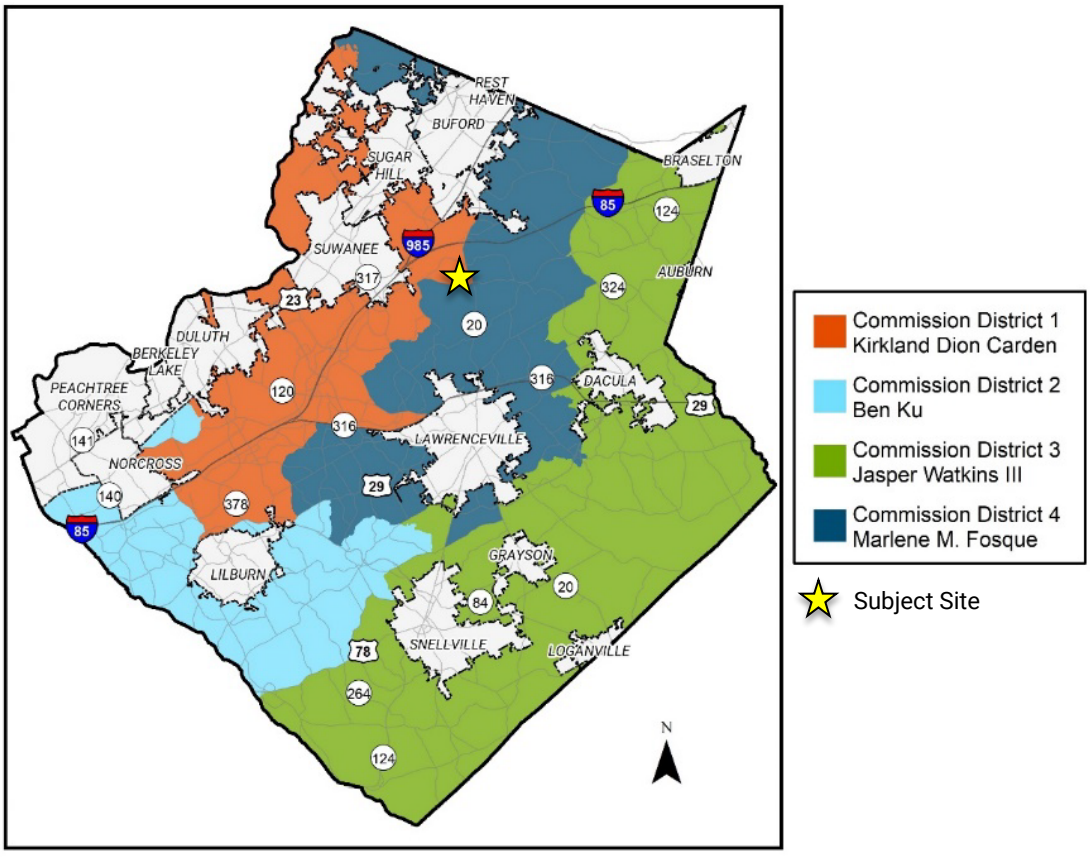
GWINNETT COUNTY
DEPARTMENT OF PLANNING AND DEVELOPMENT
446 West Crogan Street, Suite 300 | Lawrenceville, GA 30046-2440
678.518.6000
GwinnettCounty.com

PLANNING AND DEVELOPMENT DEPARTMENT
CASE REPORT

Case Number:	**RZM2022-00004**
Current Zoning:	**R-140** (Single Family Residence District)
Request:	Rezoning to **RM-24** (Multifamily Residence District)
Address:	950 and 1026 Old Peachtree Road
Map Number:	R7132 013 and R7105 042
Site Area:	51.96 acres
Units:	799
Proposed Development:	Apartments
Commission District:	District 1 – Commissioner Carden
Character Area:	Vibrant Communities

Staff Recommendation: **APPROVAL AS RM-13 WITH CONDITIONS**



Planning Commission Advertised Public Hearing Date: 4/11/2022
Board of Commissioners Advertised Public Hearing Date: 4/26/2022

Applicant:	Related Development, LLC c/o Andersen, Tate & Carr, P.C. 1960 Satellite Boulevard, Suite 4000 Duluth, GA 30097	**Owners:**	North Metro First Baptist Church 1026 Old Peachtree Road Lawrenceville, GA 30043
Contact:	Melody A. Glouton	**Contact Phone:**	770.822.0900

Zoning History

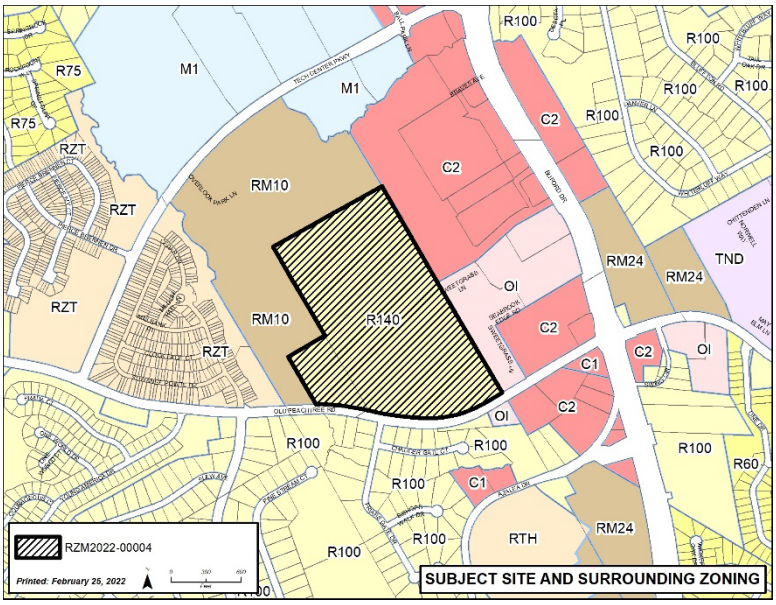
The subject properties are zoned R-140 (Single Family Residence District). In 1977, the parcels were rezoned from R-100 (Single Family Residence District) to R-140 (Single-Family Residence District) for a residential subdivision pursuant to REZ1977-00068. In 1979, the eastern portion of the parcel R7150 042 was rezoned to RT-200 for a temporary mobile home pursuant to REZ1979-00106. In 1995, a special use permit was approved to allow for an increase in height for a place of worship from 35 feet to 60 feet, pursuant to SUP1995-00044.

Existing Site Condition

The subject site is a 51.96-acre assemblage of two parcels located along the north side of Old Peachtree Road, just west of its intersection with Buford Drive. The property consists of a large tract and a smaller adjoining tract, both fronting Old Peachtree Road. North Metro First Baptist Church is located on the larger tract. The site is developed with the church structure, surface parking, and recreation fields. There is also an existing detention pond on the same parcel. The smaller parcel (R7132 013) is developed with a two-story home located near its eastern boundary line. A portion of the site is encumbered by a stream and associated buffers. The site gradually slopes down towards the east. A natural gas easement runs roughly through the middle of the site. A force main sanitary sewer easement runs along the eastern property line and crosses the northern property boundary. The site currently has two access points. One is a full access driveway located along Old Peachtree Road, approximately 220 feet west of Sweetgrass Lane. The second, is a full access driveway located along Old Peachtree Road, approximately 200 feet east of Friars Gate Drive. A gate is located at the end of an existing driveway near the northeast corner of the site providing inter-parcel connection to adjacent Coolray Field. Old Peachtree Road is a two-lane road classified as a minor arterial road and Buford Drive is a four-lane road classified as a principal arterial. A sidewalk is located along the property frontage on Old Peachtree Road. The nearest Gwinnett Transit stop is approximately 4.6 miles from the site.

Surrounding Use and Zoning

The subject site is surrounded by residential and commercial uses. To the east, is the Mansions at Gwinnett Park Senior Villas, Coolray Field and apartments. To the immediate north and west, are also apartments. A large townhouse development is located further west at the intersection of Tech Center Parkway and Old Peachtree Road. To the south, across Old Peachtree Road, is a single-family detached residential subdivision. The following is a summary of surrounding uses and zoning:



Location	Land Use	Zoning	Density
Proposed	Apartments	RM-24	23.26 units per acre
North	Apartments	RM-10	11.00 units per acre
East	Age-Restricted Apartments	O-I	14.19 units per acre
	Apartments	C-2	8.40 units per acre
	Coolray Field	C-2	N/A
South	Single Family Residential	R-100	2.00 units per acre
West	Apartments	RM-10	11.00 units per acre

Project Summary

The applicant requests rezoning of a 51.96-acre property zoned R-140 to RM-24 for apartments, including:

- 799 apartment units within 24 buildings, yielding a net density of 23.26 units per acre.
- Phase I with 369 units on approximately 23 acres and Phase II with 430 units on approximately 29 acres.
- Two clubhouses with swimming pools.
- Access via two (2) full-access driveways along Old Peachtree Road.
- Site Driveway A proposed to align with Friars Gate Drive.
- Site Driveway B – an existing full movement entrance, located along Old Peachtree Road, approximately 220 feet west of Sweetgrass Lane.
- 1,342 parking spaces in surface parking lots surrounding twenty-two independent apartment buildings and two carriage buildings.
- Two retention ponds proposed at the western portion of the site.
- Retention ponds encroach into the required stream buffers.
- A 50-foot front building setback and 40-foot-wide landscape setback.
- Five-foot-wide sidewalks and 10-foot-wide landscape strip along Old Peachtree Road frontage.
- A pedestrian/ bicycle connection to the commercial use at the northwest intersection of Old Peachtree Road and Buford Highway.

- The front, sides, and rear facades finished with brick, shake, board and batten, and siding in earth tones incorporating changes in building material, texture, and color.

Zoning and Development Standards

The applicant is requesting a rezoning to RM-24, Multi-Family Residence District. The following is a summary of applicable development standards from the Unified Development Ordinance (UDO):

Standard	Required	Proposed	Meets Standard?
Building Height	Maximum 65’	65’	YES
Front Yard Setback	Minimum 50’	50’	YES
Side Yard Setback	Minimum 15’	15’	YES
Rear Yard Setback	Minimum 30’	30’	YES
Heated Floor Area	Minimum 600 square feet for 1-bedroom Minimum 800 square feet for 2-bedroom Minimum 1,000 square feet for 3-bedroom	>600 square feet for 1-bedroom >800 square feet for 2-bedroom >1,000 square feet for 3-bedroom	YES
Landscape Strip	Minimum 10’	10’	YES
Density	Maximum 24 units per acre	23.26 units per acre	YES
Common Area	20%	35.5%	YES
Parking	Minimum 1,199 spaces Maximum 2,397 spaces	1,342 spaces	YES

Internal and External Agency Review

In addition to these Development Standards, the applicant must meet all other UDO requirements related to infrastructure improvements. Internal and external agency review comments are attached (Exhibit E). Standard site and infrastructure improvements will also be required related to transportation, stormwater, water, and sewer utilities. Recommended improvements not already required by the UDO have been added as staff recommended conditions.

Staff Analysis

Rezoning Request Analysis: According to the UDO, if a proposed amendment is for the rezoning of property and involves a change in zoning classification the Department shall evaluate the request and make a recommendation with respect to the standards governing exercise of zoning power as defined in Section 270-20.5. After this evaluation, staff makes the following findings based on the standards from the UDO:

A. Whether a proposed zoning will permit a use that is suitable in view of the use and development of adjacent and nearby property.

The site is surrounded by residential and commercial uses. Residential uses can be found on all sides. To the east, there are commercial uses located along Buford Drive, and at its intersection with Old Peachtree Road. The commercial intersection is 0.2 miles from the subject property,

and consists of restaurants, a grocery store, and a gas station with a convenience store, and senior housing is located to the east of the site. Recently approved rezoning in nearby areas for townhouses and apartments have been at lower densities. A rezoning request, RZM2021-00033, for apartments was recently approved at the northeast intersection of Old Peachtree Road and Buford Drive for RM-24. However, this parcel is located within the Community Mixed Use Character Area. The proposed rezoning for apartments could be a suitable use at this location as multifamily housing to provide residents to utilize nearby and adjacent commercial uses. However, a less dense development would be more aligned with adjacent residential uses in the area.

B. Whether a proposed rezoning will adversely affect the existing use or usability of adjacent or nearby property.

The existing use and usability of adjacent or nearby properties could be adversely impacted by the density approved with the zoning change. The adjacent and nearby properties are zoned for residential and commercial use. However, the densities of surrounding residential developments are significantly less than the proposed density for the subject property. The addition of more residential units would help sustain the nearby commercial uses; however, the proposed density is not compatible with the existing surrounding density. A less dense development, comparable with the surrounding area, is more appropriate.

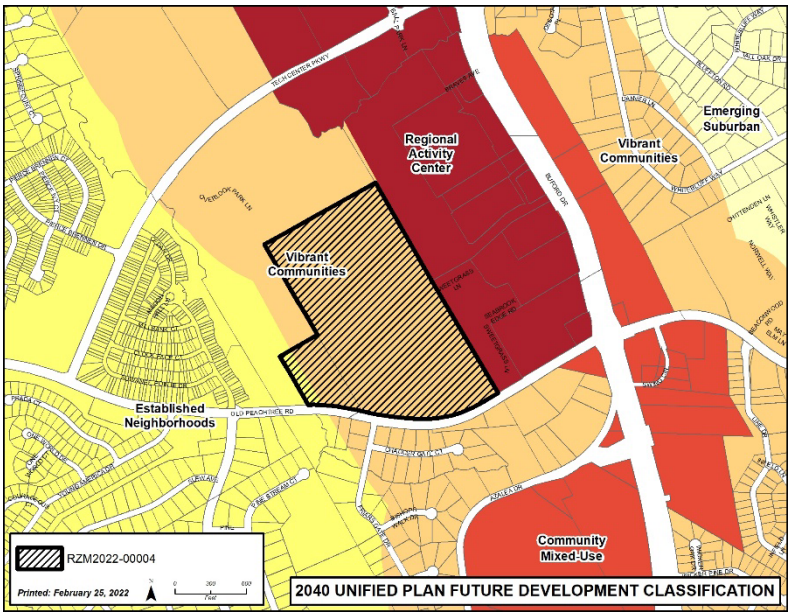
C. Whether the property to be affected by a proposed rezoning has a reasonable economic use as currently zoned.

The property has a reasonable economic use as currently zoned.

D. Whether the proposed rezoning will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.

An increase in impacts on public facilities would be anticipated in the form of traffic, utility demand, and stormwater runoff; however, these impacts would be mitigated with appropriate conditions, site development requirements, and planning. An increased impact is anticipated on school enrollment. Agency review comments related to any potential improvements concerning this rezoning request are attached (Exhibit E).

E. Whether the proposed rezoning is in conformity with the policy and intent of the Unified Plan and Future Development Map.



The 2040 Unified Plan Future Development Map indicates that the subject property is within two character areas. The majority of the site lies within the Vibrant Communities character area and a smaller portion of parcel R7132 013, to the west, lies within the Established Neighborhoods Character Area. The Vibrant Communities Character Area is intended to serve as a transition between neighborhood nodes and mixed-use activity centers and surrounding, established single-family residential areas, and is generally located away from the primary intersections where the various types of activity centers and nodes are located. These communities will function as a buffer between neighborhood nodes/mixed-use areas and the larger, established residential areas. The property is located between an active commercial node and established residential areas. The Unified Plan identifies apartments as a potential type of development. The development would provide an alternative housing option for an area primarily served by existing single-family residences in close proximity to commercial developments and employment opportunities.

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 proposed rezoning.

The nearby areas along Buford Highway are rapidly developing with residential and commercial uses. The Exchange at Gwinnett which is less than 2 miles to the north from the subject property, is a mixed-use development with more than 465,000 square feet of residential, commercial, and office uses. There are existing apartments to the north and east of the property. Additionally, a rezoning request for apartments (RZM2021-00033) was recently approved at northeast intersection of Old Peachtree Road and Buford Drive. However, the densities of the surrounding multifamily developments are significantly less than the proposed density. Therefore, rezoning the site for multifamily development will be consistent with the surround zoning pattern and will provide an alternative housing option. However, the proposed density is not compatible with the surrounding area. Therefore, the existing and changing conditions give supporting grounds for approval of rezoning to RM-13 with recommended conditions.

Staff Recommendation

Based on the staff's evaluation of the request and the standards governing exercise of zoning power, the Department of Planning and Development recommends **APPROVAL AS RM-13 WITH CONDITIONS** of the rezoning request.

Staff Recommended Conditions

Approval as **RM-13** (Multifamily residence District) for the development of multifamily residential community, subject to the following conditions:

1. Uses on the site shall be limited to multifamily dwellings with a maximum density of 13 units per acre and accessory uses and structures.
2. The minimum heated floor area per dwelling unit shall be 775 square feet. The complex shall be limited to a maximum of 10 percent of units as three bedrooms or larger.
3. Buildings shall be constructed to the standards of the Design Category 3.
4. Developer shall adhere to findings and recommendations from DRI 3551- Town Old Peachtree and make any recommended improvements prior to the issuance of the first certificate of occupancy.
5. Developer shall coordinate with the adjoining property owner to maintain or realign access to the adjacent Gwinnett Stripers property (Braves Avenue).
6. Of the two existing entrances on the Old Peachtree Road, the western entrance shall be reconfigured to align with Friars Gate Drive to the south of Old Peachtree Road.
7. Prior to the issuance of the certificate of occupancy, the following roadway & site access improvement shall be made at Old Peachtree Road and Friars Gate/Site Driveway A.
    - Install a traffic signal, if warranted and as approved by Gwinnett County;
    - Construct one (1) eastbound left-turn lane along Old Peachtree Road;
    - Construct one (1) westbound right-turn lane along Old Peachtree Road; and
    - Construct one (1) lane entering the site
8. Construct one (1) exclusive southbound left-turn lane and one (1) shared through/right turn lane exiting the site
9. Prior to the issuance of the first certificate of occupancy, following pedestrian, bicycle and transit facilities improvement shall be completed:
    i. Provide pedestrian connectivity between all buildings and uses.
    ii. Provide sidewalk connectivity on site frontage side of Old Peachtree Rd NE
    iii. Provide pedestrian crosswalk at both Driveways A and B on Old Peachtree Road
10. To promote internal pedestrian connectivity between buildings and throughout the site, the applicant shall provide a pedestrian circulation plan for the site, subject to the review and approval of the Department of Planning and Development.
11. All grassed areas shall be sodded.

12. Stormwater BMP facilities shall be screened from view of adjoining properties and rights of way by decorative fencing and/or landscaping in compliance with the Gwinnett County Stormwater Management Manual.

13. Amenity areas shall consist of, at minimum, a recreation area including a swimming pool, clubhouse and fitness center. The design and location of all recreational areas shall be subject to the review and approval of the Department of Planning and Development.

14. No parking shall be allowed between buildings and the right of way of Old Peachtree Road.

15. Buildings located along the right of way of Old Peachtree Road shall have direct pedestrian access to the external sidewalk.

16. Distance from air release valves for the existing force main located on the site, shall be maintained as determined by the Department of Water Resources.

17. A 40-foot easement for a future force main from Old Peachtree Road shall be provided to the northern boundary of the property subject to the review and approval of the Department of Water Resources.

Exhibits:

A. Site Visit Photos
B. Site Plan
C. Building Elevations
D. Letter of Intent and Applicant's Response to Standards
E. Internal and External Agency Review Comments
F. Traffic Impact Study
G. Notice of Decision (NOD) for DRI #3551
H. Maps

Exhibit A: Site Visit Photos

[attached]

Existing entrance on Old Peachtree Road

View of Existing Church Building

View of Existing Church Building

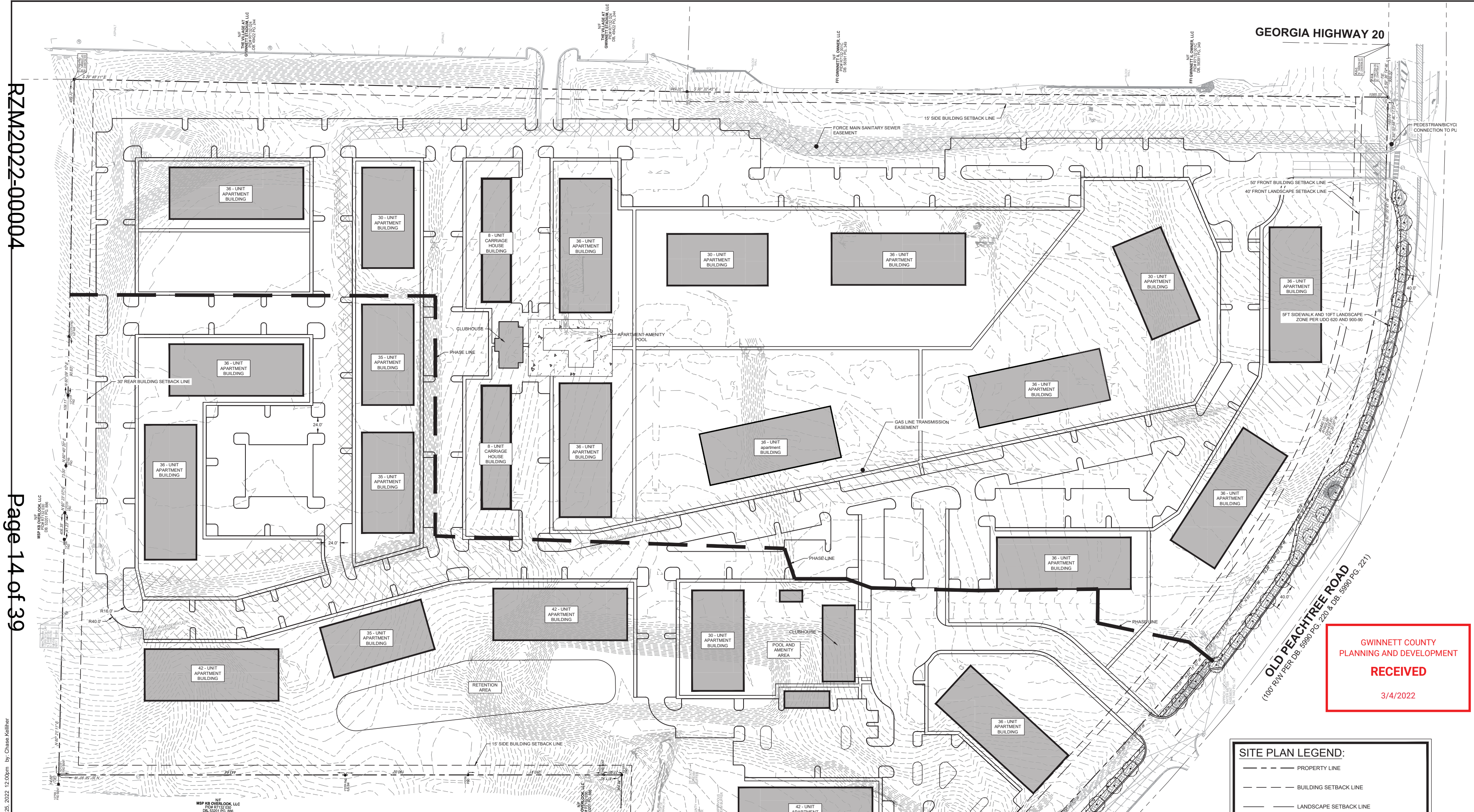
Gate at the inter-parcel connection point with Coolray Field

Exhibit B: Site Plan

[attached]

RZM2022-00004

Page 14 of 39



DEVELOPMENT SUMMARY:

SITE SUMMARY:

LAND LOTS 105 & 132, 7TH LAND DISTRICT
GWINNETT COUNTY, GEORGIA

CURRENT ZONING:

GWINNETT COUNTY	R140 (SINGLE FAMILY RESIDENTAIL DISTRICT)

PROPOSED ZONING:

GWINNETT COUNTY	RM-24 (MULTIFAMILY RESIDENCE DISTRICT)
SITE AREA:	51.96 ACRES
LOT COVERAGE:	43.34 ACRES (83.3%)
MINIMUM COMMON AREA:	10.32 ACRES (20.0%)
PROVIDED COMMON AREA:	18.00 ACRES (35.5%)
MAXIMUM NET DENSITY:	24.00 UNITS/ACRE
PROVIDED NET DENSITY:	23.26 UNITS/ACRE
GROSS DENSITY:	15.49 UNITS/ACRE
MAXIMUM BUILDING HEIGHT:	65 FT

BUILDING SETBACK:

FRONT (OLD PEACHTREE):	15 FT (15 FT REQUIRED)
SIDE (EAST AND WEST):	15 FT (15 FT REQUIRED)
REAR (VILLAGE (NORTH)):	30 FT (30 FT REQUIRED)

LANDSCAPE SETBACK:

FRONT (OLD PEACHTREE):	40 FT
SIDE (EAST AND WEST):	0 FT
BACK (VILLAGE(NORTH)):	0 FT

PROPOSED LAND USES & DENSITIES:

MULTIFAMILY RESIDENTIAL (PHASE 1)	369 UNITS
MULTIFAMILY RESIDENTIAL (PHASE 2)	430 UNITS
CLUBHOUSE (PHASE 1)	14,000 - 18,000 SF
CLUBHOUSE (PHASE 2)	8,000 - 10,000 SF

PARKING SUMMARY:

REQUIRED PARKING:	1,199 SPACES (TOTAL)
MULTIFAMILY PHASE 1 (STANDARD - 369 UNITS)	554 SPACES (1.5 /UNIT)
MULTIFAMILY PHASE 1 (HANDICAP - 369 UNITS)	11 SPACES
MULTIFAMILY PHASE 2 (STANDARD - 430 UNITS)	645 SPACES (1.5 /UNIT)
MULTIFAMILY PHASE 2 (HANDICAP - 430 UNITS)	16 SPACES
PROPOSED PARKING:	1,342 SPACES (TOTAL)
MULTIFAMILY PHASE 1 (STANDARD - 369 UNITS)	529 SPACES (1.4 /UNIT)
MULTIFAMILY PHASE 1 (HANDICAP - 369 UNITS)	11 SPACES
MULTIFAMILY PHASE 2 (STANDARD - 430 UNITS)	813 SPACES (1.9 /UNIT)
MULTIFAMILY PHASE 2 (HANDICAP - 430 UNITS)	32 SPACES

Kimley-Horn
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817 W. PEACHTREE STREET, NW
THE BILTMORE, SUITE 601
ATLANTA, GEORGIA 30308
PHONE (404) 419-8700
WWW.KIMLEY-HORN.COM

CLIENT
FIRST PRESBYTERIAN CHURCH OF ATLANTA
1328 PEACHTREE STREET NE
ATLANTA, GA 30309

No.	REVISION DESCRIPTIONS	DATE	BY

PROJECT
DRI #3551
FIRST PRESBYTERIAN CHURCH
1328 PEACHTREE STREET NE,
LAND LOT 105, 17TH DISTRICT

GSWCC CERT. (LEVEL II)	00000XXXXX
DRAWN BY	CAM
DESIGNED BY	CAZ
REVIEWED BY	CAZ
DATE	02/17/2022
PROJECT NO.	014522000
TITLE	REZONING SITE PLAN
SHEET NUMBER	C2-00

Drawing name: C:\Users\Chase.Kelliher\appdata\local\temp\AcPublish_20220\C2-00 - SITE PLAN.dwg C2-00 SITE PLAN Feb 25, 2022 12:00pm by: Chase Kelliher

Exhibit C: Building Elevations

[attached]

BUILDING ONE

GRAPHIC SCALE 0' 8' 16' 32'

RULE JOY TRAMMELL RUBIO
Architecture Interior Design

COMMISSION NO. 21-133.01 NOVEMBER 23, 2021

TOWN OLD PEACHTREE

LAWRENCEVILLE, GEORGIA

RELATED

SA

RZM2022-00004

BUILDING TWO

GRAPHIC SCALE 0 8 16 32

RULE JOY TRAMMELL RUBIO
Architecture Interior Design

COMMISSION NO. 21-133.01 NOVEMBER 23, 2021

TOWN OLD PEACHTREE

LAWRENCEVILLE, GEORGIA

RELATED

SA

RZM2022-00004

Exhibit D: Letter of Intent and Applicant's Response to Standards

[attached]

ANDERSEN | TATE | CARR

December 2, 2021

LETTER OF INTENT AND JUSTIFICATION FOR REZONING

Rezoning Application
Gwinnett County, Georgia

Applicant:
Related Development, LLC

Property:
Tax Parcel IDs R7132 013 and R7105 042
± 51.96 Acres of Land
Located at 950 and 1026 Old Peachtree Rd.
From R-140 to RM-24

Submitted for Applicant by:
Melody A. Glouton, Esq.
ANDERSEN TATE & CARR, P.C.
One Sugarloaf Centre
1960 Satellite Blvd.
Suite 4000
Duluth, Georgia 30097
770.822.0900
mglouton@atclawfirm.com

I. INTRODUCTION

This Application for Rezoning is submitted for a 51.96-acre parcel of land located in Land Lots 132 and 105 of the 7th District of Gwinnett County, Georgia, and known as 950 and 1026 Old Peachtree Road (hereinafter the "Property"). The overall Property is shown on the survey prepared by TerraMark Professional Land Surveying dated September 9, 2021, and filed with this Application. The Property that is the subject of this Rezoning Application is further identified below:

The Property is currently zoned R-140 (Single-Family Residence District) pursuant to the Gwinnett County Unified Development Ordinance (the "UDO"). The Applicant, Related Development, LLC (the "Applicant") now seeks approval to rezone the Property to RM-24 (Multifamily Residential District) to develop a distinctive and attractive multifamily residential community that would be accomplished in two phases. Phase One of the development is proposing 369 units on approximately 23 acres; and Phase Two of the development is proposing 430 units on approximately 29 acres. Due to the size and scope of this rezoning, the proposed project will be subject to a Development of Regional Impact ("DRI") with the Atlanta Regional Commission.

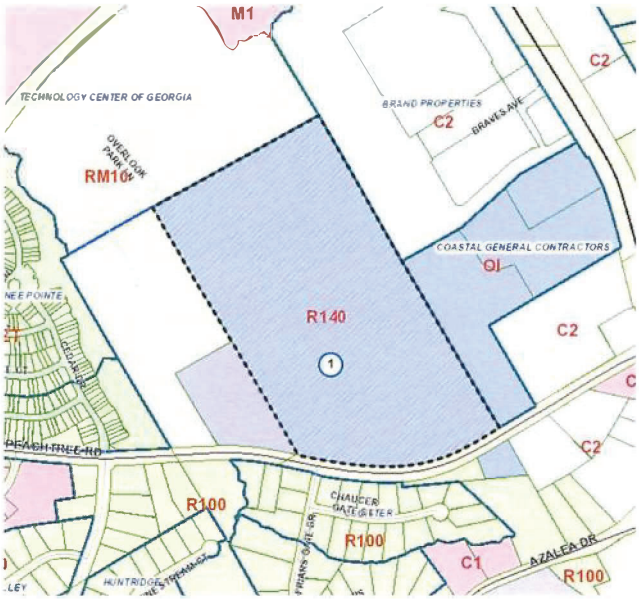
This document is submitted as the Letter of Intent, Response to Standards Governing the Exercise of Zoning Power, and other materials required by the Gwinnett County UDO.

II. DESCRIPTION OF THE PROPERTY AND SURROUNDING AREA

The Property consists of a large tract and smaller adjoining tract, both fronting Old Peachtree Road. The smaller tract, 950 Old Peachtree Rd., is mostly undeveloped, with a

two-story conventional home located near the Eastern boundary line. North Metro First Baptist Church is located on the larger tract located at 1026 Old Peachtree Road. The surrounding zoning classifications and uses are as follows:

Location	Zoning
Proposed Site	*Currently R-140 (North Metro Baptist Church)*
North	RM10 (apartments) and C2
South	R-100
East	C2 (Brand Properties) and OI (Coastal General Contractors)
West	RM-10



The Gwinnett County 2040 Unified Plan (the "2040 Plan") classifies this Property as within the "Vibrant Communities" and "Established Neighborhoods" of the Gwinnett County Future Development Map. The policies for these Character Areas encourage a variety of land uses including mixed-residential developments and townhomes (Vibrant Communities and Established Neighborhoods), and apartments (Vibrant Communities).

As such, the proposed development is in line with the encouraged land use and also with Theme 4 of the 2040 Plan, which is to "Provide More Housing Choices." The proposed developments would provide residential in-fill development at a density and with architectural character that is compatible with the surrounding uses and zoning patterns. Accordingly, the proposed developments satisfy the intent of the 2040 Plan, especially when considering the

Property is adjacent to intense commercial and industrial uses. There is currently a healthy supply of commercial uses surrounding the area and the proposed developments would support those existing uses and provide additional housing options in the area.

The proposed development would include attractive architectural designs and building materials, thereby preserving the aesthetics of the community and enhancing the resident's experience. The Applicant submits the development will be compatible with the surrounding uses and will blend harmoniously into the area. The proposed architectural drawings and renderings for the development are filed with this Application.

III. PROJECT SUMMARY AND DEVELOPER

As shown on the overall master site plan by Ironwood Design Group, LLC dated November 2, 2021, and filed with this Application (hereinafter the "Master Site Plan"), the Applicant proposes to develop the Property into a distinctive and attractive multifamily residential development. The Applicant proposes to develop the Property in compliance with the RM-24 zoning classification to allow more unique, flexible, creative, and imaginative arrangements and mixes of land uses on the Property than what is permitted under its current zoning.

RM-24 - Multifamily Residence District

The Applicant is proposing to rezone the Property from R-140 to RM-24 in order to accommodate the development of a multifamily residential community with approximately 369 units on approximately 23 acres in Phase One. The proposed multifamily development would provide attractive, high-end residences with various amenities including, green space, courtyards, and a clubhouse building with additional recreational options such as a pool and outdoor patio space. Residential buildings would include internal, unconditioned corridors and attractive architectural elements to maintain the aesthetics of the surrounding area. Under Phase Two of the development, an additional 430 units on approximately 29 acres are proposed.

The proposed multifamily community would include a mixture of one, two, and three-bedroom units, with residence sizes ranging from 775 square feet to 1,425 square feet. Each Phase maintains a centrally located amenity to create an activity center and gathering place for residents to foster a sense of community. The proposed elevations of the multifamily development are filed with this Application. The Applicant submits the multifamily development will be compatible with the surrounding uses and will blend harmoniously into the area.

Related Development, LLC is a subsidiary of The Related Group. For more than 35 years, The Related Group has been improving city skylines with developments characterized in innovative design, enduring quality, and environments that celebrate culture and active lifestyles. Related's distinctive residential projects range from luxury high-rise condominiums to pubic and affordable housing developments. Since its inception in 1979, The Related Group has built and managed more than 90,000 condominium and apartment residences which are meticulously designed with finishes and amenities that transform buildings into vibrant residential

environments. A longtime art collector and philanthropist, The Related Group's Founder, Chairman and CEO Jorge M. Perez is committed to showcasing museum-quality art in Related's developments, educating and inspiring residents across the demographic spectrum.

IV. SITE IMPACT ANALYSIS

Pursuant to UDO § 270-20.6, entitled "Impact Analysis," the Applicant submits its written impact analysis which shows that rezoning to RM-24 satisfies UDO § 270-20.5, entitled "Standards Governing Exercise of the Zoning Power," as follows:

(A) WHETHER A PROPOSED REZONING WILL PERMIT A USE THAT IS SUITABLE IN VIEW OF THE USE AND DEVELOPMENT OF ADJACENT AND NEARBY PROPERTY:

Yes, approval of the proposed Rezoning Application will permit a use that is suitable in view of the use and development of adjacent and nearby properties. The Property is located on Old Peachtree Road near the intersection of Tech Center Parkway. The Property is adjacent to large-scale commercial development, as well as existing multifamily residential development.

(B) WHETHER A PROPOSED REZONING WILL ADVERSELY AFFECT THE EXISTING USE OR USEABILITY OF ADJACENT OR NEARBY PROPERTY:

No, the proposed Rezoning Application will not adversely affect the existing use or usability of any of the nearby properties. The proposed zoning classifications are compatible with existing residential and commercial uses of adjacent property. Rather the proposed development would complement existing commercial and employment centers.

(C) WHETHER THE PROPERTY TO BE AFFECTED BY A PROPOSED REZONING HAS REASONABLE ECONOMIC USE AS CURRENTLY ZONED:

The Applicant submits that due to the size, location, layout, topography, and natural features of the Subject Property, it does not have reasonable economic use as currently zoned. By way of further response, the Applicant submits the rezoning of the Property would redevelop the site into a more viable and compatible use with surrounding properties.

(D) WHETHER THE PROPOSED REZONING WILL RESULT IN A USE WHICH WILL OR COULD CAUSE AN EXCESSIVE OR BURDENSOME USE OF EXISTING STREETS, TRANSPORTATION FACILITIES, UTILITIES, OR SCHOOLS:

No, the proposed rezoning will not result in an excessive or burdensome use of the infrastructure systems. The Property has convenient access to Old Peachtree Road. The proposed development would complement the existing commercial and nearby residential uses. More importantly, the developments would provide the necessary residential critical mass to support the existing commercial uses.

(E) WHETHER THE PROPOSED REZONING IS IN CONFORMITY WITH THE POLICY AND INTENT OF THE LAND USE PLAN:

The proposed rezoning applications is in conformity with the policy and intent of the Gwinnett County 2040 Unified Plan. Most of the subject property is located within the Vibrant Communities Character Area of the 2040 Future Development Map. Encouraged land uses for this Character Area specifically include apartments and townhomes. The proposed development would be compatible with and successfully co-exist with the surrounding uses.

(F) WHETHER THERE ARE OTHER EXISTING OR CHANGING CONDITIONS AFFECTING THE USE AND DEVELOPMENT OF THE PROPERTY WHICH GIVE SUPPORTING GROUNDS FOR EITHER THE APPROVAL OR DISAPPROVAL OF THE ZONING PROPOSAL:

The Applicant submits that the character of the surrounding development and the existing mix of uses in the area provide supporting reasons for approval of the rezoning applications. Anticipated growth in Gwinnett County based on the 2040 Comprehensive Plan suggests a strong need for this type of housing. In addition, the Applicant submits that the subject Property's location, size, and dimensions, as well as its proximity to Old Peachtree Road, provide further support for approval of the proposed rezoning application.

V. JUSTIFICATION FOR REZONING

The Applicant respectfully submits that "The Unified Development Ordinance of Gwinnett County, Georgia" (the "Ordinance"), as amended from time to time, to the extent that it classifies the Property in any zoning district that would preclude development of a multifamily residential community (RM-24), is unconstitutional as a taking of property, a denial of equal protection, an arbitrary and capricious act, and an unlawful delegation of authority under the specific constitutional provisions later set forth herein. Any existing inconsistent zoning of the Property pursuant to the Ordinance deprives the Applicant and Property owner of any alternative reasonable use and development of the Property. Additionally, all other zoning classifications, including ones intervening between the existing classification and that requested herein, would deprive the Applicant and Property Owner of any reasonable use and development of the Property. Further, any attempt by the Gwinnett County Board of Commissioners to impose greater restrictions upon the manner in which the Property will be developed than presently exist would be equally unlawful.

Accordingly, Applicant submits that the current zoning classification and any other zoning of the Property save for what has been requested as established in the Ordinance constitute an arbitrary and unreasonable use of the zoning and police powers because they bear no substantial relationship to the public health, safety, morality or general welfare of the public and substantially harm the Applicant and Property owner. All inconsistent zoning classifications between the existing zoning and the zoning requested hereunder would constitute and arbitrary and unreasonable use of the zoning and police powers because they bear or would bear no substantial relationship to the public health, safety, morality, or general welfare of the public and would substantially harm the Applicant and Property owner. Further, the existing inconsistent

zoning classification constitutes, and all zoning and plan classifications intervening between the existing inconsistent zoning classification and that required to develop this Project would constitute, a taking of the owner's private property without just compensation and without due process in violation of the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States, and Article I, Section I, Paragraph I and Article I, Section III, Paragraph I of the Constitution of the State of Georgia and the Due Process and Equal Protection Clauses of the Fourteenth Amendment to the Constitution of the United States.

Further, the Applicant respectfully submits that failure to approve the requested rezoning change would be unconstitutional and would discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and Property owner and owners of similarly situated property in violation of Article I, Section III, Paragraph I of the Constitution of the State of Georgia and the Equal Protection Clause of the Fourteenth Amendment of the Constitution of the United States.

Finally, the Applicant respectfully submits that the Gwinnett County Board of Commissioners cannot lawfully impose more restrictive standards upon the development of the Property than presently exist, as to do so not only would constitute a taking of the Property as set forth above, but also would amount to an unlawful delegation of their authority, in response to neighborhood opposition, in violation of Article IX, Section IV, Paragraph II of the Georgia Constitution.

This Application meets favorably with the prescribed test set out by the Georgia Supreme Court to be used in establishing the constitutional balance between private property rights and zoning and planning as an expression of the government's police power. See Guhl v. Holcomb Bridge Road Corp., 238 Ga. 322 (1977).

VI. CONCLUSION

For the foregoing reasons, the Applicant respectfully requests that this Application to Rezone from R-140 to RM-24 be approved. The Applicant welcomes the opportunity to meet with the Gwinnett County Planning Department staff to answer any questions or to address any concerns relating to this Letter of Intent or supporting materials.

Respectfully submitted this 2nd day of December, 2021.

ANDERSEN, TATE & CARR, P.C.

Melody A. Glouton

Melody A. Glouton, Esq.

Enclosures
MAG/ag

Exhibit E: Internal and External Agency Review Comments

[attached]

TRC Meeting Date:	3.16.22
Department/Agency Name:	Transportation
Reviewer Name:	Brent Hodges
Reviewer Title:	Construction Manager 1
Reviewer Email Address:	Brent.Hodges@gwinnettcounty.com
Case Number:	RZM2022-00004
Case Address:	950 and 1026 Old Peachtree Road

	Comments:	**X**	**YES**		**NO**
1	Old Peachtree Road is a Minor Arterial. ADT = 10,275. Nearest Transit facility is 4.3 miles away at #2334754 Buford Park and Ride.				
2	Provide sight distance certification for ALL driveways/streets connecting to classified roads in accordance with sections 900-40.6 and 900-50.7 of the UDO. Certification must be a signed and sealed statement on the plan.				
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	Recommended Zoning Conditions:	**X**	**YES**		**NO**
1	Developer shall adhere to findings and recommendations from DRI 3551- Town Old Peachtree and make any recommended improvements.				
2	Developer shall coordinate with adjoining property owner to maintain or realign access to adjacent Gwinnett Stripers property (Braves Avenue).				
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TRC Meeting Date:	April 16, 2022
Department/Agency Name:	DWR
Reviewer Name:	Mike Pappas
Reviewer Title:	GIS Planning Manager
Reviewer Email Address:	Michael.pappas@gwinnettcounty.com
Case Number:	RZM2022-00004
Case Address:	950 and 1026 Old Peachtree Road

	Comments:	**X**	**YES**		**NO**
1	WATER: The development may connect to an existing 16-inch water main located on the south right-of-way of Old Peachtree Rd.				
2	SEWER: Sewer Capacity Certification C2021-10-283 conditionally approved for 800 units (335.16 GMP).				
3	SEWER: There are available 16-inch and 8-inch sanitary sewer mains located on subject property.				
4	SEWER: GCDWR is currently evaluating sewer capacity limitations downstream of this proposed development, sewer capacity may not be available without downstream improvements.				
5	SEWER: The existing 36-inch force main located on subject property must be avoided during all phases of construction.				
6					
7					

	Recommended Zoning Conditions:	**X**	**YES**		**NO**
1	SEWER: Developer is advised to maintain distance from existing Air Release Valves for the force main located on the site.				
2	SEWER: Developer shall provide a 40-foot easement for a future force main from Old Peachtree Rd to the northern boundary of the property.				
3					
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Exhibit F: Traffic Impact Study

[attached]

Exhibit G: Notice of Decision (NOD) for DRI #3551

[attached]

NOTICE OF DECISION

To: Doug Hooker, ARC
(via electronic mail) Bob Voyles, GRTA
Dick Anderson, GRTA
Kathryn Zickert, GRTA
Sharon Mason, GRTA
Sonny Deriso, GRTA

To: Gwinnet County
(via electronic mail and certified mail) Daniel Harari
Related Development, LLC
3372 Peachtree Road, NE, Suite 300
Atlanta, GA 30326

From: Christopher Tomlinson, GRTA Executive Director

Copy: Donald Shockey, ARC
(via electronic mail) Andrew Smith, ARC
December Weir, GRTA/ATL
Sushmita Arjval, Gwinnett County
Lorraine Campagne, Gwinnett County
Terri Drabek, Gwinnett County
Brent Hodges, Gwinnett County
Alex Hofelich, Gwinnett County
Michael Johnson, Gwinnett County
Catherine Long, Gwinnett County
Cyndi Sloan, Gwinnett County
Jerry Oberholtzer, Gwinnett County
Melody Glouton, Andersen, Tate,and Carr
Harrison Forder, Kimley-Horn
Tu Nguyen, Kimley-Horn
Jinwoo Seo, Kimley-Horn
John Walker, Kimley-Horn
Charles Zakem, Kimley-Horn
Ed Allen, Related Group
Daniel Harari, Related Group

Date: March 14, 2022

Notice of Decision for
Request for Non-Expedited Review of
DRI 3551 DRI Town Old Peachtree

The purpose of this notice is to inform Daniel Harari (the Applicant) and Gwinnet County (the Local Government), the Georgia Regional Transportation Authority (GRTA) Land Development Committee, the Georgia Department of Community Affairs (DCA), the Georgia Department of Transportation (GDOT), and the Atlanta Regional Commission (ARC) of GRTA's decision regarding Development of Regional Impact (DRI) 3551 Town Old Peachtree (the DRI Plan of Development). GRTA has completed a non-expedited Review for the DRI Plan of Development pursuant to Section 4.2.3 of the *GRTA DRI Review Procedures* and has determined that the DRI Plan of Development meets the GRTA review criteria set forth in Section 4.3. The DRI Plan of Development as proposed is **approved subject to conditions**, as provided in Attachment A and subject to the limitations placed on allowable modifications to the DRI Plan of Development, as described in Attachment B.

Subject to the conditions set forth in Attachment A and Attachment B, GRTA will approve the expenditure of state and/or federal funds for providing the Land Transportation Services and Access improvements listed in Section 2 of Attachment C. The need for said approval shall terminate and be of no further force and effect after ten (10) years from the date of this Notice of Decision, unless substantial construction of the proposed DRI has been commenced during this ten (year) period.

This letter is to inform you that GRTA received your DRI Review Package on February 7, 2022. The review package includes: the site development plan (Site Plan) dated February 10, 2022 titled "Town Old Peachtree" prepared by Kimley-Horn, the Transportation Study dated February 2022 prepared Kimley-Horn received by GRTA on February 7, 2022, and the DCA Initial and Additional forms filed on January 5, 2022 and February 7, 2022.

Pursuant to Section 5 of the *GRTA DRI Review Procedures* the Applicant, the GRTA Land Development Committee and the local government have a right to appeal this decision within five (5) Business Days of the date on this letter by filing a Notice of Appeal with the GRTA Land Development Committee. A Notice of Appeal must specify the grounds for the appeal and present any argument or analysis in support of the appeal. For further information regarding the right to appeal, consult Section 5 of the *GRTA DRI Review Procedures*. If GRTA staff receives an appeal, you will receive another notice from GRTA and the Land Development Committee will schedule the appeal hearing according to the timeline established in Section 5.1.2 of the *GRTA DRI Review Procedures.*

DocuSigned by:
5409E9A65D48478...
Christopher Tomlinson
Executive Director
Georgia Regional Transportation Authority

Attachment A – General Conditions

General Conditions of Approval to GRTA Notice of Decision:

Pedestrian, Bicycle and Transit Facilities

- Provide pedestrian connectivity between all buildings and uses.
- Provide sidewalk connectivity on site frontage side of Old Peachtree Rd NE
- Provide pedestrian crosswalk at both Driveways A and B on Old Peachtree Road

Roadway & Site Access Improvement Conditions to GRTA Notice of Decision:

Old Peachtree Road at Friars Gate/Site Driveway A (Intersection 2)

- Install a traffic signal, if warranted and as approved by Gwinnett County
- Construct one (1) eastbound left-turn lane along Old Peachtree Road
- Construct one (1) westbound right-turn lane along Old Peachtree Road
- Construct one (1) lane entering the site
- Construct one (1) exclusive southbound left-turn lane and one (1) shared through/right turn lane exiting the site

Attachment B – Required Elements of the DRI Plan of Development

Conditions Related to Altering Site Plan after GRTA Notice of Decision:

The on-site development will be constructed materially (substantially) in accordance with the Site Plan. Changes to the Site Plan will not be considered material or substantial so long as the following conditions are included as part of any changes:

- All “Proposed Conditions of Approval to GRTA Notice of Decision” set forth in Attachment A are provided.

Attachment C – Required Improvements to Serve the DRI

As defined by the *GRTA DRI Review Procedures,* a "Required Improvement means a land transportation service or access improvement which is necessary in order to provide a safe and efficient level of service to residents, employees and visitors of a proposed DRI."

The Required Improvements in the study network were identified in the Review Package as necessary to bring the level of service up to an applicable standard before the build-out of the proposed project. These requirements are identified in Sections 1 and 2 of this Attachment. Section 1 contains improvements that do not require GRTA approval at this time because they are to be constructed prior to the completion of the DRI Plan of Development. However, GRTA approval shall be required in the event state and/or federal funds are proposed at a later date to be used for any portion of the improvements described in Section 1. Section 2 contains improvements that require GRTA approval prior to the expenditure of state and/or federal funding. Subject to the conditions set forth in Attachment A and Attachment B, GRTA approves the expenditure of state/and or federal funding for the improvements contained in Section 2.

Section 1:

General Conditions of Approval to GRTA Notice of Decision:

Bicycle, Pedestrian & Transit Facilities

- Provide pedestrian connectivity between all buildings and uses.
- Provide sidewalk connectivity on site frontage side of Old Peachtree Rd NE
- Provide pedestrian crosswalk at both Driveways A and B on Old Peachtree Road

Roadway & Site Access Improvement Conditions to GRTA Notice of Decision:

Old Peachtree Road at Friars Gate/Site Driveway A (Intersection 2)

- Install a traffic signal, if warranted and as approved by Gwinnett County
- Construct one (1) eastbound left-turn lane along Old Peachtree Road
- Construct one (1) westbound right-turn lane along Old Peachtree Road
- Construct one (1) lane entering the site
- Construct one (1) exclusive southbound left-turn lane and one (1) shared through/right turn lane exiting the site

Section 2:

Roadway Improvement Conditions to GRTA Notice of Decision:

Bicycle, Pedestrian & Transit Facilities

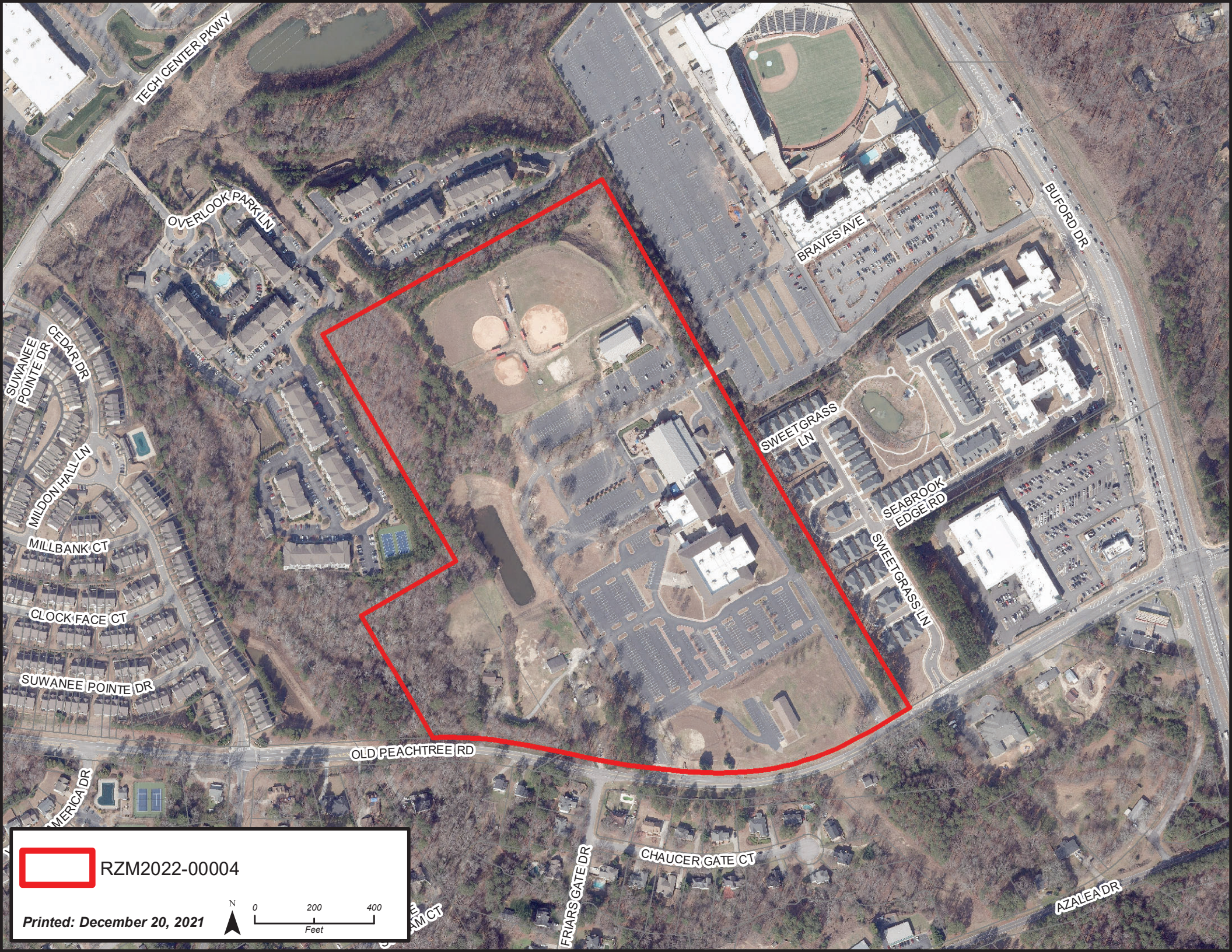
- Provide sidewalk connectivity on both sides of Old Peachtree Road NE

SR 20 (Buford Drive) at Old Peachtree Road (Intersection 3)

- Widen Buford Drive from two (2) lanes to three (3) lanes in each direction
- Construct an eastbound right-turn lane, resulting in an approach configuration of one (1) left-turn lane, two (2) through lanes, and one (1) right-turn lane along Old Peachtree Road
- Construct a northbound left-turn lane, resulting in dual left-turns along Buford Drive

Exhibit G: Maps

[attached]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OVERLOOK PARK LN
BRAVES AVE
BUFORD DR
SUWANEE POINTE DR
CEDAR DR
MILDON HALL LN
MILLBANK CT
CLOCK FACE CT
SUWANEE POINTE DR
SWEETGRASS LN
SEABROOK EDGE RD
SWEETGRASS LN
OLD PEACHTREE RD
FRIARS GATE DR
CHAUCER GATE CT
AZALEA DR
RZM2022-00004
Printed: December 20, 2021
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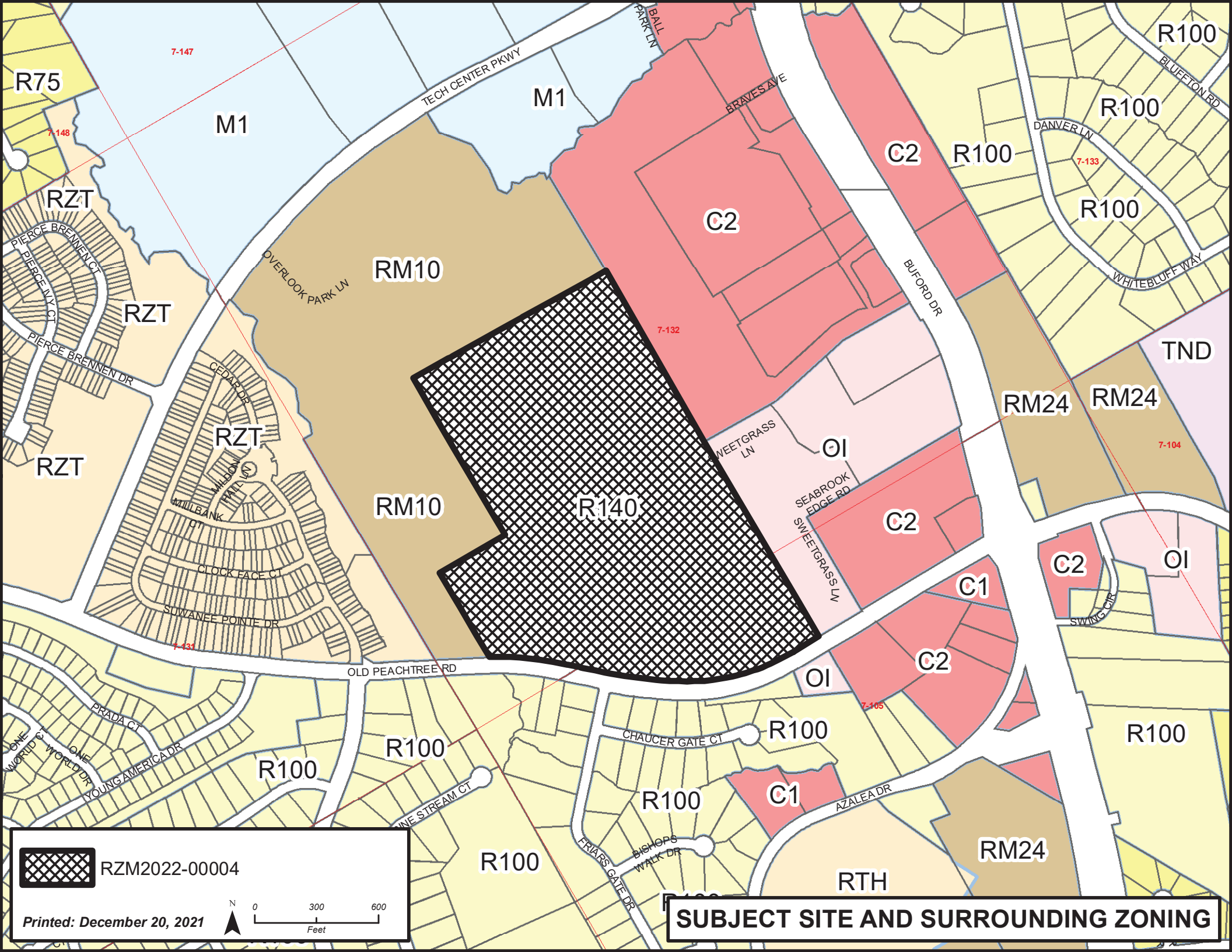
R140
RZM2022-00004
Printed: December 20, 2021
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SUBJECT SITE AND SURROUNDING ZONING
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OVERLOOK PARK LN
BRAVES AVE
BUFORD DR
DANVER LN
BLUFFTON RD
WHITEBLUFF WAY
PIERCE BRENNEN CT
PIERCE BRENNEN DR
PIERCE IVY CT
CEDAR DR
WILDON HALL LN
MILLBANK CT
CLOCK FACE CT
SUWANEE POINTE DR
SWEETGRASS LN
SEABROOK EDGE RD
SWING CIR
OLD PEACHTREE RD
PRADA CT
ONE WORLD CT
ONE WORLD DR
YOUNG AMERICA DR
CHAUCER GATE CT
AZALEA DR
BISHOPS WALK DR
FRIARS GATE DR
7-147
7-148
7-132
7-133
7-131
7-104
7-105
R75
M1
RZT
RM10
C2
R100
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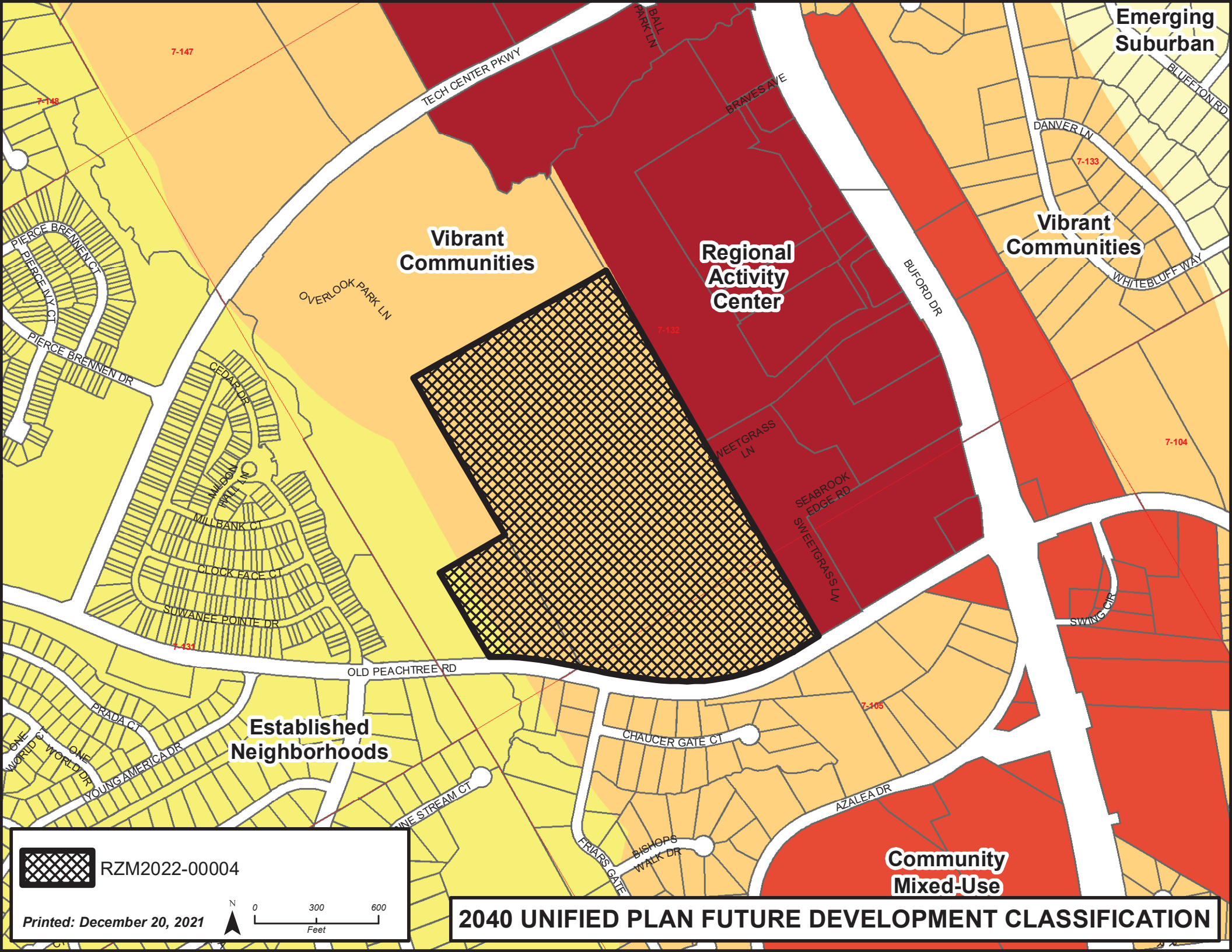
RM24
OI
C1
RTH


Emerging Suburban
Vibrant Communities
Regional Activity Center
Vibrant Communities
Established Neighborhoods
Community Mixed-Use
TECH CENTER PKWY
BRAVES AVE
BUFORD DR
BLUEFTON RD
DANVER LN
WHITEBLUFF WAY
OVERLOOK PARK LN
PIERCE BRENNEN CT
PIERCE BRENNEN DR
CEDAR DR
MILLBANK CT
CLOCK FACE CT
SUWANEE POINTE DR
OLD PEACHTREE RD
SWEETGRASS LN
SEABROOK EDGE RD
SWING CIR
CHAUCER GATE CT
AZALEA DR
BISHOPS WALK DR
FRIARS GATE
PRADA CT
YOUNG AMERICA DR
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RZM2022-00004
Printed: December 20, 2021
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2040 UNIFIED PLAN FUTURE DEVELOPMENT CLASSIFICATION

REZONING APPLICATION

AN APPLICATION TO AMEND THE OFFICIAL ZONING MAP OF GWINNETT COUNTY, GA.

APPLICANT INFORMATION	PROPERTY OWNER INFORMATION*
NAME: Related Development, LLC c/o Andersen, Tate & Carr, P.C.	NAME: North Metro First Baptist Church
ADDRESS: 1960 Satellite Blvd., Suite 4000	ADDRESS: 1026 Old Peachtree Rd.
CITY: Duluth	CITY: Lawrenceville
STATE: GA ZIP: 30097	STATE: GA ZIP: 30043
PHONE: 770-822-0900	PHONE:
EMAIL: mglouton@atclawfirm.com	EMAIL:

CONTACT PERSON: Melody A. Glouton, Esq. PHONE: 770-822-0900

CONTACT'S E-MAIL: mglouton@atclawfirm.com

APPLICANT IS THE:

☐ OWNER'S AGENT ☐ PROPERTY OWNER ☒ CONTRACT PURCHASER

PRESENT ZONING DISTRICTS(S): R-140 REQUESTED ZONING DISTRICT: RM-24

PARCEL NUMBER(S): R7132 013 and R7105 042 ACREAGE: 51.96

ADDRESS OF PROPERTY: 950 and 1026 Old Peachtree Rd.

PROPOSED DEVELOPMENT: Multi-family residential community

RESIDENTIAL DEVELOPMENT	NON-RESIDENTIAL DEVELOPMENT
No. of Lots/Dwelling Units 799	No. of Buildings/Lots:
Dwelling Unit Size (Sq. Ft.): per UDO	Total Building Sq. Ft.
Gross Density: 24 units per acre	Density:
Net Density: 24 units per acre	

PLEASE ATTACH A LETTER OF INTENT EXPLAINING WHAT IS PROPOSED

Property Description
North Metro Church
Overall Property

All that tract or parcel of land lying and being in Land Lots 105 & 132, 7th District, Gwinnett County, Georgia and being more particularly described as follows:

COMMENCING at the intersection of the westerly right-of-way line of Georgia Highway 20 (having a variable width right-of-way) and the northerly right-of-way line of Old Peachtree Road (having an apparent 80' right-of-way), said point having a State Plane Coordinate value of Northing 1468234.87 Easting 2350558.03, Georgia State Plane West Zone (North American Datum of 1983); thence, leaving the aforesaid point South 58° 58' 06" West, 930.55 feet to the **POINT OF BEGINNING**.

Thence, leaving the aforesaid **POINT OF BEGINNING** and running with the aforesaid right-of-way line of Old Peachtree Road

1. South 60° 35' 41" West, 198.67 feet; thence,
2. 445.03 feet along the arc of a curve deflecting to the right, having a radius of 913.56 feet and a chord bearing and distance of South 74° 33' 00" West, 440.64 feet; thence,
3. South 88° 30' 20" West, 50.08 feet; thence,
4. North 88° 03' 06" West, 71.04 feet; thence,
5. North 85° 44' 51" West, 72.60 feet; thence,
6. North 84° 23' 59" West, 72.91 feet; thence,
7. North 82° 15' 33" West, 79.03 feet; thence,
8. North 79° 49' 19" West, 135.26 feet; thence,
9. North 78° 14' 53" West, 150.53 feet; thence,
10. 366.99 feet along the arc of a curve deflecting to the left, having a radius of 1,533.85 feet and a chord bearing and distance of North 85° 06' 09" West, 366.12 feet; thence, leaving the aforesaid right-of-way line of Old Peachtree Road
11. North 30° 58' 47" West, 478.49 feet to a 1/2-inch rebar with cap RLS 3224; thence,
12. North 60° 25' 34" East, 364.94 feet to a 1/2-inch open top pipe found; thence,
13. North 30° 58' 50" West, 871.92 feet to a 1/2-inch open top pipe bent found; thence,
14. North 60° 21' 11" East, 406.35 fee to a 1/2-inch open top pipe found; thence,
15. North 60° 23' 07" East, 73.00 feet to a 1/2-inch rebar found; thence,
16. North 60° 40' 20" East, 109.11 feet to a 1/2-inch open top pipe found; thence,
17. North 60° 09' 10" East, 489.72 feet to a 1/2-inch rebar found; thence,
18. South 29° 48' 11" East, 949.22 feet to a 60 D nail found; thence,
19. South 30° 32' 45" East, 1095.65 feet to the **POINT OF BEGINNING**, containing 2,263,426 square feet or 51.9611 acres of land, more or less.

Property is subject to all easements and rights of way recorded and unrecorded.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
12/03/2021 4:00PM

THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT.

ALTA/NSPS LAND TITLE SURVEY
FOR
RD INVESTMENT PROPERTIES, LLC &
FIRST AMERICAN TITLE INSURANCE COMPANY
(NORTH METRO CHURCH GWINNETT)
LOCATED IN
LAND LOT 105 & 132, 7TH DISTRICT
GWINNETT COUNTY, GEORGIA

SITE AREA

2,263,426 SQ.FT.
OR
51.9611 AC.

SURVEY NOTES

REFERENCE MATERIAL

TITLE NOTES

SITE MAP

PICTURE LOCATION AND DIRECTION

AERIAL IMAGE PROVIDED BY GOOGLE EARTH IMAGERY DATED DECEMBER 2020

PROPERTY DESCRIPTION


PHOTO #1


PHOTO #2


PHOTO #3


PHOTO #4

LOCATION MAP

NOT TO SCALE

SPECIAL NOTES

SITE INFORMATION

TITLE NOTES

SURVEYOR'S CERTIFICATE

PRELIMINARY
PENDING REVIEW AND COMMENT

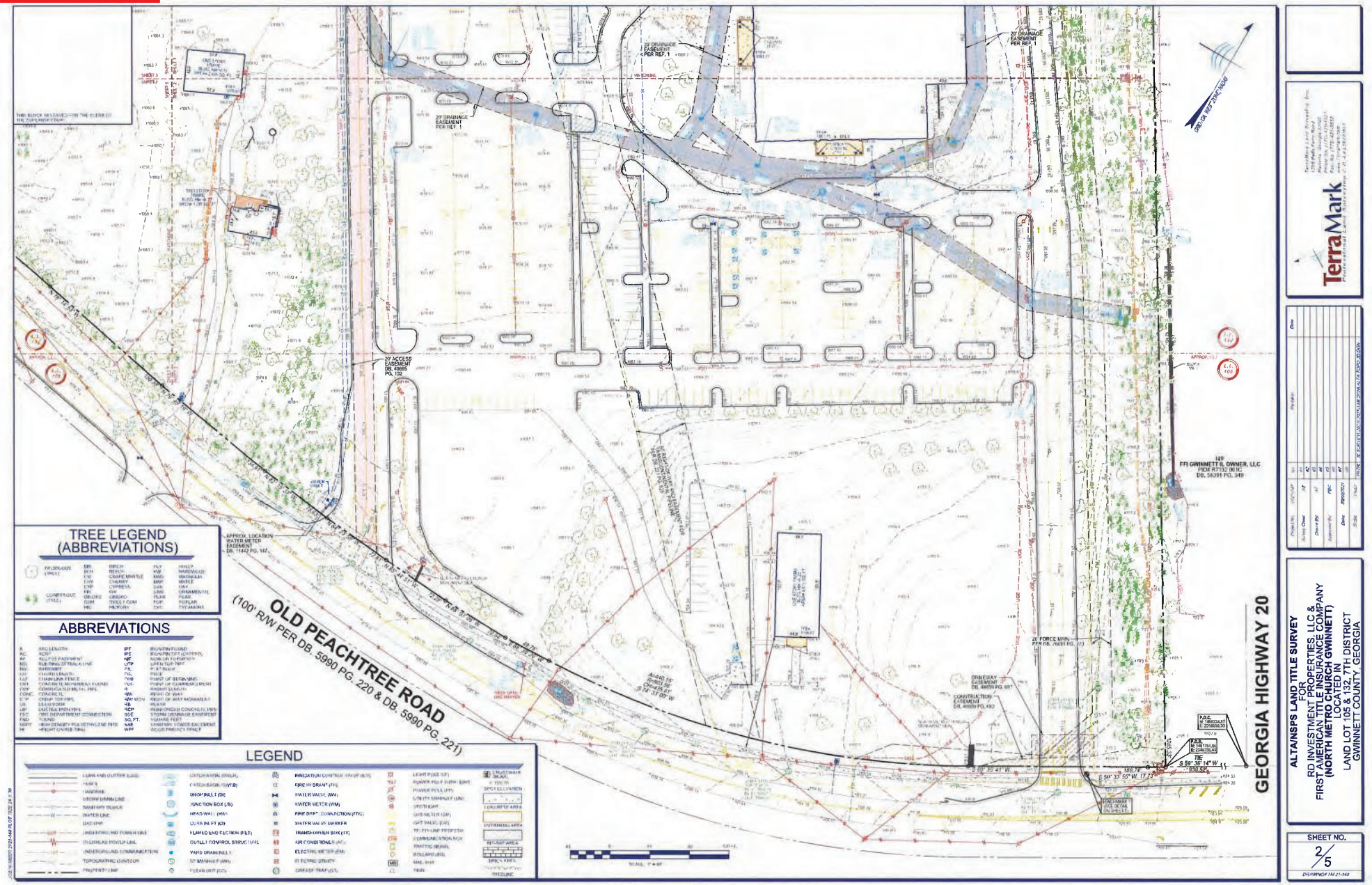
SURVEYOR'S CERTIFICATE

PRELIMINARY
PENDING REVIEW AND COMMENT

TerraMark
Professional Land Surveying

ALTA/NSPS LAND TITLE SURVEY
FOR
RD INVESTMENT PROPERTIES, LLC &
FIRST AMERICAN TITLE INSURANCE COMPANY
(NORTH METRO CHURCH GWINNETT)
LOCATED IN
LAND LOT 105 & 132, 7TH DISTRICT
GWINNETT COUNTY, GEORGIA

SHEET NO.
1/5



ALTA/NSPS LAND TITLE SURVEY
FOR
RD INVESTMENT PROPERTIES, LLC &
FIRST AMERICAN TITLE INSURANCE COMPANY
(NORTH METRO CHURCH GWINNETT)
LOCATED IN
LAND LOT 105 & 132, 7TH DISTRICT
GWINNETT COUNTY, GEORGIA

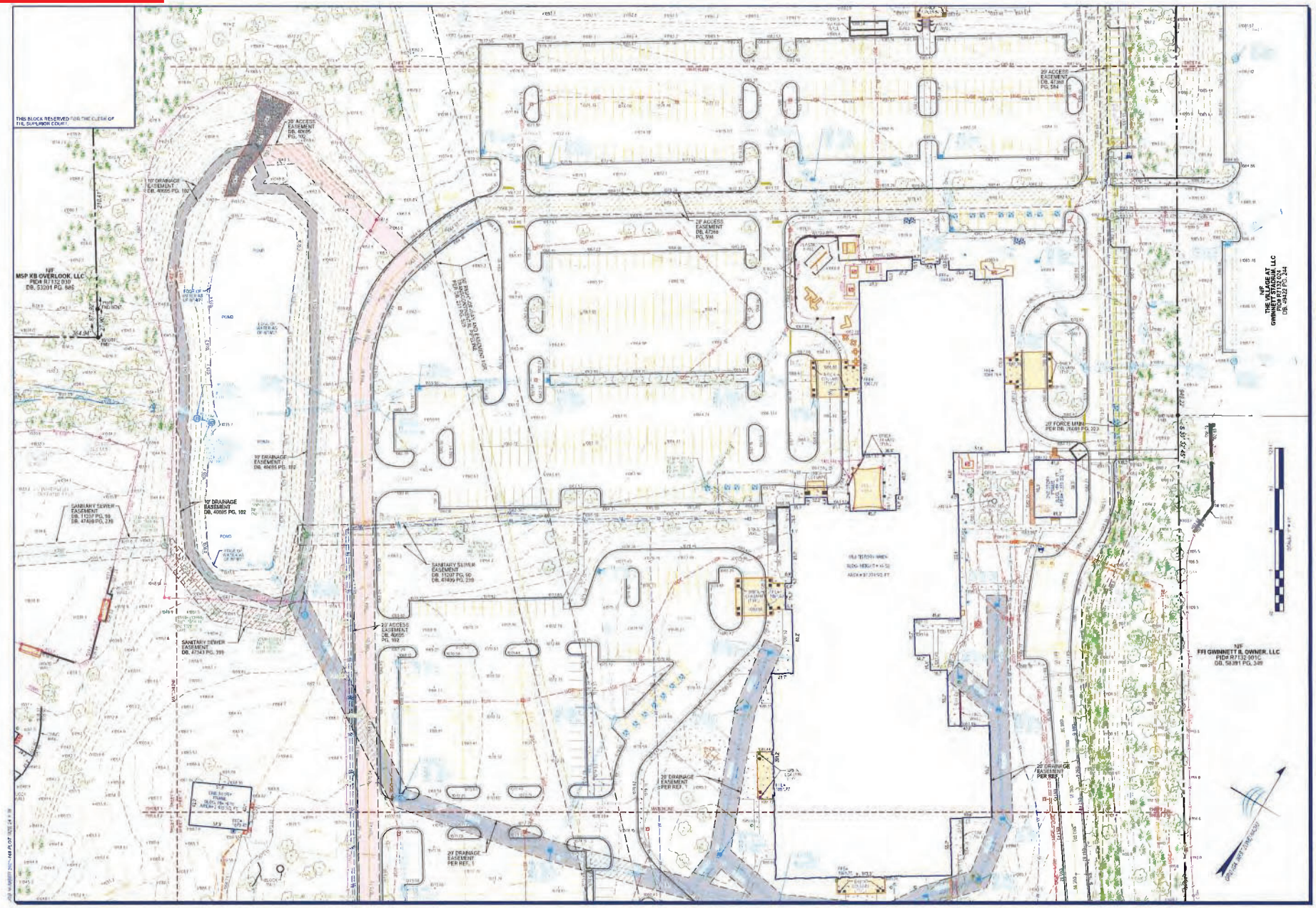
TerraMark

SHEET NO.
2/5

GWINNETT COUNTY
PLANNING AND DEVELOPMENT

RECEIVED

12/03/2021 4:00PM



TerraMark
Professional Land Surveying, P.C.

ALTA/NSPS LAND TITLE SURVEY
FOR
RD INVESTMENT PROPERTIES, LLC &
FIRST AMERICAN TITLE INSURANCE COMPANY
(NORTH METRO CHURCH GWINNETT)
LOCATED IN
LAND LOT 105 & 132, 7TH DISTRICT
GWINNETT COUNTY, GEORGIA

SHEET NO.
3
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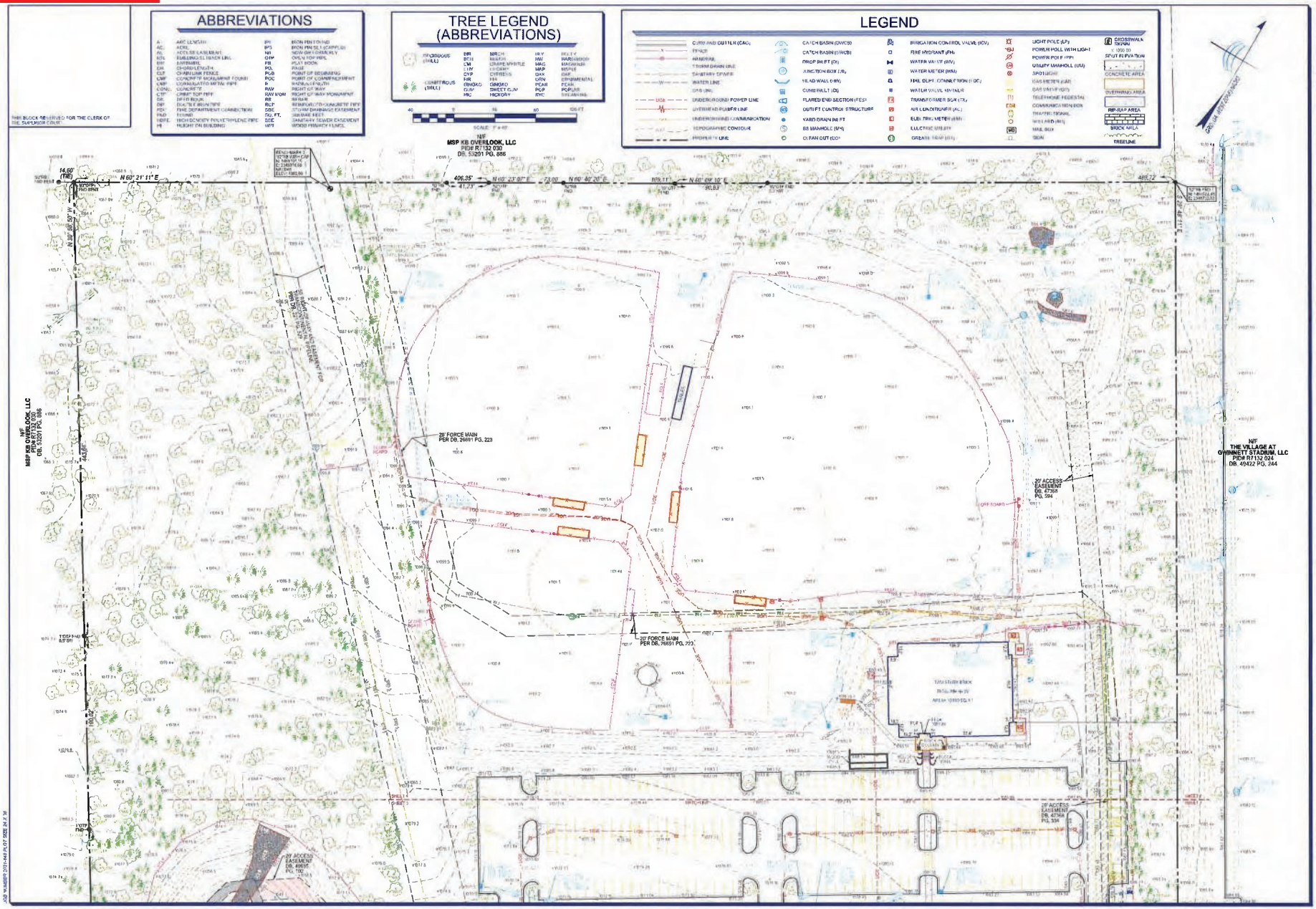


ALTA/NSPS LAND TITLE SURVEY
FOR
RD INVESTMENT PROPERTIES, LLC &
FIRST AMERICAN TITLE INSURANCE COMPANY
(NORTH METRO CHURCH GWINNETT)
LOCATED IN
LAND LOT 105 & 132, 7TH DISTRICT
GWINNETT COUNTY, GEORGIA

SHEET NO. 4/5

BENCHMARK 1
DETAIL

BENCHMARK 2
DETAIL

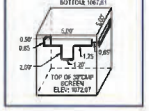
LEGEND

FLOOD ZONE LEGEND

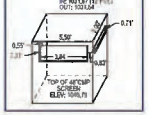
TREE LEGEND (ABBREVIATIONS)

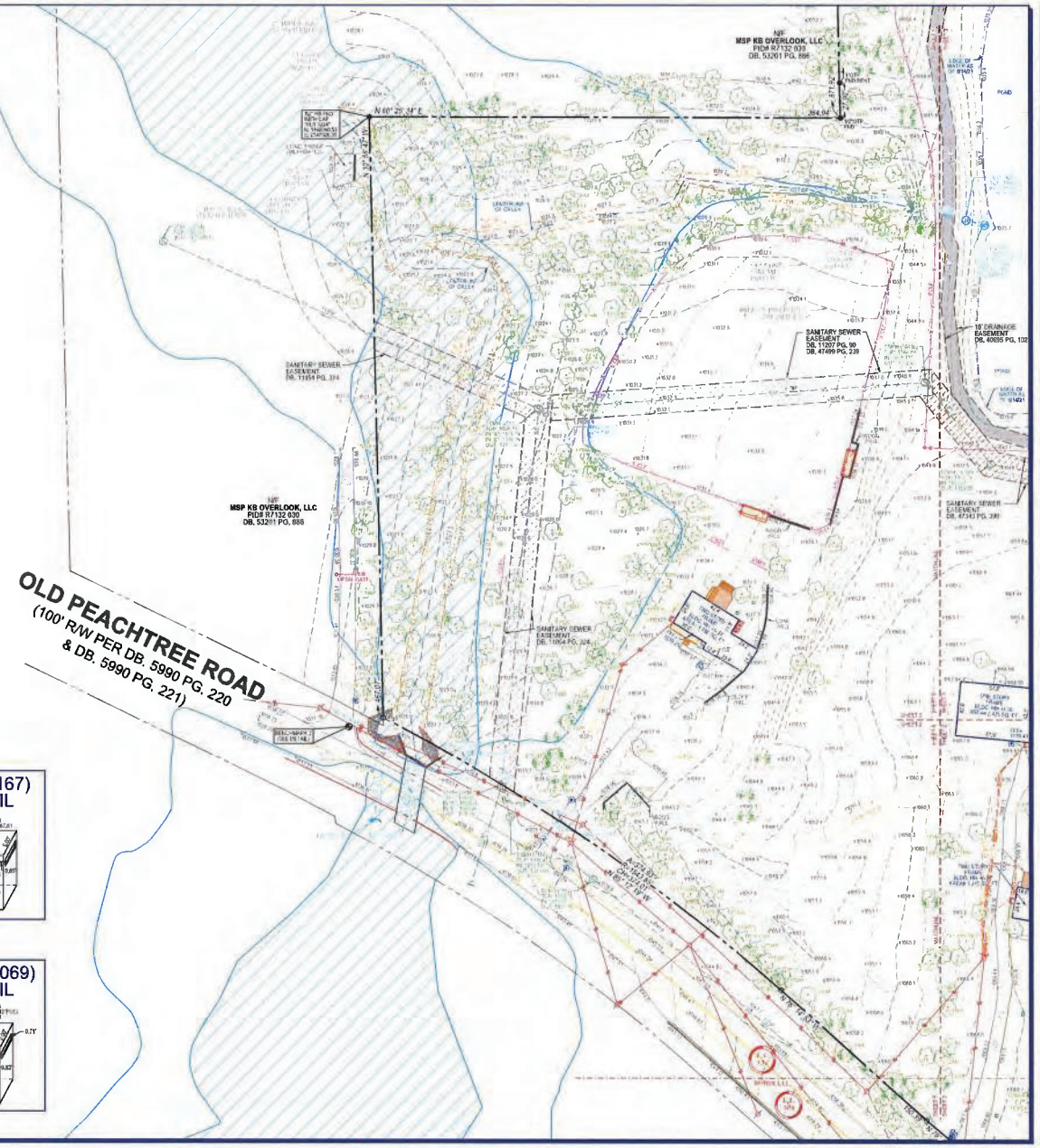
ABBREVIATIONS

OCS (2167)
DETAIL



OCS (12069)
DETAIL





TerraMark
Professional Land Surveying

ALTA/NSPS LAND TITLE SURVEY
FOR
RD INVESTMENT PROPERTIES, LLC &
FIRST AMERICAN TITLE INSURANCE COMPANY
(NORTH METRO CHURCH GWINNETT)
LOCATED IN
LAND LOT 105 & 132, 7TH DISTRICT
GWINNETT COUNTY, GEORGIA

SHEET NO.
5/5

VICINITY MAP
N.T.S

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
3/5/2022

PHASE SUMMARY

(#) PHASE ONE:

(11) TOTAL BUILDINGS:
- #1-36 Unit Building-Slab 3 (12 Units/Floor-15,700 sf)
- #2-42 Unit Building-Split 3/4 (12 Units/Floor-15,700 sf)
- #3-30 Unit Building-Slab 3 (10 Units/Floor-12,500 sf)
- #4-42 Unit Building-Split 3/4 (12 Units/Floor-15,700 sf)
- #5-35 Unit Building-Split 3/4 (10 Units/Floor-12,500 sf)
- #6-42 Unit Building-Split 3/4 (12 Units/Floor-15,700 sf)
- #7-36 Unit Building-Slab 3 (12 Units/Floor-15,700 sf)
- #8-36 Unit Building-Slab 3 (12 Units/Floor-15,700 sf)
- #9-35 Unit Building-Split 3/4 (10 Units/Floor-12,500 sf)
- #10-35 Unit Building-Split 3/4 (10 Units/Floor-12,500 sf)

Common Space / Open Space = 12.68 AC (54%)
Surface Parking
Maximum Building Height = 65'-0"

(A) (1) CLUB HOUSE (Phase One)
14,000 SF - 18,000 SF

(#) PHASE TWO:

(14) TOTAL BUILDINGS:
- #11-36 Unit Building-Slab 3 (12 Units/Floor-15,700 sf)
- #12-30 Unit Building-Slab 3 (10 Units/Floor-12,500 sf)
- #13-8 Unit Carriage House Building (1 Unit/Bldg.-8,960 sf)
- #14-8 Unit Carriage House Building (1 Unit/Bldg.-8,960 sf)
- #15-36 Unit Building-Slab 3 (12 Units/Floor-15,700 sf)
- #16-36 Unit Building-Slab 3 (12 Units/Floor-15,700 sf)
- #17-30 Unit Building-Slab 3 (10 Units/Floor-12,500 sf)
- #18-36 Unit Building-Slab 3 (12 Units/Floor-15,700 sf)
- #19-36 Unit Building-Slab 3 (12 Units/Floor-15,700 sf)
- #20-36 Unit Building-Slab 3 (12 Units/Floor-15,700 sf)
- #21-30 Unit Building-Slab 3 (10 Units/Floor-12,500 sf)
- #22-36 Unit Building-Slab 3 (12 Units/Floor-15,700 sf)
- #23-36 Unit Building-Slab 3 (12 Units/Floor-15,700 sf)
- #24-36 Unit Building-Slab 3 (12 Units/Floor-15,700 sf)

Common Space / Open Space = 17.05 AC (58%)
Surface Parking
Maximum Building Height = 65'-0"

(B) (1) CLUB HOUSE (Phase Two)
8,000 SF - 10,000 SF

DEVELOPMENT SUMMARY:

SITE SUMMARY:

LAND LOTS 105 & 132, 7TH LAND DISTRICT
GWINNETT COUNTY, GEORGIA

CURRENT ZONING: GWINNETT COUNTY	R140 (SINGLE FAMILY RESIDENTAIL DISTRICT)
PROPOSED ZONING: GWINNETT COUNTY	RM-24 (MULTIFAMILY RESIDENCE DISTRICT)
SITE AREA:	51.96 ACRES
LOT COVERAGE:	43.34 ACRES (83.3%)
MINIMUM COMMON AREA:	10.32 ACRES (20.0%)
PROVIDED COMMON AREA:	18.00 ACRES (35.5%)
MAXIMUM NET DENSITY:	24.00 UNITS/ACRE
PROVIDED NET DENSITY:	23.26 UNITS/ACRE
GROSS DENSITY:	15.49 UNITS/ACRE
MAXIMUM BUILDING HEIGHT:	65 FT
BUILDING SETBACK:	
FRONT (OLD PEACHTREE):	15 FT (15 FT REQUIRED)
SIDE (EAST AND WEST):	15 FT (15 FT REQUIRED)
REAR (VILLAGE (NORTH)):	30 FT (30 FT REQUIRED)
LANDSCAPE SETBACK:	
FRONT (OLD PEACHTREE):	40 FT
SIDE (EAST AND WEST):	0 FT
BACK (VILLAGE(NORTH)):	0 FT

PROPOSED LAND USES & DENSITIES:

MULTIFAMILY RESIDENTIAL (PHASE 1)	369 UNITS
MULTIFAMILY RESIDENTIAL (PHASE 2)	430 UNITS
CLUBHOUSE (PHASE 1)	14,000 - 18,000 SF
CLUBHOUSE (PHASE 2)	8,000 - 10,000 SF

PARKING SUMMARY:

REQUIRED PARKING:	1,199 SPACES (TOTAL)
MULTIFAMILY PHASE 1 (STANDARD - 369 UNITS)	554 SPACES (1.5/UNIT)
MULTIFAMILY PHASE 1 (HANDICAP - 369 UNITS)	11 SPACES
MULTIFAMILY PHASE 2 (STANDARD - 430 UNITS)	645 SPACES (1.5/UNIT)
MULTIFAMILY PHASE 2 (HANDICAP - 430 UNITS)	16 SPACES
PROPOSED PARKING:	1,342 SPACES (TOTAL)
MULTIFAMILY PHASE 1 (STANDARD - 369 UNITS)	529 SPACES (1.4/UNIT)
MULTIFAMILY PHASE 1 (HANDICAP - 369 UNITS)	11 SPACES
MULTIFAMILY PHASE 2 (STANDARD - 430 UNITS)	813 SPACES (1.9/UNIT)
MULTIFAMILY PHASE 2 (HANDICAP - 430 UNITS)	32 SPACES

IRON WOOD DG

RELATED

TOWN OLD PEACHTREE

CONCEPTUAL MASTER PLAN

March 4, 2022

ANDERSEN | TATE | CARR

December 2, 2021

LETTER OF INTENT AND JUSTIFICATION FOR REZONING

Rezoning Application
Gwinnett County, Georgia

Applicant:
Related Development, LLC

Property:
Tax Parcel IDs R7132 013 and R7105 042
± 51.96 Acres of Land
Located at 950 and 1026 Old Peachtree Rd.
From R-140 to RM-24

Submitted for Applicant by:
Melody A. Glouton, Esq.
ANDERSEN TATE & CARR, P.C.
One Sugarloaf Centre
1960 Satellite Blvd.
Suite 4000
Duluth, Georgia 30097
770.822.0900
mglouton@atclawfirm.com

I. INTRODUCTION

This Application for Rezoning is submitted for a 51.96-acre parcel of land located in Land Lots 132 and 105 of the 7th District of Gwinnett County, Georgia, and known as 950 and 1026 Old Peachtree Road (hereinafter the "Property"). The overall Property is shown on the survey prepared by TerraMark Professional Land Surveying dated September 9, 2021, and filed with this Application. The Property that is the subject of this Rezoning Application is further identified below:

The Property is currently zoned R-140 (Single-Family Residence District) pursuant to the Gwinnett County Unified Development Ordinance (the "UDO"). The Applicant, Related Development, LLC (the "Applicant") now seeks approval to rezone the Property to RM-24 (Multifamily Residential District) to develop a distinctive and attractive multifamily residential community that would be accomplished in two phases. Phase One of the development is proposing 369 units on approximately 23 acres; and Phase Two of the development is proposing 430 units on approximately 29 acres. Due to the size and scope of this rezoning, the proposed project will be subject to a Development of Regional Impact ("DRI") with the Atlanta Regional Commission.

This document is submitted as the Letter of Intent, Response to Standards Governing the Exercise of Zoning Power, and other materials required by the Gwinnett County UDO.

II. DESCRIPTION OF THE PROPERTY AND SURROUNDING AREA

The Property consists of a large tract and smaller adjoining tract, both fronting Old Peachtree Road. The smaller tract, 950 Old Peachtree Rd., is mostly undeveloped, with a

two-story conventional home located near the Eastern boundary line. North Metro First Baptist Church is located on the larger tract located at 1026 Old Peachtree Road. The surrounding zoning classifications and uses are as follows:

Location	Zoning
Proposed Site	*Currently R-140 (North Metro Baptist Church)*
North	RM10 (apartments) and C2
South	R-100
East	C2 (Brand Properties) and OI (Coastal General Contractors)
West	RM-10

The Gwinnett County 2040 Unified Plan (the "2040 Plan") classifies this Property as within the "Vibrant Communities" and "Established Neighborhoods" of the Gwinnett County Future Development Map. The policies for these Character Areas encourage a variety of land uses including mixed-residential developments and townhomes (Vibrant Communities and Established Neighborhoods), and apartments (Vibrant Communities).

As such, the proposed development is in line with the encouraged land use and also with Theme 4 of the 2040 Plan, which is to "Provide More Housing Choices." The proposed developments would provide residential in-fill development at a density and with architectural character that is compatible with the surrounding uses and zoning patterns. Accordingly, the proposed developments satisfy the intent of the 2040 Plan, especially when considering the

Property is adjacent to intense commercial and industrial uses. There is currently a healthy supply of commercial uses surrounding the area and the proposed developments would support those existing uses and provide additional housing options in the area.

The proposed development would include attractive architectural designs and building materials, thereby preserving the aesthetics of the community and enhancing the resident's experience. The Applicant submits the development will be compatible with the surrounding uses and will blend harmoniously into the area. The proposed architectural drawings and renderings for the development are filed with this Application.

III. PROJECT SUMMARY AND DEVELOPER

As shown on the overall master site plan by Ironwood Design Group, LLC dated November 2, 2021, and filed with this Application (hereinafter the "Master Site Plan"), the Applicant proposes to develop the Property into a distinctive and attractive multifamily residential development. The Applicant proposes to develop the Property in compliance with the RM-24 zoning classification to allow more unique, flexible, creative, and imaginative arrangements and mixes of land uses on the Property than what is permitted under its current zoning.

RM-24 - Multifamily Residence District

The Applicant is proposing to rezone the Property from R-140 to RM-24 in order to accommodate the development of a multifamily residential community with approximately 369 units on approximately 23 acres in Phase One. The proposed multifamily development would provide attractive, high-end residences with various amenities including, green space, courtyards, and a clubhouse building with additional recreational options such as a pool and outdoor patio space. Residential buildings would include internal, unconditioned corridors and attractive architectural elements to maintain the aesthetics of the surrounding area. Under Phase Two of the development, an additional 430 units on approximately 29 acres are proposed.

The proposed multifamily community would include a mixture of one, two, and three-bedroom units, with residence sizes ranging from 775 square feet to 1,425 square feet. Each Phase maintains a centrally located amenity to create an activity center and gathering place for residents to foster a sense of community. The proposed elevations of the multifamily development are filed with this Application. The Applicant submits the multifamily development will be compatible with the surrounding uses and will blend harmoniously into the area.

Related Development, LLC is a subsidiary of The Related Group. For more than 35 years, The Related Group has been improving city skylines with developments characterized in innovative design, enduring quality, and environments that celebrate culture and active lifestyles. Related's distinctive residential projects range from luxury high-rise condominiums to pubic and affordable housing developments. Since its inception in 1979, The Related Group has built and managed more than 90,000 condominium and apartment residences which are meticulously designed with finishes and amenities that transform buildings into vibrant residential

environments. A longtime art collector and philanthropist, The Related Group's Founder, Chairman and CEO Jorge M. Perez is committed to showcasing museum-quality art in Related's developments, educating and inspiring residents across the demographic spectrum.

IV. SITE IMPACT ANALYSIS

Pursuant to UDO § 270-20.6, entitled "Impact Analysis," the Applicant submits its written impact analysis which shows that rezoning to RM-24 satisfies UDO § 270-20.5, entitled "Standards Governing Exercise of the Zoning Power," as follows:

(A) WHETHER A PROPOSED REZONING WILL PERMIT A USE THAT IS SUITABLE IN VIEW OF THE USE AND DEVELOPMENT OF ADJACENT AND NEARBY PROPERTY:

Yes, approval of the proposed Rezoning Application will permit a use that is suitable in view of the use and development of adjacent and nearby properties. The Property is located on Old Peachtree Road near the intersection of Tech Center Parkway. The Property is adjacent to large-scale commercial development, as well as existing multifamily residential development.

(B) WHETHER A PROPOSED REZONING WILL ADVERSELY AFFECT THE EXISTING USE OR USEABILITY OF ADJACENT OR NEARBY PROPERTY:

No, the proposed Rezoning Application will not adversely affect the existing use or usability of any of the nearby properties. The proposed zoning classifications are compatible with existing residential and commercial uses of adjacent property. Rather the proposed development would complement existing commercial and employment centers.

(C) WHETHER THE PROPERTY TO BE AFFECTED BY A PROPOSED REZONING HAS REASONABLE ECONOMIC USE AS CURRENTLY ZONED:

The Applicant submits that due to the size, location, layout, topography, and natural features of the Subject Property, it does not have reasonable economic use as currently zoned. By way of further response, the Applicant submits the rezoning of the Property would redevelop the site into a more viable and compatible use with surrounding properties.

(D) WHETHER THE PROPOSED REZONING WILL RESULT IN A USE WHICH WILL OR COULD CAUSE AN EXCESSIVE OR BURDENSOME USE OF EXISTING STREETS, TRANSPORTATION FACILITIES, UTILITIES, OR SCHOOLS:

No, the proposed rezoning will not result in an excessive or burdensome use of the infrastructure systems. The Property has convenient access to Old Peachtree Road. The proposed development would complement the existing commercial and nearby residential uses. More importantly, the developments would provide the necessary residential critical mass to support the existing commercial uses.

(E) WHETHER THE PROPOSED REZONING IS IN CONFORMITY WITH THE POLICY AND INTENT OF THE LAND USE PLAN:

The proposed rezoning applications is in conformity with the policy and intent of the Gwinnett County 2040 Unified Plan. Most of the subject property is located within the Vibrant Communities Character Area of the 2040 Future Development Map. Encouraged land uses for this Character Area specifically include apartments and townhomes. The proposed development would be compatible with and successfully co-exist with the surrounding uses.

(F) WHETHER THERE ARE OTHER EXISTING OR CHANGING CONDITIONS AFFECTING THE USE AND DEVELOPMENT OF THE PROPERTY WHICH GIVE SUPPORTING GROUNDS FOR EITHER THE APPROVAL OR DISAPPROVAL OF THE ZONING PROPOSAL:

The Applicant submits that the character of the surrounding development and the existing mix of uses in the area provide supporting reasons for approval of the rezoning applications. Anticipated growth in Gwinnett County based on the 2040 Comprehensive Plan suggests a strong need for this type of housing. In addition, the Applicant submits that the subject Property's location, size, and dimensions, as well as its proximity to Old Peachtree Road, provide further support for approval of the proposed rezoning application.

V. JUSTIFICATION FOR REZONING

The Applicant respectfully submits that "The Unified Development Ordinance of Gwinnett County, Georgia" (the "Ordinance"), as amended from time to time, to the extent that it classifies the Property in any zoning district that would preclude development of a multifamily residential community (RM-24), is unconstitutional as a taking of property, a denial of equal protection, an arbitrary and capricious act, and an unlawful delegation of authority under the specific constitutional provisions later set forth herein. Any existing inconsistent zoning of the Property pursuant to the Ordinance deprives the Applicant and Property owner of any alternative reasonable use and development of the Property. Additionally, all other zoning classifications, including ones intervening between the existing classification and that requested herein, would deprive the Applicant and Property Owner of any reasonable use and development of the Property. Further, any attempt by the Gwinnett County Board of Commissioners to impose greater restrictions upon the manner in which the Property will be developed than presently exist would be equally unlawful.

Accordingly, Applicant submits that the current zoning classification and any other zoning of the Property save for what has been requested as established in the Ordinance constitute an arbitrary and unreasonable use of the zoning and police powers because they bear no substantial relationship to the public health, safety, morality or general welfare of the public and substantially harm the Applicant and Property owner. All inconsistent zoning classifications between the existing zoning and the zoning requested hereunder would constitute and arbitrary and unreasonable use of the zoning and police powers because they bear or would bear no substantial relationship to the public health, safety, morality, or general welfare of the public and would substantially harm the Applicant and Property owner. Further, the existing inconsistent

zoning classification constitutes, and all zoning and plan classifications intervening between the existing inconsistent zoning classification and that required to develop this Project would constitute, a taking of the owner's private property without just compensation and without due process in violation of the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States, and Article I, Section I, Paragraph I and Article I, Section III, Paragraph I of the Constitution of the State of Georgia and the Due Process and Equal Protection Clauses of the Fourteenth Amendment to the Constitution of the United States.

Further, the Applicant respectfully submits that failure to approve the requested rezoning change would be unconstitutional and would discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and Property owner and owners of similarly situated property in violation of Article I, Section III, Paragraph I of the Constitution of the State of Georgia and the Equal Protection Clause of the Fourteenth Amendment of the Constitution of the United States.

Finally, the Applicant respectfully submits that the Gwinnett County Board of Commissioners cannot lawfully impose more restrictive standards upon the development of the Property than presently exist, as to do so not only would constitute a taking of the Property as set forth above, but also would amount to an unlawful delegation of their authority, in response to neighborhood opposition, in violation of Article IX, Section IV, Paragraph II of the Georgia Constitution.

This Application meets favorably with the prescribed test set out by the Georgia Supreme Court to be used in establishing the constitutional balance between private property rights and zoning and planning as an expression of the government's police power. See Guhl v. Holcomb Bridge Road Corp., 238 Ga. 322 (1977).

VI. CONCLUSION

For the foregoing reasons, the Applicant respectfully requests that this Application to Rezone from R-140 to RM-24 be approved. The Applicant welcomes the opportunity to meet with the Gwinnett County Planning Department staff to answer any questions or to address any concerns relating to this Letter of Intent or supporting materials.

Respectfully submitted this 2nd day of December, 2021.

ANDERSEN, TATE & CARR, P.C.

Melody A. Glouton

Melody A. Glouton, Esq.

Enclosures
MAG/ag

REZONING APPLICANT'S CERTIFICATION

THE UNDERSIGNED BELOW IS AUTHORIZED TO MAKE THIS APPLICATION. THE UNDERSIGNED IS AWARE THAT NO APPLICATION OR REAPPLICATION AFFECTING THE SAME LAND SHALL BE ACTED UPON WITHIN 12 MONTHS FROM THE DATE OF LAST ACTION BY THE BOARD OF COMMISSIONERS UNLESS WAIVED BY THE BOARD OF COMMISSIONERS. IN NO CASE SHALL AN APPLICATION OR REAPPLICATION BE ACTED UPON IN LESS THAN SIX (6) MONTHS FROM THE DATE OF LAST ACTION BY THE BOARD OF COMMISSIONERS.

E. Allen

11/2/2021

Signature of Applicant — Date

Ed Allen/Sr. VP Development

Type or Print Name and Title

CHRISTINE A RECTOR
Notary Public - State of Georgia
Fulton County
My Commission Expires Feb 25, 2023

Christine A. Rector

11/2/2021

Signature of Notary Public — Date — Notary Seal

REZONING PROPERTY OWNER'S CERTIFICATION

THE UNDERSIGNED BELOW, OR AS ATTACHED, IS THE OWNER OF THE PROPERTY CONSIDERED IN THIS APPLICATION. THE UNDERSIGNED IS AWARE THAT NO APPLICATION OR REAPPLICATION AFFECTING THE SAME LAND SHALL BE ACTED UPON WITHIN 12 MONTHS FROM THE DATE OF LAST ACTION BY THE BOARD OF COMMISSIONERS UNLESS WAIVED BY THE BOARD OF COMMISSIONERS. IN NO CASE SHALL AN APPLICATION OR REAPPLICATION BE ACTED UPON IN LESS THAN SIX (6) MONTHS FROM THE DATE OF LAST ACTION BY THE BOARD OF COMMISSIONERS.

Brook Tyndall — October 28, 2021

Signature of Property Owner — Date

Brook Tyndall, Vice President, Church Clerk

Type or Print Name and Title

Holly L. Myers — Oct. 28, 2021

Signature of Notary Public — Date — Notary Seal

CONFLICT OF INTEREST CERTIFICATION FOR REZONING

The undersigned below, making application for a Rezoning, has complied with the Official Code of Georgia Section 36-67A-1, et. seq, Conflict of Interest in Zoning Actions, and has submitted or attached the required information on the forms provided.

SIGNATURE OF APPLICANT	DATE	TYPE OR PRINT NAME AND TITLE
	11/2/2021	Ed Allen/Sr. VP Development

SIGNATURE OF APPLICANT'S ATTORNEY OR REPRESENTATIVE	DATE	TYPE OR PRINT NAME AND TITLE
		CHRISTINE A RECTOR Notary Public - State of Georgia Fulton County My Commission Expires Feb 25, 2023
Christine A. Rector	11/2/2021	NOTARY SEAL
SIGNATURE OF NOTARY PUBLIC	DATE	

DISCLOSURE OF CAMPAIGN CONTRIBUTIONS

Have you, within the two years immediately preceding the filing of this application, made campaign contributions aggregating $250.00 or more to a member of the Board of Commissioners or a member of the Gwinnett County Planning Commission?

☐ YES ☒ NO Ed Allen

YOUR NAME

If the answer is yes, please complete the following section:

NAME AND OFFICAL POSITION OF GOVERNMENT OFFICIAL	CONTRIBUTIONS (List all which aggregate to $250 or More)	DATE CONTRIBUTION WAS MADE (Within last two years)

Attach additional sheets if necessary to disclose or describe all contributions.

CONFLICT OF INTEREST CERTIFICATION FOR REZONING

The undersigned below, making application for a Rezoning, has complied with the Official Code of Georgia Section 36-67A-1, et. seq, Conflict of Interest in Zoning Actions, and has submitted or attached the required information on the forms provided.

SIGNATURE OF APPLICANT | DATE | TYPE OR PRINT NAME AND TITLE

Melody A. Glouton 12/2/21 | Melody A. Glouton, Esq., Attorney for Applicant

SIGNATURE OF APPLICANT'S ATTORNEY OR REPRESENTATIVE | DATE | TYPE OR PRINT NAME AND TITLE

Angela Gratz 12-2-21

SIGNATURE OF NOTARY PUBLIC | DATE | NOTARY SEAL

ANGELA GRATZ NOTARY PUBLIC GWINNETT COUNTY GEORGIA EXPIRES JAN. 2, 2023

DISCLOSURE OF CAMPAIGN CONTRIBUTIONS

Have you, within the two years immediately preceding the filing of this application, made campaign contributions aggregating $250.00 or more to a member of the Board of Commissioners or a member of the Gwinnett County Planning Commission?

[X] YES [ ] NO

Andersen, Tate & Carr, PC (Attorney for Applicant)
YOUR NAME

If the answer is yes, please complete the following section:

NAME AND OFFICAL POSITION OF GOVERNMENT OFFICIAL	CONTRIBUTIONS (List all which aggregate to $250 or More)	DATE CONTRIBUTION WAS MADE (Within last two years)
Nicole Love Hendrickson, Chairwoman	$1,000	9/30/2000

Attach additional sheets if necessary to disclose or describe all contributions.

VERIFICATION OF CURRENT PAID PROPERTY TAXES FOR REZONING

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

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

PARCEL I.D. NUMBER: 7 - 132 - 013
(Map Reference Number) District Land Lot Parcel

Melody A. Glouton 12/2/21
Signature of Applicant Date

Melody A. Glouton, Attorney for Applicant
Type or Print Name and Title

PLEASE TAKE THIS FORM TO THE TAX COMMISSIONERS OFFICE AT THE GWINNETT JUSTICE AND ADMINISTRATION CENTER, 75 LANGLEY DRIVE, FOR THEIR APPROVAL BELOW.

TAX COMMISSIONERS USE ONLY

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

V. Schobey TSA II
NAME TITLE

12/2/2021
DATE

VERIFICATION OF CURRENT PAID PROPERTY TAXES FOR REZONING

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

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

PARCEL I.D. NUMBER: (Map Reference Number) 7 (District) - 105 (Land Lot) - 042 (Parcel)

Melody A. Glouton 12/2/21
Signature of Applicant Date

Melody A. Glouton, Attorney for Applicant
Type or Print Name and Title

PLEASE TAKE THIS FORM TO THE TAX COMMISSIONERS OFFICE AT THE GWINNETT JUSTICE AND ADMINISTRATION CENTER, 75 LANGLEY DRIVE, FOR THEIR APPROVAL BELOW.

TAX COMMISSIONERS USE ONLY

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

V. Schaby — NAME
TSA II — TITLE
12/2/2021 — DATE

BUILDING ONE

GRAPHIC SCALE

RULE JOY TRAMMELL RUBIO
Architecture Interior Design

COMMISSION NO. 21-133.01 NOVEMBER 23, 2021

TOWN OLD PEACHTREE

LAWRENCEVILLE, GEORGIA

RELATED

BUILDING TWO

GRAPHIC SCALE 0 8 16 32

RULE JOY TRAMMELL RUBIO
Architecture Interior Design

COMMISSION NO. 21-133.01 NOVEMBER 23, 2021

TOWN OLD PEACHTREE

LAWRENCEVILLE, GEORGIA

RELATED

REZONING CHECKLIST

The following is a checklist of information required for submission of a Rezoning application. The Planning and Development Department reserves the right to reject any incomplete application.

- ☐ Application Form
- ☐ Legal Description
- ☐ Boundary Survey Including Existing Conditions
- ☐ Site Plan (one (1) digital copy to scale)
- ☐ Standards Governing Exercise of the Zoning Power
- ☐ Letter of Intent
- ☐ Applicant Certification with Notarized Signature
- ☐ Property Owner Certification with Notarized Signature
- ☐ Conflict of Interest Certification/Campaign Contributions
- ☐ Verification of Paid Property Taxes (most recent year)
- ☐ Application Fee – make checks payable to Gwinnett County

Additional Exhibits (if required):

- ☐ Additional site plan requirements for OSC, TND, R-SR, R-TH, MU-N, MU-C, MU-R and HRR rezoning requests
- ☐ Traffic Impact Study
- ☐ Review Form for Development of Regional Impact
- ☐ Building Compliance Inspection Report

Please bring this checklist when filing for a Rezoning

Traffic Impact Study

Town Old Peachtree

Gwinnett County, Georgia

Report Prepared:

November 2021

Prepared for:

Related Development, LLC

Prepared by:

Kimley-Horn and Associates, Inc.
817 West Peachtree Street NW, Suite 601
Atlanta, Georgia 30308
KHA Project #018849011

Traffic Impact Study

Town Old Peachtree

Gwinnett County, Georgia

Report Prepared:

November 2021

Prepared for:

Related Development, LLC

Prepared by:

Kimley-Horn and Associates, Inc.
817 West Peachtree Street NW, Suite 601
Atlanta, Georgia 30308
KHA Project #018849011

11/30/2021

Kimley»Horn

CONTENTS

Kimley»Horn

FIGURES

TABLES

APPENDICES

1.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the *Town Old Peachtree* development, which is expected to be completed in 2025 (referred to herein as "build-out year"). As currently envisioned, the existing church will be demolished, and the site will be redeveloped to consist of 799 multifamily residential units. The project site is currently zoned R-140 (Single-Family Residence District) and is proposed to be rezoned to RM-24 (Multifamily Residence District). The approximate 52-acre site is located west of the intersection of SR 20 (Buford Drive) and Old Peachtree Road located in Gwinnett County.

The proposed development will be served by two (2) full-movement driveways along Old Peachtree Road. Site Driveway A is proposed to align with Friars Gate Drive.

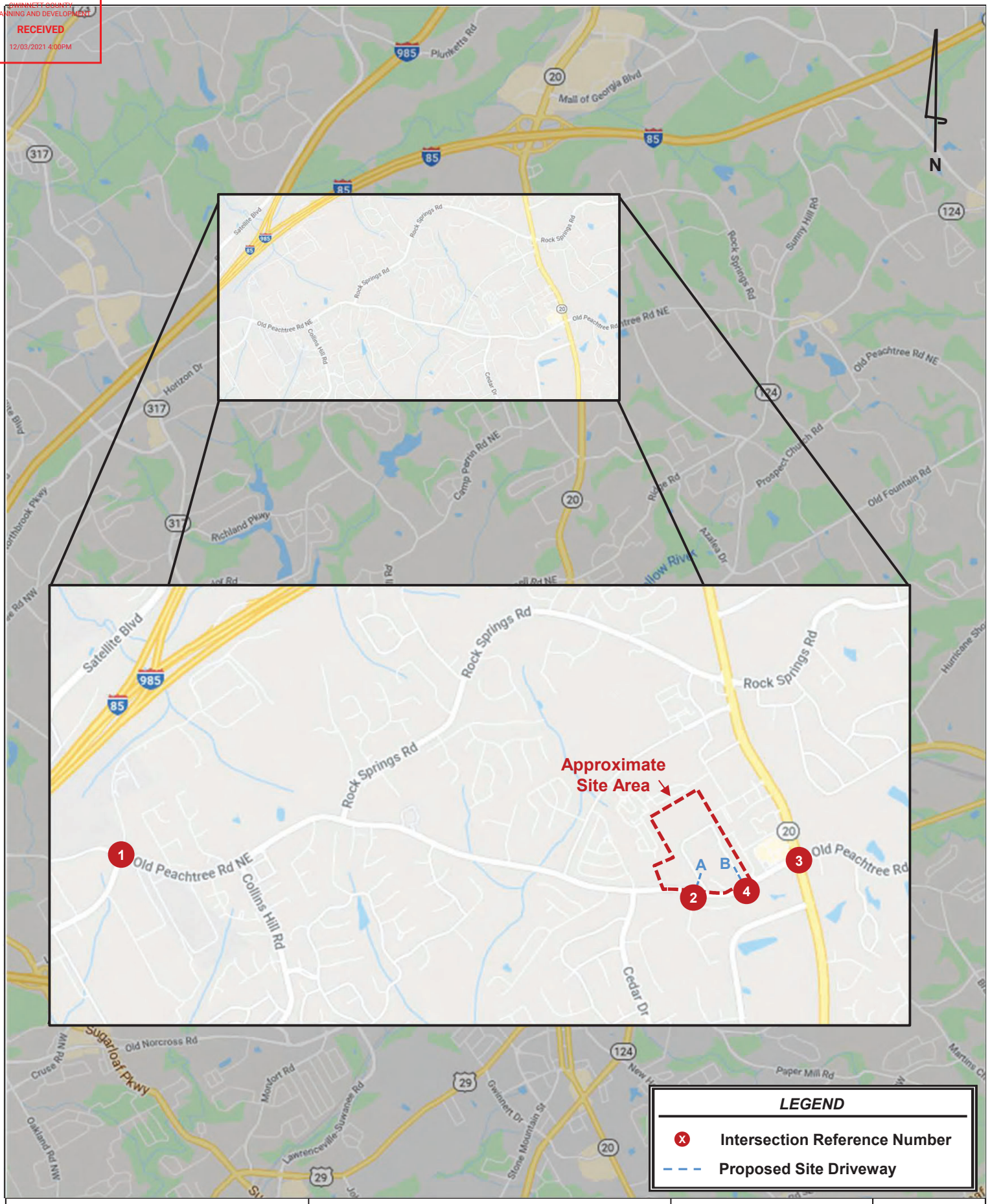
Figure 1 provides a location map of the project site. **Figure 2** provides an aerial image that captures the project site and the study roadway network. A site plan is also included in **Appendix A**.

2.0 STUDY AREA DETERMINATION

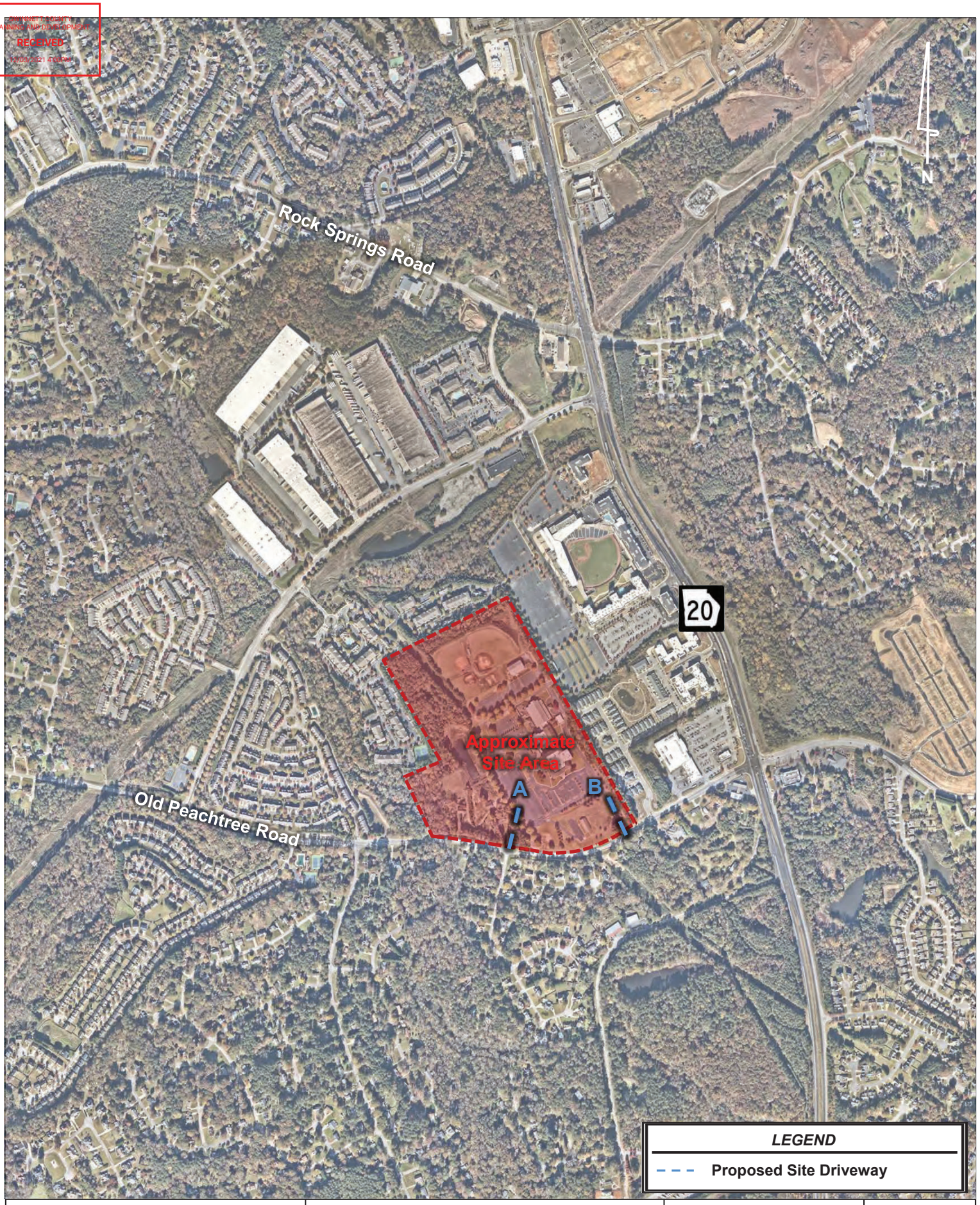
The study area consists of the following existing intersections:

1. Old Peachtree Road at Horizon Drive (Signalized)
2. Old Peachtree Road at Friars Gate Drive (Unsignalized)
3. SR 20 (Buford Drive) at Old Peachtree Road (Signalized)

For purposes of the traffic impact study, Old Peachtree Road is considered to have east-west orientation. SR 20 (Buford Drive), Friars Gate Drive, and Horizon Drive are considered to have north-south orientations.



Kimley»Horn	*Town Old Peachtree* Traffic Impact Study	Site Location Map	Figure 1 Page 2



Kimley»Horn	*Town Old Peachtree* Traffic Impact Study	Site Aerial	Figure 2
			Page 3

3.0 EXISTING TRAFFIC CONDITIONS

3.1 ROADWAY CONDITIONS

The roadways within the study network have the following characteristics:

Old Peachtree Road is a two-lane, major collector with a posted speed limit of 45 MPH in the vicinity of the study network. GDOT counts taken along Old Peachtree Road west of SR 20 (Buford Drive) indicate an annual average daily traffic (AADT) of approximately 12,000 vehicles per day in 2020.

SR 20 (Buford Drive) is a four-lane, principal arterial with a posted speed limit of 50 MPH in the vicinity of the study network. GDOT counts taken along SR 20 (Buford Drive) north of Old Peachtree Road indicate an annual average daily traffic (AADT) of approximately 42,700 vehicles per day in 2020.

Horizon Drive is a four-lane, major collector with a center two-way left-turn lane (TWLTL) and a posted speed limit of 45 MPH in the vicinity of the study network. GDOT counts taken along Horizon Drive south of Old Peachtree Road indicate an annual average daily traffic (AADT) of approximately 20,800 vehicles per day in 2020.

3.2 VEHICULAR VOLUMES

Vehicle peak hour turning movement counts were performed at all three (3) existing study intersections.

The vehicle peak turning movement counts were collected on Tuesday, November 9, 2021. The AM peak period was collected from 7:00 AM to 9:00 AM, and the PM peak period was collected from 4:00 PM to 6:00 PM. The AM and PM peak hours for each intersection are listed below in **Table 1**. The peak hour traffic counts were used to perform the analysis presented in this report. The complete traffic count data is provided in **Appendix B.**

Table 1: Intersection Peak Hours		
Intersection	**AM Peak Hour**	**PM Peak Hour**
1. Old Peachtree Road at Horizon Drive (Signalized)	7:30 AM – 8:30 AM	4:15 PM – 5:15 PM
2. Old Peachtree Road at Friars Gate Drive (Unsignalized)	7:30 AM – 8:30 AM	4:45 PM – 5:45 PM
3. SR 20 (Buford Drive) at Old Peachtree Road (Signalized)	7:00 AM – 8:00 AM	5:00 PM – 6:00 PM

3.3 EXISTING VOLUME ADJUSTMENT

Due to COVID-19's impact on traffic, the existing turning movement counts were adjusted based on historical data and engineering judgement. A turning movement count previously collected at the intersection of Buford Drive (SR 20) at Old Peachtree Road (Intersection 1) on Tuesday, August 14, 2018 (pre-COVID) was used to calibrate the 2021 traffic counts.

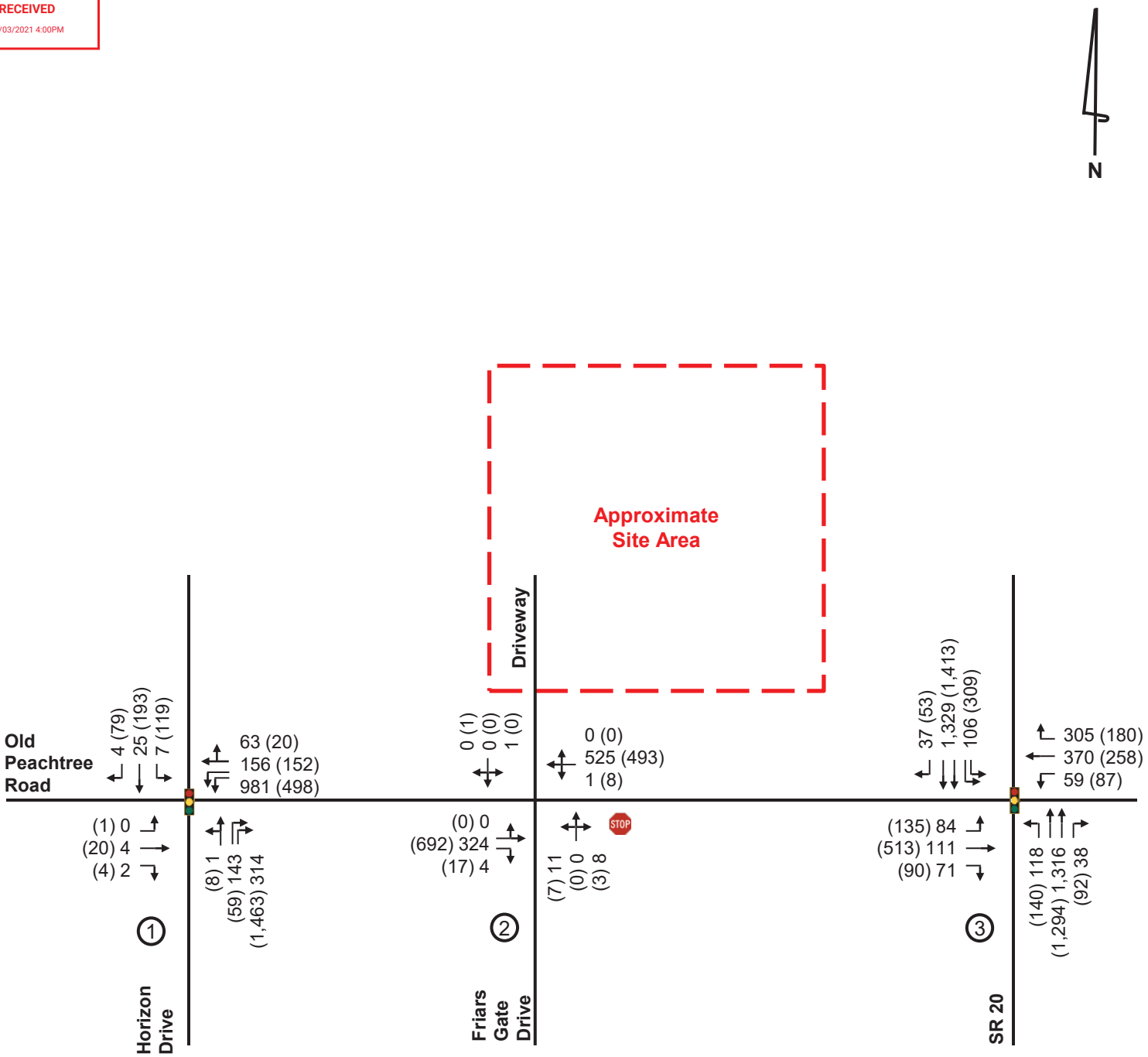
The volume comparison is shown in a tabular format in **Table 2**.

Table 2: Traffic Count Comparison and Adjustment Calculations					
Location	**Historic Data**			**Collected**	
	Date	**AM Peak**	**PM Peak**	**AM Peak**	**PM Peak**
Buford Drive (SR 20) at Old Peachtree Road	August 2018	3,954	4,546	3,756	4,111

Difference Calculations	**AM Peak**			**PM Peak**		
	Vol	**Percent**	**Factor**	**Vol**	**Percent**	**Factor**
Buford Drive (SR 20) at Old Peachtree Road	-198	-5%	1.05	-435	-10%	1.11

As a result of the volume comparison, it was determined that an adjustment factor of 1.05 should be used during the AM peak, and an adjustment factor of 1.11 should be used during the PM peak.

Figure 3 illustrates the Estimated 2021 peak hour traffic volumes at the study intersections and the existing roadway geometry (intersection layout). The complete traffic count data is provided in **Appendix B**.



4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

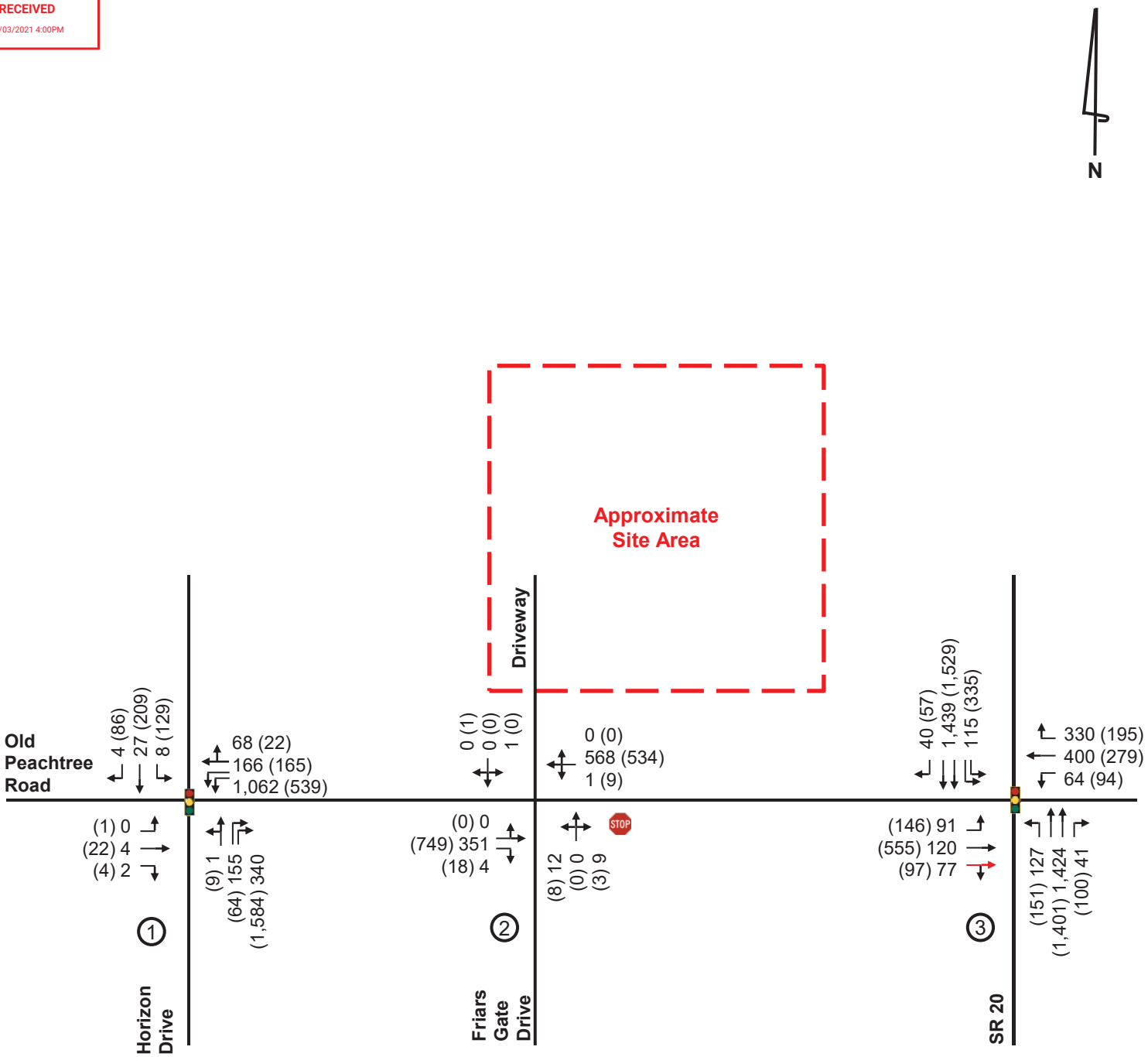
Projected background (non-project) traffic is defined as the expected traffic on the roadway network in the future year(s) absent the *Town Old Peachtree* development. The Estimated 2021 peak hour traffic volumes were increased by 2.0% per year for four (4) years to account for the expected background growth in traffic through year 2025 build-out of the project. **Figure 4** illustrates the Projected 2025 No-Build traffic volumes for the AM and PM peak hours.

4.1 FUTURE ROADWAY / INTERSECTION PROJECTS

ARC's Atlanta Region's Plan, GDOT Statewide TIP (STIP), and Gwinnett County transportation projects were researched to identify any currently programmed transportation projects within the vicinity of the proposed development that may impact the study network during the analysis period:

1. **GW-020D** (GDOT PI#0007850): This project adds two lanes in each direction on SR 20 (Buford Drive) between I-85 and Rock Springs Road. As of November 2021, the estimated construction year is 2028.
2. **Gwinnett SPLOST Tier II**: Included in tier 2 of the 2017 SPLOST, this project widens Old Peachtree Road from two lanes to 3-4 lanes between Collins Hill Road and Rock Springs Road.

These projects are not programmed to be complete by the build-out year, therefore neither projects were included in this study. Fact sheets for the programmed projects are included in **Appendix F**.



5.0 PROJECT TRAFFIC

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

5.1 PROJECT SITE ACCESS

Access to the site will be provided via two (2) site driveways, which are shown on the proposed site plan in **Appendix A**. Brief description of the site driveways are as follows:

- Site Driveway A – proposed realignment of existing full-movement driveway. The driveway is proposed to be aligned with Friars Gate Drive.
- Site Driveway B – existing full movement, located along Old Peachtree Road, approximately 220 feet west of Sweetgrass Lane.

The site driveways provide vehicular access to the entire development. Internal, private roadways throughout the site provide access to all buildings. Refer to the site plan in **Appendix A** for a visual representation of vehicular access and circulation throughout the proposed development.

5.2 TRIP GENERATION

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

- Land Use 221: Multi-Family Housing (Mid-Rise)

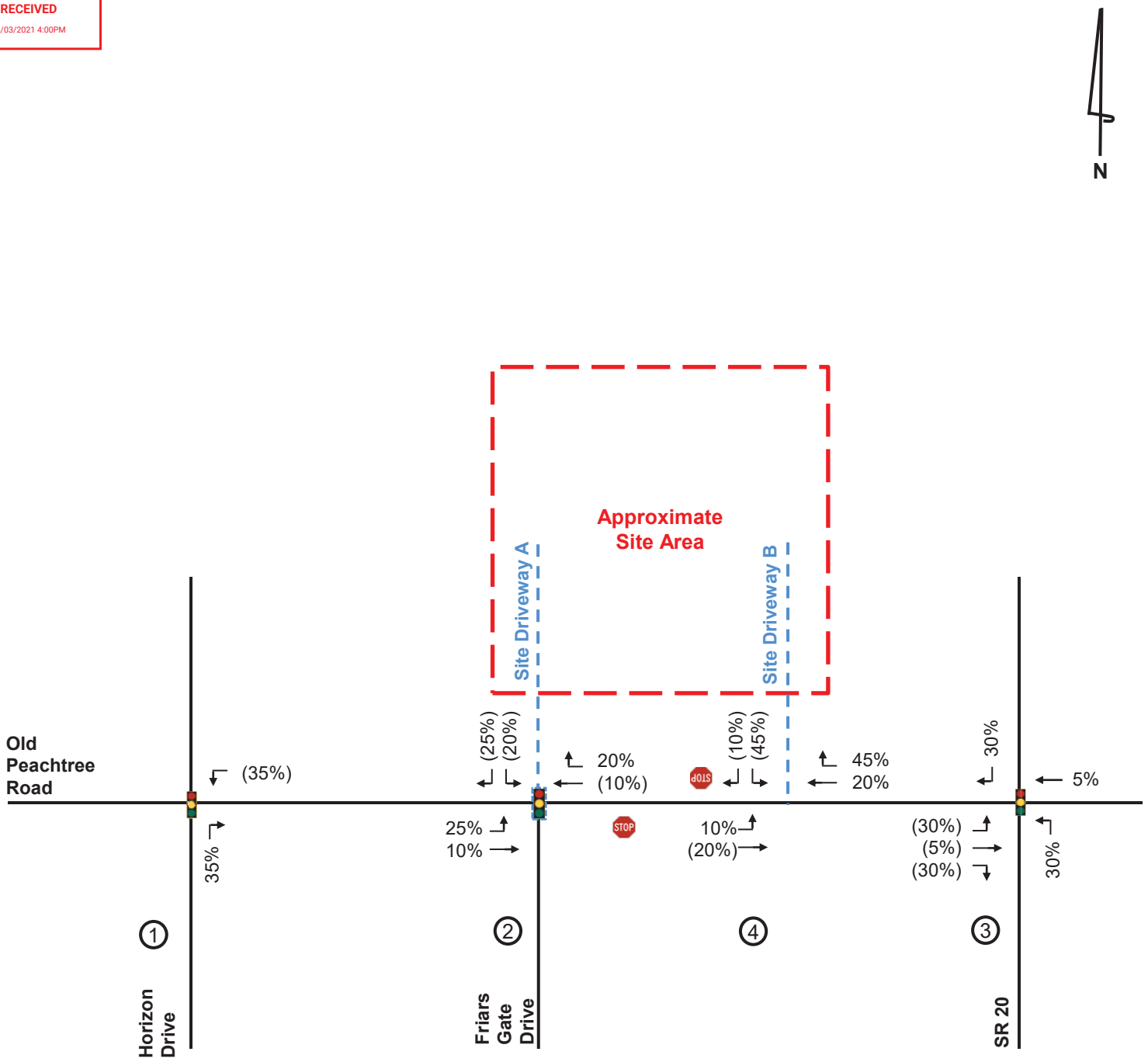
Table 3 summarizes the anticipated trip generation for the proposed development upon full build-out (2025). **Appendix C** provides the detailed trip generation worksheet for the proposed development. It should be noted that no reductions to gross trips were considered in the analysis

Table 3: Trip Generation Summary

ITE Code	Land Use	Density	Daily Traffic			AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
221	Multi-Family Housing (Mid-Rise)	799 units	4,352	2,176	2,176	262	68	194	326	199	127
Total New Trips			**4,352**	**2,176**	**2,176**	**262**	**68**	**194**	**326**	**199**	**127**

5.3 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of new trips (project trips) related to the proposed development was based on a review of land uses and population densities in the area, existing travel patterns in the area, and engineering judgement. A detailed trip distribution and assignment is shown in **Figure 5**. Based on trip generation from **Table 3** and the anticipated trip distribution, new project trips were assigned to the study roadway network. **Figure 6** illustrates the new project trips distributed throughout the study network. **Figure 7** illustrates the Projected 2025 Build traffic volumes for the AM and PM peak hours. **Appendix D** provides intersection volume worksheets for all study intersections.



LEGEND

- Existing Traffic Signal
- Proposed Traffic Signal
- Existing Stop Control
- Turning Movements
- XX% % Traffic Entering
- (XX%) % Traffic Exiting
- (X) Intersection Reference Number

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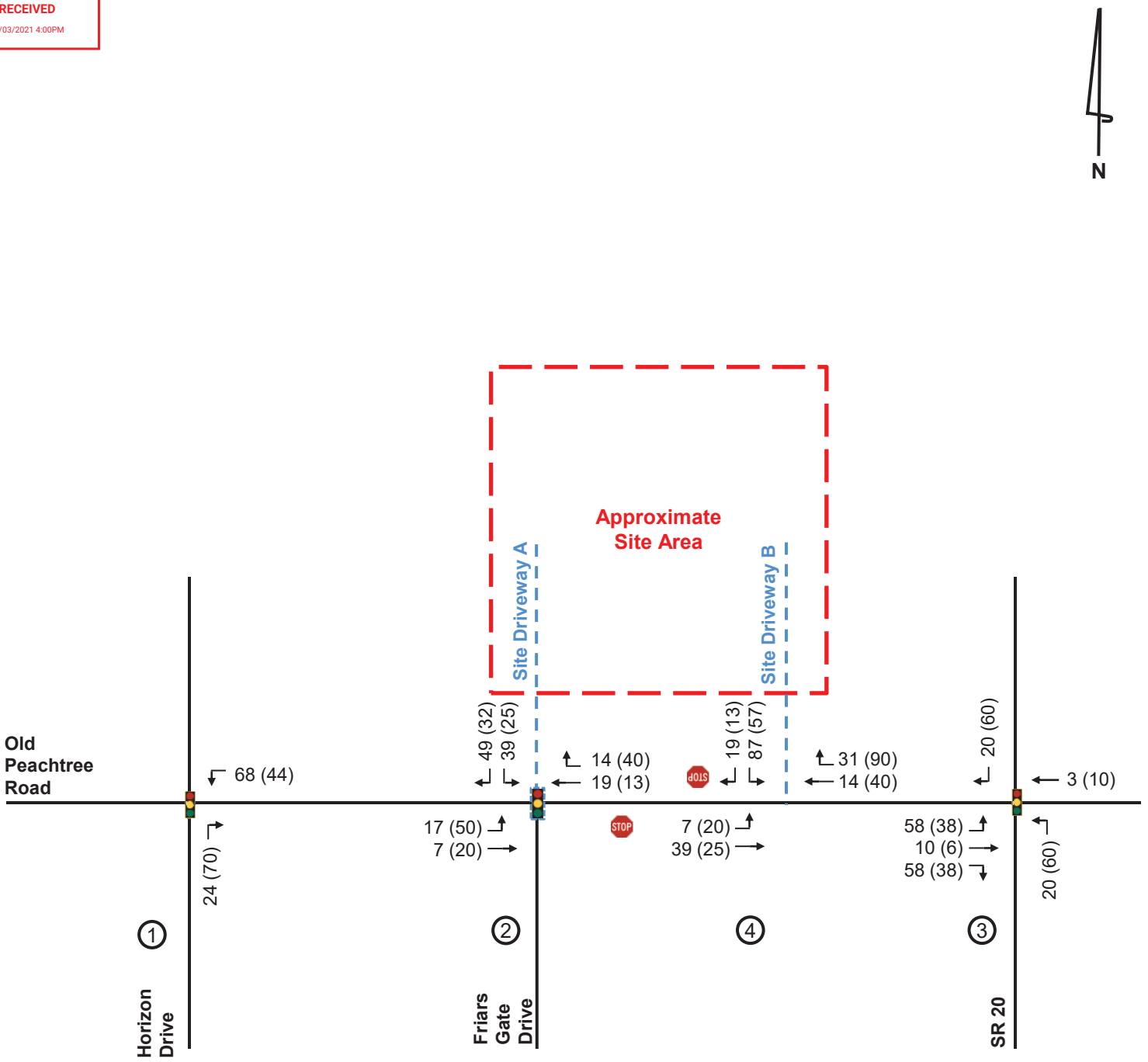
Town Old Peachtree
Traffic Impact Study

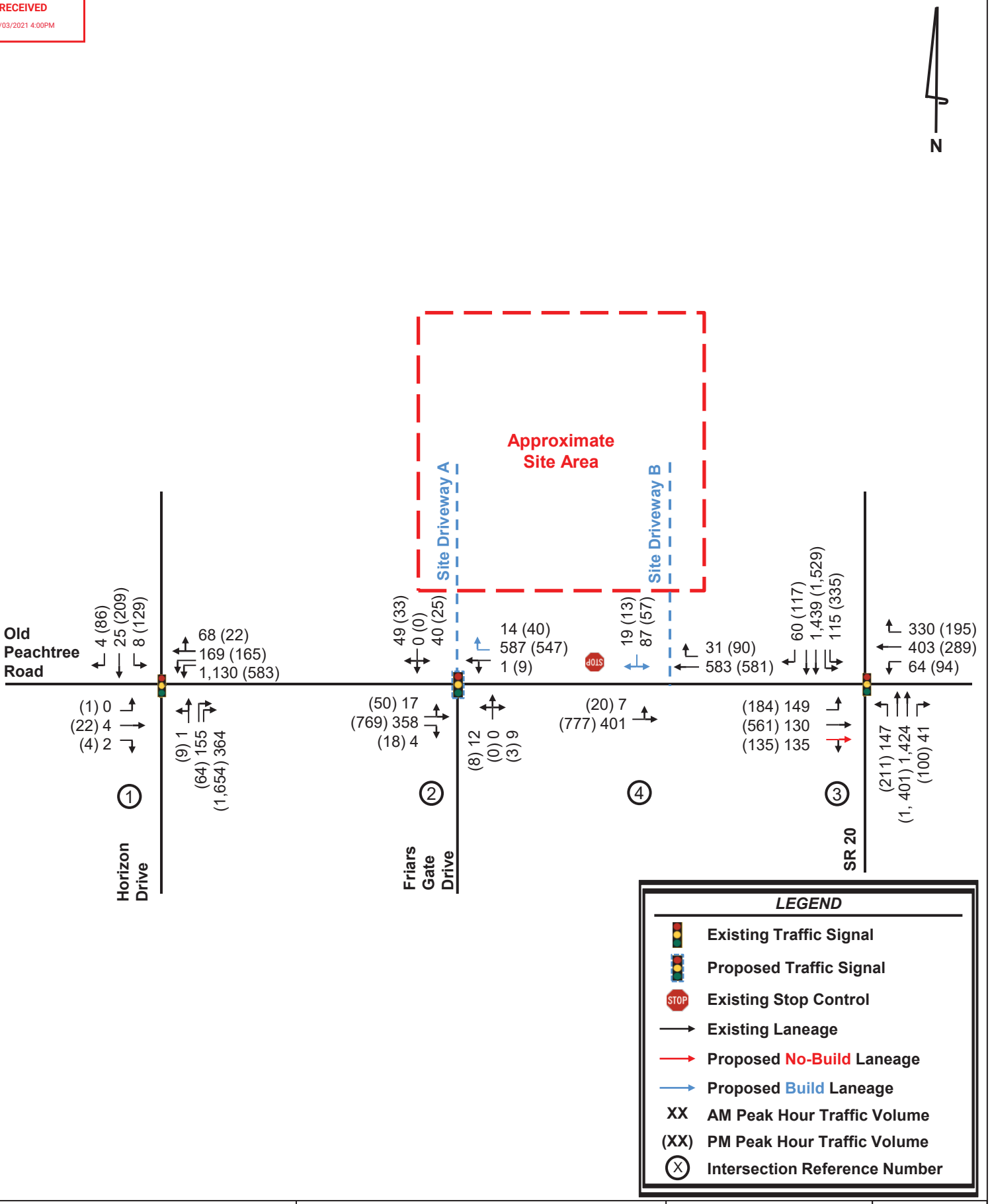
Trip Distribution and Assignment

Figure 5



LEGEND	
	Existing Traffic Signal
	Proposed Traffic Signal
STOP	Existing Stop Control
→	Turning Movements
XX	AM Peak Hour Project Trips
(XX)	PM Peak Hour Project Trips
(X)	Intersection Reference Number

Kimley»Horn	*Town Old Peachtree* Traffic Impact Study	New Project Trips	Figure 6
			Page 12



Kimley»Horn

Town Old Peachtree
Traffic Impact Study

Projected 2025 Build Traffic Conditions

Figure 7

6.0 LEVEL-OF-SERVICE ANALYSIS

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

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

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

LOS for unsignalized intersections with stop control on the minor streets only are reported for the side-street approaches and major street left-turns. Low levels-of-service for side street approaches are not uncommon, as vehicles often experience significant delay turning onto a major roadway.

LOS analyses were performed for the AM and PM peak hours under the Estimated 2021 conditions, Projected 2025 No-Build conditions, and Projected 2025 Build conditions. The results of each analysis are summarized in **Table 4**. *Synchro* analysis reports are included in **Appendix E**.

Table 4: Level-of-Service Summary
LOS (Delay in Seconds)

Intersection	Approach/ Movement	Estimated 2021		Projected 2025 No-Build		Projected 2025 Build	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. Old Peachtree Road at Horizon Drive (Signalized)*	Overall	B (15.1)	C (26.6)	B (15.8)	C (30.6)	B (16.0)	C (32.5)
2. Old Peachtree Road at Friars Gate Drive/Site Driveway A (Unsignalized)	NB	C (17.8)	D (28.8)	C (19.5)	D (34.7)	D (25.0)	F (51.6)**
	SB	C (22.1)	B (11.6)	C (24.6)	B (12.0)	D (30.6)	E (43.8)
3. SR 20 (Buford Drive) at Old Peachtree Road (Signalized)	Overall	E (55.7)	E (72.2)	E (63.9)	F (85.0)	E (68.3)	F (94.4)
4. Old Peachtree Road at Site Driveway B (Unsignalized)	SB	--	--	--	--	D (26.0)	F (60.8)**

*Intersection was analyzed with HCM 2000 due to intersection phasing sequence.
**As noted above, low LOS for side street approaches is typical, as vehicles may experience significant delay turning onto a major roadway.

As shown in **Table 4**, all but one (1) intersection is projected to operate at acceptable LOS under all conditions. The signalized intersection of SR 20 (Buford Drive) at Old Peachtree Road is projected to operate at LOS F during the PM peak hour under the No-Build and Build conditions. At the unsignalized intersection of Old Peachtree Road at Friars Gate Drive, the northbound approach is projected to operate with long delays during the PM peak under the Build condition.

For the above intersections to operate at acceptable LOS, the following improvements should be considered:

- Intersection 2: Old Peachtree Road at Friars Gate Drive
  - Install a traffic signal, if warranted and as approved by Gwinnett County
- Intersection 3: SR 20 (Buford Drive) at Old Peachtree Road
  - Along Old Peachtree Road, restripe the eastbound exclusive right-turn lane as a shared through/right-turn lane

Table 5 provides results for the No-Build Improved and the Build Improved traffic conditions.

Table 5: Improved Level-of-Service Summary
LOS (Delay in Seconds)

Intersection	Approach/ Movement	Projected 2025 No-Build Improved		Projected 2025 Build Improved	
		AM Peak	PM Peak	AM Peak	PM Peak
2. Old Peachtree Road at Friars Gate Drive/Site Driveway A (Signalized)	Overall	--	--	C (23.6)	B (18.7)
3. SR 20 (Buford Drive) at Old Peachtree Road (Signalized)	Overall	E (63.8)	E (72.7)	E (68.3)	E (79.8)

As shown in **Table 5**, the intersections of Old Peachtree Road at Friars Gate Drive (Intersection 2) and Buford Drive (SR 20) at Old Peachtree Road (Intersection 3) are projected to operate at acceptable LOS after the system (no-build) improvements under all scenarios.

7.0 CONCLUSION

This traffic study evaluated the traffic impacts associated with the *Town Old Peachtree* development. The approximate 52-acre site is located west of the intersection of SR 20 (Buford Drive) and Old Peachtree Road located in Gwinnett County. As currently envisioned, the existing church will be demolished, and the site will be redeveloped to consist of 799 multi-family residential units. The project site is currently zoned R-140 (Single-Family Residence District) and is proposed to be rezoned to RM-24 (Multifamily Residence District). The proposed development will be served by two (2) full-movement driveways along Old Peachtree Road. Site Driveway A is proposed to align with Friars Gate Drive.

The study network, which consists of three (3) intersections, was analyzed for the weekday AM and PM peak hours under Estimated 2021 conditions, Projected 2025 No-Build conditions (four years of background traffic growth), and Projected 2025 Build conditions (four years of background traffic growth plus traffic generated by the proposed *Town Old Peachtree* development).

The analyses indicate that Friars Gate Drive and Site Driveway B will operate acceptably but with delays upon buildout of the proposed project. SR 20 (Buford Drive) at Old Peachtree Road (Intersection 3) is projected to operate at LOS F during the PM peak hour under No-Build and Build conditions based on background traffic. With the recommended improvements, the intersection operations under No-Build and Build conditions improve to LOS E. All other study intersection approaches or movements are projected to operate at acceptable LOS under the Estimated 2021 conditions, Projected 2025 No-Build conditions, and Projected 2025 Build conditions.

7.1 SYSTEM IMPROVEMENT RECOMMENDATIONS

Based on the results of this traffic impact study, the following improvements are recommended to serve the No-Build traffic conditions (note: this would be the improvement needed to serve the traffic based on the existing conditions plus background growth).

- Intersection 3: SR 20 (Buford Drive) at Old Peachtree Road
    - Along Old Peachtree Road, restripe the eastbound exclusive right-turn lane as a shared through/right-turn lane.

7.2 SITE-ACCESS IMPROVEMENT RECOMMENDATIONS

Based on the results of this traffic impact study, the following improvements are recommended to serve the Projected 2025 Build traffic conditions (note: these would be the improvements needed to serve the traffic associated with the *Town Old Peachtree* development):

- Intersection 2: Old Peachtree Road at Friars Gate Drive/Site Driveway A
    - Construct a westbound right-turn lane along Old Peachtree Road per GDOT guidelines
    - On the site, construct one (1) lane entering the site and one (1) lane exiting the site
    - Install a traffic signal, if warranted and as approved by Gwinnett County
- Intersection 4: Old Peachtree Road at Site Driveway B
    - On the site, restripe to one (1) lane entering the site and one (1) lane exiting the site

APPENDIX A

Site Plan

DEVELOPMENT SUMMARY

TOTAL SITE (52.788 AC):

PHASE ONE (23.495 AC):

(11) APARTMENT BUILDINGS TOTAL= 369 Units
- #1-36 Unit Building-Slab (12 Units/Floor)
- #2-42 Unit Building-Split 3/4 (12 Units/Floor)
- #3-30 Unit Building-Slab (10 Units/Floor)
- #4-42 Unit Building-Split 3/4 (12 Units/Floor)
- #5-35 Unit Building-Split 3/4 (10 Units/Floor)
- #6-42 Unit Building-Split 3/4 (12 Units/Floor)
- #7-36 Unit Building-Slab (12 Units/Floor)
- #8-36 Unit Building-Slab (12 Units/Floor)
- #9-35 Unit Building-Split 3/4 (10 Units/Floor)
- #10-35 Unit Building-Split 3/4 (10 Units/Floor)

Parking Spaces = 610 (1.65/unit)

(1) CLUB HOUSE (Phase One)
14,000 SF - 18,000 SF

FUTURE PHASE (29.293 AC)

IRON WOOD DG

RELATED

TOWN OLD PEACHTREE

CONCEPTUAL PHASE ONE SITE PLAN

September 16, 2021

APPENDIX B

Traffic Count Data

Peak Hour Turning Movement Count

Lawrenceville, GA

Click here for Map

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Tuesday, November 9, 2021	
Period	0700 - 0900
Peak Hour	0730 - 0830

Session Parameters
(Drop Down Menu)
Peak Hour
Volume

Peak Hour Turning Movement Count

Lawrenceville, GA

Click here for Map

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Tuesday, November 9, 2021	
Period	1600 - 1800
Peak Hour	1615 - 1715

Session Parameters
(Drop Down Menu)
Peak Hour
Volume

Peak Hour Turning Movement Count

Lawrenceville, GA

Click here for Map

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Tuesday, November 9, 2021	
Period	0700 - 0900
Peak Hour	0730 - 0830

Session Parameters
(Drop Down Menu)
Peak Hour
Volume

Peak Hour Turning Movement Count

Lawrenceville, GA

Click here for Map

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Tuesday, November 9, 2021	
Period	1600 - 1800
Peak Hour	1645 - 1745

Session Parameters
(Drop Down Menu)
Peak Hour
Volume

Peak Hour Turning Movement Count

Lawrenceville, GA

Click here for Map

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Tuesday, November 9, 2021	
Period	0700 - 0900
Peak Hour	0700 - 0800

Session Parameters
(Drop Down Menu)
Peak Hour
Volume

Peak Hour Turning Movement Count

Lawrenceville, GA

Click here for Map

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Tuesday, November 9, 2021	
Period	1600 - 1800
Peak Hour	1700 - 1800

Session Parameters
(Drop Down Menu)
Peak Hour
Volume

Kimley»Horn

APPENDIX C

Volume Development (Trip Generation and Growth Rate Calculations)

Trip Generation Analysis (10th Ed. With *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
Town Old Peachtree
Gwinnett County, GA

Land Use		Density		Daily Trips			AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out	Total	In	Out
Proposed Project Trips												
221	Multifamily Housing (Mid-Rise)	799	dwelling units	4,352	2,176	2,176	262	68	194	326	199	127

Gross Project Trips	**4,352**	**2,176**	**2,176**	**262**	**68**	**194**	**326**	**199**	**127**
Residential Trips	4,352	2,176	2,176	262	68	194	326	199	127
Mixed-Use Reductions	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Adjusted Residential Trips	4,352	2,176	2,176	262	68	194	326	199	127
Mixed-Use Reductions - TOTAL	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions - TOTAL	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass-By Reductions - TOTAL	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
New Trips	**4,352**	**2,176**	**2,176**	**262**	**68**	**194**	**326**	**199**	**127**
Driveway Volumes									

Growth Rate Considerations

Chosen Growth Rate	2.0%

Population Data

County (ARC) Population Annual Growth Projection (2015-2050)	1.50%
County (Census) Population Annual Growth (2010-2019)	1.69%

Nearby Developments

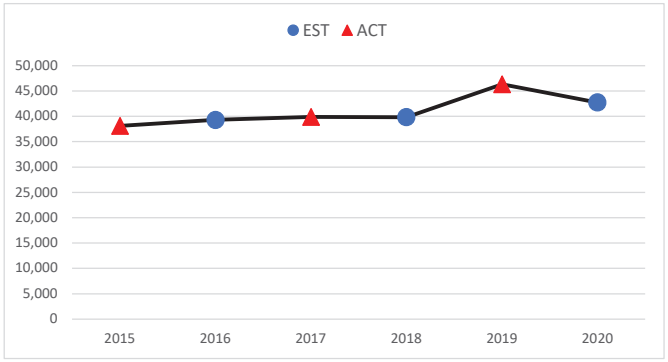
The Exchange at Gwinnett #2834	2.0%

Historical ADT Count Data

Source:	GDOT
Location:	Buford Drive
	n/o Old Peachtree Road
Route #:	2000
Route Type:	Principal Arterial - Other (Urban)
Station:	135-0123

Count Type	Count Year	Volume	Growth Rate
ACT	**2015**	**38,100**	
EST	2016	39,300	3.15%
ACT	**2017**	**39,900**	1.53%
EST	2018	39,800	-0.25%
ACT	**2019**	**46,300**	16.33%
EST	2020	42,700	-7.78%

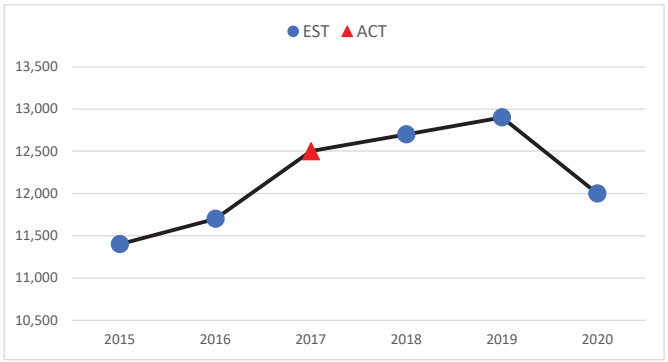
5 Year Growth Rate	**2.31%**
Avg. 1 Year Growth Rate	**2.60%**
Actual Count Growth Rate	**3.58%**



Source:	GDOT
Location:	Old Peachtree Road
	w/o Tech Center Parkway
Route #:	10600
Route Type:	Minor Collector (Urban)
Station:	135-7356

Count Type	Count Year	Volume	Growth Rate
EST	2015	11,400	
EST	2016	11,700	2.63%
ACT	**2017**	**12,500**	6.84%
EST	2018	12,700	1.60%
EST	2019	12,900	1.57%
EST	2020	12,000	-6.98%

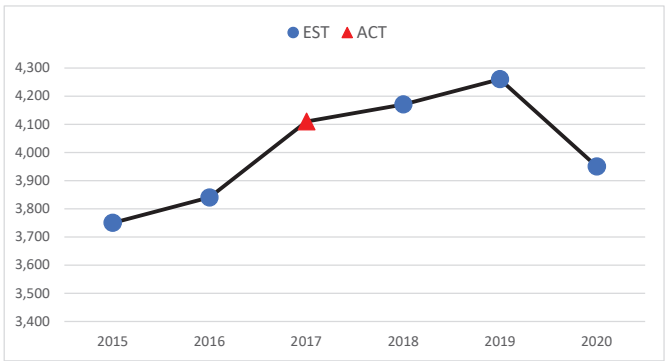
5 Year Growth Rate	**1.03%**
Avg. 1 Year Growth Rate	**1.13%**
Actual Count Growth Rate	**-2.79%**



Source:	GDOT
Location:	Tech Center Parkway
	w/o Buford Drive
Route #:	836100
Route Type:	Local (Urban)
Station:	135-8593

Count Type	Count Year	Volume	Growth Rate
EST	2015	3,750	
EST	2016	3,840	2.40%
ACT	**2017**	**4,110**	7.03%
EST	2018	4,170	1.46%
EST	2019	4,260	2.16%
EST	2020	3,950	-7.28%

5 Year Growth Rate	**1.04%**
Avg. 1 Year Growth Rate	**1.15%**
Actual Count Growth Rate	**-2.67%**



APPENDIX D

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #1
Old Peachtree Rd at Horizon Dr

AM PEAK HOUR

	Horizon Dr Northbound				Horizon Dr Southbound				Old Peachtree Rd Eastbound				Old Peachtree Rd Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	1	136	299	0	7	24	4	0	0	4	2	0	934	149	60
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	7	10	0	1	15	1	0	0	0	1	0	17	2	1
Heavy Vehicle %	2%	2%	5%	3%	2%	14%	63%	25%	2%	2%	2%	50%	2%	2%	2%	2%
Peak Hour Factor	0.95				0.95				0.95				0.95			
Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Adjusted 2021 Volumes	**0**	**1**	**143**	**314**	**0**	**7**	**25**	**4**	**0**	**0**	**4**	**2**	**0**	**981**	**156**	**63**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
2025 No-Build Traffic	**0**	**1**	**155**	**340**	**0**	**8**	**27**	**4**	**0**	**0**	**4**	**2**	**0**	**1,062**	**169**	**68**
Trip Distribution IN				35%												
Trip Distribution OUT														(35%)		
Residential Trips	0	0	0	24	0	0	0	0	0	0	0	0	0	68	0	0
2025 Build Traffic	**0**	**1**	**155**	**364**	**0**	**8**	**27**	**4**	**0**	**0**	**4**	**2**	**0**	**1,130**	**169**	**68**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #1
Old Peachtree Rd at Horizon Dr

PM PEAK HOUR

	Horizon Dr Northbound				Horizon Dr Southbound				Old Peachtree Rd Eastbound				Old Peachtree Rd Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	7	53	1,318	0	107	174	71	0	1	18	4	0	449	137	18
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	15	22	0	1	15	1	0	1	0	1	0	7	1	2
Heavy Vehicle %	2%	2%	28%	2%	2%	2%	9%	2%	2%	100%	2%	25%	2%	2%	2%	11%
Peak Hour Factor	0.852				0.85				0.85				0.85			
Adjustment Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Adjusted 2021 Volumes	**0**	**8**	**59**	**1,463**	**0**	**119**	**193**	**79**	**0**	**1**	**20**	**4**	**0**	**498**	**152**	**20**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
2025 No-Build Traffic	**0**	**9**	**64**	**1,584**	**0**	**129**	**209**	**86**	**0**	**1**	**22**	**4**	**0**	**539**	**165**	**22**
Trip Distribution IN				35%												
Trip Distribution OUT														(35%)		
Residential Trips	0	0	0	70	0	0	0	0	0	0	0	0	0	44	0	0
2025 Build Traffic	**0**	**9**	**64**	**1,654**	**0**	**129**	**209**	**86**	**0**	**1**	**22**	**4**	**0**	**583**	**165**	**22**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #2
Old Peachtree Rd at Friars Gate Dr/Driveway A

AM PEAK HOUR

	Friars Gate Dr Northbound				Driveway A Southbound				Old Peachtree Rd Eastbound				Old Peachtree Rd Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	10	0	8	0	1	0	0	0	0	309	4	0	1	500	0
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	12	0	0	0	8	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%
Peak Hour Factor	0.84				0.84				0.84				0.84			
Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Adjusted 2021 Volumes	**0**	**11**	**0**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**324**	**4**	**0**	**1**	**525**	**0**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
2025 No-Build Traffic	**0**	**12**	**0**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**351**	**4**	**0**	**1**	**568**	**0**
Trip Distribution IN										25%	10%					20%
Trip Distribution OUT						(20%)		(25%)							(10%)	
Residential Trips	0	0	0	0	0	39	0	49	0	17	7	0	0	0	19	14
2025 Build Traffic	**0**	**12**	**0**	**9**	**0**	**40**	**0**	**49**	**0**	**17**	**358**	**4**	**0**	**1**	**587**	**14**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #2
Old Peachtree Rd at Friars Gate Dr/Driveway A

PM PEAK HOUR

	Friars Gate Dr Northbound				Driveway A Southbound				Old Peachtree Rd Eastbound				Old Peachtree Rd Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	6	0	3	0	0	0	1	0	0	623	15	1	6	444	0
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	1	0	0	0	0	0	0	0	0	6	1	0	0	6	0
Heavy Vehicle %	2%	17%	2%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%	2%	2%
Peak Hour Factor	0.931				0.93				0.93				0.93			
Adjustment Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Adjusted 2021 Volumes	**0**	**7**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**692**	**17**	**1**	**7**	**493**	**0**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
2025 No-Build Traffic	**0**	**8**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**749**	**18**	**1**	**8**	**534**	**0**
Trip Distribution IN										25%	10%					20%
Trip Distribution OUT						(20%)		(25%)							(10%)	
Residential Trips	0	0	0	0	0	25	0	32	0	50	20	0	0	0	13	40
2025 Build Traffic	**0**	**8**	**0**	**3**	**0**	**25**	**0**	**33**	**0**	**50**	**769**	**18**	**1**	**8**	**547**	**40**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #3
Old Peachtree Rd at SR 20 (Buford Dr)

AM PEAK HOUR

	SR 20 (Buford Dr) Northbound				SR 20 (Buford Dr) Southbound				Old Peachtree Rd Eastbound				Old Peachtree Rd Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	5	108	1,253	36	7	94	1,266	35	0	80	106	68	0	56	352	290
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	7	77	0	0	4	70	5	0	3	3	6	0	1	0	1
Heavy Vehicle %	2%	6%	6%	2%	2%	4%	6%	14%	2%	4%	3%	9%	2%	2%	2%	2%
Peak Hour Factor	0.96				0.96				0.96				0.96			
Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Adjusted 2021 Volumes	**5**	**113**	**1,316**	**38**	**7**	**99**	**1,329**	**37**	**0**	**84**	**111**	**71**	**0**	**59**	**370**	**305**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
2025 No-Build Traffic	**5**	**122**	**1,424**	**41**	**8**	**107**	**1,439**	**40**	**0**	**91**	**120**	**77**	**0**	**64**	**400**	**330**
Trip Distribution IN		30%						30%							5%	
Trip Distribution OUT										(30%)	(5%)	(30%)				
Residential Trips	0	20	0	0	0	0	0	20	0	58	10	58	0	0	3	0
2025 Build Traffic	**5**	**142**	**1,424**	**41**	**8**	**107**	**1,439**	**60**	**0**	**149**	**130**	**135**	**0**	**64**	**403**	**330**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #3
Old Peachtree Rd at SR 20 (Buford Dr)

PM PEAK HOUR

	SR 20 (Buford Dr) Northbound				SR 20 (Buford Dr) Southbound				Old Peachtree Rd Eastbound				Old Peachtree Rd Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	5	121	1,166	83	9	269	1,273	48	0	122	462	81	0	78	232	162
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	3	23	0	0	0	39	0	0	1	5	1	0	0	4	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.972				0.97				0.97				0.97			
Adjustment Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Adjusted 2021 Volumes	**6**	**134**	**1,294**	**92**	**10**	**299**	**1,413**	**53**	**0**	**135**	**513**	**90**	**0**	**87**	**258**	**180**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
2025 No-Build Traffic	**6**	**145**	**1,401**	**100**	**11**	**324**	**1,529**	**57**	**0**	**146**	**555**	**97**	**0**	**94**	**279**	**195**
Trip Distribution IN		30%						30%							5%	
Trip Distribution OUT										(30%)	(5%)	(30%)				
Residential Trips	0	60	0	0	0	0	0	60	0	38	6	38	0	0	10	0
2025 Build Traffic	**6**	**205**	**1,401**	**100**	**11**	**324**	**1,529**	**117**	**0**	**184**	**561**	**135**	**0**	**94**	**289**	**195**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #4
Old Peachtree Rd at Driveway B

AM PEAK HOUR

	Northbound				Driveway B Southbound				Old Peachtree Rd Eastbound				Old Peachtree Rd Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes											318				501	
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Bicycles																
Conflicting Bicycles																
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor																
Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Adjusted 2021 Volumes											**334**				**526**	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
2025 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**362**	**0**	**0**	**0**	**569**	**0**
Trip Distribution IN										10%					20%	45%
Trip Distribution OUT						(45%)		(10%)			(20%)					
Residential Trips	0	0	0	0	0	87	0	19	0	7	39	0	0	0	14	31
2025 Build Traffic	**0**	**0**	**0**	**0**	**0**	**87**	**0**	**19**	**0**	**7**	**401**	**0**	**0**	**0**	**583**	**31**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #4
Old Peachtree Rd at Driveway B

PM PEAK HOUR

	0 Northbound				Driveway B Southbound				Old Peachtree Rd Eastbound				Old Peachtree Rd Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes											626				450	
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Bicycles																
Conflicting Bicycles																
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor																
Adjustment Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Adjusted 2021 Volumes											**695**				**500**	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
2025 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**752**	**0**	**0**	**0**	**541**	**0**
Trip Distribution IN										10%					20%	45%
Trip Distribution OUT						(45%)		(10%)			(20%)					
Residential Trips	0	0	0	0	0	57	0	13	0	20	25	0	0	0	40	90
2025 Build Traffic	**0**	**0**	**0**	**0**	**0**	**57**	**0**	**13**	**0**	**20**	**777**	**0**	**0**	**0**	**581**	**90**

APPENDIX E

Synchro Analysis Reports

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	4	2	981	156	63	1	143	314	7	25	4
Future Volume (vph)	0	4	2	981	156	63	1	143	314	7	25	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5	6.5	6.0	6.5			6.0	6.0	6.0	6.0	6.0
Lane Util. Factor		1.00	1.00	0.97	1.00			1.00	0.88	1.00	1.00	1.00
Frt		1.00	0.85	1.00	0.96			1.00	0.85	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00			1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1863	1077	3433	1783			1809	2760	1583	1166	1292
Flt Permitted		1.00	1.00	0.95	1.00			1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1863	1077	3433	1783			1809	2760	1583	1166	1292
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	4	2	1033	164	66	1	151	331	7	26	4
RTOR Reduction (vph)	0	0	2	0	6	0	0	0	80	0	0	4
Lane Group Flow (vph)	0	4	0	1033	224	0	0	152	251	7	26	0
Heavy Vehicles (%)	2%	2%	50%	2%	2%	2%	2%	5%	3%	14%	63%	25%
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	pt+ov	Split	NA	Perm
Protected Phases	1	6		5	2		4	4	4 5	3	3	
Permitted Phases			6									3
Actuated Green, G (s)		1.6	1.6	60.2	67.8			13.4	79.6	5.1	5.1	5.1
Effective Green, g (s)		1.6	1.6	60.2	67.8			13.4	79.6	5.1	5.1	5.1
Actuated g/C Ratio		0.02	0.02	0.57	0.65			0.13	0.76	0.05	0.05	0.05
Clearance Time (s)		6.5	6.5	6.0	6.5			6.0		6.0	6.0	6.0
Vehicle Extension (s)		6.0	6.0	3.0	6.0			2.5		3.0	3.0	3.0
Lane Grp Cap (vph)		28	16	1972	1153			231	2096	77	56	62
v/s Ratio Prot		0.00		c0.30	c0.13			c0.08	0.09	0.00	c0.02	
v/s Ratio Perm			0.00									0.00
v/c Ratio		0.14	0.00	0.52	0.19			0.66	0.12	0.09	0.46	0.00
Uniform Delay, d1		50.9	50.8	13.6	7.5			43.5	3.3	47.6	48.5	47.4
Progression Factor		1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		6.5	0.1	0.3	0.4			5.9	0.0	0.5	6.0	0.0
Delay (s)		57.5	50.9	13.8	7.8			49.4	3.4	48.1	54.5	47.5
Level of Service		E	D	B	A			D	A	D	D	D
Approach Delay (s)		55.3			12.7			17.9			52.5	
Approach LOS		E			B			B			D	

Intersection Summary			
HCM 2000 Control Delay	15.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	104.8	Sum of lost time (s)	24.5
Intersection Capacity Utilization	56.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	324	4	1	525	0	11	0	8	1	0	0
Future Vol, veh/h	0	324	4	1	525	0	11	0	8	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	215	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	4	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	386	5	1	625	0	13	0	10	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	625	0	0	391	0	0	1013	1013	386	1021	1018	625
Stage 1	-	-	-	-	-	-	386	386	-	627	627	-
Stage 2	-	-	-	-	-	-	627	627	-	394	391	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	956	-	-	1168	-	-	217	239	662	215	237	485
Stage 1	-	-	-	-	-	-	637	610	-	471	476	-
Stage 2	-	-	-	-	-	-	471	476	-	631	607	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	956	-	-	1168	-	-	217	239	662	212	237	485
Mov Cap-2 Maneuver	-	-	-	-	-	-	217	239	-	212	237	-
Stage 1	-	-	-	-	-	-	637	610	-	471	476	-
Stage 2	-	-	-	-	-	-	471	476	-	622	607	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	17.8	22.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	303	956	-	-	1168	-	-	212
HCM Lane V/C Ratio	0.075	-	-	-	0.001	-	-	0.006
HCM Control Delay (s)	17.8	0	-	-	8.1	0	-	22.1
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	11	71	59	370	305	118	1316	38	106	1329	37
Future Volume (veh/h)	84	11	71	59	370	305	118	1316	38	106	1329	37
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	1841	1856	1767	1870	1870	1870	1811	1811	1870	1841	1811	1693
Adj Flow Rate, veh/h	88	11	74	61	385	318	123	1371	40	110	1384	39
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	3	9	2	2	2	6	6	2	4	6	14
Cap, veh/h	129	386	311	360	363	307	197	1932	890	148	1696	707
Arrive On Green	0.05	0.21	0.21	0.04	0.19	0.19	0.11	0.56	0.56	0.04	0.49	0.49
Sat Flow, veh/h	1753	1856	1497	1781	1870	1585	1725	3441	1585	3401	3441	1434
Grp Volume(v), veh/h	88	11	74	61	385	318	123	1371	40	110	1384	39
Grp Sat Flow(s),veh/h/ln	1753	1856	1497	1781	1870	1585	1725	1721	1585	1700	1721	1434
Q Serve(g_s), s	7.2	0.9	7.4	4.9	34.9	26.7	12.2	52.3	2.0	5.8	61.4	2.0
Cycle Q Clear(g_c), s	7.2	0.9	7.4	4.9	34.9	26.7	12.2	52.3	2.0	5.8	61.4	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	129	386	311	360	363	307	197	1932	890	148	1696	707
V/C Ratio(X)	0.68	0.03	0.24	0.17	1.06	1.03	0.62	0.71	0.04	0.74	0.82	0.06
Avail Cap(c_a), veh/h	168	386	311	424	363	307	197	1932	890	251	1696	707
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.5	56.8	59.4	55.2	72.6	42.5	76.0	28.8	17.8	85.1	38.7	14.6
Incr Delay (d2), s/veh	3.7	0.0	0.5	0.1	64.5	60.6	6.0	2.2	0.1	7.1	4.5	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.4	2.8	2.2	23.0	15.6	5.7	21.3	0.8	2.7	26.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.2	56.9	59.9	55.3	137.1	103.1	82.0	31.0	17.9	92.2	43.2	14.7
LnGrp LOS	E	E	E	E	F	F	F	C	B	F	D	B
Approach Vol, veh/h		173			764			1534			1533	
Approach Delay, s/veh		60.4			116.4			34.8			46.0	
Approach LOS		E			F			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	95.0	13.5	44.5	14.5	107.5	16.0	42.0
Change Period (Y+Rc), s	* 6.4	6.3	6.9	7.1	* 6.7	* 6.4	6.9	7.1
Max Green Setting (Gmax), s	* 17	88.7	13.1	34.9	* 13	* 92	13.1	34.9
Max Q Clear Time (g_c+I1), s	14.2	63.4	6.9	9.4	7.8	54.3	9.2	36.9
Green Ext Time (p_c), s	0.1	20.1	0.0	0.3	0.1	27.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	55.7
HCM 6th LOS	E

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	20	4	498	152	20	8	59	1463	119	193	79
Future Volume (vph)	1	20	4	498	152	20	8	59	1463	119	193	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.5	6.5	6.0	6.5			6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00			1.00	0.88	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98			1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.99	1.00	0.95	1.00	1.00
Satd. Flow (prot)	902	1863	1292	3433	1811			1511	2787	1770	1743	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.99	1.00	0.95	1.00	1.00
Satd. Flow (perm)	902	1863	1292	3433	1811			1511	2787	1770	1743	1583
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	1	24	5	586	179	24	9	69	1721	140	227	93
RTOR Reduction (vph)	0	0	5	0	2	0	0	0	358	0	0	78
Lane Group Flow (vph)	1	24	0	586	201	0	0	78	1363	140	227	15
Heavy Vehicles (%)	100%	2%	25%	2%	2%	11%	2%	28%	2%	2%	9%	2%
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	pt+ov	Split	NA	Perm
Protected Phases	1	6		5	2		4	4	4 5	3	3	
Permitted Phases			6									3
Actuated Green, G (s)	1.2	6.7	6.7	61.6	67.1			19.3	86.9	21.5	21.5	21.5
Effective Green, g (s)	1.2	6.7	6.7	61.6	67.1			19.3	86.9	21.5	21.5	21.5
Actuated g/C Ratio	0.01	0.05	0.05	0.46	0.50			0.14	0.65	0.16	0.16	0.16
Clearance Time (s)	6.0	6.5	6.5	6.0	6.5			6.0		6.0	6.0	6.0
Vehicle Extension (s)	3.0	6.0	6.0	3.0	6.0			2.5		3.0	3.0	3.0
Lane Grp Cap (vph)	8	93	64	1582	909			218	1812	284	280	254
v/s Ratio Prot	0.00	c0.01		0.17	c0.11			0.05	c0.49	0.08	c0.13	
v/s Ratio Perm			0.00									0.01
v/c Ratio	0.12	0.26	0.00	0.37	0.22			0.36	0.75	0.49	0.81	0.06
Uniform Delay, d1	65.7	61.1	60.3	23.4	18.6			51.6	16.0	51.1	54.1	47.5
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.9	4.1	0.1	0.1	0.6			0.7	1.7	1.3	16.1	0.1
Delay (s)	72.6	65.2	60.3	23.5	19.2			52.3	17.7	52.4	70.2	47.6
Level of Service	E	E	E	C	B			D	B	D	E	D
Approach Delay (s)		64.6			22.4			19.2			60.2	
Approach LOS		E			C			B			E	

Intersection Summary			
HCM 2000 Control Delay	26.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	133.6	Sum of lost time (s)	24.5
Intersection Capacity Utilization	86.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	692	17	8	493	0	7	0	3	0	0	1
Future Vol, veh/h	0	692	17	8	493	0	7	0	3	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	215	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	7	2	2	2	17	2	2	2	2	2
Mvmt Flow	0	744	18	9	530	0	8	0	3	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	530	0	0	762	0	0	1293	1292	744	1303	1310	530
Stage 1	-	-	-	-	-	-	744	744	-	548	548	-
Stage 2	-	-	-	-	-	-	549	548	-	755	762	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.27	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.27	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.27	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.653	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1037	-	-	850	-	-	130	163	415	138	159	549
Stage 1	-	-	-	-	-	-	384	421	-	521	517	-
Stage 2	-	-	-	-	-	-	494	517	-	401	414	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1037	-	-	850	-	-	128	161	415	135	157	549
Mov Cap-2 Maneuver	-	-	-	-	-	-	128	161	-	135	157	-
Stage 1	-	-	-	-	-	-	384	421	-	521	509	-
Stage 2	-	-	-	-	-	-	486	509	-	398	414	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	28.8	11.6
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	162	1037	-	-	850	-	-	549
HCM Lane V/C Ratio	0.066	-	-	-	0.01	-	-	0.002
HCM Control Delay (s)	28.8	0	-	-	9.3	0	-	11.6
HCM Lane LOS	D	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	513	90	87	258	180	140	1294	92	309	1413	53
Future Volume (veh/h)	135	513	90	87	258	180	140	1294	92	309	1413	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1856	1870
Adj Flow Rate, veh/h	139	529	93	90	266	186	144	1334	95	319	1457	55
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	3	2
Cap, veh/h	269	495	419	121	455	386	160	1452	647	499	1630	733
Arrive On Green	0.07	0.26	0.26	0.05	0.24	0.24	0.09	0.41	0.41	0.14	0.46	0.46
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	3456	3526	1585
Grp Volume(v), veh/h	139	529	93	90	266	186	144	1334	95	319	1457	55
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1728	1763	1585
Q Serve(g_s), s	11.6	52.9	6.5	7.5	25.1	20.1	16.0	71.1	5.8	17.4	75.7	3.9
Cycle Q Clear(g_c), s	11.6	52.9	6.5	7.5	25.1	20.1	16.0	71.1	5.8	17.4	75.7	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	269	495	419	121	455	386	160	1452	647	499	1630	733
V/C Ratio(X)	0.52	1.07	0.22	0.75	0.58	0.48	0.90	0.92	0.15	0.64	0.89	0.08
Avail Cap(c_a), veh/h	352	495	419	153	455	386	166	1452	647	499	1630	733
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	73.6	29.0	58.9	66.8	64.9	90.1	56.0	22.2	80.6	49.3	29.9
Incr Delay (d2), s/veh	0.6	60.2	0.3	9.9	2.2	1.2	41.2	10.8	0.5	2.7	8.0	0.2
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	5.3	33.4	3.7	3.7	12.2	8.2	9.2	33.2	3.0	7.9	34.2	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.8	133.8	29.3	68.7	68.9	66.0	131.3	66.9	22.7	83.4	57.2	30.1
LnGrp LOS	D	F	C	E	E	E	F	E	C	F	E	C
Approach Vol, veh/h		761			542			1573			1831	
Approach Delay, s/veh		106.4			67.9			70.1			61.0	
Approach LOS		F			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.4	99.2	16.4	60.0	35.6	88.0	20.6	55.8
Change Period (Y+Rc), s	6.4	* 6.7	6.9	7.1	* 6.7	* 6.3	6.9	7.1
Max Green Setting (Gmax), s	18.6	* 89	13.1	52.9	* 25	* 82	23.1	42.9
Max Q Clear Time (g_c+I1), s	18.0	77.7	9.5	54.9	19.4	73.1	13.6	27.1
Green Ext Time (p_c), s	0.0	9.8	0.0	0.0	0.5	7.6	0.1	2.3

Intersection Summary	
HCM 6th Ctrl Delay	72.2
HCM 6th LOS	E

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	4	2	1062	169	68	1	155	340	8	27	4
Future Volume (vph)	0	4	2	1062	169	68	1	155	340	8	27	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5	6.5	6.0	6.5			6.0	6.0	6.0	6.0	6.0
Lane Util. Factor		1.00	1.00	0.97	1.00			1.00	0.88	1.00	1.00	1.00
Frt		1.00	0.85	1.00	0.96			1.00	0.85	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00			1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1863	1077	3433	1782			1809	2760	1583	1166	1292
Flt Permitted		1.00	1.00	0.95	1.00			1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1863	1077	3433	1782			1809	2760	1583	1166	1292
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	4	2	1118	178	72	1	163	358	8	28	4
RTOR Reduction (vph)	0	0	2	0	6	0	0	0	84	0	0	4
Lane Group Flow (vph)	0	4	0	1118	244	0	0	164	274	8	28	0
Heavy Vehicles (%)	2%	2%	50%	2%	2%	2%	2%	5%	3%	14%	63%	25%
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	pt+ov	Split	NA	Perm
Protected Phases	1	6		5	2		4	4	4 5	3	3	
Permitted Phases			6									3
Actuated Green, G (s)		1.5	1.5	61.7	69.2			14.3	82.0	5.3	5.3	5.3
Effective Green, g (s)		1.5	1.5	61.7	69.2			14.3	82.0	5.3	5.3	5.3
Actuated g/C Ratio		0.01	0.01	0.58	0.64			0.13	0.76	0.05	0.05	0.05
Clearance Time (s)		6.5	6.5	6.0	6.5			6.0		6.0	6.0	6.0
Vehicle Extension (s)		6.0	6.0	3.0	6.0			2.5		3.0	3.0	3.0
Lane Grp Cap (vph)		26	15	1974	1149			241	2109	78	57	63
v/s Ratio Prot		0.00		c0.33	c0.14			c0.09	0.10	0.01	c0.02	
v/s Ratio Perm			0.00									0.00
v/c Ratio		0.15	0.00	0.57	0.21			0.68	0.13	0.10	0.49	0.00
Uniform Delay, d1		52.3	52.2	14.4	7.8			44.3	3.3	48.7	49.7	48.5
Progression Factor		1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		7.7	0.1	0.4	0.4			7.0	0.0	0.6	6.5	0.0
Delay (s)		59.9	52.3	14.7	8.3			51.4	3.3	49.3	56.2	48.5
Level of Service		E	D	B	A			D	A	D	E	D
Approach Delay (s)		57.4			13.6			18.4			54.1	
Approach LOS		E			B			B			D	

Intersection Summary			
HCM 2000 Control Delay	15.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	107.3	Sum of lost time (s)	24.5
Intersection Capacity Utilization	59.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	351	4	1	568	0	12	0	9	1	0	0
Future Vol, veh/h	0	351	4	1	568	0	12	0	9	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	215	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	4	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	418	5	1	676	0	14	0	11	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	676	0	0	423	0	0	1096	1096	418	1104	1101	676
Stage 1	-	-	-	-	-	-	418	418	-	678	678	-
Stage 2	-	-	-	-	-	-	678	678	-	426	423	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	915	-	-	1136	-	-	191	213	635	188	212	453
Stage 1	-	-	-	-	-	-	612	591	-	442	452	-
Stage 2	-	-	-	-	-	-	442	452	-	606	588	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	915	-	-	1136	-	-	191	213	635	185	212	453
Mov Cap-2 Maneuver	-	-	-	-	-	-	191	213	-	185	212	-
Stage 1	-	-	-	-	-	-	612	591	-	442	452	-
Stage 2	-	-	-	-	-	-	442	452	-	596	588	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	19.5	24.6
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	273	915	-	-	1136	-	-	185
HCM Lane V/C Ratio	0.092	-	-	-	0.001	-	-	0.006
HCM Control Delay (s)	19.5	0	-	-	8.2	0	-	24.6
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	120	77	64	400	330	127	1424	41	115	1439	40
Future Volume (veh/h)	91	120	77	64	400	330	127	1424	41	115	1439	40
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	1841	1856	1767	1870	1870	1870	1811	1811	1870	1841	1811	1693
Adj Flow Rate, veh/h	95	125	80	67	417	344	132	1483	43	120	1499	42
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	3	9	2	2	2	6	6	2	4	6	14
Cap, veh/h	134	386	311	288	363	307	192	1910	880	158	1696	707
Arrive On Green	0.05	0.21	0.21	0.04	0.19	0.19	0.11	0.56	0.56	0.05	0.49	0.49
Sat Flow, veh/h	1753	1856	1497	1781	1870	1585	1725	3441	1585	3401	3441	1434
Grp Volume(v), veh/h	95	125	80	67	417	344	132	1483	43	120	1499	42
Grp Sat Flow(s),veh/h/ln	1753	1856	1497	1781	1870	1585	1725	1721	1585	1700	1721	1434
Q Serve(g_s), s	7.8	10.3	8.0	5.4	34.9	26.8	13.3	60.7	2.2	6.3	70.5	2.1
Cycle Q Clear(g_c), s	7.8	10.3	8.0	5.4	34.9	26.8	13.3	60.7	2.2	6.3	70.5	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	134	386	311	288	363	307	192	1910	880	158	1696	707
V/C Ratio(X)	0.71	0.32	0.26	0.23	1.15	1.12	0.69	0.78	0.05	0.76	0.88	0.06
Avail Cap(c_a), veh/h	168	386	311	347	363	307	192	1910	880	251	1696	707
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.2	60.5	59.6	55.1	72.6	42.9	77.0	31.3	18.3	84.8	41.0	14.4
Incr Delay (d2), s/veh	6.3	0.6	0.5	0.2	94.6	87.4	9.9	3.2	0.1	7.2	7.1	0.2
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	3.6	4.9	3.1	2.4	26.1	17.9	6.3	24.9	0.8	2.9	30.3	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.5	61.1	60.2	55.3	167.2	130.4	86.9	34.5	18.4	92.0	48.1	14.6
LnGrp LOS	E	E	E	E	F	F	F	C	B	F	D	B
Approach Vol, veh/h		300			828			1658			1661	
Approach Delay, s/veh		61.6			142.8			38.2			50.5	
Approach LOS		E			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.4	95.0	14.1	44.5	15.1	106.3	16.6	42.0
Change Period (Y+Rc), s	* 6.4	6.3	6.9	7.1	* 6.7	* 6.4	6.9	7.1
Max Green Setting (Gmax), s	* 17	88.7	13.1	34.9	* 13	* 92	13.1	34.9
Max Q Clear Time (g_c+I1), s	15.3	72.5	7.4	12.3	8.3	62.7	9.8	36.9
Green Ext Time (p_c), s	0.0	14.3	0.0	1.0	0.1	23.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	63.9
HCM 6th LOS	E

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	22	4	539	165	22	9	64	1584	129	209	86
Future Volume (vph)	1	22	4	539	165	22	9	64	1584	129	209	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.5	6.5	6.0	6.5			6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00			1.00	0.88	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98			1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.99	1.00	0.95	1.00	1.00
Satd. Flow (prot)	902	1863	1292	3433	1811			1514	2787	1770	1743	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.99	1.00	0.95	1.00	1.00
Satd. Flow (perm)	902	1863	1292	3433	1811			1514	2787	1770	1743	1583
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	1	26	5	634	194	26	11	75	1864	152	246	101
RTOR Reduction (vph)	0	0	5	0	3	0	0	0	337	0	0	84
Lane Group Flow (vph)	1	26	0	634	217	0	0	86	1527	152	246	17
Heavy Vehicles (%)	100%	2%	25%	2%	2%	11%	2%	28%	2%	2%	9%	2%
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	pt+ov	Split	NA	Perm
Protected Phases	1	6		5	2		4	4	4 5	3	3	
Permitted Phases			6									3
Actuated Green, G (s)	1.2	6.8	6.8	62.9	68.5			23.4	92.3	23.1	23.1	23.1
Effective Green, g (s)	1.2	6.8	6.8	62.9	68.5			23.4	92.3	23.1	23.1	23.1
Actuated g/C Ratio	0.01	0.05	0.05	0.45	0.49			0.17	0.66	0.16	0.16	0.16
Clearance Time (s)	6.0	6.5	6.5	6.0	6.5			6.0		6.0	6.0	6.0
Vehicle Extension (s)	3.0	6.0	6.0	3.0	6.0			2.5		3.0	3.0	3.0
Lane Grp Cap (vph)	7	90	62	1534	881			251	1828	290	286	259
v/s Ratio Prot	0.00	c0.01		0.18	c0.12			0.06	c0.55	0.09	c0.14	
v/s Ratio Perm			0.00									0.01
v/c Ratio	0.14	0.29	0.00	0.41	0.25			0.34	0.84	0.52	0.86	0.06
Uniform Delay, d1	69.2	64.6	63.7	26.4	21.1			51.9	18.4	53.8	57.2	49.7
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.2	5.0	0.1	0.2	0.7			0.6	3.4	1.7	22.2	0.1
Delay (s)	78.4	69.6	63.8	26.6	21.7			52.4	21.8	55.5	79.4	49.8
Level of Service	E	E	E	C	C			D	C	E	E	D
Approach Delay (s)		69.0			25.3			23.2			66.1	
Approach LOS		E			C			C			E	

Intersection Summary			
HCM 2000 Control Delay	30.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	140.7	Sum of lost time (s)	24.5
Intersection Capacity Utilization	91.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	749	18	9	534	0	8	0	3	0	0	1
Future Vol, veh/h	0	749	18	9	534	0	8	0	3	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	215	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	7	2	2	2	17	2	2	2	2	2
Mvmt Flow	0	805	19	10	574	0	9	0	3	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	574	0	0	824	0	0	1400	1399	805	1410	1418	574
Stage 1	-	-	-	-	-	-	805	805	-	594	594	-
Stage 2	-	-	-	-	-	-	595	594	-	816	824	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.27	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.27	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.27	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.653	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	999	-	-	806	-	-	109	141	382	116	137	518
Stage 1	-	-	-	-	-	-	355	395	-	491	493	-
Stage 2	-	-	-	-	-	-	466	493	-	371	387	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	999	-	-	806	-	-	107	138	382	113	135	518
Mov Cap-2 Maneuver	-	-	-	-	-	-	107	138	-	113	135	-
Stage 1	-	-	-	-	-	-	355	395	-	491	484	-
Stage 2	-	-	-	-	-	-	457	484	-	368	387	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	34.7	12
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	133	999	-	-	806	-	-	518
HCM Lane V/C Ratio	0.089	-	-	-	0.012	-	-	0.002
HCM Control Delay (s)	34.7	0	-	-	9.5	0	-	12
HCM Lane LOS	D	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	555	97	94	279	195	151	1401	100	335	1529	57
Future Volume (veh/h)	146	555	97	94	279	195	151	1401	100	335	1529	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1856	1870
Adj Flow Rate, veh/h	151	572	100	97	288	201	156	1444	103	345	1576	59
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	3	2
Cap, veh/h	261	495	419	126	451	382	166	1452	647	488	1609	723
Arrive On Green	0.07	0.26	0.26	0.05	0.24	0.24	0.09	0.41	0.41	0.14	0.46	0.46
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	3456	3526	1585
Grp Volume(v), veh/h	151	572	100	97	288	201	156	1444	103	345	1576	59
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1728	1763	1585
Q Serve(g_s), s	12.7	52.9	7.1	8.2	27.6	22.0	17.4	81.0	6.3	19.0	87.9	4.2
Cycle Q Clear(g_c), s	12.7	52.9	7.1	8.2	27.6	22.0	17.4	81.0	6.3	19.0	87.9	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	261	495	419	126	451	382	166	1452	647	488	1609	723
V/C Ratio(X)	0.58	1.16	0.24	0.77	0.64	0.53	0.94	0.99	0.16	0.71	0.98	0.08
Avail Cap(c_a), veh/h	335	495	419	153	451	382	166	1452	647	488	1609	723
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	73.6	29.4	58.8	68.1	65.9	90.2	58.9	21.8	81.9	53.5	30.7
Incr Delay (d2), s/veh	0.8	91.1	0.4	13.7	3.3	1.6	52.9	22.4	0.5	4.6	18.1	0.2
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	5.7	37.6	3.9	4.1	13.5	9.0	10.4	39.9	3.3	8.7	41.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.3	164.6	29.8	72.6	71.3	67.5	143.0	81.3	22.3	86.5	71.5	30.9
LnGrp LOS	D	F	C	E	E	E	F	F	C	F	E	C
Approach Vol, veh/h		823			586			1703			1980	
Approach Delay, s/veh		128.0			70.2			83.4			72.9	
Approach LOS		F			E			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	98.0	17.0	60.0	35.0	88.0	21.7	55.3
Change Period (Y+Rc), s	6.4	* 6.7	6.9	7.1	* 6.7	* 6.3	6.9	7.1
Max Green Setting (Gmax), s	18.6	* 89	13.1	52.9	* 25	* 82	23.1	42.9
Max Q Clear Time (g_c+I1), s	19.4	89.9	10.2	54.9	21.0	83.0	14.7	29.6
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.5	0.0	0.1	2.3

Intersection Summary	
HCM 6th Ctrl Delay	85.0
HCM 6th LOS	F

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	4	2	1130	169	68	1	155	364	8	27	4
Future Volume (vph)	0	4	2	1130	169	68	1	155	364	8	27	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5	6.5	6.0	6.5			6.0	6.0	6.0	6.0	6.0
Lane Util. Factor		1.00	1.00	0.97	1.00			1.00	0.88	1.00	1.00	1.00
Frt		1.00	0.85	1.00	0.96			1.00	0.85	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00			1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1863	1029	3433	1782			1809	2760	1583	1166	1262
Flt Permitted		1.00	1.00	0.95	1.00			1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1863	1029	3433	1782			1809	2760	1583	1166	1262
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	4	2	1189	178	72	1	163	383	8	28	4
RTOR Reduction (vph)	0	0	2	0	6	0	0	0	89	0	0	4
Lane Group Flow (vph)	0	4	0	1189	244	0	0	164	294	8	28	0
Heavy Vehicles (%)	2%	2%	57%	2%	2%	2%	2%	5%	3%	14%	63%	28%
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	pt+ov	Split	NA	Perm
Protected Phases	1	6		5	2		4	4	4 5	3	3	
Permitted Phases			6									3
Actuated Green, G (s)		1.5	1.5	63.0	70.5			14.7	83.7	5.3	5.3	5.3
Effective Green, g (s)		1.5	1.5	63.0	70.5			14.7	83.7	5.3	5.3	5.3
Actuated g/C Ratio		0.01	0.01	0.58	0.65			0.13	0.77	0.05	0.05	0.05
Clearance Time (s)		6.5	6.5	6.0	6.5			6.0		6.0	6.0	6.0
Vehicle Extension (s)		6.0	6.0	3.0	6.0			2.5		3.0	3.0	3.0
Lane Grp Cap (vph)		25	14	1984	1152			243	2119	76	56	61
v/s Ratio Prot		0.00		c0.35	c0.14			c0.09	0.11	0.01	c0.02	
v/s Ratio Perm			0.00									0.00
v/c Ratio		0.16	0.00	0.60	0.21			0.67	0.14	0.11	0.50	0.00
Uniform Delay, d1		53.1	53.0	14.9	7.9			44.9	3.3	49.6	50.6	49.3
Progression Factor		1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		8.3	0.2	0.5	0.4			6.6	0.0	0.6	6.9	0.0
Delay (s)		61.4	53.2	15.3	8.3			51.4	3.3	50.2	57.4	49.4
Level of Service		E	D	B	A			D	A	D	E	D
Approach Delay (s)		58.7			14.1			17.7			55.2	
Approach LOS		E			B			B			E	

Intersection Summary			
HCM 2000 Control Delay	16.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	109.0	Sum of lost time (s)	24.5
Intersection Capacity Utilization	61.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱		↕			↕			↕	
Traffic Vol, veh/h	17	358	4	1	587	14	12	0	9	40	0	49
Future Vol, veh/h	17	358	4	1	587	14	12	0	9	40	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	215	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	4	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	426	5	1	699	17	14	0	11	48	0	58

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	716	0	0	431	0	0	1205	1184	426	1184	1181	708
Stage 1	-	-	-	-	-	-	466	466	-	710	710	-
Stage 2	-	-	-	-	-	-	739	718	-	474	471	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	885	-	-	1129	-	-	161	189	628	166	190	435
Stage 1	-	-	-	-	-	-	577	562	-	424	437	-
Stage 2	-	-	-	-	-	-	409	433	-	571	560	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	885	-	-	1129	-	-	136	183	628	159	184	435
Mov Cap-2 Maneuver	-	-	-	-	-	-	136	183	-	159	184	-
Stage 1	-	-	-	-	-	-	560	545	-	411	437	-
Stage 2	-	-	-	-	-	-	354	433	-	544	543	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	25	30.6
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	205	885	-	-	1129	-	-	244
HCM Lane V/C Ratio	0.122	0.023	-	-	0.001	-	-	0.434
HCM Control Delay (s)	25	9.2	-	-	8.2	0	-	30.6
HCM Lane LOS	D	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	130	135	64	403	330	147	1424	41	115	1439	60
Future Volume (veh/h)	149	130	135	64	403	330	147	1424	41	115	1439	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1826	1870	1870	1870	1811	1811	1870	1841	1811	1767
Adj Flow Rate, veh/h	155	135	141	67	420	344	153	1483	43	120	1499	62
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	3	5	2	2	2	6	6	2	4	6	9
Cap, veh/h	170	421	351	294	363	307	159	1845	850	158	1696	738
Arrive On Green	0.07	0.23	0.23	0.04	0.19	0.19	0.09	0.54	0.54	0.05	0.49	0.49
Sat Flow, veh/h	1781	1856	1547	1781	1870	1585	1725	3441	1585	3401	3441	1497
Grp Volume(v), veh/h	155	135	141	67	420	344	153	1483	43	120	1499	62
Grp Sat Flow(s),veh/h/ln	1781	1856	1547	1781	1870	1585	1725	1721	1585	1700	1721	1497
Q Serve(g_s), s	12.5	10.9	14.0	5.4	34.9	27.7	15.9	63.2	2.3	6.3	70.5	3.1
Cycle Q Clear(g_c), s	12.5	10.9	14.0	5.4	34.9	27.7	15.9	63.2	2.3	6.3	70.5	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	170	421	351	294	363	307	159	1845	850	158	1696	738
V/C Ratio(X)	0.91	0.32	0.40	0.23	1.16	1.12	0.96	0.80	0.05	0.76	0.88	0.08
Avail Cap(c_a), veh/h	170	421	351	353	363	307	159	1845	850	251	1696	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	58.0	59.2	55.0	72.6	45.6	81.4	34.0	19.9	84.8	41.0	14.6
Incr Delay (d2), s/veh	44.2	0.5	0.9	0.1	97.7	87.4	59.8	3.8	0.1	7.2	7.1	0.2
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	7.6	5.2	5.5	2.4	26.4	18.3	9.6	26.3	0.9	2.9	30.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.0	58.5	60.1	55.1	170.2	133.0	141.2	37.8	20.0	92.0	48.1	14.8
LnGrp LOS	F	E	E	E	F	F	F	D	C	F	D	B
Approach Vol, veh/h		431			831			1679			1681	
Approach Delay, s/veh		73.9			145.5			46.8			50.0	
Approach LOS		E			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	95.0	14.1	47.9	15.1	102.9	20.0	42.0
Change Period (Y+Rc), s	* 6.4	6.3	6.9	7.1	* 6.7	* 6.4	6.9	7.1
Max Green Setting (Gmax), s	* 17	88.7	13.1	34.9	* 13	* 92	13.1	34.9
Max Q Clear Time (g_c+I1), s	17.9	72.5	7.4	16.0	8.3	65.2	14.5	36.9
Green Ext Time (p_c), s	0.0	14.3	0.0	1.3	0.1	21.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	68.3
HCM 6th LOS	E

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	401	583	31	87	19
Future Vol, veh/h	7	401	583	31	87	19
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	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	418	607	32	91	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	639	0	-	0	1055	623
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	432	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	955	-	-	-	252	490
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	659	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	955	-	-	-	249	490
Mov Cap-2 Maneuver	-	-	-	-	249	-
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	659	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	26.9
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	955	-	-	-	273
HCM Lane V/C Ratio	0.008	-	-	-	0.404
HCM Control Delay (s)	8.8	0	-	-	26.9
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	22	4	583	165	22	9	64	1654	129	209	86
Future Volume (vph)	1	22	4	583	165	22	9	64	1654	129	209	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.5	6.5	6.0	6.5			6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00			1.00	0.88	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98			1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.99	1.00	0.95	1.00	1.00
Satd. Flow (prot)	820	1863	1242	3433	1811			1514	2787	1770	1743	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.99	1.00	0.95	1.00	1.00
Satd. Flow (perm)	820	1863	1242	3433	1811			1514	2787	1770	1743	1583
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	1	26	5	686	194	26	11	75	1946	152	246	101
RTOR Reduction (vph)	0	0	5	0	3	0	0	0	334	0	0	85
Lane Group Flow (vph)	1	26	0	686	217	0	0	86	1612	152	246	16
Heavy Vehicles (%)	120%	2%	30%	2%	2%	11%	2%	28%	2%	2%	9%	2%
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	pt+ov	Split	NA	Perm
Protected Phases	1	6		5	2		4	4	4 5	3	3	
Permitted Phases			6									3
Actuated Green, G (s)	1.3	6.9	6.9	62.7	68.3			25.2	93.9	23.1	23.1	23.1
Effective Green, g (s)	1.3	6.9	6.9	62.7	68.3			25.2	93.9	23.1	23.1	23.1
Actuated g/C Ratio	0.01	0.05	0.05	0.44	0.48			0.18	0.66	0.16	0.16	0.16
Clearance Time (s)	6.0	6.5	6.5	6.0	6.5			6.0		6.0	6.0	6.0
Vehicle Extension (s)	3.0	6.0	6.0	3.0	6.0			2.5		3.0	3.0	3.0
Lane Grp Cap (vph)	7	90	60	1511	868			267	1837	287	282	256
v/s Ratio Prot	0.00	c0.01		0.20	c0.12			0.06	c0.58	0.09	c0.14	
v/s Ratio Perm			0.00									0.01
v/c Ratio	0.14	0.29	0.00	0.45	0.25			0.32	0.88	0.53	0.87	0.06
Uniform Delay, d1	70.0	65.4	64.5	27.9	21.9			51.1	19.6	54.7	58.2	50.5
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.2	5.0	0.1	0.2	0.7			0.5	5.1	1.8	24.3	0.1
Delay (s)	79.2	70.3	64.6	28.1	22.6			51.7	24.7	56.4	82.5	50.6
Level of Service	E	E	E	C	C			D	C	E	F	D
Approach Delay (s)		69.7			26.8			25.8			68.1	
Approach LOS		E			C			C			E	

Intersection Summary			
HCM 2000 Control Delay	32.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	142.4	Sum of lost time (s)	24.5
Intersection Capacity Utilization	94.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱		↕			↕			↕	
Traffic Vol, veh/h	50	769	18	9	547	40	8	0	3	25	0	33
Future Vol, veh/h	50	769	18	9	547	40	8	0	3	25	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	215	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	7	2	2	2	15	2	2	2	2	2
Mvmt Flow	54	827	19	10	588	43	9	0	3	27	0	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	631	0	0	846	0	0	1582	1586	827	1576	1584	610
Stage 1	-	-	-	-	-	-	935	935	-	630	630	-
Stage 2	-	-	-	-	-	-	647	651	-	946	954	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.25	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.25	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.25	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.635	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	951	-	-	791	-	-	82	108	371	89	108	494
Stage 1	-	-	-	-	-	-	302	344	-	470	475	-
Stage 2	-	-	-	-	-	-	439	465	-	314	337	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	951	-	-	791	-	-	69	94	371	80	94	494
Mov Cap-2 Maneuver	-	-	-	-	-	-	69	94	-	80	94	-
Stage 1	-	-	-	-	-	-	269	307	-	419	466	-
Stage 2	-	-	-	-	-	-	399	456	-	278	301	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.1	51.6	43.8
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	89	951	-	-	791	-	-	153
HCM Lane V/C Ratio	0.133	0.057	-	-	0.012	-	-	0.408
HCM Control Delay (s)	51.6	9	-	-	9.6	0	-	43.8
HCM Lane LOS	F	A	-	-	A	A	-	E
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0	-	-	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	561	135	94	289	195	211	1401	100	335	1529	117
Future Volume (veh/h)	184	561	135	94	289	195	211	1401	100	335	1529	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1856	1870
Adj Flow Rate, veh/h	190	578	44	97	298	42	218	1444	40	345	1576	53
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	3	2
Cap, veh/h	279	495	419	128	421	357	166	1452	647	485	1606	722
Arrive On Green	0.09	0.26	0.26	0.05	0.23	0.23	0.09	0.41	0.41	0.14	0.46	0.46
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	3456	3526	1585
Grp Volume(v), veh/h	190	578	44	97	298	42	218	1444	40	345	1576	53
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1728	1763	1585
Q Serve(g_s), s	16.1	52.9	3.0	8.3	29.4	4.2	18.6	81.0	2.2	19.1	88.0	3.8
Cycle Q Clear(g_c), s	16.1	52.9	3.0	8.3	29.4	4.2	18.6	81.0	2.2	19.1	88.0	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	279	495	419	128	421	357	166	1452	647	485	1606	722
V/C Ratio(X)	0.68	1.17	0.10	0.76	0.71	0.12	1.32	0.99	0.06	0.71	0.98	0.07
Avail Cap(c_a), veh/h	323	495	419	153	421	357	166	1452	647	485	1606	722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.9	73.6	28.5	60.4	71.4	61.7	90.7	58.9	19.4	82.1	53.6	30.7
Incr Delay (d2), s/veh	3.2	95.7	0.1	13.0	5.7	0.2	178.3	22.4	0.2	4.8	18.5	0.2
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	7.4	38.2	1.7	4.2	14.7	1.7	16.7	39.9	1.2	8.7	41.9	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.1	169.3	28.6	73.4	77.1	61.9	269.0	81.3	19.5	86.9	72.1	30.9
LnGrp LOS	E	F	C	E	E	E	F	F	B	F	E	C
Approach Vol, veh/h		812			437			1702			1974	
Approach Delay, s/veh		135.4			74.9			103.9			73.6	
Approach LOS		F			E			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	97.8	17.2	60.0	34.8	88.0	25.1	52.1
Change Period (Y+Rc), s	6.4	* 6.7	6.9	7.1	* 6.7	* 6.3	6.9	7.1
Max Green Setting (Gmax), s	18.6	* 89	13.1	52.9	* 25	* 82	23.1	42.9
Max Q Clear Time (g_c+I1), s	20.6	90.0	10.3	54.9	21.1	83.0	18.1	31.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.5	0.0	0.1	1.6

Intersection Summary	
HCM 6th Ctrl Delay	94.4
HCM 6th LOS	F

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	777	581	90	57	13
Future Vol, veh/h	20	777	581	90	57	13
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, %	0	0	0	0	0	0
Mvmt Flow	22	845	632	98	62	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	730	0	-	0	1570	681
Stage 1	-	-	-	-	681	-
Stage 2	-	-	-	-	889	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	883	-	-	-	123	454
Stage 1	-	-	-	-	506	-
Stage 2	-	-	-	-	405	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	883	-	-	-	117	454
Mov Cap-2 Maneuver	-	-	-	-	117	-
Stage 1	-	-	-	-	482	-
Stage 2	-	-	-	-	405	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	60.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	883	-	-	-	136
HCM Lane V/C Ratio	0.025	-	-	-	0.559
HCM Control Delay (s)	9.2	0	-	-	60.8
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	2.8

HCM 6th Signalized Intersection Summary
3: SR 20/Buford Dr & Old Peachtree Rd

Town Old Peachtree
No-Build 2025 AM Peak - Improved

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	120	77	64	400	330	127	1424	41	115	1439	40
Future Volume (veh/h)	91	120	77	64	400	330	127	1424	41	115	1439	40
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	1841	1856	1767	1870	1870	1870	1811	1811	1870	1841	1811	1693
Adj Flow Rate, veh/h	95	125	80	67	417	344	132	1483	43	120	1499	42
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	3	9	2	2	2	6	6	2	4	6	14
Cap, veh/h	134	441	264	293	363	307	192	1910	880	158	1696	707
Arrive On Green	0.05	0.21	0.21	0.04	0.19	0.19	0.11	0.56	0.56	0.05	0.49	0.49
Sat Flow, veh/h	1753	2120	1270	1781	1870	1585	1725	3441	1585	3401	3441	1434
Grp Volume(v), veh/h	95	103	102	67	417	344	132	1483	43	120	1499	42
Grp Sat Flow(s),veh/h/ln	1753	1763	1627	1781	1870	1585	1725	1721	1585	1700	1721	1434
Q Serve(g_s), s	7.8	8.8	9.6	5.4	34.9	26.8	13.3	60.7	2.2	6.3	70.5	2.1
Cycle Q Clear(g_c), s	7.8	8.8	9.6	5.4	34.9	26.8	13.3	60.7	2.2	6.3	70.5	2.1
Prop In Lane	1.00		0.78	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	134	367	338	293	363	307	192	1910	880	158	1696	707
V/C Ratio(X)	0.71	0.28	0.30	0.23	1.15	1.12	0.69	0.78	0.05	0.76	0.88	0.06
Avail Cap(c_a), veh/h	168	367	338	352	363	307	192	1910	880	251	1696	707
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.2	59.9	60.2	55.1	72.6	42.9	77.0	31.3	18.3	84.8	41.0	14.4
Incr Delay (d2), s/veh	6.3	0.5	0.6	0.1	94.6	87.4	9.9	3.2	0.1	7.2	7.1	0.2
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	3.6	4.0	4.0	2.4	26.1	17.9	6.3	24.9	0.8	2.9	30.3	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.5	60.4	60.8	55.2	167.2	130.4	86.9	34.5	18.4	92.0	48.1	14.6
LnGrp LOS	E	E	E	E	F	F	F	C	B	F	D	B
Approach Vol, veh/h		300			828			1658			1661	
Approach Delay, s/veh		61.5			142.8			38.2			50.5	
Approach LOS		E			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.4	95.0	14.1	44.5	15.1	106.3	16.6	42.0
Change Period (Y+Rc), s	* 6.4	6.3	6.9	7.1	* 6.7	* 6.4	6.9	7.1
Max Green Setting (Gmax), s	* 17	88.7	13.1	34.9	* 13	* 92	13.1	34.9
Max Q Clear Time (g_c+I1), s	15.3	72.5	7.4	11.6	8.3	62.7	9.8	36.9
Green Ext Time (p_c), s	0.0	14.3	0.0	1.2	0.1	23.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	63.8
HCM 6th LOS	E

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
3: SR 20/Buford Dr & Old Peachtree Rd

Town Old Peachtree
No-Build 2025 PM Peak - Improved

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	555	97	94	279	195	151	1401	100	335	1529	57
Future Volume (veh/h)	146	555	97	94	279	195	151	1401	100	335	1529	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1856	1870
Adj Flow Rate, veh/h	151	572	100	97	288	201	156	1444	103	345	1576	59
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	3	2
Cap, veh/h	212	645	112	154	352	298	166	1452	647	656	1780	800
Arrive On Green	0.08	0.21	0.21	0.05	0.19	0.19	0.09	0.41	0.41	0.19	0.50	0.50
Sat Flow, veh/h	1781	3025	527	1781	1870	1585	1781	3554	1585	3456	3526	1585
Grp Volume(v), veh/h	151	335	337	97	288	201	156	1444	103	345	1576	59
Grp Sat Flow(s),veh/h/ln	1781	1777	1775	1781	1870	1585	1781	1777	1585	1728	1763	1585
Q Serve(g_s), s	13.6	36.6	36.8	8.7	29.5	23.6	17.4	81.0	6.2	18.0	80.1	3.8
Cycle Q Clear(g_c), s	13.6	36.6	36.8	8.7	29.5	23.6	17.4	81.0	6.2	18.0	80.1	3.8
Prop In Lane	1.00		0.30	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	212	379	378	154	352	298	166	1452	647	656	1780	800
V/C Ratio(X)	0.71	0.89	0.89	0.63	0.82	0.67	0.94	0.99	0.16	0.53	0.89	0.07
Avail Cap(c_a), veh/h	279	470	470	175	401	340	166	1452	647	656	1780	800
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.3	76.3	76.4	63.7	77.9	75.5	90.2	58.9	21.4	72.9	44.3	25.5
Incr Delay (d2), s/veh	3.2	16.1	16.7	3.6	11.8	4.8	52.9	22.4	0.5	0.8	6.9	0.2
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	6.3	18.3	18.4	4.1	15.3	10.0	10.4	39.9	3.3	8.0	35.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.5	92.4	93.1	67.2	89.7	80.3	143.0	81.3	21.9	73.7	51.2	25.6
LnGrp LOS	E	F	F	E	F	F	F	F	C	E	D	C
Approach Vol, veh/h		823			586			1703			1980	
Approach Delay, s/veh		87.6			82.7			83.4			54.4	
Approach LOS		F			F			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	107.7	17.6	49.7	44.7	88.0	22.6	44.8
Change Period (Y+Rc), s	6.4	* 6.7	6.9	7.1	* 6.7	* 6.3	6.9	7.1
Max Green Setting (Gmax), s	18.6	* 89	13.1	52.9	* 25	* 82	23.1	42.9
Max Q Clear Time (g_c+I1), s	19.4	82.1	10.7	38.8	20.0	83.0	15.6	31.5
Green Ext Time (p_c), s	0.0	6.2	0.0	3.8	0.6	0.0	0.1	2.1

Intersection Summary	
HCM 6th Ctrl Delay	72.7
HCM 6th LOS	E

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	358	4	1	587	14	12	0	9	40	0	49
Future Volume (veh/h)	17	358	4	1	587	14	12	0	9	40	0	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	426	5	1	699	17	14	0	11	48	0	58
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	4	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	749	683	40	784	19	404	17	282	335	21	360
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.44	0.00	0.44	0.44	0.00	0.44
Sat Flow, veh/h	35	1737	1585	0	1818	44	785	39	647	636	48	826
Grp Volume(v), veh/h	446	0	5	717	0	0	25	0	0	106	0	0
Grp Sat Flow(s),veh/h/ln	1773	0	1585	1862	0	0	1472	0	0	1510	0	0
Q Serve(g_s), s	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0
Cycle Q Clear(g_c), s	16.4	0.0	0.2	32.1	0.0	0.0	0.7	0.0	0.0	3.5	0.0	0.0
Prop In Lane	0.04		1.00	0.00		0.02	0.56		0.44	0.45		0.55
Lane Grp Cap(c), veh/h	806	0	683	843	0	0	703	0	0	716	0	0
V/C Ratio(X)	0.55	0.00	0.01	0.85	0.00	0.00	0.04	0.00	0.00	0.15	0.00	0.00
Avail Cap(c_a), veh/h	1173	0	1021	1240	0	0	703	0	0	716	0	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	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.2	0.0	14.6	23.7	0.0	0.0	14.5	0.0	0.0	15.3	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	3.9	0.0	0.0	0.1	0.0	0.0	0.4	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	6.4	0.0	0.1	13.4	0.0	0.0	0.3	0.0	0.0	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.8	0.0	14.6	27.6	0.0	0.0	14.6	0.0	0.0	15.7	0.0	0.0
LnGrp LOS	B	A	B	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		451			717			25			106	
Approach Delay, s/veh		19.8			27.6			14.6			15.7	
Approach LOS		B			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.2		44.8		45.2		44.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		20.0		58.0		20.0		58.0				
Max Q Clear Time (g_c+I1), s		5.5		18.4		2.7		34.1				
Green Ext Time (p_c), s		0.4		2.8		0.1		4.7				

Intersection Summary												
HCM 6th Ctrl Delay			23.6									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	769	18	9	547	40	8	0	3	25	0	33
Future Volume (veh/h)	50	769	18	9	547	40	8	0	3	25	0	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1796	1870	1870	1870	1678	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	827	19	10	588	43	9	0	3	27	0	35
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	7	2	2	2	15	2	2	2	2	2
Cap, veh/h	73	887	1044	39	911	66	267	9	71	162	19	168
Arrive On Green	0.69	0.69	0.69	0.69	0.69	0.69	0.19	0.00	0.19	0.19	0.00	0.19
Sat Flow, veh/h	50	1293	1522	3	1327	96	1052	46	366	568	98	864
Grp Volume(v), veh/h	881	0	19	641	0	0	12	0	0	62	0	0
Grp Sat Flow(s),veh/h/ln	1344	0	1522	1426	0	0	1465	0	0	1531	0	0
Q Serve(g_s), s	0.0	0.0	0.4	8.5	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
Cycle Q Clear(g_c), s	56.3	0.0	0.4	68.6	0.0	0.0	0.5	0.0	0.0	3.1	0.0	0.0
Prop In Lane	0.06		1.00	0.02		0.07	0.75		0.25	0.44		0.56
Lane Grp Cap(c), veh/h	960	0	1044	1015	0	0	347	0	0	349	0	0
V/C Ratio(X)	0.92	0.00	0.02	0.63	0.00	0.00	0.03	0.00	0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	984	0	1066	1040	0	0	347	0	0	349	0	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	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.7	0.0	5.0	9.4	0.0	0.0	32.7	0.0	0.0	33.7	0.0	0.0
Incr Delay (d2), s/veh	12.9	0.0	0.0	1.2	0.0	0.0	0.2	0.0	0.0	1.1	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	12.0	0.0	0.1	5.4	0.0	0.0	0.3	0.0	0.0	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.7	0.0	5.0	10.6	0.0	0.0	32.9	0.0	0.0	34.8	0.0	0.0
LnGrp LOS	C	A	A	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		900			641			12			62	
Approach Delay, s/veh		23.3			10.6			32.9			34.8	
Approach LOS		C			B			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.7		75.3		24.7		75.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		18.0		70.0		18.0		70.0				
Max Q Clear Time (g_c+I1), s		5.1		58.3		2.5		70.6				
Green Ext Time (p_c), s		0.2		4.8		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			18.7									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
3: SR 20/Buford Dr & Old Peachtree Rd

Town Old Peachtree
Build 2025 AM Peak - Improved

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	130	135	64	403	330	147	1424	41	115	1439	60
Future Volume (veh/h)	149	130	135	64	403	330	147	1424	41	115	1439	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1826	1870	1870	1870	1811	1811	1870	1841	1811	1767
Adj Flow Rate, veh/h	155	135	141	67	420	344	153	1483	43	120	1499	62
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	3	5	2	2	2	6	6	2	4	6	9
Cap, veh/h	170	400	357	277	363	307	159	1845	850	158	1696	738
Arrive On Green	0.07	0.23	0.23	0.04	0.19	0.19	0.09	0.54	0.54	0.05	0.49	0.49
Sat Flow, veh/h	1781	1763	1572	1781	1870	1585	1725	3441	1585	3401	3441	1497
Grp Volume(v), veh/h	155	135	141	67	420	344	153	1483	43	120	1499	62
Grp Sat Flow(s),veh/h/ln	1781	1763	1572	1781	1870	1585	1725	1721	1585	1700	1721	1497
Q Serve(g_s), s	12.5	11.5	13.7	5.4	34.9	27.7	15.9	63.2	2.3	6.3	70.5	3.1
Cycle Q Clear(g_c), s	12.5	11.5	13.7	5.4	34.9	27.7	15.9	63.2	2.3	6.3	70.5	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	170	400	357	277	363	307	159	1845	850	158	1696	738
V/C Ratio(X)	0.91	0.34	0.40	0.24	1.16	1.12	0.96	0.80	0.05	0.76	0.88	0.08
Avail Cap(c_a), veh/h	170	400	357	336	363	307	159	1845	850	251	1696	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	58.3	59.1	55.1	72.6	45.6	81.4	34.0	19.9	84.8	41.0	14.6
Incr Delay (d2), s/veh	44.2	0.6	0.9	0.2	97.7	87.4	59.8	3.8	0.1	7.2	7.1	0.2
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	7.6	5.2	5.5	2.4	26.4	18.3	9.6	26.3	0.9	2.9	30.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.0	58.8	59.9	55.3	170.2	133.0	141.2	37.8	20.0	92.0	48.1	14.8
LnGrp LOS	F	E	E	E	F	F	F	D	C	F	D	B
Approach Vol, veh/h		431			831			1679			1681	
Approach Delay, s/veh		74.0			145.5			46.8			50.0	
Approach LOS		E			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	95.0	14.1	47.9	15.1	102.9	20.0	42.0
Change Period (Y+Rc), s	* 6.4	6.3	6.9	7.1	* 6.7	* 6.4	6.9	7.1
Max Green Setting (Gmax), s	* 17	88.7	13.1	34.9	* 13	* 92	13.1	34.9
Max Q Clear Time (g_c+I1), s	17.9	72.5	7.4	15.7	8.3	65.2	14.5	36.9
Green Ext Time (p_c), s	0.0	14.3	0.0	1.6	0.1	21.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	68.3
HCM 6th LOS	E

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
3: SR 20/Buford Dr & Old Peachtree Rd

Town Old Peachtree
Build 2025 PM Peak - Improved

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	561	135	94	289	195	211	1401	100	335	1529	117
Future Volume (veh/h)	184	561	135	94	289	195	211	1401	100	335	1529	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1856	1870
Adj Flow Rate, veh/h	190	578	44	97	298	42	218	1444	40	345	1576	53
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	3	2
Cap, veh/h	225	722	55	174	325	275	166	1452	647	644	1768	795
Arrive On Green	0.10	0.22	0.22	0.05	0.17	0.17	0.09	0.41	0.41	0.19	0.50	0.50
Sat Flow, veh/h	1781	3347	254	1781	1870	1585	1781	3554	1585	3456	3526	1585
Grp Volume(v), veh/h	190	306	316	97	298	42	218	1444	40	345	1576	53
Grp Sat Flow(s),veh/h/ln	1781	1777	1825	1781	1870	1585	1781	1777	1585	1728	1763	1585
Q Serve(g_s), s	17.2	32.7	32.8	8.9	31.3	4.5	18.6	81.0	2.2	18.0	80.6	3.4
Cycle Q Clear(g_c), s	17.2	32.7	32.8	8.9	31.3	4.5	18.6	81.0	2.2	18.0	80.6	3.4
Prop In Lane	1.00		0.14	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	225	383	394	174	325	275	166	1452	647	644	1768	795
V/C Ratio(X)	0.84	0.80	0.80	0.56	0.92	0.15	1.32	0.99	0.06	0.54	0.89	0.07
Avail Cap(c_a), veh/h	259	470	483	194	401	340	166	1452	647	644	1768	795
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.2	74.3	74.4	64.7	81.2	70.1	90.7	58.9	18.9	73.5	45.0	25.7
Incr Delay (d2), s/veh	17.4	8.3	8.3	1.0	23.5	0.3	178.3	22.4	0.2	0.9	7.3	0.2
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	8.8	15.7	16.2	4.1	17.1	1.8	16.7	39.9	1.2	8.0	35.9	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.6	82.6	82.6	65.8	104.8	70.5	269.0	81.3	19.1	74.4	52.2	25.9
LnGrp LOS	E	F	F	E	F	E	F	F	B	E	D	C
Approach Vol, veh/h		812			437			1702			1974	
Approach Delay, s/veh		81.7			92.8			103.9			55.4	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	107.0	17.8	50.3	44.0	88.0	26.2	41.8
Change Period (Y+Rc), s	6.4	* 6.7	6.9	7.1	* 6.7	* 6.3	6.9	7.1
Max Green Setting (Gmax), s	18.6	* 89	13.1	52.9	* 25	* 82	23.1	42.9
Max Q Clear Time (g_c+I1), s	20.6	82.6	10.9	34.8	20.0	83.0	19.2	33.3
Green Ext Time (p_c), s	0.0	5.7	0.0	3.9	0.6	0.0	0.1	1.4

Intersection Summary	
HCM 6th Ctrl Delay	79.8
HCM 6th LOS	E

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

APPENDIX F

Programmed Projects

GW-020D

Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

Short Title

SR 20 (BUFORD DRIVE) WIDENING FROM I-85 NORTH TO ROCK SPRINGS ROAD

GDOT Project No.	0007850
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / General Purpose Capacity
Sponsor	GDOT
Jurisdiction	Regional - Northeast
Analysis Level	In the Region's Air Quality Conformity Analysis
Existing Thru Lane	4
Planned Thru Lane	8
LCI	
Flex	
Network Year	2030
Corridor Length	0.8 miles

Detailed Description and Justification

This project involves adding 2 lanes in each direction along SR 20 (Buford Drive) between I-85 North and Rock Springs Road.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Transportation Funding Act (HB 170)		2023	**$699,953**	$0,000	$699,953	$0,000	$0,000
ROW	Transportation Funding Act (HB 170)		LR 2026-2030	**$3,148,187**	$0,000	$3,148,187	$0,000	$0,000
CST	General Federal Aid - 2026-2050		LR 2026-2030	**$15,198,980**	$12,159,184	$3,039,796	$0,000	$0,000
				$19,047,120	**$12,159,184**	**$6,887,936**	**$0,000**	**$0,000**

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

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

Report Generated: 11/19/2021

GWINNETT COUNTY DEPARTMENT OF TRANSPORTATION
2017 SPECIAL PURPOSE LOCAL OPTION SALES TAX PROGRAM
MAJOR ROAD IMPROVEMENTS

TIER II

Project Number	BOC District	Project Name	Location	Improvement Type	Current Status	Est. Construction
	2	Killian Hill Road	Church Street to Arcado Road	2 to 5 lanes		
	1 & 4	Old Peachtree Road	Collins Hill Road to Rock Springs Road	2 to 3 / 4 lanes		
	3	SR 124 / Braselton Highway	Pine Road to County Line	2 to 4 lanes	Concept	
	3 & 4	SR 124 / Scenic Highway widening	from US 78 / SR 10 / West Main Street to Sugarloaf Parkway	4 to 6 lanes		
	1	Sugarloaf Parkway	Meadow Church Road to Satellite Boulevard	4 to 6 lanes		
	3 & 4	Sugarloaf Parkway	Old Norcross Road to SR 124/Scenic Highway	4 to 6 lanes		
		Planning Efforts at Major Crossings (I-85 and SR -316)	Connectivity/Capacity			
		Major Activity Center Improvements				
		Right of Way Reserve				