelated residents.

(4) Number of commercial and business deliveries.
The applicant is proposing no commercial or business deliveries.

(5) The general presumption of the board of commissioners that residential neighborhoods should not allow noncompatible business uses.
Group homes are generally a permitted use within residential zoning districts, but the code limits the number of residents to four (4) patients. These are limited to four (4) people to reduce impacts to the surrounding community.

(6) Compatibility of the business use to the neighborhood.
The proposed use is not in a platted neighborhood. The proposed use may disrupt the current uses near the property if allowed to operate at a larger capacity.

(7) Hours of operation.
24 hours a day/ 7 days a week

(8) Existing business uses in the vicinity.
There are no known business uses in this area.

(9) Effect on property values of surrounding property.
It is staff's opinion that the proposed use may have an adverse effect on surrounding property values.

(10) Circumstances surrounding neighborhood complaints.
This request is not the result of a code enforcement action.

(11) Intensity of the proposed business use.
It is staff's opinion that the request would increase the intensity of the group home.

(12) Location of the use within the neighborhood.
The location is not within a platted neighborhood.

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

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JAN 07 2026
COBB COUNTY ZONING

Revised October 1, 2009

Application #:_____
PC Hearing Date:_____
BOC Hearing Date:_____

TEMPORARY LAND USE PERMIT WORKSHEET

(FOR BUSINESS USE OR FOR A USE NOT PERMITTED)

1. **Type of business, or request?** Personal Care Home
2. **Number of employees?** 2
3. **Days of operation?** Monday - Sunday (daily)
4. **Hours of operation?** open around the clock
5. **Number of clients, customers, or sales persons coming to the house per day?** 8 **;Per week?** 56
6. **Where do clients, customers and/or employees park?**
   Driveway: X **; Street:**_____ **;Other (Explain):**_____
7. **Signs? No:** ✓ **; Yes:**_____**. (If yes, then how many, size, and location):**_____
8. **Number of vehicles related to this request? (Please also state type of vehicle, i.e. dump truck, bobcat, trailer, etc.):**_____
   2 CARS
9. **Deliveries? No** ✓ **; Yes**_____**(If yes, then how many per day or week, and is the delivery via semi-truck, USPS, Fedex, UPS, etc.)**
10. **Does the applicant live in the house? Yes**_____ **;No** X
11. **Any outdoor storage? No** X **; Yes**_____**(If yes, please state what is kept outside):**_____
12. **Length of time requested (24 months maximum):** 24 months
13. **Is this application a result of a Code Enforcement action? No** X **;Yes**__ **(If yes, attach a copy of the Notice of Violation and/or tickets to this form).**
14. **Any additional information? (Please attach additional information if needed):**
    N/A

Applicant signature: Alicia Steel **Date:** 12/1/25

Applicant name (printed): Alicia Steel

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

LUP-7-2026

SITE BACKGROUND

Applicant	Jessica R. Weaver
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	J R Weaver
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Herk Homes, LLC
Property Location	Located on the west side of Dallas Acworth Highway, north of Silver Lace Lane
Address	3917 Dallas Acworth Highway
Access to Property	Dallas Acworth Highway

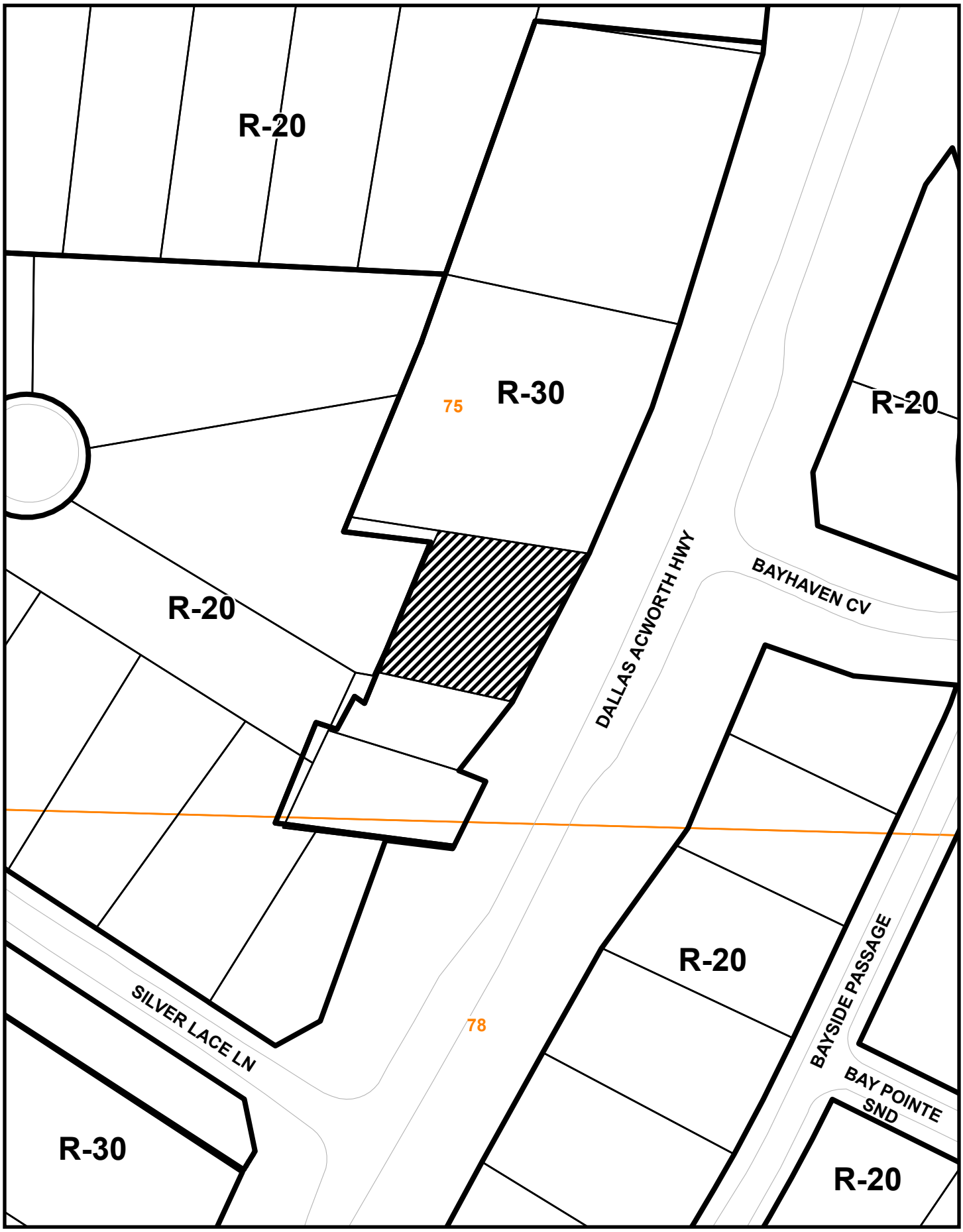
QUICK FACTS

Commission District	1 - Gambrill
Current Zoning	R-30
Current Use of Property	Single-family residence
Proposed Use	Wellness studio
Future Land Use	VLDR
Site Acreage	0.32
District	20
Land Lot	75
Parcel #	20007500170
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

LUP-7 2026 Map



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

0 87.5 175 Feet

Zoning Boundary

City Boundary

BOUNDARY SURVEY

FILING INFORMATION BOX

REFERENCE MATERIAL

1. SURVEY FOR CARL A. HALL & MARIE HALL
   DATED: 12-05-1995
   PREPARED BY: TIBBITTS LAND SURVEYING
   RECORDED IN PB 159 - PG 81
   COBB COUNTY RECORDS

2. LIMITED WARRANTY DEED FOR RESTORE PROPERTIES, LLC & HERK HOMES, LLC
   DATED: 10-25-2024
   RECORDED IN DB 16243 - PG 1848
   COBB COUNTY RECORDS

3. GEORGIA D.O.T. RIGHT OF WAY PLANS
   PROJECT NUMBER 0006857 & 0006868
   PERPARED BY: AECOM
   REVISION DATE: 08/15/2018

SURVEY NOTES

EQUIPMENT USED:
SPECTRA PRECISION, FOCUS 30 TOTAL STATION
SPECTRA PRECISION SP85 GPS RECEIVER ON THE eGPS NETWORK
FIELD SURVEY COMPLETED: DECEMBER 11, 2025

DATUM:
HORIZONTAL: STATE PLANE GRID(NAD83-GA WEST)

CLOSURE STATEMENT:
THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS ACCURATE WITHIN 1:127,966

THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF 1:41,001 AND AN ANGULAR ERROR OF 5" PER ANGLE POINT AND WAS ADJUSTED USING THE COMPASS RULE.

UTILITIES:
UNDERGROUND UTILITIES THAT ARE SHOWN HEREON ARE BASED UPON FIELD SURFACE OBSERVATIONS AND AVAILABLE INFORMATION ON HAND AT THE TIME OF THE SURVEY. ONLY UTILITIES THAT WERE VISIBLE AND ACCESSIBLE WERE MEASURED. INFORMATION REGARDING THE REPUTED PRESENCE, SIZE, CHARACTER, ELEVATION, AND LOCATION OF EXISTING UNDERGROUND UTILITIES AND STRUCTURES IS BASED ON MEASUREMENTS MADE FROM THE SURFACE. THESE MEASUREMENTS SHOULD BE CONSIDERED APPROXIMATE AND SUBJECT TO CONTRACTOR VERIFICATION. SITE EXCAVATION WAS NOT PERFORMED IN ANYWAY TO MEASURE ANY SUBSURFACE UTILITY OR FEATURE OF ANY TYPE. THERE IS NO CERTAINTY OF THE ACCURACY OF THIS INFORMATION AND IT SHALL BE CONSIDERED BY THOSE USING THIS DRAWING. THE LOCATION AND ARRANGEMENT OF UNDERGROUND UTILITIES AND STRUCTURES SHOWN HEREON MAY BE INACCURATE AND UTILITIES AND STRUCTURES NOT SHOWN MAY BE ENCOUNTERED. IT SHALL BE UNDERSTOOD THAT THE SURVEYOR IS NOT RESPONSIBLE FOR THE CORRECTNESS OR SUFFICIENCY OF UNDERGROUND UTILITY INFORMATION SHOWN HEREON.

CERTIFICATION:
THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF CLIENT NAMED HEREON AND REPRESENTS A SPECIFIC SCOPE OF SERVICE AND IS NON-TRANSFERABLE.

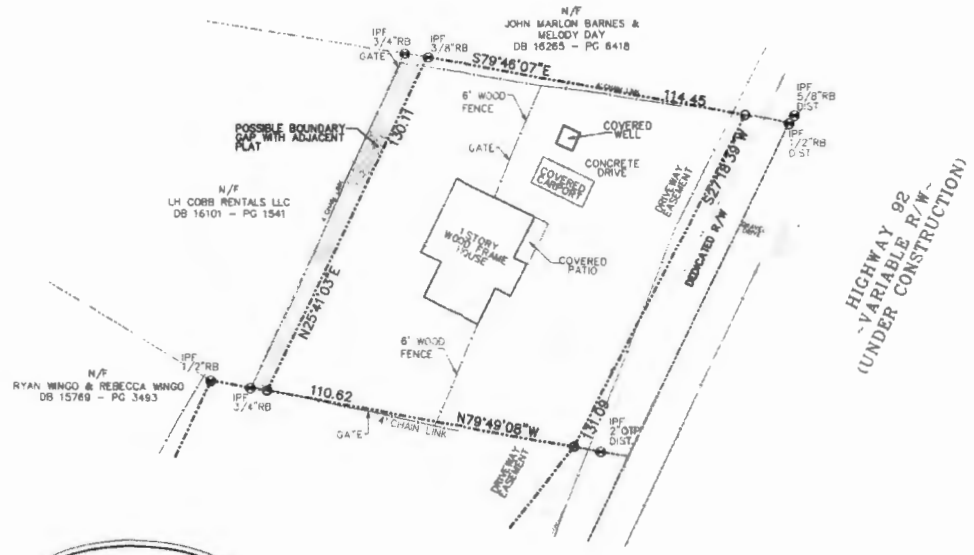
WETLAND & HAZARDOUS WASTE:
NORTH POINT LAND SURVEYING DOES NOT WARRANT THE EXISTENCE OR NON-EXISTENCE OF ANY WETLANDS, CREEKS OR HAZARDOUS WASTE IN THE SURVEY AREA.

THIS PROPERTY IS SUBJECT TO ALL EASEMENTS AND RESTRICTIONS RECORDED AND UNRECORDED.

THIS SURVEY WAS PREPARED WITH OUT THE BENEFIT OF A TITLE SEARCH.

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TOTAL AREA
14,105 SQ. FT.
0.3238 ACRES +/-

SPC Georgia West Zone

30 0 30 60 90 FT.
SCALE: 1"= 30'

LEGEND & ABBREVIATIONS

FENCE	TRANSFORMER BOX (TX)
STORM SEWER EASEMENT	FLAG POLE (FP)
SANITARY SEWER	CALCULATED POINT
SANITARY SEWER SERVICE	FIRE HYDRANT (FH)
WATER LINE	WATER VALVE (WV)
GAS LINE	WATER METER (WM)
UNDERGROUND POWER LINE	LIGHT POLE (LP)
OVERHEAD POWER LINE	GAS METER (GM)
TELEPHONE LINE	GAS VALVE (GV)
FIBER OPTIC	HEAD WALL (HW)
CABLE TELEVISION	CURB AND GUTTER (C&G)
TOPOGRAPHIC CONTOUR	SPOT ELEVATION
PROPERTY LINE	ELECTRIC METER (EM)
CATCH BASIN (DWCB)	POWER POLE (PP)
CATCH BASIN (SWCB)	SIGN
DROP INLET (DI)	BENCHMARK
JUNCTION BOX (JB)	CLEANOUT (CO)
SS MANHOLE (MH)	

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GEORGIA REGISTERED No. 3219 LAND SURVEYOR RYAN M. SCHULDT

12/30/2025

RYAN M. SCHULDT, RLS
REGISTERED NUMBER: 3219

RECEIVED
JAN 20 2026
COBB COUNTY ZONING

NORTH POINT LAND SURVEYING
8100 N. TENNESSEE ST.
CARTERSVILLE, GEORGIA 30120
PHONE: (770) 315-5120
EMAIL: RYAN@northpointlsg.com
www.NORTHPOINTLSG.com
CERTIFICATE OF AUTHORIZATION No.: LSF001173

LOCATED IN L.L. 75
20th DISTRICT, 2nd SECTION
COBB COUNTY, GA.

BOUNDARY SURVEY
FOR
JESSICA WEAVER

DATE	12/30/2025
PROJECT NO.	144-25
SCALE	1"= 30'
DRAWN BY	MATTHEW DOEP
CHECKED BY	RYAN SCHULDT
FIELD CREW	CODY CHAMBERS, JASON MULSET
0722 DWG PATH:	2025/144-25/144-25.DWG
SHEET	1 OF 1

LUP-7 2026 Aerial Map



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

0 87.5 175 Feet

Zoning Boundary

City Boundary

Just Deep Breathing, LLC **January 14, 2026**

3917 Dallas Acworth Hwy NW
Acworth, GA 30101
Parcel Number: 20007500170

Notification of Special Land Use Permit Application for 3917 Dallas Acworth Hwy NW, Acworth, GA 30101

Dear Property Owner,

You are receiving this notice because you are listed on the Tax Assessor's public record of ownership as a property owner whose parcel lies within 1,000 feet of the property located at 3917 Dallas Acworth Highway NW, Acworth, GA 30101, Parcel Number 20007500170.

In accordance with local zoning ordinance requirements, this letter serves to inform you that Just Deep Breathing, LLC has applied to operate a business at the above-referenced property.

Purpose of Special Land Use Permit

The request is being submitted for the purpose of legally establishing and operating **Just Deep Breathing**, a small wellness studio offering services such as hyperbaric oxygen therapy, infrared sauna therapy, redlight therapy and related wellness activities. We aspire to later include specialized premium salon services.

The proposed use is designed and intended to be low-impact and beneficial to the surrounding community.

Planning Commission Public Hearing and Board of Commissioner's Public Hearing

You are invited to attend the public hearing to provide comments or obtain additional information. Following the Planning Commission review, the rezoning case will proceed to the Board of Commissioners.

CASE# _____

Date: April 7, 2026
Time: 9:00 a.m.
Location: Planning Commission Chambers

Date: April 21, 2026
Time: 9:00 a.m.
Location: Board of Commissioners Hearing Room

A proposed site plan is available for your review. If you would like to receive an electronic copy, please contact me using the information below. Thank you for your time and attention to this notice. Your input and participation in the rezoning process are greatly appreciated.

Warmest Regards,

Just Deep Breathing, LLC justdobetter@icloud.com

JR Weaver **Owner** **404-561-5635**

FILING INFORMATION BOX

BOUNDARY SURVEY

REFERENCE MATERIAL

1. SURVEY FOR CARL A. HALL & MARIE HALL
   DATED: 12-05-1995
   PREPARED BY: TIBBITTS LAND SURVEYING
   RECORDED IN PB 159 - PG 81
   COBB COUNTY RECORDS

2. LIMITED WARRANTY DEED FOR RESTORE PROPERTIES, LLC
   & HERK HOMES, LLC
   DATED: 10-25-2024
   RECORDED IN DB 16243 - PG 1848
   COBB COUNTY RECORDS

3. GEORGIA D.O.T. RIGHT OF WAY PLANS
   PROJECT NUMBER 0006857 & 0006866
   PERPARED BY: AECOM
   REVISION DATE: 08/15/2018

SURVEY NOTES

EQUIPMENT USED:
SPECTRA PRECISION, FOCUS 30 TOTAL STATION
SPECTRA PRECISION SP85 GPS RECEIVER ON THE eGPS NETWORK
FIELD SURVEY COMPLETED: DECEMBER 11, 2025

DATUM:
HORIZONTAL: STATE PLANE GRID(NAD83-GA WEST)

CLOSURE STATEMENT:
THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS ACCURATE WITHIN 1:127,966.

THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF 1:41,001 AND AN ANGULAR ERROR OF 5" PER ANGLE POINT AND WAS ADJUSTED USING THE COMPASS RULE.

UTILITIES:
UNDERGROUND UTILITIES THAT ARE SHOWN HEREON ARE BASED UPON FIELD SURFACE OBSERVATIONS AND AVAILABLE INFORMATION ON HAND AT THE TIME OF THE SURVEY. ONLY UTILITIES THAT WERE VISIBLE AND ACCESSIBLE WERE MEASURED. INFORMATION REGARDING THE REPUTED PRESENCE, SIZE, CHARACTER, ELEVATION, AND LOCATION OF EXISTING UNDERGROUND UTILITIES AND STRUCTURES IS BASED ON MEASUREMENTS MADE FROM THE SURFACE. THESE MEASUREMENTS SHOULD BE CONSIDERED APPROXIMATE AND SUBJECT TO CONTRACTOR VERIFICATION. SITE EXCAVATION WAS NOT PERFORMED IN ANYWAY TO MEASURE ANY SUBSURFACE UTILITY OR FEATURE OF ANY TYPE. THERE IS NO CERTAINTY OF THE ACCURACY OF THIS INFORMATION AND IT SHALL BE CONSIDERED BY THOSE USING THIS DRAWING. THE LOCATION AND ARRANGEMENT OF UNDERGROUND UTILITIES AND STRUCTURES SHOWN HEREON MAY BE INACCURATE AND UTILITIES AND STRUCTURES NOT SHOWN MAY BE ENCOUNTERED. IT SHALL BE UNDERSTOOD THAT THE SURVEYOR IS NOT RESPONSIBLE FOR THE CORRECTNESS OR SUFFICIENCY OF UNDERGROUND UTILITY INFORMATION SHOWN HEREON.

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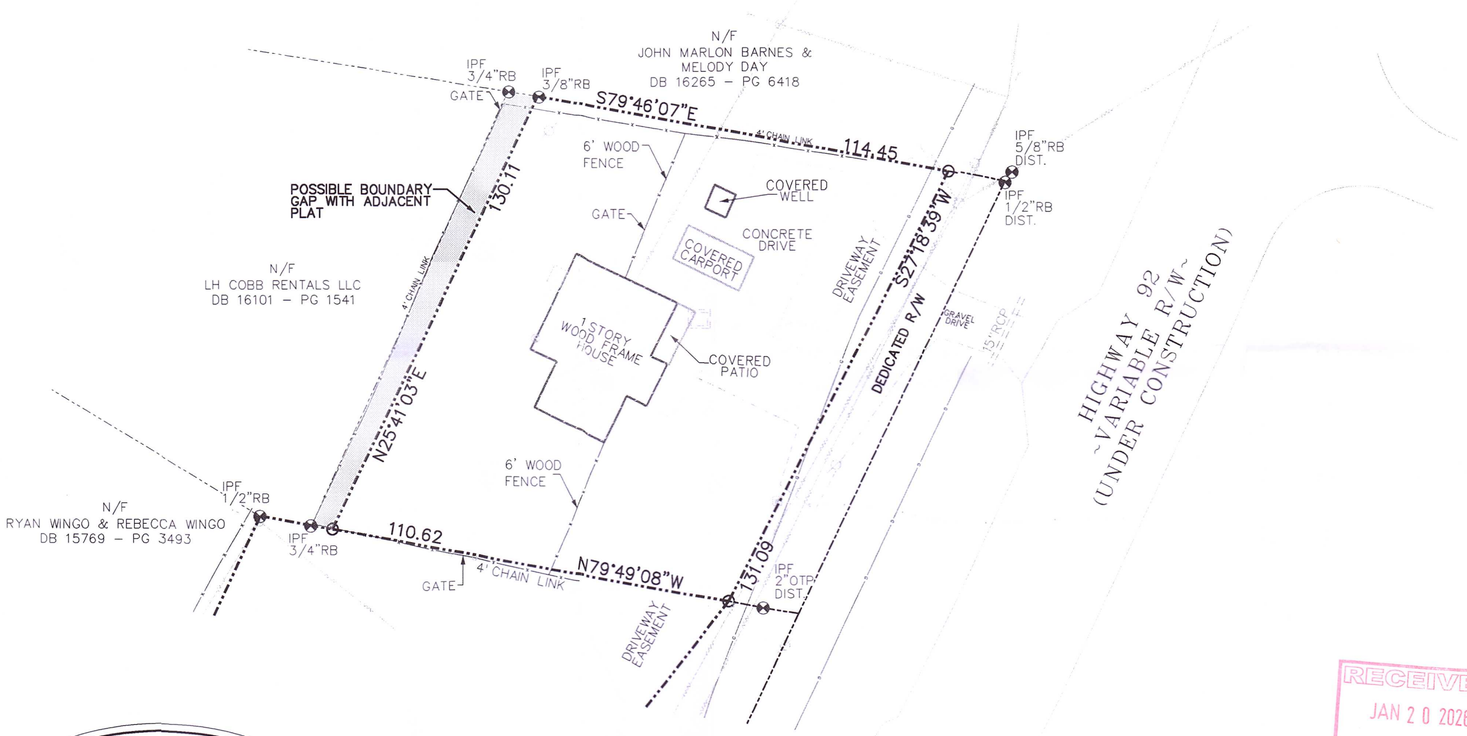
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- SANITARY SEWER
- SANITARY SEWER SERVICE
- WATER LINE
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GEORGIA REGISTERED No. 3219 LAND SURVEYOR RYAN M. SCHULDT

12/30/2025

RYAN M. SCHULDT, RLS
REGISTERED NUMBER: 3219

RECEIVED
JAN 20 2026
COBB COUNTY ZONING

NORTH POINT LAND SURVEYING
910 N. TENNESSEE ST.
CARTERSVILLE, GEORGIA 30120
PHONE: (770) 315-5129
EMAIL: RS@NPLandSurveying.com
www.NPLandSurveying.com
CERTIFICATE OF AUTHORIZATION No.: LSF001173

LOCATED IN L.L. 75
20Th DISTRICT, 2nd SECTION
COBB COUNTY, GA.

BOUNDARY SURVEY
FOR
JESSICA WEAVER

DATE	: 12/30/2025
PROJECT NO.	: 144-25
SCALE	: 1"= 30'
DRAWN BY	: MATTHEW OZIER
CHECKED BY	: RYAN SCHULDT
FIELD CREW	: CODY CHAMBERS, JASON HULSEY
17x22 DWG PATH:	2025/144-25/144-25ND
SHEET	: 1 OF 1

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

LUP-7-2026

SITE BACKGROUND

Applicant	Jessica R. Weaver
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	J R Weaver
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Herk Homes, LLC
Property Location	Located on the west side of Dallas Acworth Highway, north of Silver Lace Lane
Address	3917 Dallas Acworth Highway
Access to Property	Dallas Acworth Highway

QUICK FACTS

Commission District	1 - Gambrill
Current Zoning	R-30
Current Use of Property	Single-family residence
Proposed Use	Wellness studio
Future Land Use	VLDR
Site Acreage	0.32
District	20
Land Lot	75
Parcel #	20007500170
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

(Zoning staff member: Shaun Daniels, Planner II)

Based on the analysis of the case, Staff recommends **DENIAL.**

4 of 7

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   PREPARED BY: TIBBITTS LAND SURVEYING
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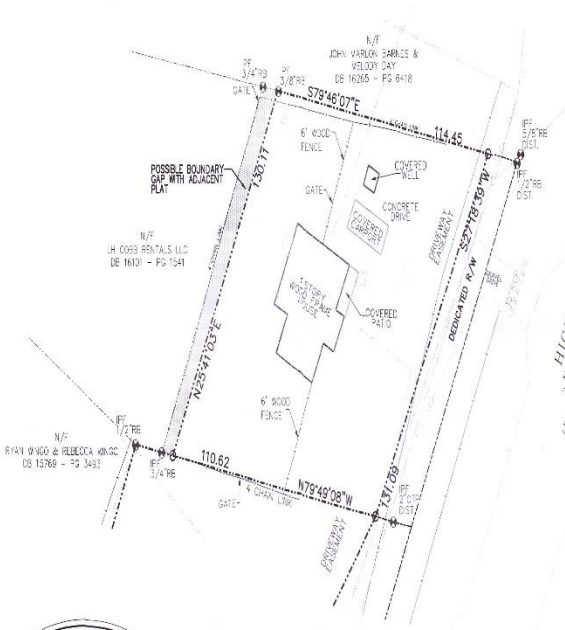
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JAN 20 2026
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12/30/2025

RYAN M. SCHULDT, GLS
REGISTERED NUMBER: 3219

NORTH POINT LAND SURVEYING
SCHULDT SURVEYING, LLC
2425 KENNESAW DUE WEST, SUITE 100
KENNESAW, GEORGIA 30144
PHONE: 770.794.8116
EMAIL: ryan@northpointlandsurveying.com
CERTIFICATE OF AUTHORIZATION No.: LSF001173

LOCATED IN L.L. 75
20th DISTRICT, 2nd SECTION
COBB COUNTY, GA.

BOUNDARY SURVEY
FOR
JESSICA WEAVER

DATE	12/30/2025
PROJECT NO.	3-144-26
DRAWN BY	RMT / TH / W. OLIVER
CHECKED BY	RYAN SCHULDT
FIELD CREW	RMT / TH / W. OLIVER / GASON HUSKEY
PREPARED FOR	JESSICA WEAVER
SHEET	1 OF 1

LUP-7 2026 Aerial Map



North

Zoning: R-30 Single-Family Residential

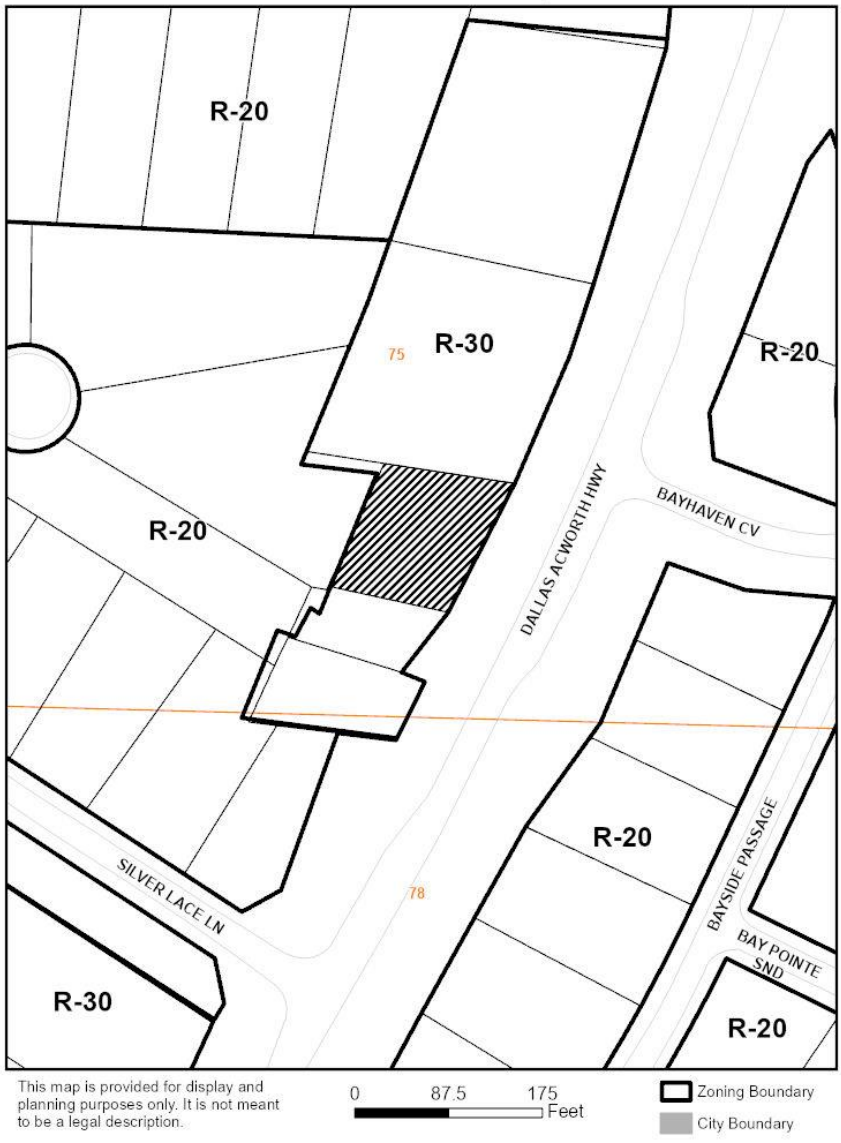
Future Land Use: VLDR

WEST

Zoning: R-20 Single-Family Residential

Future Land Use: VLDR

LUP-7 2026 Map



EAST

Zoning: R-20 Single-Family Residential

Future Land Use: VLDR,RR

SOUTH

Zoning: R-30 Single-Family Residential

Future Land Use: VLDR

Current zoning district for the property

The R-30 district is established to provide locations for single-family residential uses or residentially compatible institutional and recreational uses which are within or on the edge of properties delineated for any residential category as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. When residentially compatible institutional and recreational uses are developed within the R-30 district, they should be designed and built to ensure intensity and density compatibility with adjacent single-family detached dwellings and otherwise to implement the stated purpose and intent of this chapter.

Request for a Temporary Land Use Permit

The Board of Commissioners may permit temporary land use permits for uses that are uniquely located and are considered compatible with adjoining zoning districts and nearby uses for designated periods of time for uses, exceptions or professions in areas, along roadways and within districts where the zoning regulations would otherwise prohibit such operations. Customary home occupations as defined in this chapter, do not require a temporary land use permit.

Summary of the applicant's proposal

The applicant is requesting a Temporary Land Use Permit (LUP) to operate a retail structured wellness studio within a 0.32-acre property zoned R-30 single family residential district. The proposed business would offer wellness services such as hyperbaric oxygen therapy, sauna treatments, and other related therapies. According to the applicant, the business would employ a total of three (3) staff members and is expected to serve approximately five (5) customers per day, or thirty-five (35) customers per week. All customers would be seen by pre-booked appointment only. The applicant also states that no business-owned vehicles will be kept on the property; however, two (2) personal vehicles and one (1) trailer will be parked on-site. The applicant is requesting approval of the LUP for a duration of twenty-four (24) months.

LUP-7-2026 DEPARTMENT COMMENTS – Fire Department

02/26/26

The proposed zoning case must address the comments listed below by prescriptive code or equivalency, as approved by the Cobb County Fire Marshal's Office

Approval will be based on Professional Engineer-stamped plans that signify overall plan conformance to all Georgia State and Cobb County Codes. Design Professional and Developer maintain the sole responsibility for the design and for correcting all errors, omissions, problems, and code violations (if any) exposed during construction AFTER authorization by Cobb County.

CERTIFICATE OF OCCUPANCY:
Plans must be submitted to the Cobb County Fire Marshal's Office to initiate the Certificate of Occupancy process.

Jeff Byrd
(678) 229-7059
Jeffrey.Byrd@cobbcounty.gov

LUP-7-2024 DEPARTMENT COMMENTS – Cemetery Preservation

No comment.

2/27/2026

Comprehensive Plan Future Land Use Designation: Very Low Density Residential
The subject tract is within the Very Low Density Residential (VLDR) future land use category. The purpose of VLDR is to provide for areas that are suitable for very low-density housing, particularly in locations that may not have basic services such as sewer, or where the existing or desired residential development pattern is zero to two (2) dwelling units per acre.

What is the Future Land Use Sub-Category? N/A

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary?	☒ Yes	☐ No
If Yes:		
Which City:	Acworth	
Was the city notified?	Yes	

Dobbins Air Reserve Base Zones

Is the property within the Dobbins Airfield Safety Zone?	☐ Yes	☒ No
Is the property within the Clear Zone (CZ)?	☐ Yes	☒ No
Is the property within 3000’ of Dobbins ARB?	☐ Yes	☒ No
Is the property within the Accident Potential Zone (APZ I)?	☐ Yes	☒ No
Is the property within the Accident Potential Zone II (APZ II)?	☐ Yes	☒ No
Is the property within the Noise Zone?	☐ Yes	☒ No
Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)?	☐ Yes	☒ No

---

Comments:

LUP-7

April '26 Zoning

Applicant: Jessica R. Weaver

Water & Sewer Comments: No comments.

Recommendations

1. Recommend driveway on Dallas Acworth Highway be paved with a treated hardened surface for a minimum of 25’ from the edge of pavement or to the County right-of-way, whichever is greater in length. This recommendation is pursuant to Cobb County Development Standard 402.7.1, Residential Driveways and Cobb County Development Standard Detail 116R, Residential Driveway Standard.

2. Recommend that the residential driveway be constructed to Cobb County Standards. Cobb DOT additionally recommends that the maximum feasible residential driveway width (up to 20 feet) be used to facilitate two-way traffic. This recommendation is pursuant to Cobb County Development Standard 402.7.1, Residential Driveways and Cobb County Development Standard Detail 116R, Residential Driveway Standard.

3. Recommend GDOT permits for all work that encroaches upon State right-of-way.

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

STAFF ANALYSIS

There are twelve criteria that must be considered for a Temporary Land Use Permit. The criteria are below in bold, with the staff analysis following:

(1) Safety, health, welfare and moral concerns involving the surrounding neighborhood.
The proposed use is not expected to negatively impact the safety, health, or general welfare of the surrounding neighborhood. No adverse environmental or public-safety concerns have been identified at this time.

(2) Parking and traffic considerations.
The applicant is required to provide one (1) parking space per 200 net square feet of floor area. According to the Cobb County Tax Assessor, the existing structure is approximately 1,452 square feet, resulting in a requirement of eight (8) parking spaces. The applicant states that customers will park in the existing concrete driveway, which currently accommodates approximately five (5) unstriped spaces.

Ongoing Department of Transportation construction to widen State Route 92 / Dallas Acworth Highway will increase the roadway right-of-way and is expected to encroach significantly into the driveway area. This reduction in usable driveway space will directly impact the property's ability to meet parking requirements and may affect safe ingress and egress for the proposed business.

(3) Number of nonrelated employees.
The applicant proposes to employ up to three (3) non-related employees.

(4) Number of commercial and business deliveries.
The applicant anticipates no commercial or business deliveries associated with the proposed use.

(5) The general presumption of the board of commissioners that residential neighborhoods should not allow noncompatible business uses.
The surrounding area is entirely residential, and the proposed business would be the first and only commercial use within the immediate vicinity. The introduction of a commercial operation has the potential to increase vehicle traffic in the neighborhood. Additionally, traffic and parking concerns are heightened due to the ongoing roadway improvements along State Route 92 / Dallas Acworth Highway, which may further constrain access and parking capacity on the site.

(6) Compatibility of the business use to the neighborhood.
The proposed business use is not compatible with the surrounding neighborhood. The current Future Land Use Map designates the area as Very Low Density Residential and Rural Residential, which does not support commercial or retail-oriented uses. Introducing a wellness studio at this location could conflict with the established residential character and long-range land-use vision for the area.

(7) Hours of operation.
The business would operate by appointment only, serving pre-booked clients exclusively.

(8) Existing business uses in the vicinity.
There are no existing commercial uses in the immediate vicinity. The surrounding area consists entirely of very low-density residential and rural residential properties.

(9) Effect on property values of surrounding property.
The request to operate a retail-based business use may negatively impact nearby property values, particularly given the exclusively residential nature of adjacent parcels.

(10) Circumstances surrounding neighborhood complaints.
This request did not originate from neighborhood complaints or Code Enforcement actions. There are no documented violations or enforcement concerns associated with the property.

(11) Intensity of the proposed business use.
The applicant anticipates serving up to five (5) customers per day for wellness-based services. This level of activity represents an increase in intensity compared to typical residential use and may affect the character of the immediate area, which is entirely residential.

(12) Location of the use within the neighborhood.
The property is located along an arterial roadway and not within a platted residential subdivision.

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

Just Deep Breathing, LLC **January 14, 2026**

3917 Dallas Acworth Hwy NW
Acworth, GA 30101
Parcel Number: 20007500170

Notification of Special Land Use Permit Application for 3917 Dallas Acworth Hwy NW, Acworth, GA 30101

Dear Property Owner,

You are receiving this notice because you are listed on the Tax Assessor's public record of ownership as a property owner whose parcel lies within 1,000 feet of the property located at 3917 Dallas Acworth Highway NW, Acworth, GA 30101, Parcel Number 20007500170.

In accordance with local zoning ordinance requirements, this letter serves to inform you that Just Deep Breathing, LLC has applied to operate a business at the above-referenced property.

Purpose of Special Land Use Permit

The request is being submitted for the purpose of legally establishing and operating **Just Deep Breathing**, a small wellness studio offering services such as hyperbaric oxygen therapy, infrared sauna therapy, redlight therapy and related wellness activities. We aspire to later include specialized premium salon services.

The proposed use is designed and intended to be low-impact and beneficial to the surrounding community.

Planning Commission Public Hearing and Board of Commissioner's Public Hearing

You are invited to attend the public hearing to provide comments or obtain additional information. Following the Planning Commission review, the rezoning case will proceed to the Board of Commissioners.

CASE# _____

Date: April 7, 2026
Time: 9:00 a.m.
Location: Planning Commission Chambers

Date: April 21, 2026
Time: 9:00 a.m.
Location: Board of Commissioners Hearing Room

A proposed site plan is available for your review. If you would like to receive an electronic copy, please contact me using the information below. Thank you for your time and attention to this notice. Your input and participation in the rezoning process are greatly appreciated.

Warmest Regards,

Just Deep Breathing, LLC justdobetter@icloud.com

JR Weaver **Owner** **404-561-5635**

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

LUP-8-2026

SITE BACKGROUND

Applicant	Meylena Gutierrez, Santos L. Gutierrez
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	David W Brown
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Santos Luis Gutierrez and Meylena Gutierrez
Property Location	Located on the north side of Spring Street, west of Spring Road
Address	1719 Spring Street
Access to Property	Spring Street

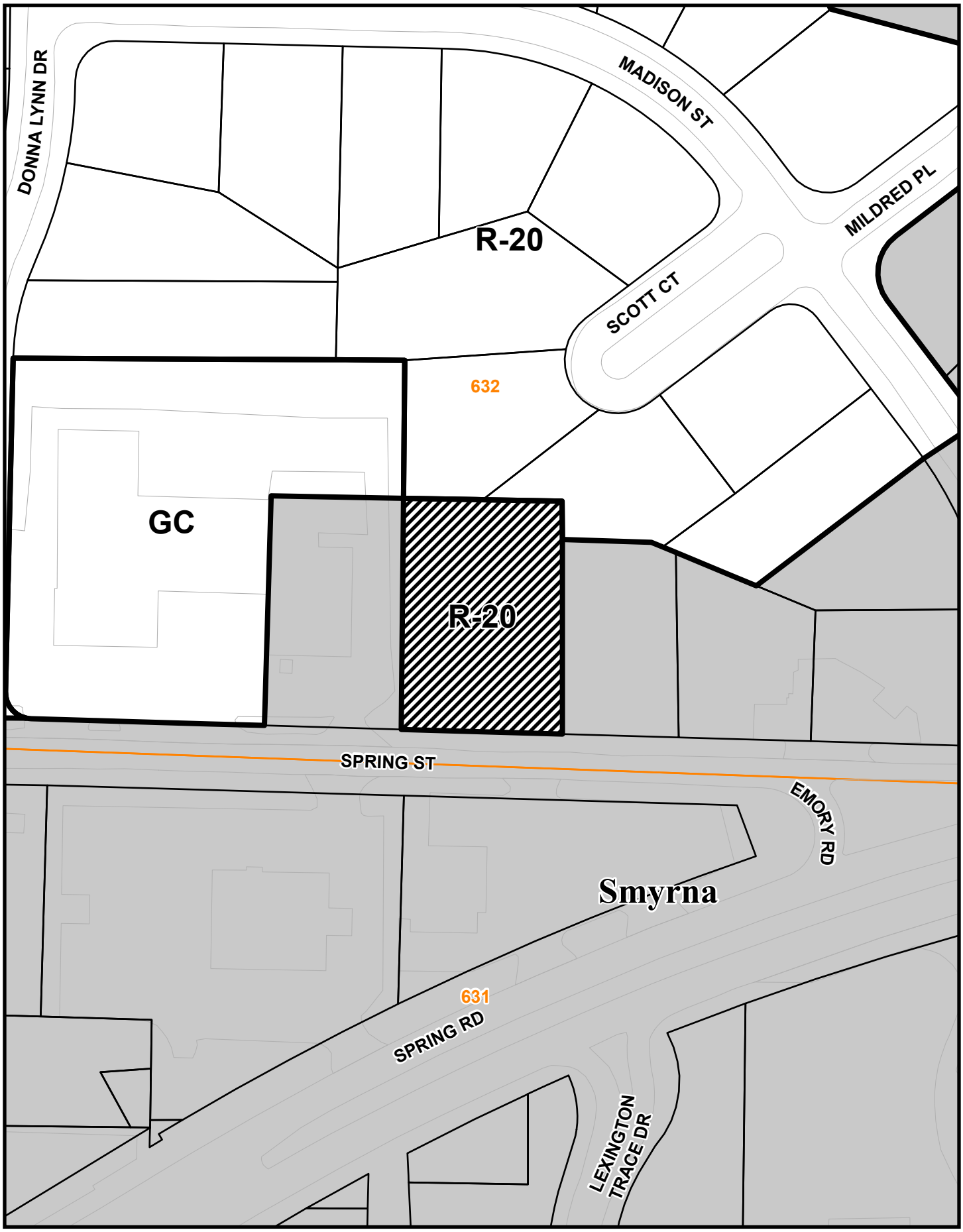
QUICK FACTS

Commission District	2 - Allen
Current Zoning	R-20
Current Use of Property	Single-family residence
Proposed Use	Light automotive repair
Future Land Use	NAC
Site Acreage	0.56
District	17
Land Lot	632
Parcel #	17063200660
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

LUP-8 2026 Map



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

0 80 160 Feet

Zoning Boundary

City Boundary



VICINITY MAP

NOTE: ALL ITEMS IN THIS LEGEND MAY NOT APPEAR ON THIS PLAT.

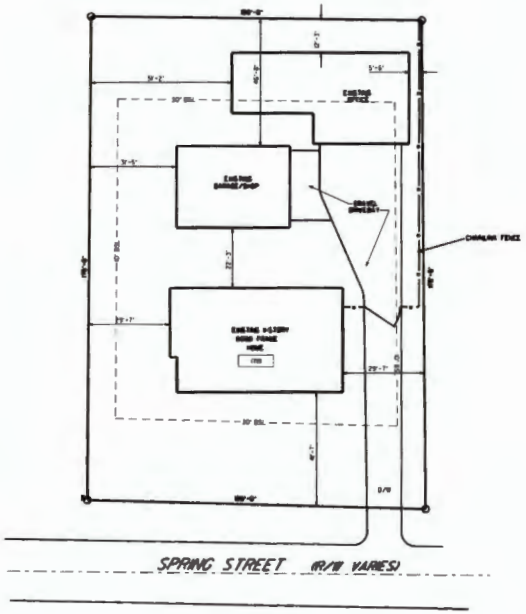
* L E G E N D *

AKA ALSO KNOWN AS
APD AS PER DEED
APP AS PER PLAT
BSL BUILDING (SETBACK) LINE
CP COMPUTED POINT
CTP CRIMP TOP PIPE FOUND
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D DEED (BOOK/PAGE)
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EP EDGE OF PAVEMENT
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R RADIUS LENGTH
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SW SIDEWALK
SSE SANITARY SEWER EASEMENT
SSCO SANITARY SEWER CLEANOUT
SSMH SANITARY SEWER MANHOLE
-X- FENCE LINE
CB CATCH BASIN
SWCB STORM WATER CATCH BASIN
WALL

MAGNETIC N

SETBACKS
FRONT = 30'
SIDES = 10'
REAR = 30'

IMPERVIOUS AREA:
EXIST. HOUSE=1458 SF
EXIST. OFFICE=1024 SF
EXIST. SHED=704 SF
EXIST.. GRAVEL DRIVEWAY=1640 SF
TOTAL=4826 SF



RECEIVED
FEB 03 2026
ZONING

SITE PLAN

SCALE: 1" = 20'

PROPERTY ADDRESS:
1719 SPRING ST
SMYRNA SPRINGS, GA 30080

LAND AREA:
24,482 SF
.56 AC

ZONING R-100

SITE PLAN PREPARED FOR:
1719 SPRING STREET

LOT XX BLOCK XXX SUBDIVISION
LAND LOT 201 7th DISTRICT PARCEL ID: 17063Z006800 BY
COBB COUNTY, GEORGIA FIELD DATE: 01-10-2026 GR
CITY OF SMYRNA DRAWN DATE: 01-14-2026 LW

SURVEY SYSTEMS ATLANTA
660 LAKE DR, SW, SHELLVILLE, GA 30038
COA # LSF000887 JOBORDERS@LIVESATLANTA.COM
CELL 678-308-8580 ~ OFFICE 404-781-2010

SHEET
C1

LUP-8 2026 Aerial Map



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

0 80 160 Feet

Zoning Boundary

City Boundary

Revised October 1, 2009

Application #:_____

PC Hearing Date:_____

BOC Hearing Date:_____

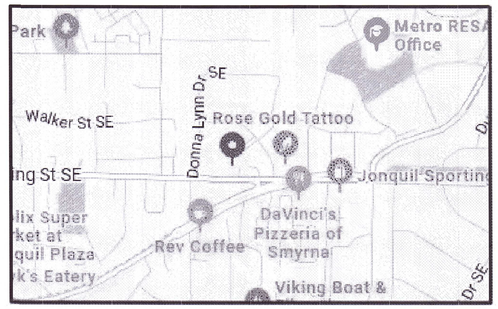
TEMPORARY LAND USE PERMIT WORKSHEET
(FOR BUSINESS USE OR FOR A USE NOT PERMITTED)

1. **Type of business, or request?** Retail and online sales and parts installation
2. **Number of employees?** 14
3. **Days of operation?** Tuesday - Saturday
4. **Hours of operation?** 10:00 am - 6:00 pm
5. **Number of clients, customers, or sales persons coming to the house per day?** 1 **;Per week?** 4
6. **Where do clients, customers and/or employees park?**
   Driveway:_____**; Street:**_____**;Other (Explain):** parking space in land
7. **Signs? No:**_____**; Yes:** 1 **. (If yes, then how many, size, and location):** 4'x4' inside land limits in the front side of the land facing the road
8. **Number of vehicles related to this request? (Please also state type of vehicle, i.e. dump truck, bobcat, trailer, etc.):** 4 Polaris Slingshot motorcycles, and 2 trailers
9. **Deliveries? No**_____**; Yes** X **(If yes, then how many per day or week, and is the delivery via semi-truck, USPS, Fedex, UPS, etc.)**
   2 per week from UPS or FedEx
10. **Does the applicant live in the house? Yes** X **;No**_____
11. **Any outdoor storage? No** X **; Yes**_____**(If yes, please state what is kept outside):**_____
12. **Length of time requested (24 months maximum):** 24 months
13. **Is this application a result of a Code Enforcement action? No** X **;Yes**__ **(If yes, attach a copy of the Notice of Violation and/or tickets to this form).**
14. **Any additional information? (Please attach additional information if needed):**

RECEIVED
FEB 03 2026
COBB COUNTY ZONING

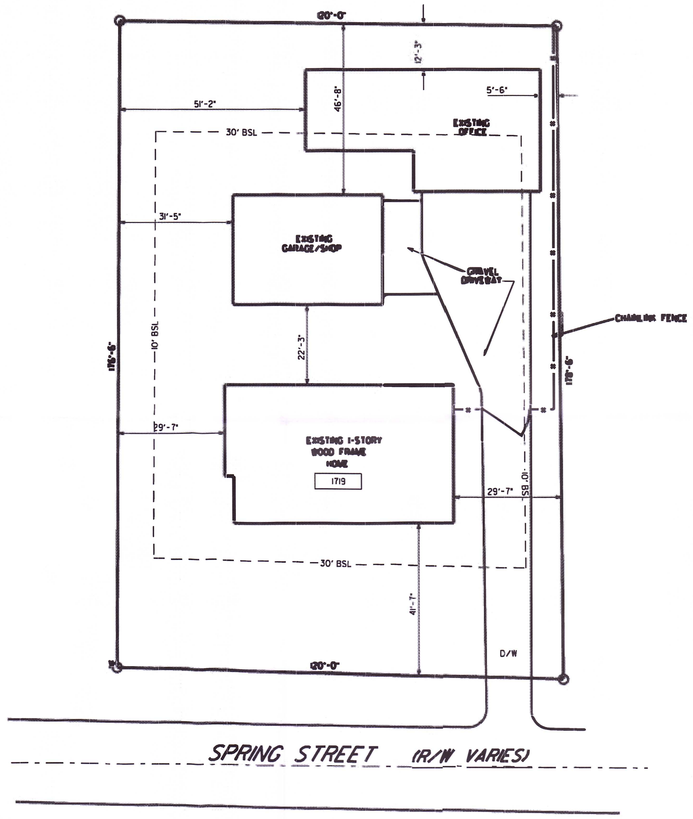
Applicant signature: Santos L Gutierrez **Date:** 2-2-26

Applicant name (printed): SANTOS L. GUTIERREZ



VICINITY MAP

RECEIVED
Feb 3 2026
COBB COUNTY ZONING



NOTE: ALL ITEMS IN THIS LEGEND MAY NOT APPEAR ON THIS PLAT.

MAGNETIC N

* L E G E N D *

AKA ALSO KNOWN AS
APD AS PER DEED
APP AS PER PLAT
BSL BUILDING (SETBACK) LINE
CP COMPUTED POINT
CTP CRIMP TOP PIPE FOUND
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D DEED (BOOK/PAGE)
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RBS 1/2" REINFORCING BAR SET
SW SIDEWALK
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SSCO SANITARY SEWER CLEANOUT
SSMH SANITARY SEWER MANHOLE
-X- FENCE LINE
CB CATCH BASIN
SWCB STORM WATER CATCH BASIN
WALL

SETBACKS
FRONT = 30'
SIDES = 10'
REAR = 30'

IMPERVIOUS AREA:
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EXIST. SHED=704 SF
EXIST.. GRAVEL DRIVEWAY=1640 SF

TOTAL=4826 SF

SITE PLAN

SCALE: 1" = 20'

PROPERTY ADDRESS:
1719 SPRING ST
SMYRNA SPRINGS, GA 30080

LAND AREA:
24,492 SF
.56 AC

ZONING: R-100

SITE PLAN PREPARED FOR:
1719 SPRING STREET

LOT XX BLOCK XXX SUBDIVISION
LAND LOT 201 7th DISTRICT PARCEL ID: 17063200600 BY:
COBB COUNTY, GEORGIA FIELD DATE: 01-10-2026 GR
CITY OF SMYRNA DRAWN DATE: 01-14-2026 LW
ALL MATTERS OF TITLE ARE EXCEPTED. NOT TO BE RECORDED NOR USED TO CONVEY PROPERTY.

SURVEY SYSTEMS ATLANTA
668 LAKE DR. SW, SHELLVILLE, GA 30039
COA #LSF000867, JOBORDERS@SURVEYSATLANTA.COM
CELL 678-308-8569 ~ OFFICE 404-761-0010

SHEET
C1

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

LUP-8-2026

SITE BACKGROUND

Applicant	Meylena Gutierrez, Santos L. Gutierrez
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	David W Brown
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Santos Luis Gutierrez and Meylena Gutierrez
Property Location	Located on the north side of Spring Street, west of Spring Road
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QUICK FACTS

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Parcel #	17063200660
Taxes Paid	Yes

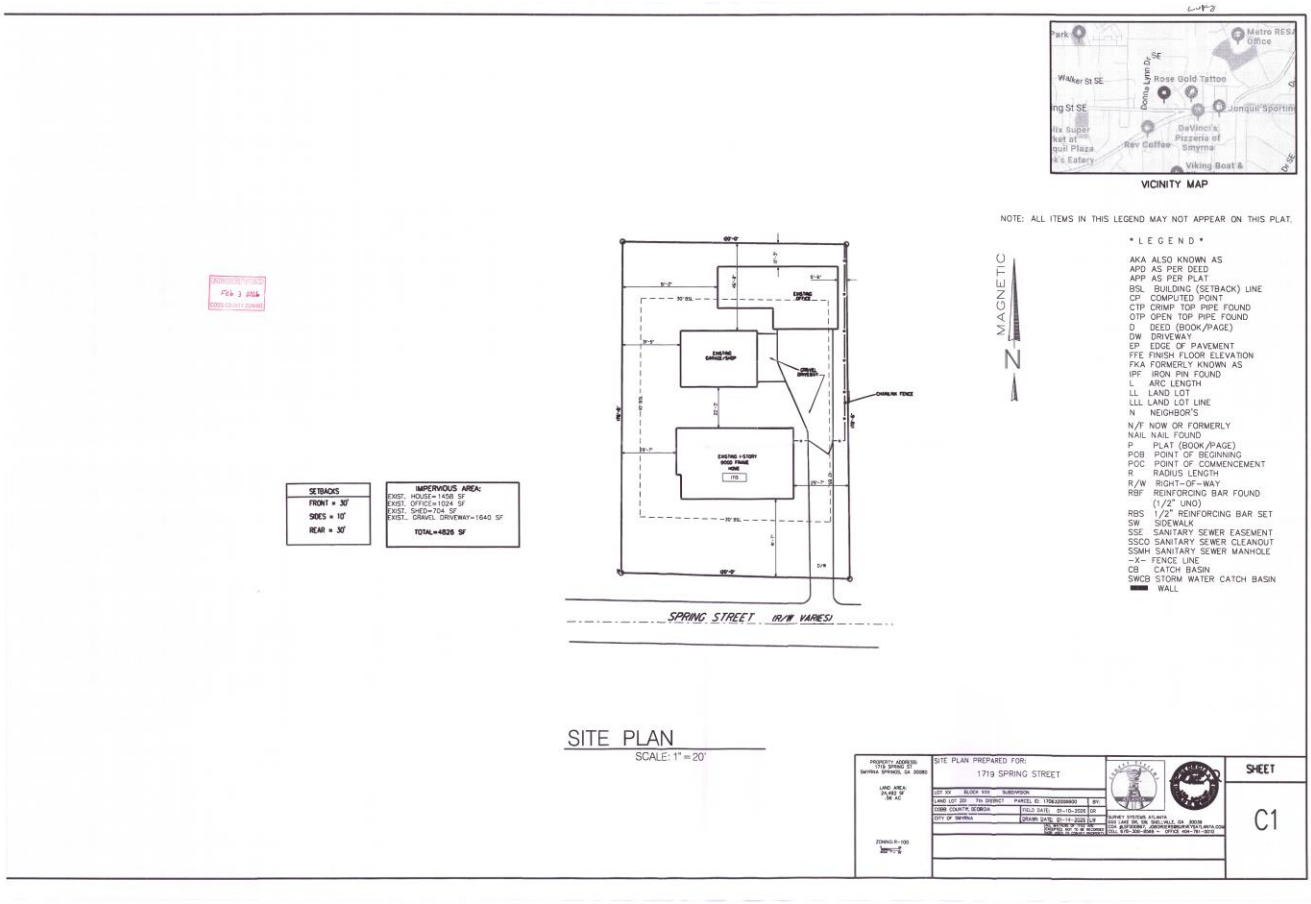
FINAL ZONING STAFF RECOMMENDATIONS

(Zoning staff member: Peyton McClure, CNU-A)

Based on the analysis of this case, Staff recommends **DENIAL.**

LUP-8 2026 Aerial Map




VICINITY MAP
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* L E G E N D *
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EXIST.. GRAVEL DRIVEWAY=1640 SF
TOTAL=4826 SF
SPRING STREET (R/W VARIES)
SITE PLAN
SCALE: 1" = 20'
SITE PLAN PREPARED FOR:
1719 SPRING STREET
SHEET
C1

North

Zoning: R-20/ Single-family residential

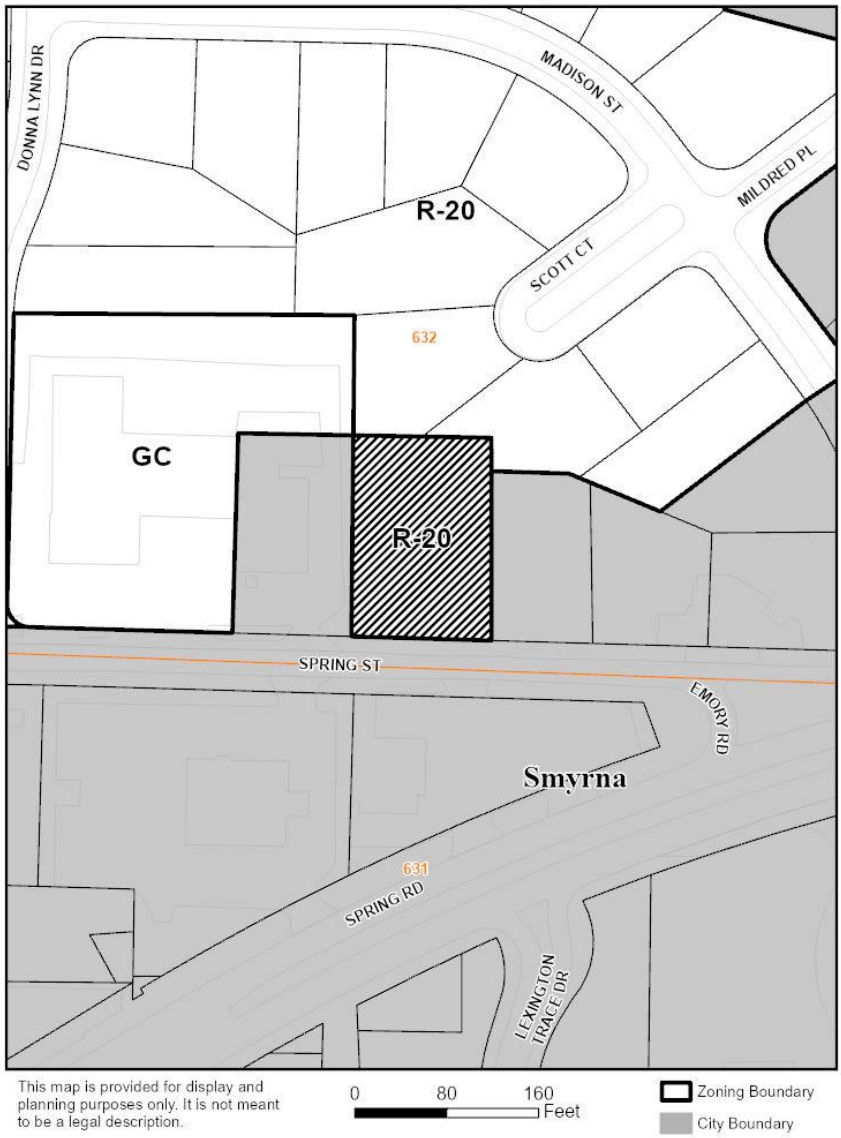
Future Land Use: LDR

WEST

Zoning: City of Smyrna/ Daycare

Future Land Use: City of Smyrna

LUP-8 2026 Map



EAST

Zoning: City of Smyrna/ Daycare

Future Land Use: City of Smyrna

SOUTH

Zoning: City of Smyrna/ Retail

Future Land Use: City of Smyrna

Current zoning district for the property

The R-20 district is established to provide locations for single-family residential uses or residentially compatible institutional and recreational uses which are within or on the edge of properties delineated for any residential category as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. When residentially compatible institutional and recreational uses are developed within the R-20 district, they should be designed and built to ensure intensity and density compatibility with adjacent single-family detached dwellings and otherwise to implement the stated purpose and intent of this chapter.

Request for a Temporary Land Use Permit

The Board of Commissioners may permit temporary land use permits for uses that are uniquely located and are considered compatible with adjoining zoning districts and nearby uses for designated periods of time for uses, exceptions or professions in areas, along roadways and within districts where the zoning regulations would otherwise prohibit such operations. Customary home occupations as defined in this chapter, do not require a temporary land use permit.

Summary of the applicant's proposal

The applicant is requesting a Temporary Land Use Permit (LUP) to establish a light automotive repair shop in a residential district. The applicant's proposal would entail repairs and customization of three-wheeled vehicles, like the Polaris Slingshot, hereto referred as autocycles as defined in Georgia Department of Driver Services Motorcycle Operators Manual, 2023-2024, Section 10: Three-Wheeled Vehicles. The applicant proposes a maximum of four (4) vehicles to be repaired on site within existing bays, with a maximum of four (4) employees. Proposed operating hours are Tuesday-Saturday from 10am to 6pm. The applicant has requested a 4'x4' sign be placed on the property. The applicant intends to continue living at the residential property.

This property was originally established as a GC general commercial district but was rezoned to the R-20 single-family residential district by Z-54 of 1992 for the purposes of securing a bank loan. Per the applicant, the owner continued to operate a commercial business at this site for many years afterward. Surrounding properties to the east, south, and west are retail in use. There appears to be a second electrical meter on the property that may require inspection prior to any future use of the workshop.

LUP-8-2026 DEPARTMENT COMMENTS – Fire Department

02/26/26

The proposed zoning case must address the comments listed below by prescriptive code or equivalency, as approved by the Cobb County Fire Marshal's Office

Approval will be based on Professional Engineer-stamped plans that signify overall plan conformance to all Georgia State and Cobb County Codes. Design Professional and Developer maintain the sole responsibility for the design and for correcting all errors, omissions, problems, and code violations (if any) exposed during construction AFTER authorization by Cobb County.

CERTIFICATE OF OCCUPANCY:
Plans must be submitted to the Cobb County Fire Marshal's Office to initiate the Certificate of Occupancy process.

FIRE HYDRANT:
The maximum distance of a hydrant to the most remote portion of a structure shall be 500 feet. Distance shall be measured around the structure and from the fire apparatus access road. A 500-foot radius around the hydrant is not an acceptable measurement for distance. Hydrants on the opposite side of a main ROW is not an acceptable measurement of distance. (Cobb County Development Standards 410.5.2) (Cobb County Development Standards 410.5.2)

Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet for a 40-foot length centered on the fire hydrant, exclusive of shoulders (see Figure D103.1 in Appendix D).

Jeff Byrd
(678) 229-7059
Jeffrey.Byrd@cobbcounty.gov

LUP-8-2-26 DEPARTMENT COMMENTS – Site Plan Review

2/26/26

As determined by the Site Plan Review Section, the property owner may be required to obtain a Land Disturbance Permit to perform any site modifications, as required per stipulation approval (fencing, landscaping, curb/gutter & sidewalk installation, etc.) or otherwise. Contact Site Plan Review, 770-528-2147.

LUP-8-2024 DEPARTMENT COMMENTS – Cemetery Preservation

No comment.

2/27/2026

Comprehensive Plan Future Land Use Designation: Neighborhood Activity Center
The subject tract is within the Neighborhood Activity Center (NAC) future land use category. The purpose of the NAC is to provide for areas that serve neighborhood residents and businesses. Typical land uses for these areas include small offices, limited retail and grocery stores.

What is the Future Land Use Sub-Category? N/A

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary?	☒ Yes	☐ No
If Yes:		
Which City:	Smyrna	
Was the city notified?	Yes	

Dobbins Air Reserve Base Zones

Is the property within the Dobbins Airfield Safety Zone?	☐ Yes	☒ No
Is the property within the Clear Zone (CZ)?	☐ Yes	☒ No
Is the property within 3000’ of Dobbins ARB?	☐ Yes	☒ No
Is the property within the Accident Potential Zone (APZ I)?	☐ Yes	☒ No
Is the property within the Accident Potential Zone II (APZ II)?	☐ Yes	☒ No
Is the property within the Noise Zone?	☐ Yes	☒ No
Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)?	☒ Yes	☐ No

---

Comments:

LUP-8

April '26 Zoning

Applicant: Meylena Gutierrez, Santos L. Gutierrez

Water & Sewer Comments: This property is in the City of Smyrna's water/sewer service boundary. Contact the City for water/sewer comments.

Observations

Spring Street is classified as a minor collector and is maintained by the City of Smyrna.

Recommendations

1. Recommend City of Smyrna permits for all work that encroaches upon city right-of-way.
2. Recommend applicant be required to meet all Cobb County Development Standards and Ordinances related to project improvements.

STAFF ANALYSIS

There are twelve criteria that must be considered for a Temporary Land Use Permit. The criteria are below in bold, with the staff analysis following:

(1) Safety, health, welfare and moral concerns involving the surrounding neighborhood.
It is Staff's opinion that this use may not negatively affect the Safety, health, welfare and moral concerns involving the surrounding community. This property is not in a platted neighborhood, with abutting residential lots to the rear (north).

(2) Parking and traffic considerations.
It is Staff's opinion that there is adequate parking to allow vehicles to be repaired and temporarily stored within the enclosed garage space.

(3) Number of nonrelated employees.
The Applicant is proposing a maximum of four (4) employees.

(4) Number of commercial and business deliveries.
The applicant is proposing 2 deliveries/week via UPS or FedEx.

(5) The general presumption of the board of commissioners that residential neighborhoods should not allow noncompatible business uses.
This use is outside a platted neighborhood.

(6) Compatibility of the business use to the neighborhood.
It is Staff's opinion that this use would be compatible with surrounding properties, but this property would be best served by a rezoning of the property so as not to have conflicting uses of auto repair and residential on the same lot.

(7) Hours of operation.
10am-6pm; Tuesday-Saturday

(8) Existing business uses in the vicinity.
There is a retail use to the immediate south, daycare services to the left and right, plus a nearby auto body repair shop.

(9) Effect on property values of surrounding property.
It is Staff's opinion that this use would not have a meaningful impact on surrounding property values.

(10) Circumstances surrounding neighborhood complaints.
This request is not the result of a code enforcement action, although staff is concerned about placing this use on a residentially zoned property.

(11) Intensity of the proposed business use.
The applicant is requesting a light auto repair shop for autocycles, with a maximum of four (4) vehicles serviced at a time.

(12) Location of the use within the neighborhood.
This use is not within a platted neighborhood.

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

Application for Rezoning
Cobb County

(type or print clearly)

Application No. Z-54
Hearing Date: 6-16-92

Applicant Ronald D. Coleman & Gerald H. Coleman Business Phone 422-3277 & 879-2100 Home Phone 435-5758 (Ron) 434-6424 (Gerald)

Ronald D. Coleman (representative's name, printed) Address 1719 Spring St., Smyrna, GA 30080

Ronald D Coleman (representative's signature) Business Phone 422-3277

Signed, sealed and delivered in presence of:

Marshall D. Stephens Notary Public, Georgia, County of Cobb My Commission Expires August 1, 1994 My commission expires: _____

Notary Public

Titleholder Ronald D. Coleman & Gerald H. Coleman Business Phone 422-3277 (Ron) 879-2108 Home Phone 435-5758 (Ron) 434-6424

Signature Ronald D Coleman Gerald H Coleman Address 1719 Spring St., Smyrna, GA 30080 (Ron) 610 Walnut Way, Marietta, GA 30060 (Gerald)

(attach additional signatures, if needed)

Signed, sealed and delivered in presence of:

Marshall D. Stephens Notary Public, County of Cobb My Commission Expires August 1, 1994 My commission expires: _____

Notary Public

Zoning Request From Commercial GC to Residential R-20

(present zoning) (proposed zoning)

For the Purpose of to secure a mortgage (residence) Size of Tract .5 Acre(s)

(subdivision, restaurant, warehouse, apt., etc.)

Location 1719 Spring St., Smyrna, GA 30080

(street address, if applicable; nearest intersection, etc.)

Land Lot(s) 632 District 17th

We have investigated the site as to the existence of archeological and/or architectural landmarks. I hereby certify that there ~~are~~/are no such assets. If any, they are as follows:

Ronald D. Coleman
Gerald H Coleman
(applicant's signature)

We have investigated the site as to the existence of any cemetery located on the above property. I hereby certify that there ~~is~~/is not such a cemetery. If any, they are as follows:

Ronald D. Coleman
Gerald H Coleman
(applicant's signature)

Rev: January 25, 1991

APPLICATION NO. Z-54

Original Date of Application: 6-16-92

Applicant's Name: RONALD AND GERALD COLEMAN

THE FOLLOWING REPRESENTS THE FINAL DECISIONS OF THE COBB COUNTY PLANNING COMMISSION AND THE COBB COUNTY BOARD OF COMMISSIONERS

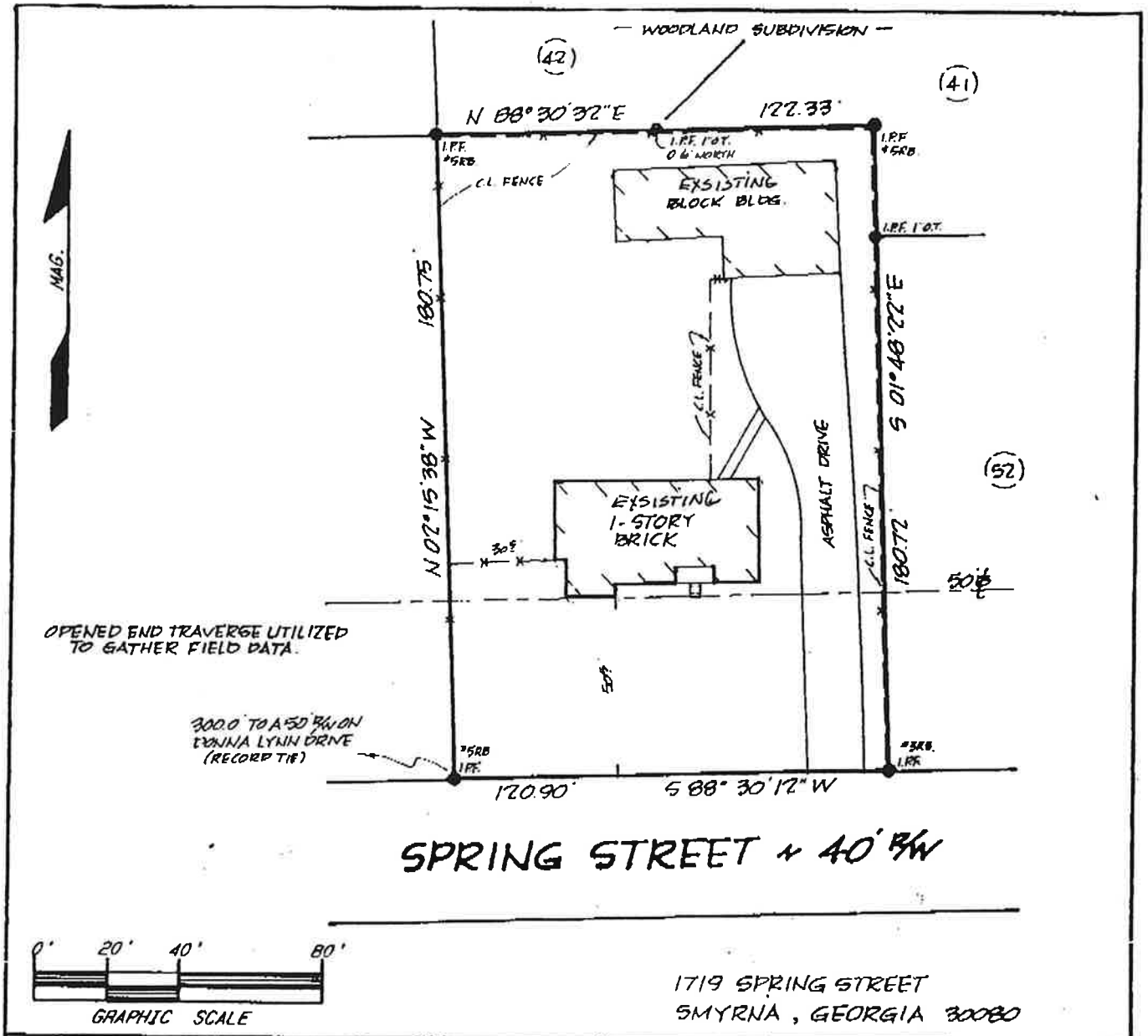
PC RECOMMENDATION 6-16-92 The Planning Commission recommended approval of application. Motion by Vansant, second by Hallinan, carried 4-0.

BOC DECISION 6-16-92 The Board of Commissioners **approved** application as recommended by the Planning Commission. VOTE: 4-0.

Karen L. Hach

Karen L. Hach, Deputy Clerk
Cobb County Board of Commissioners

850-8438



1719 SPRING STREET
SMYRNA, GEORGIA 30080

THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN — FEET AND AN ANGULAR ERROR OF — " PER ANGULAR POINT IT WAS ADJUSTED USING —

THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 10,000+ FEET

EQUIPMENT UTILIZED: ANGULAR - NIKON AS LINEAR - C.D.M.

"FIA OFFICIAL FLOOD HAZARD MAP" COMMUNITY NUMBER 130052 MAP ZONE "C" PAGE 100. DATE 12-4-85 SHOWS THIS PROPERTY NOT TO IN A DESIGNATED BASE FLOOD AREA. ALL MATTERS OF TITLE ARE EXCEPTED.

GEORGIA REGISTERED No. 2448 ANASTASIOS COSTARIDES LAND SURVEYOR

SURVEY FOR:
RONALD DEE COLEMAN & GERALD HARVEY COLEMAN

SUBDIVISION -	
LOT -	BLOCK - UNIT -
LAND LOT - 632	
DISTRICT - 17TH	SECTION - 2ND
COUNTY - COBB	STATE - GEORGIA
REFERENCE PLAT 9, PAGE 60	
DATE: MARCH 26, 1992	SCALE: 1" = 40'
REVISED:	JOB NO. A 92-310

C & C LAND SURVEYORS, INC.
P.O. BOX 837, ACWORTH, GEORGIA 30101
(404) 975-3933

21,780 ±

Revised October 1, 2009

Application #:_____

PC Hearing Date:_____

BOC Hearing Date:_____

TEMPORARY LAND USE PERMIT WORKSHEET
(FOR BUSINESS USE OR FOR A USE NOT PERMITTED)

1. **Type of business, or request?** Retail and online sales and parts installation
2. **Number of employees?** 14
3. **Days of operation?** Tuesday - Saturday
4. **Hours of operation?** 10:00 am - 6:00 pm
5. **Number of clients, customers, or sales persons coming to the house per day?** 1 **;Per week?** 4
6. **Where do clients, customers and/or employees park?**
   Driveway:_____**; Street:**_____**;Other (Explain):** parking space in land
7. **Signs? No:**_____**; Yes:** 1 **. (If yes, then how many, size, and location):** 4'x4' inside land limits in the front side of the land facing the road
8. **Number of vehicles related to this request? (Please also state type of vehicle, i.e. dump truck, bobcat, trailer, etc.):** 4 Polaris Slingshot motorcycles, and 2 trailers
9. **Deliveries? No**_____**; Yes** X **(If yes, then how many per day or week, and is the delivery via semi-truck, USPS, Fedex, UPS, etc.)**
   2 per week from UPS or FedEx
10. **Does the applicant live in the house? Yes** X **;No**_____
11. **Any outdoor storage? No** X **; Yes**_____**(If yes, please state what is kept outside):**_____
12. **Length of time requested (24 months maximum):** 24 months
13. **Is this application a result of a Code Enforcement action? No** X **;Yes**__ **(If yes, attach a copy of the Notice of Violation and/or tickets to this form).**
14. **Any additional information? (Please attach additional information if needed):**

RECEIVED
FEB 03 2026
COBB COUNTY ZONING

Applicant signature: Santos L Gutierrez **Date:** 2-2-26

Applicant name (printed): SANTOS L. GUTIERREZ

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

LUP-9-2026

SITE BACKGROUND

Applicant	IH4 Property Georgia LP
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Sabrina Germany
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	IH4 Property Georgia LP
Property Location	Located on the northwest corner of Willow Creek Drive and Willow Bluff
Address	1591 Willow Bluff
Access to Property	Willow Bluff

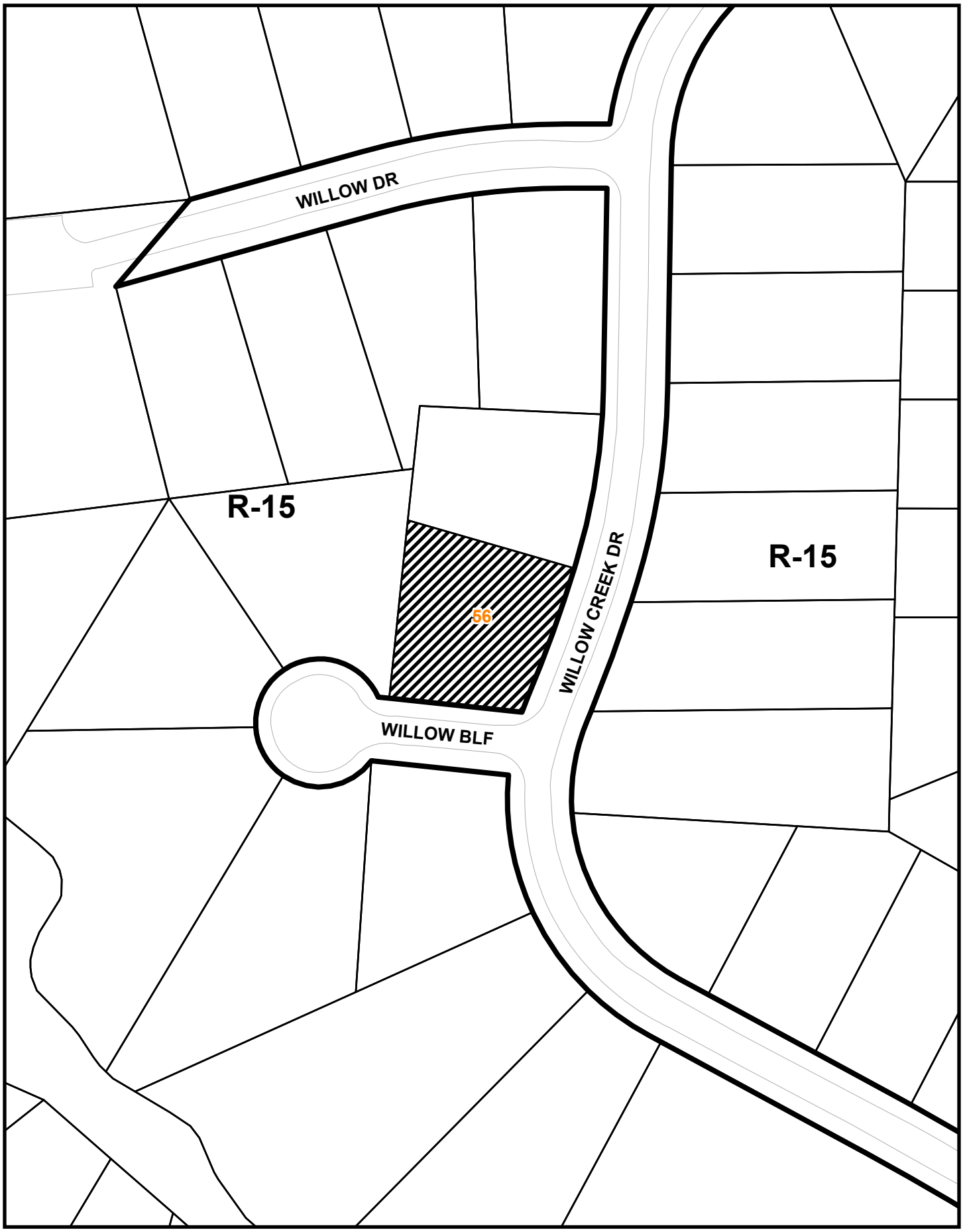
QUICK FACTS

Commission District	3 - Birrell
Current Zoning	R-15
Current Use of Property	Single-family residence
Proposed Use	To allow more unrelated adults than the Code allows
Future Land Use	LDR
Site Acreage	0.35
District	16
Land Lot	56
Parcel #	16005600120
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

LUP-9 2026 Map



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

0 85 170 Feet

Zoning Boundary

City Boundary

ArcGIS Web Map



2/5/2026, 2:16:24 PM

1:564

0 0 0.01 0.02 mi

0 0.01 0.01 0.02 km

- CAM_ActiveAddress
- Land Lots
- Subdivisions
- CobbParcels
- CountyEasements
- <all other values>
- DOT
- WATER
- Service Line
- Meter
- Water Main
- CCWS
- Water Valve
- Tap
- Sewer Customer
- Gravity Main
- COBB COUNTY
- ssManhole
- COBB COUNTY
- Ramps
- Local

RECEIVED
FEB 05 2026
COBB COUNTY ZONING

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ArcGIS Web AppBuilder

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LUP-9 2026 Aerial Map



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

0 85 170 Feet

Zoning Boundary

City Boundary

Docusign Envelope ID: AC7206A7-903B-4F8D-B14C-11654652CDAB

Revised December18, 2013

Application #: LUP-9-2026

PC Hearing Date: 4-7-26

BOC Hearing Date: 4-21-26

TEMPORARY LAND USE PERMIT WORKSHEET (FOR NUMBER OF ADULTS AND/OR VEHICLES)

RECEIVED
FEB 05 2026
COBB COUNTY ZONING

1. **Number of unrelated adults in the house?** 4
2. **Number of related adults in the house?** 0
3. **Number of vehicles at the house?** 4
4. **Where do the residents park?**
   Driveway: x ; **Street:** _____ ; **Garage:** _____
5. **Does the property owner live in the house? Yes** _____ ;**No** x
6. **Any outdoor storage? No** _____ ; **Yes** x **(If yes, please state what is kept outside):** _____
7. **Length of time requested (24 months maximum):** 20 Months
8. **Is this application a result of a Code Enforcement action? No** ___ ;**Yes** x **(If yes, attach a copy of the Notice of Violation and/or tickets to this form).**
9. **Any additional information? (Please attach additional information if needed):**

_____

_____

Applicant signature: _____ **Date:** 1/15/26

Applicant name (printed): Sabrina Germany

ZONING STAFF USE ONLY BELOW THIS LINE

Zoning of property: R-15

Size of house per Cobb County Tax Assessor records: 2388

Number of related adults proposed: 00 **Number permitted by code:** 06

Number of unrelated adults proposed: 4 **Number permitted by code:** 1

Number of vehicles proposed: 4 **Number permitted by code:** 6

Number of vehicles proposed to be parked outside: 4 **Number of vehicles permitted** 4

Revised December 18, 2013

ArcGIS Web Map

Z-18-9



2/5/2026, 2:16:24 PM

1:564

0 0 0.01 0.02 mi

0 0.01 0.01 0.02 km

CAM_ActiveAddress
Land Lots
Subdivisions
CobbParcels
CountyEasements
<all other values>
DOT
WATER
Service Line
Meter
Water Main
CCWS
Water Valve
Tap
Sewer Customer
Gravity Main
COBB COUNTY
ssManhole
COBB COUNTY
Ramps
Local

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RECEIVED
FEB 05 2026
COBB COUNTY ZONING

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

LUP-9-2026

SITE BACKGROUND

Applicant	IH4 Property Georgia LP
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Sabrina Germany
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	IH4 Property Georgia LP
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Access to Property	Willow Bluff

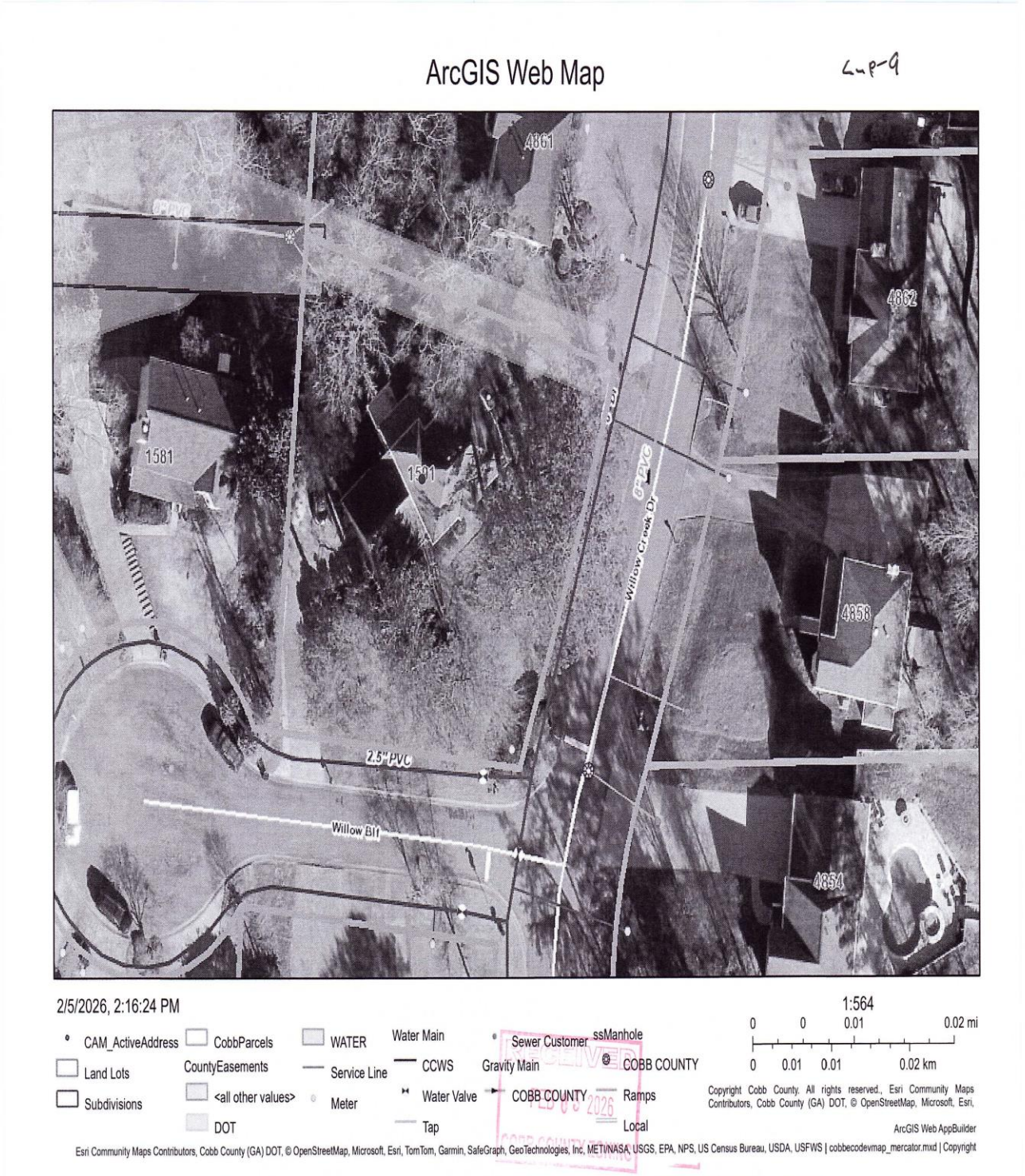
QUICK FACTS

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Current Zoning	R-15
Current Use of Property	Single-family residence
Proposed Use	To allow more unrelated adults than the Code allows
Future Land Use	LDR
Site Acreage	0.35
District	16
Land Lot	56
Parcel #	16005600120
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

(Zoning staff member: Shaun Daniels, Planner II)

Based on the analysis of the case, Staff recommends **DENIAL.**


ArcGIS Web Map
LUP-9
4861
4862
1581
1591
4858
4854
Willow Creek Dr
2.5" PVC
Willow Bl
2/5/2026, 2:16:24 PM
1:564
0 0 0.01 0.02 mi
0 0.01 0.01 0.02 km
CAM_ActiveAddress
Land Lots
Subdivisions
CobbParcels
CountyEasements
<all other values>
DOT
WATER
Water Main
Service Line
Meter
CCWS
Water Valve
Tap
Sewer Customer
Gravity Main
COBB COUNTY
ssManhole
COBB COUNTY
Ramps
Local
RECEIVED
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COBB COUNTY ZONING
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LUP-9 2026 Aerial Map



North

Zoning: R-15 Single-Family Residential

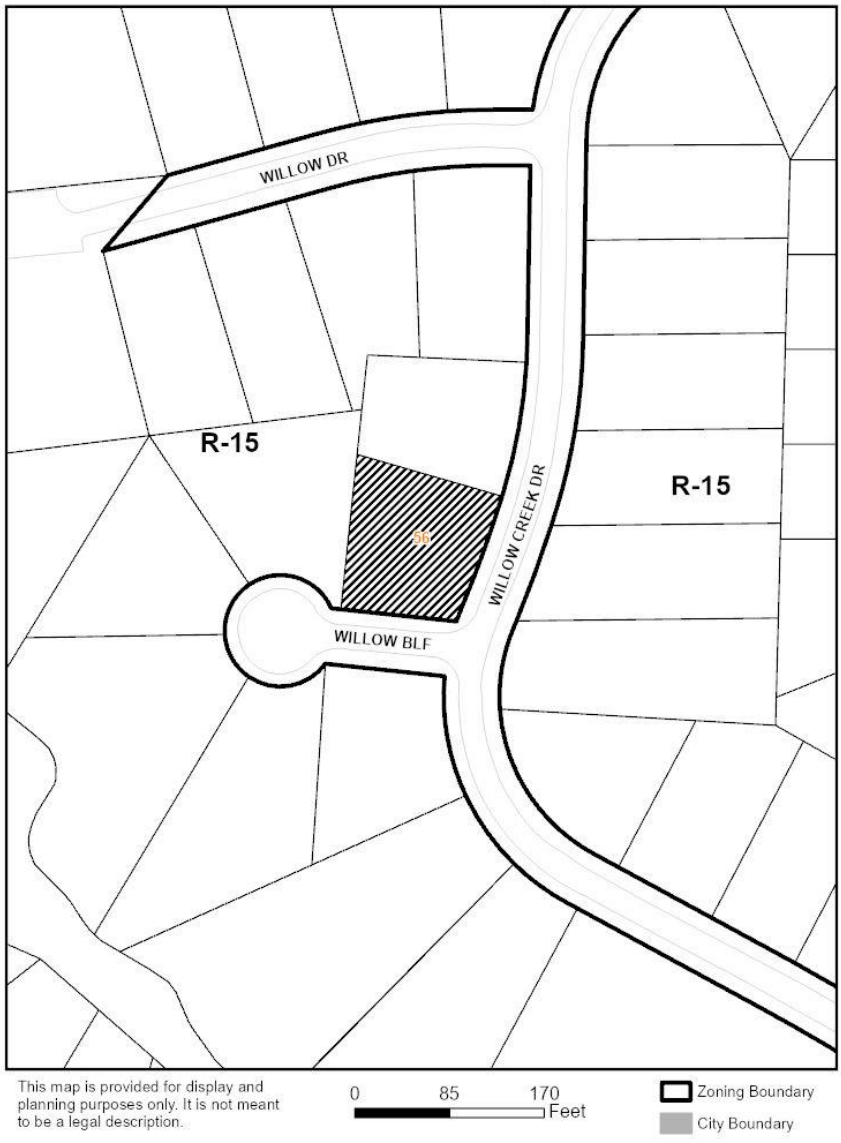
Future Land Use: LDR

WEST

Zoning: R-15 Single-Family Residential

Future Land Use: LDR

LUP-9 2026 Map



EAST

Zoning: R-15 Single-Family Residential

Future Land Use: LDR

SOUTH

Zoning: R-15 Single-Family Residential

Future Land Use: LDR

Current zoning district for the property

The R-15 district is established to provide locations for single-family residential uses or residentially compatible institutional and recreational uses which are within or on the edge of properties delineated for any residential category as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. When residentially compatible institutional and recreational uses are developed within the R-15 district, they should be designed and built to ensure intensity and density compatibility with adjacent single-family detached dwellings and otherwise to implement the stated purpose and intent of this chapter.

Request for a Temporary Land Use Permit

The Board of Commissioners may permit temporary land use permits for uses that are uniquely located and are considered compatible with adjoining zoning districts and nearby uses for designated periods of time for uses, exceptions or professions in areas, along roadways and within districts where the zoning regulations would otherwise prohibit such operations. Customary home occupations as defined in this chapter, do not require a temporary land use permit.

Summary of the applicant's proposal

The applicant is requesting a Temporary Land Use Permit (LUP) to allow up to four (4) unrelated adults to reside at a 2,388-square-foot residence. Under the code, based on the square footage listed by the Tax Assessor, the property is permitted to house a maximum six (6) adults, one (1) of which may be unrelated. Code Enforcement issued a Notice of Violation on January 7, 2025. The applicant is seeking approval of the LUP for a duration of 20 months.

LUP-9-2026 DEPARTMENT COMMENTS – Fire Department

02/26/26

The proposed zoning case must address the comments listed below by prescriptive code or equivalency, as approved by the Cobb County Fire Marshal's Office

CERTIFICATE OF OCCUPANCY:
Plans must be submitted to the Cobb County Fire Marshal's Office to initiate the Certificate of Occupancy process.

LODGING:
Where 4 or more (>3) unrelated residents share a dwelling a new certificate of occupancy is required to include implementation of both a fire alarm and fire sprinkler system.

Jeff Byrd
(678) 229-7059
Jeffrey.Byrd@cobbcounty.gov

LUP-9-2024 DEPARTMENT COMMENTS – Cemetery Preservation

No comment.

2/27/2026

Comprehensive Plan Future Land Use Designation: Low Density Residential
The subject tract is within the Low Density Residential (LDR) future land use category. The purpose of LDR is to provide for areas that are suitable for low density housing between one (1) and two and one-half (2.5) dwelling units per acre and non-supportive senior living housing that in certain circumstances may reach five (5) dwelling units per acre, depending on existing conditions such as product type and mix, structure/building height, tract size, topographic conditions, etc. in order to provide compatibility with adjacent residential uses. This category presents a range of densities.

What is the Future Land Use Sub-Category? N/A

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary? ☐ Yes ☒ No
If Yes:
Which City: N/A
Was the city notified? N/A

Dobbins Air Reserve Base Zones

Is the property within the Dobbins Airfield Safety Zone? ☐ Yes ☒ No

Is the property within the Clear Zone (CZ)? ☐ Yes ☒ No

Is the property within 3000’ of Dobbins ARB? ☐ Yes ☒ No

Is the property within the Accident Potential Zone (APZ I)? ☐ Yes ☒ No

Is the property within the Accident Potential Zone II (APZ II)? ☐ Yes ☒ No

Is the property within the Noise Zone? ☐ Yes ☒ No

Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)? ☐ Yes ☒ No

---

Comments:

LUP-9

April '26 Zoning

Applicant: IH4 Property Georgia LP

Water & Sewer Comments: No comments.

Recommendations

1. Recommend no parking on the right-of-way.

STAFF ANALYSIS

There are twelve criteria that must be considered for a Temporary Land Use Permit. The criteria are below in bold, with the staff analysis following:

(1) Safety, health, welfare and moral concerns involving the surrounding neighborhood.
The application stems from a complaint regarding the number of vehicles parked at the residence. Code Enforcement issued a notice of violation to the property for operating as a single-family dwelling on February 11, 2025.

(2) Parking and traffic considerations.
The applicant may have up to six (6) vehicles on the property: four (4) parked outside and two (2) in the garage or carport. The applicant is proposing to park four vehicles at the property, all of which would be located outside the garage.

(3) Number of nonrelated employees.
N/A

(4) Number of commercial and business deliveries.
N/A

(5) The general presumption of the board of commissioners that residential neighborhoods should not allow noncompatible business uses.
N/A

(6) Compatibility of the business use to the neighborhood.
N/A

(7) Hours of operation.
N/A

(8) Existing business uses in the vicinity.
N/A

(9) Effect on property values of surrounding property.
The applicant's request may negatively affect the surrounding area if additional vehicles begin parking regularly on the street. During Code Enforcement's investigation, an officer observed multiple vehicles parked both in the driveway and along the street. Although no parking violations were documented, an increase in the number of vehicles associated with the residence could contribute to congestion, which may impact neighborhood character and potentially affect surrounding property values.

(10) Circumstances surrounding neighborhood complaints.
Code Enforcement's initial investigation was prompted by a complaint alleging that the property housed an excessive number of unrelated adults and that numerous vehicles were parked at the residence. During the investigation, Code Enforcement observed a substantial number of vehicles on the property. The property owner also provided documentation confirming that multiple unrelated adults were residing at the home, supporting the basis of the complaint.

(11) Intensity of the proposed business use.
No business activity is proposed at the residence.

(12) Location of the use within the neighborhood.
The proposal is located within a platted subdivision and surrounded by residential uses

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

Docusign Envelope ID: AC7206A7-903B-4F8D-B14C-11654652CDAB

Revised December18, 2013

Application #: LUP-9-2026

PC Hearing Date: 4-7-26

BOC Hearing Date: 4-21-26

TEMPORARY LAND USE PERMIT WORKSHEET (FOR NUMBER OF ADULTS AND/OR VEHICLES)

RECEIVED
FEB 05 2026
COBB COUNTY ZONING

1. **Number of unrelated adults in the house?** 4
2. **Number of related adults in the house?** 0
3. **Number of vehicles at the house?** 4
4. **Where do the residents park?**
   Driveway: x ; **Street:** _____ ; **Garage:** _____
5. **Does the property owner live in the house? Yes** _____ ;**No** x
6. **Any outdoor storage? No** _____ ; **Yes** x **(If yes, please state what is kept outside):** _____
7. **Length of time requested (24 months maximum):** 20 Months
8. **Is this application a result of a Code Enforcement action? No** ___ ;**Yes** x **(If yes, attach a copy of the Notice of Violation and/or tickets to this form).**
9. **Any additional information? (Please attach additional information if needed):**

_____

_____

Applicant signature: _____ **Date:** 1/15/26

Applicant name (printed): Sabrina Germany

ZONING STAFF USE ONLY BELOW THIS LINE

Zoning of property: R-15

Size of house per Cobb County Tax Assessor records: 2388

Number of related adults proposed: 00 **Number permitted by code:** 06

Number of unrelated adults proposed: 4 **Number permitted by code:** 1

Number of vehicles proposed: 4 **Number permitted by code:** 6

Number of vehicles proposed to be parked outside: 4 **Number of vehicles permitted** 4

Revised December 18, 2013

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

LUP-10-2026

SITE BACKGROUND

Applicant	McEachern Memorial Methodist Church, Inc.
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Adam J. Rozen
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	McEachern Memorial Methodist Church Incorporated
Property Location	Located on the south side of Macland Road, west of Hopkins Road
Address	3615 Hopkins Road
Access to Property	Macland Road

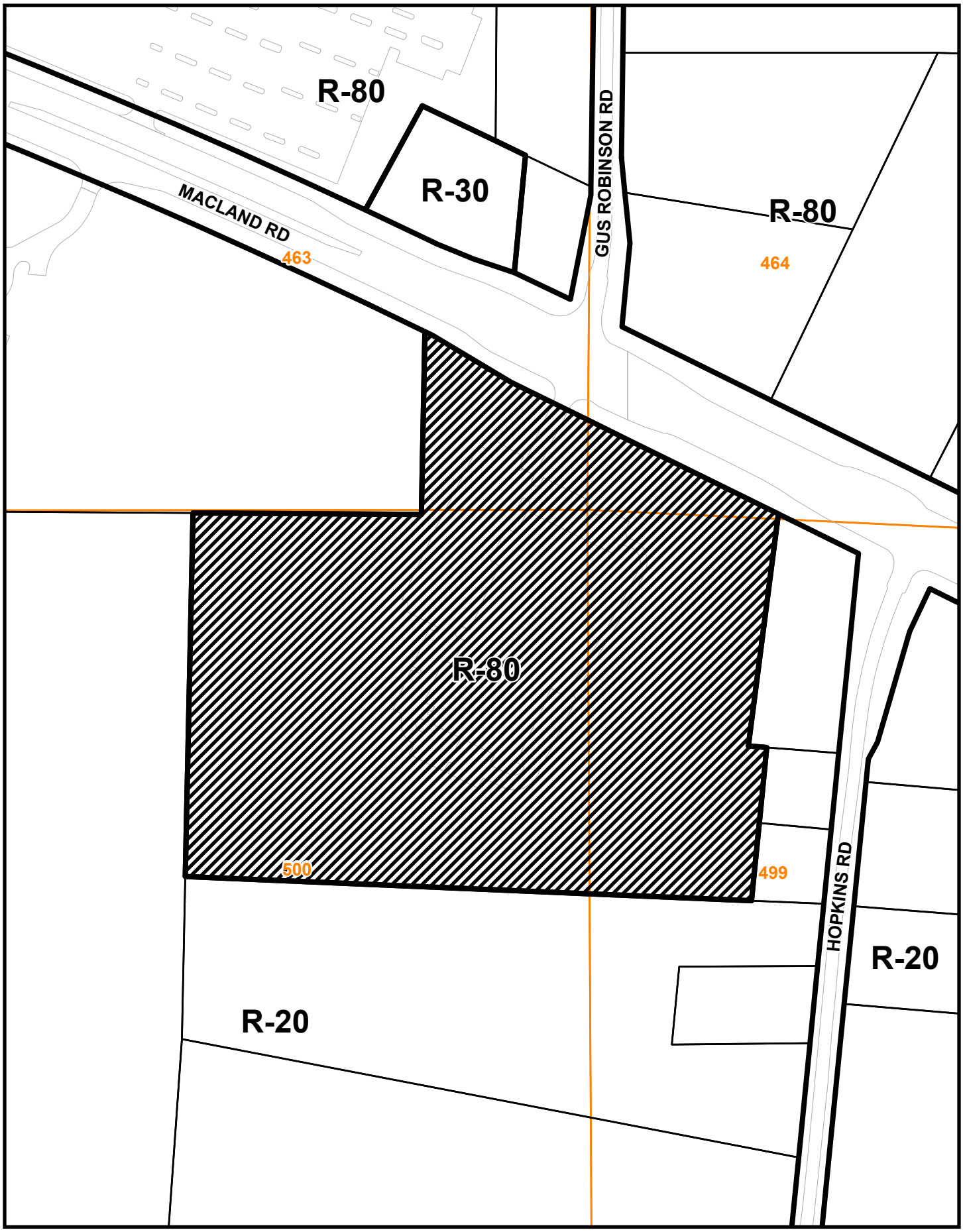
QUICK FACTS

Commission District	4 - Sheffield
Current Zoning	R-80
Current Use of Property	Church
Proposed Use	Multi-purpose ministry building including light automotive repair
Future Land Use	PI
Site Acreage	15.33
District	19
Land Lot	500
Parcel #	19050000010
Taxes Paid	Exempt

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

LUP-10 2026 Map

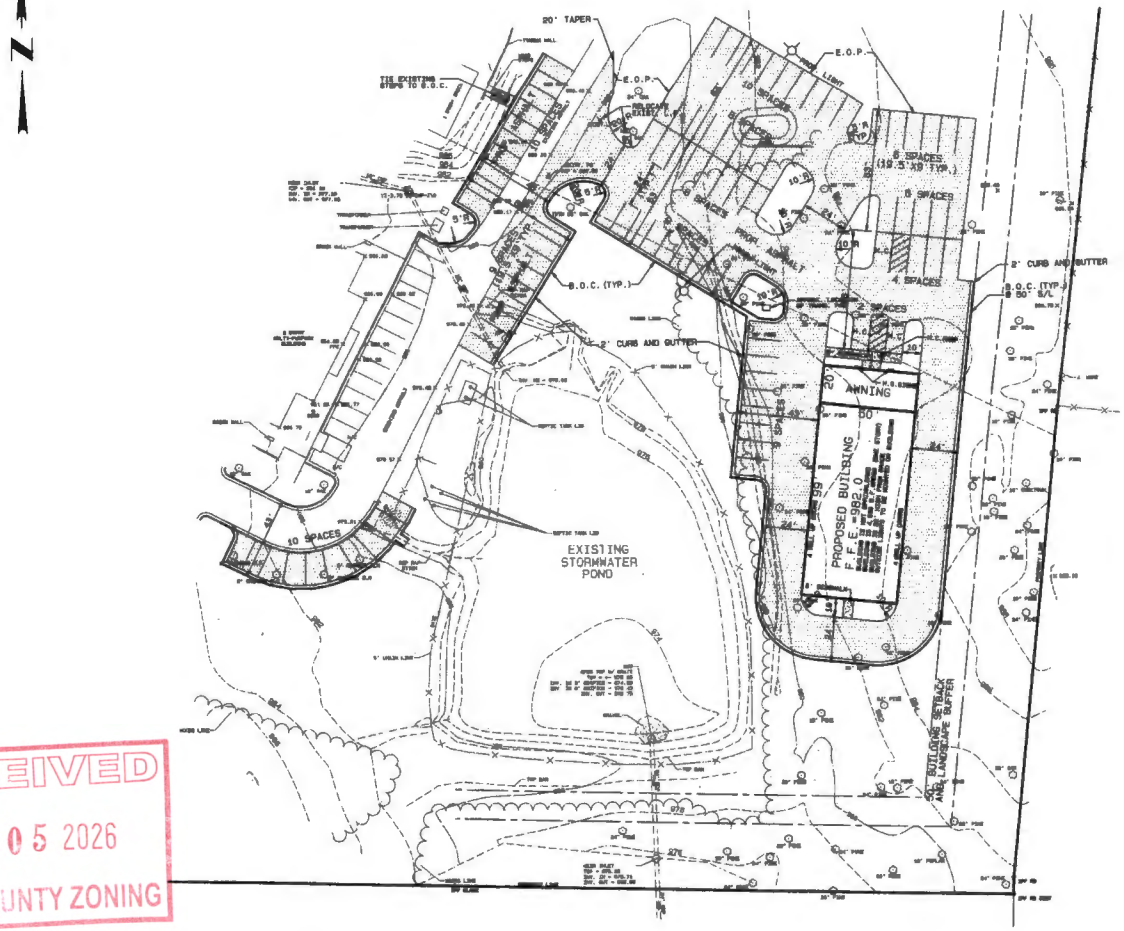


This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 180 360 Feet

Zoning Boundary

City Boundary



Call for contractor to install backflow device in utility box after 1" domestic meter.

Health Department approval must be obtained prior to CCWS plan approval.

Add note: All Commercial projects require the installation of an approved testable Double Check Valve Assembly (DCVA) by the owner/developer on the customer-side of domestic and irrigation meters. Businesses that pose a greater degree of hazard may require additional protection (car washes, laundry cleaners, hospitals and medical buildings, industrial users, chemical additives, etc.). Designated fire lines are required to have a Double Check Detector Assembly (DCDA). For any questions, contact the backflow supervisor Roger Bosa with the Backflow Prevention Program by email at roger.bosa@cobbcounty.org, or by phone (c)470-629-4986, (o)770-528-3343. Owner must have backflow prevention assembly(s) installed and approved by the Backflow Prevention Program before water service is activated. After the water service is activated, each assembly must be tested by an approved backflow assembly tester. The Backflow Prevention Program has an approved list of backflow testing companies and can supply the list on request. The backflow tester can email the test results to: backflow.prevention@cobbcounty.org. All backflow prevention requirements must be met before the Certificate of Occupancy will be issued.

The Cobb County Arborist or Landscape Architect must approve the site lighting plan. Light poles are not permitted in parking peninsulas, islands and medians without the prior approval of the County Arborist. 20' minimum spacing is required between the trunk of any proposed over-story hardwood tree (or existing tree counted for tree ordinance credit) and any existing or proposed light pole. If the service provider (electric company) produces a lighting plan, it must adhere to the lighting plan shown in the civil engineering drawings approved by Cobb County for the land disturbance permit. If a lighting plan is not part of the civil drawings, the lighting plan designer must submit a plan to the Arborist/Landscape Architect for review and approval. If site lighting is installed without an approved plan, the Certificate of Occupancy will be withheld until all conflicting power poles are moved. Call 770-528-2147.

This lighting plan is preliminary and may be subject to change by a subsequent designer. Any subsequent lighting plans must adhere to Cobb County Development Standards and be submitted to the Cobb County Site Plan Review Section for review and approval prior to the installation of any lights, poles, or wiring.

No permanent sign(s), flag pole(s), proposed fire hydrants, power transformers, dumpsite or ADA ramps will be placed in conflict with an ordinance coded or approved tree planting location.

NO STREET PARKING HAS BEEN APPROVED FOR THIS DEVELOPMENT

RECEIVED
FEB 05 2026
COBB COUNTY ZONING

SITE AREA CALCULATIONS

TOTAL SITE AREA = 15.33 AC.
EXISTING IMPERVIOUS AREA = 2.48 AC. (107,975 S.F.)
PROPOSED IMPERVIOUS AREA = .97 AC. (42,462 S.F.)
TOTAL IMPERVIOUS AREA = 3.43 AC. (149,538 S.F.)
22.36% COVERAGE

DISTURBED AREA =2.19 AC . (95,396 S.F.)

THE EXISTING DUMPSTER WILL BE UTILIZED FOR THIS BUILDING ADDITION.
ALL STREETS ARE PRIVATE (NO GATES)

THE LANDSCAPING AND PARKING ADJACENT TO PUBLIC ROADS SHALL CONFORM TO THE LANDSCAPING ENHANCEMENT STRIP REQUIREMENTS IN SEC. 134-285

GRAPHIC SCALE 1"=30'
0 30 60 90

SPR-2025-00068

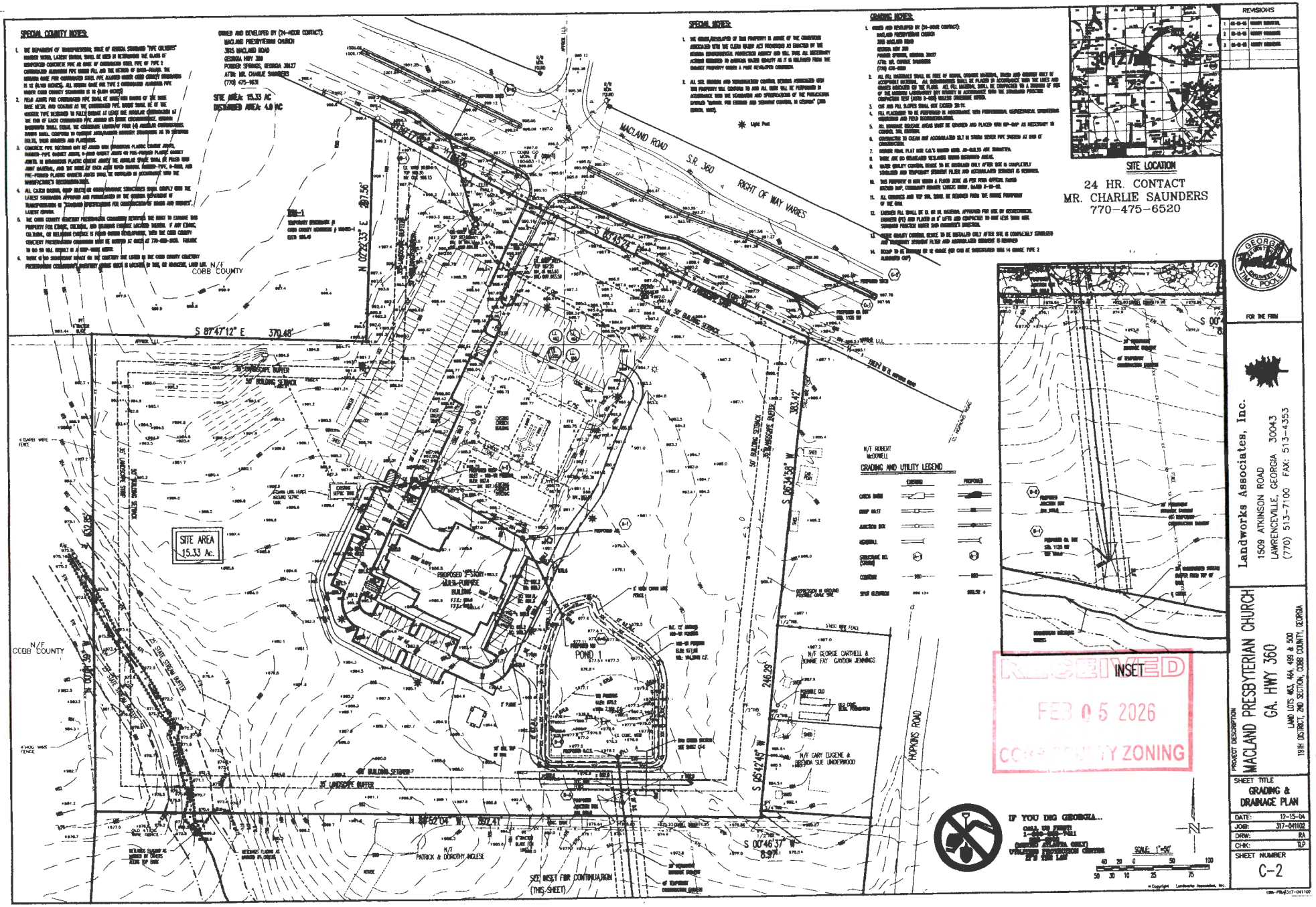
GEORGIA REGISTERED No. 13 187 PROFESSIONAL ENGINEER DONALD AYRES

DESIGN D.A.
DRAWN K.C.
CHECKED D.A.
Q.C.

MACLAND COMMUNITY CHURCH | MULTI USE BUILDING | SITE PLAN

NO.	DATE	REVISION	APP'D. BY
5			
4			
3			
2			
1			

ZPB NO.
P.B. NO.
DATE 09/04/25
SHT 2 OF 15


SPECIAL COUNTY NOTES:
OWNED AND DEVELOPED BY (24-HOUR CONTACT):
MACLAND PRESBYTERIAN CHURCH
3915 MACLAND ROAD
GEORGIA HWY 360
POWDER SPRINGS, GEORGIA 30127
ATTN: MR. CHARLIE SAUNDERS
(770) 475-6520
SITE AREA: 15.33 AC
DISTURBED AREA: 4.9 AC
SPECIAL NOTES:
GRADING NOTES:
SITE LOCATION
24 HR. CONTACT
MR. CHARLIE SAUNDERS
770-475-6520
REVISIONS
MACLAND ROAD S.R. 360 RIGHT OF WAY VARIES
N/F COBB COUNTY
SITE AREA 15.33 Ac.
POND 1
PROPOSED 1-STORY MULTI-PURPOSE BUILDING
GRADING AND UTILITY LEGEND
EXISTING
PROPOSED
N/T ROBERT McDOWELL
N/F GEORGE CARTHELL & BONNIE FAY GAYDON JENNINGS
N/F GARY EUGENE & BRENDA SUE UNDERWOOD
HOPKINS ROAD
N/T PATRICK & DOROTHY INGLESE
SEE INSET FOR CONTINUATION (THIS SHEET)
INSET
RECEIVED
FEB 05 2026
COBB COUNTY ZONING
IF YOU DIG GEORGIA...
SCALE: 1"=50'
FOR THE FIRM
Landworks Associates, Inc.
1509 ATKINSON ROAD
LAWRENCEVILLE, GEORGIA 30043
(770) 513-7100 FAX: 513-4353
PROJECT DESCRIPTION
MACLAND PRESBYTERIAN CHURCH
GA. HWY 360
LAND LOTS 463, 464, 499 & 500
19TH DISTRICT, 2ND SECTION, COBB COUNTY, GEORGIA
SHEET TITLE
GRADING & DRAINAGE PLAN
DATE: 12-15-06
JOB#: 317-041102
DRW: RA
CHK: TLP
SHEET NUMBER
C-2

LUP-10 2026 Aerial Map



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

0 180 360 Feet

Zoning Boundary

City Boundary

CERTIFICATE REGARDING CORPORATE AUTHORITY TO PURSUE LAND USE PERMIT APPLICATION

1.

My name is Donald S. Ridings. I am the, Chairman of the Board of Trustees and, in that capacity, am an officer who is delegated the responsibility for authenticating records of McEachern Memorial Methodist Church, Inc., a Domestic Nonprofit Corporation which entity is the titleholder and applicant in the Land Use Permit Application to which this Certificate is attached (the Titleholder and/or Applicant). I am of legal age and suffer from no disabilities which would affect my competence to give this Certificate which is being given on my own personal knowledge for use with respect to the Applicant's Land Use Permit Application regarding certain real property owned by the Titleholder Company located in Cobb County, Georgia.

2.

In accordance with the Requirements for completing a Cobb County Land Use Permit Application, I hereby attest on behalf of the Titleholder Company that I have reviewed the Land Use Permit Application and related documents which are being filed simultaneously therewith on behalf of the Applicant and Titleholder (collectively, the "LUP") to which this Certificate is attached and hereby certify:

(a) That corporate seal or facsimile affixed to the LUP Application is in fact the seal of the Titleholder Company or a true facsimile thereof; and

(b) That the officer or other representative of the Titleholder Company who executed the LUP Application does in fact occupy the official position indicated, that the position that the signer occupies has the authority to execute the LUP Application on behalf of the Titleholder Company, and that the signature of said officer or other representative is genuine; and

(c) That the execution of the LUP Application and the filing of the LUP Application on behalf of the Titleholder Company by the officer or other representative of the Applicants has been duly authorized by the Titleholder Company.

MCEACHERN MEMORIAL METHODIST CHURCH, INC.

By: _____ (CORPORATE SEAL)

Print Name: Donald S. Ridings

Its: Chairman, Board of Trustees
Title

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FEB 05 2026
COBB COUNTY ZONING

6. A check made payable to Cobb County in the sum of $280.00 representing the TLUP Application and sign deposit fees.

STATEMENT OF PROPOSED SITE IMPROVEMENTS

The Application is requesting the LUP to allow for the construction of the building, labeled as "Proposed Building" on the enclosed Site Plan, and driveway and parking lot improvements (collectively the "Improvements"). The purpose of the Improvements is to allow for a multi-purpose facility for a variety of church ministry services including light automotive repair services for a component of the Applicant's ministry known as Matthew 25:40 Car Care Ministry, additional space for youth and adult ministry activities and gathering space and additional storage for church related activities such as tables and chairs for its gatherings and storage for the Applicant's necessary on site maintenance responsibilities. The vehicle care component is limited to non-profit vehicle repair services and limited to light automotive repair not including body work, engine or transmission rebuilding and those other items defined as Heavy Automotive Repair under the County's Zoning Code. The extent of the proposed Improvements are labeled on the enclosed Site Plan.

Please do not hesitate to contact me should you or your staff have any questions or require any additional information or documentation.

Sincerely,

ROZEN, ROZEN & REILLY, LLP

Adam J. Rozen
ajrozen@rozenandrozen.com

AJR/srb
Enclosures

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COBB COUNTY ZONING

Revised October 1, 2009

Application #: LUP-10-2026
PC Hearing Date: 4-7-26
BOC Hearing Date: 4-21-26

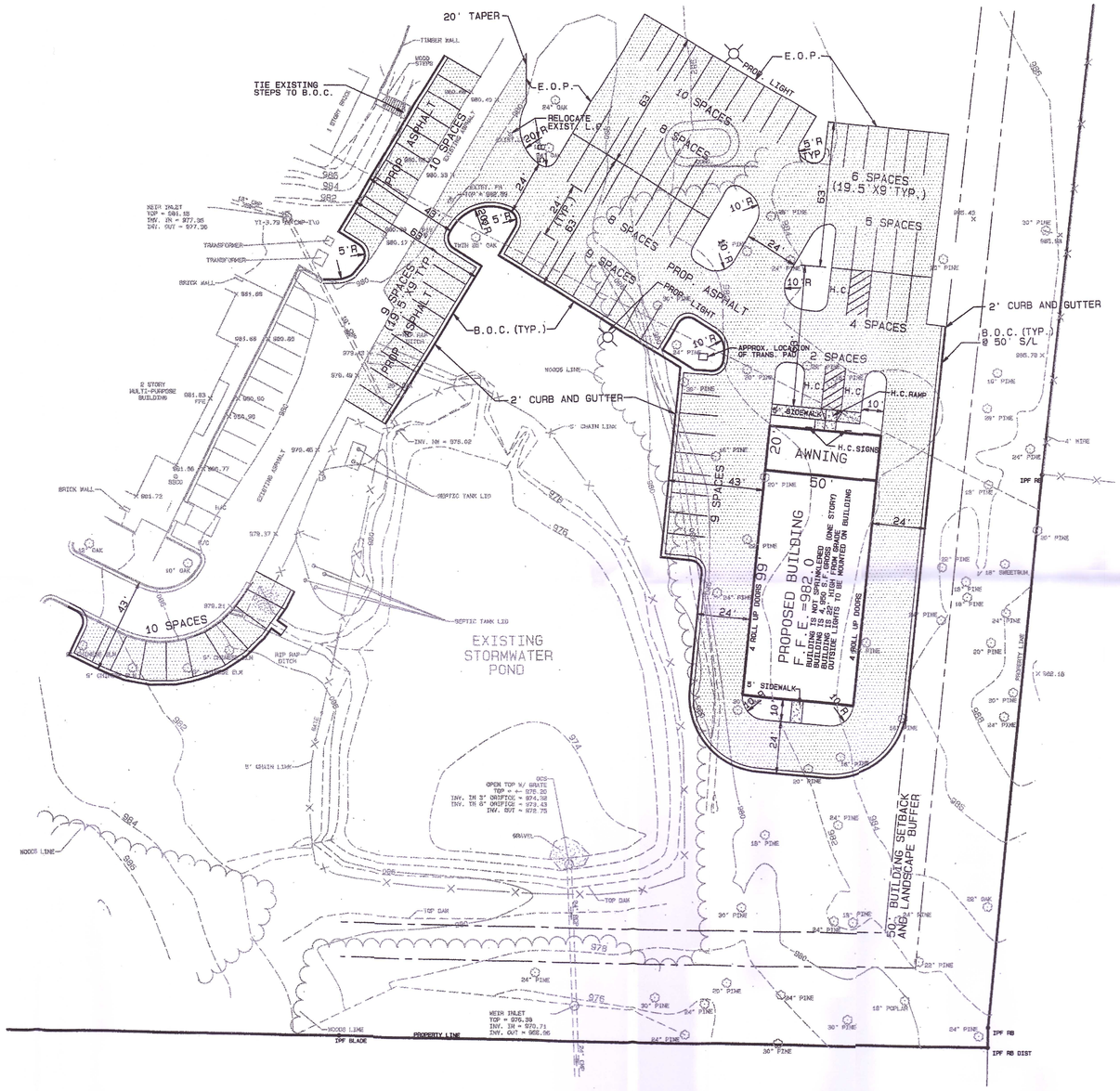
TEMPORARY LAND USE PERMIT WORKSHEET
(FOR BUSINESS USE OR FOR A USE NOT PERMITTED)

1. **Type of business, or request?** Multi-purpose ministry bldg; CarCare Ministry (Light Auto Repair)
2. **Number of employees?** no paid employees
3. **Days of operation?** 2 days per week, Thursdays and Saturdays
4. **Hours of operation?** 8 am - 6 pm on Saturday; Thursday 5 - 9 pm
5. **Number of clients, customers, or sales persons coming to the house per day?**_____ **;Per week?**_____
6. **Where do clients, customers and/or employees park?**
   Driveway:_____**; Street:**_____ **;Other (Explain):**_____
   Church parking lot
7. **Signs? No:** x **; Yes:**_____**. (If yes, then how many, size, and location):**_____
8. **Number of vehicles related to this request? (Please also state type of vehicle, i.e. dump truck, bobcat, trailer, etc.):** 10 passenger vehicles
9. **Deliveries? No** x **; Yes**_____**(If yes, then how many per day or week, and is the delivery via semi-truck, USPS, Fedex, UPS, etc.)**
10. **Does the applicant live in the house? Yes**_____ **;No** x
11. **Any outdoor storage? No** x **; Yes**_____**(If yes, please state what is kept outside):** All storage for car care and other multi purpose church uses will be indoors.
12. **Length of time requested (24 months maximum):** 24 months
13. **Is this application a result of a Code Enforcement action? No** X **;Yes**__ **(If yes, attach a copy of the Notice of Violation and/or tickets to this form).**
14. **Any additional information? (Please attach additional information if needed):**
    The new building will be utilized for light automotive repair as a part of the Church's Car Car Ministry and a variety of other church uses such as youth activities.

Applicant signature: Donald S. Lidings **Date:** 2/5/2026

Applicant name (printed): Donald S. Lidings

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COBB COUNTY ZONING



Call for contractor to install backflow device in utility box after 1" domestic meter.

Health Department approval must be obtained prior to CCWS plan approval.

Add note: All Commercial projects require the installation of an approved testable Double Check Valve Assembly (DCVA) by the owner/developer on the customer-side of domestic and irrigation meters. Businesses that pose a greater degree of hazard may require additional protection (car washes, laundry cleaners, hospitals and medical buildings, industrial users, chemical additives, etc.). Designated Fire lines are required to have a Double Check Detector Assembly (DCDA). For any questions, contact the backflow supervisor Roger Boss with the Backflow Prevention Program by email at roger.boss@cobbcounty.org, or by phone (c)470-629-4986, (o)770-528-3343. Owner must have backflow prevention assembly(s) installed and approved by the Backflow Prevention Program before water service is activated. After the water service is activated, each assembly must be tested by an approved backflow assembly tester. The Backflow Prevention Program has an approved list of backflow testing companies and can supply the list on request. The backflow tester can email the test results to: backflow.prevention@cobbcounty.org. All backflow prevention requirements must be met before the Certificate of Occupancy will be issued.

The Cobb County Arborist or Landscape Architect must approve the site lighting plan. Light poles are not permitted in parking peninsulas, islands and medians without the prior approval of the County Arborist. 20' minimum spacing is required between the trunk of any proposed over-story hardwood tree (or existing tree counted for tree ordinance credit) and any existing or proposed light pole. If the service provider (electric company) produces a lighting plan, it must adhere to the lighting plan shown in the civil engineering drawings approved by Cobb County for the land disturbance permit. If a lighting plan is not part of the civil drawings, the lighting plan designer must submit a plan to the Arborist/Landscape Architect for review and approval. If site lighting is installed without an approved plan, the Certificate of Occupancy will be withheld until all conflicting power poles are moved. Call 770-528-2147.

This lighting plan is preliminary and may be subject to change by a subsequent designer. Any subsequent lighting plans must adhere to Cobb County Development Standards and be submitted to the Cobb County Site Plan Review Section for review and approval prior to the installation of any lights, poles, or wiring.

No permanent sign(s), flag pole(s), proposed fire hydrants, power transformers, sidewalks or ADA ramps will be placed in conflict with an ordinance coded or approved tree planting location.

NO STREET PARKING HAS BEEN APPROVED FOR THIS DEVELOPMENT

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COBB COUNTY ZONING

SITE AREA CALCULATIONS

TOTAL SITE AREA = 15.33 AC.
EXISTING IMPERVIOUS AREA = 2.46 AC. (107,075 S.F.)
PROPOSED IMPERVIOUS AREA = .97 AC. (42,462 S.F.)
TOTAL IMPERVIOUS AREA = 3.43 AC. (149,538 S.F.)
22.39% COVERAGE

DISTURBED AREA =2.19 AC . (95,396 S.F.)

THE EXISTING DUMPSTER WILL BE UTILIZED FOR THIS BUILDING ADDITION.
ALL STREETS ARE PRIVATE (NO GATES)

THE LANDSCAPING AND PARKING ADJACENT TO PUBLIC ROADS SHALL CONFORM TO THE LANDSCAPING ENHANCEMENT STRIP REQUIREMENTS IN SEC. 134-285

GRAPHIC SCALE 1"=30'
0 30 60 90

SPR-2025-00068

GEORGIA REGISTERED No. 13,187 PROFESSIONAL ENGINEER DONALD AYRES

DESIGN D.A.
DRAWN K.C.
CHECKED D.A.
Q.C. _____

MACLAND COMMUNITY CHURCH

MULTI USE BUILDING

SITE PLAN

NO.	DATE	REVISION	APP'D. BY
5			
4			
3			
2			
1			

JOB NO.
F.B. NO.
DATE 03/04/25
SHT 2 OF 15

LUP-10

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

LUP-10-2026

SITE BACKGROUND

Applicant	McEachern Memorial Methodist Church, Inc.
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Adam J. Rozen
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	McEachern Memorial Methodist Church Incorporated
Property Location	Located on the south side of Macland Road, west of Hopkins Road
Address	3615 Hopkins Road
Access to Property	Macland Road

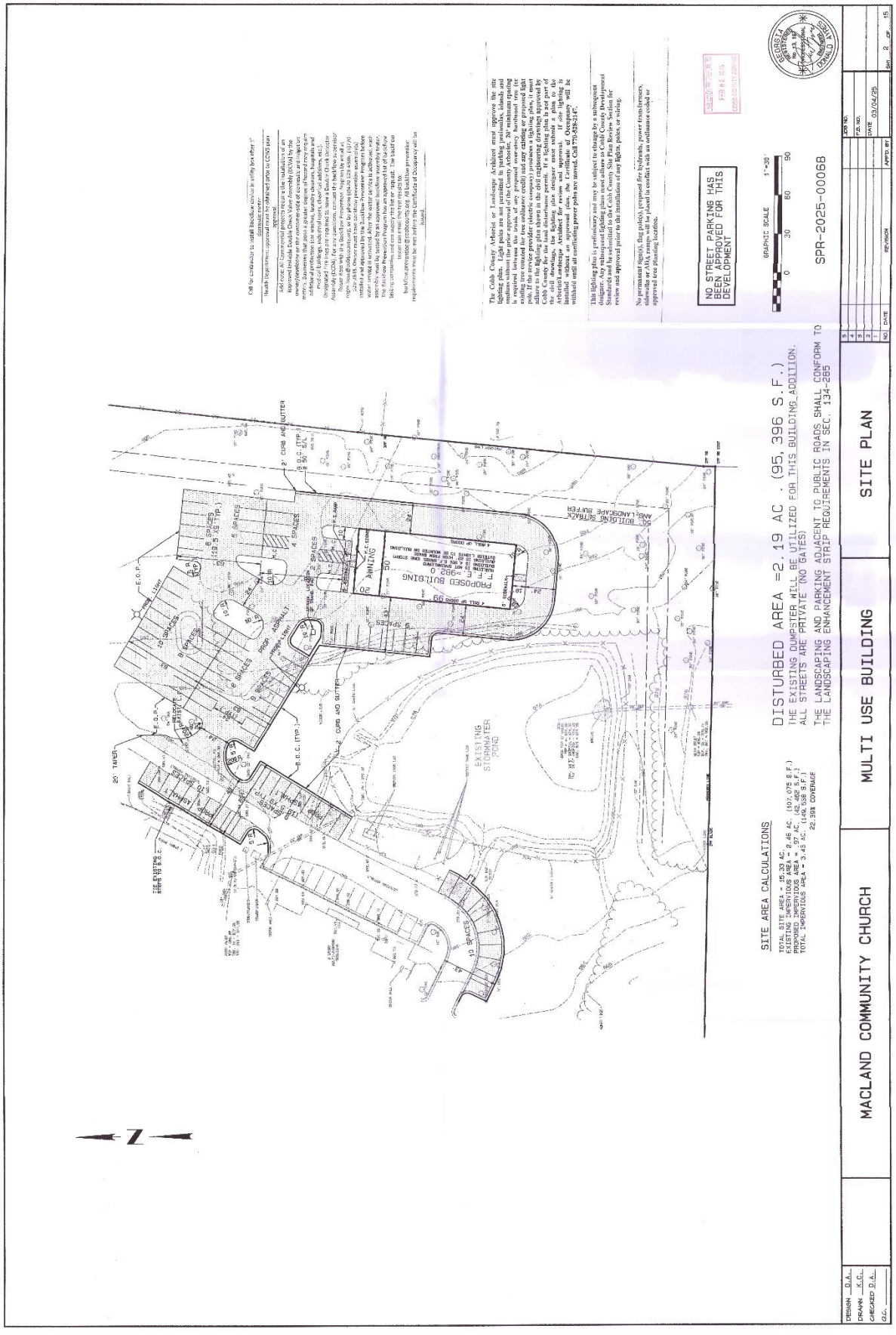
QUICK FACTS

Commission District	4 - Sheffield
Current Zoning	R-80
Current Use of Property	Church
Proposed Use	Light automotive repair
Future Land Use	PI
Site Acreage	15.33
District	19
Land Lot	463, 464, 499, 500
Parcel #	19050000010
Taxes Paid	Exempt

FINAL ZONING STAFF RECOMMENDATIONS

(Zoning Staff member: Jessica Berman, MPA, CNU-A)

Based on the analysis of this case, Staff recommends **DENIAL**.


SITE PLAN
MULTI USE BUILDING
MACLAND COMMUNITY CHURCH
SPR-2025-00068
NO STREET PARKING HAS BEEN APPROVED FOR THIS DEVELOPMENT
DISTURBED AREA =2.19 AC . (95,396 S.F.)
THE EXISTING DUMPSTER WILL BE UTILIZED FOR THIS BUILDING ADDITION.
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THE LANDSCAPING AND PARKING ADJACENT TO PUBLIC ROADS SHALL CONFORM TO THE LANDSCAPING STRIP REQUIREMENTS IN SEC. 134-285
SITE AREA CALCULATIONS
TOTAL SITE AREA = 15.33 AC.
EXISTING IMPERVIOUS AREA = 8.46 AC. (107,075 S.F.)
PROPOSED IMPERVIOUS AREA = 0.43 AC. (18,462 S.F.)
TOTAL IMPERVIOUS AREA = 9.45 AC. (140,538 S.F.)
22.35% COVERAGE
PROPOSED BUILDING
EXISTING STORMWATER POND
ANGLE LANDSCAPE BUFFER
BUILDING SETBACK
CURB AND GUTTER
ASPHALT
GRAPHIC SCALE 1"=30'
0 30 60 90
DESIGN D.A.
DRAWN K.C.
CHECKED D.A.
G.C.

LUP-10 2026 Aerial Map

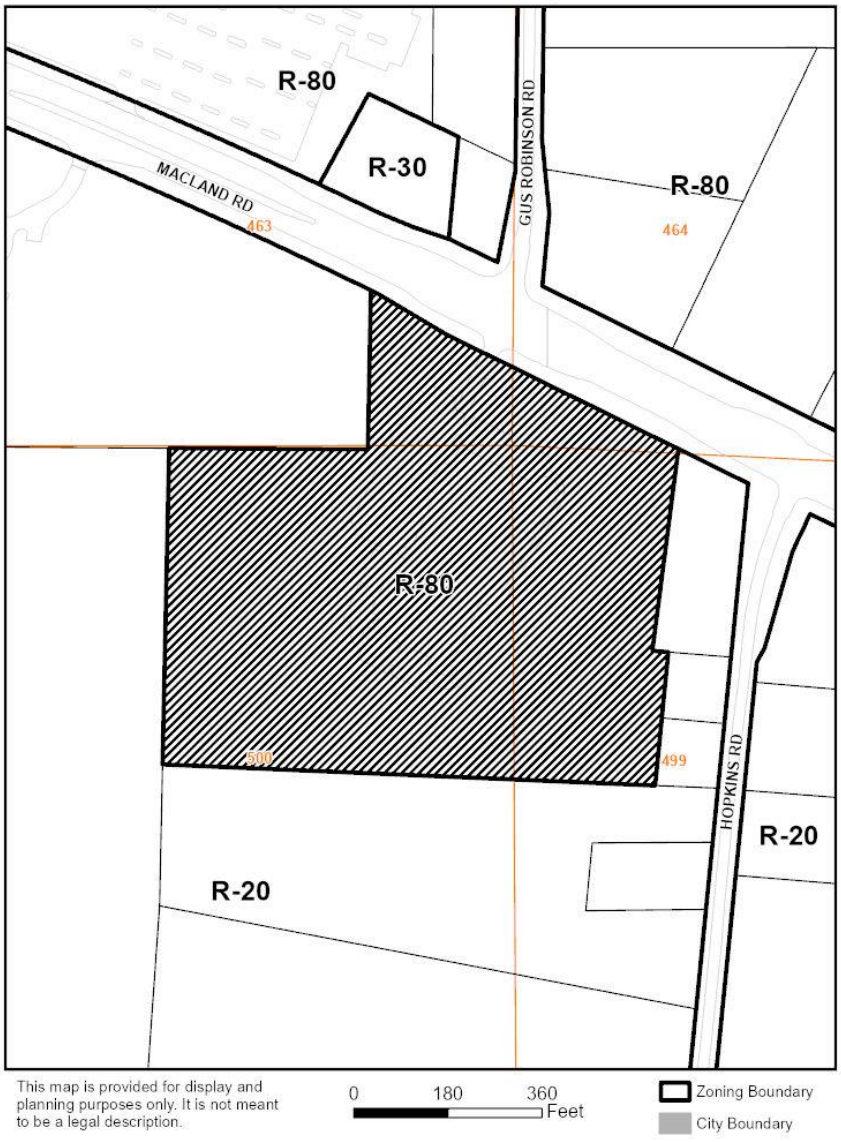


North

Zoning: R-30 & R- 80 / Single-family residences and vacant residential lots

Future Land Use: VLDR

LUP-10 2026 Map



WEST

Zoning: R-20 / County Aquatic Center and vacant County lot

Future Land Use: PRC

EAST

Zoning: R-20 / Single-family residences and vacant residential lot

Future Land Use: LDR

SOUTH

Zoning: R-20 / Single-family residence

Future Land Use: LDR

Current zoning district for the property

The R-80 district is established to provide locations for single-family residential uses or residentially compatible institutional and recreational uses which are within or on the edge of properties delineated for any residential category as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. When residentially compatible institutional and recreational uses are developed within the R-80 district, they should be designed and built to ensure intensity and density compatibility with adjacent single-family detached dwellings and otherwise to implement the stated purpose and intent of this chapter.

Request for a Temporary Land Use Permit

The Board of Commissioners may permit temporary land use permits for uses that are uniquely located and are considered compatible with adjoining zoning districts and nearby uses for designated periods of time for uses, exceptions or professions in areas, along roadways and within districts where the zoning regulations would otherwise prohibit such operations. Customary home occupations as defined in this chapter, do not require a temporary land use permit.

Summary of the applicant's proposal

The applicant is requesting a Temporary Land Use Permit (LUP) for twenty-four (24) months to conduct light automotive repair services within their 15.33-acre church property. The proposed use is conducted as a ministry activity of the church and limited to light automotive repair only. The applicant's request is not proposed as a commercial automotive repair facility. Hours of operation are 8:00 am to 6:00 pm on Saturdays and 5:00 pm to 9:00 pm on Thursdays and there are no paid employees. Operations will be conducted within the church's accessory multi-purpose building and there will be no outdoor storage. This request is the result of neighborhood concerns brought to the attention of Cobb Community Development.

LUP-10-2026 DEPARTMENT COMMENTS – Fire Department

02/26/26

The proposed zoning case must address the comments listed below by prescriptive code or equivalency, as approved by the Cobb County Fire Marshal's Office

Approval will be based on Professional Engineer-stamped plans that signify overall plan conformance to all Georgia State and Cobb County Codes. Design Professional and Developer maintain the sole responsibility for the design and for correcting all errors, omissions, problems, and code violations (if any) exposed during construction AFTER authorization by Cobb County.

FIRE DEPARTMENT ACCESS:
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, 35 foot inside radius, 50 foot outside turning radius and unobstructed vertical clearance of not less than 13 feet 6 inches. (Cobb County Development Standards 402.11)

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%.

CERTIFICATE OF OCCUPANCY:
Plans must be submitted to the Cobb County Fire Marshal's Office to initiate the Certificate of Occupancy process.

FIRE HYDRANT:
The maximum distance of a hydrant to the most remote portion of a structure shall be 500 feet. Distance shall be measured around the structure and from the fire apparatus access road. A 500-foot radius around the hydrant is not an acceptable measurement for distance. Hydrants on the opposite side of a main ROW is not an acceptable measurement of distance. (Cobb County Development Standards 410.5.2) (Cobb County Development Standards 410.5.2)

Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet for a 40-foot length centered on the fire hydrant, exclusive of shoulders (see Figure D103.1 in Appendix D).

FIRE PROTECTION:
Automatic sprinkler protection must be provided where mandated by the applicable codes.

Jeff Byrd
(678) 229-7059
Jeffrey.Byrd@cobbcounty.gov

LUP-10-2024 DEPARTMENT COMMENTS – Cemetery Preservation

No comment.

2/27/2026

Comprehensive Plan Future Land Use Designation: Public Institutional
The subject tract is within the Public Institutional (PI) future land use category. The purpose of PI is to provide for certain state, federal or local government use and institutional land uses such as government building complexes, police and fire stations, colleges, churches, hospitals, etc. While the future land use map reflects existing uses, it is important to realize that uses in this category have the potential to be developed at a regional, community or neighborhood scale. Any use in this category should be developed in a manner consistent with other policies in this plan.

What is the Future Land Use Sub-Category? N/A

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary? ☐ Yes ☒ No
If Yes:
Which City: N/A
Was the city notified? N/A

Dobbins Air Reserve Base Zones

Is the property within the Dobbins Airfield Safety Zone? ☐ Yes ☒ No

Is the property within the Clear Zone (CZ)? ☐ Yes ☒ No

Is the property within 3000' of Dobbins ARB? ☐ Yes ☒ No

Is the property within the Accident Potential Zone (APZ I)? ☐ Yes ☒ No

Is the property within the Accident Potential Zone II (APZ II)? ☐ Yes ☒ No

Is the property within the Noise Zone? ☐ Yes ☒ No

Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)? ☐ Yes ☒ No

---

Comments:

LUP-10

April '26 Zoning

Applicant: McEachern Memorial Methodist Church, Inc.

Water & Sewer Comments: No comments.

Recommendations

No comment.

STAFF ANALYSIS

There are twelve criteria that must be considered for a Temporary Land Use Permit. The criteria are below in bold, with the staff analysis following:

(1) Safety, health, welfare and moral concerns involving the surrounding neighborhood.
This request may affect the safety, health, and welfare of the surrounding neighborhood. Vehicle repair services are normally done in commercial or industrial areas.

(2) Parking and traffic considerations.
Customers will park in the church parking lot. Entry and exit to the development and proposed use are off an arterial road.

(3) Number of nonrelated employees.
There are no paid employees.

(4) Number of commercial and business deliveries.
There will be no deliveries associated with this request.

(5) The general presumption of the board of commissioners that residential neighborhoods should not allow noncompatible business uses.
The proposed use is on a 15.33-acre church lot, but Staff is concerned about allowing this use on a residentially zoned property.

(6) Compatibility of the business use to the neighborhood.
The property is adjacent to the West Cobb Aquatic Center. There are no known commercial businesses surrounding the property. There are houses on adjoining lots.

(7) Hours of operation.
Hours of operation are 8:00 am to 6:00 pm on Saturdays and 5:00 pm to 9:00 pm on Thursdays.

(8) Existing business uses in the vicinity.
The property is adjacent to the West Cobb Aquatic Center. There are no known commercial businesses surrounding the property.

(9) Effect on property values of surrounding property.
This request may affect the surrounding property values.

(10) Circumstances surrounding neighborhood complaints.
This request is the result of neighborhood concerns brought to the attention of Cobb Community Development.

(11) Intensity of the proposed business use.
The applicant indicates that there will be ten (10) passenger vehicles related to this request.

(12) Location of the use within the neighborhood.
The proposed use is not within a platted subdivision.

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

CERTIFICATE REGARDING CORPORATE AUTHORITY TO PURSUE LAND USE PERMIT APPLICATION

1.

My name is Donald S. Ridings. I am the, Chairman of the Board of Trustees and, in that capacity, am an officer who is delegated the responsibility for authenticating records of McEachern Memorial Methodist Church, Inc., a Domestic Nonprofit Corporation which entity is the titleholder and applicant in the Land Use Permit Application to which this Certificate is attached (the Titleholder and/or Applicant). I am of legal age and suffer from no disabilities which would affect my competence to give this Certificate which is being given on my own personal knowledge for use with respect to the Applicant's Land Use Permit Application regarding certain real property owned by the Titleholder Company located in Cobb County, Georgia.

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In accordance with the Requirements for completing a Cobb County Land Use Permit Application, I hereby attest on behalf of the Titleholder Company that I have reviewed the Land Use Permit Application and related documents which are being filed simultaneously therewith on behalf of the Applicant and Titleholder (collectively, the "LUP") to which this Certificate is attached and hereby certify:

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(b) That the officer or other representative of the Titleholder Company who executed the LUP Application does in fact occupy the official position indicated, that the position that the signer occupies has the authority to execute the LUP Application on behalf of the Titleholder Company, and that the signature of said officer or other representative is genuine; and

(c) That the execution of the LUP Application and the filing of the LUP Application on behalf of the Titleholder Company by the officer or other representative of the Applicants has been duly authorized by the Titleholder Company.

MCEACHERN MEMORIAL METHODIST CHURCH, INC.

By: _____ (CORPORATE SEAL)

Print Name: Donald S. Ridings

Its: Chairman, Board of Trustees
Title

RECEIVED
FEB 05 2026
COBB COUNTY ZONING

VIA HAND DELIVERY

Mr. John P. Pederson, AICP, Manager
Cobb County Zoning Division
Community Development Agency

6. A check made payable to Cobb County in the sum of $280.00 representing the TLUP Application and sign deposit fees.

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Please do not hesitate to contact me should you or your staff have any questions or require any additional information or documentation.

Sincerely,

ROZEN, ROZEN & REILLY, LLP

Adam J. Rozen
ajrozen@rozenandrozen.com

AJR/srb
Enclosures

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COBB COUNTY ZONING

Revised October 1, 2009

Application #: LUP-10-2026
PC Hearing Date: 4-7-26
BOC Hearing Date: 4-21-26

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(FOR BUSINESS USE OR FOR A USE NOT PERMITTED)

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   Church parking lot
7. **Signs? No:** x **; Yes:**_____**. (If yes, then how many, size, and location):**_____
8. **Number of vehicles related to this request? (Please also state type of vehicle, i.e. dump truck, bobcat, trailer, etc.):** 10 passenger vehicles
9. **Deliveries? No** x **; Yes**_____**(If yes, then how many per day or week, and is the delivery via semi-truck, USPS, Fedex, UPS, etc.)**
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12. **Length of time requested (24 months maximum):** 24 months
13. **Is this application a result of a Code Enforcement action? No** X **;Yes**__ **(If yes, attach a copy of the Notice of Violation and/or tickets to this form).**
14. **Any additional information? (Please attach additional information if needed):**
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Applicant signature: Donald S. Lidings **Date:** 2/5/2026

Applicant name (printed): Donald S. Lidings

RECEIVED
FEB 05 2026
COBB COUNTY ZONING

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

SLUP-2-2026

SITE BACKGROUND

Applicant	Nobis Works, Inc.
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Wendy W. Kraby
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Nobis Works, Inc.
Property Location	Located on the east side of Inerstate North Parkway, north of Windy Ridge Parkway
Address	240 Interstate North Parkway
Access to Property	Interstate North Parkway

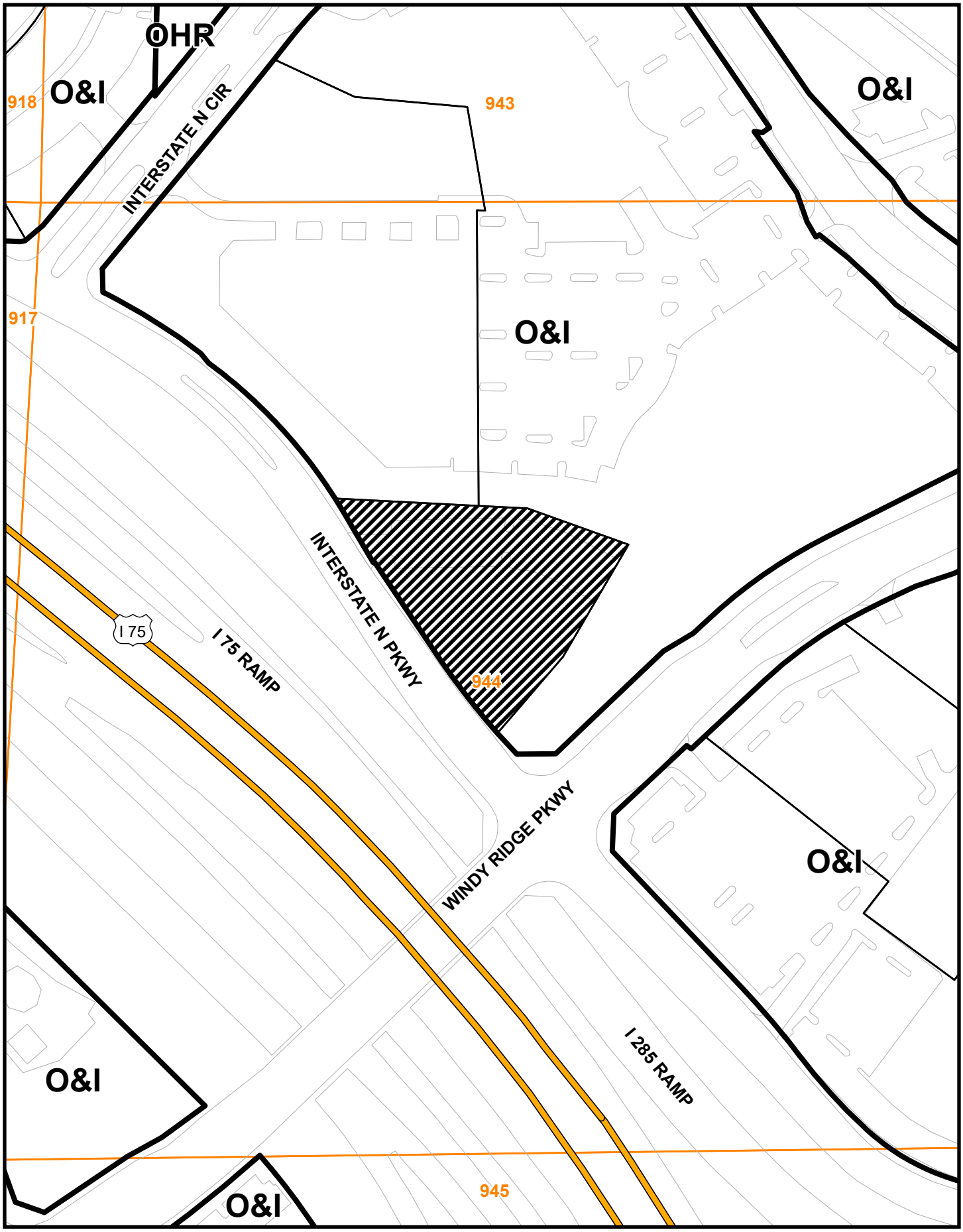
QUICK FACTS

Commission District	2 - Allen
Current Zoning	O&I
Current Use of Property	Office
Proposed Zoning	CRC
Proposed Use	Used vehicle sales
Future Land Use	RAC
Site Acreage	1.66
District	17
Land Lot	944
Parcel #	17094400060
Taxes Paid	Exempt

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

SLUP-2 2026 Map

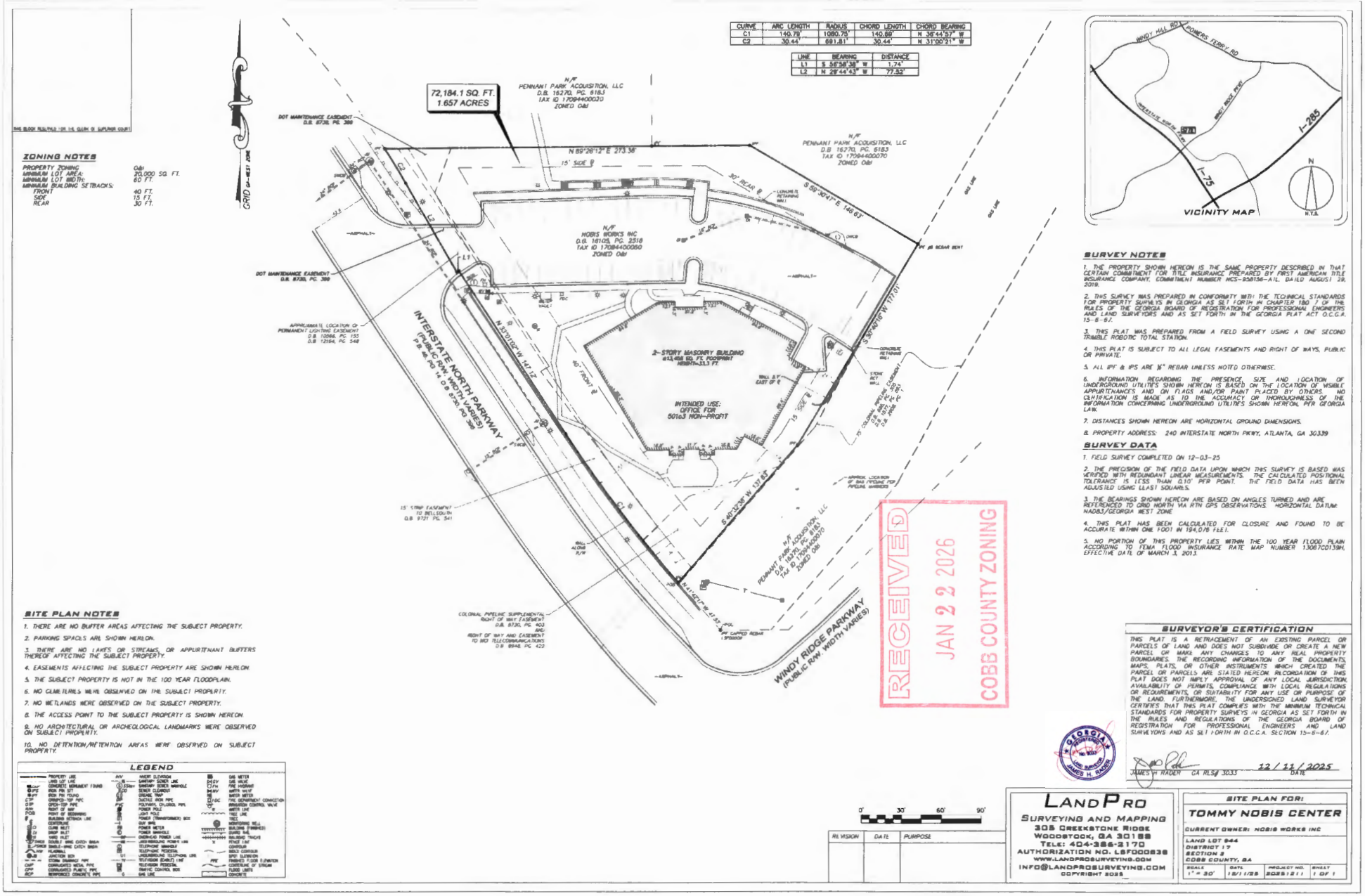


This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 150 300 Feet

Zoning Boundary

City Boundary



CURVE	ARC LENGTH	RADIUS	CHORD LENGTH	CHORD BEARING
C1	140.79'	1080.75'	140.88'	N 26°44'57" W
C2	30.44'	691.81'	30.44'	N 31°00'21" W

LINE	BEARING	DISTANCE
L1	S 56°36'38" W	1.74'
L2	N 28°44'43" W	77.32'

ZONING NOTES

PROPERTY ZONING	Obi
MINIMUM LOT AREA:	20,000 SQ. FT.
MINIMUM LOT WIDTH:	60 FT.
MINIMUM BUILDING SETBACKS:	
FRONT	40 FT.
SIDE	15 FT.
REAR	30 FT.

SURVEY NOTES

1. THE PROPERTY SHOWN HEREON IS THE SAME PROPERTY DESCRIBED IN THAT CERTAIN COMMITMENT FOR TITLE INSURANCE PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NUMBER NCS-932136-ATL DATED AUGUST 29, 2019.
2. THIS SURVEY WAS PREPARED IN CONFORMITY WITH THE TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN CHAPTER 180-7 OF THE RULES OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN THE GEORGIA PLAT ACT O.C.G.A. 15-6-67.
3. THIS PLAT WAS PREPARED FROM A FIELD SURVEY USING A ONE SECOND TRIMBLE ROBOTIC TOTAL STATION.
4. THIS PLAT IS SUBJECT TO ALL LEGAL EASEMENTS AND RIGHT OF WAYS, PUBLIC OR PRIVATE.
5. ALL IPF & IPS ARE ½" REBAR UNLESS NOTED OTHERWISE.
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7. DISTANCES SHOWN HEREON ARE HORIZONTAL GROUND DIMENSIONS.
8. PROPERTY ADDRESS: 240 INTERSTATE NORTH PKWY, ATLANTA, GA 30339

SURVEY DATA

1. FIELD SURVEY COMPLETED ON 12-03-25
2. THE PRECISION OF THE FIELD DATA UPON WHICH THIS SURVEY IS BASED WAS VERIFIED WITH REDUNDANT LINEAR MEASUREMENTS. THE CALCULATED POSITIONAL TOLERANCE IS LESS THAN 0.10' PER POINT. THE FIELD DATA HAS BEEN ADJUSTED USING LEAST SQUARES.
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5. NO PORTION OF THIS PROPERTY LIES WITHIN THE 100 YEAR FLOOD PLAIN ACCORDING TO FEMA FLOOD INSURANCE RATE MAP NUMBER 13067C0139H, EFFECTIVE DATE OF MARCH 4, 2013.

SITE PLAN NOTES

1. THERE ARE NO BUFFER AREAS AFFECTING THE SUBJECT PROPERTY.
2. PARKING SPACES ARE SHOWN HEREON.
3. THERE ARE NO LAKES OR STREAMS, OR APPURTENANT BUFFERS THEREOF AFFECTING THE SUBJECT PROPERTY.
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9. NO ARCHITECTURAL OR ARCHEOLOGICAL LANDMARKS WERE OBSERVED ON SUBJECT PROPERTY.
10. NO DETENTION/RETENTION AREAS WERE OBSERVED ON SUBJECT PROPERTY.

LEGEND

REVISION	DATE	PURPOSE

SURVEYOR'S CERTIFICATION

THIS PLAT IS A RETRACEMENT OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT SUBDIVIDE OR CREATE A NEW PARCEL OR MAKE ANY CHANGES TO ANY REAL PROPERTY BOUNDARIES. THE RECORDING INFORMATION OF THE DOCUMENTS, MAPS, PLATS, OR OTHER INSTRUMENTS WHICH CREATED THE PARCEL OR PARCELS ARE STATED HEREON. RECOGNITION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.

JAMES H. RADER GA RLS# 3033 — 12/11/2025
DATE

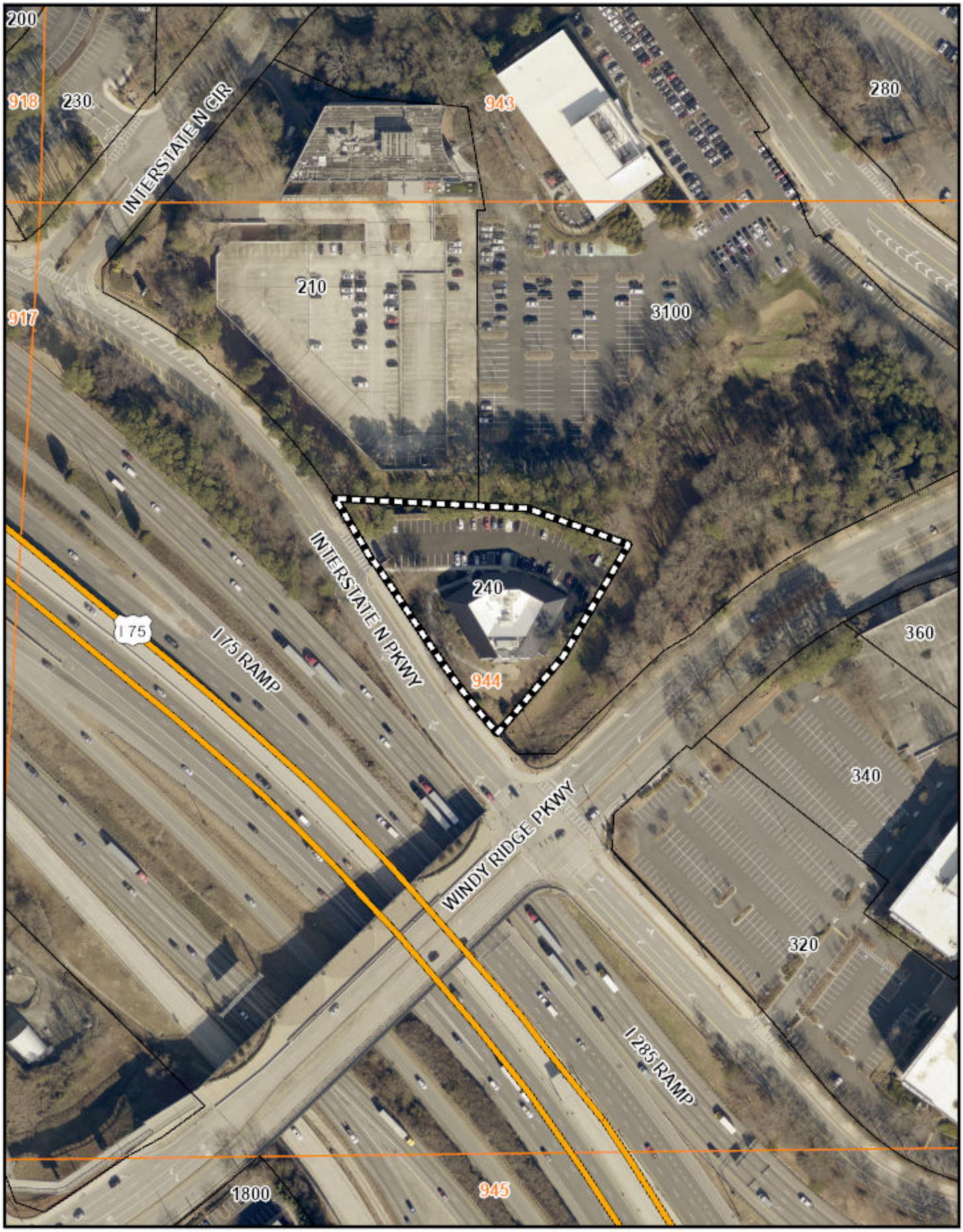
LANDPRO
SURVEYING AND MAPPING
305 CREEKSTONE RIDGE
WOODSTOCK, GA 30188
TELE: 404-386-2170
AUTHORIZATION NO. LSF000838
WWW.LANDPROSURVEYING.COM
INFO@LANDPROSURVEYING.COM

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SITE PLAN FOR:
TOMMY NOBIS CENTER
CURRENT OWNER: NOBIS WORKS INC
LAND LOT 944
DISTRICT 17
SECTION 2
COBB COUNTY, GA

SCALE	DATE	PROJECT NO.	SHEET
1" = 30'	12/11/25	2025121.1	1 OF 1

SLUP-2 2026 Aerial Map



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

0 150 300 Feet

Zoning Boundary

City Boundary

GDCR ATTORNEYS AT LAW

ATTACHMENT TO REZONING APPLICATION
ZONING ANALYSIS STATEMENT

RECEIVED
JAN 22 2026
COBB COUNTY ZONING

Applicant: Nobis Enterprises, Inc.
Owner: Nobis Works Inc.
Address: 240 Interstate North Parkway, Atlanta, GA 30339
Current Zoning: O&I
Proposed Rezoning: CRC with Special Land Use Permit for Used Vehicle Sales, variance to remove one acre paved requirement
Application Number: _____

Comes now, **Nobis Enterprises, Inc.,** Applicant, and pursuant to Section 134-122 of the Official Code of Cobb County, files this Zoning Impact Statement as follows:

Background:

Nobis Enterprises, Inc. dba Tommy Nobis Center, owns the existing two-store office building (built in 1983) and property at 240 Interstate N. Parkway, Atlanta, GA 30339, on the busy corner of Interstate and Windy Hill. The Tommy Nobis Center is among Georgia's largest nonprofit community rehabilitation programs serving youth and adults with disabilities

The center has a long history of taking donations from the public, including the donation of used cars. Such cars go from the donor directly to auction and at no time are cars physically sold or stored at their offices. In a sense, it is all "virtual." The Center held a Used Motor Vehicle Dealer License with the State of Georgia to facilitate the donation and sale of the vehicles. Upon the center's recent move to its new location, it must renew its Dealer License.

Because the Tommy Nobis Center is on property zoned O&I, the county did not sign the center's Used Car Dealer License application, stating that such business is not allowed under the zoning. Thus the center is seeking the CRC zoning to be allow to sell vehicles along with a Special Land Use Permit for such sales and a variance to remove the requirement for one acre of paved parking.

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

The zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby properties. The use is suitable for an area that is highly developed with commercial development. Adjacent properties are not residential and are zoned either O&I or commercial designations.

49 Atlanta Street
Marietta, Georgia 30060

2951 Flowers Road South, Suite 220
Atlanta, Georgia 30341

B. Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;

The zoning proposal will not adversely affect the existing use or usability of adjacent properties. The proposal is utilizing the existing building with no change to the building or its surrounding grounds. It is not expected to bring additional retail or any other traffic to the property.

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

The property is current zoning O&I and is used for the operations of Tommy Nobis Center. Without the changes in zoning, and the ability to accept and sell used cars, the Tommy Nobis Center will lose a key source of funding that it needs to maintain its operations.

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

The rezoning proposal does not create an excessive burden on the use of existing streets, transportation facilities, utilities, or schools. The proposal is utilizing the existing commercial building for continued commercial uses and does not burden such community improvements. The Commercial development shall have no impact on schools and minimum to no additional impact on existing utilities, streets and transportation facilities beyond the current traffic flows.

D. Whether the zoning proposal is in conformity with the policies and intent of the land use plan;

The rezoning proposal is in conformity with the policies and intent of the Cobb County Comprehensive Plan. The property is delineated in a Regional Activity Center, future land use category. The requested zoning district and proposed use are consistent with the nature of the category in providing a regional commercial district.

E. Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal;

There are existing conditions affecting the use or development of the property which give supporting grounds for approving the applicant's rezoning proposal. The proposal is in an area with current commercial development (The Battery and Truist Park) and utilizes the existing building, parking and driveways. This will create minimal change and disruption to the property. In addition, the Property is part of the Cumberland Community Improvement District (CID), and

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COBB COUNTY ZONING

such zoning shall be in the spirit of the organization and its plans to be strong regional development. Please see the attached letter from the Atlanta Braves in support of the application as well as the attached letter from the Cumberland Community Improvement District in support of the application.

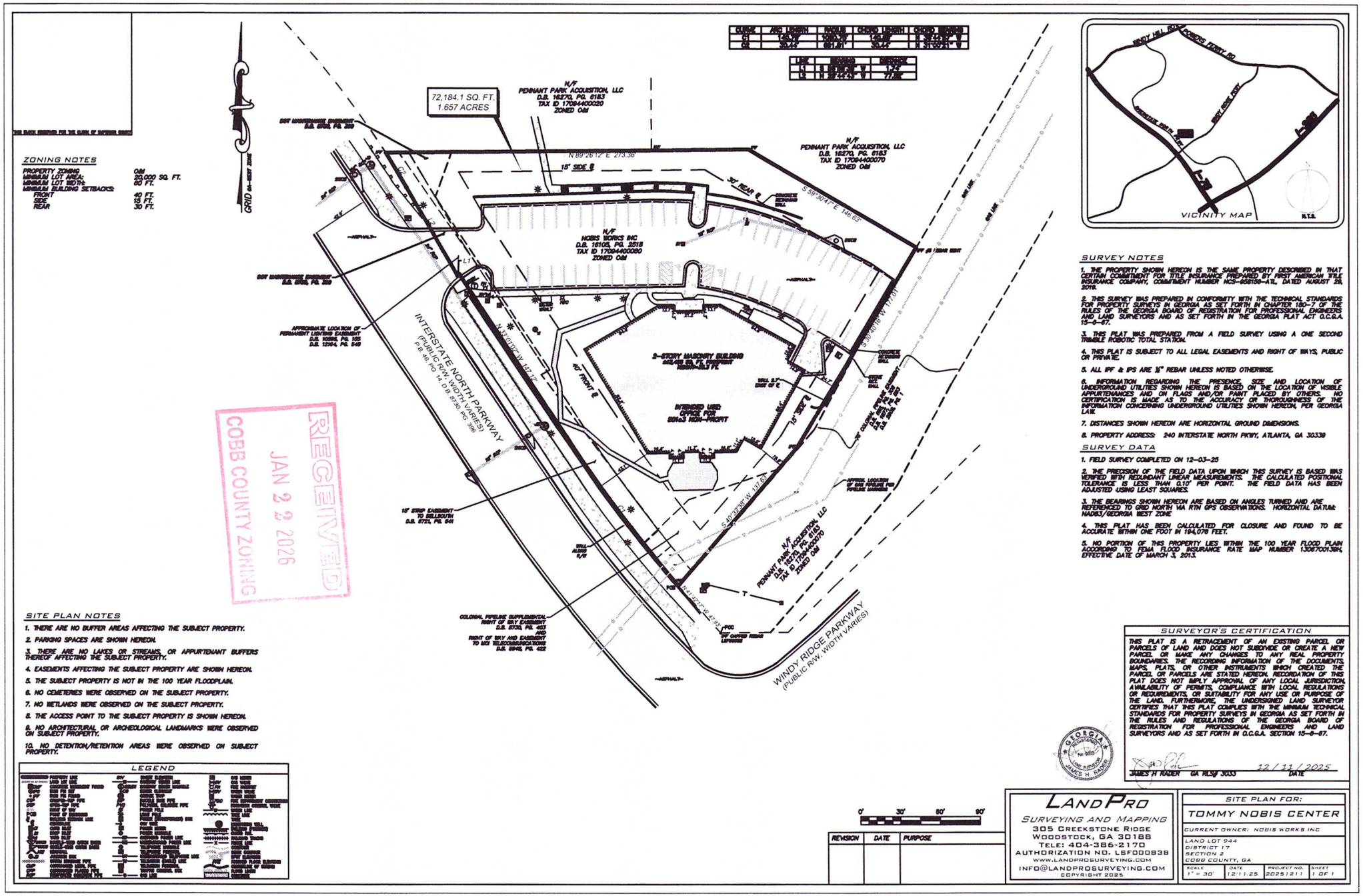
Sincerely,

/wendy.w.kraby/

Wendy W. Kraby
Attorney for Applicant

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COBB COUNTY ZONING

SLUP2



ZONING NOTES

PROPERTY ZONING	O&I
MINIMUM LOT AREA:	20,000 SQ. FT.
MINIMUM LOT WIDTH:	80 FT.
MINIMUM BUILDING SETBACKS:	
FRONT	40 FT.
SIDE	15 FT.
REAR	30 FT.

SURVEY NOTES

1. THE PROPERTY SHOWN HEREON IS THE SAME PROPERTY DESCRIBED IN THAT CERTAIN COMMITMENT FOR TITLE INSURANCE PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NUMBER NCS-868158-ATL, DATED AUGUST 2ND, 2018.
2. THIS SURVEY WAS PREPARED IN CONFORMITY WITH THE TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN CHAPTER 180-7 OF THE RULES OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN THE GEORGIA PLAT ACT O.C.G.A. 15-6-67.
3. THIS PLAT WAS PREPARED FROM A FIELD SURVEY USING A ONE SECOND TRIMBLE ROBOTIC TOTAL STATION.
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SITE PLAN NOTES

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LEGEND

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SURVEYOR'S CERTIFICATION

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JAMES H RAZER GA RLS# 3033 — 12/11/2025 DATE

GEORGIA REGISTERED No. 3033 LAND SURVEYOR JAMES H. RAZER

0' 30' 60' 90'

REVISION	DATE	PURPOSE

LANDPRO
SURVEYING AND MAPPING
305 CREEKSTONE RIDGE
WOODSTOCK, GA 30188
TELE: 404-386-2170
AUTHORIZATION NO. LSF000838
WWW.LANDPROSURVEYING.COM
INFO@LANDPROSURVEYING.COM

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SITE PLAN FOR:
TOMMY NOBIS CENTER
CURRENT OWNER: NOBIS WORKS INC
LAND LOT 944
DISTRICT 17
SECTION 2
COBB COUNTY, GA

SCALE	DATE	PROJECT NO.	SHEET
1" = 30'	12.11.25	20251211	1 OF 1

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

SLUP-2-2026

SITE BACKGROUND

Applicant	Nobis Works, Inc.
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Wendy W. Kraby
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Nobis Works, Inc.
Property Location	Located on the east side of Inerstate North Parkway, north of Windy Ridge Parkway
Address	240 Interstate North Parkway
Access to Property	Interstate North Parkway

QUICK FACTS

Commission District	2 - Allen
Current Zoning	O&I
Current Use of Property	Office
Proposed Zoning	CRC
Proposed Use	Used vehicle sales
Future Land Use	RAC - office
Site Acreage	1.66
District	17
Land Lot	944
Parcel #	17094400060
Taxes Paid	Exempt

FINAL ZONING STAFF RECOMMENDATIONS

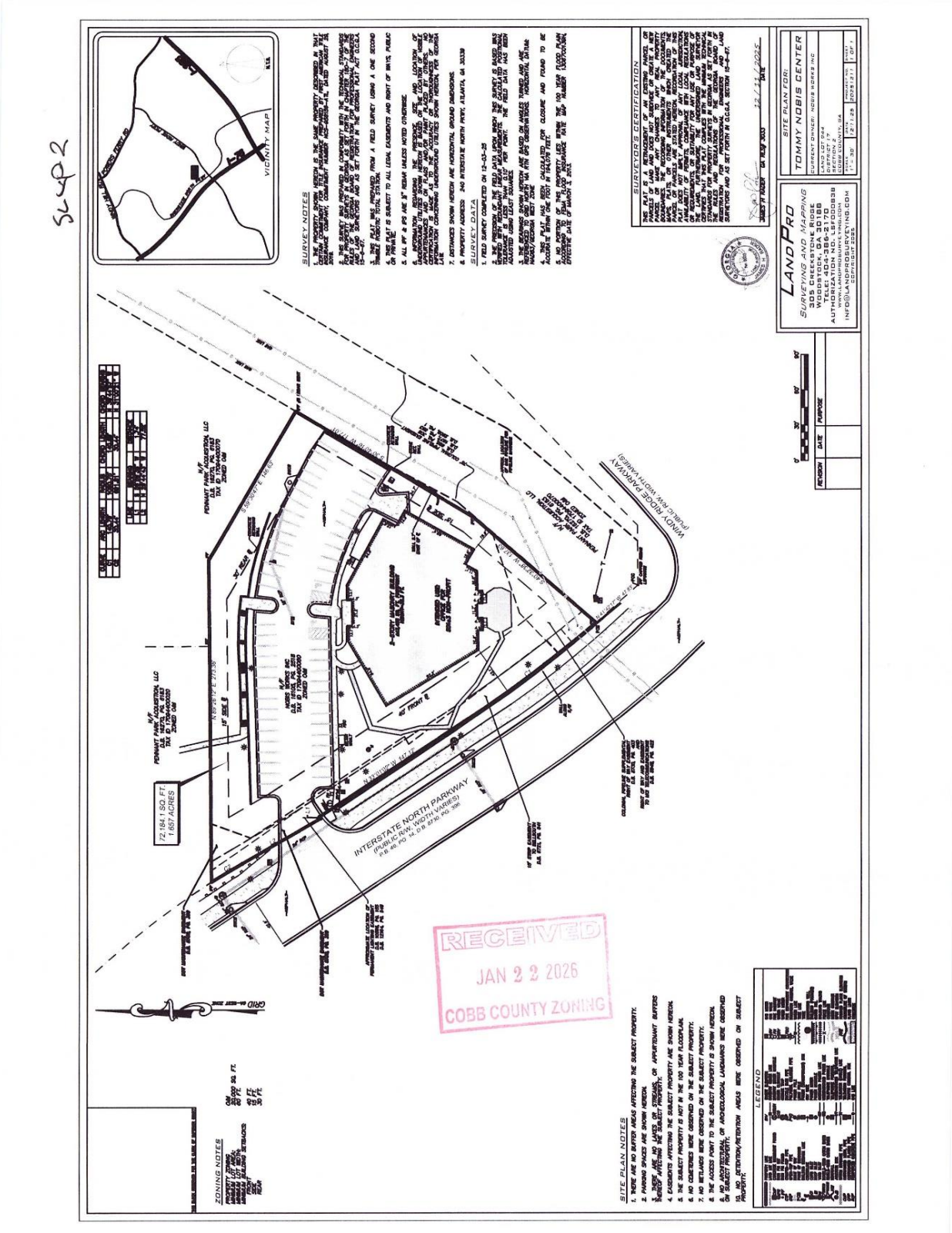
(Zoning staff member: Jessica Berman, MPA, CNU-A)

Based on the analysis of the case, Staff recommends **APPROVAL** subject to:

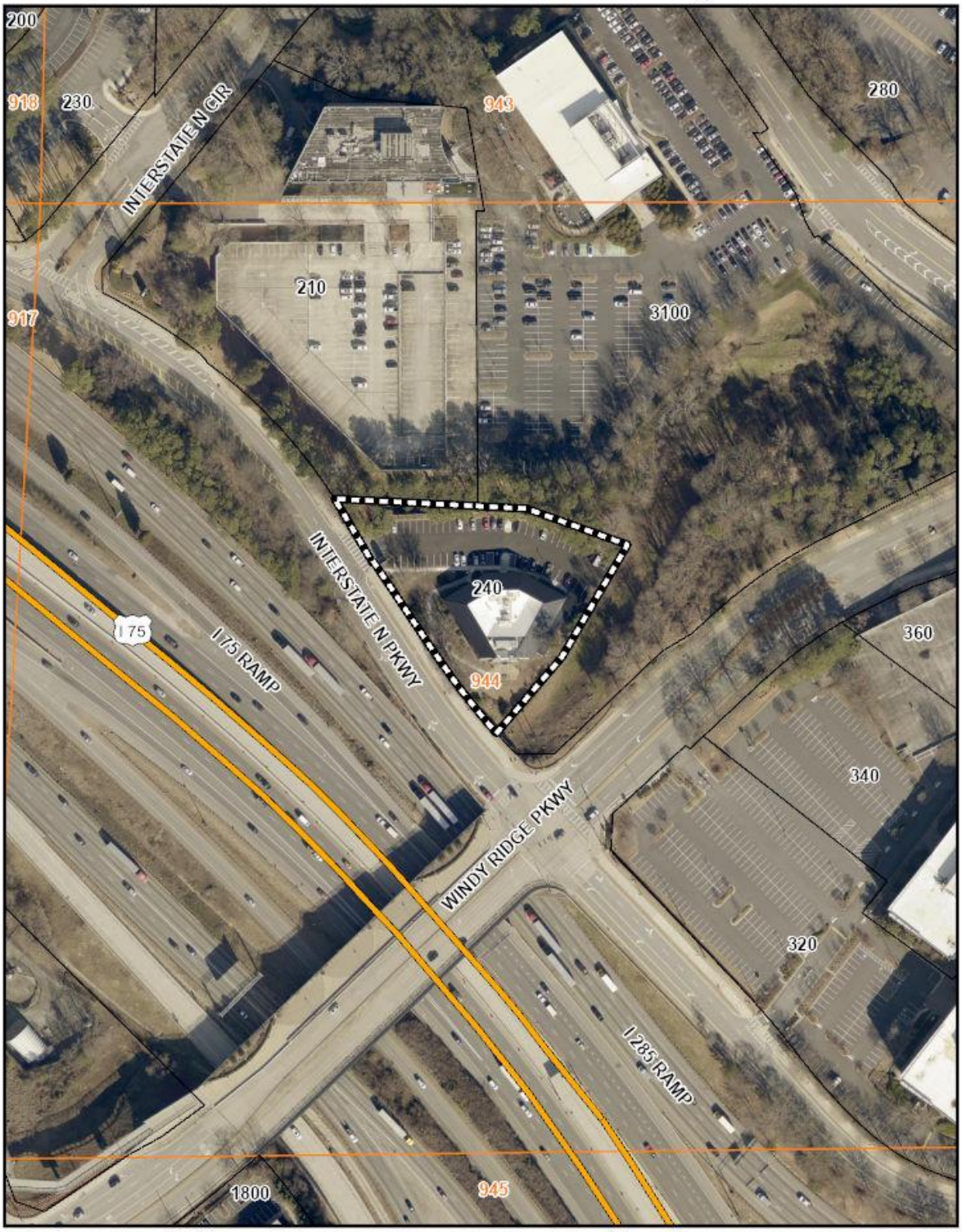
SLUP-2-2026 DEPARTMENT COMMENTS – Zoning Division

1. Special Land Use Permit approved for this applicant only;
2. No donated vehicles or equipment associated with collecting, storing, or transporting donated vehicles to be stored on site;
3. No vehicle sales on site;
4. Variance as stated in the Zoning comments and recommendations;
5. Fire Department comments and recommendations;
6. Stormwater Management Division comments and recommendations;
7. Water and Sewer Division comments and recommendations; and
8. Department of Transportation comments and recommendations.

SLUP-2


VICINITY MAP
SURVEY NOTES
SURVEYOR'S CERTIFICATION
SITE PLAN FOR:
TOMMY NOBIS CENTER
LAND PRO
SURVEYING AND MAPPING
305 CREEKSTONE RIDGE
WOODSTOCK, GA 30188
AUTHORIZATION NO. LSF000838
INFO@LANDPROSURVEYING.COM
WINDY RIDGE PARKWAY
(PUBLIC R/W WIDTH VARIES)
INTERSTATE NORTH PARKWAY
(PUBLIC R/W (WIDTH VARIES)
72,184 I SQ. FT.
1.657 ACRES
RECEIVED
JAN 22 2026
COBB COUNTY ZONING
SITE PLAN NOTES
LEGEND
ZONING NOTES

SLUP-2 2026 Aerial Map



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

0 150 300 Feet

Zoning Boundary

City Boundary

North

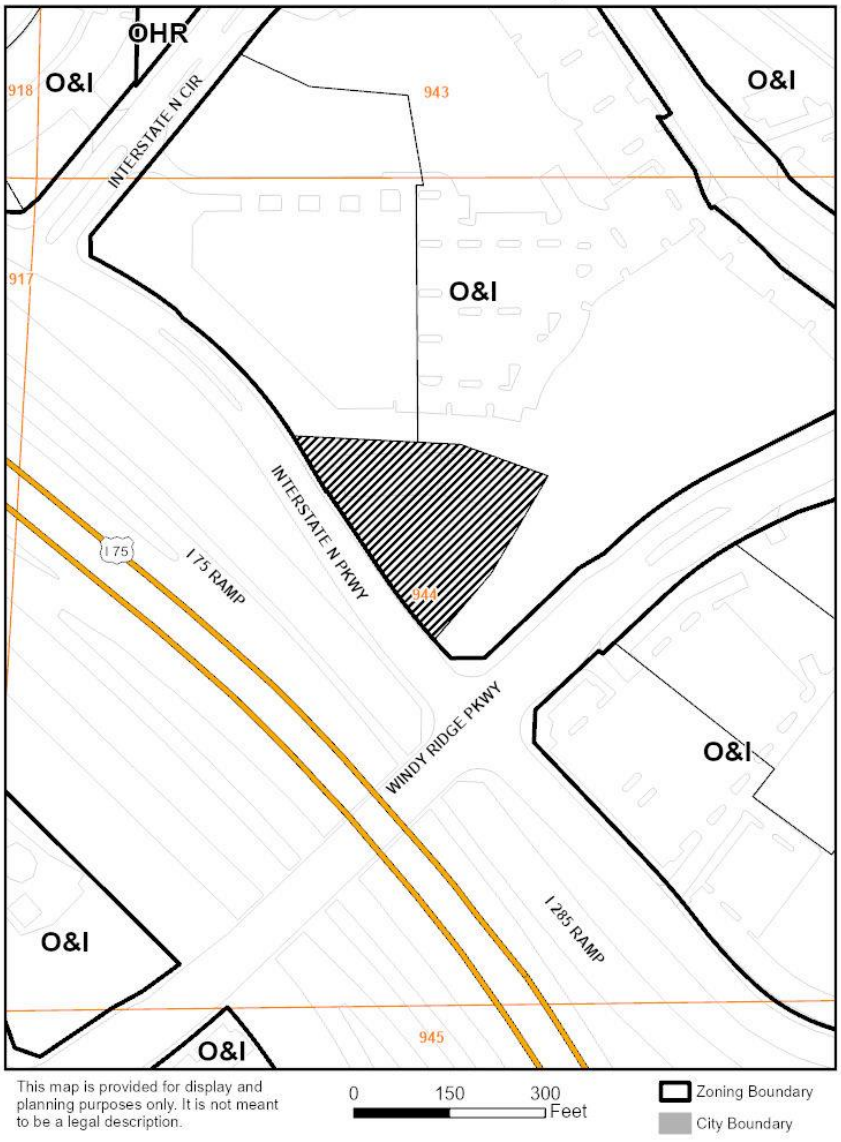
Zoning: O&I / Offices
Future Land Use: RAC

WEST

Zoning: O&I / Offices

Future Land Use: RAC

SLUP-2 2026 Map



EAST

Zoning: O&I / Offices

Future Land Use: RAC

SOUTH

Zoning: O&I / Offices
Future Land Use: RAC

Current zoning district for the property

The O&I district is established to provide locations for nonretail commercial uses such as offices and financial institutions, which are on properties delineated within or on the edge of a community activity center and a regional activity center as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. The office and institutional district is designed primarily to provide for four-story and smaller office developments, office uses, motels, hotels, banking and professional offices that complement and provide step-down nodal zoning away from more intensive commercial uses and otherwise to implement the stated purpose of this chapter.

Request for a Special Land Use Permit

The Board of Commissioners may grant special land use permits for uses enumerated in Sec. 134-37, subsection (a). The granting of a special land use permit is conditional upon the site plan considered by the Board of Commissioners. The Board of Commissioners may grant special land use permits for any period of time at the discretion of the Board of Commissioners.

Summary of the applicant's proposal

The applicant is requesting a special land use permit for automobile and truck sales of used or pre-owned vehicles to allow the sale of donated used vehicles for fundraising purposes. The applicant is a non-profit organization that owns the existing 25,354-square-foot office building on the 1.66-acre commercial property and proposes accepting donated vehicles for direct delivery to auction, with no on-site storage. The proposal also includes a request to rezone from the O&I office and institutional district to the CRC community retail commercial district (Z-11 of 2026) to permit used vehicle sales and a variance to waive the one (1) acre paved parking requirement for this use.

Non-residential criteria

Proposed # of buildings**:** 1
Proposed # of stories: 2
Total sq. footage of development: 23,354
Floor area ratio: 0.32
Square footage per acre: 14,094.15
Required parking spaces: 82
Proposed parking spaces: 60
Acres in floodplain or wetlands: 0
Impervious surface shown: Maximum of 80%

Are there any zoning variances?

Yes;

1. To waive the one (1) acre paved surface requirement for parking of vehicles for used or pre-owned automobile and truck sales lots; and
2. Reduction of required parking from 82 parking spaces to 60 parking spaces.

Are there any environmental conditions existing or proposed on the site?

No.

SLUP-2-2026 DEPARTMENT COMMENTS – Fire Department

02/26/26

The proposed zoning case must address the comments listed below by prescriptive code or equivalency, as approved by the Cobb County Fire Marshal's Office

Approval will be based on Professional Engineer-stamped plans that signify overall plan conformance to all Georgia State and Cobb County Codes. Design Professional and Developer maintain the sole responsibility for the design and for correcting all errors, omissions, problems, and code violations (if any) exposed during construction AFTER authorization by Cobb County.

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 serves as an early notification to owners and developers for budgeting purposes.

CERTIFICATE OF OCCUPANCY:
Plans must be submitted to the Cobb County Fire Marshal's Office to initiate the Certificate of Occupancy process.

Jeff Byrd
(678) 229-7059
Jeffrey.Byrd@cobbcounty.gov

SLUP-2-2024 DEPARTMENT COMMENTS – Cemetery Preservation

No comment.

2/27/2026

Comprehensive Plan Future Land Use Designation: Regional Activity Center
The subject tract is within the Regional Activity Center (RAC). The RAC provides for areas that can support a high intensity of development, which serves a regional market. Typical land uses in these areas include high-rise office buildings, regional malls and varying densities of residential development. The Regional Activity Center designation contains Sub-Area Classifications.

What is the Future Land Use Sub-Category? RAC-off
Office developments are considered the most appropriate development in the RAC-off. However, mixed-use developments that include retail may also be appropriate. Mid- or high-rise residential developments are also appropriate in this category. This shall include any residential development in excess of four (4) stories per structure. Because of the unique, urban characteristics of RACs, building height and density shall be reviewed on a case-by-case basis.

☒ Consistent ☐ Inconsistent

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary?	☒ Yes	☐ No
If Yes:		
Which City:	Smyrna	
Was the city notified?	Yes	

Dobbins Air Reserve Base Zones

Is the property within the Dobbins Airfield Safety Zone?	☐ Yes	☒ No
Is the property within the Clear Zone (CZ)?	☐ Yes	☒ No
Is the property within 3000’ of Dobbins ARB?	☐ Yes	☒ No
Is the property within the Accident Potential Zone (APZ I)?	☐ Yes	☒ No
Is the property within the Accident Potential Zone II (APZ II)?	☐ Yes	☒ No
Is the property within the Noise Zone?	☐ Yes	☒ No
Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)?	☐ Yes	☒ No

Comments:

Recommendations

No comment.

STAFF ANALYSIS

There are fifteen criteria that must be considered for a Special Land Use Permit. The criteria are below in bold, with the staff analysis written unbolded:

(1) Whether or not there will be a significant adverse effect on the neighborhood or area in which the proposed use will be located.
It is Staff's opinion that the proposed use will not have a significant adverse effect on the neighborhood or area in which the proposed use will be located if approved with the stipulations that no vehicles or equipment will be stored on site and no sales will take place on site.

(2) Whether or not the use is otherwise compatible with the neighborhood.
It is Staff's opinion that the proposed use is compatible with the neighborhood if approved with the stipulations that no vehicles or equipment will be stored on site and no sales will take place on site. The proposal limits the on-site use as office only, which is compatible with the surrounding office uses.

(3) Whether or not the use proposed will result in a nuisance as defined under state law.
It is Staff's opinion that the proposed use will not result in a nuisance as defined under state law if approved with the stipulations that no vehicles or equipment will be stored on site and that no sales will take place on site.

(4) Whether or not quiet enjoyment of surrounding property will be adversely affected.
It is Staff's opinion that the quiet enjoyment of surrounding property will not be adversely affected if approved with the stipulations that no vehicles or equipment will be stored on site and that no sales will take place on site.

(5) Whether or not property values of surrounding property will be adversely affected.
It is Staff's opinion that the quiet enjoyment of surrounding property will not be adversely affected if approved with the stipulations that no vehicles or equipment will be stored on site and that no sales will take place on site.

(6) Whether or not adequate provisions are made for parking and traffic considerations.
It is Staff's opinion that adequate provisions are made for parking and traffic considerations if approved with the stipulations that no vehicles or equipment will be stored on site and that no sales will take place on site. The proposal does not include any storage or sales of vehicles on site and the applicant requests a variance to waive the required one (1) acre of paved parking for used vehicle sales.

(7) Whether or not the site or intensity of the use is appropriate.
It is Staff's opinion that the site and intensity of the proposed use is appropriate if approved with the stipulations that no vehicles or equipment will be stored on site and that no sales will take place on site.

(8) Whether or not special or unique conditions overcome the board of commissioners' general presumption that residential neighborhoods should not allow noncompatible business uses.
n/a

(9) Whether or not adequate provisions are made regarding hours of operation.
It is Staff's opinion that the proposed use would have adequate provisions regarding hours of operation if approved with the stipulations that no vehicles or equipment will be stored on site and that no sales will take place on site.

(10) Whether or not adequate controls and limits are placed on commercial and business deliveries.
It is Staff's opinion that adequate controls and limits would be placed on commercial and business deliveries if approved with the stipulations that no vehicles or equipment will be stored on site and that no sales will take place on site.

(11) Whether or not adequate landscape plans are incorporated to ensure appropriate transition.
It is Staff's opinion that the existing landscape plans would be adequate to ensure appropriate transition if the proposal is approved with the stipulations that no vehicles or equipment will be stored on site and that no sales will take place on site.

(12) Whether or not the public health, safety, welfare or moral concerns of the surrounding neighborhood will be adversely affected.
It is Staff's opinion that the public health, safety, welfare or moral concerns of the surrounding neighborhood will not be adversely affected if the proposal is approved with the stipulations that no vehicles or equipment will be stored on site and that no sales will take place on site.

(13) Whether the application complies with any applicable specific requirements set forth in this chapter for special land use permits for particular types of uses.
It is Staff's opinion that while the proposal does not comply with the specific requirement of one (1) acre of paved parking for vehicles set forth for special land use permits for used automotive and truck sales, the proposed use would not need any designated paved parking for used vehicles. If approved, Staff recommends waiving the one (1) acre paved parking requirement and stipulating that no vehicles or equipment are stored on site and that no sales will take place on site.

(14) Whether the applicant has provided sufficient information to allow a full consideration of all relevant factors.
It is Staff's opinion that the applicant has provided sufficient information to allow a full consideration of all relevant factors. If approved, Staff recommends stipulating that no vehicles or equipment are stored on site and no sales will take place on site.

(15) In all applications for a special land use permit the burden shall be on the applicant both to produce sufficient information to allow the county fully to consider all relevant factors and to demonstrate that the proposal complies with all applicable requirements and is otherwise consistent with the policies reflected in the factors enumerated in this chapter for consideration by the county.
It is Staff's opinion that the applicant has provided sufficient information to allow the County to fully consider all relevant factors. If approved, Staff recommends waiving the requirement for one (1) acre of paved parking for used vehicles and stipulating that no vehicles or equipment are stored on site and no sales will take place on site.

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

GDCR ATTORNEYS AT LAW

ATTACHMENT TO REZONING APPLICATION
ZONING ANALYSIS STATEMENT

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Applicant: Nobis Enterprises, Inc.
Owner: Nobis Works Inc.
Address: 240 Interstate North Parkway, Atlanta, GA 30339
Current Zoning: O&I
Proposed Rezoning: CRC with Special Land Use Permit for Used Vehicle Sales, variance to remove one acre paved requirement
Application Number: _____

Comes now, **Nobis Enterprises, Inc.,** Applicant, and pursuant to Section 134-122 of the Official Code of Cobb County, files this Zoning Impact Statement as follows:

Background:

Nobis Enterprises, Inc. dba Tommy Nobis Center, owns the existing two-store office building (built in 1983) and property at 240 Interstate N. Parkway, Atlanta, GA 30339, on the busy corner of Interstate and Windy Hill. The Tommy Nobis Center is among Georgia's largest nonprofit community rehabilitation programs serving youth and adults with disabilities

The center has a long history of taking donations from the public, including the donation of used cars. Such cars go from the donor directly to auction and at no time are cars physically sold or stored at their offices. In a sense, it is all "virtual." The Center held a Used Motor Vehicle Dealer License with the State of Georgia to facilitate the donation and sale of the vehicles. Upon the center's recent move to its new location, it must renew its Dealer License.

Because the Tommy Nobis Center is on property zoned O&I, the county did not sign the center's Used Car Dealer License application, stating that such business is not allowed under the zoning. Thus the center is seeking the CRC zoning to be allow to sell vehicles along with a Special Land Use Permit for such sales and a variance to remove the requirement for one acre of paved parking.

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

The zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby properties. The use is suitable for an area that is highly developed with commercial development. Adjacent properties are not residential and are zoned either O&I or commercial designations.

49 Atlanta Street
Marietta, Georgia 30060

2951 Flowers Road South, Suite 220
Atlanta, Georgia 30341

B. Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;

The zoning proposal will not adversely affect the existing use or usability of adjacent properties. The proposal is utilizing the existing building with no change to the building or its surrounding grounds. It is not expected to bring additional retail or any other traffic to the property.

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

The property is current zoning O&I and is used for the operations of Tommy Nobis Center. Without the changes in zoning, and the ability to accept and sell used cars, the Tommy Nobis Center will lose a key source of funding that it needs to maintain its operations.

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

The rezoning proposal does not create an excessive burden on the use of existing streets, transportation facilities, utilities, or schools. The proposal is utilizing the existing commercial building for continued commercial uses and does not burden such community improvements. The Commercial development shall have no impact on schools and minimum to no additional impact on existing utilities, streets and transportation facilities beyond the current traffic flows.

D. Whether the zoning proposal is in conformity with the policies and intent of the land use plan;

The rezoning proposal is in conformity with the policies and intent of the Cobb County Comprehensive Plan. The property is delineated in a Regional Activity Center, future land use category. The requested zoning district and proposed use are consistent with the nature of the category in providing a regional commercial district.

E. Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal;

There are existing conditions affecting the use or development of the property which give supporting grounds for approving the applicant's rezoning proposal. The proposal is in an area with current commercial development (The Battery and Truist Park) and utilizes the existing building, parking and driveways. This will create minimal change and disruption to the property. In addition, the Property is part of the Cumberland Community Improvement District (CID), and

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such zoning shall be in the spirit of the organization and its plans to be strong regional development. Please see the attached letter from the Atlanta Braves in support of the application as well as the attached letter from the Cumberland Community Improvement District in support of the application.

Sincerely,

/wendy.w.kraby/

Wendy W. Kraby
Attorney for Applicant

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COBB COUNTY ZONING

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

SLUP-3-2026

SITE BACKGROUND

Applicant	Joe Dirt Development
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Scott Chatham
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Joe Dirt Development, LLC
Property Location	Located on the west side of Kennestone Circle, north of Cobb Parkway
Address	1284 Kennestone Circle
Access to Property	Kennestone Circle

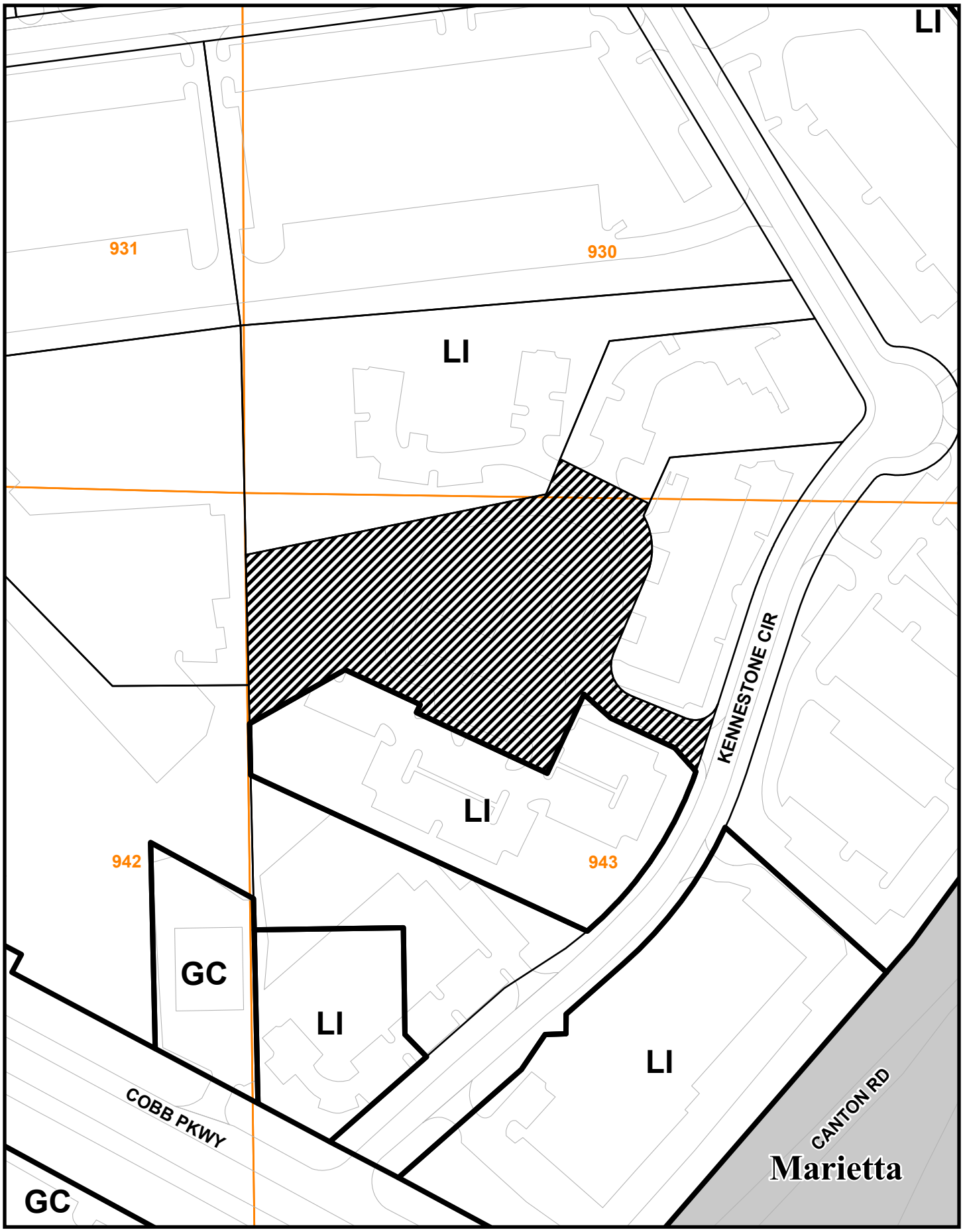
QUICK FACTS

Commission District	2 - Allen
Current Zoning	LI
Current Use of Property	Landscaping business
Proposed Zoning	LI
Proposed Use	Chipping, grinding, or reduction of materials (organic green waste)
Future Land Use	IC
Site Acreage	2.90
District	16
Land Lot	930, 943
Parcel #	16094300180
Taxes Paid	**No**

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

SLUP-3 2026 Map



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

0 137.5 275 Feet

Zoning Boundary

City Boundary

ALTA/NSPS LAND TITLE SURVEY

1284 KENNESTONE CIRCLE

MARIETTA, COBB COUNTY, GEORGIA

SITE INFORMATION

N/F: JOE DIRT DEVELOPMENT LLC
1284 KENNESTONE CIRCLE, MARIETTA, GEORGIA 30060
APN: 16063000169
129496 ± SQUARE FEET
3.944 ± ACRES

TITLE COMMITMENT INFORMATION

THE PROPERTY HEREON DESCRIBED IS THE SAME AS THE PERTINENT PROPERTY AS DESCRIBED IN OLD REPUBLIC TITLE INSURANCE COMPANY, TITLE COMMITMENT 8XNR7R, COMMITMENT DATE DECEMBER 1, 2025.

NOTES CORRESPONDING TO SCHEDULE B

(11) — TERMS AND CONDITIONS AS SET FORTH IN EASEMENT FOR RIGHT-OF-WAY TO GEORGIA RAIL WAY & POWER COMPANY, RECORDED JANUARY 16, 1925, IN BOOK 19, PAGE 84
(UNABLE TO DETERMINE IF APPECTS, INSUFFICIENT LEGAL DESCRIPTION, THE SITE DOES NOT ABUT A RAILROAD)

(12) — TERMS AND CONDITIONS AS SET FORTH IN CONDEMNATION, RECORDED JANUARY 2, 1912, IN BOOK 060, PAGE 520
(UNABLE TO DETERMINE IF APPECTS, INSUFFICIENT LEGAL DESCRIPTION)

(13) — TERMS AND CONDITIONS AS SET FORTH IN RIGHT OF WAY DEED TO THE STATE HIGHWAY DEPARTMENT OF GEORGIA, RECORDED AUGUST 31, 1946, IN BOOK 262, PAGE 134,
(UNABLE TO DETERMIN IF APPECTS, GEORGIA D.O.T. PROJECT # R-694 (1)
REFERENCED WITHIN NOT PROVIDED)

(15) — TERMS, CONDITIONS, EASEMENTS, RESTRICTION AND MAINTENANCE AS SET FORTH IN PROTECTIVE COVENANTS FOR KENNESTONE CORNERS, RECORDED MARCH 28, 1949, IN BOOK 340, PAGE 240, AS AFFECTED BY AMENDMENT TO PROTECTIVE COVENANTS FOR KENNESTONE CORNERS, RECORDED MAY 21, 1987, IN BOOK 4010, PAGE 180,
(APPECTS, CONTAINS EASEMENTS, PLOTTABLE ITEMS)

(16) — TERMS AND CONDITIONS AS SET FORTH IN RIGHT-OF-WAY EASEMENT TO THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY, RECORDED JUNE 7, 1949, IN BOOK 1784, PAGE 354,
(DOES NOT AFFECT, LIES OFFSITE)

(17) — TERMS AND CONDITIONS AS SET FORTH IN RIGHT OF WAY EASEMENT TO THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY, RECORDED JULY 12, 1949, IN BOOK 1905, PAGE 266,
(DOES NOT AFFECT, LIES OFFSITE)

(18) — TERMS AND CONDITIONS AS SET FORTH IN EASEMENT AND RIGHT-OF-WAY TO COBB COUNTY-MARIETTA WATER AUTHORITY, RECORDED JUNE 19, 1959, IN BOOK 1010, PAGE 182,
(DOES NOT AFFECT, LIES OFFSITE)

(19) — TERMS AND CONDITIONS AS SET FORTH BOOK 1906, PAGE 144, FOR A PORTION OF STORM DRAIN EASEMENT IN THE EASTERN PART OF LOT 19 DISCLOSED BY THE PLAT OF FINAL SUBDIVISION MAP, PHASE II, KENNESTONE CORNERS, RECORDED IN PLAT BOOK 191, PAGE 3,
(APPECTS, BLANKET IN NATURE)

(20) — TERMS AND CONDITIONS AS SET FORTH IN DRAINAGE EASEMENT, ACCESS EASEMENT, AND DETENTION POND EASEMENT AND MAINTENANCE AGREEMENT TO PANDA PROPERTIES, L.L.C., A GEORGIA LIMITED LIABILITY COMPANY, RECORDED SEPTEMBER 21, 2000, IN BOOK 12894, PAGE 5834, AS AFFECTED BY FIRST AMENDMENT TO DRAINAGE EASEMENT, ACCESS EASEMENT, AND DETENTION POND EASEMENT AND MAINTENANCE AGREEMENT, RECORDED NOVEMBER 15, 2007, IN BOOK 16902, PAGE 1745,
(ACCESS EASEMENT APPECTS PLOTTED AND SHOWN, DRAINAGE EASEMENT APPECTS ,BLANKET IN NATURE AND DETENTION POND EASEMENT LIE OFFSITE TO THE NORTH)

(21) — TERMS AND CONDITIONS AS SET FORTH IN DRAINAGE EASEMENT, ACCESS EASEMENT, AND DETENTION POND EASEMENT AND MAINTENANCE AGREEMENT TO JARRETT D HAYES, RECORDED APRIL 11, 2001, IN BOOK 13326, PAGE 1929
(ACCESS EASEMENT APPECTS PLOTTED AND SHOWN, DRAINAGE EASEMENT APPECTS ,BLANKET IN NATURE AND DETENTION POND EASEMENT LIE OFFSITE TO THE NORTH)

(22) — TERMS, CONDITIONS, EASEMENTS AND MAINTENANCE AS SET FORTH IN UNDERGROUND EASEMENT TO L & B MANAGEMENT, LLC, RECORDED MAY 16, 2001, IN BOOK 13506, PAGE 1729,
(UNABLE TO DETERMINE IF APPECTS, INSUFFICIENT LEGAL DESCRIPTION)

(23) — TERMS, CONDITIONS AND EASEMENTS AS SET FORTH IN ACCESS EASEMENT AND DETENTION POND MAINTENANCE AGREEMENT BY AND BETWEEN L AND M MANAGEMENT, LLC, A GEORGIA LIMITED LIABILITY COMPANY, AND TODD LAND MANAGEMENT, LLC, A GEORGIA LIMITED LIABILITY COMPANY, RECORDED JULY 3, 2004, IN BOOK 14904, PAGE 1749,
(ACCESS EASEMENT APPECTS PLOTTED AND SHOWN, DRAINAGE EASEMENT APPECTS ,BLANKET IN NATURE AND DETENTION POND EASEMENT LIE OFFSITE TO THE NORTH)

(24) — TERMS, CONDITIONS, CHARGES AND MAINTENANCE COST AS SET FORTH IN EASEMENT AGREEMENT BY AND BETWEEN L AND M MANAGEMENT, LLC, A GEORGIA LIMITED LIABILITY COMPANY, AND 1284A KENNESTONE CIRCLE MCC, LLC, A GEORGIA LIMITED LIABILITY COMPANY, 1284A KENNESTONE CIRCLE PJC, LLC, A GEORGIA LIMITED LIABILITY COMPANY, AND 1295A KENNESTONE CIRCLE TLC, LLC, RECORDED APRIL 09, 2008, IN BOOK 17439, PAGE 3126,
(ACCESS EASEMENT APPECTS PLOTTED AND SHOWN, DRAINAGE EASEMENT APPECTS ,BLANKET IN NATURE AND DETENTION POND EASEMENT LIE OFFSITE TO THE NORTH)

(25) — TERMS AND CONDITIONS AS SET FORTH IN PLAT ENTITLED, "FINAL SUBDIVISION MAP PHASE II KENNESTONE CORNERS, LAND LOTS 836 & 843, 16TH DISTRICT, COBB COUNTY, GEORGIA," RECORDED IN PLAT BOOK 191, PAGE 19,
(APPECTS, NO EASEMENTS LIE ON THE SUBJECT PROPERTY)

FLOOD ZONE INFORMATION

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE "X" OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 13067C0190G, WHICH BEARS AN EFFECTIVE DATE OF 10/03/2014 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA.

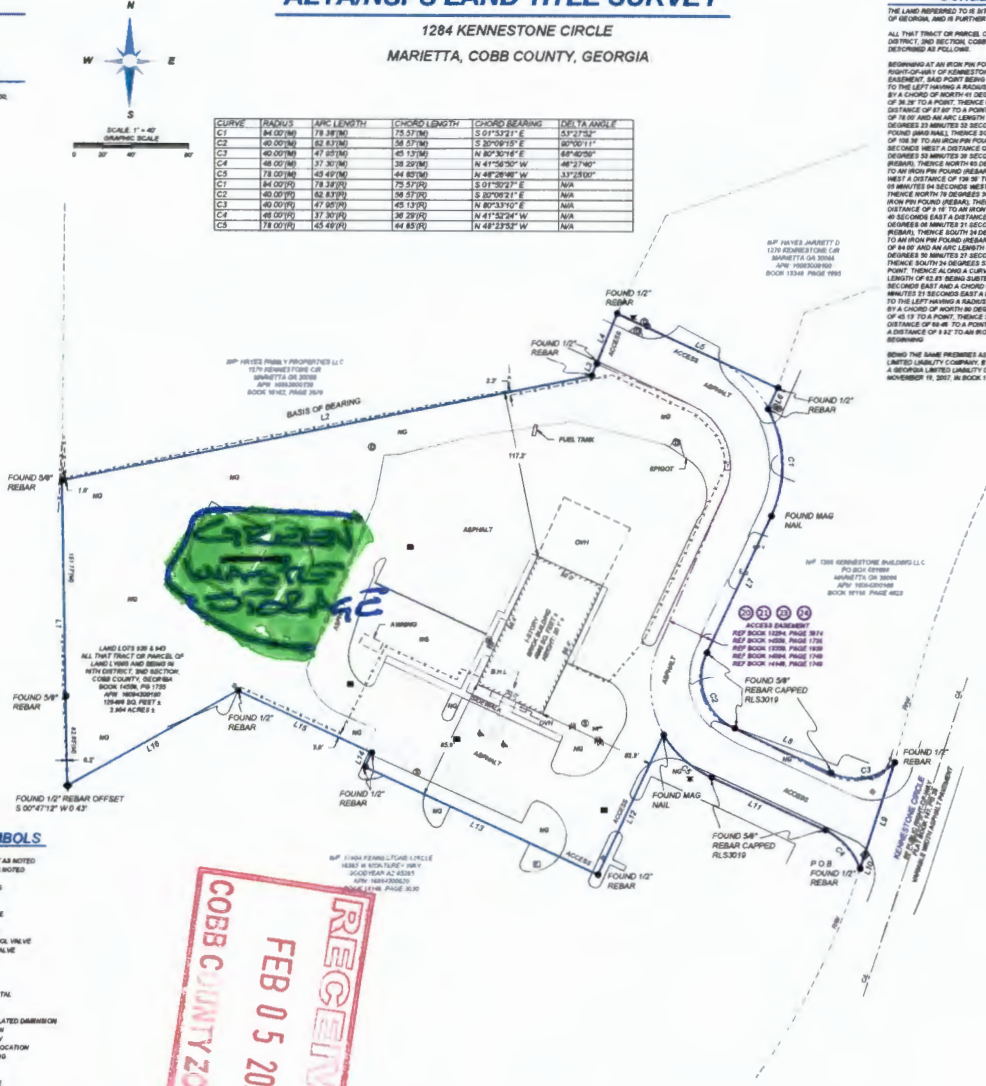
ZONE "X" – AREA OF MINIMAL FLOOD HAZARD, USUALLY DEPICTED ON FIRMS AS ABOVE THE 500-YEAR FLOOD LEVEL. ZONE "X" IN THE AREA DETERMINED TO BE OUTSIDE THE 500-YEAR FLOOD AND PROTECTED BY LEVEE FROM 100-YEAR FLOOD.

PARKING INFORMATION

REGULAR= 34
HANDICAP= 2
TOTAL= 36

SIGNIFICANT OBSERVATIONS

NONE OBSERVED AT THE TIME OF THE ALTA/NSPS SURVEY



CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	940.00'(M)	78.38'(M)	75.57'(M)	S 01°53'21" E	5°27'52"
C2	40.00'(M)	62.83'(M)	56.57'(M)	S 20°09'15" E	90°00'11"
C3	40.00'(M)	47.95'(M)	45.13'(R)	N 80°30'16" E	68°40'56"
C4	48.00'(M)	37.30'(M)	36.29'(R)	N 41°56'30" W	46°27'40"
C5	78.00'(M)	49.49'(M)	48.68'(M)	N 48°26'46" W	33°25'00"
C1	940.00'(R)	78.38'(R)	75.57'(R)	S 01°50'27" E	N/A
C2	40.00'(R)	62.83'(R)	56.57'(R)	S 20°09'21" E	N/A
C3	40.00'(R)	47.95'(R)	45.13'(R)	N 80°33'10" E	N/A
C4	48.00'(R)	37.30'(R)	36.29'(R)	N 41°52'24" W	N/A
C5	78.00'(R)	49.49'(R)	48.85'(R)	N 48°23'52" W	N/A

LINE	BEARING	DISTANCE
L1	N 01°07'58" W	214.72'(M)
L2	N 78°13'27" E	377.15'(M)
L3	N 21°44'46" E	9.18'(M)
L4	N 21°44'46" E	38.08'(M)
L5	S 65°09'15" E	123.81'(M)
L6	S 24°50'45" W	16.50'(M)
L7	S 24°50'45" W	106.00'(M)
L8	S 65°09'15" E	73.95'(M)
L9	S 17°40'55" W	68.46'(R)
L10	S 18°11'12" W	9.92'(R)
L11	N 65°09'15" W	87.60'(M)
L12	S 24°50'45" W	106.39'(M)
L13	N 65°09'15" W	179.54'(M)
L14	N 24°50'45" E	11.00'(M)
L15	N 65°09'15" W	103.00'(M)
L16	S 60°33'10" W	136.56'(M)
L1	N 01°07'04" W	214.72'(R)
L2	N 78°36'21" E	377.15'(R)
L3	N 21°47'40" E	9.18'(R)
L4	N 21°47'40" E	38.08'(R)
L5	S 65°08'21" E	123.81'(R)
L6	S 24°53'39" W	16.50'(R)
L7	S 24°53'39" W	106.00'(R)
L8	S 65°08'21" E	73.95'(R)
L9	S 17°40'55" W	68.46'(R)
L10	S 18°11'12" W	9.92'(R)
L11	N 65°08'21" W	87.60'(R)
L12	S 24°53'39" W	106.39'(R)
L13	N 65°08'21" W	179.54'(R)
L14	N 24°53'39" E	11.00'(R)
L15	N 65°08'21" W	103.00'(R)
L16	S 60°36'04" W	136.56'(R)

LEGEND & SYMBOLS

- POUND MONUMENT AS NOTED
- SET MONUMENT AS NOTED
- COMPUTED POINT
- HANDICAP PARKING
- FIRE HYDRANT
- LIGHT
- SANITARY MANHOLE
- ELECTRIC METER
- ELECTRIC CABINET
- IRRIGATION CONTROL VALVE
- POST INDICATOR VALVE
- WATER METER
- WATER VALVE
- DRAIN GRATE
- STORM MANHOLE
- TELEPHONE PEDESTAL
- OHW — OVERHANG
- NG — NATURAL GROUND
- (M) — MEASURED/CALCULATED DIMENSION
- (R) — RECORD DIMENSION
- N/F — NOW OR FORMERLY
- BHL — BUILDING HEIGHT LOCATION
- P.O.B. — POINT OF BEGINNING
- BOUNDARY LINE
- EASEMENT LINE
- ROW — RIGHT-OF-WAY LINE
- CL — CENTERLINE
- FENCE LINE

ZONING INFORMATION

AT THE TIME OF THE ALTA SURVEY NO ZONING REPORT OR LETTER HAS BEEN PROVIDED TO THE SURVEYOR BY THE CLIENT OR THE CLIENT'S DESIGNATED REPRESENTATIVE IN ORDER TO LIST (TABLE A ITEM 6(A)) OR GRAPHICALLY DEPICT (TABLE A ITEM 6(B)) THE ZONING REQUIREMENTS HEREON.

UTILITY INFORMATION

THE LOCATION OF UTILITIES SHOWN HEREON ARE FROM OBSERVED EVIDENCE OF ABOVE GROUND APPURTENANCES ONLY. THE SURVEYOR WAS NOT PROVIDED WITH UNDERGROUND PLANS OR SURFACE GROUND MARKINGS TO DETERMINE THE LOCATION OF ANY SUBTERRANEAN USES

BASIS OF BEARING

THE BASIS OF BEARINGS OF THIS SURVEY IS GRID NORTH BASED ON NORTHWESTERLY LINE OF THE SUBJECT PROPERTY. PER GPS COORDINATE OBSERVATIONS GEORGIA STATE PLANE, WEST ZONE NAD83. THE BEARING IS DENOTED AS N 78°36'21" E
LATITUDE = N33°56'38.630"
LONGITUDE = W84°23'02.485"
CONVERGENCE ANGLE = -N 00°12'53.6948"

SCHEDULE A DESCRIPTION

THE LAND REFERRED TO IS SITUATED IN THE CITY OF MARIETTA, COUNTY OF COBB, STATE OF GEORGIA, AND IS FURTHER DESCRIBED AS FOLLOWS:

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 836 AND 843, 16TH DISTRICT, 2ND SECTION, COBB COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT AN IRON PIN FOUND (REBAR) AT THE INTERSECTION OF THE WESTERLY RIGHT-OF-WAY OF KENNESTONE CIRCLE AND THE SOUTHERLY RIGHT-OF-WAY OF AN ACCESS EASEMENT, SAID POINT BEING THE TRUE POINT OF BEGINNING; THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 48.68' AND AN ARC LENGTH OF 37.30' BEING SUBTENDED BY A CHORD OF NORTH 41 DEGREES 52 MINUTES 34 SECONDS WEST AND A CHORD LENGTH OF 36.29' TO A POINT; THENCE NORTH 63 DEGREES 06 MINUTES 31 SECONDS WEST A DISTANCE OF 87.60' TO A POINT; THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 78.00' AND AN ARC LENGTH OF 49.49' BEING SUBTENDED BY A CHORD OF NORTH 48 DEGREES 23 MINUTES 22 SECONDS WEST AND A CHORD LENGTH OF 48.68' TO AN IRON PIN FOUND (MAG NAIL); THENCE SOUTH 24 DEGREES 53 MINUTES 39 SECONDS WEST A DISTANCE OF 106.39' TO AN IRON PIN FOUND (REBAR); THENCE NORTH 65 DEGREES 06 MINUTES 21 SECONDS WEST A DISTANCE OF 179.54' TO AN IRON PIN FOUND (REBAR); THENCE NORTH 24 DEGREES 53 MINUTES 39 SECONDS EAST A DISTANCE OF 11.00' TO AN IRON PIN FOUND (REBAR); THENCE NORTH 65 DEGREES 06 MINUTES 21 SECONDS WEST A DISTANCE OF 103.00' TO AN IRON PIN FOUND (REBAR); THENCE SOUTH 01 DEGREES 36 MINUTES 04 SECONDS WEST A DISTANCE OF 136.56' TO AN IRON PIN FOUND (REBAR); THENCE NORTH 61 DEGREES 03 MINUTES 04 SECONDS WEST A DISTANCE OF 314.72' TO AN IRON PIN FOUND (REBAR); THENCE NORTH 79 DEGREES 36 MINUTES 31 SECONDS EAST A DISTANCE OF 377.15' TO AN IRON PIN FOUND (REBAR); THENCE NORTH 21 DEGREES 47 MINUTES 40 SECONDS EAST A DISTANCE OF 9.18' TO AN IRON PIN FOUND (REBAR); THENCE NORTH 31 DEGREES 47 MINUTES 40 SECONDS EAST A DISTANCE OF 38.08' TO AN IRON PIN FOUND (REBAR); THENCE SOUTH 65 DEGREES 06 MINUTES 21 SECONDS EAST A DISTANCE OF 123.81' TO AN IRON PIN FOUND (REBAR); THENCE SOUTH 24 DEGREES 53 MINUTES 39 SECONDS WEST A DISTANCE OF 16.50' TO AN IRON PIN FOUND (REBAR); THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 94.00' AND AN ARC LENGTH OF 78.38' BEING SUBTENDED BY A CHORD OF SOUTH 01 DEGREES 50 MINUTES 27 SECONDS EAST AND A CHORD LENGTH OF 75.57' TO A POINT; THENCE SOUTH 24 DEGREES 53 MINUTES 39 SECONDS WEST A DISTANCE OF 106.48' TO A POINT; THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 40.00' AND AN ARC LENGTH OF 62.83' BEING SUBTENDED BY A CHORD OF SOUTH 20 DEGREES 09 MINUTES 21 SECONDS EAST AND A CHORD LENGTH OF 56.57' TO A POINT; THENCE SOUTH 65 DEGREES 06 MINUTES 21 SECONDS EAST A DISTANCE OF 73.95' TO A POINT; THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 40.00' AND AN ARC LENGTH OF 47.95' BEING SUBTENDED BY A CHORD OF NORTH 80 DEGREES 33 MINUTES 10 SECONDS EAST AND A CHORD LENGTH OF 45.13' TO A POINT; THENCE SOUTH 17 DEGREES 40 MINUTES 55 SECONDS WEST A DISTANCE OF 68.46' TO A POINT; THENCE SOUTH 18 DEGREES 17 MINUTES 12 SECONDS WEST A DISTANCE OF 9.92' TO AN IRON PIN FOUND (REBAR), SAID POINT BEING THE TRUE POINT OF BEGINNING

BEING THE SAME PREMISES AS CONVEYED TO JOE DIRT DEVELOPMENT, LLC, A GEORGIA LIMITED LIABILITY COMPANY, BY LIMITED WARRANTY DEED MADE BY L AM MANAGEMENT, LLC, A GEORGIA LIMITED LIABILITY COMPANY, DATED NOVEMBER 15, 2007, AND RECORDED NOVEMBER 19, 2007, IN BOOK 14506, PAGE 1739, AS INSTRUMENT NO. 2007-0178531

VICINITY MAP

NOT TO SCALE



GENERAL NOTES

1. SOME FEATURES SHOWN ON THIS PLAT MAY BE SHOWN OUT OF SCALE FOR CLARITY
2. DIMENSIONS ON THIS PLAT ARE EXPRESSED IN FEET AND DECIMAL PARTS THEREOF UNLESS OTHERWISE NOTED. MEASUREMENTS WERE FOUND AT POINTS WHERE INDICATED.
3. IN REGARD TO ALTA/NSPS TABLE A ITEM 16, THERE WAS NO OBSERVABLE EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR ADDITIONS EXCEPT AS SHOWN HEREON.
4. IN REGARD TO ALTA/NSPS TABLE A ITEM 17, THERE WERE NO KNOWN PROPOSED CHANGES IN RIGHT OF WAY LINES, RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS EXCEPT AS SHOWN HERE ON.
5. AT THE TIME OF THE ALTA/NSPS SURVEY, THERE WAS NO OBSERVABLE EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SUMP, OR SANITARY LANDFILL
6. AT THE TIME OF THE ALTA/NSPS SURVEY, THERE WAS NO OBSERVABLE EVIDENCE OF SITE USE AS A CEMETERY, ISOLATED GRAVE SITE OR BURIAL GROUNDS
7. COMPLETED FIELD WORK WAS DECEMBER 18, 2025.
8. THE DISTANCES SHOWN HEREON ARE UNITS OF GROUND MEASUREMENT
9. THE NEAREST INTERSECTING STREET IS THE INTERSECTION OF KENNESTONE CIRCLE AND STATE HIGHWAY 41, WHICH IS APPROXIMATELY 360' FROM THE NORTHEAST CORNER OF THE SUBJECT PROPERTY.
10. THE SUBJECT PROPERTY HAS DIRECT PHYSICAL ACCESS TO KENNESTONE CIRCLE, BEING A PUBLICLY DEDICATED RIGHT-OF-WAY
11. EXCEPT AS SPECIFICALLY STATED OR SHOWN ON THIS PLAT, THIS SURVEY DOES NOT PURPORT TO REFLECT ANY OF THE FOLLOWING WHICH MAY BE APPLICABLE TO THE SUBJECT PROPERTY: EASEMENTS, OTHER THAN POSSIBLE EASEMENTS WHICH WERE VISIBLE AT THE TIME OF SURVEY, RESTRICTIVE COVENANTS, SUBDIVISION RESTRICTIONS OR OTHER LAND USE REGULATIONS, AND ANY OTHER FACTS WHICH AN ACCURATE TITLE SEARCH MAY DISCLOSE.
12. NO SURVEYOR OR ANY OTHER PERSON OTHER THAN A LICENSED GEORGIA ATTORNEY MAY PROVIDE LEGAL ADVICE CONCERNING THE STATUS OF TITLE TO THE PROPERTY DESRIBED IN THIS SURVEY ("THE SUBJECT PROPERTY"). THE PURPOSE OF THIS SURVEY, AND THE COMMENTS RELATED TO THE SCHEDULE B-II EXCEPTIONS, IS ONLY TO SHOW THE LOCATION OF BOUNDARIES AND PHYSICAL OBJECTIONS IN RELATION THERETO. TO THE EXTENT THAT THE SURVEY INDICATES THAT THE LEGAL INSTRUMENT "AFFECTS" THE SUBJECT PROPERTY, SUCH STATEMENT IS ONLY INTENDED TO INDICATE THAT PROPERTY BOUNDARIES INCLUDED IN SUCH INSTRUMENT INCLUDE SOME OR ALL OF THE SUBJECT PROPERTY. THE SURVEYOR DOES NOT PURPORT TO DESCRIBE HOW SUCH INSTRUMENT AFFECTS THE SUBJECT PROPERTY OR THE ENFORCEABILITY OR LEGAL CONSEQUENCES OF SUCH INSTRUMENT
13. NAMES AND ADDRESSES OF ADJOINING PROPERTY OWNERS WERE TAKEN FROM COBB COUNTY GIS.
14. THE SUBJECT PROPERTY SHOWN HEREON FORMS A MATHEMATICALLY CLOSED FIGURE AND IS CONTIGUOUS WITH THE ADJOINING PUBLIC RIGHT-OF-WAY AND/OR ADJOINING PARCELS WITH NO GAPS OR OVERLAPS
15. IN REGARD TO ALTA/NSPS TABLE A ITEM 10, NO VISIBLE DIVISION OR PARTY WALLS WITH RESPECT TO ADJOINING PROPERTIES WERE OBSERVED AT THE TIME THE FIELD SURVEY WAS PERFORMED. HOR WERE ANY DESIGNATED BY THE CLIENT
16. THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN 1: 944313 FEET.
17. PORTIONS OF THIS SURVEY WERE PERFORMED USING GPS EQUIPMENT. GPS EQUIPMENT USED: CARLSON BRX7 USING REAL TIME KINEMATIC (RTK) METHODS RELATIVE TO THE TOPCON "PINNET" RTK NETWORK. LOCATIONS GENERATED USING RTK VECTORS HAD A ROOT MEAN SQUARE (RMS) OF NO MORE THAN 0.04' HORIZONTAL.

SURVEYOR'S CERTIFICATE

TO: OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 6(A), 6(B), 7(B)(1), 7(C), 8, 9, 10, 13, 14, 16, 17 AND 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON 12/18/2025

DATE OF PLAT OR MAP: 12/30/2025

THIS PLAT IS A RETRACEMENT OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT SUBDIVIDE OR CREATE A NEW PARCEL OR MAKE ANY CHANGES TO ANY REAL PROPERTY BOUNDARIES. THE RECORDED INFORMATION OF THE DOCUMENTS, MAPS, PLATS, OR OTHER INSTRUMENTS WHICH CREATED THE PARCEL OR PARCELS ARE STATED HEREON. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67

TYLER REED WOODWARD
REGISTERED LAND SURVEYOR NO. LS003691
STATE OF GEORGIA
GEORGIA C.O.A. LSF001939

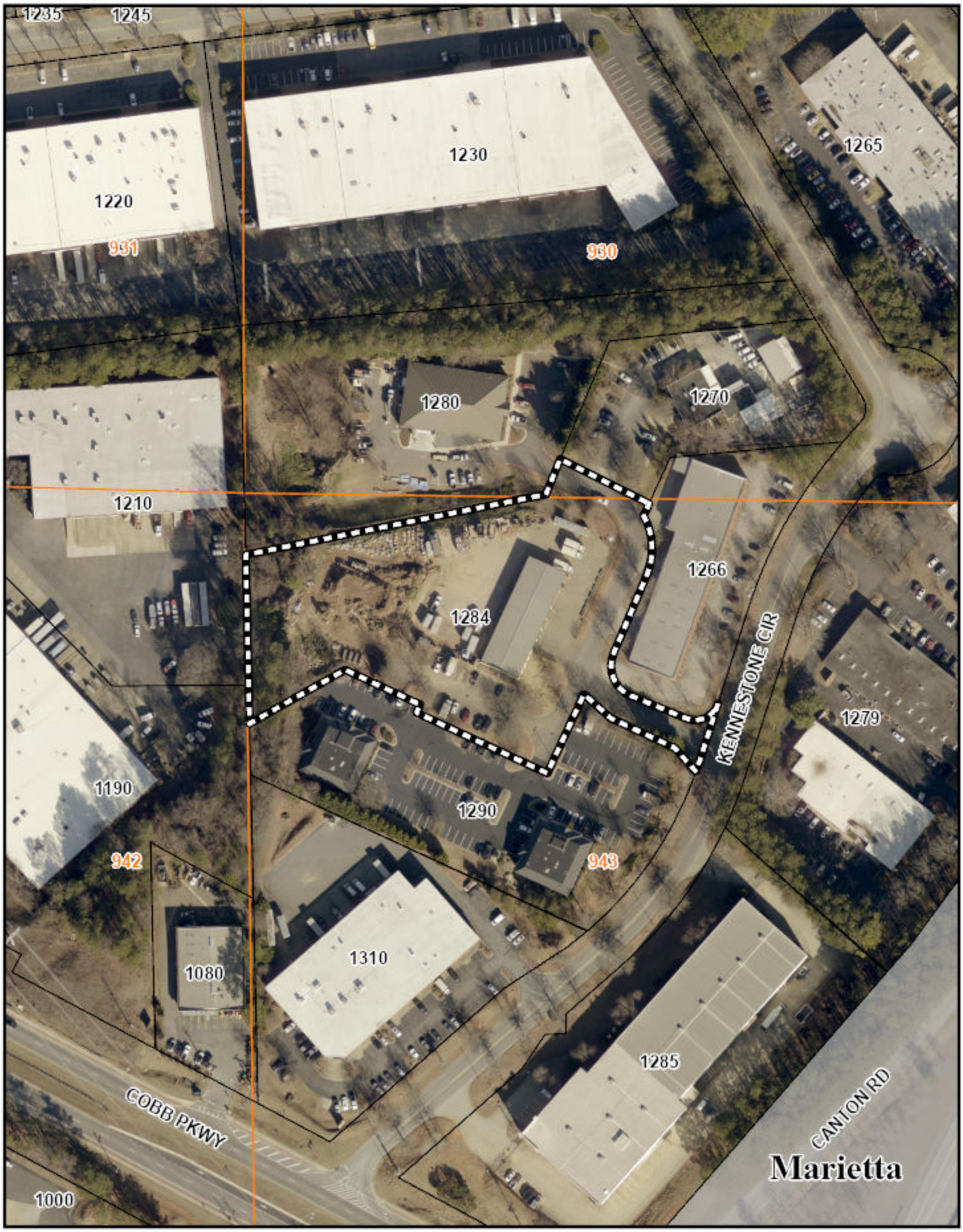
RECEIVED
FEB 05 2026
COBB COUNTY ZONING

DATE	REVISION HISTORY	BY
01/09/26	CLIENT COMMENTS	ACC

BLEW
Surveying | Engineering | Environmental
3825 N. SHILOH DRIVE - FAYETTEVILLE, AR 72703
EMAIL: SURVEY@BLEWINC.COM
OFFICE: 479-443-4506 FAX: 479-582-1883
WWW.BLEWINC.COM

SURVEYOR JOB NUMBER: 25-11523	SURVEY DRAWN BY: ACC - 12/30/2025
SURVEY REVIEWED BY: JCH	SHEET: 1 OF 1
SURVEY PREPARED FOR: CATALYST INVESTMENT PARTNERS, LLC	

SLUP-3 2026 Aerial Map



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

0 137.5 275 Feet

Zoning Boundary

City Boundary

ALTA/NSPS LAND TITLE SURVEY

1284 KENNESTONE CIRCLE

MARIETTA, COBB COUNTY, GEORGIA

SITE INFORMATION

N/F: JOE DIRT DEVELOPMENT LLC
1284 KENNESTONE CIRCLE, MARIETTA, GEORGIA 30060
APN: 16094300180
126496 ± SQUARE FEET
2.904 ± ACRES

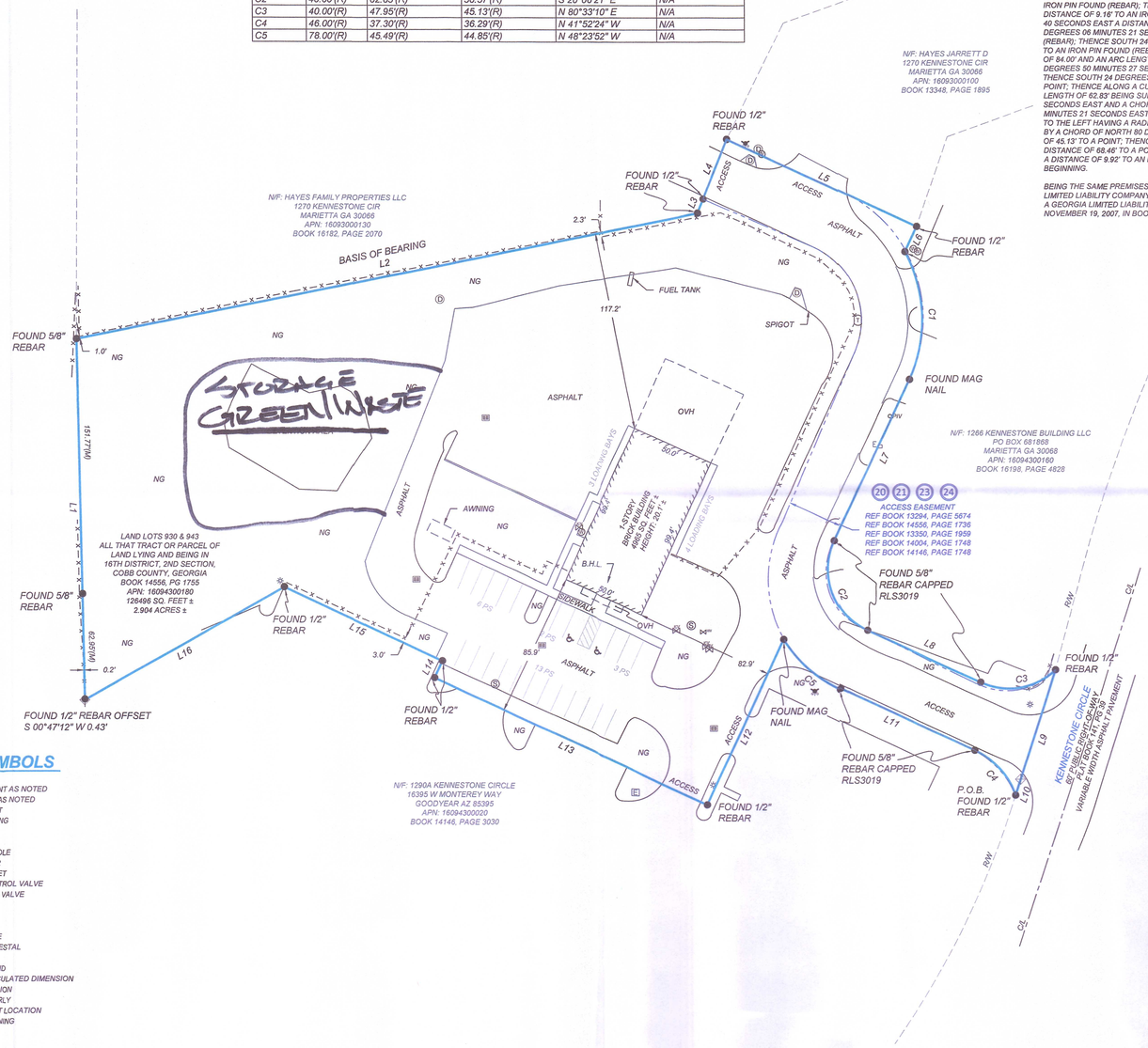
TITLE COMMITMENT INFORMATION

THE PROPERTY HEREON DESCRIBED IS THE SAME AS THE PERTINENT PROPERTY AS DESCRIBED IN OLD REPUBLIC TITLE INSURANCE COMPANY, TITLE COMMITMENT #304730, COMMITMENT DATE DECEMBER 1, 2025.

N W E S

SCALE: 1" = 40'
GRAPHIC SCALE
0 20' 40' 80'

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	84.00'(M)	78.38'(M)	75.57'(M)	S 01°53'21" E	53°27'52"
C2	40.00'(M)	62.83'(M)	56.57'(M)	S 20°09'15" E	90°00'11"
C3	40.00'(M)	47.95'(M)	45.13'(M)	N 80°30'16" E	68°40'59"
C4	46.00'(M)	37.30'(M)	36.29'(M)	N 41°56'50" W	46°27'40"
C5	78.00'(M)	45.49'(M)	44.85'(M)	N 48°26'46" W	33°25'00"
C1	84.00'(R)	78.38'(R)	75.57'(R)	S 01°50'27" E	N/A
C2	40.00'(R)	62.83'(R)	56.57'(R)	S 20°06'21" E	N/A
C3	40.00'(R)	47.95'(R)	45.13'(R)	N 80°33'10" E	N/A
C4	46.00'(R)	37.30'(R)	36.29'(R)	N 41°52'24" W	N/A
C5	78.00'(R)	45.49'(R)	44.85'(R)	N 48°23'52" W	N/A



LINE	BEARING	DISTANCE
L1	N 01°07'58" W	214.72'(M)
L2	N 78°33'27" E	377.15'(M)
L3	N 21°44'46" E	9.16'(M)
L4	N 21°44'46" E	38.06'(M)
L5	S 65°09'15" E	123.81'(M)
L6	S 24°50'45" W	16.50'(M)
L7	S 24°50'45" W	106.00'(M)
L8	S 65°09'15" E	73.95'(M)
L9	S 17°38'01" W	68.46'(M)
L10	S 18°14'18" W	9.92'(M)
L11	N 65°09'15" W	87.60'(M)
L12	S 24°50'45" W	108.39'(M)
L13	N 65°09'15" W	179.54'(M)
L14	N 24°50'45" E	11.00'(M)
L15	N 65°09'15" W	103.00'(M)
L16	S 60°33'10" W	136.56'(M)
L1	N 01°05'04" W	214.72'(R)
L2	N 78°36'21" E	377.15'(R)
L3	N 21°47'40" E	9.16'(R)
L4	N 21°47'40" E	38.06'(R)
L5	S 65°06'21" E	123.81'(R)
L6	S 24°53'39" W	16.50'(R)
L7	S 24°53'39" W	106.00'(R)
L8	S 65°06'21" E	73.95'(R)
L9	S 17°40'55" W	68.46'(R)
L10	S 18°17'12" W	9.92'(R)
L11	N 65°06'21" W	87.60'(R)
L12	S 24°53'39" W	108.39'(R)
L13	N 65°06'21" W	179.54'(R)
L14	N 24°53'39" E	11.00'(R)
L15	N 65°06'21" W	103.00'(R)
L16	S 60°36'04" W	136.56'(R)

NOTES CORRESPONDING TO SCHEDULE B

11 — TERMS AND CONDITIONS AS SET FORTH IN EASEMENT FOR RIGHT-OF-WAY TO GEORGIA RAILWAY & POWER COMPANY, RECORDED JANUARY 10, 1925, IN BOOK 82, PAGE 94.
(UNABLE TO DETERMINE IF AFFECTS, INSUFFICIENT LEGAL DESCRIPTION, THE SITE DOES NOT ABUT A RAILROAD)

12 — TERMS AND CONDITIONS AS SET FORTH IN CONDEMNATION, RECORDED JANUARY 2, 1912, IN BOOK OO, PAGE 531.
(UNABLE TO DETERMINE IF AFFECTS, INSUFFICIENT LEGAL DESCRIPTION)

13 — TERMS AND CONDITIONS AS SET FORTH IN RIGHT OF WAY DEED TO THE STATE HIGHWAY DEPARTMENT OF GEORGIA, RECORDED AUGUST 21, 1948, IN BOOK 202, PAGE 114.
(UNABLE TO DETERMIN IF AFFECTS, GEROGIA D.O.T. PROJECT # FI 484 (1) REFERENCED WITHIN NOT PROVIDED)

15 — TERMS, CONDITIONS, EASEMENTS, RESTRICTION AND MAINTENANCE AS SET FORTH IN PROTECTIVE COVENANTS FOR KENNESTONE CORNERS, RECORDED MARCH 26, 1985, IN BOOK 3443, PAGE 541; AS AFFECTED BY AMENDMENT TO PROTECTIVE COVENANTS FOR KENNESTONE CORNERS, RECORDED MAY 21, 1987, IN BOOK 4479, PAGE 565.
(AFFECTS, CONTAINS NO PLOTTABLE ITEMS)

16 — TERMS AND CONDITIONS AS SET FORTH IN RIGHT-OF-WAY EASEMENT TO THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY, RECORDED JUNE 7, 1986, IN BOOK 3784, PAGE 354.
(DOES NOT AFFECT, LIES OFFSITE)

17 — TERMS AND CONDITIONS AS SET FORTH IN RIGHT OF WAY EASEMENT TO THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY, RECORDED JULY 12, 1988, IN BOOK 4995, PAGE 306.
(DOES NOT AFFECT, LIES OFFSITE)

18 — TERMS AND CONDITIONS AS SET FORTH IN EASEMENT AND RIGHT-OF-WAY TO COBB COUNTY-MARIETTA WATER AUTHORITY, RECORDED JUNE 16, 1989, IN BOOK 5370, PAGE 187.
(DOES NOT AFFECT, LIES OFFSITE)

19 — TERMS AND CONDITIONS AS SET FORTH BOOK 5968, PAGE 144 FOR A PORTION OF STORM DRAIN EASEMENT IN THE EASTERN PART OF LOT 10 DISCLOSED BY THE PLAT OF FINAL SUBDIVISION MAP, PHASE II, KENNESTONE CORNERS, RECORDED IN PLAT BOOK 101, PAGE 3.
(AFFECTS, BLANKET IN NATURE)

20 — TERMS AND CONDITIONS AS SET FORTH IN DRAINAGE EASEMENT, ACCESS EASEMENT, AND DETENTION POND EASEMENT AND MAINTENANCE AGREEMENT TO PANDA PROPERTIES, L.L.C., A GEORGIA LIMITED LIABILITY COMPANY, RECORDED SEPTEMBER 21, 2000, IN BOOK 13294, PAGE 5674; AS AFFECTED BY FIRST AMENDMENT TO DRAINAGE EASEMENT, ACCESS EASEMENT, AND DETENTION POND EASEMENT AND MAINTENANCE AGREEMENT, RECORDED NOVEMBER 19, 2007, IN BOOK 14556, PAGE 1746.
(ACCESS EASEMENT AFFECTS PLOTTED AND SHOWN, DRAINAGE EASEMENT AFFECTS ,BLANKET IN NATURE AND DETENTION POND EASEMENT LIE OFFSITE TO THE NORTH)

21 — TERMS AND CONDITIONS AS SET FORTH IN DRAINAGE EASEMENT, ACCESS EASEMENT, AND DETENTION POND EASEMENT AND MAINTENANCE AGREEMENT TO JARRETT D. HAYES, RECORDED APRIL 11, 2001, IN BOOK 13350, PAGE 1959.
(ACCESS EASEMENT AFFECTS PLOTTED AND SHOWN, DRAINAGE EASEMENT AFFECTS ,BLANKET IN NATURE AND DETENTION POND EASEMENT LIE OFFSITE TO THE NORTH)

22 — TERMS, CONDITIONS, EASEMENTS AND MAINTENANCE AS SET FORTH IN UNDERGROUND EASEMENT TO L & N MANAGEMENT, LLC, RECORDED MAY 18, 2001, IN BOOK 13386, PAGE 1798.
(UNABLE TO DETERMINE IF AFFECTS, INSUFFICIENT LEGAL DESCRIPTION)

23 — TERMS, CONDITIONS AND EASEMENTS AS SET FORTH IN ACCESS EASEMENT AND DETENTION POND MAINTENANCE AGREEMENT BY AND BETWEEN L AND N MANAGEMENT, LLC, A GEORGIA LIMITED LIABILITY COMPANY, AND TOBY LAND MANAGEMENT, LLC, A GEORGIA LIMITED LIABILITY COMPANY, RECORDED JULY 2, 2004, IN BOOK 14004, PAGE 1748.
(ACCESS EASEMENT AFFECTS PLOTTED AND SHOWN, DRAINAGE EASEMENT AFFECTS ,BLANKET IN NATURE AND DETENTION POND EASEMENT LIE OFFSITE TO THE NORTH)

24 — TERMS, CONDITIONS, CHARGES AND MAINTENANCE COST AS SET FORTH IN EASEMENT AGREEMENT BY AND BETWEEN L AND N MANAGMENT, LLC, A/K/A L & N MANAGEMENT, LLC, A GEORGIA LIMITED LIABILITY COMPANY, AND 1290A KENNESTONE CIRCLE MCC, LLC, A GEORGIA LIMITED LIABILITY COMPANY, 1290A KENNESTONE CIRCLE PJC, LLC, A GEORGIA LIMITED LIABILITY COMPANY, AND 1290A KENNESTONE CIRCLE TLC, LLC, RECORDED APRIL 29, 2005, IN BOOK 14146, PAGE 3035.
(ACCESS EASEMENT AFFECTS PLOTTED AND SHOWN, DRAINAGE EASEMENT AFFECTS ,BLANKET IN NATURE AND DETENTION POND EASEMENT LIE OFFSITE TO THE NORTH)

25 — TERMS AND CONDITIONS AS SET FORTH IN PLAT ENTITLED, "FINAL SUBDIVISION MAP PHASE II KENNESTONE CORNERS, LAND LOTS 930 & 943, 16TH DISTRICT, COBB COUNTY, GEORGIA," RECORDED IN PLAT BOOK 141, PAGE 39.
(AFFECTS, NO EASEMENTS LIE ON THE SUBJECT PROPERTY)

FLOOD ZONE INFORMATION

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE "X" OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 13067C0106J, WHICH BEARS AN EFFECTIVE DATE OF 10/05/2018 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA.

ZONE "X" - AREA OF MINIMAL FLOOD HAZARD, USUALLY DEPICTED ON FIRMS AS ABOVE THE 500-YEAR FLOOD LEVEL. ZONE "X" IS THE AREA DETERMINED TO BE OUTSIDE THE 500-YEAR FLOOD AND PROTECTED BY LEVEE FROM 100-YEAR FLOOD.

PARKING INFORMATION

REGULAR= 24
HANDICAP= 2
TOTAL= 26

SIGNIFICANT OBSERVATIONS

NONE OBSERVED AT THE TIME OF THE ALTA/NSPS SURVEY.

LEGEND & SYMBOLS

- FOUND MONUMENT AS NOTED
- SET MONUMENT AS NOTED
- COMPUTED POINT
- HANDICAP PARKING
- FIRE HYDRANT
- LIGHT
- SANITARY MANHOLE
- ELECTRIC METER
- ELECTRIC CABINET
- IRRIGATION CONTROL VALVE
- POST INDICATOR VALVE
- WATER METER
- WATER VALVE
- DRAIN GRATE
- STORM MANHOLE
- TELEPHONE PEDESTAL
- OVERHANG
- NATURAL GROUND
- MEASURED/CALCULATED DIMENSION
- RECORD DIMENSION
- NOW OR FORMERLY
- BUILDING HEIGHT LOCATION
- POINT OF BEGINNING
- BOUNDARY LINE
- EASEMENT LINE
- R/W RIGHT-OF-WAY LINE
- C/L CENTERLINE
- FENCE LINE

ZONING INFORMATION

AT THE TIME OF THE ALTA SURVEY NO ZONING REPORT OR LETTER HAS BEEN PROVIDED TO THE SURVEYOR BY THE CLIENT OR THE CLIENT'S DESIGNATED REPRESENTATIVE IN ORDER TO LIST (TABLE A ITEM 6(A)) OR GRAPHICALLY DEPICT (TABLE A ITEM 6(B)) THE ZONING REQUIREMENTS HEREON.

UTILITY INFORMATION

THE LOCATION OF UTILITIES SHOWN HEREON ARE FROM OBSERVED EVIDENCE OF ABOVE GROUND APPURTENANCES ONLY. THE SURVEYOR WAS NOT PROVIDED WITH UNDERGROUND PLANS OR SURFACE GROUND MARKINGS TO DETERMINE THE LOCATION OF ANY SUBTERRANEAN USES.

BASIS OF BEARING

THE BASIS OF BEARING OF THIS SURVEY IS GRID NORTH BASED ON NORTHWESTERLY LINE OF THE SUBJECT PROPERTY, PER GPS COORDINATE OBSERVATIONS GEORGIA STATE PLANE, WEST ZONE NAD83. THE BEARING IS DENOTED AS N 78°33'27" E.
LATITUDE = N33°58'50.6630"
LONGITUDE = W84°33'02.4852"
CONVERGENCE ANGLE = N 00°12'52.6988"

SCHEDULE A DESCRIPTION

THE LAND REFERRED TO IS SITUATED IN THE CITY OF MARIETTA, COUNTY OF COBB, STATE OF GEORGIA, AND IS FURTHER DESCRIBED AS FOLLOWS:

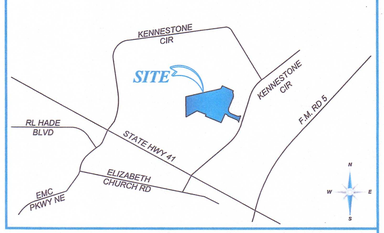
ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 930 AND 943, 16TH DISTRICT, 2ND SECTION, COBB COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT AN IRON PIN FOUND (REBAR) AT THE INTERSECTION OF THE WESTERLY RIGHT-OF-WAY OF KENNESTONE CIRCLE AND THE SOUTHERLY RIGHT-OF-WAY OF AN ACCESS EASEMENT, SAID POINT BEING THE TRUE POINT OF BEGINNING; THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 46.00' AND AN ARC LENGTH OF 37.30' BEING SUBTENDED BY A CHORD OF NORTH 41 DEGREES 52 MINUTES 24 SECONDS WEST AND A CHORD LENGTH OF 36.29' TO A POINT; THENCE NORTH 65 DEGREES 06 MINUTES 21 SECONDS WEST A DISTANCE OF 87.60' TO A POINT; THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 78.00' AND AN ARC LENGTH OF 45.49' BEING SUBTENDED BY A CHORD OF NORTH 48 DEGREES 23 MINUTES 52 SECONDS WEST AND A CHORD LENGTH OF 44.85' TO AN IRON PIN FOUND (MAG NAIL); THENCE SOUTH 24 DEGREES 53 MINUTES 39 SECONDS WEST A DISTANCE OF 108.39' TO AN IRON PIN FOUND (REBAR); THENCE NORTH 65 DEGREES 06 MINUTES 21 SECONDS WEST A DISTANCE OF 179.54' TO AN IRON PIN FOUND (REBAR); THENCE NORTH 24 DEGREES 53 MINUTES 39 SECONDS EAST A DISTANCE OF 11.00' TO AN IRON PIN FOUND (REBAR); THENCE NORTH 65 DEGREES 06 MINUTES 21 SECONDS WEST A DISTANCE OF 103.00' TO AN IRON PIN FOUND (REBAR); THENCE SOUTH 60 DEGREES 36 MINUTES 04 SECONDS WEST A DISTANCE OF 136.56' TO AN IRON PIN FOUND (REBAR); THENCE NORTH 01 DEGREES 05 MINUTES 04 SECONDS WEST A DISTANCE OF 214.72' TO AN IRON PIN FOUND (REBAR); THENCE NORTH 78 DEGREES 36 MINUTES 21 SECONDS EAST A DISTANCE OF 377.15' TO AN IRON PIN FOUND (REBAR); THENCE NORTH 21 DEGREES 47 MINUTES 40 SECONDS EAST A DISTANCE OF 9.16' TO AN IRON PIN FOUND (REBAR); THENCE NORTH 21 DEGREES 47 MINUTES 40 SECONDS EAST A DISTANCE OF 38.06' TO AN IRON PIN FOUND (REBAR); THENCE SOUTH 65 DEGREES 06 MINUTES 21 SECONDS EAST A DISTANCE OF 123.81' TO AN IRON PIN FOUND (REBAR); THENCE SOUTH 24 DEGREES 53 MINUTES 39 SECONDS WEST A DISTANCE OF 16.50' TO AN IRON PIN FOUND (REBAR); THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 84.00' AND AN ARC LENGTH OF 78.39' BEING SUBTENDED BY A CHORD OF SOUTH 01 DEGREES 50 MINUTES 27 SECONDS EAST AND A CHORD LENGTH OF 75.58' TO A POINT; THENCE SOUTH 24 DEGREES 53 MINUTES 39 SECONDS WEST A DISTANCE OF 106.00' TO A POINT; THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 40.00' AND AN ARC LENGTH OF 62.83' BEING SUBTENDED BY A CHORD OF SOUTH 20 DEGREES 06 MINUTES 21 SECONDS EAST AND A CHORD LENGTH OF 56.57' TO A POINT; THENCE SOUTH 65 DEGREES 06 MINUTES 21 SECONDS EAST A DISTANCE OF 73.95' TO A POINT; THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 40.00' AND AN ARC LENGTH OF 47.95' BEING SUBTENDED BY A CHORD OF NORTH 80 DEGREES 33 MINUTES 10 SECONDS EAST AND A CHORD LENGTH OF 45.13' TO A POINT; THENCE SOUTH 17 DEGREES 40 MINUTES 55 SECONDS WEST A DISTANCE OF 68.46' TO A POINT; THENCE SOUTH 18 DEGREES 17 MINUTES 12 SECONDS WEST A DISTANCE OF 9.92' TO AN IRON PIN FOUND (REBAR), SAID POINT BEING THE TRUE POINT OF BEGINNING.

BEING THE SAME PREMISES AS CONVEYED TO JOE DIRT DEVELOPMENT, LLC, A GEORGIA LIMITED LIABILITY COMPANY, BY LIMITED WARRANTY DEED MADE BY L&N MANAGEMENT, LLC, A GEORGIA LIMITED LIABILITY COMPANY, DATED NOVEMBER 15, 2007, AND RECORDED NOVEMBER 19, 2007, IN BOOK 14556, PAGE 1755, AS INSTRUMENT NO. 2007-0176531.

VICINITY MAP

NOT TO SCALE



GENERAL NOTES

1. SOME FEATURES SHOWN ON THIS PLAT MAY BE SHOWN OUT OF SCALE FOR CLARITY.
2. DIMENSIONS ON THIS PLAT ARE EXPRESSED IN FEET AND DECIMAL PARTS THEREOF UNLESS OTHERWISE NOTED. MONUMENTS WERE FOUND AT POINTS WHERE INDICATED.
3. IN REGARD TO ALTA/NSPS TABLE A ITEM 16, THERE WAS NO OBSERVABLE EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR ADDITIONS EXCEPT AS SHOWN HEREON.
4. IN REGARD TO ALTA/NSPS TABLE A ITEM 17, THERE WERE NO KNOWN PROPOSED CHANGES IN RIGHT OF WAY LINES, RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS EXCEPT AS SHOWN HEREON.
5. AT THE TIME OF THE ALTA/NSPS SURVEY, THERE WAS NO OBSERVABLE EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SUMP, OR SANITARY LANDFILL.
6. AT THE TIME OF THE ALTA/NSPS SURVEY, THERE WAS NO OBSERVABLE EVIDENCE OF SITE USE AS A CEMETERY, ISOLATED GRAVE SITE OR BURIAL GROUNDS.
7. COMPLETED FIELD WORK WAS DECEMBER 18, 2025.
8. THE DISTANCES SHOWN HEREON ARE UNITS OF GROUND MEASUREMENT.
9. THE NEAREST INTERSECTING STREET IS THE INTERSECTION OF KENNESTONE CIRCLE AND STATE HIGHWAY 41, WHICH IS APPROXIMATELY 565' FROM THE NORTHEAST CORNER OF THE SUBJECT PROPERTY.
10. THE SUBJECT PROPERTY HAS DIRECT PHYSICAL ACCESS TO KENNESTONE CIRCLE, BEING A PUBLICLY DEDICATED RIGHT-OF-WAY.
11. EXCEPT AS SPECIFICALLY STATED OR SHOWN ON THIS PLAT, THIS SURVEY DOES NOT PURPORT TO REFLECT ANY OF THE FOLLOWING WHICH MAY BE APPLICABLE TO THE SUBJECT PROPERTY: EASEMENTS, OTHER THAN POSSIBLE EASEMENTS WHICH WERE VISIBLE AT THE TIME OF SURVEY; RESTRICTIVE COVENANTS; SUBDIVISION RESTRICTIONS OR OTHER LAND USE REGULATIONS; AND ANY OTHER FACTS WHICH AN ACCURATE TITLE SEARCH MAY DISCLOSE.
12. NO SURVEYOR OR ANY OTHER PERSON OTHER THAN A LICENSED GEORGIA ATTORNEY MAY PROVIDE LEGAL ADVICE CONCERNING THE STATUS OF TITLE TO THE PROPERTY DESCRIBED IN THIS SURVEY ("THE SUBJECT PROPERTY"). THE PURPOSE OF THIS SURVEY, AND THE COMMENTS RELATED TO THE SCHEDULE B-II EXCEPTIONS, IS ONLY TO SHOW THE LOCATION OF BOUNDARIES AND PHYSICAL OBJECTIONS IN RELATION THERETO. TO THE EXTENT THAT THE SURVEY INDICATES THAT THE LEGAL INSTRUMENT "AFFECTS" THE SUBJECT PROPERTY, SUCH STATEMENT IS ONLY INTENDED TO INDICATE THAT PROPERTY BOUNDARIES INCLUDED IN SUCH INSTRUMENT INCLUDE SOME OR ALL OF THE SUBJECT PROPERTY. THE SURVEYOR DOES NOT PURPORT TO DESCRIBE HOW SUCH INSTRUMENT AFFECTS THE SUBJECT PROPERTY OR THE ENFORCEABILITY OR LEGAL CONSEQUENCES OF SUCH INSTRUMENT.
13. NAMES AND ADDRESSES OF ADJOINING PROPERTY OWNERS WERE TAKEN FROM COBB COUNTY GIS.
14. THE SUBJECT PROPERTY SHOWN HEREON FORMS A MATHEMATICALLY CLOSED FIGURE AND IS CONTIGUOUS WITH THE ADJOINING PUBLIC RIGHT-OF-WAY AND/OR ADJOINING PARCELS WITH NO GAPS OR OVERLAPS.
15. IN REGARD TO ALTA/NSPS TABLE A ITEM 10, NO VISIBLE DIVISION OR PARTY WALLS WITH RESPECT TO ADJOINING PROPERTIES WERE OBSERVED AT THE TIME THE FIELD SURVEY WAS PERFORMED, NOR WERE ANY DESIGNATED BY THE CLIENT.
16. THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN 1: 844312 FEET.
17. PORTIONS OF THIS SURVEY WERE PERFORMED USING GPS EQUIPMENT. GPS EQUIPMENT USED: CARLSON BRX7 USING REAL TIME KINEMATIC (RTK) METHODS RELATIVE TO THE TOPCON "TOPNET" VRS NETWORK. LOCATIONS GENERATED USING RTK VECTORS HAD A ROOT MEAN SQUARE (RMS) OF NO MORE THAN 0.04' HORIZONTAL.

SURVEYOR'S CERTIFICATE

TO: OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 6(A), 6(B), 7(B)(1), 7(C), 8, 9, 10, 13, 14, 16, 17 AND 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON 12/18/2025.

DATE OF PLAT OR MAP: 12/30/2025

THIS PLAT IS A RETRACEMENT OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT SUBDIVIDE OR CREATE A NEW PARCEL OR MAKE ANY CHANGES TO ANY REAL PROPERTY BOUNDARIES. THE RECORDING INFORMATION OF THE DOCUMENTS, MAPS, PLATS, OR OTHER INSTRUMENTS WHICH CREATED THE PARCEL OR PARCELS ARE STATED HEREON. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.

TYLER REID GOODWIN
REGISTERED LAND SURVEYOR NO. LS003551
STATE OF GEORGIA
GEORGIA C.O.A. LSF001258

RECEIVED
FEB 05 2026
COBB COUNTY ZONING

DATE	REVISION HISTORY	BY
01/09/26	CLIENT COMMENTS	ACC

BLEW
Surveying | Engineering | Environmental
3825 N. SHILOH DRIVE - FAYETTEVILLE, AR 72703
EMAIL: SURVEY@BLEWINC.COM
OFFICE: 479.443.4506 FAX: 479.582.1883
WWW.BLEWINC.COM

SURVEYOR JOB NUMBER: 25-11523	SURVEY DRAWN BY: ACC - 12/30/2025
SURVEY REVIEWED BY: JCH	SHEET: 1 OF 1
SURVEY PREPARED FOR: CATALYST INVESTMENT PARTNERS, LLC	

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

SLUP-3-2026

SITE BACKGROUND

Applicant	Joe Dirt Development
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Scott Chatham
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Joe Dirt Development, LLC
Property Location	Located on the west side of Kennestone Circle, north of Cobb Parkway
Address	1284 Kennestone Circle
Access to Property	Kennestone Circle

QUICK FACTS

Commission District	2 - Allen
Current Zoning	LI
Current Use of Property	Landscaping business
Proposed Zoning	LI
Proposed Use	Chipping, grinding, or reduction of materials (organic green waste)
Future Land Use	IC
Site Acreage	2.90
District	16
Land Lots	930, 943
Parcel #	16094300180
Taxes Paid	**No**

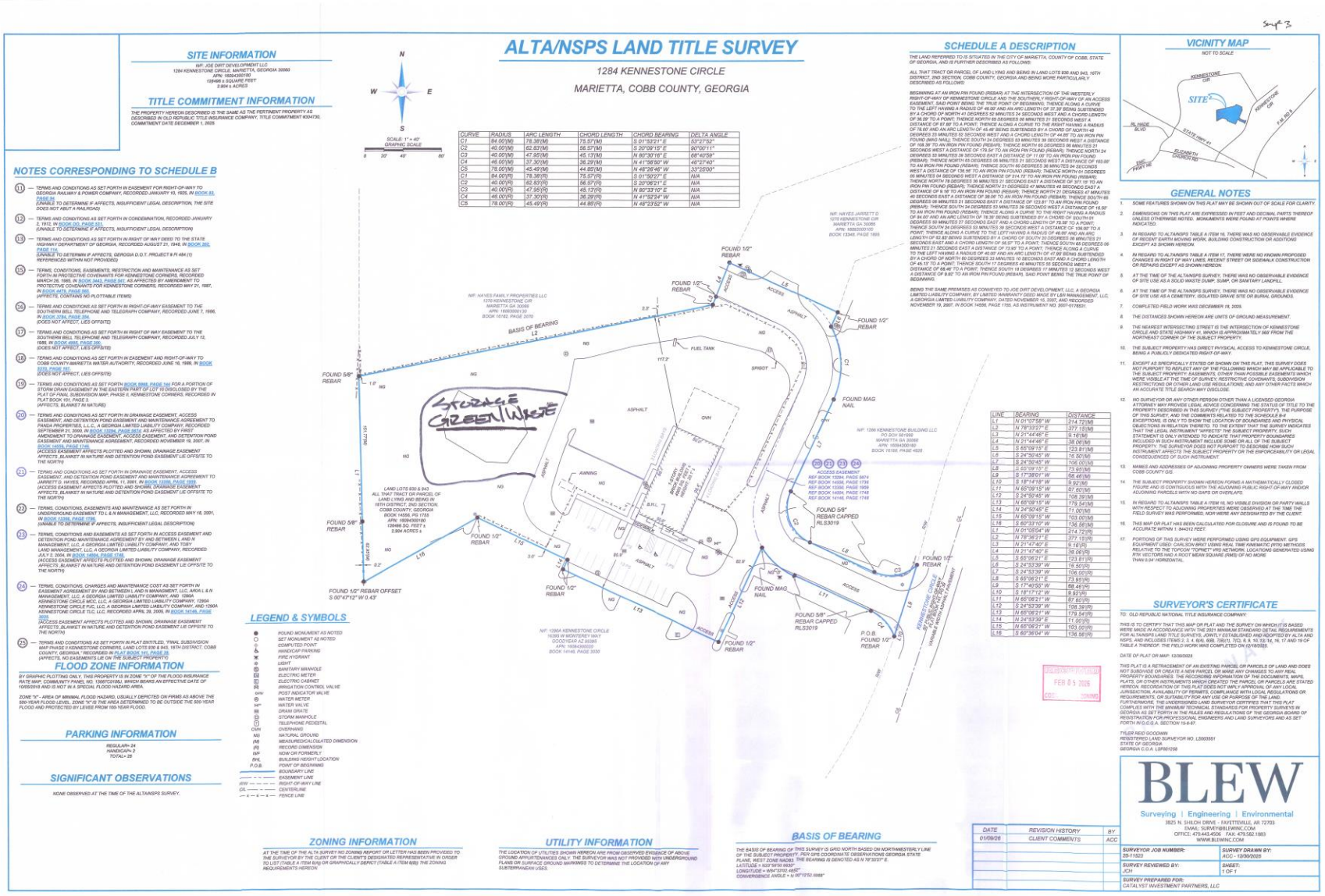
FINAL ZONING STAFF RECOMMENDATIONS

(Zoning staff member: Cameron Jones, CNU-A)

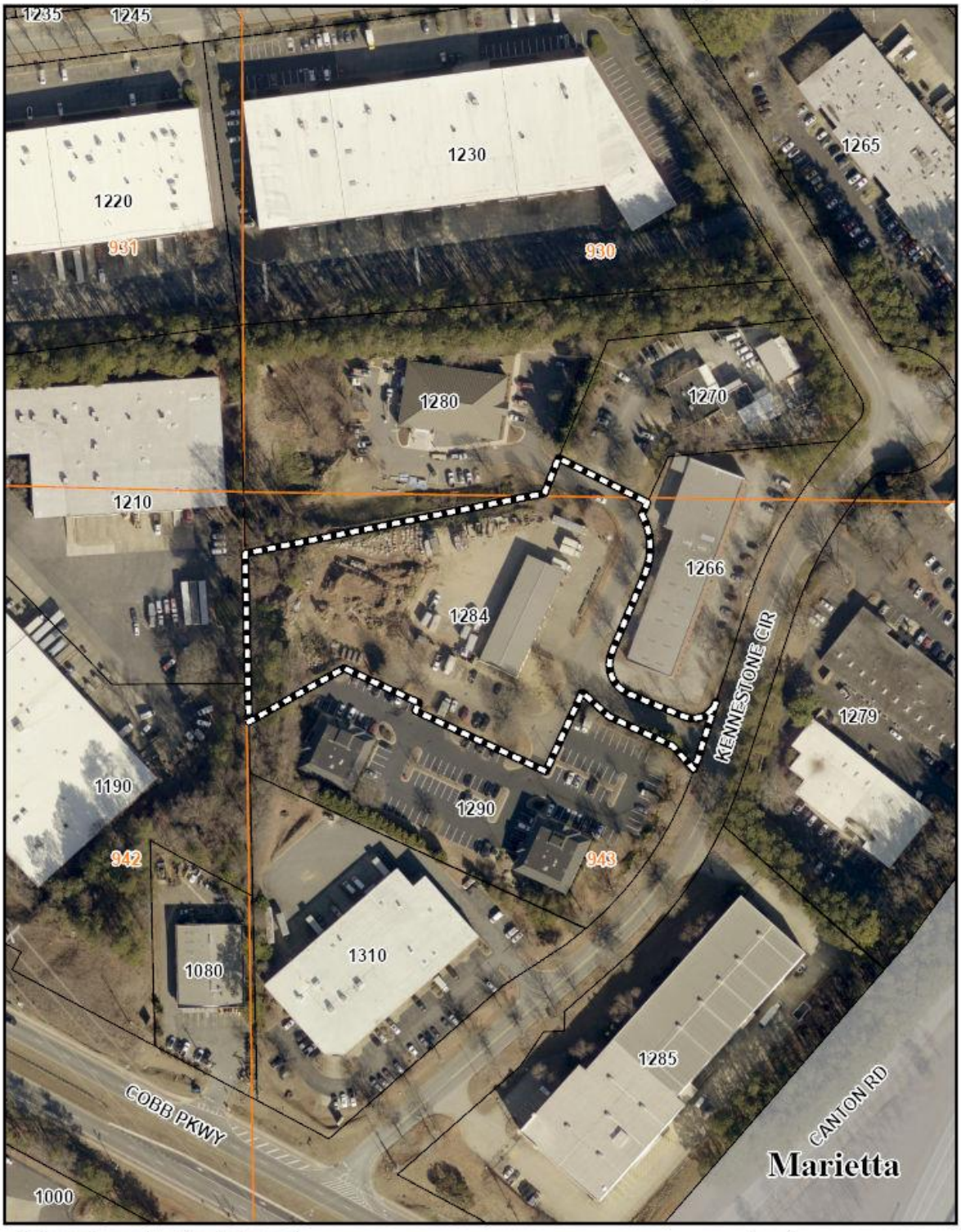
Based on the analysis of the case, Staff recommends **APPROVAL** subject to the following:

SLUP-3-2026 DEPARTMENT COMMENTS – Zoning Division

1. Site plan received by the Zoning Division on February 5, 2026, with the District Commissioner approving minor modifications
2. Fire Department comments and recommendations;
3. Water and Sewer Division comments and recommendations;
4. Department of Transportation comments and recommendations;
5. Stormwater Management Division comments and recommendations; and
6. No chipping, grinding, or reduction of materials on weekends.


ALTA/NSPS LAND TITLE SURVEY
1284 KENNESTONE CIRCLE
MARIETTA, COBB COUNTY, GEORGIA
SITE INFORMATION
TITLE COMMITMENT INFORMATION
NOTES CORRESPONDING TO SCHEDULE B
FLOOD ZONE INFORMATION
PARKING INFORMATION
SIGNIFICANT OBSERVATIONS
LEGEND & SYMBOLS
ZONING INFORMATION
UTILITY INFORMATION
BASIS OF BEARING
SCHEDULE A DESCRIPTION
VICINITY MAP
GENERAL NOTES
SURVEYOR'S CERTIFICATE
BLEW
Surveying | Engineering | Environmental

SLUP-3 2026 Aerial Map



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

0 137.5 275 Feet

Zoning Boundary

City Boundary

North

Zoning: LI / Office, Warehouse Business

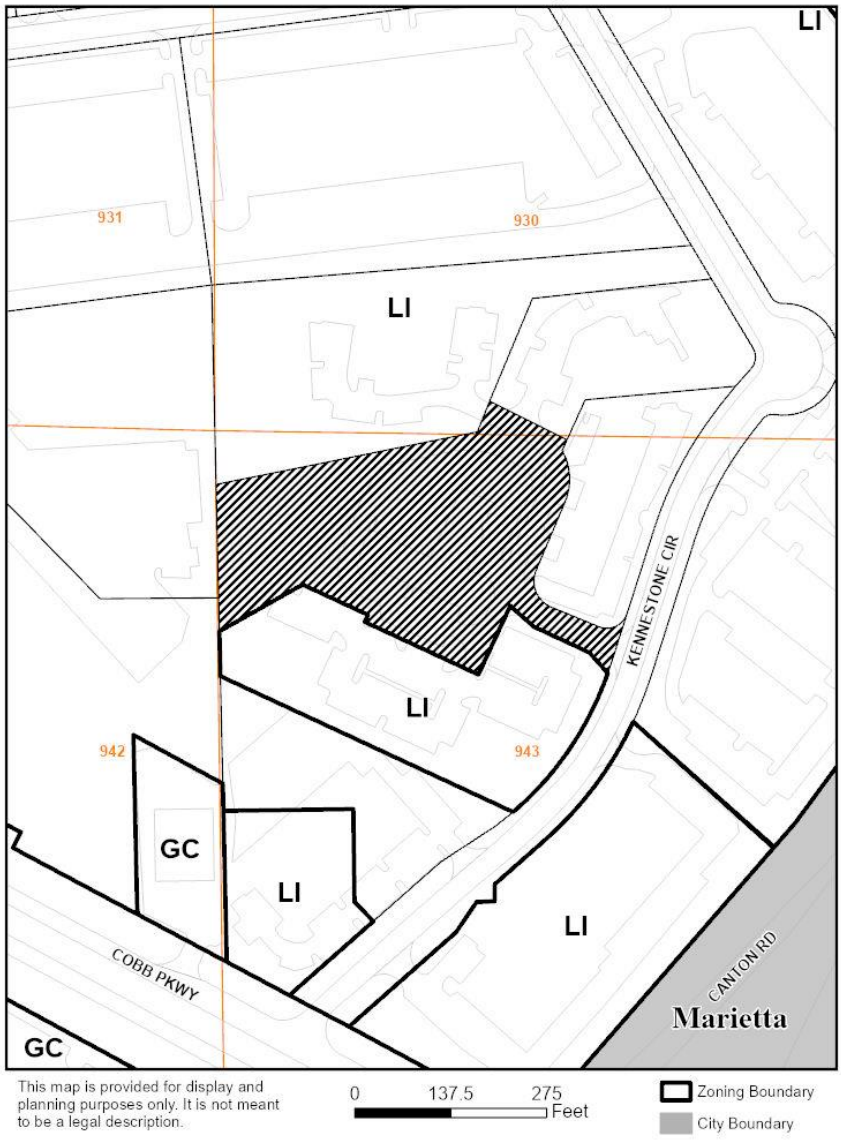
Future Land Use: IC

WEST

Zoning: LI / Office, Warehouse Business

Future Land Use: IC

SLUP-3 2026 Map



EAST

Zoning: LI / Office, Warehouse Business

Future Land Use: IC

SOUTH

Zoning: LI / Office Building

Future Land Use: IC

Current zoning district for the property

The LI district is established to provide locations for light industrial uses such as low intensity automobile repair and service, animal care facilities, commercial greenhouses, livestock, poultry, business distribution centers, warehousing and storage, and transportation terminals, which are on properties delineated within or on the perimeter of an industrial compatible and industrial category as defined and shown on the Cobb County Comprehensive Land Use Plan: A Policy Guide, adopted November 27, 1990. When located on the perimeter of an industrial node, the LI district should provide for uses that are low in intensity and scale such as to ensure compatibility with surrounding properties.

Request for a Special Land Use Permit

The Board of Commissioners may grant special land use permits for uses enumerated in Sec. 134-37, subsection (a). The granting of a special land use permit is conditional upon the site plan considered by the Board of Commissioners. The Board of Commissioners may grant special land use permits for any period of time at the discretion of the Board of Commissioners.

Summary of the applicant's proposal

The applicant is seeking a Special Land Use Permit (SLUP) to continue operating a landscaping business that includes chipping, grinding, and the reduction of material on a 2.90-acre site. The applicant proposes to use an existing one story, 4,965 square foot building and an additional large concrete slab behind the building to store organic green waste on the site. The waste will be stored on the concrete slab for various amounts of time. The business will have up to 13 waste transfer trucks operating out of the site. The business only has organic green waste from residential developments. The hours of operation are proposed to be Monday through Friday 6:30 am to 6:30 pm with work rarely on Saturday and no work on Sunday. According to the applicant's representative, the activity has been ongoing for several years. This SLUP request was initiated following a notice of violation issued by Cobb County Code Enforcement.

Non-residential criteria

Proposed # of buildings**:** 1 (existing)
Proposed # of stories: 1 (existing)
Total sq. footage of development: 4,965
Floor area ratio: 0.04
Square footage per acre: 1,712
Required parking spaces: 17
Proposed parking spaces: 26
Acres in floodplain or wetlands: 0
Impervious surface shown: N/A

Are there any zoning variances?

No

Are there any environmental conditions existing or proposed on the site?

None Identified

SLUP-3-2026 DEPARTMENT COMMENTS – Fire Department

02/26/26

The proposed zoning case must address the comments listed below by prescriptive code or equivalency, as approved by the Cobb County Fire Marshal's Office

CERTIFICATE OF OCCUPANCY:
Plans must be submitted to the Cobb County Fire Marshal's Office to initiate a new Certificate of Occupancy process.

Jeff Byrd
(678) 229-7059
Jeffrey.Byrd@cobbcounty.gov

SLUP-3-2024 DEPARTMENT COMMENTS – Cemetery Preservation

No comment.

SLUP-3-2026 DEPARTMENT COMMENTS – Planning Division

2/27/2026

Comprehensive Plan Future Land Use Designation: Industrial Compatible
The subject tract is within the Industrial Compatible (IC) future land use category. The purpose of the IC is to provide for areas that can support light industrial, office/warehouse and distribution uses. Typical land uses for these areas include professional business parks and distribution centers.

What is the Future Land Use Sub-Category? N/A

☒ Consistent ☐ Inconsistent

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary? ☒ Yes ☐ No
If Yes:
Which City: Marietta
Was the city notified? Yes

Dobbins Air Reserve Base Zones

Is the property within the Dobbins Airfield Safety Zone?	☐ Yes	☒ No
Is the property within the Clear Zone (CZ)?	☐ Yes	☒ No
Is the property within 3000’ of Dobbins ARB?	☐ Yes	☒ No
Is the property within the Accident Potential Zone (APZ I)?	☐ Yes	☒ No
Is the property within the Accident Potential Zone II (APZ II)?	☐ Yes	☒ No
Is the property within the Noise Zone?	☐ Yes	☒ No
Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)?	☒ Yes	☐ No

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Comments:

Recommendations

No comment.

STAFF ANALYSIS

There are fifteen criteria that must be considered for a Special Land Use Permit. The criteria are below in bold, with the staff analysis written unbolded:

(1) Whether or not there will be a significant adverse effect on the neighborhood or area in which the proposed use will be located.
The applicant's property is situated in an area surrounded by other industrial and commercial uses. The closest residential neighborhood is a quarter mile north of the industrial park.

(2) Whether or not the use is otherwise compatible with the neighborhood.
It is Staff's opinion that the use is suitable in view of the use and development of adjacent and nearby property.

(3) Whether or not the use proposed will result in a nuisance as defined under state law.
The proposed use could result in potential noise pollution and other nuisance conditions as defined under state law.

(4) Whether or not quiet enjoyment of surrounding property will be adversely affected.
The proposed use, without added conditions, could adversely affect quiet enjoyment of the surrounding property.

(5) Whether or not property values of surrounding property will be adversely affected.
The proposal should not adversely affect the values of surrounding properties.

(6) Whether or not adequate provisions are made for parking and traffic considerations.
A parking plan has been submitted, and adequate parking has been provided.

(7) Whether or not the site or intensity of the use is appropriate.
The applicant's site and the intensity of the proposed use is appropriate for the area. The proposed use is adjacent to industrial development.

(8) Whether or not special or unique conditions overcome the board of commissioners' general presumption that residential neighborhoods should not allow noncompatible business uses.
The property is not located in or near a residential neighborhood.

(9) Whether or not adequate provisions are made regarding hours of operation.
The hours of operation are proposed to be Monday through Friday 6:30 am – 6:30 pm with work rarely on Saturday and no work on Sunday.

(10) Whether or not adequate controls and limits are placed on commercial and business deliveries.
The operations of the current landscaping business will continue. The approval of the SLUP should not increase current deliveries as the activity has been operating for several years.

(11) Whether or not adequate landscape plans are incorporated to ensure appropriate transition.
The site does not abut any residentially zoned property.

(12) Whether or not the public health, safety, welfare or moral concerns of the surrounding neighborhood will be adversely affected.
This request may affect the safety, health or welfare of the surrounding properties due to the use for tree processing including chipping, grinding, and the reduction of material.

(13) Whether the application complies with any applicable specific requirements set forth in this chapter for special land use permits for particular types of uses.
The proposed use meets the requirements for a Special Land Use Permit.

(14) Whether the applicant has provided sufficient information to allow a full consideration of all relevant factors.
The applicant has provided sufficient information to allow for full consideration of all relevant factors.

(15) In all applications for a special land use permit the burden shall be on the applicant both to produce sufficient information to allow the county fully to consider all relevant factors and to demonstrate that the proposal complies with all applicable requirements and is otherwise consistent with the policies reflected in the factors enumerated in this chapter for consideration by the county.
The applicant has provided sufficient information to allow full consideration of all relevant factors.

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

SLUP-4-2026

SITE BACKGROUND

Applicant	Handicapped Driver Services – Alabama, LLC dba MobilityWorks
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Bryan B. Everett, Eric H. Mansfield and Rickey Miller
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	HM Kennestone LLC
Property Location	Located on the south and west side of Kennestone Circle, north of Cobb Parkway
Address	1230 Kennestone Circle
Access to Property	Kennestone Circle

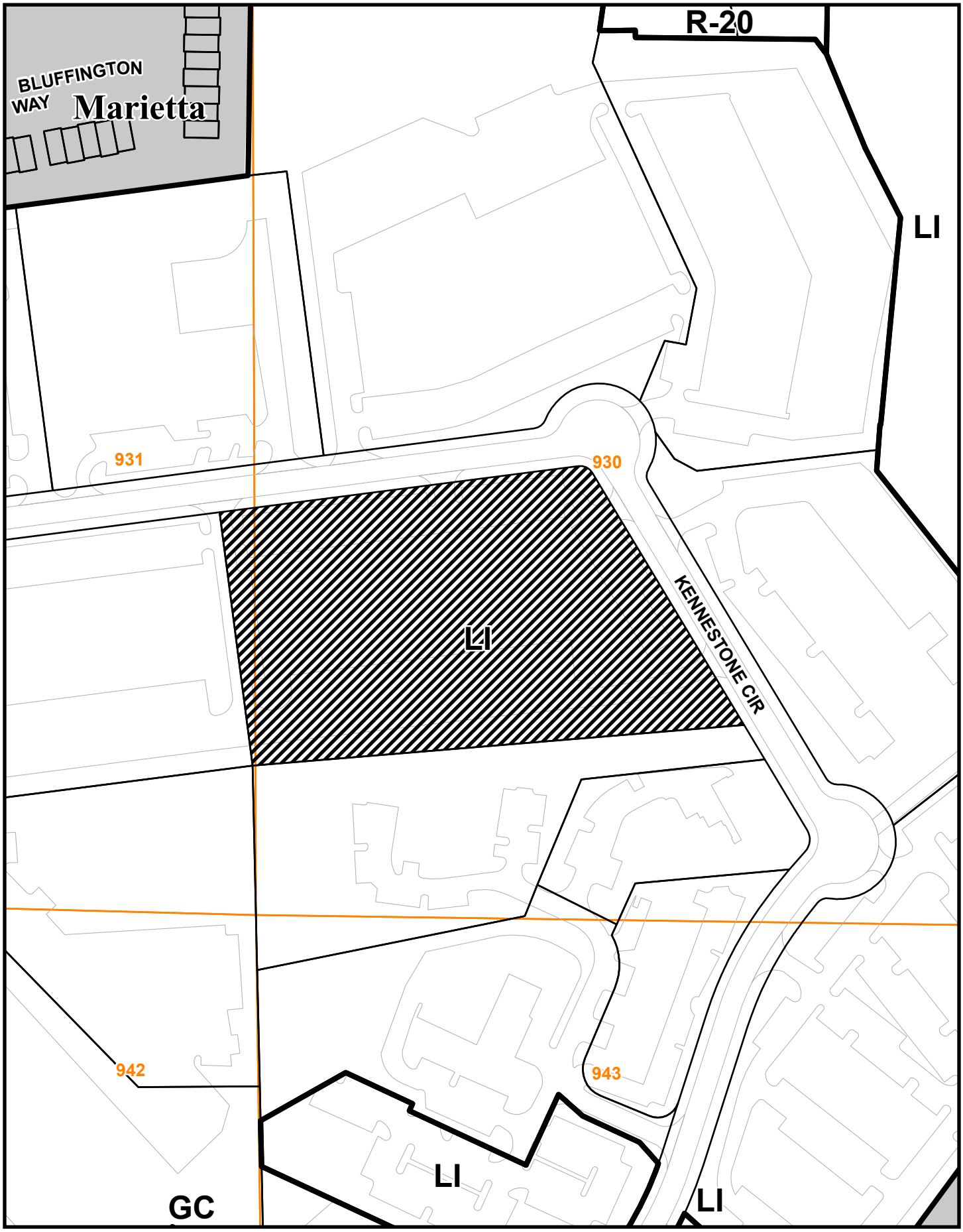
QUICK FACTS

Commission District	2 - Allen
Current Zoning	LI
Current Use of Property	Industrial office/warehouse
Proposed Zoning	LI
Proposed Use	Used vehicle sales (wheelchair accessible)
Future Land Use	IC
Site Acreage	5.13
District	16
Land Lot	930, 931
Parcel #	16093000070
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

SLUP-4 2026 Map



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

0 155 310 Feet

Zoning Boundary

City Boundary

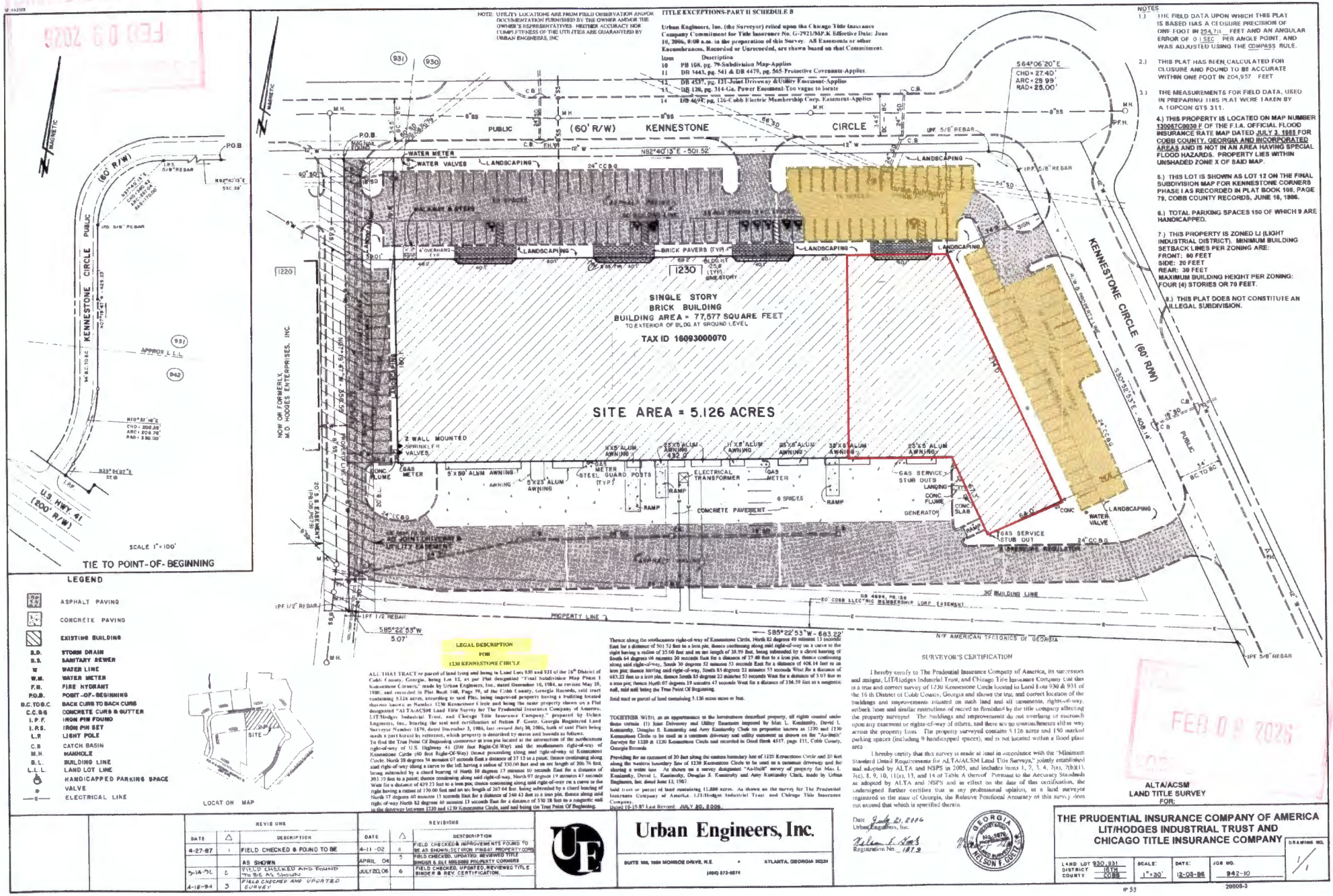
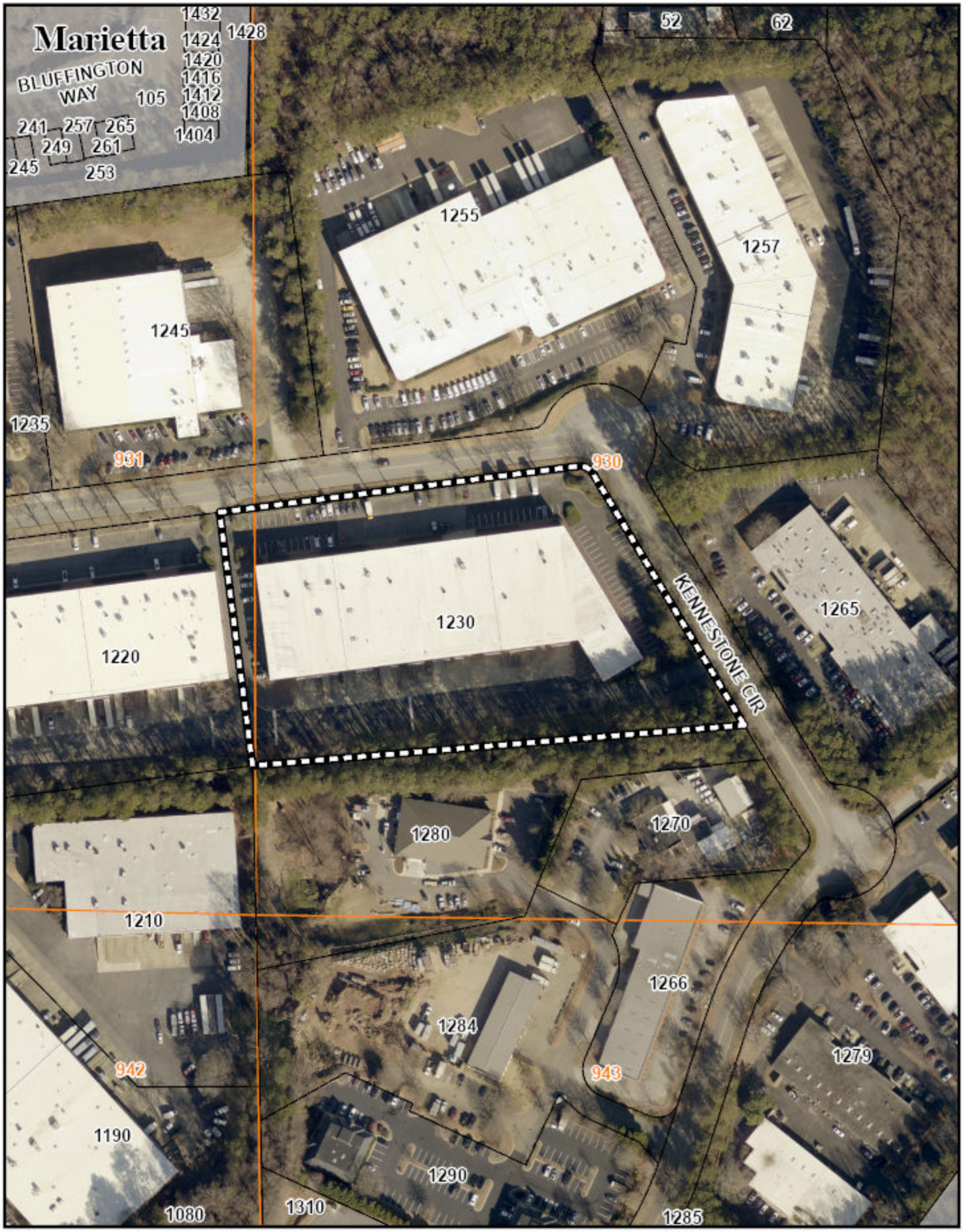

NOTE: UTILITY LOCATIONS ARE FROM FIELD OBSERVATION AND/OR DOCUMENTATION FURNISHED BY THE OWNER AND/OR THE OWNER'S REPRESENTATIVES. NEITHER ACCURACY NOR COMPLETENESS OF THE UTILITIES ARE GUARANTEED BY URBAN ENGINEERS, INC
TITLE EXCEPTIONS-PART II SCHEDULE B
Urban Engineers, Inc. (the Surveyor) relied upon the Chicago Title Insurance Company Commitment for Title Insurance No. G-7921/MP.K Effective Date: June 10, 2006, 8:00 a.m. in the preparation of this Survey. All Easements or other Encumbrances, Recorded or Unrecorded, are shown based on that Commitment.
Item Description
10 PB 168, pg. 79-Subdivision Map-Applies
11 DB 3443, pg. 541 & DB 4479, pg. 565-Protective Covenants-Applies
12 DB 4537, pg. 121-Joint Driveway & Utility Easement-Applies
13 DB 126, pg. 344-Ga. Power Easement-Too vague to locate
14 DB 4694, pg. 126-Cobb Electric Membership Corp. Easement-Applies
NOTES
1.) THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 254,711 FEET AND AN ANGULAR ERROR OF 0 1 SEC PER ANGLE POINT, AND WAS ADJUSTED USING THE COMPASS RULE.
2.) THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND FOUND TO BE ACCURATE WITHIN ONE FOOT IN 204,957 FEET
3.) THE MEASUREMENTS FOR FIELD DATA, USED IN PREPARING THIS PLAT WERE TAKEN BY A TOPCON GTS 311.
4.) THIS PROPERTY IS LOCATED ON MAP NUMBER 13067C0030 F OF THE F.I.A. OFFICIAL FLOOD INSURANCE RATE MAP DATED JULY 3, 1988 FOR COBB COUNTY, GEORGIA AND INCORPORATED AREAS AND IS NOT IN AN AREA HAVING SPECIAL FLOOD HAZARDS. PROPERTY LIES WITHIN UNSHADED ZONE X OF SAID MAP.
5.) THIS LOT IS SHOWN AS LOT 12 ON THE FINAL SUBDIVISION MAP FOR KENNESTONE CORNERS PHASE I AS RECORDED IN PLAT BOOK 108, PAGE 79, COBB COUNTY RECORDS, JUNE 16, 1986.
6.) TOTAL PARKING SPACES 150 OF WHICH 9 ARE HANDICAPPED.
7.) THIS PROPERTY IS ZONED LI (LIGHT INDUSTRIAL DISTRICT). MINIMUM BUILDING SETBACK LINES PER ZONING ARE:
FRONT: 60 FEET
SIDE: 20 FEET
REAR: 30 FEET
MAXIMUM BUILDING HEIGHT PER ZONING: FOUR (4) STORIES OR 70 FEET.
8.) THIS PLAT DOES NOT CONSTITUTE AN ILLEGAL SUBDIVISION.
KENNESTONE CIRCLE PUBLIC (60' R/W)
KENNESTONE CIRCLE (60' R/W)
(60' R/W) KENNESTONE CIRCLE
S64°06'20"E
CHD = 27.40'
ARC = 28.99'
RAD = 25.00'
P.O.B
N82°40'13"E - 501.52'
SINGLE STORY
BRICK BUILDING
BUILDING AREA = 77,577 SQUARE FEET
TO EXTERIOR OF BLDG. AT GROUND LEVEL
TAX ID 16093000070
1230
1220
SITE AREA = 5.126 ACRES
NOW OR FORMERLY M.D. HODGES ENTERPRISES, INC.
N/F AMERICAN TECTONICS OF GEORGIA
S85°22'53"W - 683.22'
S85°22'53"W 5.07'
WATER METER
WATER VALVES
LANDSCAPING
BRICK PAVERS (TYP.)
2 WALL MOUNTED SPRINKLER VALVES
5'X80' ALUM AWNING
5'X23' ALUM AWNING
GAS METER
STEEL GUARD POSTS (TYP.)
ELECTRICAL TRANSFORMER
RAMP
CONCRETE PAVEMENT
6 SPACES
GAS SERVICE STUB OUTS
GENERATOR
CONC. SLAB
WATER VALVE
GAS SERVICE STUB OUT
24" CCB
30' BUILDING LINE
20' COBB ELEC. MEMBERSHIP CORP. EASEMENT
PROPERTY LINE
IPF 1/2" REBAR
IPF 5/8" REBAR
SCALE 1" = 100'
TIE TO POINT-OF-BEGINNING
APPROX. L.L.L.
U.S. HWY. 41 (200' R/W)
LEGEND
ASPHALT PAVING
CONCRETE PAVING
EXISTING BUILDING
S.D. STORM DRAIN
S.S. SANITARY SEWER
W WATER LINE
W.M. WATER METER
F.H. FIRE HYDRANT
P.O.B. POINT-OF-BEGINNING
B.C. TO B.C. BACK CURB TO BACK CURB
C.C. & G. CONCRETE CURB & GUTTER
I.P.F. IRON PIN FOUND
I.P.S. IRON PIN SET
L.P. LIGHT POLE
C.B. CATCH BASIN
M.H. MANHOLE
B.L. BUILDING LINE
L.L.L. LAND LOT LINE
HANDICAPPED PARKING SPACE
VALVE
ELECTRICAL LINE
LOCATION MAP
SITE
LEGAL DESCRIPTION
FOR
1230 KENNESTONE CIRCLE
ALL THAT TRACT or parcel of land lying and being in Land Lots 930 and 931 of the 16th District of Cobb County, Georgia, being Lot 12, as per Plat designated "Final Subdivision Map Phase I Kennestone Corners," made by Urban Engineers, Inc., dated December 16, 1984, as revised May 28, 1986, and recorded in Plat Book 108, Page 79, of the Cobb County, Georgia Records, said tract containing 5.126 acres, according to said Plat, being improved property having a building located thereon known as Number 1230 Kennestone Circle and being the same property shown on a Plat designated "ALTA/ACSM Land Title Survey for The Prudential Insurance Company of America, LIT/Hodges Industrial Trust, and Chicago Title Insurance Company," prepared by Urban Engineers, Inc., bearing the seal and certification of Nelson F. Goetz, Georgia Registered Land Surveyor Number 1879, dated December 3, 1986, last revised July 30, 2006, both of said Plats being made a part hereof by reference, which property is described by metes and bounds as follows:
To find the True Point Of Beginning commence at iron pin located at the intersection of the northeastern right-of-way of U.S. Highway 41 (200 foot Right-Of-Way) and the southeastern right-of-way of Kennestone Circle (60 foot Right-Of-Way) thence proceeding along said right-of-way of Kennestone Circle; North 38 degrees 54 minutes 07 seconds East a distance of 37.15 to a point; thence continuing along said right-of-way along a curve to the left having a radius of 330.00 feet and an arc length of 206.76 feet, being subtended by a chord bearing of North 10 degrees 17 minutes 10 seconds East for a distance of 203.39 feet to a point; thence continuing along said right-of-way, North 07 degrees 19 minutes 47 seconds West for a distance of 429.23 feet to a iron pin; thence continuing along said right-of-way on a curve to the right having a radius of 170.00 feet and an arc length of 267.04 feet, being subtended by a chord bearing of North 37 degrees 40 minutes 13 seconds East for a distance of 240.43 feet to a iron pin, thence along said right-of-way North 82 degrees 40 minutes 13 seconds East for a distance of 530.28 feet to a magnetic nail in the driveway between 1220 and 1230 Kennestone Circle, said nail being the True Point Of Beginning.
Thence along the southeastern right-of-way of Kennestone Circle, North 82 degrees 40 minutes 13 seconds East for a distance of 501.52 feet to a iron pin, thence continuing along said right-of-way on a curve to the right having a radius of 25.00 feet and an arc length of 28.99 feet, being subtended by a chord bearing of South 64 degrees 06 minutes 20 seconds East for a distance of 27.40 feet to a iron pin, thence continuing along said right-of-way, South 30 degrees 52 minutes 53 seconds East for a distance of 408.14 feet to an iron pin; thence leaving said right-of-way, South 85 degrees 22 minutes 53 seconds West for a distance of 683.22 feet to a iron pin, thence South 85 degrees 22 minutes 53 seconds West for a distance of 5.07 feet to a iron pin; thence North 07 degrees 19 minutes 47 seconds West for a distance of 356.59 feet to a magnetic nail, said nail being the True Point Of Beginning.
Said tract or parcel of land containing 5.126 acres more or less.
TOGETHER WITH an appurtenance to the hereinabove described property, all rights created under those certain (1) Joint Driveway and Utility Easement imposed by Mac L. Kuniansky, David L. Kuniansky, Douglas B. Kuniansky and Amy Kuniansky Clark on properties known as 1230 and 1330 Kennestone Circle to be used in a common driveway and utility easement as shown on the "As-Built" Surveys for 1320 & 1230 Kennestone Circle and recorded in Deed Book 4537, page 121, Cobb County, Georgia Records.
Providing for an easement of 20 feet along the eastern boundary line of 1230 Kennestone Circle and 20 feet along the western boundary line of 1230 Kennestone Circle to be used as a common driveway and for shoring a water line. As shown on a survey designated "As-Built" survey of property for Mac L. Kuniansky, David L. Kuniansky, Douglas B. Kuniansky and Amy Kuniansky Clark, made by Urban Engineers, Inc. dated June 13, 1967
Said tract or parcel of land containing 11.880 acres. As shown on the survey for The Prudential Insurance Company of America, LIT/Hodges Industrial Trust and Chicago Title Insurance Company.
Dated 12-15-87 Last Revised JULY 20, 2006.
SURVEYOR'S CERTIFICATION
I hereby certify to The Prudential Insurance Company of America, its successors and assigns, LIT/Hodges Industrial Trust, and Chicago Title Insurance Company that this is a true and correct survey of 1230 Kennestone Circle located in Land Lots 930 & 931 of the 16 th District of Cobb County, Georgia and shows the true and correct location of the buildings and improvements situated on such land and all easements, rights-of-way, setback lines and similar restrictions of record as furnished by the title company affecting the property surveyed. The buildings and improvements do not overhang or encroach upon any easement or rights-of-way of others, and there are no encroachments either way across the property lines. The property surveyed contains 5.126 acres and 150 marked parking spaces (including 9 handicapped spaces), and is not located within a flood plain area.
I hereby certify that this survey is made at least in accordance with the "Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys," jointly established and adopted by ALTA and NSPS in 2005, and includes items 1, 2, 3, 4, 7(a), 7(b)(1), 7(c), 8, 9, 10, 11(a), 13, and 14 of Table A thereof. Pursuant to the Accuracy Standards as adopted by ALTA and NSPS and in effect on the date of this certification, the undersigned further certifies that to my professional opinion, as a land surveyor registered in the state of Georgia, the Relative Positional Accuracy of this survey does not exceed that which is specified therein.
Date July 21, 2006
Urban Engineers, Inc.
Nelson F. Goetz
Registration No. 1879
GEORGIA REGISTERED LAND SURVEYOR NO. 1879 NELSON F. GOETZ
ALTA/ACSM
LAND TITLE SURVEY
FOR:
THE PRUDENTIAL INSURANCE COMPANY OF AMERICA
LIT/HODGES INDUSTRIAL TRUST AND
CHICAGO TITLE INSURANCE COMPANY
LAND LOT 930, 931
DISTRICT 16TH
COUNTY COBB
SCALE: 1" = 30'
DATE: 12-08-86
JOB NO. 942-10
DRAWING NO. 1/1
20006-3
REVISIONS
DATE △ DESCRIPTION
4-27-87 1 FIELD CHECKED & FOUND TO BE
AS SHOWN
5-14-92 2 FIELD CHECKED AND FOUND TO BE AS SHOWN
4-18-94 3 FIELD CHECKED AND UPDATED SURVEY
4-11-02 4 FIELD CHECKED & IMPROVEMENTS FOUND TO BE AS SHOWN; SET IRON PINS AT PROPERTY CORNERS
APRIL 04 5 FIELD CHECKED, UPDATED, REVIEWED TITLE BINDER & SET MISSING PROPERTY CORNERS
JULY 20, 06 6 FIELD CHECKED, UPDATED, REVIEWED TITLE BINDER & REV. CERTIFICATION
Urban Engineers, Inc.
SUITE 100, 1000 MONROE DRIVE, N.E. • ATLANTA, GEORGIA 30324
(404) 873-8874
#53

EXHIBIT "E"

SLUP-4 2026 Aerial Map



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

0 155 310 Feet

Zoning Boundary

City Boundary

mobilityworks
4199 Kinross Lakes Parkway
Suite 300
Richfield, OH 44286

August 15, 2025

Operational Statement for MobilityWorks

RE: **1230 Kennestone Circle Suite 100 Marietta, GA 30066**

MobilityWorks is the country's largest provider of adaptive driving equipment, scooter lifts and accessible vehicle conversions to the handicap and physically challenged community. Established in 1997, we have grown to 97 locations nationwide. Our certified consultants collaborate with our clients, Veterans Administration, Vocational Rehab and Certified Driver Rehabilitation Specialists to determine what is the best solution for them so they can re-gain their independence and personal freedom.

In 2012, MobilityWorks acquired the mobility company Handicap Driver Services, Inc., which operated at 1255 Kennestone Circle, Ste 100 Marietta, GA 30066. We have been operating at this address for 13 years serving the disability community. This current space cannot be leased to us going forward and we are looking to move across the street to 1230 Kennestone Circle Ste. 100 Marietta, GA 30066

MobilityWorks is committed to providing our clients with personalized service and support. Our clients have unique needs. We collaborate with them to find the best solution and then custom fit clients with precisely the right accessible solution whether it is equipment added to their vehicle or a vehicle with a wheelchair conversion or solutions for home accessibility or a short-term rental vehicle with conversion. The equipment we install often comes vehicle specific. Examples of the equipment we install include:

FEB 09 2026

- Manual Primary Driving Hand Controls.
  - https://www.suregrip-handcontrols.com/

- Transfer Seat Bases.
    - https://www.braunability.com/us/en/mobility-products/vehicle-seating/comfort-series-transfer-seat-base.html
- Wheelchair Lifts.
    - https://www.braunability.com/us/en/mobility-products/wheelchair-lifts.html
- Wheelchair Securement Tie Down Systems.
    - https://www.amfbrunsamerica.com/
- Vehicle Scooter Lifts to Transport Scooters.
    - https://www.bruno.com/
- Secondary Driving Aids.
- Pedal Extensions.
- Low or Zero Effort Steering and Braking Systems.
    - https://collebuilt.com/
- Aluminum ramps.
- Interior stair lifts.
    - https://www.harmar.com/

MobilityWorks also offers service maintenance and repairs on the equipment we install and vehicle wheelchair conversions. We provide normal equipment and conversion operational maintenance, warranty repairs and conversion service.

Our services do not include traditional automotive repairs such as Transmission work, Vehicle Alignments, Engine Work and Body and Paint repairs. We do not fabricate or do production welding in our shops.

The typical shop equipment we have in our service centers are:

- Bench grinder.
- Drill press.
- Bench Vice.
- 80-Gal Vertical Air Compressor.
- 2-Post and 4-post Automotive lifts.
- Cordless tools.
- Floor Jack.
- Jack Stands.
- Pallet Jack
- Hand Tools

FEB 09 2026

MobilityWorks offers vehicles with mobility conversions on them. We do not offer for retail sale any non-mobility vehicles. We will also sell a mobility conversion to clients, on their own vehicles. We offer Commercial vehicle sales. These vehicles are for paratransit transportation. They are modified Toyota

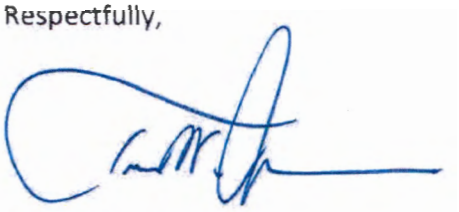
Sienna and Chrysler Pacifica minivans as well as Ford Transit, Mercedes Sprinter, Dodge Promasters. A link to our Commercial website is below.

- https://commercial.mobilityworks.com/

All our locations are credited members of the National Mobility Dealer Association and participate in their Quality Assurance Program.

We have year-round operations, and our store hours are Monday through Friday from 8:00am to 5:00pm and Saturdays by appointment. Daily we welcome 6 to 10 clients.

Respectfully,



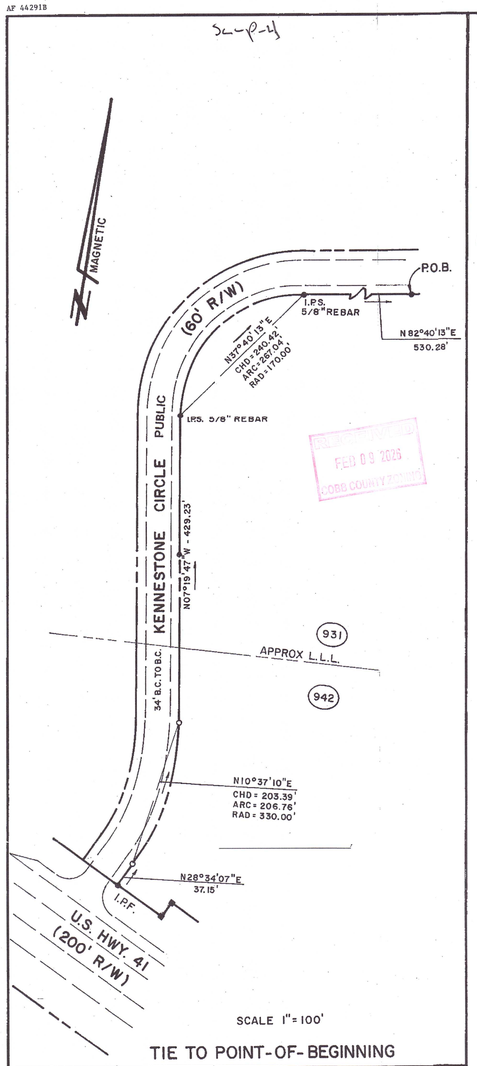
Trevorr W. Jurgensen
Director of Service, Quality and Compliance

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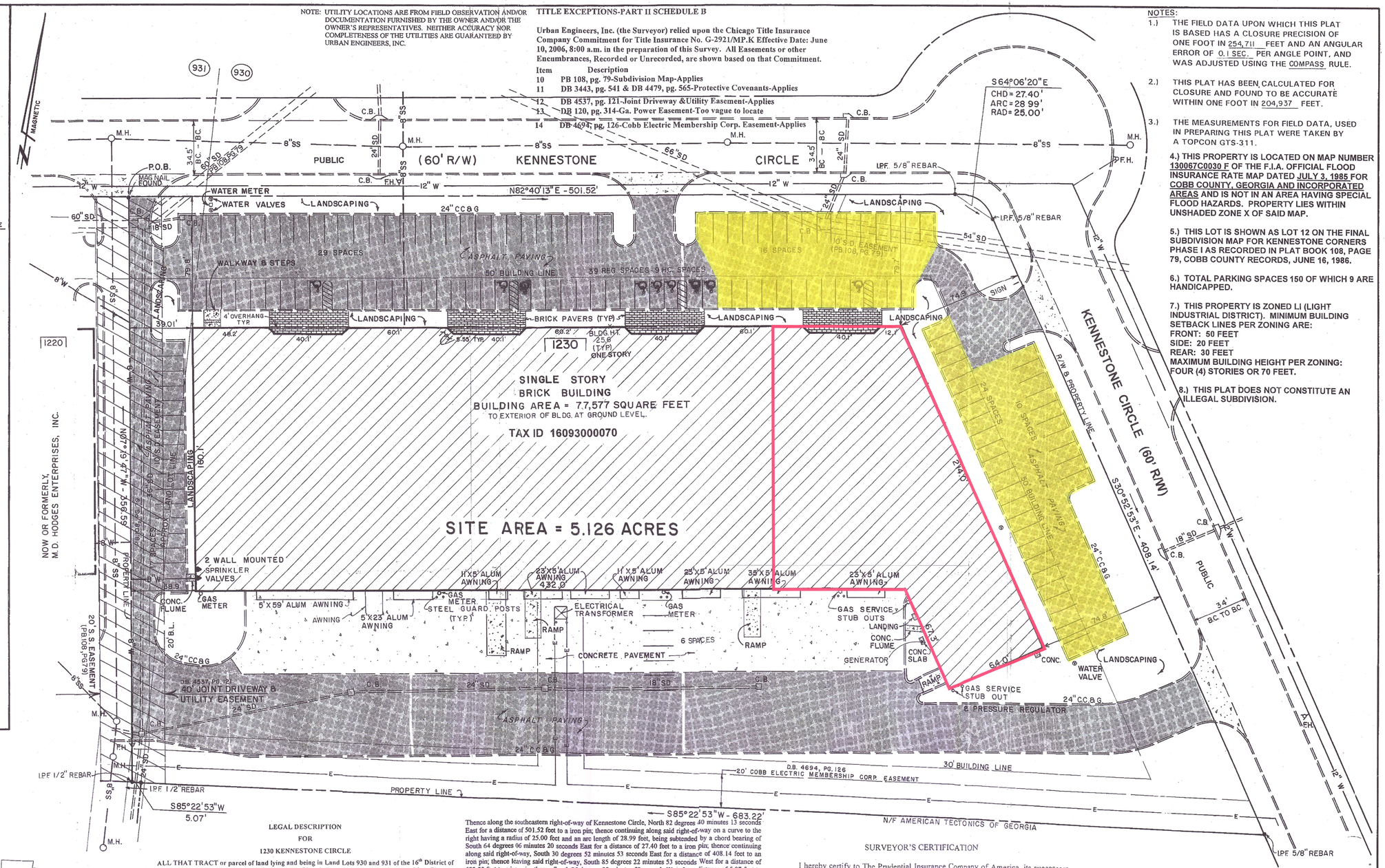
EXHIBIT "E"



SCALE 1" = 100'

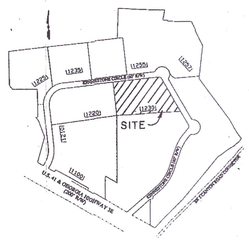
TIE TO POINT-OF-BEGINNING

NOTE: UTILITY LOCATIONS ARE FROM FIELD OBSERVATION AND/OR DOCUMENTATION FURNISHED BY THE OWNER AND/OR THE OWNER'S REPRESENTATIVES. NEITHER ACCURACY NOR COMPLETENESS OF THE UTILITIES ARE GUARANTEED BY URBAN ENGINEERS, INC.



LEGEND

	ASPHALT PAVING
	CONCRETE PAVING
	EXISTING BUILDING
S.D.	STORM DRAIN
S.S.	SANITARY SEWER
W	WATER LINE
W.M.	WATER METER
F.H.	FIRE HYDRANT
P.O.B.	POINT-OF-BEGINNING
B.C. TO B.C.	BACK CURB TO BACK CURB
C.C. & G	CONCRETE CURB & GUTTER
I.P.F.	IRON PIN FOUND
I.P.S.	IRON PIN SET
L.P.	LIGHT POLE
C.B.	CATCH BASIN
M.H.	MANHOLE
B.L.	BUILDING LINE
L.L.L.	LAND LOT LINE
	HANDICAPPED PARKING SPACE
	VALVE
—E—	ELECTRICAL LINE



LOCATION MAP

TITLE EXCEPTIONS-PART II SCHEDULE B

Urban Engineers, Inc. (the Surveyor) relied upon the Chicago Title Insurance Company Commitment for Title Insurance No. G-2921/MP.K Effective Date: June 10, 2006, 8:00 a.m. in the preparation of this Survey. All Easements or other Encumbrances, Recorded or Unrecorded, are shown based on that Commitment.

Item	Description
10	PB 108, pg. 79-Subdivision Map-Applies
11	DB 3443, pg. 541 & DB 4479, pg. 565-Protective Covenants-Applies
12	DB 4537, pg. 121-Joint Driveway &Utility Easement-Applies
13	DB 120, pg. 314-Ga. Power Easement-Too vague to locate
14	DB 4694, pg. 126-Cobb Electric Membership Corp. Easement-Applies

NOTES:

1.) THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 254,711 FEET AND AN ANGULAR ERROR OF 0.1 SEC. PER ANGLE POINT, AND WAS ADJUSTED USING THE COMPASS RULE.

2.) THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND FOUND TO BE ACCURATE WITHIN ONE FOOT IN 204,937 FEET.

3.) THE MEASUREMENTS FOR FIELD DATA, USED IN PREPARING THIS PLAT WERE TAKEN BY A TOPCON GTS-311.

4.) THIS PROPERTY IS LOCATED ON MAP NUMBER 130067C0030 F OF THE F.I.A. OFFICIAL FLOOD INSURANCE RATE MAP DATED JULY 3, 1985 FOR COBB COUNTY, GEORGIA AND INCORPORATED AREAS AND IS NOT IN AN AREA HAVING SPECIAL FLOOD HAZARDS. PROPERTY LIES WITHIN UNSHADED ZONE X OF SAID MAP.

5.) THIS LOT IS SHOWN AS LOT 12 ON THE FINAL SUBDIVISION MAP FOR KENNESTONE CORNERS PHASE I AS RECORDED IN PLAT BOOK 108, PAGE 79, COBB COUNTY RECORDS, JUNE 16, 1986.

6.) TOTAL PARKING SPACES 150 OF WHICH 9 ARE HANDICAPPED.

7.) THIS PROPERTY IS ZONED LI (LIGHT INDUSTRIAL DISTRICT). MINIMUM BUILDING SETBACK LINES PER ZONING ARE:
FRONT: 50 FEET
SIDE: 20 FEET
REAR: 30 FEET
MAXIMUM BUILDING HEIGHT PER ZONING: FOUR (4) STORIES OR 70 FEET.

8.) THIS PLAT DOES NOT CONSTITUTE AN ILLEGAL SUBDIVISION.

LEGAL DESCRIPTION
FOR
1230 KENNESTONE CIRCLE

ALL THAT TRACT or parcel of land lying and being in Land Lots 930 and 931 of the 16th District of Cobb County, Georgia, being Lot 12, as per Plat designated "Final Subdivision Map Phase I Kennestone Corners," made by Urban Engineers, Inc., dated December 10, 1984, as revised May 28, 1986, and recorded in Plat Book 108, Page 79, of the Cobb County, Georgia Records, said tract containing 5.126 acres, according to said Plat, being improved property having a building located thereon known as Number 1230 Kennestone Circle and being the same property shown on a Plat designated "ALTA/ACSM Land Title Survey for The Prudential Insurance Company of America, LIT/Hodges Industrial Trust, and Chicago Title Insurance Company," prepared by Urban Engineers, Inc., bearing the seal and certification of Nelson F. Goetz, Georgia Registered Land Surveyor Number 1879, dated December 3, 1986, last revised July 20, 2006, both of said Plats being made a part hereof by reference, which property is described by metes and bounds as follows:

To find the True Point Of Beginning commence at iron pin located at the intersection of the northeastern right-of-way of U.S. Highway 41 (200 foot Right-Of-Way) and the southeastern right-of-way of Kennestone Circle (60 foot Right-Of-Way) thence proceeding along said right-of-way of Kennestone Circle, North 28 degrees 34 minutes 07 seconds East a distance of 37.15 to a point; thence continuing along said right-of-way along a curve to the left having a radius of 330.00 feet and an arc length of 206.76 feet, being subtended by a chord bearing of North 10 degrees 37 minutes 10 seconds East for a distance of 203.39 feet to a point; thence continuing along said right-of-way, North 07 degrees 19 minutes 47 seconds West for a distance of 429.23 feet to a iron pin; thence continuing along said right-of-way on a curve to the right having a radius of 170.00 feet and an arc length of 267.04 feet, being subtended by a chord bearing of North 37 degrees 40 minutes 13 seconds East for a distance of 240.42 feet to a iron pin; thence along said right-of-way North 82 degrees 40 minutes 13 seconds East for a distance of 530.28 feet to a magnetic nail in the driveway between 1220 and 1230 Kennestone Circle, said nail being the True Point Of Beginning.

Thence along the southeastern right-of-way of Kennestone Circle, North 82 degrees 40 minutes 13 seconds East for a distance of 501.52 feet to a iron pin; thence continuing along said right-of-way on a curve to the right having a radius of 25.00 feet and an arc length of 28.99 feet, being subtended by a chord bearing of South 64 degrees 06 minutes 20 seconds East for a distance of 27.40 feet to a iron pin; thence continuing along said right-of-way, South 30 degrees 52 minutes 53 seconds East for a distance of 408.14 feet to an iron pin; thence leaving said right-of-way, South 85 degrees 22 minutes 53 seconds West for a distance of 683.22 feet to a iron pin; thence South 85 degrees 22 minutes 53 seconds West for a distance of 5.07 feet to a iron pin; thence North 07 degrees 19 minutes 47 seconds West for a distance of 356.59 feet to a magnetic nail, said nail being the True Point Of Beginning.

Said tract or parcel of land containing 5.126 acres more or less.

TOGETHER WITH, as an appurtenance to the hereinabove described property, all rights created under those certain: (1) Joint Driveway and Utility Easement imposed by Max L. Kuniansky, David L. Kuniansky, Douglas S. Kuniansky and Amy Kuniansky Clark on properties known as 1220 and 1230 Kennestone Circle to be used as a common driveway and utility easement as shown on the "As-Built" Surveys for 1220 & 1230 Kennestone Circle and recorded in Deed Book 4537, page 121, Cobb County, Georgia Records.

Providing for an easement of 20 feet along the eastern boundary line of 1220 Kennestone Circle and 20 feet along the western boundary line of 1230 Kennestone Circle to be used as a common driveway and for sharing a water line. As shown on a survey designated "As-Built" survey of property for Max L. Kuniansky, David L. Kuniansky, Douglas S. Kuniansky and Amy Kuniansky Clark, made by Urban Engineers, Inc. dated June 12, 1987.

Said tract or parcel of land containing 11.880 acres. As shown on the survey for The Prudential Insurance Company of America, LIT/Hodges Industrial Trust, and Chicago Title Insurance Company.
Dated 10-15-87 Last Revised JULY 20, 2006.

SURVEYOR'S CERTIFICATION

I hereby certify to The Prudential Insurance Company of America, its successors and assigns, LIT/Hodges Industrial Trust, and Chicago Title Insurance Company that this is a true and correct survey of 1230 Kennestone Circle located in Land Lots 930 & 931 of the 16 th District of Cobb County, Georgia and shows the true and correct location of the buildings and improvements situated on such land and all easements, rights-of-way, setback lines and similar restrictions of record as furnished by the title company affecting the property surveyed. The buildings and improvements do not overhang or encroach upon any easement or rights-of-way of others, and there are no encroachments either way across the property lines. The property surveyed contains 5.126 acres and 150 marked parking spaces (including 9 handicapped spaces), and is not located within a flood plain area.

I hereby certify that this survey is made at least in accordance with the "Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys," jointly established and adopted by ALTA and NSPS in 2005, and includes items 1, 2, 3, 4, 7(a), 7(b)(1), 7(c), 8, 9, 10, 11(a), 13, and 14 of Table A thereof. Pursuant to the Accuracy Standards as adopted by ALTA and NSPS and in effect on the date of this certification, the undersigned further certifies that in my professional opinion, as a land surveyor registered in the state of Georgia, the Relative Positional Accuracy of this survey does not exceed that which is specified therein.

Date: July 21, 2006
Urban Engineers, Inc.
Nelson F. Goetz
Registration No. 1879

GEORGIA REGISTERED No. 1879 PROFESSIONAL LAND SURVEYOR NELSON F. GOETZ

REVISIONS			REVISIONS		
DATE	△	DESCRIPTION	DATE	△	DESCRIPTION
4-27-87	1	FIELD CHECKED & FOUND TO BE AS SHOWN	4-11-02	4	FIELD CHECKED& IMPROVEMENTS FOUND TO BE AS SHOWN; SET IRON PINS AT PROPERTY CORS.
			APRIL 04	5	FIELD CHECKED, UPDATED, REVIEWED TITLE BINDER & SET MISSING PROPERTY CORNERS
9-14-92	2	FIELD CHECKED AND FOUND TO BE AS SHOWN.	JULY 20, 06	6	FIELD CHECKED, UPDATED, REVIEWED TITLE BINDER & REV. CERTIFICATION.
4-15-94	3	FIELD CHECKED AND UPDATED SURVEY.			

Urban Engineers, Inc.
SUITE 100, 1904 MONROE DRIVE, N.E. • ATLANTA, GEORGIA 30324
(404) 873-5874

ALTA/ACSM
LAND TITLE SURVEY
FOR:

THE PRUDENTIAL INSURANCE COMPANY OF AMERICA
LIT/HODGES INDUSTRIAL TRUST AND
CHICAGO TITLE INSURANCE COMPANY

LAND LOT	930, 931
DISTRICT	16TH
COUNTY	COBB

SCALE:	DATE:	JOB NO.	DRAWING NO.
1" = 30'	12-03-86	942-10	1/1

33

20605-3

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

SLUP-4-2026

SITE BACKGROUND

Applicant	Handicapped Driver Services – Alabama, LLC dba MobilityWorks
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Bryan B. Everett, Eric H. Mansfield and Rickey Miller
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	HM Kennestone LLC
Property Location	Located on the south and west side of Kennestone Circle, north of Cobb Parkway
Address	1230 Kennestone Circle
Access to Property	Kennestone Circle

QUICK FACTS

Commission District	2 - Allen
Current Zoning	LI
Current Use of Property	Industrial office/warehouse
Proposed Zoning	LI
Proposed Use	Used vehicle sales (wheelchair accessible)
Future Land Use	IC
Site Acreage	5.13
District	16
Land Lot	930, 931
Parcel #	16093000070
Taxes Paid	Yes

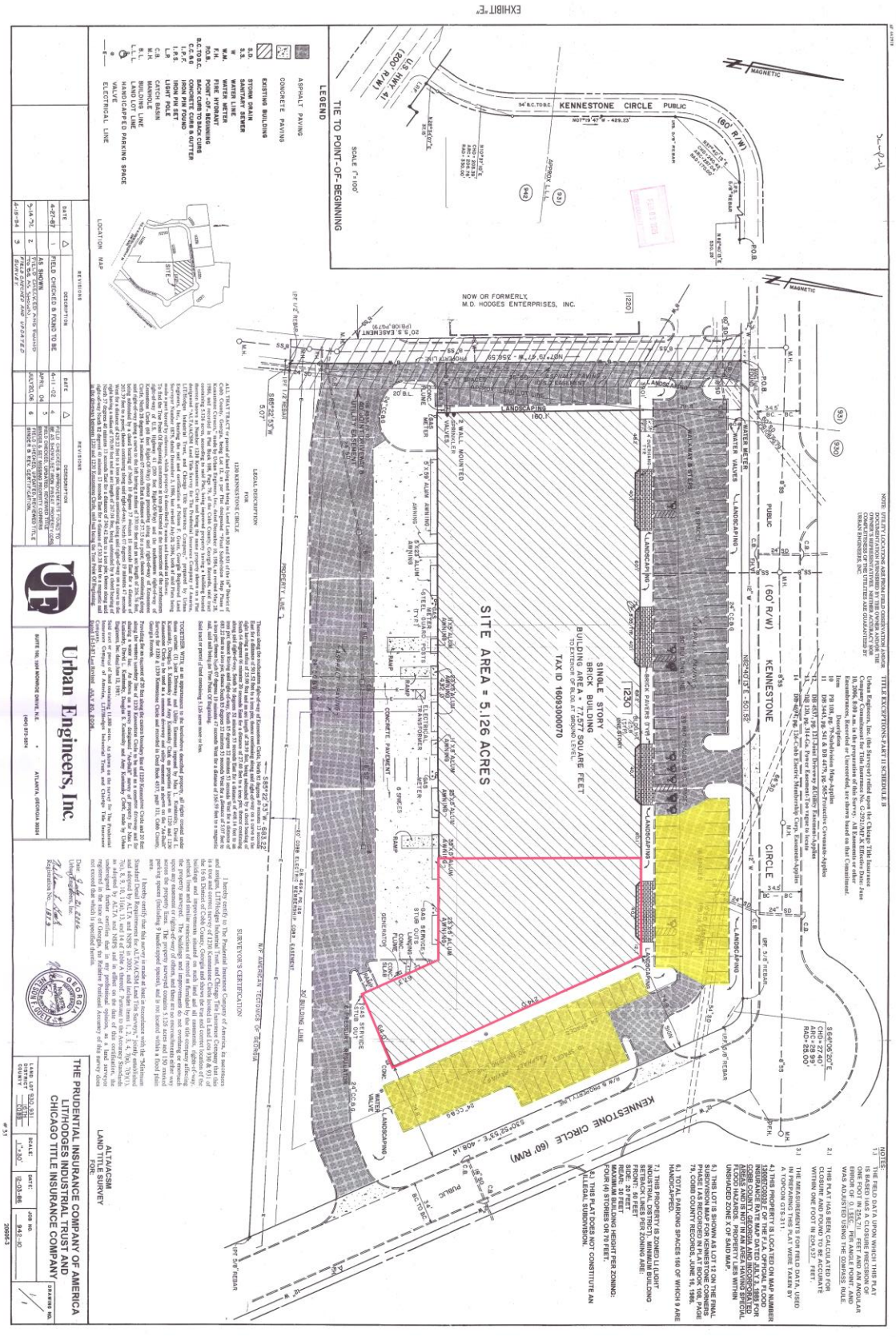
FINAL ZONING STAFF RECOMMENDATIONS

(Zoning staff member: Cameron Jones, CNU-A)

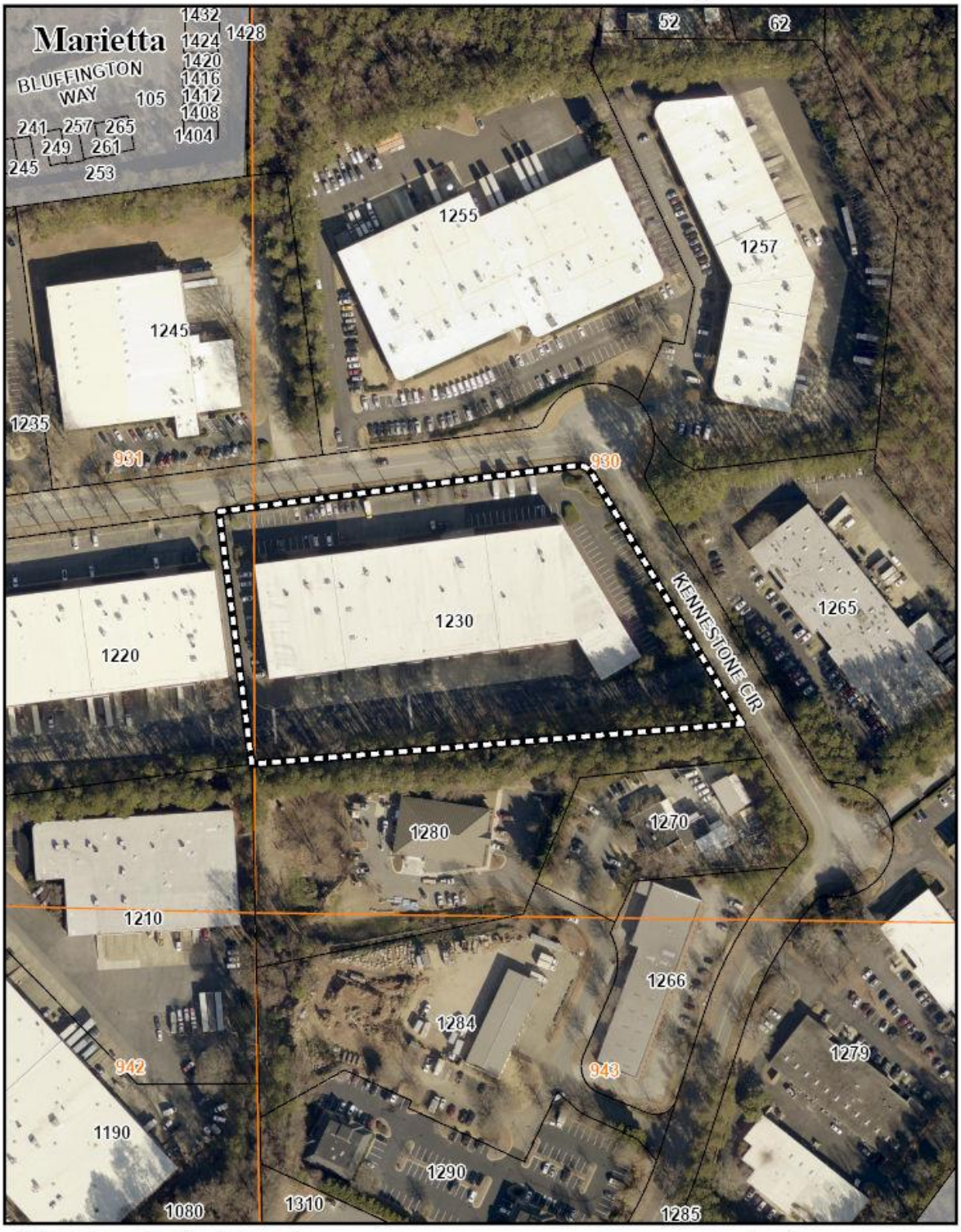
Based on the analysis of the case, Staff recommends **APPROVAL** subject to the following:

SLUP-4-2026 DEPARTMENT COMMENTS – Zoning Division

1. Site plan received by the Zoning Division on February 5, 2026, with the District Commissioner approving minor modifications
2. Fire Department comments and recommendations;
3. Water and Sewer Division comments and recommendations;
4. Department of Transportation comments and recommendations;
5. Stormwater Management Division comments and recommendations;
6. All cars to be parked in striped parking spaces;
7. No outdoor storage (except for used vehicles); and
8. All vehicle repairs to be done inside building.



SLUP-4 2026 Aerial Map



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

0 155 310 Feet

Zoning Boundary

City Boundary

North

Zoning: LI / Office, Warehouse Business

Future Land Use: IC

WEST

Zoning: LI / Office, Warehouse Business

Future Land Use: IC

SLUP-4 2026 Map



EAST

Zoning: LI / Office, Warehouse Business

Future Land Use: IC

SOUTH

Zoning: LI / Office, Warehouse Business

Future Land Use: IC

Current zoning district for the property

The LI district is established to provide locations for light industrial uses such as low intensity automobile repair and service, animal care facilities, commercial greenhouses, livestock, poultry, business distribution centers, warehousing and storage, and transportation terminals, which are on properties delineated within or on the perimeter of an industrial compatible and industrial category as defined and shown on the Cobb County Comprehensive Land Use Plan: A Policy Guide, adopted November 27, 1990. When located on the perimeter of an industrial node, the LI district should provide for uses that are low in intensity and scale such as to ensure compatibility with surrounding properties.

Request for a Special Land Use Permit

The Board of Commissioners may grant special land use permits for uses enumerated in Sec. 134-37, subsection (a). The granting of a special land use permit is conditional upon the site plan considered by the Board of Commissioners. The Board of Commissioners may grant special land use permits for any period of time at the discretion of the Board of Commissioners.

Summary of the applicant's proposal

The applicant is requesting a Special Land Use Permit (SLUP) to sell, lease, repair, and outfit used handicap vehicles. The agency has operated across the street from the subject property for several years and is moving locations, abandoning the current location across the street. The applicant does not propose any changes to the site or the existing building and will be using one suite that is 20,417 square feet within the building. The suite contains 5,349 square feet of office/showroom space and 15,068 square feet of warehouse/workshop space. The hours of operation will be Monday through Friday, 8:00 am until 5:00 pm.

Non-residential criteria

Proposed # of buildings**:** 1 (existing)
Proposed # of stories: 1 (existing)
Total sq. footage of development: 77,577 (total building)
Floor area ratio: 0.35 (total building)
Square footage per acre: 15,122 (total building)
Required parking spaces: 25, 1 space per vehicle parked on-site
Proposed parking spaces: 63
Acres in floodplain or wetlands: 0
Impervious surface shown: N/A

Are there any zoning variances?

No

Are there any environmental conditions existing or proposed on the site?

None Identified

SLUP-4-2026 DEPARTMENT COMMENTS – Fire Department

02/26/26

The proposed zoning case must address the comments listed below by prescriptive code or equivalency, as approved by the Cobb County Fire Marshal's Office

Approval will be based on Professional Engineer-stamped plans that signify overall plan conformance to all Georgia State and Cobb County Codes. Design Professional and Developer maintain the sole responsibility for the design and for correcting all errors, omissions, problems, and code violations (if any) exposed during construction AFTER authorization by Cobb County.

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 serves as an early notification to owners and developers for budgeting purposes.

FIRE PROTECTION:
Sprinkler system required to be electronically monitored.

Jeff Byrd
(678) 229-7059
Jeffrey.Byrd@cobbcounty.gov

SLUP-4-2024 DEPARTMENT COMMENTS – Cemetery Preservation

No comment.

2/27/2026

Comprehensive Plan Future Land Use Designation: Industrial Compatible
The subject tract is within the Industrial Compatible (IC) future land use category. The purpose of the IC is to provide for areas that can support light industrial, office/warehouse and distribution uses. Typical land uses for these areas include professional business parks and distribution centers.

What is the Future Land Use Sub-Category? N/A

☒ Consistent ☐ Inconsistent

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary? ☒ Yes ☐ No
If Yes:
Which City: Marietta
Was the city notified? Yes

Dobbins Air Reserve Base Zones

Is the property within the Dobbins Airfield Safety Zone?	☐ Yes	☒ No
Is the property within the Clear Zone (CZ)?	☐ Yes	☒ No
Is the property within 3000’ of Dobbins ARB?	☐ Yes	☒ No
Is the property within the Accident Potential Zone (APZ I)?	☐ Yes	☒ No
Is the property within the Accident Potential Zone II (APZ II)?	☐ Yes	☒ No
Is the property within the Noise Zone?	☐ Yes	☒ No
Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)?	☒ Yes	☐ No

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Comments:

Recommendations

No comment.

STAFF ANALYSIS

There are fifteen criteria that must be considered for a Special Land Use Permit. The criteria are below in bold, with the staff analysis written unbolded:

(1) Whether or not there will be a significant adverse effect on the neighborhood or area in which the proposed use will be located.
There will not be any significant adverse effect on the neighborhood or area, since the use has existed across the street for several years.

(2) Whether or not the use is otherwise compatible with the neighborhood.
The proposed use is compatible with the surrounding business area. The subject property is bordered by industrial properties all around.

(3) Whether or not the use proposed will result in a nuisance as defined under state law.
The proposed use will not result in a nuisance as defined under state law.

(4) Whether or not quiet enjoyment of surrounding property will be adversely affected.
The quiet enjoyment of surrounding property will not be adversely affected. The property will continue to operate similar in the fashion it has across the street for several years.

(5) Whether or not property values of surrounding property will be adversely affected.
The property values of the surrounding property will not be affected.

(6) Whether or not adequate provisions are made for parking and traffic considerations.
Adequate parking has been made available and the access to and from the property will remain on Kennestone Cir.

(7) Whether or not the site or intensity of the use is appropriate.
The intensity of the proposed use is appropriate for the area. As previously mentioned, the subject property has been used in the same fashion across the street for several years. The property is surrounded by similar uses.

(8) Whether or not special or unique conditions overcome the board of commissioners' general presumption that residential neighborhoods should not allow noncompatible business uses.
The proposed use is located on a property that is currently zoned industrially and is located in an area that is an industrial node.

(9) Whether or not adequate provisions are made regarding hours of operation.
The hours of operation will be 8:00 am until 5:00 pm and are compatible with other uses in the area.

(10) Whether or not adequate controls and limits are placed on commercial and business deliveries.
Commercial and business deliveries will be like others in the area.

(11) Whether or not adequate landscape plans are incorporated to ensure appropriate transition.
The site does not abut any residentially zoned property.

(12) Whether or not the public health, safety, welfare or moral concerns of the surrounding neighborhood will be adversely affected.
There is no residential neighborhood surrounding the property.

(13) Whether the application complies with any applicable specific requirements set forth in this chapter for special land use permits for particular types of uses.
The proposed use meets the requirements for a Special Land Use Permit.

(14) Whether the applicant has provided sufficient information to allow a full consideration of all relevant factors.
The applicant has provided sufficient information to allow for full consideration of all relevant factors.

(15) In all applications for a special land use permit the burden shall be on the applicant both to produce sufficient information to allow the county fully to consider all relevant factors and to demonstrate that the proposal complies with all applicable requirements and is otherwise consistent with the policies reflected in the factors enumerated in this chapter for consideration by the county.
The applicant has provided sufficient information to allow full consideration of all relevant factors.

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

4199 Kinross Lakes Parkway
Suite 300
Richfield, OH 44286

August 15, 2025

Operational Statement for MobilityWorks

RE: **1230 Kennestone Circle Suite 100 Marietta, GA 30066**

MobilityWorks is the country's largest provider of adaptive driving equipment, scooter lifts and accessible vehicle conversions to the handicap and physically challenged community. Established in 1997, we have grown to 97 locations nationwide. Our certified consultants collaborate with our clients, Veterans Administration, Vocational Rehab and Certified Driver Rehabilitation Specialists to determine what is the best solution for them so they can re-gain their independence and personal freedom.

In 2012, MobilityWorks acquired the mobility company Handicap Driver Services, Inc., which operated at 1255 Kennestone Circle, Ste 100 Marietta, GA 30066. We have been operating at this address for 13 years serving the disability community. This current space cannot be leased to us going forward and we are looking to move across the street to 1230 Kennestone Circle Ste. 100 Marietta, GA 30066

MobilityWorks is committed to providing our clients with personalized service and support. Our clients have unique needs. We collaborate with them to find the best solution and then custom fit clients with precisely the right accessible solution whether it is equipment added to their vehicle or a vehicle with a wheelchair conversion or solutions for home accessibility or a short-term rental vehicle with conversion. The equipment we install often comes vehicle specific. Examples of the equipment we install include:

FEB 09 2026

- Manual Primary Driving Hand Controls.
  - https://www.suregrip-handcontrols.com/

- Transfer Seat Bases.
    - https://www.braunability.com/us/en/mobility-products/vehicle-seating/comfort-series-transfer-seat-base.html
- Wheelchair Lifts.
    - https://www.braunability.com/us/en/mobility-products/wheelchair-lifts.html
- Wheelchair Securement Tie Down Systems.
    - https://www.amfbrunsamerica.com/
- Vehicle Scooter Lifts to Transport Scooters.
    - https://www.bruno.com/
- Secondary Driving Aids.
- Pedal Extensions.
- Low or Zero Effort Steering and Braking Systems.
    - https://collebuilt.com/
- Aluminum ramps.
- Interior stair lifts.
    - https://www.harmar.com/

MobilityWorks also offers service maintenance and repairs on the equipment we install and vehicle wheelchair conversions. We provide normal equipment and conversion operational maintenance, warranty repairs and conversion service.

Our services do not include traditional automotive repairs such as Transmission work, Vehicle Alignments, Engine Work and Body and Paint repairs. We do not fabricate or do production welding in our shops.

The typical shop equipment we have in our service centers are:

- Bench grinder.
- Drill press.
- Bench Vice.
- 80-Gal Vertical Air Compressor.
- 2-Post and 4-post Automotive lifts.
- Cordless tools.
- Floor Jack.
- Jack Stands.
- Pallet Jack
- Hand Tools

FEB 09 2026

MobilityWorks offers vehicles with mobility conversions on them. We do not offer for retail sale any non-mobility vehicles. We will also sell a mobility conversion to clients, on their own vehicles. We offer Commercial vehicle sales. These vehicles are for paratransit transportation. They are modified Toyota

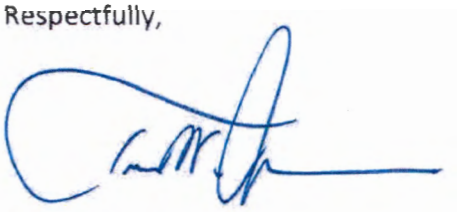
Sienna and Chrysler Pacifica minivans as well as Ford Transit, Mercedes Sprinter, Dodge Promasters. A link to our Commercial website is below.

- https://commercial.mobilityworks.com/

All our locations are credited members of the National Mobility Dealer Association and participate in their Quality Assurance Program.

We have year-round operations, and our store hours are Monday through Friday from 8:00am to 5:00pm and Saturdays by appointment. Daily we welcome 6 to 10 clients.

Respectfully,



Trevorr W. Jurgensen
Director of Service, Quality and Compliance

RECEIVED
FEB 09 2026
COUNTY ZONING