



Where Community Connects

**STOCKBRIDGE
PLANNING COMMISSION**

BOARD MEMBERS

Askia Abdullah, Chair

Stanley Dumas

Kathleen Nelson

Harold Thibodeaux

David Planchon

Vacant

ADMINISTRATION

Brecca Carter

Community Development Director

Ryan Anderson

Chief Planner

Linda Logan,

Senior Planner, Secretary

Gordon Linton, Planner I

Quinton Washington, City Attorney

**Planning Commission
Meeting
Agenda
January 26, 2023 6:30 PM**



STOCKBRIDGE CITY HALL

4640 NORTH HENRY BLVD.

STOCKBRIDGE, GA 30281

Website: www.cityofstockbridge.com

Phone: 770-389-7900

Fax: 770-389-7912



AGENDA PLANNING COMMISSION MEETING CITY OF STOCKBRIDGE

THURSDAY, JANUARY 26, 2023 6:30 PM

- I. CALL TO ORDER**
- II. INVOCATION**
- III. PLEDGE OF ALLEGIANCE**
- IV. ROLL CALL**
- V. ADOPTION OF THE AGENDA**
- VI. APPROVAL OF MINUTES -- October 27, 2022 Summary Minutes
October 27, 2022 Summary Minutes**

ADOPTION OF 2023 PLANNING AND ZONING SCHEDULE

Item # 1 - 2023 Planning and Zoning Schedule
Presented by:

PUBLIC HEARINGS:

**Item # 1 - CITY OF STOCKBRIDGE -- ADOPTION OF THE OFFICIAL ZONING MAP, #OZM-2022-01. To consider Staff amendments to the Official Zoning Map, in accordance with the Resolution and Referendum annexation method, voted upon during the November 8, 2022 election. There are approximately 1640+/- new parcels to be added to Stockbridge City boundaries, as indicated within House Bill 612, including but not limited to 23 subdivision communities, and parcels primarily consisting of 1507+/- single-family residential, 105 combined commercial and industrial, etc.
*To be deferred until further notice.***

Presented by:

Item # 2 - CITY OF STOCKBRIDGE – ADOPTION OF THE OVERLAY DISTRICT MAP, #ODM-2022-01. To consider Staff amendments to the Overlay District Map, in accordance with the Resolution and Referendum annexation method, voted upon during the November 8, 2022 election. There are approximately 1640+/- new parcels to be added to Stockbridge City boundaries, as indicated within House Bill 612, including but not limited to 23 subdivision communities, and parcels primarily consisting of 1507+/- single-family residential, 105 combined commercial and industrial, etc.

To be deferred until further notice.

Presented by:

Item # 3 - CITY OF STOCKBRIDGE – ADOPTION OF THE FUTURE LAND USE MAP, #FLUM-2022-01. To consider Staff amendments to the Future Land Use Map, in accordance with the Resolution and Referendum annexation method, voted upon during the November 8, 2022 election. There are approximately 1640+/- new parcels to be added to Stockbridge City boundaries, as indicated within House Bill 612, including but not limited to 23 subdivision communities, and parcels primarily consisting of 1507+/- single-family residential, 105 combined commercial and industrial, etc.

To be deferred until further notice.

Presented by:

Item # 4 - CITY OF STOCKBRIDGE -- UNIFIED DEVELOPMENT CODE -- TEXT AMENDMENT, #TX-2022-01. To allow the use of “Computer and data processing services” within the C-3 Heavy Commercial District as a permitted use, and to update other applicable references to this use throughout the Unified Development Code.

Presented by: Brecca Carter

Item # 5 - COMPREHENSIVE PLAN AMENDMENT CASE #CP-2022-06. To consider a change to the future land use designation of property at 576 Davis Road (Parcel #S05-01002000) from Henry County’s designation of ‘Low-Density Residential’ to the City of Stockbridge’s designation of ‘High-Density Residential’ in order to allow for the construction of a townhome development. Applicant: Forestar Real Estate Group (USA), Inc. Agent: Alex Brock of Smith, Gambrell & Russell, LLP. The property is located in Land Lot 91 of District 12, and it contains 27.635 +/- acres.

Presented by: Brecca Carter

Item # 6 - REZONING CASE #RZ-2022-07. The City of Stockbridge Planning Commission will hold a public hearing on Thursday, January 26, 2023 at 6:30 p.m., and the City of Stockbridge Mayor and City Council will hold a public hearing on Monday, February 13, 2023 at 6:00 p.m., in the Stockbridge City Hall, located at 4640 North Henry Boulevard in Stockbridge, Georgia, to consider a request to rezone property at 576 Davis Road (Parcel #S05-01002000) from Henry County's 'RA' (Residential-Agricultural) district to the City of Stockbridge's 'MFR' (Multiple Family Residential) district in order to allow for the construction of a townhome development. Applicant: Forestar Real Estate Group (USA), Inc. Agent: Alex Brock of Smith, Gambrell & Russell, LLP. The property is located in Land Lot 91 of District 12, and it contains 27.635 +/- acres.

Presented by: Brecca Carter

Item # 7 - VARIANCE CASE #VR-2022-03. The City of Stockbridge Planning Commission will hold a public hearing on Thursday, January 26, 2023 at 6:30 p.m., and the City of Stockbridge Mayor and City Council will hold a public hearing on Monday, February 13, 2023 at 6:00 p.m. in the Stockbridge City Hall, located at 4640 North Henry Boulevard in Stockbridge, Georgia, to consider three Variance Requests for property at 576 Davis Road (Parcel #S05-01002000) in order to allow for the construction of a townhome development. The three requested variances are as follows: 1) reduce the front yard setback from the required minimum of 50 feet to 25 feet; 2) reduce the side yard setbacks from the required minimum of 15 feet to 10 feet; and 3) increase the maximum lot coverage from the allowable maximum of 50 percent to 75 percent.

Presented by: Brecca Carter

Item # 8 - COMPREHENSIVE PLAN AMENDMENT CASE #CP-2022-07. The City of Stockbridge Planning Commission will hold a public hearing on Thursday, January 26, 2023 at 6:30 p.m., and the City of Stockbridge Mayor and City Council will hold a public hearing on Monday, February 13, 2023 at 6:00 p.m., in the Stockbridge City Hall, located at 4640 North Henry Boulevard in Stockbridge, Georgia, to consider a Comprehensive Plan Amendment Request to change the future land use designation of certain property on the north side of Hudson Bridge Drive, comprising Parcel #032-01-26000, from 'Medium-Density Vertical Mixed-Use' to 'High-Density Residential' in order to allow for the construction of an apartment development. Applicant: Carter Acquisitions, LLC, c/o Battle Law, P.C. Agent: Battle Law, P.C. The property is located in Land Lot 21 of District 6, and it contains 20.367 +/- acres.

Presented by: Brecca Carter

Item # 9 - REZONING CASE #RZ-2022-08. The City of Stockbridge Planning Commission will hold a public hearing on Thursday, January 26, 2023 at 6:30 p.m., and the City of Stockbridge Mayor and City Council will hold a public hearing on Monday, February 13, 2023 at 6:00 p.m., in the Stockbridge City Hall, located at 4640 North Henry Boulevard in Stockbridge, Georgia, to consider a request to rezone certain property on the north side of Hudson Bridge Drive, comprising Parcel #032-01026000, from the C-2 (General Commercial) district to the MFR (Multiple Family Residential) district in order to allow for the construction of an apartment development. Applicant: Carter Acquisitions, LLC, c/o Battle Law, P.C. Agent: Battle Law, P.C. The property is located in Land Lot 21 of District 6, and it contains 20.367 +/- acres.

Presented by: Brecca Carter

PROJECT UPDATES

STAFF COMMENTS

ADJOURNMENT

City of Stockbridge

Mission: To provide visionary leadership and superior municipal services that enhance the quality of life for citizens while creating a welcoming business atmosphere focused on sustainability and expansion of tourism and cultural events.



SUMMARY MINUTES

PLANNING COMMISSION

THURSDAY, October 27, 2022 at 6:30 p.m.

BOARD MEMBERS:

Askia Abdullah, Chairman
Stanley Dumas
Harold Thibodeaux
David Planchon

ADMINISTRATION:

Brecca Carter, Community Dev. Director
Valerie Ross, City Zoning Attorney
Vanessa Holiday, City Clerk
Ryan Anderson, Chief Planner
Linda Logan, Senior Planner / PC Sect'y
Gordon Linton, Planner I

I. CALL TO ORDER – Made at 6:30 p.m.

II. INVOCATION – Given by Harold Thibodeaux.

III. PLEDGE OF ALLEGIANCE – Done in unison.

IV. ROLL CALL (Taken by Linda Logan):

	Present	Absent
~ Askia Abdullah	<u>X</u>	<u> </u>
~ Stanley Dumas	<u>X</u>	<u> </u>
~ Harold Thibodeaux	<u>X</u>	<u> </u>
~ David Planchon	<u>X</u>	<u> </u>

A quorum of board members was achieved.

V. ADOPTION OF THE AGENDA

A motion was made by Stanley Dumas to adopt the Agenda, and it was seconded by Harold Thibodeaux. A vote was taken, and the Agenda was adopted unanimously.

VI. APPROVAL OF MINUTES – August 25, 2022 Summary Minutes.

A motion to approve the Minutes was made by Harold Thibodeaux, and it was seconded by Stanley Dumas. A vote was taken, and the Minutes were approved unanimously.

VII. COMPREHENSIVE PLAN AMENDMENT CASE #CP-2022-05 – John R. Landers, Jr., applicant and property owner, requests a Comprehensive Plan Amendment to change the future land use designation of Parcel #S27-02021000 (a.k.a. 443 MLK, Sr. Heritage Trail) from 'Medium-Density Residential' to 'Heavy Industrial' to allow for an industrial development. The property contains 1.962 +/- acres and it is located in Land Lot 36 of District 12 within the Stockbridge City Limits.

To be presented by the Community Development Staff.

Staff Presentation -- Gordon Linton made a PowerPoint presentation of this case. He explained that although the case was advertised for a proposed future land use change of the subject property to Heavy Industrial, the Planning and Zoning Staff determined that Light Industrial would be a more suitable future land use designation for the applicant's proposed use. Thus, the Staff Report recommended the denial of Heavy Industrial and the approval of Light Industrial.

Applicant's Presentation--The applicant, John Landers, then gave a project description. He questioned why Heavy Industrial was not recommended by Staff.

Staff Comments -- Ryan Anderson explained that the Staff believed that Heavy Industrial land uses belonged to the east of Rock Quarry Road, but that Light Industrial land use designations are already located to the north and east of the subject property.

Public Hearing--Chairman Abdullah opened the Public Hearing, then closed it after he determined that there were no speakers for this case, either in favor or in opposition.

Board Action – Stanley Dumas made a motion to change the subject property's future land use designation to Light Industrial, and David Planchon seconded the motion. A vote was taken, and the motion was adopted unanimously.

VIII. REZONING CASE #RZ-2022-06 – John R. Landers, Jr., applicant and property owner, requests a Rezoning to rezone Parcel #S27-02021000 (a.k.a. 443 MLK, Sr. Heritage Trail) from 'SR' (Suburban Residential) to 'HI' (Heavy Industrial) to allow for an industrial development. The property contains 1.962 +/- acres and it is located in Land Lot 36 of District 12 within the Stockbridge City Limits.

To be presented by the Community Development Staff.

Staff Presentation -- Gordon Linton gave a PowerPoint presentation of this case. He stated that the applicant proposed to store industrial equipment in a new, modular building with 2,400 square feet for his existing home-moving company. Mr. Linton explained that Section 9.2.1 of the Stockbridge Unified Development Code (UDC) listed the appropriate criteria to evaluate, and that no hazardous materials were to be stored on the property. He explained that although the case was advertised for a proposed rezoning of the subject property to Heavy Industrial, the Planning and Zoning Staff determined that Light Industrial zoning would be a more suitable zoning classification for the applicant's proposed use. Thus, the Staff Report recommended the denial of Heavy Industrial and the approval of Light Industrial.

Public Hearing--Chairman Abdullah opened the Public Hearing, then closed it after he determined that there were no speakers for this case, either in favor or in opposition.

Board Action – Harold Thibodeaux made a motion to change the subject property's future land use designation to Light Industrial, and David Planchon seconded the motion. A vote was taken, and the motion was adopted unanimously.

- IX. ZONING MODIFICATION CASE #ZM-2022-01** – Eaman Fatemi, Applicant and Member of Pivotal Enterprises, LLC (Owner as Applicant), requests a Zoning Modification to modify the previously-approved Rezoning Case #RZ-03-04 and its Development Agreement (along with two amendments) to allow for the proposed Brush Creek Commons townhome development. The applicant requests various changes to the required amenities and site plan. The property contains 15.895 +/- acres, with frontages on Brush Creek Court and Shields Road. It is located in Land Lots 59 & 70 of District 12 within the Stockbridge City Limits.

To be presented by the Community Development Staff.

Staff Presentation – Linda Logan gave a PowerPoint presentation of this case, beginning with a brief history of the property. She stated that the property was rezoned in 2003 from R-2 to RM-2, and that a Development Agreement and a list of Development Conditions were adopted, based on a schematic site plan. Then an Amendment to the Development Agreement was adopted in 2004, which contained a list of required amenities; followed by the adoption of a Second Amendment in 2007. These documents were not based upon any approved detailed site plan, however; and the last known detailed site plan, dated January 25, 2005, was approved by Henry County (acting on behalf of the City of Stockbridge).

Ms. Logan explained that although the previous developer was approved to build 41 townhomes, none were built and only the new street (Brush Creek Court) was installed. Now, the current developer wanted to make some changes to the required Development Conditions that were approved by City Council, and this requires the requested Zoning Modification. The applicant believed that the townhomes were not developed due to three main reasons: 1) environmental issues (the presence of floodplains and wetlands on the development site); 2) anticipated high HOA maintenance costs due to a high number of amenities having to be supported by a relatively small number of homeowners; and 3) the impractical locations of some of the amenities. Ms. Logan stated that if the requested zoning modification were to be granted, the developer would still be required to comply

with the remaining zoning conditions of the approved rezoning and development agreements.

Ms. Logan then showed lists of site amenities which the applicant proposed to keep, remove, change, or provide (add). In addition, the applicant had informed the Staff that he wanted to prepare a clean site plan and a new survey of the property prior to the City Council meeting.

Applicant's Presentation – The applicant, Eaman Fatemi, answered questions from Board members and distributed paper copies of his proposed changes to the amenities. In addition, Mr. Fatemi, Sr. (the applicant's father) pleaded the applicant's case. He is the owner of Pivotal Enterprises, LLC.

Board Comment – Stanley Dumas remarked that no final site plan was being proposed tonight.

Staff Comment – Ms. Logan explained that that was why the Staff was recommending Zoning Condition #1 to require the applicant to submit a proposed site plan to be approved by the Staff.

Applicant's Legal Counsel – Attorney Steve Cole stated that the applicant/developer had developed the Austin Park Subdivision in Stockbridge, which has 82 single-family lots. He spoke in favor of possibly leasing some townhome units at Brush Creek Commons due to market conditions, because otherwise, he said, some units would remain unoccupied. Referring to Pages 14 and 15 of the Staff Report, he said that grills would be located next to the pavilion, not next to the clubhouse.

Public Hearing – Chairman Abdullah opened the public hearing. There was only one speaker – Darlene Brewster Clark of 141 Shields Road. Ms. Brewster stated although she was not opposed to the townhome development per se, she did have some concerns. One of these was her concern about a possible access road being installed from the subject property to Shields Road. She wondered what this project would look like, and she said that someone needs to govern the building and leasing of this project. Ms. Clark said that there is a discrepancy in the boundary line between the applicant's property and hers, and that she needs to know about the proposed buffer. Further, the survey of the property shows about a 20-foot discrepancy boundary, and she needs to have a buffer on her side of the property. She is also concerned about the caliber of potential homeowners, and she wants to see a new site plan.

Applicant's Comment – The applicant stated that he had just asked his surveyor to prepare a new survey of the property (which was included in the Staff presentation).

Chairman's Comments – Chairman Abdullah stated that the applicant must come back with an official site plan, and he also recommends the preparation of new survey to determine the correct boundaries of the subject property. He then closed the public hearing.

Board Comment – Stanley Dumas stated that he needed to see a new site plan because he was unsure of what the developer was going to build and how it would look. Without the new site plan, he could not vote on this case.

Board Action – Harold Thibodeaux made a motion to accept the applicant's proposed amenity and site plan changes, and to accept the Staff's four recommended zoning conditions. David Planchon seconded the motion. A vote was taken, and the motion was approved by a vote of 3-0-1, with Stanley Dumas abstaining.

X. PROJECT UPDATES

To be presented by the Community Development Staff. No action is required.

Ms. Carter stated that the Bridges at Jodeco mixed-use development project was “moving along well.” She also stated that two other commercial development projects were “underway” – the Holiday Inn Express and the Tru Hilton Hotel.

XI. STAFF COMMENTS

To be presented by the Community Development Staff. No action is required.

Ms. Carter introduced Valerie Ross as the City's new Zoning Attorney.

XII. BOARD COMMENTS -- [None].

XIII. ADJOURNMENT

Harold Thibodeaux made a motion to adjourn the meeting, and Stanley Dumas seconded the motion. A unanimous vote of approval was taken, then Chairman Abdullah stated that the meeting was adjourned. It was 8:25 p.m.



City of Stockbridge

2023 PLANNING & ZONING SCHEDULE

Planning Commission meetings are held at 6:30 p.m.
All meetings are held in the Council Chamber at City Hall.

*Applications will be heard by the Planning Commission a minimum of 45 days from the Application Filing Deadline. Public notification and sign posting must occur no sooner than 15 days before the Planning Commission meeting.
(City of Stockbridge U.D.C., Section 9.32(A)—Legal Advertisements.)*

Each row in the table below represents an Application Cycle.

APPLI- CATION CYCLE #	APPLICATION FILING DEADLINE (Monday, unless noted)	PUBLIC NOTIFICATION/ SIGN POSTING DEADLINE (Wednesday)	PLANNING COMMISSION MEETING (Thursday)*	MAYOR / CITY COUNCIL MEETING (Monday)
1	January 2, 2023	February 1, 2023	February 23, 2023	March 13, 2023
2	February 6, 2023	March 1, 2023	March 23, 2023	April 10, 2023
3	March 6, 2023	April 12, 2023	April 27, 2023	May 8, 2023
4	April 3, 2023	May 3, 2023	May 25, 2023	June 12, 2023
5	May 1, 2023	May 31, 2023	June 22, 2023	July 10, 2023
6	June 5, 2023	July 5, 2023	July 27, 2023	August 14, 2023
7	July 3, 2023	August 2, 2023	August 24, 2023	September 11, 2023
8	August 7, 2023	September 6, 2023	September 28, 2023	October 9, 2023
9	September 5, 2023 (Tuesday)	October 4, 2023	October 26, 2023	November 13, 2023
10	October 2, 2023	November 1, 2023	November 16, 2023*	December 11, 2023
11	November 6, 2023	December 6, 2023	December 21, 2023	January 9, 2024
12	December 4, 2023	January 3, 2024	January 25, 2024	February 12, 2024

* The Planning Commission meeting for November will occur one week early due to the Thanksgiving Holiday.

Changes in the scheduling of any of the above meetings or notifications will be made in compliance with the City of Stockbridge Unified Development Code.



TO: Stockbridge Planning Commission & City Council

FROM: Brecca R. Carter, Director of Community Development

MEETING DATE: **Planning Commission: 1-26-2023; City Council 2-13-2023**
Originally advertised for 12-15-2022 (Canceled);
City Council 1-9-2023 (Removed from Agenda)

SUBJECT: Text Amendment to the Unified Development Code, #TX-2022-01

I. PURPOSE

To allow the use of “Computer and data processing services” within the C-3 Heavy Commercial District as a permitted use, and update other applicable references to this use throughout the Unified Development Code.

II. BACKGROUND

The proposed use for Computer and data processing services is currently only allowed within the Light Industrial (LI) and Heavy Industrial (HI) zoning district.

Computer and data processing includes the conversion of raw data to machine-readable form, flow of data through the CPU and memory to output devices, and formatting or transformation of output. Any use of computers to perform defined operations on data can be included under data processing. Data and set of instructions are given to the computer as input and the computer automatically processes the data according to the given set of instructions. The computer is also known as electronic data processing machine.

Furthermore, in accordance with Section 2.4.10 Heavy Commercial, the Intent is to provide distinct areas for commercial activities which provide products and services that require locations along major arterial roads, highway intersections, and freeway interchange areas, due to their generation of heavy traffic or their need to transport and display heavy bulk materials, and which provide services that would not be appropriately located in areas providing neighborhood or other commercial retail and service activities. Uses in this district shall be located on roads having a minimum classification of major arterial. It is the interpretation that this use is of a commercial nature and is compatible with other Heavy Commercial (C-3) permitted uses.

III. STAFF RECOMMENDATION

Community Development staff requests that the Planning Commission & City Council approve for the allowance of Computer and data processing centers within the C-3 zoning district.

Amendment to the Comprehensive Plan Application



THANK YOU FOR YOUR INTEREST IN THE CITY OF STOCKBRIDGE, GEORGIA. THIS PACKET INCLUDES THE NECESSARY DOCUMENTS THAT ARE NEEDED FOR APPLYING FOR AN AMENDMENT TO THE STOCKBRIDGE COMPREHENSIVE PLAN.

APPLICATION REVIEW PROCESS. COMPREHENSIVE PLAN AMENDMENT APPLICATIONS ARE FIRST REVIEWED BY THE PLANNING AND ZONING STAFF, WHO MAKE RECOMMENDATIONS TO THE PLANNING COMMISSION. THE PLANNING COMMISSION THEN HOLDS A PUBLIC HEARING DURING ONE OF THEIR REGULARLY-SCHEDULED MEETINGS AND MAKES RECOMMENDATIONS TO THE MAYOR AND CITY COUNCIL. FINALLY, THE CASE GOES TO THE STOCKBRIDGE MAYOR AND CITY COUNCIL, WHO HOLD A PUBLIC HEARING DURING ONE OF THEIR REGULARLY-SCHEDULED MEETINGS. THEY MAKE THE FINAL DECISION ON THE APPLICATION.

PLEASE NOTE: ALL FEES ARE NON-REFUNDABLE. THERE ARE NO EXCEPTIONS.

REQUIRED PRE-APPLICATION MEETING—BEFORE SUBMITTING YOUR APPLICATION, PLEASE CONTACT THE PLANNING AND ZONING DIVISION OFFICE TO SCHEDULE A PRE-APPLICATION MEETING. THIS MEETING MUST BE HELD AT LEAST ONE WEEK BEFORE YOU SUBMIT YOUR APPLICATION.

NO PRE-APPLICATION MEETING WILL BE CONDUCTED WITHOUT AN APPOINTMENT.

FOR ASSISTANCE, YOU MAY CONTACT OUR OFFICE BETWEEN 8:00 AM AND 5:00 PM, MONDAY THROUGH FRIDAY, AT (678) 833-3344.

ALL PUBLIC HEARINGS TAKE PLACE IN THE COUNCIL CHAMBER AT THE STOCKBRIDGE CITY HALL AT 4640 NORTH HENRY BOULEVARD IN STOCKBRIDGE, GEORGIA, 30281, UNLESS THEY ARE HELD VIRTUALLY VIA ZOOM.

CITY OF STOCKBRIDGE Planning and Zoning Division
Application Checklist for Requesting an Amendment to the Comprehensive Plan

APPLICANT/AGENT, PLEASE ENSURE THAT YOU HAVE SUBMITTED ALL OF THE REQUIRED ITEMS THAT ARE LISTED BELOW. AFTER YOU SUBMIT YOUR APPLICATION, THE STAFF WILL UTILIZE THE LAST COLUMN TO CHECK OFF EACH REQUIRED ITEM TO DETERMINE THE COMPLETENESS OF YOUR APPLICATION. PLEASE INCLUDE THE CHECKLIST WITH YOUR APPLICATION.

ALL DOCUMENTS ARE REQUIRED IN ORDER TO ACCEPT AN APPLICATION.

REQUIRED ITEMS	COPIES	PROCEDURE	CHECK / INITIAL
Pre-Application Review Form (Meeting Notes)	1	To be completed by a Staff planner during a Pre-Application Meeting, at least one week before you submit your application.	✓
Application Form	1	Signed and notarized by property owner. Or, in lieu of owner's signature, applicant has signed and notarized a copy of a "Contract", "Power of Attorney" or "Lease."	✓
Applicant Disclosure Form	1	Required for all property owners, applicants, and agents who are parties to this application. The Form must be notarized .	✓
Letter of Ownership	1	Letter stating that the owner is aware of the amendment being requested and owns the subject property.	✓
Letter of Intent	1	Must clearly state the proposed amendment to the Comprehensive Plan.	✓
Site Plans (11 x 17)	1 2	Must show minimum details: Buildings, setbacks, buffers, road frontage, correct scale, North arrow, present zoning classification, topographic information to show elevation and drainage, location and extent of required buffers, and proposed lot layout.	✓
Survey Plat-- Sheet size must be Size 8-1/2" x 11" or 11" x 17".	1	Of the subject property. Must be prepared and sealed <i>within the last five years</i> by a professional engineer, landscape architect, or land surveyor who is registered in the State of Georgia. Said survey plat shall: 1) indicate the complete boundaries of the subject property and all buildings and structures existing therein; 2) include a notation as to whether or not any portion of the subject property is within the boundaries of the 100-year floodplain; and 3) include a notation as to the total acreage or square footage of the subject property.	✓

City of Stockbridge Planning and Zoning Division
Application for an Amendment to the Comprehensive Plan

Name of Applicant FORESTAR (USA) REAL ESTATE GROUP INC. Phone: 404-988-0460 Date: 9/30/2022

Address of Applicant: 3330 Cumberland Blvd, Suite 275 Cell # _____

City: Atlanta State: GA Zip: 30339 E-mail: _____

Name of Agent Alex Brock - Smith, Gambrell & Russell, LLP Phone: 404-815-3603 Date: 9/30/2022

Address of Agent: 1105 W. Peachtree St NE Cell # _____

City: Atlanta State: GA Zip: 30309 E-mail: _____

THE PERSONS NAMED ABOVE AFFIRM THAT THEY ARE THE OWNER OR AGENT OF THE OWNER OF THE PROPERTY DESCRIBED BELOW AND REQUESTS THAT THE FOLLOWING AMENDMENT TO THE COMPREHENSIVE PLAN BE GRANTED:

FROM: County Low Density Residential

TO: City of Stockbridge High Density Residential

Property Address: 576 Davis Road, Stockbridge, GA 30281

Nearest intersection to the property: Estates Avenue & Davis Road

Size of Tract: 27.635 acre(s). Land Lot Number(s): 70 and 91. District(s): 12
Property Tax Parcel Number(s): S05-01002000 (Required)

The property will be POSTED with a City of Stockbridge Planning and Zoning Sign. The sign must remain on the subject property for no less than fifteen days prior to the Planning Commission and Mayor/City Council meeting(s). The applicant or property owner shall not remove or alter the sign for any reason.

(Acknowledgement)

Witness' Signature

Signature of Applicant

Printed Name of Witness

Printed Name of Applicant

Notary

Signature of Agent

Notary Seal:

(For Office Use Only)

Total Amount Paid \$ _____ Check # _____ Credit Card # _____ (FEES ARE NON-REFUNDABLE)

Application checked by: _____ Date: _____

Pre-application meeting: _____ Date: _____

Planning Commission Decision: _____

Mayor/City Council Decision: _____

Planning Director's Signature: _____ Date: _____



CITY OF STOCKBRIDGE | OWNER'S AUTHORIZATION

4640 North Henry Boulevard
 Stockbridge, Georgia 30281
 Phone: (770) 389-7900
 Fax: (770) 389-7912

The undersigned below, or as attached, is the owner of the property that is the subject of this application. The undersigned does duly authorize the applicant named below to act as the applicant in the pursuit of a/an Comp Plan Amendment for this property [Please fill in one of the following: Rezoning, Variance, Administrative Variance, Annexation, Comprehensive Plan Amendment, Conditional Use Permit, Zoning Modification, Subdivision, Recombination or Other (please state the type of application).]

Name/Company Name of Property Owner Charles W. Smith
 Address of Property Owner _____
 Telephone and E-Mail of Property Owner _____
 Name/Company Name of Authorized Applicant FORESTAR REAL ESTATE GROUP
 Address of Authorized Applicant 3330 Cumberland Blvd Ste 275
 Telephone and E-Mail of Authorized Applicant (804) 400 7926 jack.burke@forestar.com

I swear that I am the owner of the property that is the subject matter of the attached application, as it is shown in the records of Henry County, Georgia.

Signature Charles W. Smith Date 09/30/2022

Personally appeared before me:

Charles W. Smith

, who swears that the information which is contained in this Owner's Authorization is true and correct to the best of his/her knowledge and belief.

Cathy M. Ellington
 Notary Public's Signature

Cathy M. Ellington 09.30.2022
 Notary Public's Printed Name and Date



[Affix Seal Here]



CITY OF STOCKBRIDGE | OWNER'S AUTHORIZATION

4640 North Henry Boulevard
 Stockbridge, Georgia 30281
 Phone: (770) 389-7900
 Fax: (770) 389-7912

The undersigned below, or as attached, is the owner of the property that is the subject of this application. The undersigned does duly authorize the applicant named below to act as the applicant in the pursuit of a/an Comp Plan Amendment for this property [Please fill in one of the following: Rezoning, Variance, Administrative Variance, Annexation, Comprehensive Plan Amendment, Conditional Use Permit, Zoning Modification, Subdivision, Recombination or Other (please state the type of application.)].

Name/Company Name of Property Owner Jeremy Smith
 Address of Property Owner 154 Magnolia Trace Milner GA 30257
 Telephone and E-Mail of Property Owner 678 425 7057 Smith1024@BellSouth.net
 Name/Company Name of Authorized Applicant FORESTAR REAL ESTATE GROUP
 Address of Authorized Applicant 3330 Cumberland Blvd Ste 275
 Telephone and E-Mail of Authorized Applicant (804) 400 7926 jack.burke@forestar.com

I swear that I am the owner of the property that is the subject matter of the attached application, as it is shown in the records of Henry County, Georgia.

Signature [Signature]

Date 9-30-2022

Personally appeared before me:

Jeremy Smith

, who swears that the Information which is contained in this Owner's Authorization is true and correct to the best of his/her knowledge and belief.



Notary Public's Signature

Cathy M. Ellington 9.30.2022

Notary Public's Printed Name and Date

[Affix Seal Here]



CITY OF STOCKBRIDGE | OWNER'S AUTHORIZATION

4640 North Henry Boulevard
 Stockbridge, Georgia 30281
 Phone: (770) 389-7900
 Fax: (770) 389-7912

The undersigned below, or as attached, is the owner of the property that is the subject of this application. The undersigned does duly authorize the applicant named below to act as the applicant in the pursuit of a/an Comprehensive Plan Amendment for this property [Please fill in one of the following: Rezoning, Variance, Administrative Variance, Annexation, Comprehensive Plan Amendment, Conditional Use Permit, Zoning Modification, Subdivision, Recombination or Other (please state the type of application).]

Name/Company Name of Property Owner Carolyn S. O'Brien
 Address of Property Owner _____
 Telephone and E-Mail of Property Owner _____
 Name/Company Name of Authorized Applicant FORSTON REAL ESTATE GROUP
 Address of Authorized Applicant 3730 Shepherd Road NW #175
 Telephone and E-Mail of Authorized Applicant _____

I swear that I am the owner of the property that is the subject matter of the attached application, as it is shown in the records of Henry County, Georgia.

Signature Carolyn S. O'Brien Date 9/30/22

Personally appeared before me:

Carolyn S. O'Brien
 , who swears that the information which is contained in this Owner's Authorization is true and correct to the best of his/her knowledge and belief.

Cathy M. Ellington
 Notary Public's Signature

Cathy M. Ellington 09.30.2022
 Notary Public's Printed Name and Date



[Affix Seal Here]



CITY OF STOCKBRIDGE | OWNER'S AUTHORIZATION

4640 North Henry Boulevard
 Stockbridge, Georgia 30281
 Phone: (770) 389-7900
 Fax: (770) 389-7912

The undersigned below, or as attached, is the owner of the property that is the subject of this application. The undersigned does duly authorize the applicant named below to act as the applicant in the pursuit of a/an Comp Plan Amendment for this property [Please fill in one of the following: Rezoning, Variance, Administrative Variance, Annexation, Comprehensive Plan Amendment, Conditional Use Permit, Zoning Modification, Subdivision, Recombination or Other (please state the type of application).]

Name/Company Name of Property Owner Reba S. ordonez
 Address of Property Owner _____
 Telephone and E-Mail of Property Owner _____
 Name/Company Name of Authorized Applicant FORESTAR REAL ESTATE GROUP
 Address of Authorized Applicant 3030 Cumberland Blvd Ste 275
 Telephone and E-Mail of Authorized Applicant (204) 400 7926 jack.burke@forestar.com

I swear that I am the owner of the property that is the subject matter of the attached application, as it is shown in the records of Henry County, Georgia.

Signature [Signature] Date 9/30/2022

Personally appeared before me:

Reba S. ordonez

, who swears that the information which is contained in this Owner's Authorization is true and correct to the best of his/her knowledge and belief.

[Signature]
 Notary Public's Signature

Cathy M. Ellington 09.30.2022
 Notary Public's Printed Name and Date



[Affix Seal Here]

Letter of Ownership

Carolyn Louise Smith O'Brien
32 Tracechain, Stockbridge, GA 30281
csobrien21@yahoo.com
404-520-0981

S05-01002000 (576 Davis Road)

I, Carolyn S O'Brien hereby affirm that I own the above-referenced tax parcel. I also acknowledge that I am aware of the rezoning request filed by Forestar (USA) Real Estate Group, Inc. (c/o J. Alexander Brock – Smith, Gambrell & Russell, LLP) related to the referenced property and consent to same.

Carolyn S O'Brien
CAROLYN LOUISE SMITH O'BRIEN

Date: 9-30-2022

Sworn to and subscribed before me
this 30 day of September, 2022

Cathy M. Ellington
NOTARY PUBLIC



Letter of Ownership

Reba Smith Ordonez

112 Mann Blvd., Stockbridge, GA 30281

rrrmc@reagan.com

678-794-1098

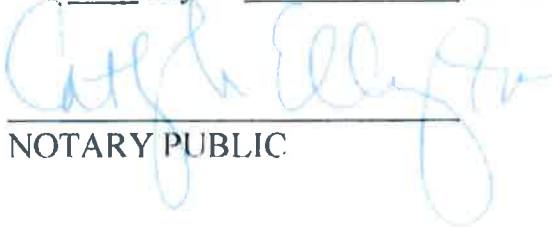
S05-01002000 (576 Davis Road)

I, Reba S. Ordonez, hereby affirm that I own the above-referenced tax parcel. I also acknowledge that I am aware of the rezoning request filed by Forestar (USA) Real Estate Group, Inc. (c/o J. Alexander Brock – Smith, Gambrell & Russell, LLP) related to the referenced property and consent to same.


REBA SMITH ORDONEZ

Date: 9/30/2022

Sworn to and subscribed before me
this 30 day of September, 2022


NOTARY PUBLIC



Letter of Ownership

Jeremy Smith, As Executor of
The Estate of Ralph Lee Smith, Deceased
ADDRESS 154 Magnolia Trace
EMAIL SMIT1024@Bellsouth.net
PHONE 678 425 7057

Milner Ga 30257

S05-01002000 (576 Davis Road)

I, Jeremy, hereby affirm that I own the above-referenced tax parcel. I also acknowledge that I am aware of the rezoning request filed by Forestar (USA) Real Estate Group, Inc. (c/o J. Alexander Brock – Smith, Gambrell & Russell, LLP) related to the referenced property and consent to same.

JEREMY SMITH, AS EXECUTOR OF
THE ESTATE OF RALPH LEE SMITH, DECEASED

Date:

Sworn to and subscribed before me
this 30 day of September, 2022

NOTARY PUBLIC



Letter of Ownership

Charles Walter Smith
142 Short Street
Bastrop, TX 78602
charleswsmith1947@gmail.com
eva@rps-international.com
512-924-4808 Cell
512-743-0737

S05-01002000 (576 Davis Road)

I, Charles W. Smith, hereby affirm that I own the above-referenced tax parcel. I also acknowledge that I am aware of the rezoning request filed by Forestar (USA) Real Estate Group, Inc. (c/o J. Alexander Brock – Smith, Gambrell & Russell, LLP) related to the referenced property and consent to same.


CHARLES WALTER SMITH

Date: 09/22/2022

Sworn to and subscribed before me
this 30th day of September, 2022


NOTARY PUBLIC



Applicant Campaign Disclosure Form

(Must be completed by the applicant, the property owner, and the agent. Use as many forms as needed.)

Has the applicant made, within two (2) years immediately preceding the filing of this application for a rezoning, campaign contributions aggregating \$250 or more, or made gifts having in the aggregate a value of \$250 or more to a member of the City of Stockbridge Planning Commission or Stockbridge City Council who will consider the application?

Yes _____ No ✓

If Yes, the applicant and the attorney representing the applicant must file the following information with the City of Stockbridge Planning and Zoning Division within ten (10) days after this application is first filed:

Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this 30th day of September, 2022

Charles W. Smith
Applicant's Name - Printed

[Signature]
Signature of Applicant/Property Owner/Agent

Applicant's Attorney, if applicable - Printed

Signature of Applicant's Attorney, if applicable

Sworn to and subscribed before me this 30th day of September, 2022



Cathy Ellington
Notary Public

* Applicant means any individual or business entity (corporation, partnership, limited partnership, firm enterprise, franchise, association, or trust) applying for a rezoning.

Applicant Campaign Disclosure Form

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Yes _____ No ✓

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Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this 30 day of Sept., 2022

Carolyn S. O'Brien
Applicant's Name - Printed

Carolyn S. O'Brien
Signature of Applicant/Property Owner/Agent

Applicant's Attorney, if applicable - Printed

Signature of Applicant's Attorney, if applicable

Sworn to and subscribed before me this 30th day of September, 2022



Cathy M. Ellington
Notary Public

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Applicant Campaign Disclosure Form

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Yes _____ No ☒

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Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this 30 day of September, 2022

Jeremy Smith
Applicant's Name - Printed

[Signature]
Signature of Applicant/Property Owner/Agent

Applicant's Attorney, if applicable - Printed

Signature of Applicant's Attorney, if applicable

Sworn to and subscribed before me this 30th day of September, 2022



[Signature]
Notary Public

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Applicant Campaign Disclosure Form

(Must be completed by the applicant, the property owner, and the agent. Use as many forms as needed.)

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Yes _____ No X

If Yes, the applicant and the attorney representing the applicant must file the following information with the City of Stockbridge Planning and Zoning Division within ten (10) days after this application is first filed:

Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this 30 day of September, 2022

Reba S. Ordonez
Applicant's Name - Printed

[Signature]
Signature of Applicant/Property Owner/Agent

Applicant's Attorney, if applicable - Printed

Signature of Applicant's Attorney, if applicable

Sworn to and subscribed before me this 30th day of September, 2022



Cathy M. Ellington
Notary Public

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(Must be completed by the applicant, the property owner, and the agent. Use as many forms as needed.)

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Yes _____ No X

If Yes, the applicant and the attorney representing the applicant must file the following information with the City of Stockbridge Planning and Zoning Division within ten (10) days after this application is first filed:

Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this _____ day of _____, _____

Applicant's Name - Printed _____

Signature of Applicant/Property Owner/Agent _____

Dennis J. Webb, Jr, Smith, Gambrell & Russell, LLP.
Applicant's Attorney, if applicable - Printed _____

Signature of Applicant's Attorney, if applicable _____

Sworn to and subscribed before me this 18th day of August, 2022



Cathy M. Ellington
Notary Public

* Applicant means any individual or business entity (corporation, partnership, limited partnership, firm enterprise, franchise, association, or trust) applying for a rezoning.

Applicant Campaign Disclosure Form

(Must be completed by the applicant, the property owner, and the agent. Use as many forms as needed.)

Has the applicant made, within two (2) years immediately preceding the filing of this application for a rezoning, campaign contributions aggregating \$250 or more, or made gifts having in the aggregate a value of \$250 or more to a member of the City of Stockbridge Planning Commission or Stockbridge City Council who will consider the application?

Yes _____ No X

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Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this _____ day of _____, _____

Applicant's Name - Printed

Signature of Applicant/Property Owner/Agent

Kathryn M. Zickert, Smith, Gambrell & Russell, LLP

Applicant's Attorney, if applicable - Printed

Signature of Applicant's Attorney, if applicable

Sworn to and subscribed before me this 18th day of August, 2022.



Signature of Notary Public

* Applicant means any individual or business entity (corporation, partnership, limited partnership, firm enterprise, franchise, association, or trust) applying for a rezoning.

Applicant Campaign Disclosure Form

(Must be completed by the applicant, the property owner, and the agent. Use as many forms as needed.)

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Yes _____ No X

If Yes, the applicant and the attorney representing the applicant must file the following information with the City of Stockbridge Planning and Zoning Division within ten (10) days after this application is first filed:

Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this _____ day of _____, _____

Applicant's Name -Printed

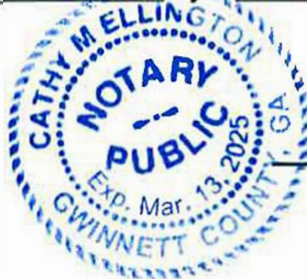
Signature of Applicant/Property Owner/Agent

J. Alexander Brock, Smith, Gambrell & Russell, LLP

Applicant's Attorney, if applicable -Printed

Signature of Applicant's Attorney, if applicable

Sworn to and subscribed before me this 18th day of August, 2022.



Cathy M. Ellington
Notary Public

* Applicant means any individual or business entity (corporation, partnership, limited partnership, firm enterprise, franchise, association, or trust) applying for a rezoning.

Applicant Campaign Disclosure Form

(Must be completed by the applicant, the property owner, and the agent. Use as many forms as needed.)

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Yes _____ No x

If Yes, the applicant and the attorney representing the applicant must file the following information with the City of Stockbridge Planning and Zoning Division within ten (10) days after this application is first filed:

Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this _____ day of _____,

Applicant's Name - Printed

Signature of Applicant/Property Owner/Agent

Kirk Fjelstul
Applicant's Attorney, if applicable - Printed
Kirk Fjelstul

[Signature]
Signature of Applicant's Attorney, if applicable

(Smith, Gambrell & Russell, LLP)

Sworn to and subscribed before me this 3rd day of October, 2022.



[Signature]
Notary Public

* Applicant means any individual or business entity (corporation, partnership, limited partnership, firm enterprise, franchise, association, or trust) applying for a rezoning.

Applicant Campaign Disclosure Form

(Must be completed by the applicant, the property owner, and the agent. Use as many forms as needed.)

Has the applicant made, within two (2) years immediately preceding the filing of this application for a rezoning, campaign contributions aggregating \$250 or more, or made gifts having in the aggregate a value of \$250 or more to a member of the City of Stockbridge Planning Commission or Stockbridge City Council who will consider the application?

Yes _____ No ✓

If Yes, the applicant and the attorney representing the applicant must file the following information with the City of Stockbridge Planning and Zoning Division within ten (10) days after this application is first filed:

Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this 3 day of October, 2022

Chris Wilson

Applicant's Name - Printed

[Signature]

Signature of Applicant/Property Owner/Agent

Applicant's Attorney, if applicable - Printed

Signature of Applicant's Attorney, if applicable

Sworn to and subscribed before me this 3 day of October 2022



Ekimi C. Telfair

Notary Public

* Applicant means any individual or business entity (corporation, partnership, limited partnership, firm enterprise, franchise, association, or trust) applying for a rezoning.

STATEMENT OF INTENT

and

Other Material Required by the
City of Stockbridge Unified Development Code
for the Rezoning,
Future Land Use Map Amendment, and Concurrent Variances Application

of

FORESTAR (USA) REAL ESTATE GROUP, INC.

for

± 27.635 Acres of Land
located in
Land Lots 70 and 91
12th District, Henry County

REZONE: RA (Henry County) to MFR
FLUMA: LD (Henry County) to HDR

Submitted for Applicant by:

Kathryn M. Zickert
Dennis J. Webb, Jr.
J. Alexander Brock
Smith, Gambrell & Russell, LLP
1105 W. Peachtree Street, NE
Suite 1000
Atlanta, Georgia 30309
404-815-3500

I. INTRODUCTION

Forestar (USA) Real Estate Group, Inc. (“Applicant”) has filed an application to annex ± 27.635 acres of land located in Land Lots 70 and 91, 12th District of Henry County (the “Subject Property”), from unincorporated Henry County into the City of Stockbridge. Contemporaneously, the Applicant files this request to (a) rezone the Subject Property from its current Henry County zoning designation, RA (Residential Agriculture), to the Stockbridge designation of MFR (Multifamily Residential); (b) amend the Future Land Use Map designation for the Subject Property from LD (Low Density Residential) (Henry County) to HDR (High Density Residential) under the City of Stockbridge’s Comprehensive Plan; and (c) three concurrent variances to the City of Stockbridge Unified Development Code to reduce the minimum front and side setbacks and increase the maximum lot coverage.

The Subject Property is currently developed with three single family detached homes and several appurtenant structures (barns and sheds). The Applicant seeks to redevelop the property for 235 townhome units at a density of ±8.5 units per acre along with amenities and associated site improvements (“Proposed Development”). The unit sizes and heights will meet the requirements of the MFR district and will have a mix of units with either 1-car or 2-car garages.¹ The Applicant is also setting aside approximately 4.6 acres of the overall property as open space, including the preservation of natural vegetation within the on site stream buffer. The Proposed Development will contain amenities including a pavilion, playground, dog park, and walking trail, as well as ±5,600 square feet of landscaped public space.

The surrounding area is developed with a mix of residential types and zonings, which are compatible with the proposed townhomes and the MFR zoning. Subject Property is bordered by

¹ The Applicant is developing the property and the townhome structures will be built by a subsequent home builder. As a consequence, the final architectural design is not submitted with the rezoning application.

the Pine Hills Mobile Home Park to the west, which is a manufactured home community zoned RMH (Mobile or manufactured home development district) within unincorporated Henry County. To the east, the Subject Property borders residential duplex lots long Sentry Oak Drive, zoned RD (Residential duplex district) within unincorporated Henry County. Also to the east is a property zoned RA containing a single family residence. To the north, the Subject Property borders several properties zoned RA within unincorporated Henry County containing single family residential homes. To the south, the Subject Property borders the right-of-way of Davis Road. The Proposed Development is also located less than one mile east of the commercial node at North Henry Boulevard (GA Highway 42) and Stockbridge Road (GA Highway 138). This is a significant commercial area with many uses that are supportive of the nearby residential including restaurant, retail and grocery. The introduction of modern, attractive townhomes will act to further boost this commercial node and potentially attract newer business to the area.

The proposed townhomes also are in line with recent residential development trends within the City of Stockbridge. Between 2000 and 2016, the City of Stockbridge's population tripled along with a corresponding increase in residential development. In fact, approximately 53% of the City of Stockbridge's housing has been developed since 2000 and much of that development trending toward medium to high-density developments. *See Shaping Stockbridge Together for 2038: City of Stockbridge Comprehensive Plan ("Comp Plan"), pg 18.* The Proposed Development is following these trends by adding a higher density townhome development into the City. In addition, the proposed townhomes will add to the mix of housing options existing in the area. Townhomes residences tend to attract younger professionals and empty nesters, demographics that are not currently served by the surrounding mobile homes,

duplexes or larger lot single family residences. The Comp Plan recognizes the need for more diverse housing options to attract younger professionals and millennials:

The dominant housing option is likely to remain single family development; however to attract certain segments of the population, like young adults and millennial, other housing options should be available. Currently there is a lack of townhouse and smaller multi-family residential housing... Stockbridge could position itself to become a lifelong community by opening the door to new residents who may be more interested in living and working in Stockbridge without having to commit to a house immediately, as well as empty-nesters looking to downsize.

See Comp Plan, pg. 18.

The city needs to encourage and maintain a mixture of housing options to accommodate both traditional and non-traditional households and to attract young professionals.

See Comp Plan, p. 19.

The Proposed Development will be a fitting addition to the area filling a gap in housing options and creating attractive housing for a variety of Stockbridge's residents.

The Applicant submits this document as a Statement of Intent with regard to this Application, a preservation of the Applicant's constitutional rights, a written justification for the Application, and an analysis of the factors to be considered for a rezoning per the City of Stockbridge Unified Development Code ("UDC"), § 9.2.2. A Site Plan has been filed with the original Application, along with the other required materials.

II. HISTORY

To the Applicant's knowledge, no rezoning applications have been filed concerning the Subject Property.

III. REZONING IMPACT ANALYSIS

A. WHETHER THE PROPOSAL IS CONSISTENT AND/OR COMPATIBLE WITH THE CITY'S PLANS, GOALS AND OBJECTIVES REFLECTED IN THE CITY'S COMPREHENSIVE PLAN.

Yes. As noted above, the Subject Property is currently located in unincorporated Henry County. Concurrent with the rezoning, the Applicant requests that the City designate the Subject

Property as HDR (High Density Residential). The Proposed Development is consistent with this designation and will advance a number of policy goals outlined in the City's Comprehensive Plan, including:

- Providing a mixture of housing options to attract young professionals, millennials and older residents looking to downsize;
- Reducing the impact of new development through the preservation of greenspace;
- Supporting increases in residential density in areas where community design standards, environmental constraints and available infrastructure capacities can satisfactorily accommodate the increased density; and
- Creating a "sense of place" for the community.

Shaping Stockbridge Together for 2038: City of Stockbridge Comprehensive Plan, pp. 37-39.

In addition, the HDR designation is compatible with character area designations adjacent and nearby (i.e. there is "Low Density Residential" (Henry County) to the North and West, "Medium Density Residential" (Henry County) to the East and "Low Density Residential" (City of Stockbridge) to the South).

B. HOW THE PROPOSAL IMPACTS THE PURPOSES OF THE OVERALL ZONING SCHEME, AND WHETHER THE PROPOSED CHANGE FURTHERS THE PURPOSE OF THESE ZONING REGULATIONS.

As noted in the paragraphs above, the proposed townhome development will be a compatible residential use with the exiting development in the area. In addition, it adds to the diversity of housing stock in the city attracting a wide range of residents, including younger professionals as noted in the Comp Plan.

C. HOW THE PROPOSAL IMPACTS THE ZONING DISTRICT, THE PARTICULAR PIECE OF PROPERTY, NEIGHBORHOOD, OR THE COMMUNITY.

The Proposed Development will be a positive addition to the area. The Subject Property's current RA zoning limits development to single family residences and other limited uses on minimum 1-acre sized lots. The existing homes on the property were built between 1940 and 1945² at a time when the area was much more rural and characterized by farmstead tracts. Over the last eighty years, the larger lots have been slowly redeveloped for more dense developments such as the duplex and manufactured home subdivisions that currently surround the Subject Property. The Applicant now seeks a rezoning to allow a townhome community that is in line with the surrounding development trends.

D. WHETHER THE PROPOSAL CREATES AN ISOLATED DISTRICT UNRELATED TO ADJACENT PROPERTIES AND NEARBY DISTRICTS.

No. The Subject Property is in an area with a diverse range of housing types of varying densities. The Proposed Development will add to the variety of housing options in the area to attract different markets. There is another MFR district approximately 0.42 miles to the east on Davis Road, the Big Oak Villas, which contains a townhome development at a density of ± 7.9 units per acre. In addition, the Subject Property is adjacent to complimentary future land use designations, as noted on Henry County's and the Stockbridge's FLUM ("Low Density Residential" Henry County (North and West); "Medium Density Residential" Henry County (East) and "Low Density Residential" City of Stockbridge (South)).

² Data on the existing homes was obtained from the Henry County Tax Assessor's website at <https://qpublic.schneidercorp.com/Application.aspx?AppID=1035&LayerID=22139&PageTypeID=4&PageID=9368&Q=230410227&KeyValue=S05-01002000> (last visited 10.01.2022)

E. HOW THE PROPOSAL IMPACTS THE AESTHETIC CHARACTER OF EXISTING AND FUTURE USES OF THE PROPERTY AND THE SURROUNDING AREA.

The proposed townhomes will blend harmoniously with the surrounding developments. The Applicant is preserving a significant amount of open space that will buffer the RA zoned properties to the north. Additionally, the applicant will be providing onsite amenities for the residents as well as public open space.

F. WHETHER THE PROPOSAL IS CONSISTENT WITH ADJACENT DEVELOPMENT DENSITIES AND THE DENSITY PATTERNS REFLECTED IN THE COMPREHENSIVE PLAN.

Yes. The property is bordered to the east and west by residential developments with higher densities than what is allowed under the Subject Property's current RA zoning. Also, as noted in the paragraphs above, the Proposed Development is in line with the nearby Big Oak Villas townhome community, a property zoned MFR with a density of ± 7.9 units per acre. It should be noted that the Big Oak Villas were built in approximately 32 years ago, and there are no newer options for townhome residences nearby. The proposed MFR zoning and High-Density Residential land use will allow a townhome development that is compatible with the surrounding development and will provide much needed options for housing.

G. HOW THE PROPOSAL IMPACTS THE PUBLIC HEALTH, SAFETY, AND GENERAL WELFARE.

The proposal will benefit the public health, safety and general welfare. The Applicant proposes to bring the Subject Property into the City, creating a new, vibrant and modern development that diversifies the housing stock available and advances a number of goals outlined in the City's Comprehensive Plan. *See, e.g., Comp Plan at pp. 37-39.*

H. HOW THE PROPOSAL IMPACTS WATER, SEWERAGE, OTHER PUBLIC FACILITIES, OR PUBLIC SERVICES, AND HOW THE PROPOSED AMENDMENT IMPACTS EXPENDITURES OF PUBLIC FUNDS.

The Applicant is proposing the installation of a sanitary sewer line to connect to the existing sewer line in Shields Road. The Applicant has requested sewer capacity and water availability letters with this application to demonstrate that water and sewer are available and adequate to serve the Subject Property, along with upgrades that the Applicant is willing to make.

I. HOW THE PROPOSAL IMPACTS TRAFFIC SAFETY AND CONGESTION.

The Applicant used the Institute of Traffic Engineers (ITE) Trip Generation Manual (Ninth Edition) to calculate vehicle trips for Residential Condominium/Townhomes (ITE 230). According to ITE, the Proposed Development will result in a net increase of ± 836.64 trips during a weekday, ± 63.36 trips during a weekday a.m. peak hour, and ± 74.88 trips during a weekday p.m. peak hour. Davis Road is classified as a local roadway per the Georgia Department of Transportation (GDOT) Roadway functional classification map. The Subject Property is also a short distance from N. Henry Boulevard (GA Highway 42) a minor arterial and Stockbridge Road (GA Highway 138) a principal arterial, both of which are major roadways intended for a high volume of traffic. Moreover, the Subject Property is approximately one mile from Intrastate Highway 675 (I-675) which can provide quick access to regional transportation. Because the Subject Property is located in proximity to a number of major roadways, its impacts on traffic is anticipated to be minimal.

J. HOW THE PROPOSAL IMPACTS ENVIRONMENTAL CONDITIONS, INCLUDING, BUT NOT LIMITED TO, DRAINAGE, SOIL EROSION AND SEDIMENTATION, FLOODING, AIR QUALITY, WATER QUALITY AND QUANTITY.

The Applicant will mitigate any potential impacts to the environment by following all City, County, State and Federal requirements related to drainage, soil erosion and sedimentation, flooding, air quality, and water quality and quantity.

K. HOW THE PROPOSAL IMPACTS THE PROVISIONS OF ADEQUATE LIGHT AND AIR.

The proposal will have no negative impacts on the provision of adequate light and air. *See also J, above.*

L. HOW THE PROPOSAL IMPACTS THE VALUE OF ADJACENT PROPERTY.

As the site plan submitted with the application demonstrates, the proposal is a thoughtful, pedestrian-oriented, residential neighborhood that will deliver quality design and construction, all of which should “raise-the-bar” for future development on adjacent and nearby properties and generate renewed interest in the area.

M. WHETHER THERE ARE SUBSTANTIAL REASONS WHY THE PROPERTY CANNOT BE USED IN ACCORDANCE WITH EXISTING REGULATIONS.

See Section C above.

N. PRESERVATION OF THE INTEGRITY OF RESIDENTIAL NEIGHBORHOODS SHALL CARRY GREATER WEIGHT THAN OTHER FACTORS. WHERE PROPERTY FRONTS ON A MAJOR THOROUGHFARE AND ALSO ADJOINS AN ESTABLISHED RESIDENTIAL NEIGHBORHOOD, THE FACTOR OF PRESERVATION OF THE RESIDENTIAL AREA SHALL CARRY GREATER WEIGHT.

The current proposal will have not have a negative impact on the integrity of adjacent and nearby residential neighborhoods. The Applicant has taken careful consideration in the proposed design and incorporated appropriate buffers and setbacks to minimize negative impacts, if any.

IV. CONCURRENT VARIANCE ANALYSIS

The Applicant is seeking four concurrent variances with its request to the following requirements of the Stockbridge UDO:

A. Stockbridge Zoning Ordinance § 2.4.4 to increase the maximum lot coverage from 50% to 75%

The MFR zoning district limits lot coverage to a maximum of 50%. The overall ±27.635 acre property will have a lot coverage under 50% however the lot coverage of individual townhome lots will vary above 50%, up to 75%. Due to the nature of attached residential homes, the lot width is limited to the width of the units themselves, and in this instance the Applicant is proposing a 20-foot wide and 24-foot wide units. Because the lot width is fixed the only way to increase lot size and reduce lot coverage, without affecting the unit size and driveway paving, is to lengthen the lots. To achieve a lot coverage of 50% on a 20-foot or 24-foot wide lot, a 156-foot deep lot is needed.³ The lots, however, cannot be deepened to achieve 50% lot coverage due to the shape of the overall property. The Subject Property is a narrow, rectangular parcel that is approximately five times longer than it is wide.⁴ The shape of the Subject Property squeezes its development toward the middle, thus restricting the depth of any individual lots. Consequently, the lots must be shorter, thus increasing the lot coverage. This will not have a detrimental impact, however. The Applicant is providing ±4.6 acres of the overall property as open space, as well as amenities including a nature trail and dog walk. The inclusion of such large open space areas and amenities will provide the future residents with ample outdoor space within the community.

B. Stockbridge Zoning Ordinance § 2.4.4 to reduce the minimum front yard setback from 50-feet to 25-feet

As noted in the paragraphs above the Subject Property is long and relatively narrow, which compresses its development toward the center of the property. The narrowness also results in the townhomes having a shorter front yard setback than the 50-feet that the MRF

³ A 20-foot wide unit will require a 136-foot deep lot and a 24-foot wide unit will require a 156-foot deep lot.

⁴ The property dimensions vary, but it is approximately 520 feet wide by 2,700 feet deep.

district requires. The 50-foot setback, however is excessive and is much larger than what is typically required for townhome developments. For example, Henry County's RS (Residential Suburban) district, which allows townhomes, requires a minimum 25-foot front yard setback. *See Henry County Code of Ordinances § 2.01.02.1.* The strict enforcement of the 50-foot front yard setback, on the other hand, would result in the loss of a significant number of units, with little positive benefits. The 25-foot setback is of sufficient length to allow a car to park in the driveway without blocking the sidewalk. In addition, requiring a 50-foot front yard setback would result in a large front yard that will require more maintenance. The large majority of townhome residents choose to live in such a unit to avoid yard maintenance that is found in other types of residences. Requiring a 50-foot front yard would eliminate one of the major attractions to owning a townhome as compared to a single family detached residence.

C. Stockbridge Zoning Ordinance § 2.4.4 to reduce the minimum side yard setback from 15-feet to 10-feet

The Applicant seeks a reduction of the side yard setback for the individual townhome lots due to the shape of the Subject Property and its topography. Requiring 15-foot side setbacks on the end units would push the townhome development further north into the Subject Property. The Subject Property, however, narrows towards the north, from over ±520 feet wide, closer to Davis Road, to less than 420-feet wide at its northern end. Additionally, there is a significant change in topography from the Davis Road frontage downward towards the creek at the Subject Property's northern end. The narrowness coupled with the change in topography results in a loss of units if the townhomes are pushed northward to accommodate the appropriate setbacks. The reduction from 15-feet to 10-feet will still meet the minimum 20-foot building separation and is not likely to be visibly noticeable on the site. As a result, the grant of the requested

variance will not have a negative impact on the public, but it will allow the Proposed Development on the Subject Property.

Pursuant to the City of Stockbridge UDC § 10.1.2, the criteria for granting the variances are met. First, there are extraordinary and exceptional conditions pertaining to the particular piece of property in question because of its size, shape or topography that are not applicable to other lands or structures in the same district. Second, a literal interpretation of the Stockbridge UDC would deprive the Applicant of rights commonly enjoyed by other properties of the district in which the property is located. Third, the grant of the variance will not confer any special privileges upon the Applicant that are denied to other properties of the same district. Fourth, the requested variance will be consistent with the purpose and intent of the UDC, will be compatible with uses on neighboring properties, and will serve the public welfare. Fifth, the special circumstances necessitating the variances are not the result of the actions of the Applicant. Sixth, the variance requested is the minimum variance that will make possible the legal use of the land, building or structure. Finally, the variances will not permit a use of land, buildings, or structures that are not permitted by right in the proposed zoning district.

V. NOTICE OF CONSTITUTIONAL CHALLENGES AND PRESERVATION OF CONSTITUTIONAL RIGHTS

The current zoning of the Subject Property and any intervening zoning district other than that requested is unconstitutional and contrary to the best interest of the health and welfare of the citizens of the City of Stockbridge, and constitutes an arbitrary and capricious act. As a result, the City of Stockbridge Unified Development Code is in violation of Article I, Section I, Paragraphs 1 and 2 of the Constitution of the State of Georgia 1983; Article I, Section III, Paragraph 1 of the Constitution of the State of Georgia; and Article I, Section II, Paragraph 3 of the Constitution of the State of Georgia, 1983. Furthermore, the current zoning violates the due

process clause and equal protection clauses of the Fifth and Fourteenth Amendments to the Constitution of the United States of America.

In addition, the current zoning of the Subject Property and any intervening zoning district other than that requested is unconstitutional in that it renders the Subject Property unusable and destroys its marketability. Therefore, the current zoning constitutes a taking of the Applicant's property without just and adequate compensation and without due process of law in violation of the Fifth and Fourteenth Amendments to the United States Constitution and in violation of Article I, Section I, Paragraph 1 and Article I, Section III, Paragraph 1(a) of the Constitution of Georgia.

The Zoning Ordinance of the City of Stockbridge lacks adequate standards for the City Council to exercise its power to zone and rezone. In essence, the standards are not sufficient to contain the discretion of the City Council and to provide the Courts with a reasonable basis for judicial review. Because the stated standards (individually and collectively) are too vague and uncertain to provide reasonable guidance to the Mayor and City Council, the Zoning Ordinance violates the Fifth and Fourteenth Amendments of the Constitution of the United States in matters of zoning. The Zoning Ordinance also violates Article I, Section III, Paragraph 1; and Article I, Paragraphs 1 and 2 of the Constitution of State of Georgia, 1983.

Opponents to this request lack standing, have failed to exhaust administrative remedies, and have waived their rights to appeal by failing to assert legal and constitutional objections.

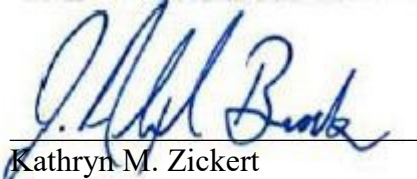
VI. CONCLUSION

For the foregoing reasons, the Applicant respectfully requests that the Rezoning, Future Land Use Map Amendment, and Concurrent Variance Applications at issue be approved. The Applicant also invites and welcomes any comments from Staff or other officials of the City of

Stockbridge so that such recommendations or input might be incorporated as conditions of approval.

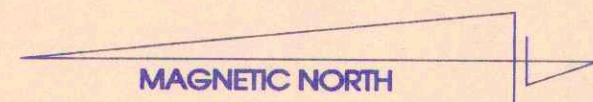
This 3rd day of October, 2022.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "J. Alexander Brock", is written over a horizontal line.

Kathryn M. Zickert
Dennis J. Webb, Jr.
J. Alexander Brock
Attorneys For Applicant

Smith, Gambrell & Russell, LLP
1105 W. Peachtree Street, NE
Suite 1000
Atlanta, Georgia 30309
404-815-3500



SENTRY OAK SUBDIVISION
PB 14 / PG 217

N/F
WALLACE D. MASON
& ANN B. MASON
DB 4354 / PG 170

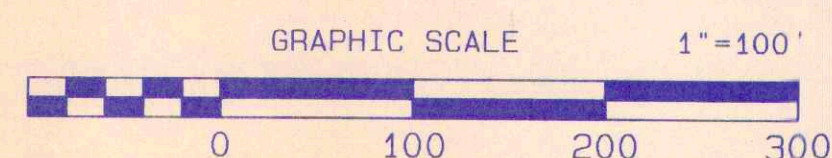
27.635 ACRES

DB 42 / PG 417-418

N/F
PATRICIA A. COLVIN
aka PATRICIA A. FISH
DB 3023 / PG 142

LEGEND:

IPF = IRON PIN FOUND
IPS = IRON PIN SET (1/2" ROD)
LL = LAND LOT
R/W = RIGHT-OF-WAY
DB = DEED BOOK
PB = PLAT BOOK
PG = PAGE
C/L = CENTERLINE
CMP = CORRUGATED METAL PIPE
UP = UTILITY POLE
N/F = NOW OR FORMERLY



BASED ON THE INFORMATION SHOWN ON THE FLOOD HAZARD
BOUNDARY MAPS FURNISHED BY THE DEPT. OF H.U.D. THROUGH
THE FEDERAL INSURANCE ADMINISTRATION, IT IS MY OPINION THAT
THE PROPERTY SHOWN HEREON IS OUTSIDE THE FLOOD HAZARD
AREA, EXCEPT AS SHOWN.

REFERENCE F.I.R.M. NUMBER 130468 00558 DATE 11/02/1983

IN MY OPINION THIS PLAT IS A CORRECT REPRESENTATION
OF THE LAND PLATTED AND HAS BEEN PREPARED IN
CONFORMITY WITH THE MINIMUM STANDARDS AND
REQUIREMENTS OF THE LAW.

R. M. Boyd 4/13/06
REGISTERED LAND SURVEYOR NO. 2227 DATE

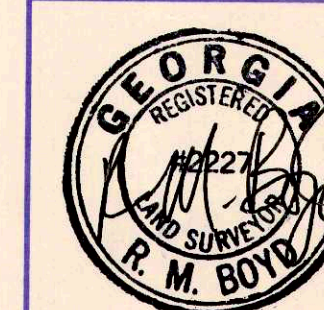
THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE
PRECISION OF ONE IN 10,000± FEET AND AN ANGULAR ERROR
OF 02 SECONDS PER ANGLE POINT AND WAS ADJUSTED USING
THE COMPASS RULE.

THIS PLAT HAS BEEN CALCULATED TO CLOSE AND IS FOUND
TO BE ACCURATE WITHIN ONE FOOT IN 100,000± FEET.

EQUIPMENT USED:
ANGULAR - TOPCON GTS 303
LINEAR - TOPCON GTS 303

SURVEY
FOR
WALTER SMITH

LAND LOTS 70 & 91 ~ 12th DISTRICT ~ HENRY COUNTY, GEORGIA



R. M. Boyd & Associates
Surveying & Engineering, Inc.

325 South Lee St.
Fayetteville, GA 30214
770-461-2417

PROJECT NUMBER	FIELD BOOK NUMBER	DRAWN BY	REVIEWED BY	ISSUE DATE	SHEET NUMBER
06008	213	DSB	RMB	04/13/06	1 OF 1

EXHIBIT A

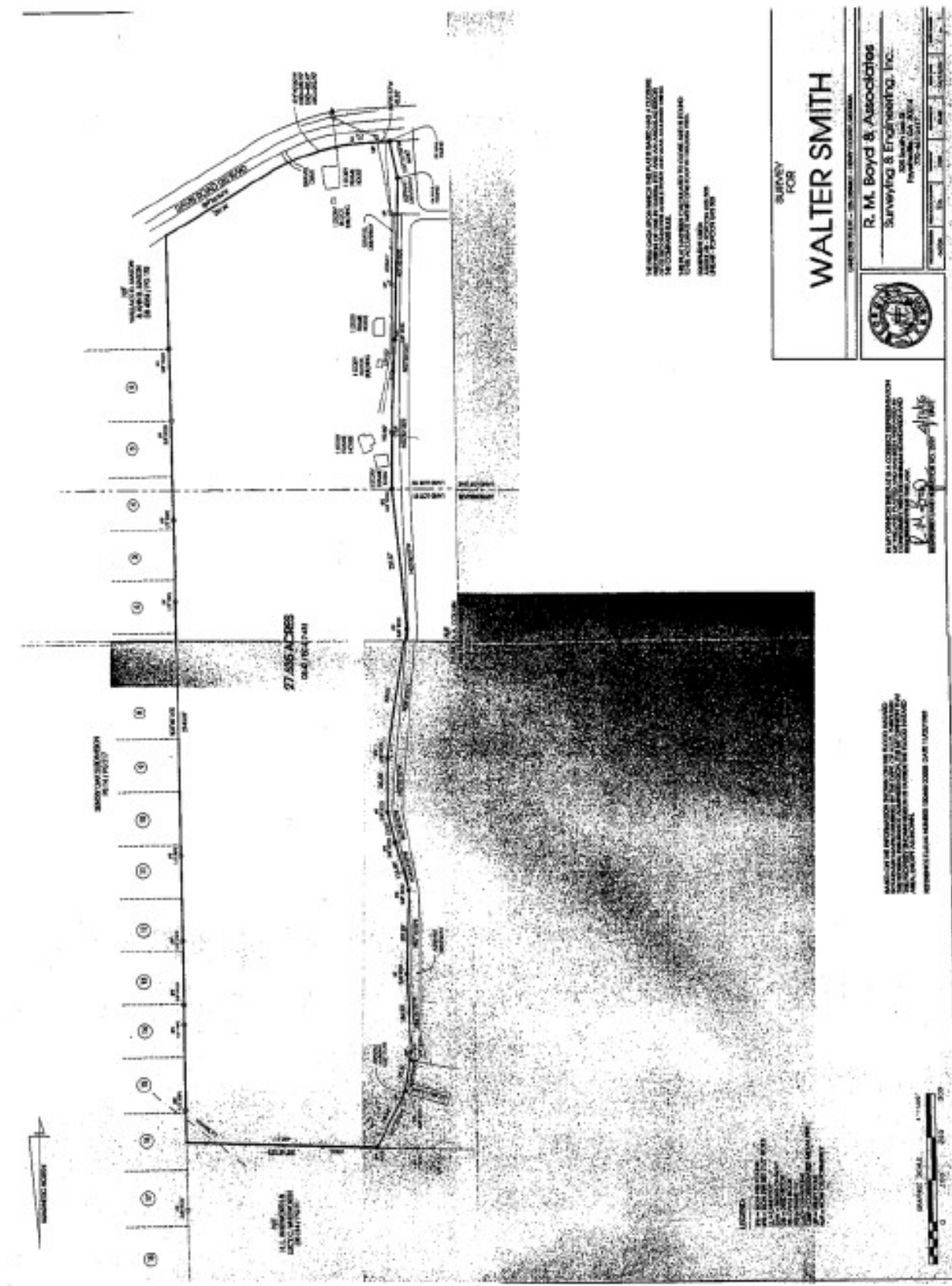
LEGAL DESCRIPTION

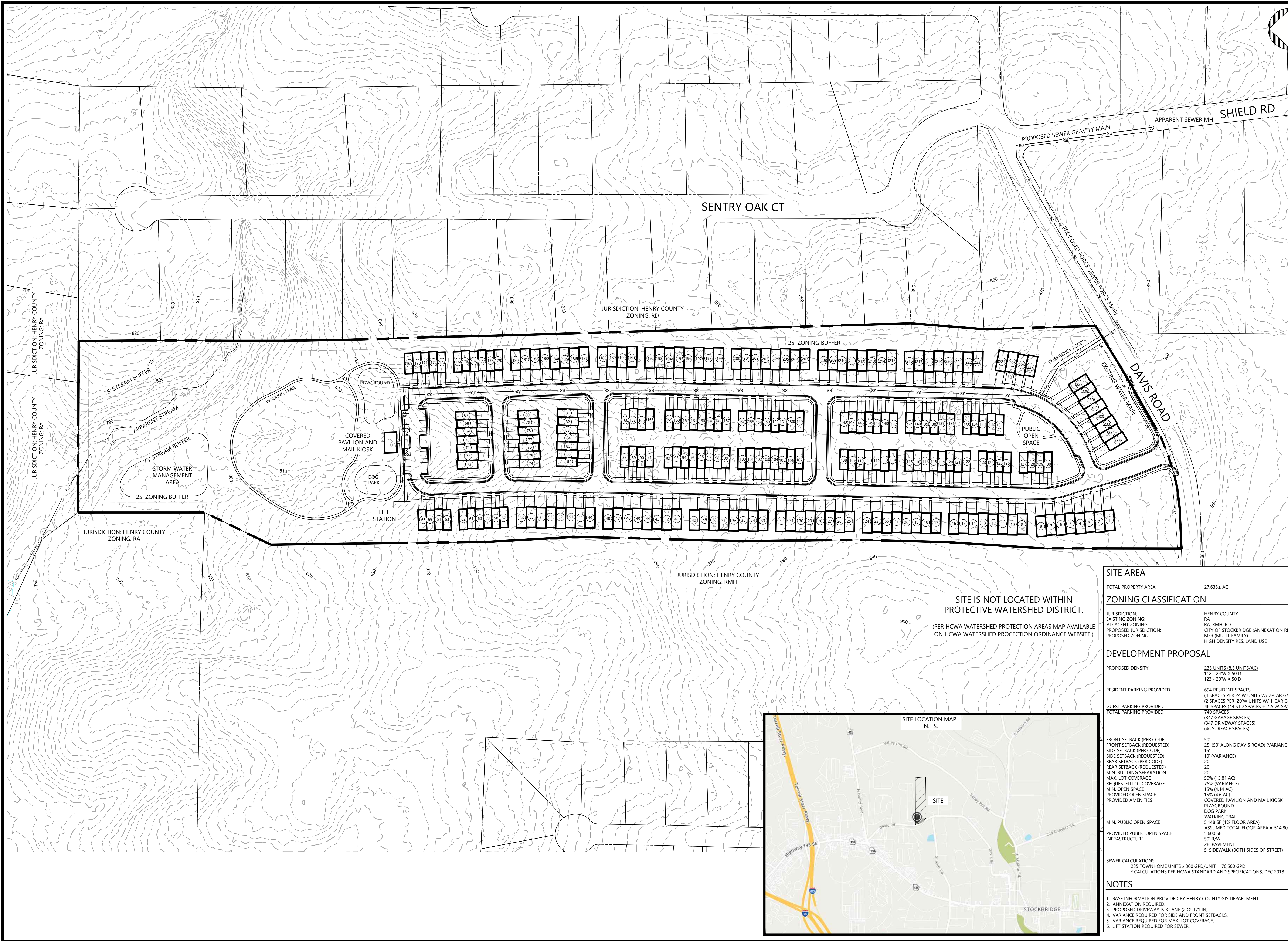
All that tract or parcel of land lying and being in Land Lots 70 and 91 of the 12th Land District of Henry County, Georgia, containing 27.635 acres, and being more particularly described as follows:

BEGINNING at a point (iron pin set) on the north land lot line of Land Lot 70, being also the south land lot line of Land Lot 91 of the 12th District, at a point on that common land lot line 985 feet west of the northeast corner of Land Lot 70 and the southeast corner of Land Lot 91; running from said point of beginning, north 05 degrees 20 minutes west 337.37 feet to an iron pin found; thence north 08 degrees 20 minutes east 305 feet to an iron pin found; thence north 00 degrees 3 minutes west 126.40 feet to an iron pin found; thence north 13 degrees 45 minutes west 73.90 feet to an iron pin found; thence north 14 degrees 54 minutes west 115.40 feet to an iron pin found; thence north 02 degrees 15 minutes east 197.80 feet to an iron pin found; thence north 02 degrees 50 minutes west 184.20 feet to an iron pin found; thence north 09 degrees 54 minutes east 93.10 feet to an iron pin found; thence north 27 degrees 30 minutes east 148.84 feet to an iron pin found; thence south 88 degrees 45 minutes 05 seconds east 450.37 feet to a point; thence south 00 degrees 45 minutes 14 seconds east 2,143 feet to a point on the north right of way line of Davis Road; thence south 59 degrees 26 minutes 54 seconds west 287.84 feet, along said right of way line, to a point; thence continuing along said right of way line south 74 degrees 40 minutes 30 seconds west a chord distance of 249.99 feet (RAD=480.47 feet; ARC=252.90 feet) to a point on said right of way line; thence continuing along said right of way line south 86 degrees 55 minutes 37 seconds west 42.83 feet to a pk nail found on said right of way line; thence north 11 degrees 21 minutes west 86.80 feet to a pk nail found; thence north 01 degree 43 minutes east 378.01 feet to an iron pin set; thence north 02 degrees 50 minutes east 159 feet to a point; thence north 00 degrees 42 minutes east 192.82 feet to an iron pin set, the point of beginning.

Said property is described in a plat of survey for Walter Smith by R. M. Boyd & Associates, R. M. Boyd, Registered Land Surveyor, dated April 13, 2006, a copy of which is attached and by reference made a part of this description.

This is the same land described in a deed from J. B. Fields to Walter Smith, dated March 21, 1950, and recorded in Deed Book 42, Page 417, Henry County Records.







SITE AREA	
TOTAL PROPERTY AREA:	27.635± AC
ZONING CLASSIFICATION	
JURISDICTION:	HENRY COUNTY
EXISTING ZONING:	RA
ADJACENT ZONING:	RA, RMH, RD
PROPOSED JURISDICTION:	CITY OF STOCKBRIDGE (ANNEXATION REQU.)
PROPOSED ZONING:	MFR (MULTI-FAMILY) HIGH DENSITY RES. LAND USE
DEVELOPMENT PROPOSAL	
PROPOSED DENSITY	235 UNITS (8.5 UNITS/AC) 112 - 24'W X 50'D 123 - 20'W X 50'D
RESIDENT PARKING PROVIDED	694 RESIDENT SPACES (4 SPACES PER 24'W UNITS W/ 2-CAR GARAGE) (2 SPACES PER 20'W UNITS W/ 1-CAR GARAGE)
GUEST PARKING PROVIDED	46 SPACES (44 STD SPACES + 2 ADA SPACES)
TOTAL PARKING PROVIDED	740 SPACES (347 GARAGE SPACES) (347 DRIVEWAY SPACES) (46 SURFACE SPACES)
FRONT SETBACK (PER CODE)	50'
FRONT SETBACK (REQUESTED)	25' (50' ALONG DAVIS ROAD) (VARIANCE)
SIDE SETBACK (PER CODE)	15'
SIDE SETBACK (REQUESTED)	10' (VARIANCE)
REAR SETBACK (PER CODE)	20'
REAR SETBACK (REQUESTED)	20'
MIN. BUILDING SEPARATION	20'
MAX. LOT COVERAGE	50% (13.81 AC)
REQUESTED LOT COVERAGE	75% (VARIANCE)
MIN. OPEN SPACE	15% (4.14 AC)
PROVIDED OPEN SPACE	15% (4.6 AC)
PROVIDED AMENITIES	COVERED PAVILION AND MAIL KIOSK PLAYGROUND DOG PARK WALKING TRAIL 5,148 SF (1% FLOOR AREA)
MIN. PUBLIC OPEN SPACE	5,600 SF
PROVIDED PUBLIC OPEN SPACE	ASSUMED TOTAL FLOOR AREA = 514,800 SF
INFRASTRUCTURE	50' R/W 28" PAVEMENT 5' SIDEWALK (BOTH SIDES OF STREET)
NOTES	
1. BASE INFORMATION PROVIDED BY HENRY COUNTY GIS DEPARTMENT.	
2. ANNEXATION REQUIRED.	
3. PROPOSED DRIVEWAY IS 3 LANE (2 OUT/1 IN)	
4. VARIANCE REQUIRED FOR SIDE AND FRONT SETBACKS.	
5. VARIANCE REQUIRED FOR MAX. LOT COVERAGE.	
6. LIFT STATION REQUIRED FOR SEWER.	

NOTE: LANDSCAPING SHOWN IS FOR CONCEPTUAL AND ILLUSTRATIVE PURPOSES ONLY AND IS NOT INTENDED TO CONVEY WHAT WILL ACTUALLY BE BUILT. LANDSCAPING FOR THE SUBDIVISION AND LOTS WILL FOLLOW ALL CITY CODE REQUIREMENTS.



NOTE: THE ELEVATION SHOWN ARE FOR CONCEPTUAL AND ILLUSTRATIVE PURPOSES ONLY AND ARE NOT INTENDED TO CONVEY WHAT WILL ACTULLY BE BUILT. THE APPLICANT IS NOT THE BUILDER AND WILL COORDINATE WITH BUILDERS AT THE TIME OF BUILDING PERMITS TO ENSURE ALL CITY AND BUILDING CODE REQUIREMENTS ARE FOLLOWED.



NOTE: THE ELEVATION SHOWN ARE FOR CONCEPTUAL AND ILLUSTRATIVE PURPOSES ONLY AND ARE NOT INTENDED TO CONVEY WHAT WILL ACTULLY BE BUILT. THE APPLICANT IS NOT THE BUILDER AND WILL COORDINATE WITH BUILDERS AT THE TIME OF BUILDING PERMITS TO ENSURE ALL CITY AND BUILDING CODE REQUIREMENTS ARE FOLLOWED.



Henry County Water Authority
Engineering Division

Application for Water/Sewer Availability Letter

Date: 9/30/2022

Name of Applicant FORESTAR (USA) REAL ESTATE GROUP INC. Phone: _____ Mobile: 404-988-0460

Address of Applicant: 3330 Cumberland Blvd, Suite 275 Fax: _____

City: Atlanta State: GA Zip: 30339 E-mail: JackBurke@forestar.com

Name of Agent Alex Brock – Smith, Gambrell & Russell, LLP Phone: 404-815-3603 Mobile: _____

Address of Agent: 1105 W. Peachtree St NE Fax: _____

City: Atlanta State: GA Zip: 30309 E-mail: JackBurke@forestar.com

THE APPLICANT NAMED ABOVE AFFIRMS THAT THEY ARE THE OWNER OR AGENT FOR THE OWNER OF THE PROPERTY DESCRIBED BELOW AND REQUESTS: (PLEASE CHECK THE PURPOSE OF LETTER REQUEST AND FILL IN ALL APPLICABLE INFORMATION LEGIBLY AND COMPLETELY).

VERIFICATION OF SERVICE: ☐ Conditional Use/Exception ☐ Variance ☐ In-law Suite/Addition ☐ Bank Loan

AVAILABILITY: ☐ General Availability ☒ Rezoning

Availability letters will require a minimum of three weeks from the date of payment and application submittal.

Request from County RA Residential-Agricultural to Stockbridge MFR
(Present Zoning) (Requested Zoning)

For the Purpose of Townhouse Subdivision
(Type of Development)

Address of Property: 576 Davis Rd, Stockbridge, GA 30281 Nearest Intersection to Property Estates Ave & Davis Rd
(Street Address, if Applicable, Nearest Intersection, Etc)

Size of Tract: 27.635 acre(s), Land Lot Number(s): 70 and 91, District(s): 12

Development Estimated Average Daily Sewer Flow (GPD): 70500

Property Tax Parcel Number: S05 .0100 .2000 - Proposed number of lots: 235

Information beyond this point is not required for service verifications.

(Below: For properties within protected watershed districts only)

Gross Density: _____ units per acre Net Density: _____ units per acre

Estimated amount of impervious surface: _____ Minimum Lot Size: _____

Renato Ghizoni
Witness

Renato Ghizoni
Printed Name of Witness

Ekim C. Telfair
Notary

Carolyn Louise Smith O'Brien, Reba Smith O'Brien, Danny Smith,
Signature of Owner(s)/Agent(s)
as Executor of the Estate of Ralph Lee Smith, Deceased, and Charles
Printed Name of Owner/s
Walter Smith

Smith Gambrell & Russell, LLP
Signature of Agent





TO: Mayor/Council
Planning Commission

FROM: Gordon Linton, Planner I

CC: Brecca Carter, Community Development Director
R. Ryan Anderson, Chief Planner

DATE: January 26, 2022

SUBJECT: Staff Report for Comprehensive Plan Amendment Case #CP-2022-06
For 576 Davis Road

I. PURPOSE

Consider a Comprehensive Plan Amendment application to change the Future Land Use Designation of certain property from Low Density Residential to High Density Residential. Application by Forestar (USA) Real Estate Group, Inc.

II. BACKGROUND

Proposed Development	Townhome community with 235 units
Site Address	576 Davis Road
Parcel Identification	S05-01002000
Parcel Acreage	27.635 acres
Applicant	Forestar (USA) Real Estate Group, Inc., represented by Smith, Gambrell & Russell, LLP
Owner	Four owners—Jeremy Smith, Reba S. Oronez, Carolyn S. O'Brien, and Charles W. Smith
City Land Use Designation	Low-Density Residential
Number of Proposed Units Per Acre	8.5 units per acre
Current City Zoning	RR (Rural Residential)
Current Use	The property has three single-family residences and a detached garage. In addition, it is a long, wooded,

	and narrow lot that slopes downward to the North, where a stream and buffer are located.
--	--

SURROUNDING LAND USE DESIGNATION

Location	Existing Land Use	Existing Future Land Use Designation
Property to the North	Single-family detached homes located along Valley Hill Road	Low-Density Residential
Property to the South	Stockbridge Estates mobile Home Park	Medium Density Residential
Property to the East	Single-family detached homes along Davis Road; Sentry Oaks (Duplex Subdivision)	Medium Density Residential
Property to the West	Pine Hills Estates (Mobile Home Park); Wildwood Estates (Subdivision)	Low Density Residential; Medium Density Residential

SURROUNDING LAND USE DENSITIES

NAME	Units	Estimate Density Per Acres
Pine Hills Estates (Mobile Home Park)	91	2.5 units per acre
Sentry Oaks (Duplex Subdivision)	29	.88 units per acres
Meadow Ridge	70	1.30 units per acres
Stockbridge Estates Mobile Home Park	156	4 units per acre
Wildwood Estates (Subdivision)	233	3.22 units per acre

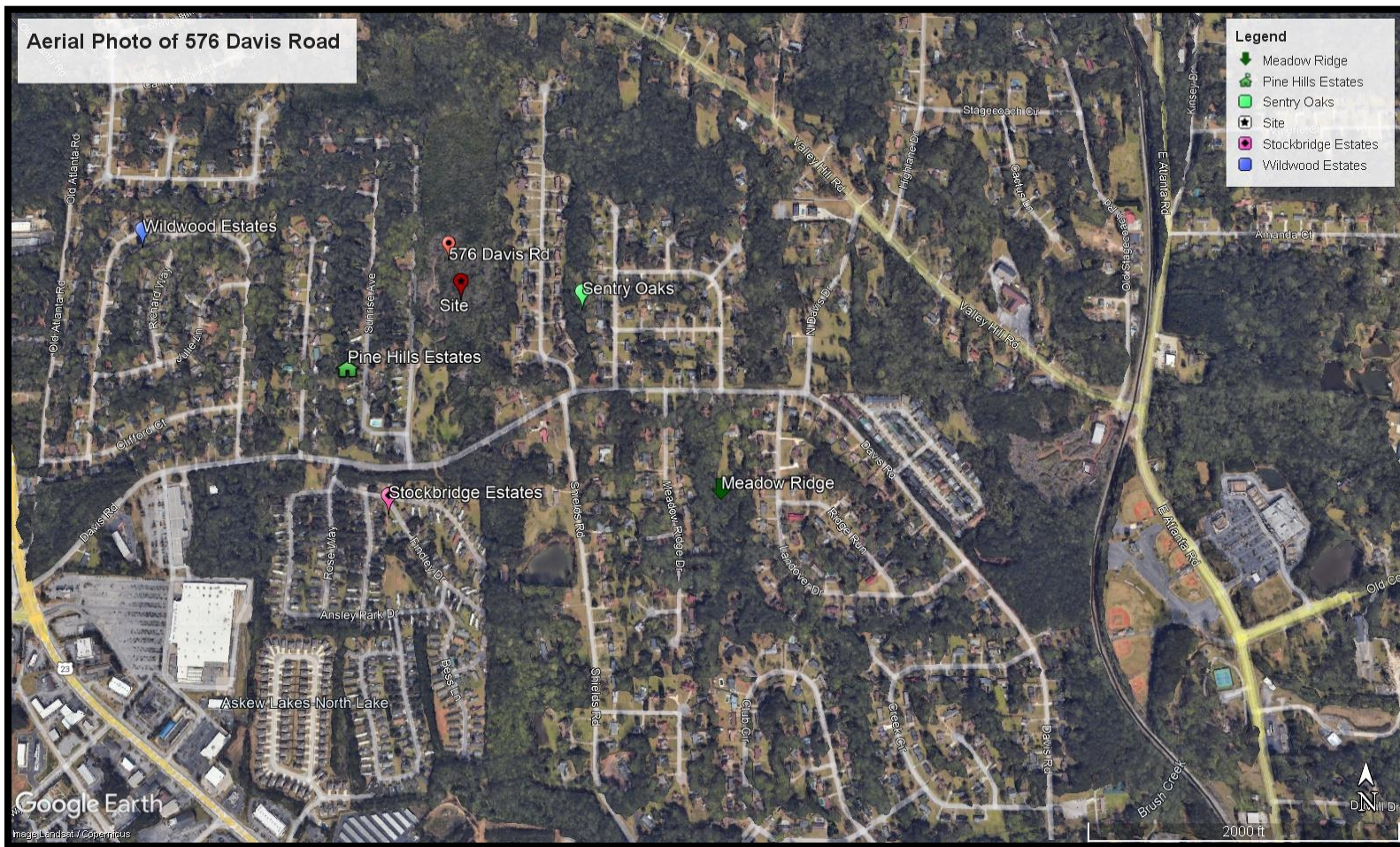
III. FINDINGS OF FACT

- The vicinity of the area is mostly residential to the north. There is a major commercial area located in the southwest that contains Walmart, three shopping centers, and other surrounding retail uses.
- The vicinity of the area is mostly 'Low-Density Residential' to the north and west while it is mostly 'Medium Density Residential' to the south and east.
- The current zoning of the property is RR (Rural Residential). The applicant will be seeking a rezoning to change the zoning of the property from RR (Rural Residential) to MFR (Multiple Family Residential). A variance application was also submitted. The two cases will be heard concurrently.

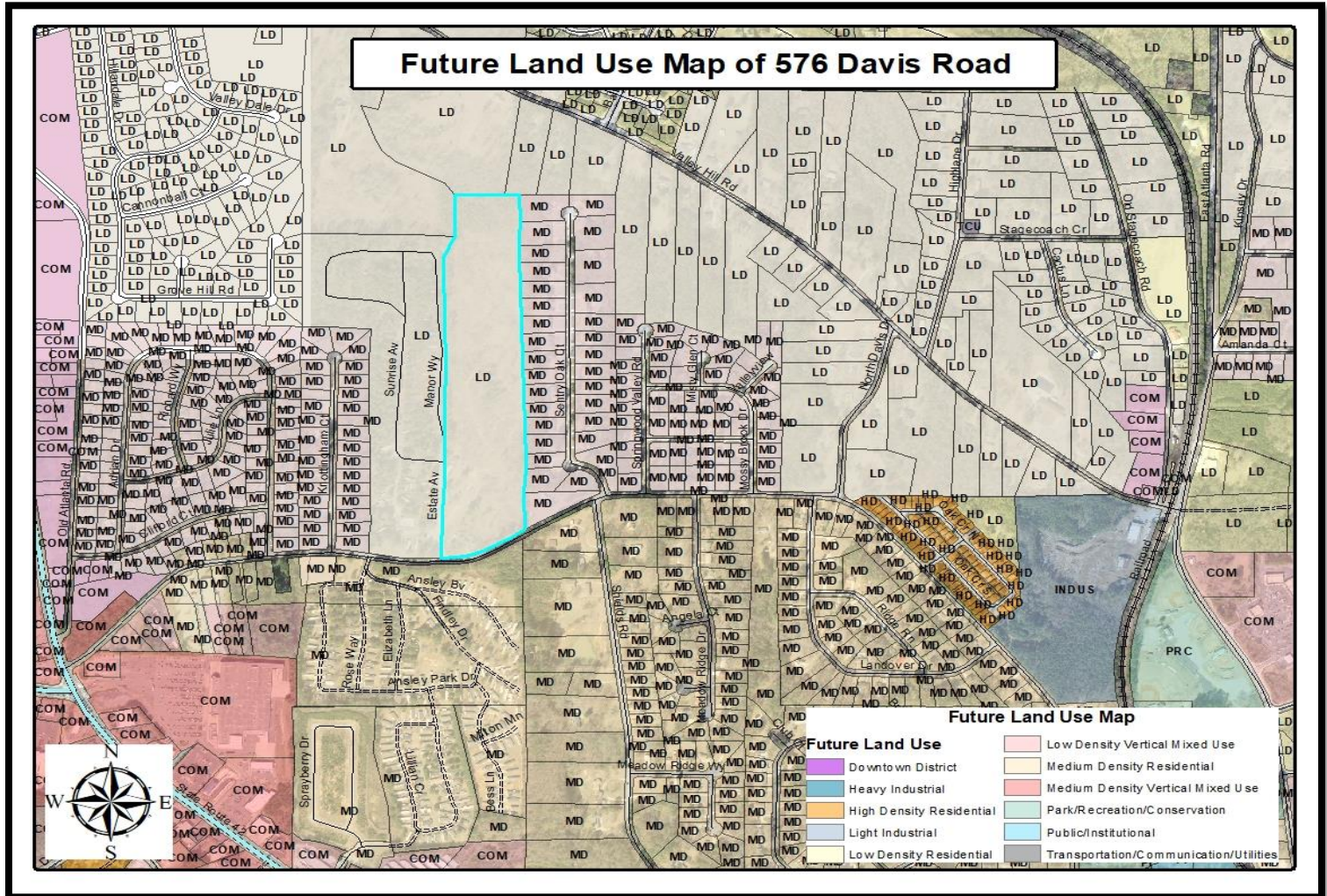
- The subject property was annexed into the City as a result of the passage of the Stockbridge Annexation Referendum during the November 8, 2022 Citywide election.

IV. MAPS AND ILLUSTRATIONS

Aerial Photo of 576 Davis Road



Future Land Use Map of 576 Davis Road





V. ANALYSIS

Project Description

The applicant proposes a Comprehensive Plan Amendment to change the future land use designations of certain property from Low Density Residential to High Density Residential to allow for the purpose of allowing the development of a townhome community with 235 units. The Future Land Use Designation Map designates the subject property as Low Density Residential. However, the current Future Land Use is incompatible with the requested rezoning. Therefore, the applicant is seeking a Comprehensive Plan Amendment to change the Future Land Use Designation from Low Density Residential to High Density.

Staff Analysis

The applicant requests a **Comprehensive Plan Amendment** under the City of Stockbridge Unified Development Code Section **(Sec. 9.2.7)**:

ANALYSIS OF REQUEST

1. Consistency with the Comprehensive Plan.

- The requested Comprehensive Plan Amendment of the subject property from Low Density Residential to High Density Residential is necessary because the current land use does not allow the development of townhomes. Furthermore, the proposed densities would not be compatible with the required density for the current land use designation.

2. Relation to the Zoning of the Property.

- The property's requested zoning district is not compatible with the list of permitted zoning districts that are found in the Comprehensive Plan. To allow for the proposed zoning, the applicant has requested the rezoning of the property from RR (Rural Residential to MFR (Multiple Family Residential) to allow the townhomes to be built. The rezoning will be heard concurrently with this case along with the requested variance.

3. Suitability of the Site's Location.

- The proposed 'High Density Residential' land use designation would not be compatible since the other surrounding land use areas are comprised of both Medium-Density Residential and Low-Density Residential. Although the proposed development's density of 8.5 acres would meet the required density, the Comprehensive Plan identifies the list of permitted uses that can be found under the 'High-Density

Residential' land use designations which do not include townhomes.

4. Maintaining the Current Land Use Designation.

- Maintaining the current land use designation would deny the applicant from developing the proposed townhomes. The applicant 's proposed rezoning is not feasible and compatible with the surrounding community since the area is comprised of both Low-Density Residential and Medium Density Residential. The proposed comprehensive plan amendment will result in a negative impact on the overall community because it will represent a high intensity use in an area that consists of both mobile home parks and duplexes.

Summary of Impacts/Concerns

Code Compliance	No comments provided
Police Department	No comments provided
Fire Marshall	N/A
Henry County Water and Sewer	Water and Sewer is available per letter dated from the Stockbridge Public Works Department on October 3, 2022.
Building	Any additional requirements would be identified during the plan review stage. City engineers should look closely at the site design of the creek and floodplain areas.
Traffic	The developer should coordinate with Henry County DOT regarding the installation of the new access, deceleration lanes, and a possible new traffic signal.

VI. STAFF RECOMMENDATION

- The staff report has demonstrated that the requested Comprehensive Plan Amendment via CP-2022-06 would not be compatible with the other surrounding land use designations located in the vicinity of the area. As a result, Planning and Zoning staff recommends **Denial** of CP-2022-06 to High Density Residential.



Davis Road Townhomes

Traffic Impact Study

Prepared for:

Forestar (USA) Real Estate Group Inc.

Prepared by:

KCI Technologies Inc.

2160 Satellite Boulevard, Suite 130

Duluth, GA 30097

www.kci.com

678.990.6200

October 2022

KCI Project # 242209207

A stylized, low-poly illustration of a cityscape in shades of blue. It features various buildings, a bridge, cars on a road, and some vegetation. The illustration is positioned at the bottom of the page, partially overlapping the text 'RISE TO THE CHALLENGE'.

**RISE TO THE
CHALLENGE**



Davis Road Townhomes

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October 2022

KCI Project # 242209207



10-17-2022

**RISE TO THE
CHALLENGE**



Executive Summary

The purpose of this study is to evaluate the potential traffic impacts of the proposed Davis Road Townhomes development. The site is in unincorporated Henry County, GA that will be annexed/rezoned to City of Stockbridge, GA. The site is located along the north side of Davis Road. Based on the site concept plan the proposed development will contain up to 235 townhomes. The development is expected to be built out by year 2027. The concept plan (see Appendix B) for the development illustrates the conditions in the study area, including the proposed townhomes and the driveway location. Access to the site is proposed at one driveway along Davis Road. The site also proposed to provide one emergency access to Davis Road.

For the purposes of the traffic study the analysis included the expected completion (build-out) of the development by year 2027. This study performed an analysis of existing traffic conditions and future traffic conditions. The future conditions analysis was performed for the year 2027 Build Conditions. The traffic impact study network consisted of the proposed site driveway.

Capacity Results

In the future year 2027 Build Conditions (with the Davis Road Townhomes development traffic volumes), the proposed site driveway is expected to operate at acceptable levels of service during the AM and PM peak hours.

Proposed Site Driveways

Based on estimated traffic volumes and the capacity analysis in the year 2027 Build year conditions, the following intersection geometry recommendations are provided:

- Davis Road at Driveway #1
 - Construct driveway with one entry lane and two exit lanes (separate left-turn lane and separate right-turn lane); with side-street stop-control
 - Note: No turn lanes along Davis Road are recommended based on City of Stockbridge UDC and Davis Road classified as a local city maintained road.

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Figure 2 – Existing Traffic Conditions

Figure 3 – Future Build (Year 2027) Conditions

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C: Traffic Count Data

D: GDOT Traffic Data

E: Intersection Volume Development

F: Capacity Analysis Reports

G: NCHRP Results

1. Existing Conditions

1.1 Site Conditions

The proposed development is located on undeveloped property with one residential home. **Figure 1** provides a general location map. (Figures included in Appendix A). Access to the property is proposed to be provided at one driveway along Davis Road (The concept plan is included in Appendix B). The site also proposed to provide one emergency access to Davis Road. Nearby land uses are either residential homes or undeveloped property.

1.2 Roadway Conditions

Davis Road is a two-lane roadway with a 35-mph posted speed limit. Davis Road is an east-west oriented roadway. The City of Stockbridge and GDOT classifies Davis Road as a local road. The roadway has mostly grassed shoulders on the north side of the roadway and sidewalk on the south side of the roadway in the nearby vicinity. (**Figure 2** identifies existing traffic conditions and lane geometry).

1.3 Traffic Volumes

Traffic counts were collected on Thursday, September 29, 2022, for use in the traffic analysis. Henry County public schools were in session. The traffic data collected included one twenty-four-hour volume count at the existing GDOT count station #8013.

Historical traffic volume data available from the GDOT TADA source were utilized to inform the annual growth factor. Three locations are indicated in Appendix D. The three locations are:

- GDOT Count Station #151-0256 located on Highway 138, west of the development
- GDOT Count Station #151-0365 located on N Henry Boulevard, north of the development
- GDOT Count Station #151-8013 located on Davis Road, south of the development

2. Future Conditions

2.1 Future No-Build Traffic Volumes

Future No-Build traffic volumes were developed by reviewing the historical traffic volumes roadways within the vicinity of the project and historic population growth in the county. Three nearby GDOT count stations were evaluated to determine a growth rate. The annual historic compound growth rate at the GDOT count stations averaged to 1.7% per year. Henry County's population growth rate was most recently reported as 1.67% per year in 2020. The Governor's Office of Planning and Budget developed population projections which indicates an estimated growth of 1.55% per year by 2027 in Henry County.

Considering this data, a 2.0% per year growth rate to account for background traffic volume growth was used in the traffic study. For the purposes of this study the proposed development is expected to be fully built out by 2027. A 2.0% per year growth rate was applied to the 2022 existing volumes to calculate year 2027 No-Build traffic volumes. The 2027 No-Build traffic volumes are indicated in the Intersection Volume Development tables included in the Appendix E.

2.2 Future Roadway Conditions

A review of Georgia DOT, City of Stockbridge, and Henry County planned, and programmed transportation projects was performed. There are no planned/ongoing roadway project near the development site.

3. Proposed Development Traffic

Project traffic was calculated for the proposed development. Project traffic is defined as the vehicular trips expected to be generated by the development and distributed over the roadway network.

3.1 Trip Generation

The project driveway volumes were calculated based on the Institute of Transportation Engineers' (ITE) Trip Generation Manual, Eleventh Edition. The development proposes 235 townhomes. The most applicable ITE land use (LU) code is LU 215 (Single-Family Attached Housing). Due to the development type, no pass-by reductions were included for the land use and no internal capture reductions were included. **Table 1** below summarizes the trips expected daily, during the AM peak hour, and during the PM peak hour for the development.

Table 1: Proposed Site Trip Generation								
Land Use (ITE Code)	Units (DU)	Daily Trips	AM Peak Hour			PM Peak Hour		
		Two-Way Total	Enter	Exit	Total	Enter	Exit	Total
Single-Family Attached Housing (215)	235	1,740	36	81	117	78	59	137
Gross Trips (Driveway Volumes)		1,740	36	81	117	78	59	137

Notes: Trip Generation Rates based on ITE Trip Generation, 11th Edition

3.2 Trip Distribution and Assignment

An overall trip distribution and assignment of project trips was based on existing traffic patterns and a review of land uses and the street network in the area. This information was used to apply the project traffic volumes at the proposed development driveway.

The directional distribution for the proposed development is estimated to be:

- 70% to/from the west along Davis Road
- 30% to/from the east along Davis Road

3.3 Future Build Traffic Volumes

The 2027 future Build traffic volumes were calculated by adding the proposed development (Davis Road Townhomes) traffic volumes to the projected year 2027 No-Build traffic volumes. **Figure 3** (in Appendix A) illustrates the year 2027 Build traffic volumes.

4. Capacity Analysis

Capacity analysis was performed at the study intersections for the weekday AM and PM peak hours. Intersection Level of Service (LOS) was calculated based on the methodologies contained in the Highway Capacity Manual, 6th Edition. The Synchro Studio software, which utilizes the HCM 6th Edition methodology, was utilized to perform the analyses.

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. Level of service (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 motorist's perceptions. The Highway Capacity Manual defines six levels of service, LOS A through LOS F. Level of service A indicates excellent operations with little delay to motorists, while level of service F indicates extremely long delay.

Level of service for unsignalized intersections is calculated for the average control delay incurred for vehicles on the stop control approach, compared to the average control delay per vehicle for all approaches at a signalized intersection. Control delay for vehicles include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. **Table 2** below indicates the relationship between delay and LOS for signalized and unsignalized intersections, respectively. Level-of-service "E" is typically considered to be the limit of acceptable delay.

Several factors affect the controlled delay for unsignalized intersections, including the availability of gaps in the cross-street traffic, and acceptable gap time to make the movement from the stop position. For stop-control intersections, LOS E and F exist when there are insufficient gaps in traffic, resulting in long delays. Low level of service for stop-control approaches are not uncommon at major cross-streets.

Table 2: Level of Service Criteria		
Level of Service	Average Control Delay Per Vehicle (sec)	
	Signalized Intersection	Unsignalized Intersection
A	≤10	≤10
B	> 10 and ≤20	> 10 and ≤15
C	>20 and ≤35	> 15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

4.1 Future Build Conditions Capacity Analysis

Capacity analysis was performed for the year 2027 Future Conditions and includes the No-Build traffic volumes plus the Davis Road Townhomes development volumes. The Build traffic conditions and volumes are illustrated in **Figure 3**. **Table 3** summarizes the results of the capacity analysis.

Table 3: Future Year (2027) Build Level of Service				
Intersection	Intersection Control	Approach	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
Davis Road at Proposed Driveway	Stop-Control	SB	A (10)	A (10)

**Average vehicle delay in seconds*

By the future year 2027 Future Build Conditions, the proposed driveway is expected to operate at acceptable levels of service during the AM and PM peak hours.

5. Recommendations

Recommendations for access for the proposed Davis Road Townhomes development are based on existing conditions, the proposed development use, and expected traffic volumes. The appropriate traffic control at driveways was analyzed. Recommendations included reviewing the City of Stockbridge and Georgia DOT requirements, knowledge of general transportation standards, and engineering judgment.

Access to the development is proposed via one full-movement driveway along Davis Road. Due to overall low traffic volumes along Davis Road, the proposed capacity and lane configuration is expected to be sufficient to accommodate future traffic volumes. The required intersection sight distance will need to be verified at the proposed driveway location as part of the driveway design.

5.1 Recommended Driveway Geometry

Based on estimated traffic volumes and the capacity analysis in the year 2027 Build year conditions, the following driveway geometry recommendations are provided:

- Davis Road at Proposed Driveway
 - Construct driveway with one entry lane and two exit lanes (separate left-turn lane and separate right-turn lane); with side-street stop-control

5.2 Turn Lane Analysis at Site Driveway

Based on the review of the City of Stockbridge UDC and Davis Road classified as a local city maintained road, no turn lanes along Davis Road are required.

Additionally, the need for a left and right-turn was evaluated based on national guidance in NCHRP Report 457: *Evaluating Intersection Improvements*. The document provides guidance when adding turn lanes improves operation and safety based on intersection volumes. Three pages from the document are attached in Appendix G. Figure 2.6 indicates when the combination of right-turn volumes and main street volumes would benefit from adding a right-turn lane and Figure 2.5 indicates when the combination of left-turn volumes and opposing main street volumes would benefit from adding a left-turn lane. The need to add either turn lane is not met.

5.3 Inter-parcel Access

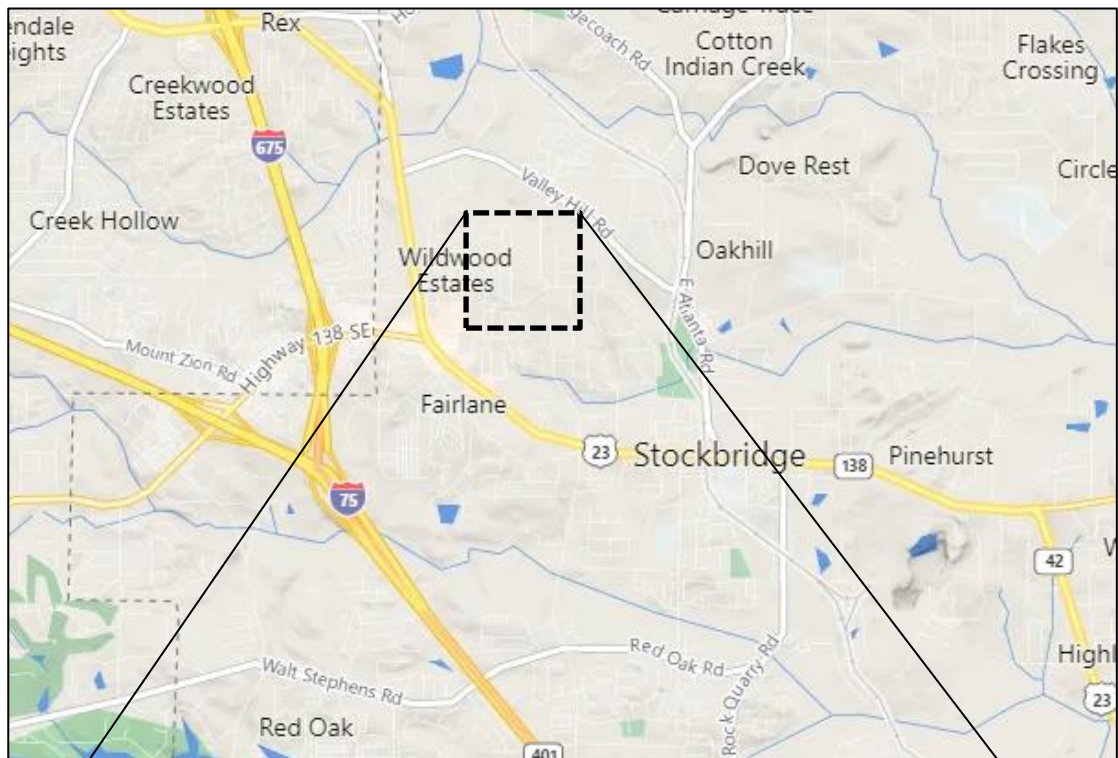
The potential for an inter-parcel access connection was reviewed. Residential uses exist on both sides of the proposed site. A typical benefit of inter-parcel access is between different land uses or retail land uses to reduce trips on the public street network. For this site, adding a connection to the adjoining residential properties is not beneficial and not expected to reduce any trips. Additionally, a vehicle connection to Estates Avenue may negatively impact traffic entering/exit either Estates Avenue or the proposed site driveway.

Appendices

- Appendix A
 - Figures
- Appendix B
 - Concept Plan
- Appendix C
 - Traffic Count Data
- Appendix D
 - GDOT Traffic Data
- Appendix E
 - Intersection Volume Development
- Appendix F
 - Capacity Analysis Reports
- Appendix G
 - NCHRP Results (Left-turn and right-turn lane analysis)

Appendix A

Figures



Not to Scale



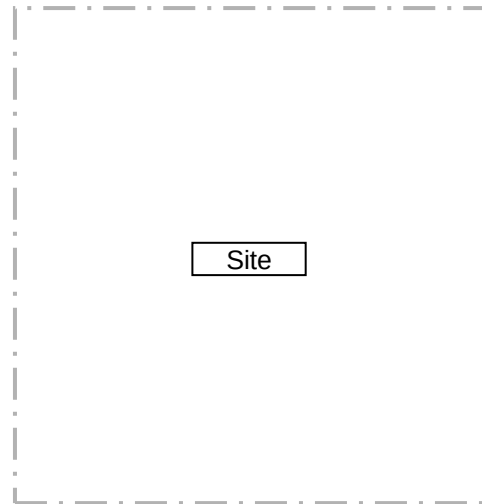
**Traffic Impact Study
Davis Road Townhomes
City of Stockbridge, Georgia**

**Location
Map**

**Figure
1**

LEGEND:

- ← Existing Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes



← 124 (154)

Davis Road

Davis Road

(303) 103 →



Not to Scale



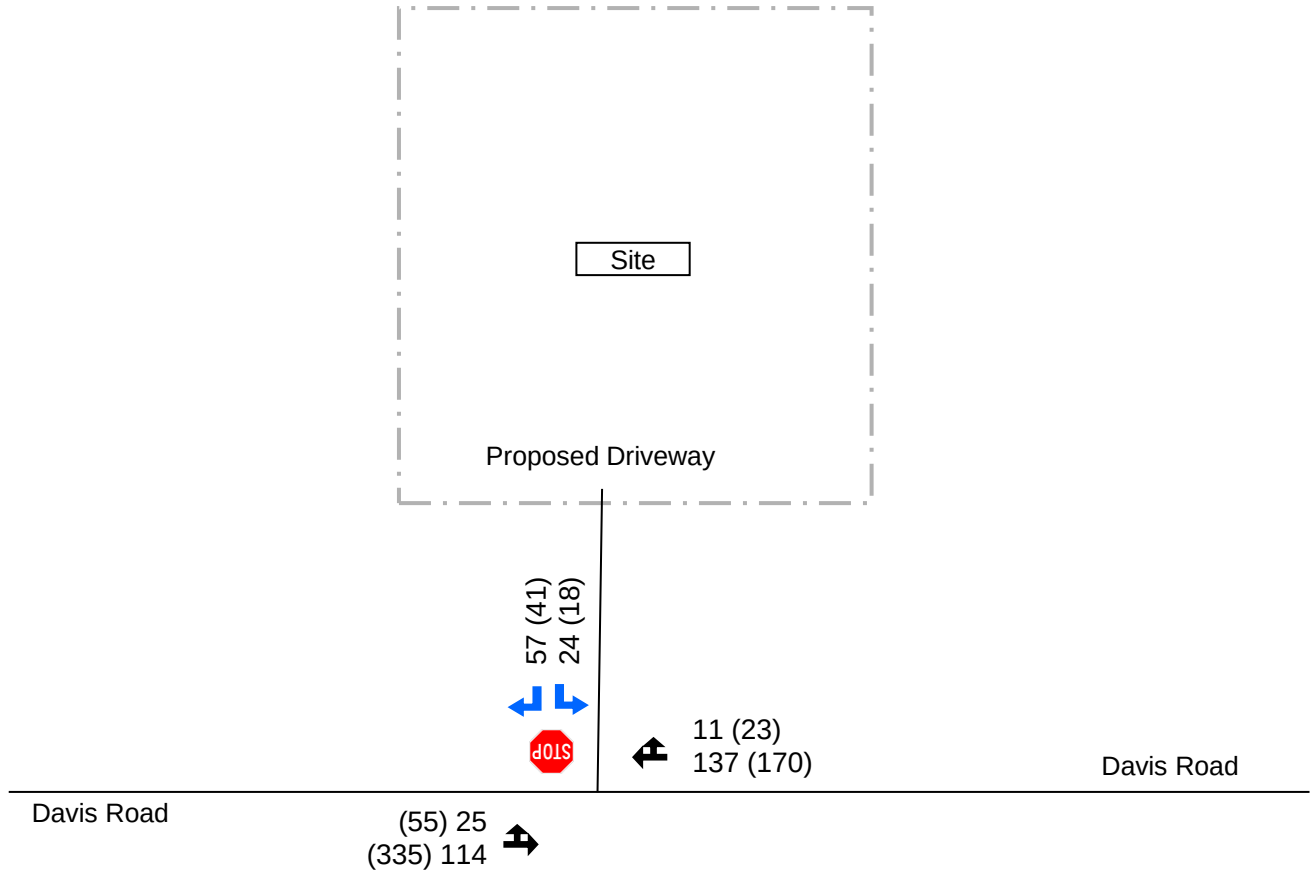
**Traffic Impact Study
Davis Road Townhomes
City of Stockbridge, Georgia**

**Existing Traffic
Conditions**

**Figure
2**

LEGEND:

- ← Existing Roadway Laneage
- ← Proposed Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes



Not to Scale



**Traffic Impact Study
Davis Road Townhomes
City of Stockbridge, Georgia**

**Future Build
(Year 2027)
Conditions**

**Figure
3**

Appendix B

Concept Plan

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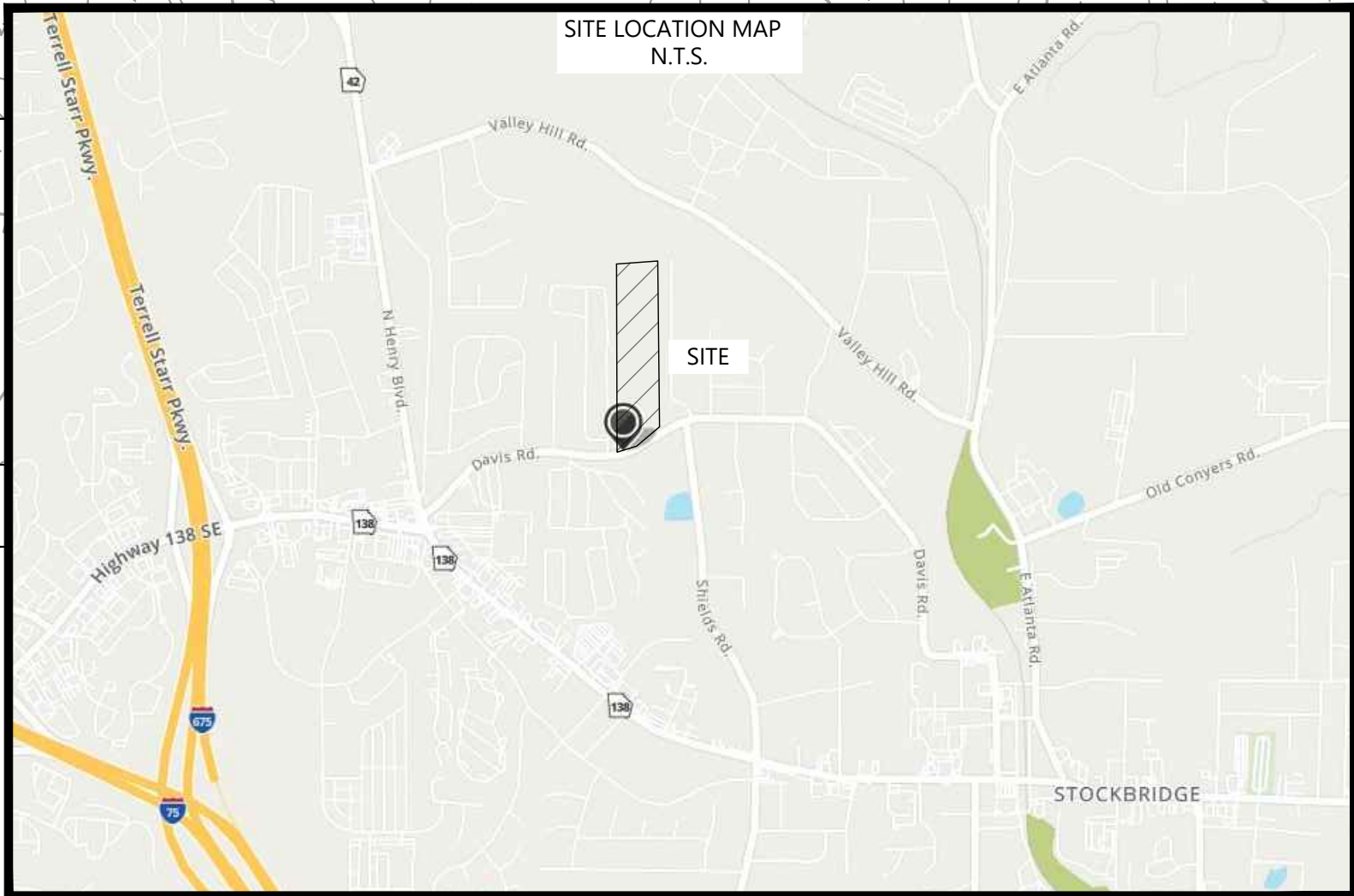


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DRAWN BY: SSW
CHECKED BY: RD

JOB #: #####

SHEET NO. RZP1



Appendix C

Traffic Count Data

Bi-Directional Class Count || NB EB 15min

Stockbridge, GA



www.marrtraffic.com

Site 1

Davis Rd,
east of Driveway

Date

Thursday, September 29, 2022

Weather

Fair
65°F

Lat/Long

33.556207°, -84.249979°

[Click here for Map](#)

0000 - 2400 (24h Session) (09-29-2022)

NB EB 15min

Time	Eastbound (Movement 1.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0015 - 0030	1	3	0	0	0	0	0	0	0	0	0	0	0	4	
0030 - 0045	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0045 - 0100	0	6	0	0	0	0	0	0	0	0	0	0	0	6	21
0100 - 0115	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0115 - 0130	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	2	1	0	0	0	0	0	0	0	0	0	0	3	14
0200 - 0215	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0215 - 0230	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0230 - 0245	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0330 - 0345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0415 - 0430	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0445 - 0500	0	3	0	0	0	0	0	0	0	0	0	0	0	3	9
0500 - 0515	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0515 - 0530	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0530 - 0545	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0545 - 0600	0	6	2	1	0	0	0	0	0	0	0	0	0	9	26
0600 - 0615	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
0615 - 0630	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
0630 - 0645	0	9	4	5	0	0	0	0	0	0	0	0	0	18	
0645 - 0700	0	6	1	0	0	0	0	0	0	0	0	0	0	7	50
0700 - 0715	0	9	6	0	0	0	0	0	0	0	0	0	0	15	
0715 - 0730	0	31	9	1	0	0	0	0	0	0	0	0	0	41	
0730 - 0745	0	22	4	1	0	0	0	0	0	0	0	0	0	27	
0745 - 0800	0	22	6	0	0	0	0	0	0	0	0	0	0	28	111
0800 - 0815	0	25	6	1	0	0	0	0	0	0	0	0	0	32	
0815 - 0830	0	21	1	0	0	0	0	0	0	0	0	0	0	22	
0830 - 0845	0	17	1	1	1	0	0	0	0	0	0	0	0	20	
0845 - 0900	0	24	4	1	0	0	0	0	0	0	0	0	0	29	103
0900 - 0915	0	19	3	0	0	0	0	0	0	0	0	0	0	22	
0915 - 0930	0	22	5	0	0	0	0	0	0	0	0	0	0	27	
0930 - 0945	0	19	6	0	3	0	0	0	0	0	0	0	0	28	
0945 - 1000	0	29	6	0	0	0	0	0	0	0	0	0	0	35	112
1000 - 1015	0	31	6	0	0	0	0	0	0	0	0	0	0	37	
1015 - 1030	0	17	7	0	0	0	0	0	0	0	0	0	0	24	
1030 - 1045	0	21	5	0	0	0	0	0	0	0	0	0	0	26	
1045 - 1100	0	19	4	0	0	0	0	0	0	0	0	0	0	23	110
1100 - 1115	0	25	5	0	1	0	0	0	0	0	0	0	0	31	
1115 - 1130	1	36	3	0	0	1	0	0	0	0	0	0	0	41	
1130 - 1145	0	28	6	0	0	0	0	0	0	0	0	0	0	34	
1145 - 1200	0	33	6	0	0	0	0	0	0	0	0	0	0	39	145
1200 - 1215	0	32	7	0	0	0	0	0	0	0	0	0	0	39	
1215 - 1230	0	28	8	0	2	0	0	0	0	0	0	0	0	38	
1230 - 1245	1	35	6	0	0	0	0	0	0	0	0	0	0	42	
1245 - 1300	0	39	6	0	0	0	0	0	0	0	0	0	0	45	164
1300 - 1315	0	35	13	0	1	0	0	0	0	0	0	0	0	49	
1315 - 1330	0	26	5	0	0	0	0	0	0	0	0	0	0	31	
1330 - 1345	0	32	9	0	0	0	0	0	0	0	0	0	0	41	
1345 - 1400	1	38	7	0	0	0	0	0	0	0	0	0	0	46	167
1400 - 1415	1	33	9	0	0	0	0	0	0	0	0	0	0	43	
1415 - 1430	0	35	6	2	0	0	0	0	0	0	0	0	0	43	
1430 - 1445	0	45	9	2	1	0	0	0	0	0	0	0	0	57	
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1500 - 1515	0	44	11	1	2	0	0	0	0	0	0	0	0	58	
1515 - 1530	0	45	4	1	1	0	0	0	0	0	0	0	0	51	
1530 - 1545	0	51	9	0	0	0	0	0	0	0	0	0	0	60	
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1630 - 1645	0	50	6	0	0	0	0	0	0	0	0	0	0	56	
1645 - 1700	0	46	10	0	0	0	0	0	0	0	0	0	0	56	251
1700 - 1715	0	58	10	1	0	0	0	0	0	0	0	0	0	69	
1715 - 1730	0	60	7	0	0	0	0	0	0	0	0	0	0	67	
1730 - 1745	0	68	8	1	0	0	0	0	0	0	0	0	0	77	
1745 - 1800	2	73	14	0	0	0	0	1	0	0	0	0	0	90	303
1800 - 1815	0	73	12	0	0	0	0	0	0	0	0	0	0	85	
1815 - 1830	0	58	7	0	0	0	0	0	0	0	0	0	0	65	
1830 - 1845	0	71	12	0	0	0	0	0	0	0	0	0	0	83	
1845 - 1900	0	54	10	0	0	0	0	0	0	0	0	0	0	64	297
1900 - 1915	0	53	8	0	0	0	0	0	0	0	0	0	0	61	
1915 - 1930	0	49	13	0	0	0	0	0	0	0	0	0	0	62	
1930 - 1945	0	55	8	0	0	0	0	0	0	0	0	0	0	63	
1945 - 2000	0	39	8	0	0	0	0	0	0	0	0	0	0	47	233
2000 - 2015	0	31	6	0	0	0	0	0	0	0	0	0	0	37	
2015 - 2030	0	42	8	0	0	0	0	0	0	0	0	0	0	50	
2030 - 2045	0	25	6	0	0	0	0	0	0	0	0	0	0	31	
2045 - 2100	0	31	7	0	0	0	0	0	0	0	0	0	0	38	156
2100 - 2115	0	27	5	0	0	0	0	0	0	0	0	0	0	32	
2115 - 2130	0	25	5	0	0	0	0	0	0	0	0	0	0	30	
2130 - 2145	0	21	7	0	0	0	0	0	0	0	0	0	0	28	
2145 - 2200	0	19	5	0	0	0	0	0	0	0	0	0	0	24	114
2200 - 2215	0	18	5	0	0	0	0	0	0	0	0	0	0	23	
2215 - 2230	0	20	3	0	0	0	0	0	0	0	0	0	0	23	
2230 - 2245	0	15	4	0	0	0	0	0	0	0	0	0	0	19	
2245 - 2300	0	25	6	0	0	0	0	0	0	0	0	0	0	31	96
2300 - 2315	0	10	4	0	0	0	0	0	0	0	0	0	0	14	
2315 - 2330	0	11	5	0	0	0	0	0	0	0	0	0	0	16	
2330 - 2345	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
2345 - 0000	0	8	2	0	0	0	0	0	0	0	0	0	0	10	54

Session Total	9	2465	480	21	13	1	0	1	0	0	0	0	0	2990
Session Average	0.09	25.68	5.00	0.22	0.14	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	31.15
Session Percentage	0.30	82.44	16.05	0.70	0.43	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0915 - 1015	0700 - 0800	0545 - 0645	0845 - 0945	-	-	-	-	-	-	-	-	0715 - 0815
AM Peak Volume	0	101	25	6	3	0	0	0	0	0	0	0	0	128
Noon Peak Hour	1315 - 1415	1445 - 1545	1415 - 1515	1415 - 1515	1430 - 1530	1030 - 1130	-	-	-	-	-	-	-	1445 - 1545
Noon Peak Volume	2	188	35	6	5	1	0	0	0	0	0	0	229	
PM Peak Hour	1700 - 1800	1745 - 1845	1745 - 1845	1500 - 1600	1500 - 1600	-	-	1700 - 1800	-	-	-	-	-	1745 - 1845
PM Peak Volume	2	273	45	2	3	0	0	1	0	0	0	0	323	

Bi-Directional Class Count || SB WB 15min

Stockbridge, GA

Site 1

Davis Rd,
east of Driveway

Date

Thursday, September 29, 2022

Weather

Fair
65°F

Lat/Long

33.556207°, -84.249979°


[Click here for Map](#)

0000 - 2400 (24h Session) (09-29-2022)

SB WB 15min

Time	Westbound (Movement 1,2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0045 - 0100	0	2	0	0	0	0	0	0	0	0	0	0	0	2	5
0100 - 0115	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0115 - 0130	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0130 - 0145	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	4	0	0	0	0	0	0	0	0	0	0	0	4	8
0300 - 0315	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	4	0	0	0	0	0	0	0	0	0	0	0	4	8
0400 - 0415	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0415 - 0430	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0445 - 0500	0	6	0	0	0	0	0	0	0	0	0	0	0	6	20
0500 - 0515	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
0515 - 0530	0	18	0	0	0	0	0	0	0	0	0	0	0	18	
0530 - 0545	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
0545 - 0600	0	17	1	0	0	0	0	0	0	0	0	0	0	18	57
0600 - 0615	0	19	2	0	0	0	0	0	0	0	0	0	0	21	
0615 - 0630	0	14	2	1	0	0	0	0	0	0	0	0	0	18	
0630 - 0645	0	15	2	2	0	0	0	0	0	0	0	0	0	19	
0645 - 0700	0	22	3	0	0	0	0	0	0	0	0	0	0	25	83
0700 - 0715	0	21	6	0	0	0	0	0	0	0	0	0	0	27	
0715 - 0730	0	19	5	0	0	0	0	0	0	0	0	0	0	24	
0730 - 0745	0	31	11	0	0	0	0	1	0	0	0	0	0	43	
0745 - 0800	0	14	5	1	0	0	0	0	0	0	0	0	0	20	114
0800 - 0815	0	30	4	0	0	0	0	0	0	0	0	0	0	34	
0815 - 0830	0	24	9	0	0	0	0	0	0	0	0	0	0	33	
0830 - 0845	0	21	4	0	1	0	0	0	0	0	0	0	0	26	
0845 - 0900	0	23	7	0	0	0	0	1	0	0	0	0	0	31	124
0900 - 0915	0	26	2	0	2	0	0	0	1	0	0	0	0	31	
0915 - 0930	0	17	5	0	0	0	0	0	0	0	0	0	0	22	
0930 - 0945	0	13	5	0	0	0	0	0	0	0	0	0	0	18	
0945 - 1000	0	28	6	0	0	0	0	0	0	0	0	0	0	34	105
1000 - 1015	0	19	4	0	0	0	0	0	0	0	0	0	0	23	
1015 - 1030	0	22	5	0	1	0	0	0	0	0	0	0	0	28	
1030 - 1045	0	21	4	0	0	0	0	0	0	0	0	0	0	25	
1045 - 1100	0	27	3	0	0	0	0	0	0	0	0	0	0	30	106
1100 - 1115	0	19	4	0	0	0	0	0	0	0	0	0	0	23	
1115 - 1130	0	20	4	0	0	0	0	0	0	0	0	0	0	24	
1130 - 1145	1	19	3	0	0	0	0	0	0	0	0	0	0	23	
1145 - 1200	0	32	3	0	0	0	0	0	0	0	0	0	0	35	105
1200 - 1215	0	20	3	0	0	0	0	0	0	0	0	0	0	23	
1215 - 1230	0	27	6	0	0	0	0	0	0	0	0	0	0	33	
1230 - 1245	0	32	7	0	1	0	0	0	0	0	0	0	0	40	
1245 - 1300	0	40	3	0	0	0	0	0	1	0	0	0	0	44	140
1300 - 1315	0	26	6	0	0	0	0	0	0	0	0	0	0	32	
1315 - 1330	0	18	0	0	1	0	0	0	0	0	0	0	0	19	
1330 - 1345	0	27	3	0	0	0	0	0	0	0	0	0	0	30	
1345 - 1400	0	25	2	0	2	0	0	0	0	0	0	0	0	29	110
1400 - 1415	2	22	6	0	0	0	0	0	0	0	0	0	0	30	
1415 - 1430	0	24	6	1	0	0	0	0	0	0	0	0	0	31	
1430 - 1445	0	41	5	1	0	0	0	0	0	0	0	0	0	47	
1445 - 1500	0	29	4	0	1	0	0	0	0	0	0	0	0	34	142
1500 - 1515	1	24	3	1	1	0	0	0	0	0	0	0	0	30	
1515 - 1530	0	35	4	1	1	0	0	0	0	0	0	0	0	41	
1530 - 1545	0	23	5	0	0	0	0	0	0	0	0	0	0	28	
1545 - 1600	0	40	6	0	0	0	0	0	0	0	0	0	0	46	145
1600 - 1615	0	41	7	0	0	0	0	0	0	0	0	0	0	48	
1615 - 1630	0	43	7	0	0	0	0	1	0	0	0	0	0	51	
1630 - 1645	0	32	7	1	0	0	0	0	0	0	0	0	0	40	
1645 - 1700	0	39	5	0	0	0	0	0	0	0	0	0	0	46	185
1700 - 1715	0	34	5	0	1	0	0	0	0	0	0	0	0	40	
1715 - 1730	1	26	2	0	1	0	0	0	0	0	0	0	0	30	
1730 - 1745	1	25	4	0	0	0	0	0	0	0	0	0	0	30	
1745 - 1800	0	46	7	0	1	0	0	0	0	0	0	0	0	54	154
1800 - 1815	0	40	6	0	0	0	0	0	0	0	0	0	0	46	
1815 - 1830	0	41	7	0	0	0	0	0	0	0	0	0	0	48	
1830 - 1845	0	23	9	0	0	0	0	0	0	0	0	0	0	32	
1845 - 1900	0	22	9	0	0	0	0	0	0	0	0	0	0	31	
1900 - 1915	0	29	8	0	0	0	0	0	0	0	0	0	0	37	157
1915 - 1930	0	25	8	0	0	0	0	0	0	0	0	0	0	33	
1930 - 1945	1	33	4	0	0	0	0	0	0	0	0	0	0	38	
1945 - 2000	1	25	6	0	0	0	0	0	0	0	0	0	0	32	140
2000 - 2015	0	28	5	0	0	0	0	0	0	0	0	0	0	33	
2015 - 2030	0	18	4	0	0	0	0	0	0	0	0	0	0	22	
2030 - 2045	0	17	5	0	0	0	0	0	0	0	0	0	0	22	
2045 - 2100	0	22	9	0	0	0	0	0	0	0	0	0	0	31	108
2100 - 2115	0	15	3	0	0	0	0	0	0	0	0	0	0	18	
2115 - 2130	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
2130 - 2145	0	15	4	0	0	0	0	0	0	0	0	0	0	19	
2145 - 2200	0	21	5	0	0	0	0	0	0	0	0	0	0	26	76
2200 - 2215	0	19	2	0	0	0	0	0	0	0	0	0	0	21	
2215 - 2230	0	15	4	1	0	0	0	0	0	0	0	0	0	20	
2230 - 2245	0	15	3	0	0	0	0	0	0	0	0	0	0	18	
2245 - 2300	0	8	3	0	0	0	0	0	0	0	0	0	0	11	70
2300 - 2315	0	14	2	0	0	0	0	0	0	0	0	0	0	16	
2315 - 2330	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
2330 - 2345	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
2345 - 0000	0	6	0	0	0	0	0	0	0	0	0	0	0	6	41

Session Total	8	1842	334	11	16	0	0	3	2	0	0	0	0	2216
Session Average	0.08	19.19	3.48	0.11	0.17	0.00	0.00	0.03	0.02	0.00	0.00	0.00	0.00	23.08
Session Percentage	0.36	83.12	15.07	0.50	0.72	0.00	0.00	0.14	0.09	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0730 - 0830	0730 - 0830	0545 - 0645	0815 - 0915	-	-	-	0645 - 0745	0815 - 0915	-	-	-	0730 - 0830
AM Peak Volume	0	99	29	3	3	0	0	1	1	0	0	0	0	130
Noon Peak Hour	1315 - 1415	1430 - 1530	1215 - 1315	1415 - 1515	1300 - 1400	-	-	-	1200 - 1300	-	-	-	-	1430 - 1530

Bi-Directional Class Count || Bi-Directional 15min

Stockbridge, GA

Site 1

Davis Rd,
east of Driveway

Date

Thursday, September 29, 2022

Weather

Fair
65°F

Lat/Long

33.556207°, -84.249979°

0000 - 2400 (24h Session) (09-29-2022)

Bi-Directional 15min

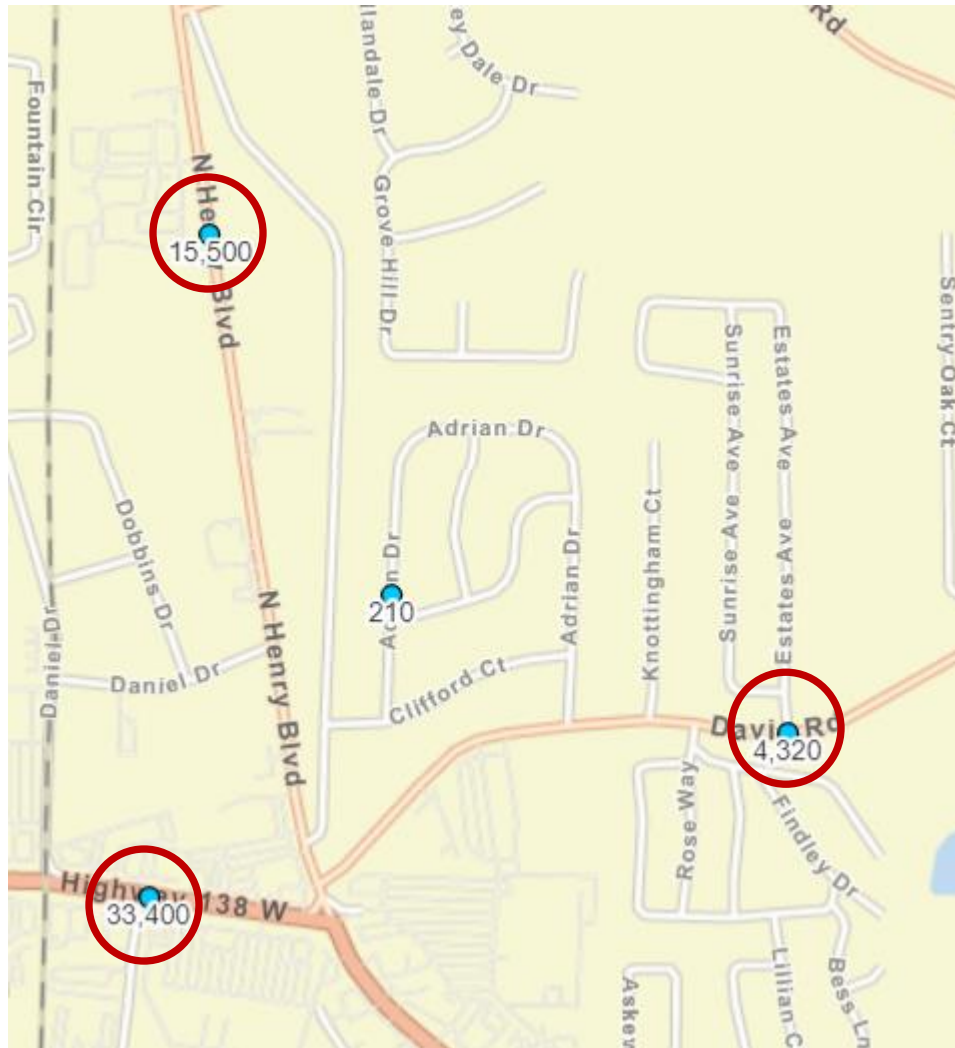
Time	Bi-Directional 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	8	0	0	0	0	0	0	0	0	0	0	0	8	26
0015 - 0030	1	3	0	0	0	0	0	0	0	0	0	0	0	4	
0030 - 0045	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0045 - 0100	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0100 - 0115	0	8	0	0	0	0	0	0	0	0	0	0	0	8	27
0115 - 0130	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
0130 - 0145	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0145 - 0200	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0200 - 0215	0	7	1	0	0	0	0	0	0	0	0	0	0	8	23
0215 - 0230	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0230 - 0245	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0245 - 0300	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0300 - 0315	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14
0315 - 0330	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0330 - 0345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0400 - 0415	0	6	0	0	0	0	0	0	0	0	0	0	0	6	29
0415 - 0430	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0430 - 0445	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0445 - 0500	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
0500 - 0515	0	15	0	0	0	0	0	0	0	0	0	0	0	15	83
0515 - 0530	0	24	1	0	0	0	0	0	0	0	0	0	0	25	
0530 - 0545	0	14	2	0	0	0	0	0	0	0	0	0	0	16	
0545 - 0600	0	23	3	1	0	0	0	0	0	0	0	0	0	27	
0600 - 0615	0	30	3	0	0	0	0	0	0	0	0	0	0	33	133
0615 - 0630	0	24	5	1	0	0	0	0	0	0	0	0	0	31	
0630 - 0645	0	24	6	7	0	0	0	0	0	0	0	0	0	37	
0645 - 0700	0	28	4	0	0	0	0	0	0	0	0	0	0	32	
0700 - 0715	0	30	12	0	0	0	0	0	0	0	0	0	0	42	225
0715 - 0730	0	50	14	1	0	0	0	0	0	0	0	0	0	65	
0730 - 0745	0	53	15	1	0	0	0	1	0	0	0	0	0	70	
0745 - 0800	0	36	11	1	0	0	0	0	0	0	0	0	0	48	
0800 - 0815	0	55	10	1	0	0	0	0	0	0	0	0	0	66	227
0815 - 0830	0	45	10	0	0	0	0	0	0	0	0	0	0	55	
0830 - 0845	0	38	5	1	2	0	0	0	0	0	0	0	0	46	
0845 - 0900	0	47	11	1	0	0	0	1	0	0	0	0	0	60	
0900 - 0915	0	45	5	0	2	0	0	0	1	0	0	0	0	53	217
0915 - 0930	0	39	10	0	0	0	0	0	0	0	0	0	0	49	
0930 - 0945	0	32	11	0	3	0	0	0	0	0	0	0	0	46	
0945 - 1000	0	57	12	0	0	0	0	0	0	0	0	0	0	69	
1000 - 1015	0	50	10	0	0	0	0	0	0	0	0	0	0	60	216
1015 - 1030	0	39	12	0	1	0	0	0	0	0	0	0	0	52	
1030 - 1045	0	42	9	0	0	0	0	0	0	0	0	0	0	51	
1045 - 1100	0	46	7	0	0	0	0	0	0	0	0	0	0	53	
1100 - 1115	0	44	9	0	1	0	0	0	0	0	0	0	0	54	250
1115 - 1130	1	56	7	0	0	1	0	0	0	0	0	0	0	65	
1130 - 1145	1	47	9	0	0	0	0	0	0	0	0	0	0	57	
1145 - 1200	0	65	9	0	0	0	0	0	0	0	0	0	0	74	
1200 - 1215	0	52	10	0	0	0	0	0	0	0	0	0	0	62	304
1215 - 1230	0	55	14	0	2	0	0	0	0	0	0	0	0	71	
1230 - 1245	1	67	13	0	1	0	0	0	0	0	0	0	0	82	
1245 - 1300	0	79	9	0	0	0	0	0	1	0	0	0	0	89	
1300 - 1315	0	61	19	0	1	0	0	0	0	0	0	0	0	81	277
1315 - 1330	0	44	5	0	1	0	0	0	0	0	0	0	0	50	
1330 - 1345	0	59	12	0	0	0	0	0	0	0	0	0	0	71	
1345 - 1400	1	63	9	0	2	0	0	0	0	0	0	0	0	75	
1400 - 1415	3	55	15	0	0	0	0	0	0	0	0	0	0	73	345
1415 - 1430	0	59	12	3	0	0	0	0	0	0	0	0	0	74	
1430 - 1445	0	86	14	3	1	0	0	0	0	0	0	0	0	104	
1445 - 1500	1	77	13	1	2	0	0	0	0	0	0	0	0	94	
1500 - 1515	1	68	14	2	3	0	0	0	0	0	0	0	0	88	375
1515 - 1530	0	80	8	2	2	0	0	0	0	0	0	0	0	92	
1530 - 1545	0	74	14	0	0	0	0	0	0	0	0	0	0	88	
1545 - 1600	1	92	14	0	0	0	0	0	0	0	0	0	0	107	
1600 - 1615	0	100	18	0	0	0	0	0	0	0	0	0	0	118	436
1615 - 1630	0	96	22	1	0	0	0	1	0	0	0	0	0	120	
1630 - 1645	0	82	13	1	0	0	0	0	0	0	0	0	0	96	
1645 - 1700	0	85	15	0	0	0	0	0	0	0	0	0	0	102	
1700 - 1715	0	92	15	1	1	0	0	0	0	0	0	0	0	109	457
1715 - 1730	1	86	9	0	1	0	0	0	0	0	0	0	0	97	
1730 - 1745	1	93	12	1	0	0	0	0	0	0	0	0	0	107	
1745 - 1800	2	119	21	0	1	0	0	1	0	0	0	0	0	144	
1800 - 1815	0	113	18	0	0	0	0	0	0	0	0	0	0	131	454
1815 - 1830	0	99	14	0	0	0	0	0	0	0	0	0	0	113	
1830 - 1845	0	94	21	0	0	0	0	0	0	0	0	0	0	115	
1845 - 1900	0	76	19	0	0	0	0	0	0	0	0	0	0	95	
1900 - 1915	0	82	16	0	0	0	0	0	0	0	0	0	0	98	373
1915 - 1930	0	74	21	0	0	0	0	0	0	0	0	0	0	95	
1930 - 1945	1	88	12	0	0	0	0	0	0	0	0	0	0	101	
1945 - 2000	1	64	14	0	0	0	0	0	0	0	0	0	0	79	
2000 - 2015	0	59	11	0	0	0	0	0	0	0	0	0	0	70	264
2015 - 2030	0	60	12	0	0	0	0	0	0	0	0	0	0	72	
2030 - 2045	0	42	11	0	0	0	0	0	0	0	0	0	0	53	
2045 - 2100	0	53	16	0	0	0	0	0	0	0	0	0	0	69	
2100 - 2115	0	42	8	0	0	0	0	0	0	0	0	0	0	50	190
2115 - 2130	0	36	7	0	0	0	0	0	0	0	0	0	0	43	
2130 - 2145	0	36	11	0	0	0	0	0	0	0	0	0	0	47	
2145 - 2200	0	40	10	0	0	0	0	0	0	0	0	0	0	50	
2200 - 2215	0	37	7	0	0	0	0	0	0	0	0	0	0	44	166
2215 - 2230	0	35	7	1	0	0	0	0	0	0	0	0	0	43	
2230 - 2245	0	30	7	0	0	0	0	0	0	0	0	0	0	37	
2245 - 2300	0	33	9	0	0	0	0	0	0	0	0	0	0	42	
2300 - 2315	0	24	6	0	0	0	0	0	0	0	0	0	0	30	95
2315 - 2330	0	19	8	0	0	0	0	0	0	0	0	0	0	27	
2330 - 2345	0	19	3	0	0	0	0	0	0	0	0	0	0	22	
2345 - 0000	0	14	2	0	0	0	0	0	0	0	0	0	0	16	

Session Total	17	4307	814	32	29	1	0	4	2	0	0	0	0	5206
Session Average	0.18	44.86	8.48	0.33	0.30	0.01	0.00	0.04	0.02	0.00	0.00	0.00	0.00	54.23
Session Percentage	0.33	82.73	15.64	0.61	0.56	0.02	0.00	0.08	0.04	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0715 - 0815	0700 - 0800	0545 - 0645	0845 - 0945	-	-	0645 - 0745	0815 - 0915	-	-	-	-	0715 - 0815
AM Peak Volume	0	194	52	9	5	0	0	1	0	0	0	0	0	249
Noon Peak Hour	1315 - 1415	1430 - 1530	1215 - 1315	1415 - 1515	1430 - 1530	1030 - 1130	-	-	1200 - 1300	-	-	-	-	1430 - 1530
Noon Peak Volume	4	311	55	9	8	1	0	0	1	0	0	0	0	378
PM Peak Hour	1700 - 1800	1745 - 1845	1830 - 1930	1500 - 1600	1500 - 1600	-	-	1530 - 1630	-	-	-	-	-	1745 - 1845
PM Peak Volume	4	423	77	4	5	0	0	1	0	0	0	0	0	903

Appendix D

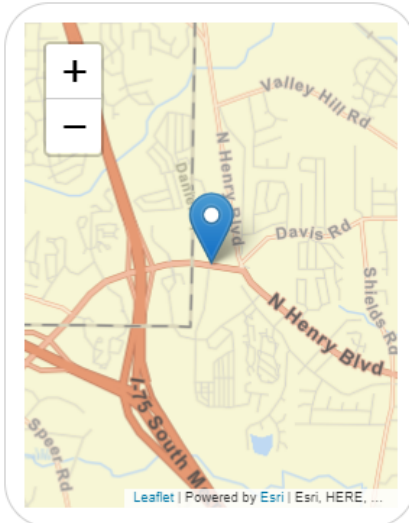
GDOT Traffic Data

Location Map of GDOT Count Stations



0000151_0256 - 151-0256
Description: CL STOCKBRIDGE INTO
County: Henry
Route number: 00013800
LRS section: 1511013800
Functional class: 3U - Principal Arterial - Other (Urban)
Coordinates: 33.5535942513693,

Site Data

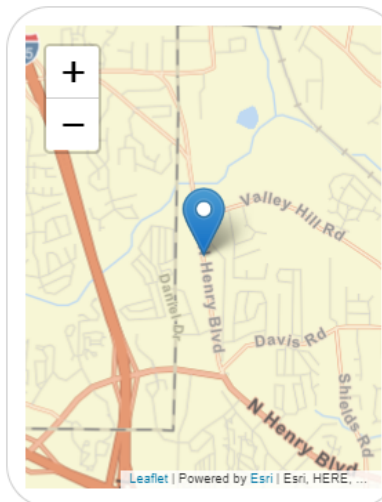



Count History

Year	Month	Count type	Duration	Count
2021	May	Class	48 hours	37292
2019	October	Class	48 hours	32738
2015	June	Class	48 hours	33506
2011	July	Class	48 hours	30090
2011	June	Class	48 hours	9428

0000151_0365 - 151-0365
Description: SRT 013800 L
County: Henry
Route number: 00004200
LRS section: 1511004200
Functional class: 3U - Principal Arterial - Other (Urban)
Coordinates: 33.5630747076405,

Site Data

Count History

Year	Month	Count type	Duration	Count
2021	June	Class	48 hours	17340
2019	January	Class	48 hours	15504
2015	June	Class	48 hours	15866
2013	April	Class	48 hours	15942
2011	June	Volume	48 hours	14676
2009	September	Volume	48 hours	14258

0000151_8013 - 151-8013

Description: Davis Rd

County: Henry

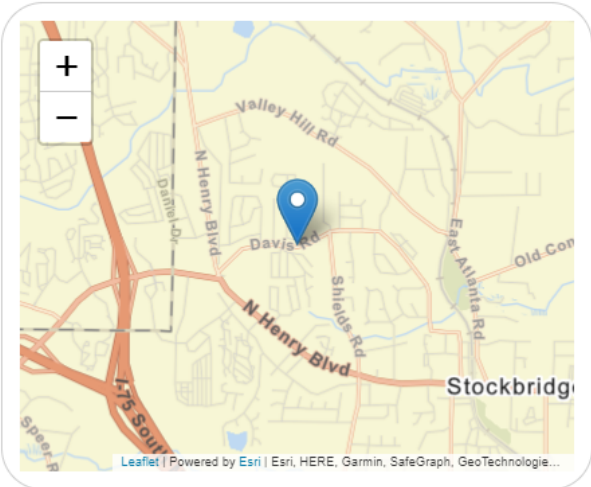
Route number: 00008200

LRS section: 1512008200

Functional class: 7U - Local (Urban)

Coordinates: 33.5559562900328, -84.2511484366999

Site Data



Count History

Year	Month	Count type	Duration	Count
2021	January	Volume	48 hours	4240
2017	April	Volume	48 hours	5920
2013	April	Volume	48 hours	5692
2009	September	Volume	48 hours	4877



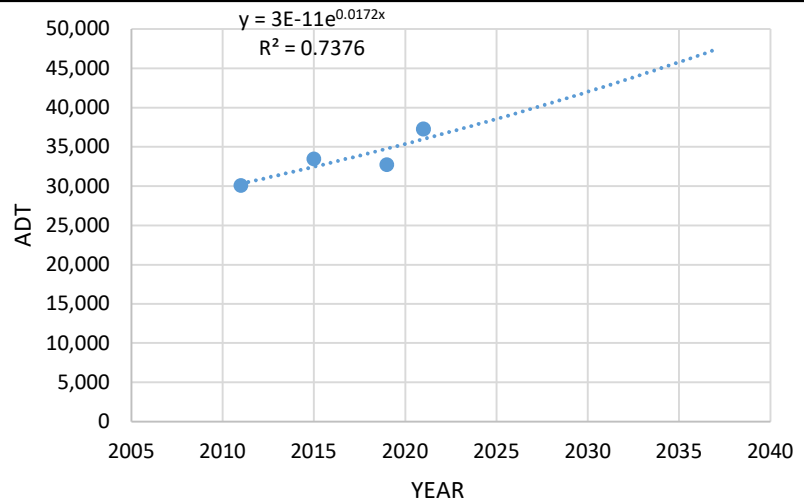
Count Station: GDOT #151-0256
 Street: Highway 138
 Location: west of the development
 Source: GDOT

YEAR	ADT	TREND
2011	30,090	30300
2012		30800
2013		31400
2014		31900
2015	33,506	32500
2016		33000
2017		33600
2018		34200
2019	32,738	34800
2020		35400
2021	37,292	36000
2022		36600
2023		37300
2024		37900
2025		38600
2026		39200
2027		39900
2028		40600
2029		41300
2030		42000
2031		42700
2032		43500
2033		44200
2034		45000
2035		45800
2036		46600
2037		47400

10-Years of Count Data

Trend Annual Historic Compound Growth Rate

1.77%



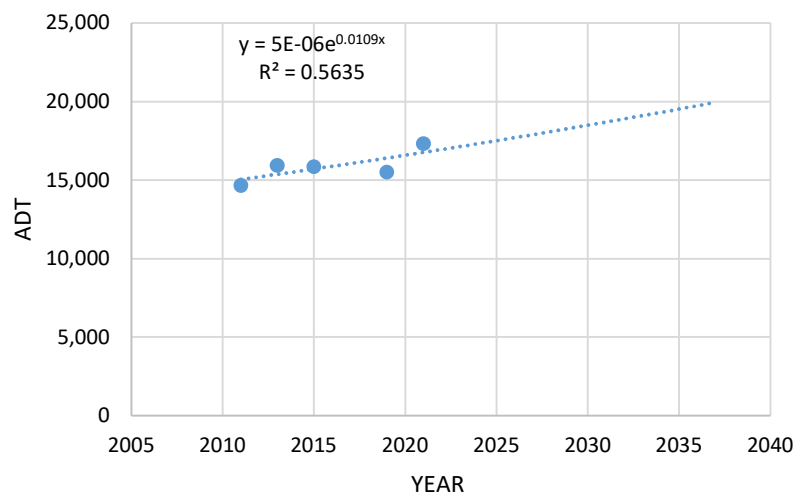
Count Station: GDOT #151-0365
 Street: N Henry Blvd
 Location: north of the development
 Source: GDOT

YEAR	ADT	TREND
2011	14,676	15000
2012		15200
2013	15,942	15400
2014		15500
2015	15,866	15700
2016		15900
2017		16100
2018		16200
2019	15,504	16400
2020		16600
2021	17,340	16800
2022		16900
2023		17100
2024		17300
2025		17500
2026		17700
2027		17900
2028		18100
2029		18300
2030		18500
2031		18700
2032		18900
2033		19100
2034		19300
2035		19500
2036		19700
2037		20000

5-Years of Count Data

Trend Annual Historic Compound Growth Rate

1.14%



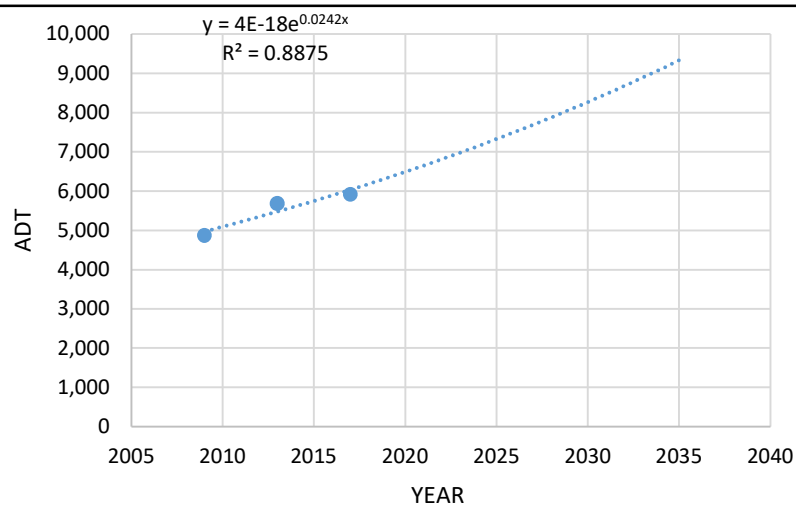
Count Station: GDOT #151-8013
 Street: Davis Road
 Location: south of the development
 Source: GDOT

YEAR	ADT	TREND
2009	4,877	5000
2010		5100
2011		5200
2012		5300
2013	5,692	5500
2014		5600
2015		5700
2016		5900
2017	5,920	6000
2018		6200
2019		6300
2020		6500
2021		6600
2022		6800
2023		7000
2024		7200
2025		7300
2026		7500
2027		7700
2028		7900
2029		8100
2030		8300
2031		8500
2032		8700
2033		8900
2034		9100
2035		9300

5-Years of Count Data

Trend Annual Historic Compound Growth Rate

2.31%



Appendix E

Intersection Volume Development

Traffic Analysis
Davis Road Townhomes
Intersection Traffic Volumes

Intersection: #1 - Davis Road at Proposed Driveway

A.M. PEAK HOUR

Condition	N/A Northbound			Proposed Driveway Southbound			Davis Road Eastbound			Davis Road Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2022)								103			124	
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%
Base Condition (2027)	0	0	0	0	0	0	0	114	0	0	137	0
Project Trips:												
Trip Distribution IN							70%					30%
Trip Distribution OUT				30%		70%						
Residential Trips	0	0	0	24	0	57	25	0	0	0	0	11
Total Project Trips	0	0	0	24	0	57	25	0	0	0	0	11
Buildout Total (2027)	0	0	0	24	0	57	25	114	0	0	137	11

P.M. PEAK HOUR

Condition	N/A Northbound			Proposed Driveway Southbound			Davis Road Eastbound			Davis Road Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2022)								303			154	
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%
Base Condition (2027)	0	0	0	0	0	0	0	335	0	0	170	0
Project Trips:												
Trip Distribution IN							70%					30%
Trip Distribution OUT				30%		70%						
Residential Trips	0	0	0	18	0	41	55	0	0	0	0	23
Total Project Trips	0	0	0	18	0	41	55	0	0	0	0	23
Buildout Total (2027)	0	0	0	18	0	41	55	335	0	0	170	23

Appendix F

Capacity Analysis Reports

Future Build Conditions – Year 2027

HCM 6th TWSC
1: Davis Road & Proposed Driveway

Build 2027
AM Peak Hour

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	114	137	11	25	57
Future Vol, veh/h	25	114	137	11	25	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	124	149	12	27	62
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	161	0	-	0	333	155
Stage 1	-	-	-	-	155	-
Stage 2	-	-	-	-	178	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1418	-	-	-	662	891
Stage 1	-	-	-	-	873	-
Stage 2	-	-	-	-	853	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1418	-	-	-	649	891
Mov Cap-2 Maneuver	-	-	-	-	649	-
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	853	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.4	0		9.8		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1418	-	-	-	649	891
HCM Lane V/C Ratio	0.019	-	-	-	0.042	0.07
HCM Control Delay (s)	7.6	0	-	-	10.8	9.3
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.2

HCM 6th TWSC
1: Davis Road & Proposed Driveway

Build 2027
PM Peak Hour

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	55	335	170	23	18	41
Future Vol, veh/h	55	335	170	23	18	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	364	185	25	20	45
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	210	0	-	0	682	198
Stage 1	-	-	-	-	198	-
Stage 2	-	-	-	-	484	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1361	-	-	-	415	843
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	620	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1361	-	-	-	392	843
Mov Cap-2 Maneuver	-	-	-	-	392	-
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	620	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.1	0		11.1		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1361	-	-	-	392	843
HCM Lane V/C Ratio	0.044	-	-	-	0.05	0.053
HCM Control Delay (s)	7.8	0	-	-	14.7	9.5
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	0.2

Appendix G

NCHRP

REPORT 457

**NATIONAL
COOPERATIVE
HIGHWAY
RESEARCH
PROGRAM**

Evaluating Intersection Improvements: An Engineering Study Guide

TRANSPORTATION RESEARCH BOARD

NATIONAL RESEARCH COUNCIL

can also indirectly reduce the delay to the left-turn or through movements by lessening their need to compete for service with the right-turn movement.

One disadvantage of adding a lane to the minor-road approach is that it may require reallocating the existing pavement or widening of the approach cross section. Sometimes the pavement width needed for the additional lane is available within the existing roadway cross section. In this instance, the only impact is a reallocation of the paved surface through modification of the pavement markings. However, in downtown settings this reallocation may require the removal of some curb parking stalls and can affect adjacent business significantly. Occasionally, the cross section must be widened to provide for the additional lane. If the needed lane width can be provided within the available right-of-way, the cost may be limited to that of construction. However, if additional right-of-way is needed, the costs of acquiring this property in urban settings can be high.

Guidance. The literature does not offer guidance regarding conditions where a second approach lane would benefit from the operation of a minor-road approach. However, the procedures in Chapter 17 of the *Highway Capacity Manual 2000* (15) can be used to identify major- and minor-road volume combinations that would benefit operationally from the provision of a second approach lane or bay. Bonneson and Fontaine (20) developed Figure 2-4 using these procedures and an assumed upper limit of 0.7 for the shared-lane, minor-road volume-to-capacity ratio.

Application. Figure 2-4 indicates the conditions that may justify the use of two approach lanes. Use of the information in this figure requires two types of data:

1. Major-road approach volume for the peak hour of the average day and
2. Minor-road turn movement volume for the peak hour of the average day (used to compute right-turn percentage).

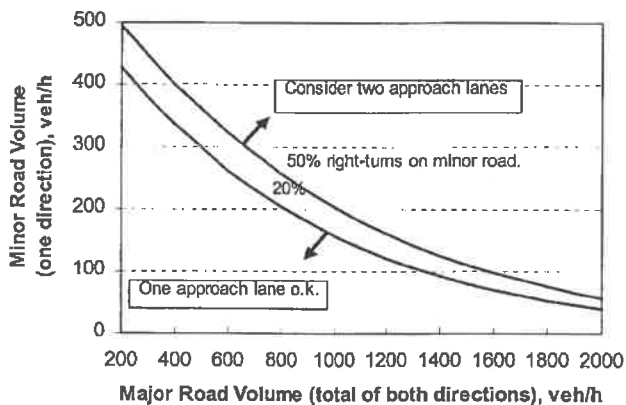


Figure 2-4. Guideline for determining minor-road approach geometry at two-way stop-controlled intersections.

Figure 2-4 would be used once for each minor-road approach to the intersection. The appropriate trend line would be identified on the basis of the percentage of right-turns on the subject minor-road approach. If the volume combination for the major and minor roads intersects above or to the right of this trend line, a second traffic lane should be considered for the subject minor-road approach. If a bay is selected for addition to the intersection, it should be long enough to store vehicles 95 percent of the time (i.e., the bay should not overflow more than 5 percent of the time). Techniques for estimating the 95th percentile storage length are provided in the section, Increase the Length of the Turn Bay.

Add a Left-Turn Bay on the Major Road

Introduction. Provision of a left-turn bay on the major road to a two-way stop-controlled intersection can significantly improve operations and safety at the intersection. A left-turn bay effectively separates those vehicles that are slowing or stopped to turn from those vehicles in through traffic lanes. This separation minimizes turn-related crashes and eliminates unnecessary delay to through vehicles. Data reported by Neuman (21) indicate that the crash rate for unsignalized intersections can be reduced by 35 to 75 percent through the provision of a left-turn bay.

One disadvantage of adding a bay to the major-road approach is that it may require reallocating the existing pavement or widening of the approach cross section. Sometimes the pavement width needed for the additional lane is available within the existing roadway cross section. However, in downtown settings this reallocation may require the removal of some curb parking stalls and can affect adjacent business significantly. Occasionally, the cross section must be widened to provide for the turn bay. If the needed width can be provided within the available right-of-way, the cost may be limited to that of construction. However, if additional right-of-way is needed, the costs of acquiring this property in urban settings can be high.

Guidance. Neuman (21) suggests that the following guidelines should be used to determine when to provide a left-turn bay on the major road of a two-way stop-controlled intersection:

1. A left-turn lane should be considered at any median crossover on a divided, high-speed road.
2. A left-turn lane should be provided on the unstopped approach of a high-speed rural highway when it intersects with other arterials or collectors.
3. A left-turn lane is recommended on the unstopped approach of any intersection when the combination of intersection volumes intersect above or to the right of the appropriate trend line shown in Figure 2-5.

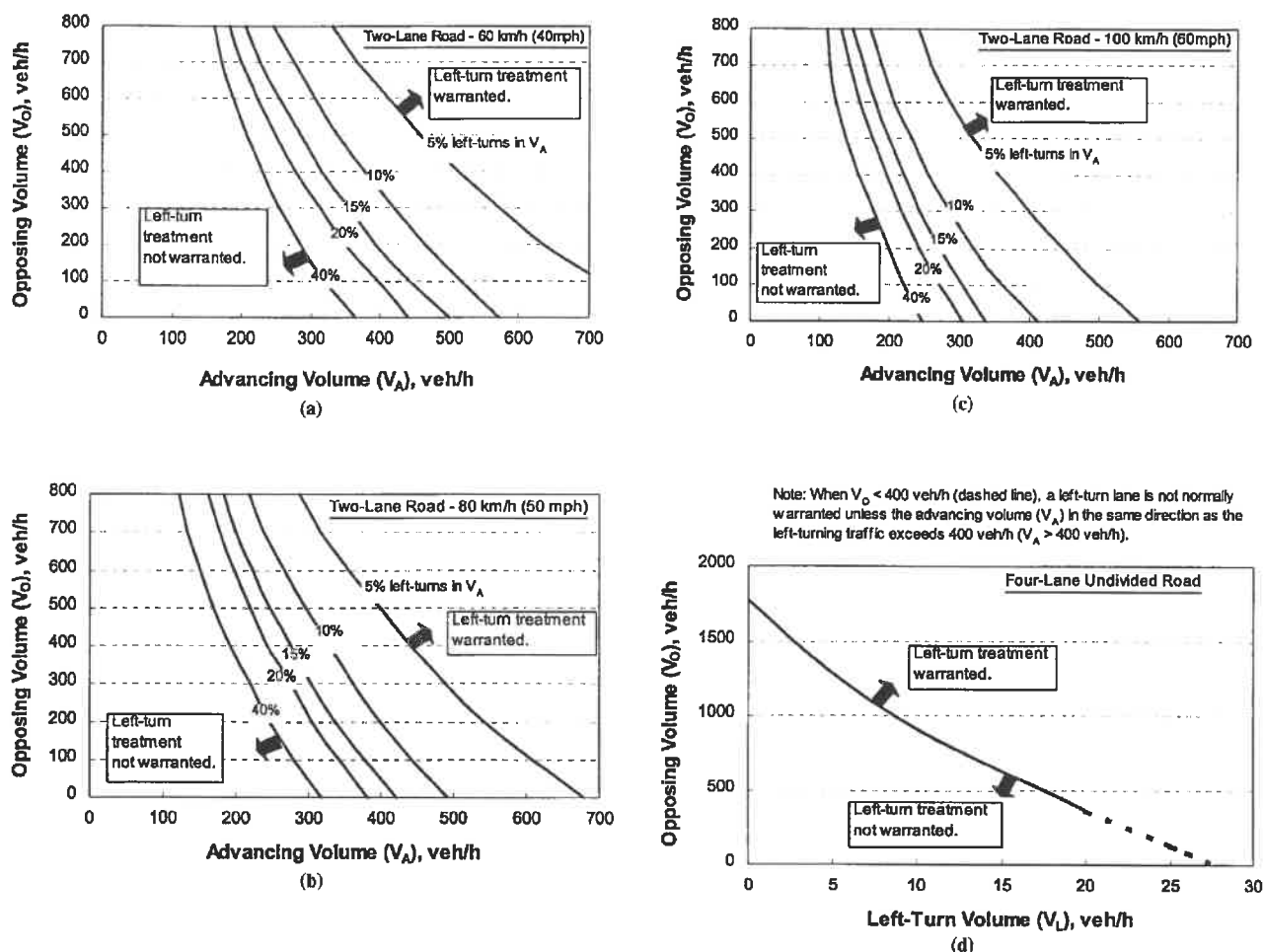


Figure 2-5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

Application. The guidance stated in the preceding section defines the conditions that may justify the provision of a left-turn bay. Application of this guidance requires two types of data:

1. Major-road turn movement volume for the peak hour of the average day and
2. Major-road 85th percentile speed (posted speed can be substituted if data are unavailable).

Use of Figure 2-5 requires determination of the opposing volume, the advancing volume, and the operating speed. The opposing volume should include only the right-turn and through movements on the approach across from (and heading in the opposite direction of) the subject major-road approach. The advancing volume should include the left-turn, right-turn, and through movements on the subject approach. The operating speed can be estimated as the 85th percentile speed. If the operating speed does not coincide with 60, 80, or 100 km/h (i.e., 40, 50, or 60 mph), then interpolation can

be used or, as a more conservative approach, the operating speed can be rounded up to the nearest speed for which a figure is provided.

In application, Figure 2-5 is used once for each major-road approach to the intersection. The appropriate trend line is identified on the basis of the percentage of left-turns on the subject major-road approach. If the advancing and opposing volume combination intersects above or to the right of this trend line, a left-turn bay should be considered for the subject approach. If a bay is included at the intersection, it should be long enough to store left-turn vehicles 99.5 percent of the time (i.e., the bay should not overflow more than 0.5 percent of the time). Techniques for estimating this storage length are provided in the section, Increase the Length of the Turn Bay.

Add a Right-Turn Bay on the Major Road

Introduction. Provision of a right-turn bay on the major road to a two-way stop-controlled intersection can signifi-

cantly improve operations and safety at the intersection. A right-turn bay effectively separates those vehicles that are slowing or stopped to turn from those vehicles in the through traffic lanes. This separation minimizes turn-related collisions (e.g., angle, rear-end, and same-direction-sideswipe) and eliminates unnecessary delay to through vehicles.

One disadvantage of adding a bay to the major-road approach is that it may require reallocating the existing pavement or widening of the approach cross section. Sometimes the pavement width needed for the additional lane is available within the existing roadway cross section. However, in downtown settings this reallocation may require the removal of some curb parking stalls and can affect adjacent business significantly. Occasionally, the cross section must be widened to provide for the turn bay. If the needed width can be provided within the available right-of-way, the cost may be limited to that of construction. However, if additional right-of-way is needed, the costs of acquiring this property in urban settings can be high.

Guidance. Hasan and Stokes (22) developed guidelines for determining when to provide a right-turn bay on the major road of a two-way stop-controlled intersection. These guidelines were based on an evaluation of the operating and collision costs associated with the right-turn maneuver relative to the cost of constructing a right-turn bay. The operating costs included those of road-user fuel and delay. Separate guidelines were developed for two-lane and four-lane roadways. These guidelines are shown in Figure 2-6.

Application. The guidance described in the preceding section defines conditions that may justify the provision of a right-turn bay. Application of this guidance requires two types of data:

1. Major-road turn movement volume for the peak hour of the average day and
2. Major-road 85th percentile speed (posted speed can be substituted if data are unavailable).

Figure 2-6 should be consulted once for each major-road approach. If the combination of major-road approach volume and right-turn volume intersects above or to the right of the trend line corresponding to the major-road operating speed, then a right-turn bay is a viable alternative.

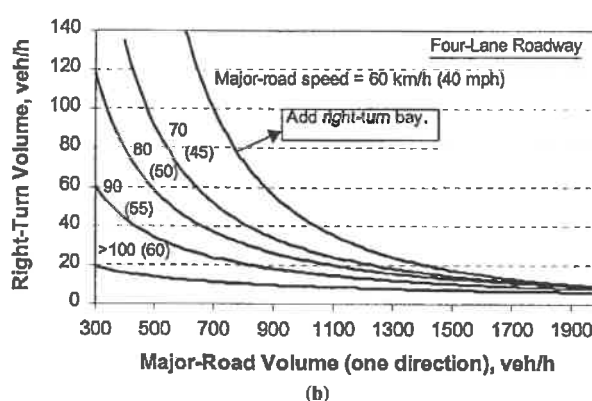
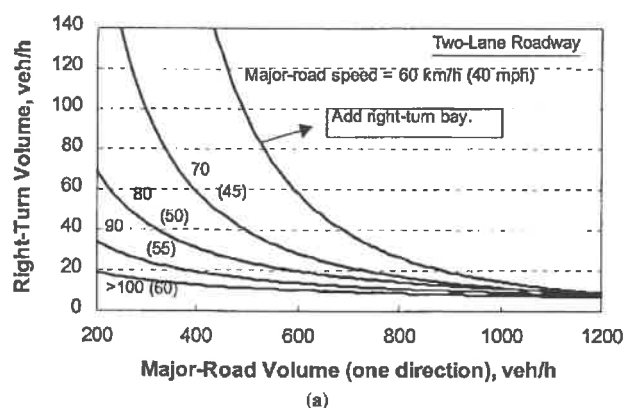


Figure 2-6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

Increase Length of Turn Bay

Introduction. Turn bay length can affect the safety and operation of the intersection approach significantly. This effect becomes more negative as the frequency with which vehicles exceed the available storage increases. Also, for unstopped approaches, this effect becomes more negative as more of the turning vehicle's deceleration occurs in the through lane, prior to the bay. The need to provide adequate storage length, deceleration length, or both is dependent on the type of approach control used and whether the vehicle is turning left or right. Table 2-13 identifies the appropriate bay

TABLE 2-13 Turn-bay length components at unsignalized intersections

Approach Control	Length Components	
	Left-Turn Bay	Right-Turn Bay
Unstopped	Storage Length + Deceleration Length	Deceleration Length
Stopped	Storage Length	Storage Length

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	19%
Advancing volume (V_A), veh/h:	139
Opposing volume (V_O), veh/h:	148

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	394
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	

AM Peak Hour

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

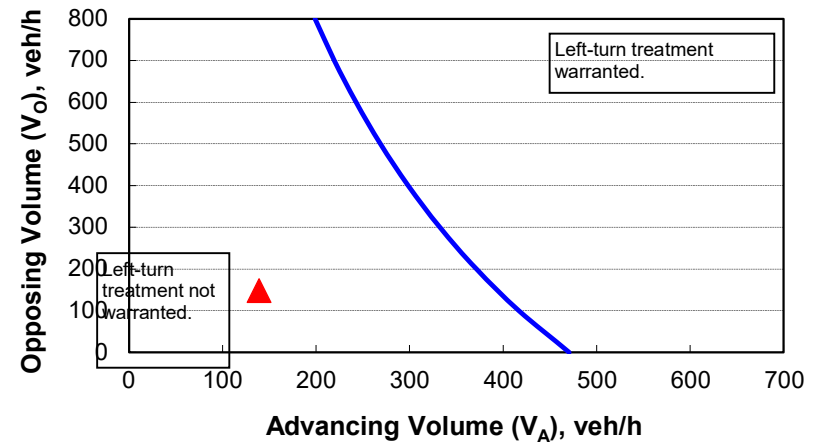


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	14%
Advancing volume (V_A), veh/h:	390
Opposing volume (V_O), veh/h:	193

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	423
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	

PM Peak Hour

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

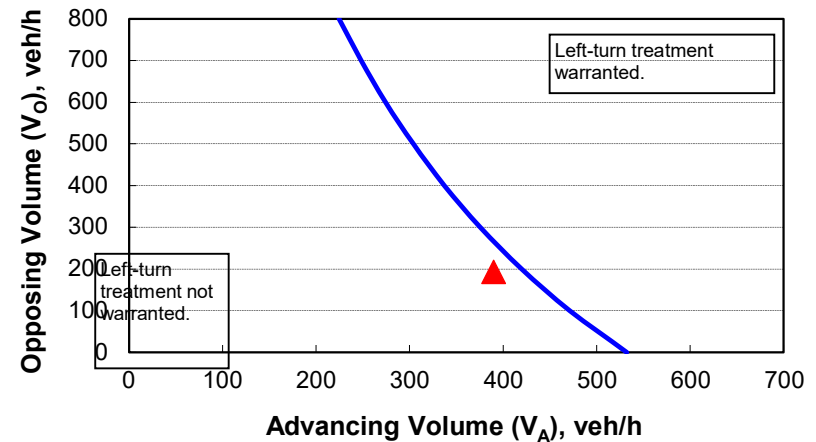


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	148
Right-turn volume, veh/h:	11

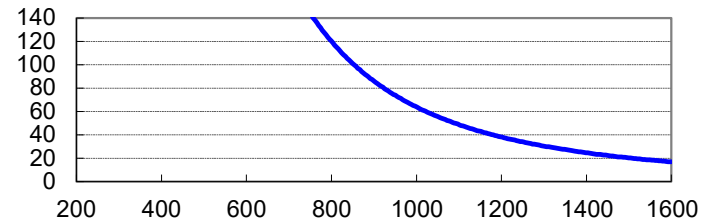
OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	14186
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	

AM Peak Hour

Right-Turn Volume, veh/h

Add right - turn bay



Major-Road Volume (one direction), veh/h

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	193
Right-turn volume, veh/h:	23

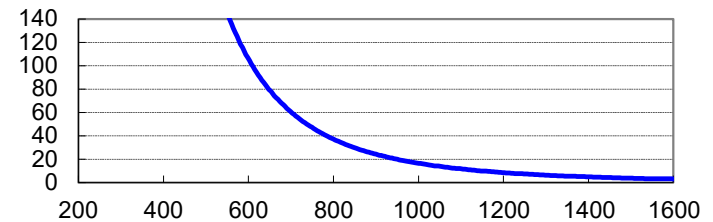
OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	6548
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

PM Peak Hour

Right-Turn Volume, veh/h

Add right - turn bay



Major-Road Volume (one direction), veh/h

CITY OF STOCKBRIDGE

4640 NORTH HENRY BOULEVARD
STOCKBRIDGE, GEORGIA 30281
PHONE (770) 389-7900
FAX (770) 389-7912

October 3, 2022

Mr. Renato Ghizoni
Entitlements Manager
3330 Cumberland BLVD Suite 275
Atlanta, Georgia 30339

RE: Proposed Townhouse Subdivision (576 Davis Road)

Mr. Ghizoni:

The City has reviewed your request for water and sewer services for the proposed Townhouse Subdivision (576 Davis Road). Water and sewer services are available; however, the following are required:

- The property must be annexed into the City before water and sewer services are granted.
- All costs associated with connecting to the water and sewer systems are the developer's responsibility.
- The developer must adhere to the City's Minimum Development Standards.

Should you need additional information, please do not hesitate to contact me at (404) 862-3743.

Sincerely,



Brad Holtsinger
Sewer Superintendent

Cc: Decius T. Aaron, Public Works Director
Donnie Mullis, Water Superintendent

FOR SALE
20+ ACRES
Zoned C-2
404-337-5066

 CITY OF STOCKBRIDGE
NOTICE OF PUBLIC HEARING

PROPOSAL FOR THIS PROPERTY:

☐ REZONING ☐ VARIANCE ☐ AMENDMENT ☐ CONDITIONAL USE PERMIT ☐ OTHER _____

☒ COMPREHENSIVE PLANNING AGREEMENT ☐ SPECIAL REGULATION ☐ OTHER _____

APPLICANT: James P. Davidson, LLC FILE NO. _____
PROPERTY LOCATION: State 5111 St - Jones Avenue, Stockbridge, GA DATE SUBMITTED: 12/15/2016

PLANNING COMMISSION PUBLIC HEARING: January 10, 2017 AT 10:00 p.m.
CITY COUNCIL PUBLIC HEARING: January 10, 2017 AT 6:00 p.m.

PUBLIC HEARINGS WILL BE HELD AT STOCKBRIDGE CITY HALL, 110 SOUTH CHURCH STREET, STOCKBRIDGE, GA 30087. FOR FURTHER INFO, PLEASE CALL THE CITY OF STOCKBRIDGE AT 478-366-7800. RESOLUTION OR DENIALMENT OF THIS CASE IS PENDING.



CITY OF STOCKBRIDGE
NOTICE OF PUBLIC HEARING



PROPOSAL FOR THIS PROPERTY:

☒ REZONING ☐ VARIANCE ☐ ANNEXATION ☐ CONDITIONAL USE PERMIT
☒ COMPREHENSIVE PLAN AMENDMENT ☐ ZONING MODIFICATION ☐ OTHER

APPLICANT: CARTER ACQUISITIONS, LLC

CASE NUMBER(S): CP-2022-09

PROPERTY LOCATION: NORTH SIDE OF HUDSON BRIDGE DRIVE

AT 2022-08

PLANNING COMMISSION PUBLIC HEARING: JANUARY 26, 2023

AT 6:30 p.m.

CITY COUNCIL PUBLIC HEARING: FEBRUARY 13, 2023

AT 6:00 p.m.

PUBLIC HEARINGS WILL BE HELD AT STOCKBRIDGE CITY HALL, IN THE COUNCIL CHAMBER.
FOR FURTHER INFO, PLEASE CALL THE CITY OF STOCKBRIDGE AT 770-389-7900.
REMOVAL OR DECEMENT OF THIS SIGN IS PROHIBITED.

Rezoning Application

City of Stockbridge, Georgia



THANK YOU FOR YOUR INTEREST IN THE CITY OF STOCKBRIDGE, GEORGIA. THIS PACKET INCLUDES THE NECESSARY DOCUMENTS THAT ARE NEEDED FOR REZONING APPLICATIONS TO BE HEARD BY THE CITY OF STOCKBRIDGE PLANNING COMMISSION.

PLEASE NOTE: ALL FEES ARE NON-REFUNDABLE. THERE ARE NO EXCEPTIONS.

ALL APPLICANTS ARE REQUIRED TO SCHEDULE AND ATTEND A PRE-APPLICATION MEETING WITH THE CITY OF STOCKBRIDGE PLANNING AND ZONING DIVISION OF THE COMMUNITY DEVELOPMENT DEPARTMENT. PLEASE CALL THE OFFICE AT (770) 389-7900 TO SCHEDULE AN APPOINTMENT.

NO PRE-APPLICATION MEETING WILL BE CONDUCTED WITHOUT AN APPOINTMENT.

SHOULD YOU NEED FURTHER ASSISTANCE, PLEASE FEEL FREE TO CONTACT THE PLANNING AND ZONING DIVISION OFFICE BETWEEN 8:00 AM AND 5:00 PM, MONDAY THROUGH FRIDAY, AT (770) 389-7900.

MEETING LOCATIONS—ALL PLANNING COMMISSION MEETINGS WILL BE HELD VIRTUALLY (BY ZOOM) UNTIL FURTHER NOTICE.

[Form revised on 1/19/22.]

[To be completed by City Staff,
prior to and during the meeting]

PRE-APPLICATION FORM

DATE 9/30/2022

APPLICANT: FORESTAR (USA) REAL ESTATE GROUP INC.

TYPE OF APPLICATION: Rezoning/Comp Plan Amendment

PROPERTY ADDRESS: 576 Davis Road, Stockbridge, GA 30281

DISTRICT: 12 **LAND LOT(S):** 70, 91 **PARCEL I.D.(S):** S05-01002000

CURRENT ZONING: RA Residential Agriculture (Henry County)

PROPOSED ZONING: MFR (Multifamily Residential)

FUTURE LAND USE MAP DESIGNATION: Low Density Residential (existing - Henry County)
High Density Residential (proposed)

REQUEST / ITEMS DISCUSSED:

Applicant and City Staff discussed the applicant's proposed townhouse subdivision,
annexation, rezoning, and comprehensive plan amendment in the City of
Stockbridge. Items discussed were the City's zoning districts, future land uses,
requirements and standards of the MFR zoning district, proposed density,
proposed amenities, and the process and items required to apply for annexation,
rezoning, and the comprehensive plan amendment.

MEETING ATTENDANTS:

(Linda Logan - City of Stockbridge)

(Name and Signature)

(Gordon Linton - City of Stockbridge)

(Renato Ghizoni - Forestar)



(Name and Signature)

(Jack Burke - Forestar)



(Name and Signature)

PLEASE NOTE:

No application will be accepted unless all necessary documentation is complete and a pre-application meeting has been held (No exceptions).

The property will be POSTED with a City of Stockbridge rezoning sign. The sign must remain on the subject property for no less than fifteen days prior to either Planning Commission or City Council meeting(s). The applicant or property owner shall not remove or alter the sign for any reason.

City of Stockbridge Planning and Zoning Division
Community Development Department

REZONING APPLICATION CHECKLIST

PLEASE COMPLETE THIS FORM WHEN ACCEPTING ALL REZONING APPLICATIONS.
 ATTACH THE CHECKLIST TO THE APPLICATION AND SIGN.

ALL DOCUMENTS ARE REQUIRED IN ORDER TO ACCEPT APPLICATION.

REQUIRED ITEMS	COPIES	PROCEDURE	CHECK/INITIAL
Pre-Application Review Form (Meeting Notes)	1	Must be obtained from a current planner, prior to submitting your application. (by appointment only)	✓
Application Form	1	1. Signed and notarized by owner. Original signature 2. In lieu of owner's signature, applicant has signed and notarized a copy of a "Contract", "Power of Attorney" or "Lease."	✓
Applicant Disclosure Form	1	Required for all property owners, applicants, and agents filed with an application, and must be notarized .	✓
Letter of Ownership	as one for each owner	Letter stating that the owner is aware of the rezoning request and owns the property in question.	✓ x4
Letter of Intent	1	Must clearly state the proposed use and development intent.	✓
Site Plans (24 x 36) and (11 x 17)	1	Must show minimum details: Buildings, setbacks, buffers, road frontage, correct scale, north arrow, present zoning classification, topographic information to show elevation and drainage, location and extent of required buffers, and the proposed lot layout.	✓
Survey Plat (8 ½ x 11) Or (11 x 17)	1	Subject Property, prepared and sealed <i>within the last five years</i> by a professional engineer, landscape architect, or land surveyor who is registered in the State of Georgia. Said survey plat shall: 1) indicate the complete boundaries of the subject property and all buildings and structures existing therein; 2) Include a notation as to whether or not any portion of the subject property is within the boundaries of the 100-year floodplain; and 3) include a notation as to the total acreage or square footage of the subject property.	✓
Water and sewer availability letter	1	This letter must accompany the application at the time of submittal. It should state that water and sewer are available to serve the property, or such services can be extended to the site. Please obtain the letter from the appropriate office which serves the property, such as Henry County Water Authority, City of Stockbridge Public Works Department, or a Clayton County office.	Requested
Form from the Health Department	1	This letter must accompany the application at the time of submittal (<i>Only needed if property is not on sewer</i>).	N/A

City of Stockbridge Planning and Zoning Division
Rezoning Application

Name of Applicant FORESTAR (USA) REAL ESTATE GROUP INC. Phone: 804-400-7926 Date: 9/30/2022

Address Applicant: 3330 Cumberland Blvd, Suite 275 Fax _____ Cell # _____

City: Atlanta State: GA Zip: 30339 E-mail: JackBurke@forestar.com

Name of Agent Alex Brock - Smith, Gambrell & Russell, LLP Phone: 404-815-3603 Date: 9/30/2022

Address Agent: 1105 W. Peachtree St NE Fax _____ Cell # _____

City: Atlanta State: GA Zip: 30309 E-mail: jabrock@sgrlaw.com

THE APPLICANT NAMED ABOVE AFFIRMS THAT HE OR SHE IS THE OWNER, OR AGENT OF THE OWNER, OF THE PROPERTY DESCRIBED BELOW, AND IS REQUESTING A REZONING OF THE PROPERTY.

Rezoning being requested MFR (Multiple Family Residential)

The property will be POSTED with a City of Stockbridge rezoning sign. The sign must remain on the subject property for no less than fifteen days prior to either Planning Commission or City Council meeting(s). The applicant or property owner shall not remove or alter the sign for any reason. _____ Acknowledgement

Address of Property: 576 Davis Road, Stockbridge, GA 30281

Nearest intersection to the property: Estates Avenue & Davis Road
(Street Address)

Size of Tract: 27.635 acre(s), Land Lot Number(s): 70 and 91, District(s): 12

Property Tax Parcel Number(s): S05-01002000 (Required)

Witness' Signature

Signature of Applicant

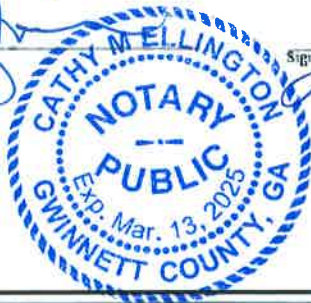
Printed Name of Witness

Printed Name of Applicant

Notary

Signature of Agent

NOTARY STAMP:



(For Office Use Only)

Total Amount Paid \$ _____ Cash _____ Check # _____ Received by: _____ (FEES ARE NON-REFUNDABLE)

Application checked by: _____ Date: _____ Map Number(s): _____

Pre-application meeting: _____ Date: _____

Planning Commission Decision: _____

City Council Decision: _____

Community Development Director's Signature: _____ Date: _____



CITY OF STOCKBRIDGE | OWNER'S AUTHORIZATION

4640 North Henry Boulevard
Stockbridge, Georgia 30281
Phone: (770) 389-7900
Fax: (770) 389-7912

The undersigned below, or as attached, is the owner of the property that is the subject of this application. The undersigned does duly authorize the applicant named below to act as the applicant in the pursuit of a/an REZONING for this property [Please fill in one of the following: Rezoning, Variance, Administrative Variance, Annexation, Comprehensive Plan Amendment, Conditional Use Permit, Zoning Modification, Subdivision, Recombination or Other (please state the type of application.)].

Name/Company Name of Property Owner Jeremy Smith
Address of Property Owner 154 Magnolia trace Milner Ga 30257
Telephone and E-Mail of Property Owner Smit1024@bellsouth.net 678.425.7057
Name/Company Name of Authorized Applicant FORESTAR REAL ESTATE GROUP INC
Address of Authorized Applicant 3330 Cumberland Blvd Ste 275
Telephone and E-Mail of Authorized Applicant (804) 400 7926 jackburke@forestar.com

I swear that I am the owner of the property that is the subject matter of the attached application, as it is shown in the records of Henry County, Georgia.

Signature

Date

9-30-2022

Personally appeared before me:

Jeremy Smith

, who swears that the information which is contained in this Owner's Authorization is true and correct to the best of his/her knowledge and belief.

Notary Public's Signature

Notary Public's Printed Name and Date

Cathy M. Ellington
Cathy M. Ellington 09.30.2022





CITY OF STOCKBRIDGE | OWNER'S AUTHORIZATION

4640 North Henry Boulevard
Stockbridge, Georgia 30281
Phone: (770) 389-7900
Fax: (770) 389-7912

The undersigned below, or as attached, is the owner of the property that is the subject of this application. The undersigned does duly authorize the applicant named below to act as the applicant in the pursuit of a/an REZONING for this property (Please fill in one of the following: Rezoning, Variance, Administrative Variance, Annexation, Comprehensive Plan Amendment, Conditional Use Permit, Zoning Modification, Subdivision, Recombination or Other (please state the type of application.)).

Name/Company Name of Property Owner Reba S. Ordonez
Address of Property Owner _____
Telephone and E-Mail of Property Owner _____
Name/Company Name of Authorized Applicant FORESTAR REAL ESTATE GROUP LLC
Address of Authorized Applicant 3350 CUMBERLAND BLVD STE 215
Telephone and E-Mail of Authorized Applicant (804) 400 7926 jackburke@forestar.com

I swear that I am the owner of the property that is the subject matter of the attached application, as it is shown in the records of Henry County, Georgia.

Signature

Reba S. Ordonez

Date

9/30/2022

Personally appeared before me:

Reba S. Ordonez

, who swears that the information which is contained in this Owner's Authorization is true and correct to the best of his/her knowledge and belief.

Notary Public's Signature

Cathy M. Ellington

Notary Public's Printed Name and Date

Cathy M. Ellington 09.30.2022



[Affix Seal Here]



CITY OF STOCKBRIDGE | OWNER'S AUTHORIZATION

4640 North Henry Boulevard
Stockbridge, Georgia 30281
Phone: (770) 389-7900
Fax: (770) 389-7912

The undersigned below, or as attached, is the owner of the property that is the subject of this application. The undersigned does duly authorize the applicant named below to act as the applicant in the pursuit of a/an REZONING for this property [Please fill in one of the following: Rezoning, Variance, Administrative Variance, Annexation, Comprehensive Plan Amendment, Conditional Use Permit, Zoning Modification, Subdivision, Recombination or Other (please state the type of application).]

Name/Company Name of Property Owner Carolyn S. O'Brien
Address of Property Owner _____
Telephone and E-Mail of Property Owner _____
Name/Company Name of Authorized Applicant JACK BURKE
Address of Authorized Applicant 5550 Cumberland Blvd Ste 613
Telephone and E-Mail of Authorized Applicant (604) 400 7976 jackburke@forestar.com

I swear that I am the owner of the property that is the subject matter of the attached application, as it is shown in the records of Henry County, Georgia.

Signature Carolyn S. O'Brien Date 9/30/22

Personally appeared before me:

Carolyn S. O'Brien

, who swears that the information which is contained in this Owner's Authorization is true and correct to the best of his/her knowledge and belief.

Cathy M. Ellington
Notary Public's Signature

Cathy M. Ellington 09.30.2022 [Affix Seal Here]
Notary Public's Printed Name and Date





CITY OF STOCKBRIDGE | OWNER'S AUTHORIZATION

4640 North Henry Boulevard
Stockbridge, Georgia 30281
Phone: (770) 389-7900
Fax: (770) 389-7912

The undersigned below, or as attached, is the owner of the property that is the subject of this application. The undersigned does duly authorize the applicant named below to act as the applicant in the pursuit of a/an REZONING for this property (Please fill in one of the following: Rezoning, Variance, Administrative Variance, Annexation, Comprehensive Plan Amendment, Conditional Use Permit, Zoning Modification, Subdivision, Recombination or Other (please state the type of application.)).

Name/Company Name of Property Owner Charles W. Smith
Address of Property Owner _____
Telephone and E-Mail of Property Owner _____
Name/Company Name of Authorized Applicant FORESTAR REAL ESTATE GROUP INC
Address of Authorized Applicant 3330 Cumberland Blvd Ste 275
Telephone and E-Mail of Authorized Applicant (804) 400 7926 jackburke@forestar.com

I swear that I am the owner of the property that is the subject matter of the attached application, as it is shown in the records of Henry County, Georgia.

Signature Charles W. Smith Date 09/30/2022

Personally appeared before me:

Charles W. Smith

, who swears that the information which is contained in this Owner's Authorization is true and correct to the best of his/her knowledge and belief.

Cathy M. Ellington
Notary Public's Signature

Cathy M. Ellington 09.30.2022
Notary Public's Printed Name and Date



Letter of Ownership

Carolyn Louise Smith O'Brien
32 Tracechain, Stockbridge, GA 30281
csobrien21@yahoo.com
404-520-0981

S05-01002000 (576 Davis Road)

I, Carolyn S O'Brien hereby affirm that I own the above-referenced tax parcel. I also acknowledge that I am aware of the rezoning request filed by Forestar (USA) Real Estate Group, Inc. (c/o J. Alexander Brock – Smith, Gambrell & Russell, LLP) related to the referenced property and consent to same.

Carolyn S O'Brien
CAROLYN LOUISE SMITH O'BRIEN

Date: 9-30-2022

Sworn to and subscribed before me
this 30 day of September, 2022

Cathy M. Ellington
NOTARY PUBLIC



Letter of Ownership

Reba Smith Ordonez

112 Mann Blvd., Stockbridge, GA 30281

rrrmc@reagan.com

678-794-1098

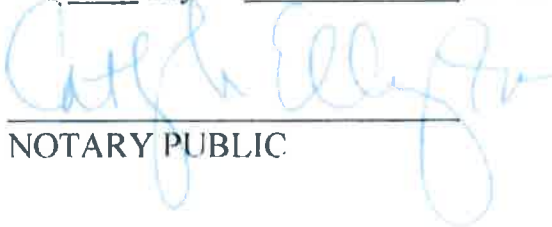
S05-01002000 (576 Davis Road)

I, Reba S. Ordonez, hereby affirm that I own the above-referenced tax parcel. I also acknowledge that I am aware of the rezoning request filed by Forestar (USA) Real Estate Group, Inc. (c/o J. Alexander Brock – Smith, Gambrell & Russell, LLP) related to the referenced property and consent to same.


REBA SMITH ORDONEZ

Date: 9/30/2022

Sworn to and subscribed before me
this 30 day of September, 2022


NOTARY PUBLIC



Letter of Ownership

Jeremy Smith, As Executor of
The Estate of Ralph Lee Smith, Deceased
ADDRESS 154 Magnolia Trace
EMAIL SMT+1024@Bellsouth.net
PHONE 678 425 7057

Milner Ga 30257

S05-01002000 (576 Davis Road)

I, Jeremy, hereby affirm that I own the above-referenced tax parcel. I also acknowledge that I am aware of the rezoning request filed by Forestar (USA) Real Estate Group, Inc. (c/o J. Alexander Brock – Smith, Gambrell & Russell, LLP) related to the referenced property and consent to same.

JEREMY SMITH, AS EXECUTOR OF
THE ESTATE OF RALPH LEE SMITH, DECEASED

Date:

Sworn to and subscribed before me
this 30 day of September, 2022

NOTARY PUBLIC



Letter of Ownership

Charles Walter Smith
142 Short Street
Bastrop, TX 78602
charleswsmith1947@gmail.com
eva@rps-international.com
512-924-4808 Cell
512-743-0737

S05-01002000 (576 Davis Road)

I, Charles W. Smith, hereby affirm that I own the above-referenced tax parcel. I also acknowledge that I am aware of the rezoning request filed by Forestar (USA) Real Estate Group, Inc. (c/o J. Alexander Brock – Smith, Gambrell & Russell, LLP) related to the referenced property and consent to same.


CHARLES WALTER SMITH

Date: 09/22/2022

Sworn to and subscribed before me
this 30th day of September, 2022


NOTARY PUBLIC



Applicant Campaign Disclosure Form

(Must be completed by the applicant, the property owner, and the agent. Use as many forms as needed.)

Has the applicant made, within two (2) years immediately preceding the filing of this application for a rezoning, campaign contributions aggregating \$250 or more, or made gifts having in the aggregate a value of \$250 or more to a member of the City of Stockbridge Planning Commission or Stockbridge City Council who will consider the application?

Yes _____ No ✓

If Yes, the applicant and the attorney representing the applicant must file the following information with the City of Stockbridge Planning and Zoning Division within ten (10) days after this application is first filed:

Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this 30th day of September, 2022

Charles W. Smith
Applicant's Name - Printed

[Signature]
Signature of Applicant/Property Owner/Agent

Applicant's Attorney, if applicable - Printed

Signature of Applicant's Attorney, if applicable

Sworn to and subscribed before me this 30th day of September, 2022



Cathy Ellington
Notary Public

* Applicant means any individual or business entity (corporation, partnership, limited partnership, firm enterprise, franchise, association, or trust) applying for a rezoning.

Applicant Campaign Disclosure Form

(Must be completed by the applicant, the property owner, and the agent. Use as many forms as needed.)

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Yes _____ No ✓

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Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this 30 day of Sept., 2022

Carolyn S. O'Brien
Applicant's Name - Printed

Carolyn S. O'Brien
Signature of Applicant/Property Owner/Agent

Applicant's Attorney, if applicable - Printed

Signature of Applicant's Attorney, if applicable

Sworn to and subscribed before me this 30th day of September, 2022



Cathy M. Ellington
Notary Public

* Applicant means any individual or business entity (corporation, partnership, limited partnership, firm enterprise, franchise, association, or trust) applying for a rezoning.

Applicant Campaign Disclosure Form

(Must be completed by the applicant, the property owner, and the agent. Use as many forms as needed.)

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Yes _____ No ☒

If Yes, the applicant and the attorney representing the applicant must file the following information with the City of Stockbridge Planning and Zoning Division within ten (10) days after this application is first filed:

Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this 30 day of September, 2022

Jeremy Smith
Applicant's Name - Printed

[Signature]
Signature of Applicant/Property Owner/Agent

Applicant's Attorney, if applicable - Printed

Signature of Applicant's Attorney, if applicable

Sworn to and subscribed before me this 30th day of September, 2022



[Signature]
Notary Public

* Applicant means any individual or business entity (corporation, partnership, limited partnership, firm enterprise, franchise, association, or trust) applying for a rezoning.

Applicant Campaign Disclosure Form

(Must be completed by the applicant, the property owner, and the agent. Use as many forms as needed.)

Has the applicant made, within two (2) years immediately preceding the filing of this application for a rezoning, campaign contributions aggregating \$250 or more, or made gifts having in the aggregate a value of \$250 or more to a member of the City of Stockbridge Planning Commission or Stockbridge City Council who will consider the application?

Yes _____ No X

If Yes, the applicant and the attorney representing the applicant must file the following information with the City of Stockbridge Planning and Zoning Division within ten (10) days after this application is first filed:

Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this 30 day of September, 2022

Reba S. Ordonez
Applicant's Name - Printed

[Signature]
Signature of Applicant/Property Owner/Agent

Applicant's Attorney, if applicable - Printed

Signature of Applicant's Attorney, if applicable

Sworn to and subscribed before me this 30th day of September, 2022



Cathy M. Ellington
Notary Public

* Applicant means any individual or business entity (corporation, partnership, limited partnership, firm enterprise, franchise, association, or trust) applying for a rezoning.

Applicant Campaign Disclosure Form

(Must be completed by the applicant, the property owner, and the agent. Use as many forms as needed.)

Has the applicant made, within two (2) years immediately preceding the filing of this application for a rezoning, campaign contributions aggregating \$250 or more, or made gifts having in the aggregate a value of \$250 or more to a member of the City of Stockbridge Planning Commission or Stockbridge City Council who will consider the application?

Yes _____ No X

If Yes, the applicant and the attorney representing the applicant must file the following information with the City of Stockbridge Planning and Zoning Division within ten (10) days after this application is first filed:

Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this _____ day of _____, _____

Applicant's Name - Printed _____

Signature of Applicant/Property Owner/Agent _____

Dennis J. Webb, Jr, Smith, Gambrell & Russell, LLP.
Applicant's Attorney, if applicable - Printed _____

Signature of Applicant's Attorney, if applicable _____

Sworn to and subscribed before me this 18th day of August, 2022



Cathy M. Ellington
Notary Public

* Applicant means any individual or business entity (corporation, partnership, limited partnership, firm enterprise, franchise, association, or trust) applying for a rezoning.

Applicant Campaign Disclosure Form

(Must be completed by the applicant, the property owner, and the agent. Use as many forms as needed.)

Has the applicant made, within two (2) years immediately preceding the filing of this application for a rezoning, campaign contributions aggregating \$250 or more, or made gifts having in the aggregate a value of \$250 or more to a member of the City of Stockbridge Planning Commission or Stockbridge City Council who will consider the application?

Yes _____ No X

If Yes, the applicant and the attorney representing the applicant must file the following information with the City of Stockbridge Planning and Zoning Division within ten (10) days after this application is first filed:

Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this _____ day of _____, _____

Applicant's Name - Printed

Signature of Applicant/Property Owner/Agent

Kathryn M. Zickert, Smith, Gambrell & Russell, LLP
Applicant's Attorney, if applicable - Printed

Kathryn M Zickert
Signature of Applicant's Attorney, if applicable

Sworn to and subscribed before me this 18th day of August, 2022.



Cathy M. Ellington
Notary Public

* Applicant means any individual or business entity (corporation, partnership, limited partnership, firm enterprise, franchise, association, or trust) applying for a rezoning.

Applicant Campaign Disclosure Form

(Must be completed by the applicant, the property owner, and the agent. Use as many forms as needed.)

Has the applicant made, within two (2) years immediately preceding the filing of this application for a rezoning, campaign contributions aggregating \$250 or more, or made gifts having in the aggregate a value of \$250 or more to a member of the City of Stockbridge Planning Commission or Stockbridge City Council who will consider the application?

Yes _____ No X

If Yes, the applicant and the attorney representing the applicant must file the following information with the City of Stockbridge Planning and Zoning Division within ten (10) days after this application is first filed:

Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this _____ day of _____, _____

Applicant's Name -Printed _____

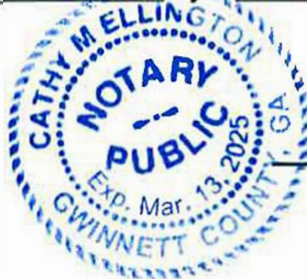
Signature of Applicant/Property Owner/Agent _____

J. Alexander Brock, Smith, Gambrell & Russell, LLP

Applicant's Attorney, if applicable -Printed _____

Signature of Applicant's Attorney, if applicable _____

Sworn to and subscribed before me this 18th day of August, 2022.



Cathy M. Ellington
Notary Public

* Applicant means any individual or business entity (corporation, partnership, limited partnership, firm enterprise, franchise, association, or trust) applying for a rezoning.

Applicant Campaign Disclosure Form

(Must be completed by the applicant, the property owner, and the agent. Use as many forms as needed.)

Has the applicant made, within two (2) years immediately preceding the filing of this application for a rezoning, campaign contributions aggregating \$250 or more, or made gifts having in the aggregate a value of \$250 or more to a member of the City of Stockbridge Planning Commission or Stockbridge City Council who will consider the application?

Yes _____ No x

If Yes, the applicant and the attorney representing the applicant must file the following information with the City of Stockbridge Planning and Zoning Division within ten (10) days after this application is first filed:

Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this _____ day of _____,

Applicant's Name - Printed

Signature of Applicant/Property Owner/Agent

Kirk Fjelstul
Applicant's Attorney, if applicable - Printed
Kirk Fjelstul

[Signature]
Signature of Applicant's Attorney, if applicable

(Smith, Gambrell & Russell, LLP)

Sworn to and subscribed before me this 3rd day of October, 2022.



[Signature]
Notary Public

* Applicant means any individual or business entity (corporation, partnership, limited partnership, firm enterprise, franchise, association, or trust) applying for a rezoning.

Applicant Campaign Disclosure Form

(Must be completed by the applicant, the property owner, and the agent. Use as many forms as needed.)

Has the applicant made, within two (2) years immediately preceding the filing of this application for a rezoning, campaign contributions aggregating \$250 or more, or made gifts having in the aggregate a value of \$250 or more to a member of the City of Stockbridge Planning Commission or Stockbridge City Council who will consider the application?

Yes _____ No ✓

If Yes, the applicant and the attorney representing the applicant must file the following information with the City of Stockbridge Planning and Zoning Division within ten (10) days after this application is first filed:

Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this 3 day of October, 2022

Chris Wilson

Applicant's Name - Printed

[Signature]

Signature of Applicant/Property Owner/Agent

Applicant's Attorney, if applicable - Printed

Signature of Applicant's Attorney, if applicable

Sworn to and subscribed before me this 3 day of October 2022



Ekimi C. Telfair

Notary Public

* Applicant means any individual or business entity (corporation, partnership, limited partnership, firm enterprise, franchise, association, or trust) applying for a rezoning.

STATEMENT OF INTENT

and

Other Material Required by the
City of Stockbridge Unified Development Code
for the Rezoning,
Future Land Use Map Amendment, and Concurrent Variances Application

of

FORESTAR (USA) REAL ESTATE GROUP, INC.

for

± 27.635 Acres of Land
located in
Land Lots 70 and 91
12th District, Henry County

REZONE: RA (Henry County) to MFR
FLUMA: LD (Henry County) to HDR

Submitted for Applicant by:

Kathryn M. Zickert
Dennis J. Webb, Jr.
J. Alexander Brock
Smith, Gambrell & Russell, LLP
1105 W. Peachtree Street, NE
Suite 1000
Atlanta, Georgia 30309
404-815-3500

I. INTRODUCTION

Forestar (USA) Real Estate Group, Inc. (“Applicant”) has filed an application to annex ± 27.635 acres of land located in Land Lots 70 and 91, 12th District of Henry County (the “Subject Property”), from unincorporated Henry County into the City of Stockbridge. Contemporaneously, the Applicant files this request to (a) rezone the Subject Property from its current Henry County zoning designation, RA (Residential Agriculture), to the Stockbridge designation of MFR (Multifamily Residential); (b) amend the Future Land Use Map designation for the Subject Property from LD (Low Density Residential) (Henry County) to HDR (High Density Residential) under the City of Stockbridge’s Comprehensive Plan; and (c) three concurrent variances to the City of Stockbridge Unified Development Code to reduce the minimum front and side setbacks and increase the maximum lot coverage.

The Subject Property is currently developed with three single family detached homes and several appurtenant structures (barns and sheds). The Applicant seeks to redevelop the property for 235 townhome units at a density of ±8.5 units per acre along with amenities and associated site improvements (“Proposed Development”). The unit sizes and heights will meet the requirements of the MFR district and will have a mix of units with either 1-car or 2-car garages.¹ The Applicant is also setting aside approximately 4.6 acres of the overall property as open space, including the preservation of natural vegetation within the on site stream buffer. The Proposed Development will contain amenities including a pavilion, playground, dog park, and walking trail, as well as ±5,600 square feet of landscaped public space.

The surrounding area is developed with a mix of residential types and zonings, which are compatible with the proposed townhomes and the MFR zoning. Subject Property is bordered by

¹ The Applicant is developing the property and the townhome structures will be built by a subsequent home builder. As a consequence, the final architectural design is not submitted with the rezoning application.

the Pine Hills Mobile Home Park to the west, which is a manufactured home community zoned RMH (Mobile or manufactured home development district) within unincorporated Henry County. To the east, the Subject Property borders residential duplex lots long Sentry Oak Drive, zoned RD (Residential duplex district) within unincorporated Henry County. Also to the east is a property zoned RA containing a single family residence. To the north, the Subject Property borders several properties zoned RA within unincorporated Henry County containing single family residential homes. To the south, the Subject Property borders the right-of-way of Davis Road. The Proposed Development is also located less than one mile east of the commercial node at North Henry Boulevard (GA Highway 42) and Stockbridge Road (GA Highway 138). This is a significant commercial area with many uses that are supportive of the nearby residential including restaurant, retail and grocery. The introduction of modern, attractive townhomes will act to further boost this commercial node and potentially attract newer business to the area.

The proposed townhomes also are in line with recent residential development trends within the City of Stockbridge. Between 2000 and 2016, the City of Stockbridge's population tripled along with a corresponding increase in residential development. In fact, approximately 53% of the City of Stockbridge's housing has been developed since 2000 and much of that development trending toward medium to high-density developments. *See Shaping Stockbridge Together for 2038: City of Stockbridge Comprehensive Plan ("Comp Plan")*, pg 18. The Proposed Development is following these trends by adding a higher density townhome development into the City. In addition, the proposed townhomes will add to the mix of housing options existing in the area. Townhomes residences tend to attract younger professionals and empty nesters, demographics that are not currently served by the surrounding mobile homes,

duplexes or larger lot single family residences. The Comp Plan recognizes the need for more diverse housing options to attract younger professionals and millennials:

The dominant housing option is likely to remain single family development; however to attract certain segments of the population, like young adults and millennial, other housing options should be available. Currently there is a lack of townhouse and smaller multi-family residential housing... Stockbridge could position itself to become a lifelong community by opening the door to new residents who may be more interested in living and working in Stockbridge without having to commit to a house immediately, as well as empty-nesters looking to downsize.

See Comp Plan, pg. 18.

The city needs to encourage and maintain a mixture of housing options to accommodate both traditional and non-traditional households and to attract young professionals.

See Comp Plan, p. 19.

The Proposed Development will be a fitting addition to the area filling a gap in housing options and creating attractive housing for a variety of Stockbridge's residents.

The Applicant submits this document as a Statement of Intent with regard to this Application, a preservation of the Applicant's constitutional rights, a written justification for the Application, and an analysis of the factors to be considered for a rezoning per the City of Stockbridge Unified Development Code ("UDC"), § 9.2.2. A Site Plan has been filed with the original Application, along with the other required materials.

II. HISTORY

To the Applicant's knowledge, no rezoning applications have been filed concerning the Subject Property.

III. REZONING IMPACT ANALYSIS

A. WHETHER THE PROPOSAL IS CONSISTENT AND/OR COMPATIBLE WITH THE CITY'S PLANS, GOALS AND OBJECTIVES REFLECTED IN THE CITY'S COMPREHENSIVE PLAN.

Yes. As noted above, the Subject Property is currently located in unincorporated Henry County. Concurrent with the rezoning, the Applicant requests that the City designate the Subject

Property as HDR (High Density Residential). The Proposed Development is consistent with this designation and will advance a number of policy goals outlined in the City's Comprehensive Plan, including:

- Providing a mixture of housing options to attract young professionals, millennials and older residents looking to downsize;
- Reducing the impact of new development through the preservation of greenspace;
- Supporting increases in residential density in areas where community design standards, environmental constraints and available infrastructure capacities can satisfactorily accommodate the increased density; and
- Creating a "sense of place" for the community.

Shaping Stockbridge Together for 2038: City of Stockbridge Comprehensive Plan, pp. 37-39.

In addition, the HDR designation is compatible with character area designations adjacent and nearby (i.e. there is "Low Density Residential" (Henry County) to the North and West, "Medium Density Residential" (Henry County) to the East and "Low Density Residential" (City of Stockbridge) to the South).

B. HOW THE PROPOSAL IMPACTS THE PURPOSES OF THE OVERALL ZONING SCHEME, AND WHETHER THE PROPOSED CHANGE FURTHERS THE PURPOSE OF THESE ZONING REGULATIONS.

As noted in the paragraphs above, the proposed townhome development will be a compatible residential use with the exiting development in the area. In addition, it adds to the diversity of housing stock in the city attracting a wide range of residents, including younger professionals as noted in the Comp Plan.

C. HOW THE PROPOSAL IMPACTS THE ZONING DISTRICT, THE PARTICULAR PIECE OF PROPERTY, NEIGHBORHOOD, OR THE COMMUNITY.

The Proposed Development will be a positive addition to the area. The Subject Property's current RA zoning limits development to single family residences and other limited uses on minimum 1-acre sized lots. The existing homes on the property were built between 1940 and 1945² at a time when the area was much more rural and characterized by farmstead tracts. Over the last eighty years, the larger lots have been slowly redeveloped for more dense developments such as the duplex and manufactured home subdivisions that currently surround the Subject Property. The Applicant now seeks a rezoning to allow a townhome community that is in line with the surrounding development trends.

D. WHETHER THE PROPOSAL CREATES AN ISOLATED DISTRICT UNRELATED TO ADJACENT PROPERTIES AND NEARBY DISTRICTS.

No. The Subject Property is in an area with a diverse range of housing types of varying densities. The Proposed Development will add to the variety of housing options in the area to attract different markets. There is another MFR district approximately 0.42 miles to the east on Davis Road, the Big Oak Villas, which contains a townhome development at a density of ± 7.9 units per acre. In addition, the Subject Property is adjacent to complimentary future land use designations, as noted on Henry County's and the Stockbridge's FLUM ("Low Density Residential" Henry County (North and West); "Medium Density Residential" Henry County (East) and "Low Density Residential" City of Stockbridge (South)).

² Data on the existing homes was obtained from the Henry County Tax Assessor's website at <https://qpublic.schneidercorp.com/Application.aspx?AppID=1035&LayerID=22139&PageTypeID=4&PageID=9368&Q=230410227&KeyValue=S05-01002000> (last visited 10.01.2022)

E. HOW THE PROPOSAL IMPACTS THE AESTHETIC CHARACTER OF EXISTING AND FUTURE USES OF THE PROPERTY AND THE SURROUNDING AREA.

The proposed townhomes will blend harmoniously with the surrounding developments. The Applicant is preserving a significant amount of open space that will buffer the RA zoned properties to the north. Additionally, the applicant will be providing onsite amenities for the residents as well as public open space.

F. WHETHER THE PROPOSAL IS CONSISTENT WITH ADJACENT DEVELOPMENT DENSITIES AND THE DENSITY PATTERNS REFLECTED IN THE COMPREHENSIVE PLAN.

Yes. The property is bordered to the east and west by residential developments with higher densities than what is allowed under the Subject Property's current RA zoning. Also, as noted in the paragraphs above, the Proposed Development is in line with the nearby Big Oak Villas townhome community, a property zoned MFR with a density of ± 7.9 units per acre. It should be noted that the Big Oak Villas were built in approximately 32 years ago, and there are no newer options for townhome residences nearby. The proposed MFR zoning and High-Density Residential land use will allow a townhome development that is compatible with the surrounding development and will provide much needed options for housing.

G. HOW THE PROPOSAL IMPACTS THE PUBLIC HEALTH, SAFETY, AND GENERAL WELFARE.

The proposal will benefit the public health, safety and general welfare. The Applicant proposes to bring the Subject Property into the City, creating a new, vibrant and modern development that diversifies the housing stock available and advances a number of goals outlined in the City's Comprehensive Plan. *See, e.g., Comp Plan at pp. 37-39.*

H. HOW THE PROPOSAL IMPACTS WATER, SEWERAGE, OTHER PUBLIC FACILITIES, OR PUBLIC SERVICES, AND HOW THE PROPOSED AMENDMENT IMPACTS EXPENDITURES OF PUBLIC FUNDS.

The Applicant is proposing the installation of a sanitary sewer line to connect to the existing sewer line in Shields Road. The Applicant has requested sewer capacity and water availability letters with this application to demonstrate that water and sewer are available and adequate to serve the Subject Property, along with upgrades that the Applicant is willing to make.

I. HOW THE PROPOSAL IMPACTS TRAFFIC SAFETY AND CONGESTION.

The Applicant used the Institute of Traffic Engineers (ITE) Trip Generation Manual (Ninth Edition) to calculate vehicle trips for Residential Condominium/Townhomes (ITE 230). According to ITE, the Proposed Development will result in a net increase of ± 836.64 trips during a weekday, ± 63.36 trips during a weekday a.m. peak hour, and ± 74.88 trips during a weekday p.m. peak hour. Davis Road is classified as a local roadway per the Georgia Department of Transportation (GDOT) Roadway functional classification map. The Subject Property is also a short distance from N. Henry Boulevard (GA Highway 42) a minor arterial and Stockbridge Road (GA Highway 138) a principal arterial, both of which are major roadways intended for a high volume of traffic. Moreover, the Subject Property is approximately one mile from Intrastate Highway 675 (I-675) which can provide quick access to regional transportation. Because the Subject Property is located in proximity to a number of major roadways, its impacts on traffic is anticipated to be minimal.

J. HOW THE PROPOSAL IMPACTS ENVIRONMENTAL CONDITIONS, INCLUDING, BUT NOT LIMITED TO, DRAINAGE, SOIL EROSION AND SEDIMENTATION, FLOODING, AIR QUALITY, WATER QUALITY AND QUANTITY.

The Applicant will mitigate any potential impacts to the environment by following all City, County, State and Federal requirements related to drainage, soil erosion and sedimentation, flooding, air quality, and water quality and quantity.

K. HOW THE PROPOSAL IMPACTS THE PROVISIONS OF ADEQUATE LIGHT AND AIR.

The proposal will have no negative impacts on the provision of adequate light and air. *See also J, above.*

L. HOW THE PROPOSAL IMPACTS THE VALUE OF ADJACENT PROPERTY.

As the site plan submitted with the application demonstrates, the proposal is a thoughtful, pedestrian-oriented, residential neighborhood that will deliver quality design and construction, all of which should “raise-the-bar” for future development on adjacent and nearby properties and generate renewed interest in the area.

M. WHETHER THERE ARE SUBSTANTIAL REASONS WHY THE PROPERTY CANNOT BE USED IN ACCORDANCE WITH EXISTING REGULATIONS.

See Section C above.

N. PRESERVATION OF THE INTEGRITY OF RESIDENTIAL NEIGHBORHOODS SHALL CARRY GREATER WEIGHT THAN OTHER FACTORS. WHERE PROPERTY FRONTS ON A MAJOR THOROUGHFARE AND ALSO ADJOINS AN ESTABLISHED RESIDENTIAL NEIGHBORHOOD, THE FACTOR OF PRESERVATION OF THE RESIDENTIAL AREA SHALL CARRY GREATER WEIGHT.

The current proposal will have not have a negative impact on the integrity of adjacent and nearby residential neighborhoods. The Applicant has taken careful consideration in the proposed design and incorporated appropriate buffers and setbacks to minimize negative impacts, if any.

IV. CONCURRENT VARIANCE ANALYSIS

The Applicant is seeking four concurrent variances with its request to the following requirements of the Stockbridge UDO:

A. Stockbridge Zoning Ordinance § 2.4.4 to increase the maximum lot coverage from 50% to 75%

The MFR zoning district limits lot coverage to a maximum of 50%. The overall ±27.635 acre property will have a lot coverage under 50% however the lot coverage of individual townhome lots will vary above 50%, up to 75%. Due to the nature of attached residential homes, the lot width is limited to the width of the units themselves, and in this instance the Applicant is proposing a 20-foot wide and 24-foot wide units. Because the lot width is fixed the only way to increase lot size and reduce lot coverage, without affecting the unit size and driveway paving, is to lengthen the lots. To achieve a lot coverage of 50% on a 20-foot or 24-foot wide lot, a 156-foot deep lot is needed.³ The lots, however, cannot be deepened to achieve 50% lot coverage due to the shape of the overall property. The Subject Property is a narrow, rectangular parcel that is approximately five times longer than it is wide.⁴ The shape of the Subject Property squeezes its development toward the middle, thus restricting the depth of any individual lots. Consequently, the lots must be shorter, thus increasing the lot coverage. This will not have a detrimental impact, however. The Applicant is providing ±4.6 acres of the overall property as open space, as well as amenities including a nature trail and dog walk. The inclusion of such large open space areas and amenities will provide the future residents with ample outdoor space within the community.

B. Stockbridge Zoning Ordinance § 2.4.4 to reduce the minimum front yard setback from 50-feet to 25-feet

As noted in the paragraphs above the Subject Property is long and relatively narrow, which compresses its development toward the center of the property. The narrowness also results in the townhomes having a shorter front yard setback than the 50-feet that the MRF

³ A 20-foot wide unit will require a 136-foot deep lot and a 24-foot wide unit will require a 156-foot deep lot.

⁴ The property dimensions vary, but it is approximately 520 feet wide by 2,700 feet deep.

district requires. The 50-foot setback, however is excessive and is much larger than what is typically required for townhome developments. For example, Henry County's RS (Residential Suburban) district, which allows townhomes, requires a minimum 25-foot front yard setback. *See Henry County Code of Ordinances § 2.01.02.1.* The strict enforcement of the 50-foot front yard setback, on the other hand, would result in the loss of a significant number of units, with little positive benefits. The 25-foot setback is of sufficient length to allow a car to park in the driveway without blocking the sidewalk. In addition, requiring a 50-foot front yard setback would result in a large front yard that will require more maintenance. The large majority of townhome residents choose to live in such a unit to avoid yard maintenance that is found in other types of residences. Requiring a 50-foot front yard would eliminate one of the major attractions to owning a townhome as compared to a single family detached residence.

C. Stockbridge Zoning Ordinance § 2.4.4 to reduce the minimum side yard setback from 15-feet to 10-feet

The Applicant seeks a reduction of the side yard setback for the individual townhome lots due to the shape of the Subject Property and its topography. Requiring 15-foot side setbacks on the end units would push the townhome development further north into the Subject Property. The Subject Property, however, narrows towards the north, from over ±520 feet wide, closer to Davis Road, to less than 420-feet wide at its northern end. Additionally, there is a significant change in topography from the Davis Road frontage downward towards the creek at the Subject Property's northern end. The narrowness coupled with the change in topography results in a loss of units if the townhomes are pushed northward to accommodate the appropriate setbacks. The reduction from 15-feet to 10-feet will still meet the minimum 20-foot building separation and is not likely to be visibly noticeable on the site. As a result, the grant of the requested

variance will not have a negative impact on the public, but it will allow the Proposed Development on the Subject Property.

Pursuant to the City of Stockbridge UDC § 10.1.2, the criteria for granting the variances are met. First, there are extraordinary and exceptional conditions pertaining to the particular piece of property in question because of its size, shape or topography that are not applicable to other lands or structures in the same district. Second, a literal interpretation of the Stockbridge UDC would deprive the Applicant of rights commonly enjoyed by other properties of the district in which the property is located. Third, the grant of the variance will not confer any special privileges upon the Applicant that are denied to other properties of the same district. Fourth, the requested variance will be consistent with the purpose and intent of the UDC, will be compatible with uses on neighboring properties, and will serve the public welfare. Fifth, the special circumstances necessitating the variances are not the result of the actions of the Applicant. Sixth, the variance requested is the minimum variance that will make possible the legal use of the land, building or structure. Finally, the variances will not permit a use of land, buildings, or structures that are not permitted by right in the proposed zoning district.

V. NOTICE OF CONSTITUTIONAL CHALLENGES AND PRESERVATION OF CONSTITUTIONAL RIGHTS

The current zoning of the Subject Property and any intervening zoning district other than that requested is unconstitutional and contrary to the best interest of the health and welfare of the citizens of the City of Stockbridge, and constitutes an arbitrary and capricious act. As a result, the City of Stockbridge Unified Development Code is in violation of Article I, Section I, Paragraphs 1 and 2 of the Constitution of the State of Georgia 1983; Article I, Section III, Paragraph 1 of the Constitution of the State of Georgia; and Article I, Section II, Paragraph 3 of the Constitution of the State of Georgia, 1983. Furthermore, the current zoning violates the due

process clause and equal protection clauses of the Fifth and Fourteenth Amendments to the Constitution of the United States of America.

In addition, the current zoning of the Subject Property and any intervening zoning district other than that requested is unconstitutional in that it renders the Subject Property unusable and destroys its marketability. Therefore, the current zoning constitutes a taking of the Applicant's property without just and adequate compensation and without due process of law in violation of the Fifth and Fourteenth Amendments to the United States Constitution and in violation of Article I, Section I, Paragraph 1 and Article I, Section III, Paragraph 1(a) of the Constitution of Georgia.

The Zoning Ordinance of the City of Stockbridge lacks adequate standards for the City Council to exercise its power to zone and rezone. In essence, the standards are not sufficient to contain the discretion of the City Council and to provide the Courts with a reasonable basis for judicial review. Because the stated standards (individually and collectively) are too vague and uncertain to provide reasonable guidance to the Mayor and City Council, the Zoning Ordinance violates the Fifth and Fourteenth Amendments of the Constitution of the United States in matters of zoning. The Zoning Ordinance also violates Article I, Section III, Paragraph 1; and Article I, Paragraphs 1 and 2 of the Constitution of State of Georgia, 1983.

Opponents to this request lack standing, have failed to exhaust administrative remedies, and have waived their rights to appeal by failing to assert legal and constitutional objections.

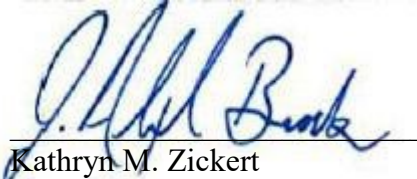
VI. CONCLUSION

For the foregoing reasons, the Applicant respectfully requests that the Rezoning, Future Land Use Map Amendment, and Concurrent Variance Applications at issue be approved. The Applicant also invites and welcomes any comments from Staff or other officials of the City of

Stockbridge so that such recommendations or input might be incorporated as conditions of approval.

This 3rd day of October, 2022.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "J. Alexander Brock", is written over a horizontal line.

Kathryn M. Zickert
Dennis J. Webb, Jr.
J. Alexander Brock
Attorneys For Applicant

Smith, Gambrell & Russell, LLP
1105 W. Peachtree Street, NE
Suite 1000
Atlanta, Georgia 30309
404-815-3500



Henry County Water Authority
Engineering Division

Application for Water/Sewer Availability Letter

Date: 9/30/2022

Name of Applicant FORESTAR (USA) REAL ESTATE GROUP INC. Phone: _____ Mobile: 404-988-0460

Address of Applicant: 3330 Cumberland Blvd, Suite 275 Fax: _____

City: Atlanta State: GA Zip: 30339 E-mail: JackBurke@forestar.com

Name of Agent Alex Brock – Smith, Gambrell & Russell, LLP Phone: 404-815-3603 Mobile: _____

Address of Agent: 1105 W. Peachtree St NE Fax: _____

City: Atlanta State: GA Zip: 30309 E-mail: JackBurke@forestar.com

THE APPLICANT NAMED ABOVE AFFIRMS THAT THEY ARE THE OWNER OR AGENT FOR THE OWNER OF THE PROPERTY DESCRIBED BELOW AND REQUESTS: (PLEASE CHECK THE PURPOSE OF LETTER REQUEST AND FILL IN ALL APPLICABLE INFORMATION LEGIBLY AND COMPLETELY).

VERIFICATION OF SERVICE: ☐ Conditional Use/Exception ☐ Variance ☐ In-law Suite/Additlon ☐ Bank Loan

AVAILABILITY: ☐ General Availability ☒ Rezoning

Availability letters will require a minimum of three weeks from the date of payment and application submittal.

Request from County RA Residential-Agricultural to Stockbridge MFR
(Present Zoning) (Requested Zoning)

For the Purpose of Townhouse Subdivision
(Type of Development)

Address of Property: 576 Davis Rd, Stockbridge, GA 30281 Nearest Intersection to Property Estates Ave & Davis Rd
(Street Address, if Applicable, Nearest Intersection, Etc)

Size of Tract: 27.635 acre(s), Land Lot Number(s): 70 and 91, District(s): 12

Development Estimated Average Daily Sewer Flow (GPD): 70500

Property Tax Parcel Number: S05 .0100 .2000 - Proposed number of lots: 235

Information beyond this point is not required for service verifications.

(Below: For properties within protected watershed districts only)

Gross Density: _____ units per acre Net Density: _____ units per acre

Estimated amount of impervious surface: _____ Minimum Lot Size: _____

Renato Ghizoni
Witness

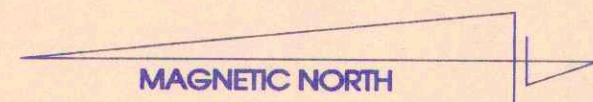
Renato Ghizoni
Printed Name of Witness

Ekim C. Telfair
Notary

Carolyn Louise Smith O'Brien, Reba Smith O'Brien, Danny Smith,
Signature of Owner(s)/Agent(s)
as Executor of the Estate of Ralph Lee Smith, Deceased, and Charles
Printed Name of Owner/s
Walter Smith

Smith Gambrell & Russell, LLP
Signature of Agent





SENTRY OAK SUBDIVISION
PB 14 / PG 217

N/F
WALLACE D. MASON
& ANN B. MASON
DB 4354 / PG 170

27.635 ACRES

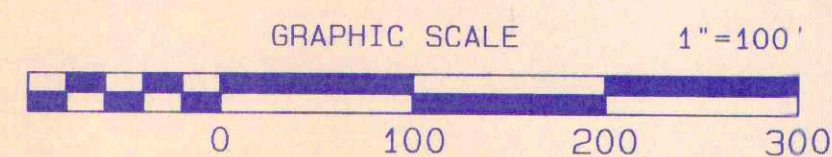
DB 42 / PG 417-418

N/F
PATRICIA A. COLVIN
aka PATRICIA A. FISH
DB 3023 / PG 142

N/F
H. L. WHITWORTH &
LUCY C. WHITWORTH
DB 214 / PG 91

LEGEND:

IPF = IRON PIN FOUND
IPS = IRON PIN SET (1/2" ROD)
LL = LAND LOT
R/W = RIGHT-OF-WAY
DB = DEED BOOK
PB = PLAT BOOK
PG = PAGE
C/L = CENTERLINE
CMP = CORRUGATED METAL PIPE
UP = UTILITY POLE
N/F = NOW OR FORMERLY



BASED ON THE INFORMATION SHOWN ON THE FLOOD HAZARD
BOUNDARY MAPS FURNISHED BY THE DEPT. OF H.U.D. THROUGH
THE FEDERAL INSURANCE ADMINISTRATION, IT IS MY OPINION THAT
THE PROPERTY SHOWN HEREON IS OUTSIDE THE FLOOD HAZARD
AREA, EXCEPT AS SHOWN.

REFERENCE F.I.R.M. NUMBER 130468 00558 DATE 11/02/1983

IN MY OPINION THIS PLAT IS A CORRECT REPRESENTATION
OF THE LAND PLATTED AND HAS BEEN PREPARED IN
CONFORMITY WITH THE MINIMUM STANDARDS AND
REQUIREMENTS OF THE LAW.

R. M. Boyd 4/13/06
REGISTERED LAND SURVEYOR NO. 2227 DATE

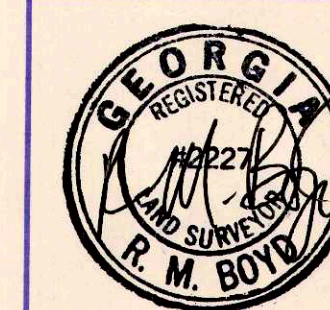
THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE
PRECISION OF ONE IN 10,000± FEET AND AN ANGULAR ERROR
OF 02 SECONDS PER ANGLE POINT AND WAS ADJUSTED USING
THE COMPASS RULE.

THIS PLAT HAS BEEN CALCULATED TO CLOSE AND IS FOUND
TO BE ACCURATE WITHIN ONE FOOT IN 100,000± FEET.

EQUIPMENT USED:
ANGULAR - TOPCON GTS 303
LINEAR - TOPCON GTS 303

SURVEY
FOR
WALTER SMITH

LAND LOTS 70 & 91 ~ 12th DISTRICT ~ HENRY COUNTY, GEORGIA



R. M. Boyd & Associates
Surveying & Engineering, Inc.

325 South Lee St.
Fayetteville, GA 30214
770-461-2417

PROJECT NUMBER	FIELD BOOK NUMBER	DRAWN BY	REVIEWED BY	ISSUE DATE	SHEET NUMBER
06008	213	DSB	RMB	04/13/06	1 OF 1

EXHIBIT A

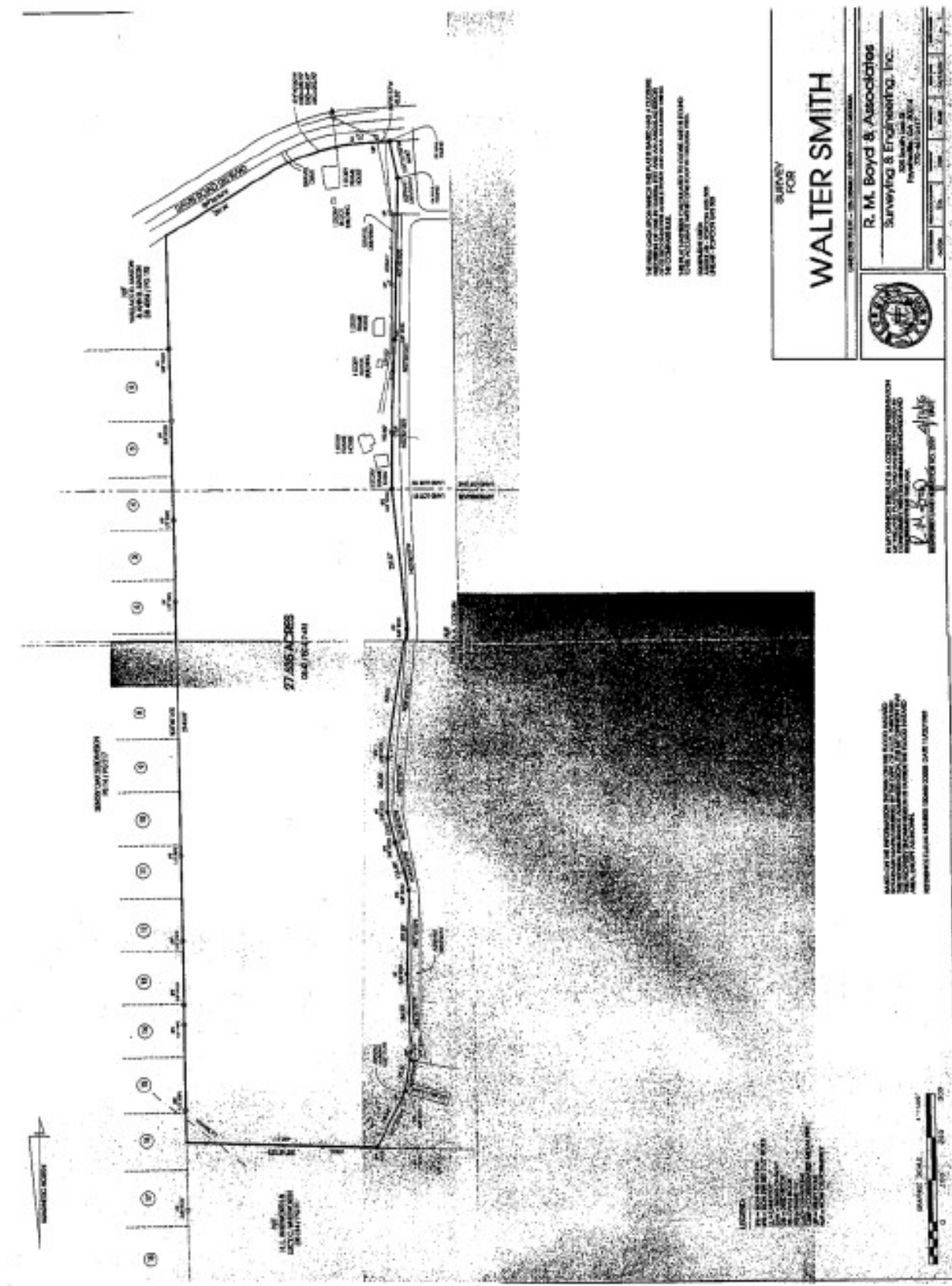
LEGAL DESCRIPTION

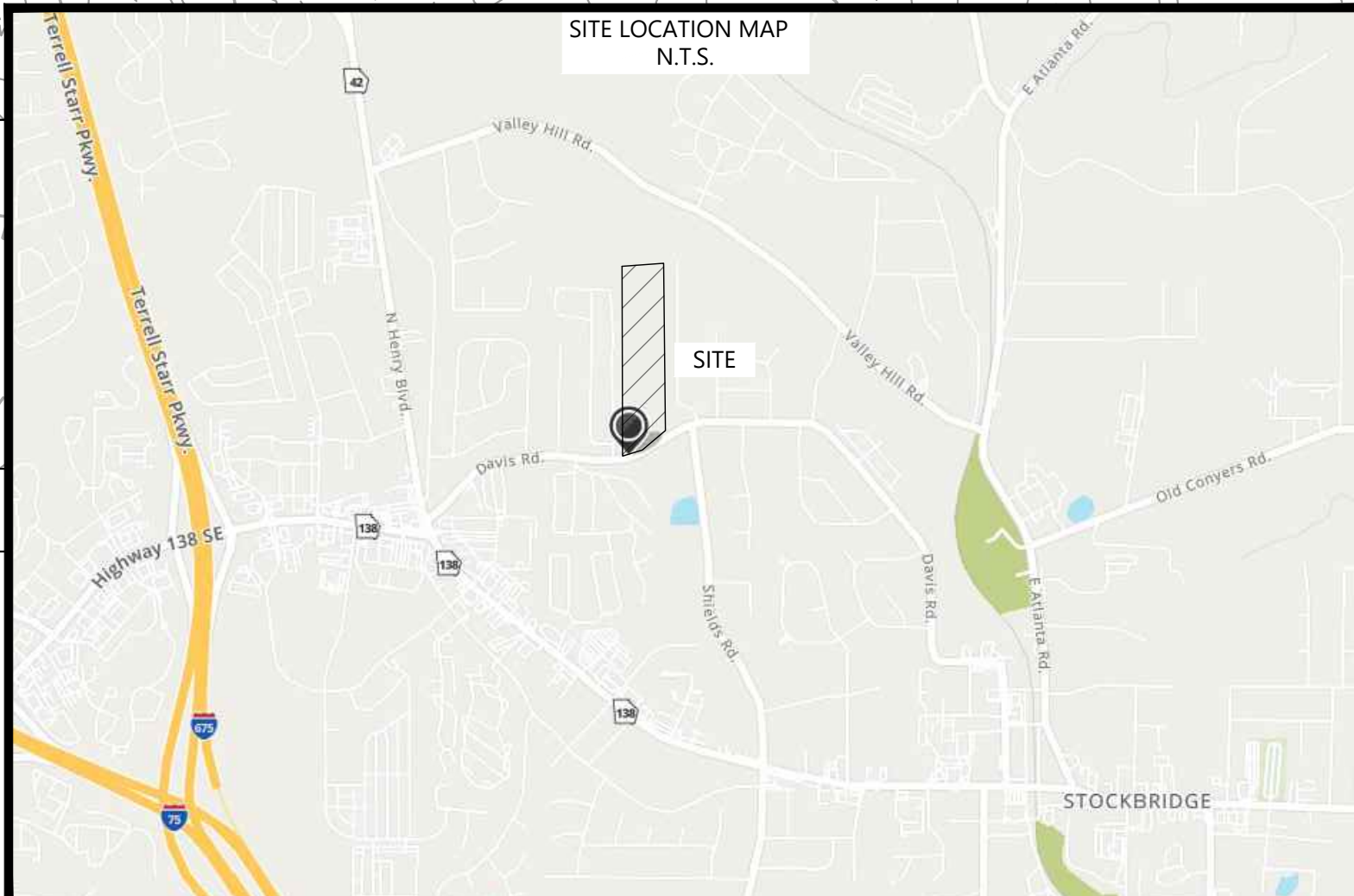
All that tract or parcel of land lying and being in Land Lots 70 and 91 of the 12th Land District of Henry County, Georgia, containing 27.635 acres, and being more particularly described as follows:

BEGINNING at a point (iron pin set) on the north land lot line of Land Lot 70, being also the south land lot line of Land Lot 91 of the 12th District, at a point on that common land lot line 985 feet west of the northeast corner of Land Lot 70 and the southeast corner of Land Lot 91; running from said point of beginning, north 05 degrees 20 minutes west 337.37 feet to an iron pin found; thence north 08 degrees 20 minutes east 305 feet to an iron pin found; thence north 00 degrees 3 minutes west 126.40 feet to an iron pin found; thence north 13 degrees 45 minutes west 73.90 feet to an iron pin found; thence north 14 degrees 54 minutes west 115.40 feet to an iron pin found; thence north 02 degrees 15 minutes east 197.80 feet to an iron pin found; thence north 02 degrees 50 minutes west 184.20 feet to an iron pin found; thence north 09 degrees 54 minutes east 93.10 feet to an iron pin found; thence north 27 degrees 30 minutes east 148.84 feet to an iron pin found; thence south 88 degrees 45 minutes 05 seconds east 450.37 feet to a point; thence south 00 degrees 45 minutes 14 seconds east 2,143 feet to a point on the north right of way line of Davis Road; thence south 59 degrees 26 minutes 54 seconds west 287.84 feet, along said right of way line, to a point; thence continuing along said right of way line south 74 degrees 40 minutes 30 seconds west a chord distance of 249.99 feet (RAD=480.47 feet; ARC=252.90 feet) to a point on said right of way line; thence continuing along said right of way line south 86 degrees 55 minutes 37 seconds west 42.83 feet to a pk nail found on said right of way line; thence north 11 degrees 21 minutes west 86.80 feet to a pk nail found; thence north 01 degree 43 minutes east 378.01 feet to an iron pin set; thence north 02 degrees 50 minutes east 159 feet to a point; thence north 00 degrees 42 minutes east 192.82 feet to an iron pin set, the point of beginning.

Said property is described in a plat of survey for Walter Smith by R. M. Boyd & Associates, R. M. Boyd, Registered Land Surveyor, dated April 13, 2006, a copy of which is attached and by reference made a part of this description.

This is the same land described in a deed from J. B. Fields to Walter Smith, dated March 21, 1950, and recorded in Deed Book 42, Page 417, Henry County Records.







SITE AREA	
TOTAL PROPERTY AREA:	27.635± AC
ZONING CLASSIFICATION	
JURISDICTION:	HENRY COUNTY
EXISTING ZONING:	RA
ADJACENT ZONING:	RA, RMH, RD
PROPOSED JURISDICTION:	CITY OF STOCKBRIDGE (ANNEXATION REQU.)
PROPOSED ZONING:	MFR (MULTI-FAMILY) HIGH DENSITY RES. LAND USE
DEVELOPMENT PROPOSAL	
PROPOSED DENSITY	235 UNITS (8.5 UNITS/AC) 112 - 24'W X 50'D 123 - 20'W X 50'D
RESIDENT PARKING PROVIDED	694 RESIDENT SPACES (4 SPACES PER 24'W UNITS W/ 2-CAR GARAGE) (2 SPACES PER 20'W UNITS W/ 1-CAR GARAGE)
GUEST PARKING PROVIDED	46 SPACES (44 STD SPACES + 2 ADA SPACES)
TOTAL PARKING PROVIDED	740 SPACES (347 GARAGE SPACES) (347 DRIVEWAY SPACES) (46 SURFACE SPACES)
FRONT SETBACK (PER CODE)	50'
FRONT SETBACK (REQUESTED)	25' (50' ALONG DAVIS ROAD) (VARIANCE)
SIDE SETBACK (PER CODE)	15'
SIDE SETBACK (REQUESTED)	10' (VARIANCE)
REAR SETBACK (PER CODE)	20'
REAR SETBACK (REQUESTED)	20'
MIN. BUILDING SEPARATION	20'
MAX. LOT COVERAGE	50% (13.81 AC)
REQUESTED LOT COVERAGE	75% (VARIANCE)
MIN. OPEN SPACE	15% (4.14 AC)
PROVIDED OPEN SPACE	15% (4.6 AC)
PROVIDED AMENITIES	COVERED PAVILION AND MAIL KIOSK PLAYGROUND DOG PARK WALKING TRAIL 5,148 SF (1% FLOOR AREA) ASSUMED TOTAL FLOOR AREA = 514,800 SF
MIN. PUBLIC OPEN SPACE	5,600 SF
PROVIDED PUBLIC OPEN SPACE	5,600 SF
INFRASTRUCTURE	50' R/W 28' PAVEMENT 5' SIDEWALK (BOTH SIDES OF STREET)
NOTES	
1. BASE INFORMATION PROVIDED BY HENRY COUNTY GIS DEPARTMENT.	
2. ANNEXATION REQUIRED.	
3. PROPOSED DRIVEWAY IS 3 LANE (2 OUT/1 IN)	
4. VARIANCE REQUIRED FOR SIDE AND FRONT SETBACKS.	
5. VARIANCE REQUIRED FOR MAX. LOT COVERAGE.	
6. LIFT STATION REQUIRED FOR SEWER.	



NOTE: THE ELEVATION SHOWN ARE FOR CONCEPTUAL AND ILLUSTRATIVE PURPOSES ONLY AND ARE NOT INTENDED TO CONVEY WHAT WILL ACTULLY BE BUILT. THE APPLICANT IS NOT THE BUILDER AND WILL COORDINATE WITH BUILDERS AT THE TIME OF BUILDING PERMITS TO ENSURE ALL CITY AND BUILDING CODE REQUIREMENTS ARE FOLLOWED.



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TO: Mayor/Council
Planning Commission

FROM: Linda M. Logan, Senior Planner, Planning and Zoning Division

CC: Brecca Carter, Community Development Director
R. Ryan Anderson, Chief Planner

DATE: January 26, 2023

**SUBJECT: Staff Report for Rezoning Case #RZ-2022-07 for Property at
576 Davis Road (Parcel #S05-01002000)**

I. PURPOSE

Consider a Rezoning application (#RZ-2022-08) by Forestar (USA) Real Estate Group, Inc. (represented by Smith, Gambrell and Russell, LLP) to rezone the subject property at 576 Davis Road from the 'RR' (Rural Residential; formerly Henry County's 'RA' (Residential-Agricultural)) district to the City of Stockbridge's 'MFR' (Multiple Family Residential) district for the purpose of allowing the development of a townhome community with 235 units, with total project buildout by Year 2027. The applicant also simultaneously submitted three other applications to the City of Stockbridge, as are listed below.

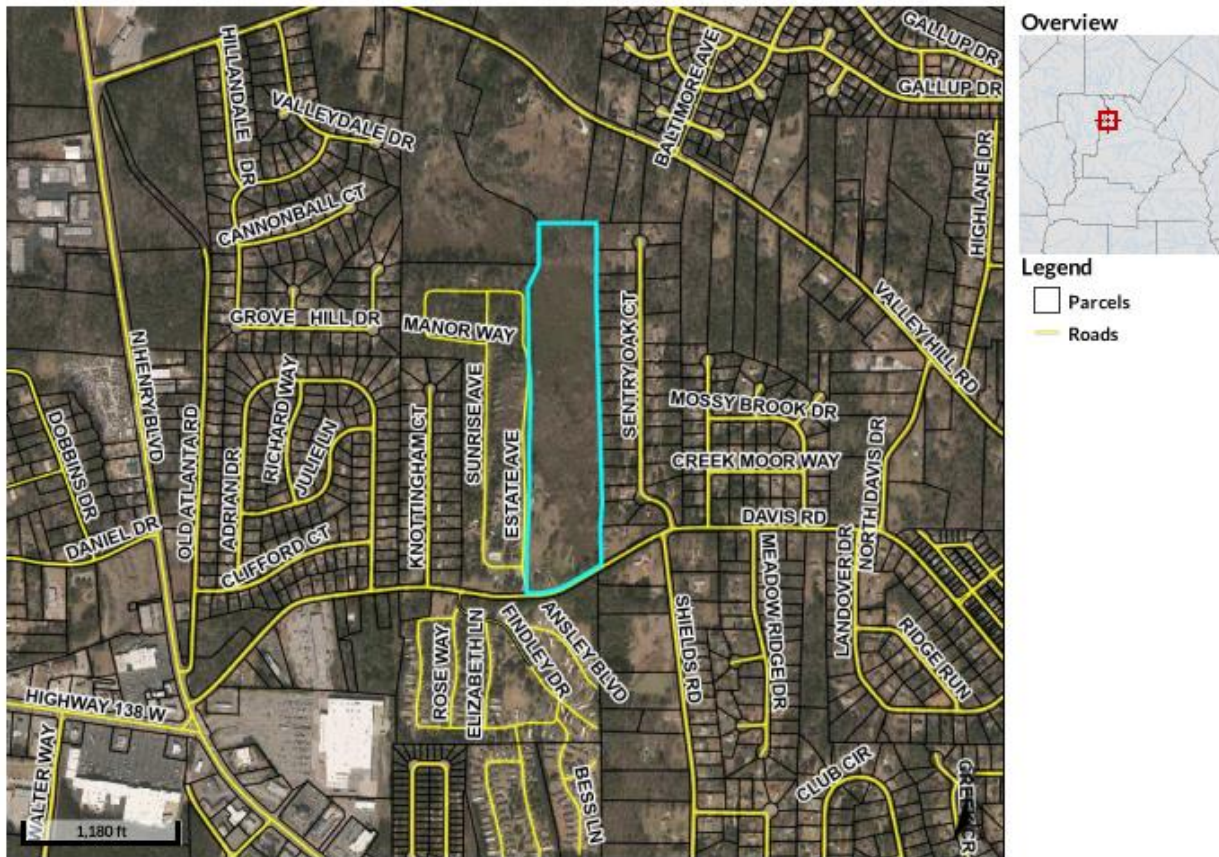
- An Annexation Application (Case #AX-2022-03)—The applicant later withdrew this application, via a withdrawal letter dated November 16, 2022, after the subject property was annexed into the City as a result of the passage of the Stockbridge Annexation Referendum during the November 8, 2022 Citywide election.
- A Comprehensive Plan Amendment Application (Case #CP-2022-06) —The applicant requests that the property's future land use designation be changed from Henry County's designation of Low-Density Residential to the City of Stockbridge's designation of High-Density Residential.
- A Variance Application (Case #VR-2022-03)—The applicant requests three variances:
 1. Reduce the front yard setback within the site from the required minimum of 50 feet to 25 feet.
 2. Reduce the side yard setbacks from the required minimum of 15 feet to 10 feet.
 3. Increase the maximum lot coverage from the allowable maximum of 50 percent

to 75 percent.

AERIAL PHOTOGRAPH

Subject Property:
Parcel #:S05-01002000

 Henry County, GA



Parcel ID	S05-01002000	Class	A	Owner	O'BRIEN CAROLYN L S, ORDONEZ	Land Value:	\$152,500
Property Address	576 DAVIS RD	Acreage	27.635	Address	R S, SMITH RALPH L & CHARLES W	Building Value:	\$160,100
District	County/Unincorp				112 MANN BLVD	Misc Value:	\$3,700
					STOCKBRIDGE GA 30281	Total Value:	\$316,300
							Last 2 Sales
							Date Price Reason Qual
							10/8/2013 \$0 D OF U
							1/1/1973 \$0 n/a U

Parcel lines depicted on the maps do not reflect a true and exact representation of property boundaries and should not be relied upon for said purpose. Property boundary lines are depicted on recorded plats available at the Henry County Courthouse or can be determined by employing the services of a licensed surveyor.

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GEOSPATIAL

II. CASE FACTS

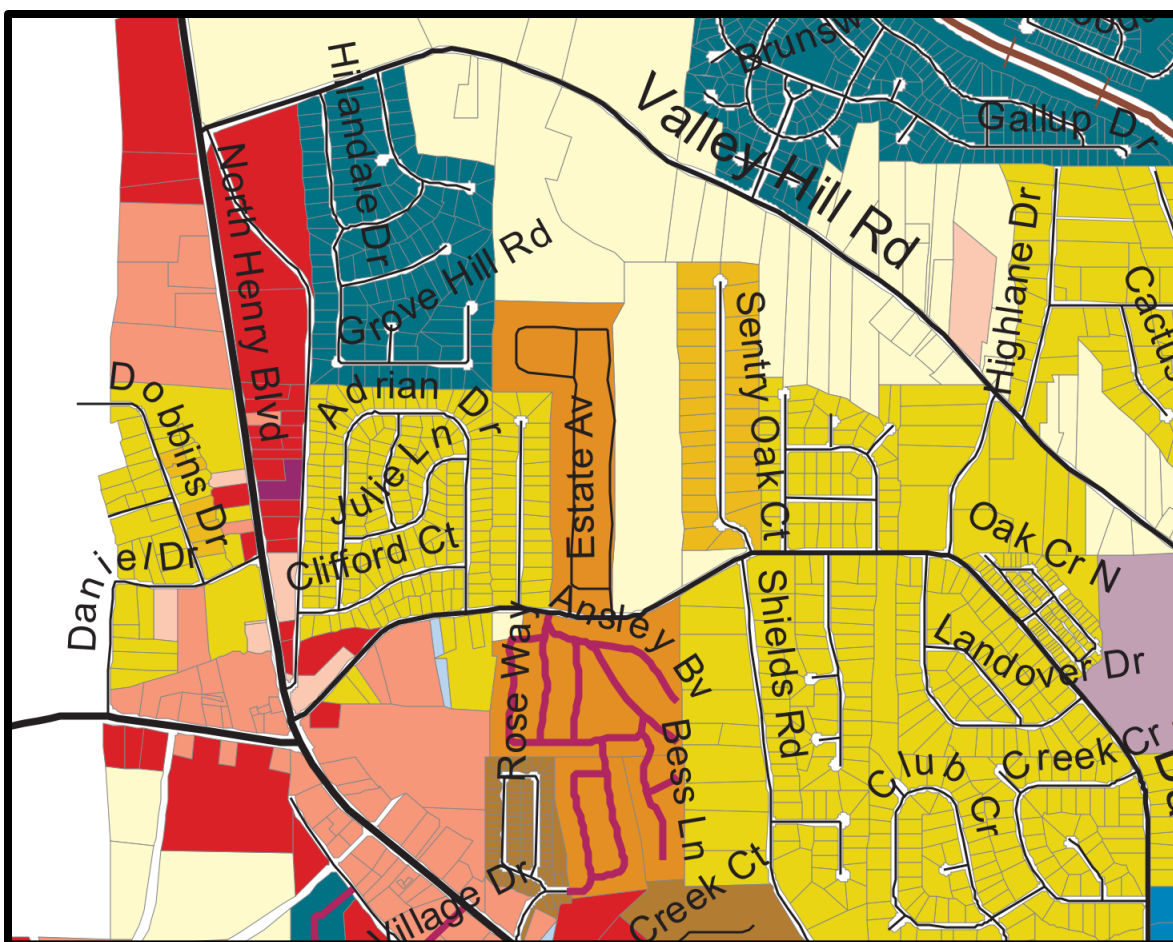
Proposed Development:	Townhome community with 235 units.
Site Address:	576 Davis Road.
Parcel Identification:	S05-01002000.
Parcel Acreage:	27.635 acres.
Land District and Land Lot:	District 12, Land Lot 91.
Council District:	4.
Applicant:	Forestar (USA) Real Estate Group, Inc., represented by Smith, Gambrell & Russell, LLP.
Owner:	Four owners—Jeremy Smith, Reba S. Oronez, Carolyn S. O'Brien, and Charles W. Smith.
Current City Zoning:	'RR' (Rural Residential).
Surrounding Zoning:	'MHR' (Mobile Home Residential) to the west and south, 'CCR' (City Center Residential) to the east, and 'SR' (Suburban Residential) to the southeast.
City Land Use Designation:	Low-Density Residential.
Property Location:	Located on the north side of Davis Road, adjacent to Estates Avenue (a private street) and Sunrise Avenue to the west, one block west of Shields Road and Sentry Oaks Court.
Property Conditions:	Long, narrow lot which slopes significantly downward to the north, dropping some 70 feet, where an "apparent stream" and its adjacent buffers are located.
Current Use:	Three single-family residences and a detached garage.
Surrounding Land Uses:	~ <u>North</u>--Single-family detached homes along Valley Hill Road. ~ <u>South</u>--Stockbridge Estates mobile home park. ~ <u>East</u>--Single-family detached homes along Davis Road, a duplex subdivision along Sentry Oaks Court, and an attached/detached single-family subdivision on Davis Road, about a mile east of the subject property. ~ <u>West</u>--Pine Hills Estates mobile home park along Sunrise Avenue. ~ <u>Southwest</u>--Major commercial node containing Walmart, three shopping centers, and surrounding retail uses.

CITY OF STOCKBRIDGE 2023 ZONING MAP

The subject property is located to the east of Estate Avenue in the map below.

KEY:

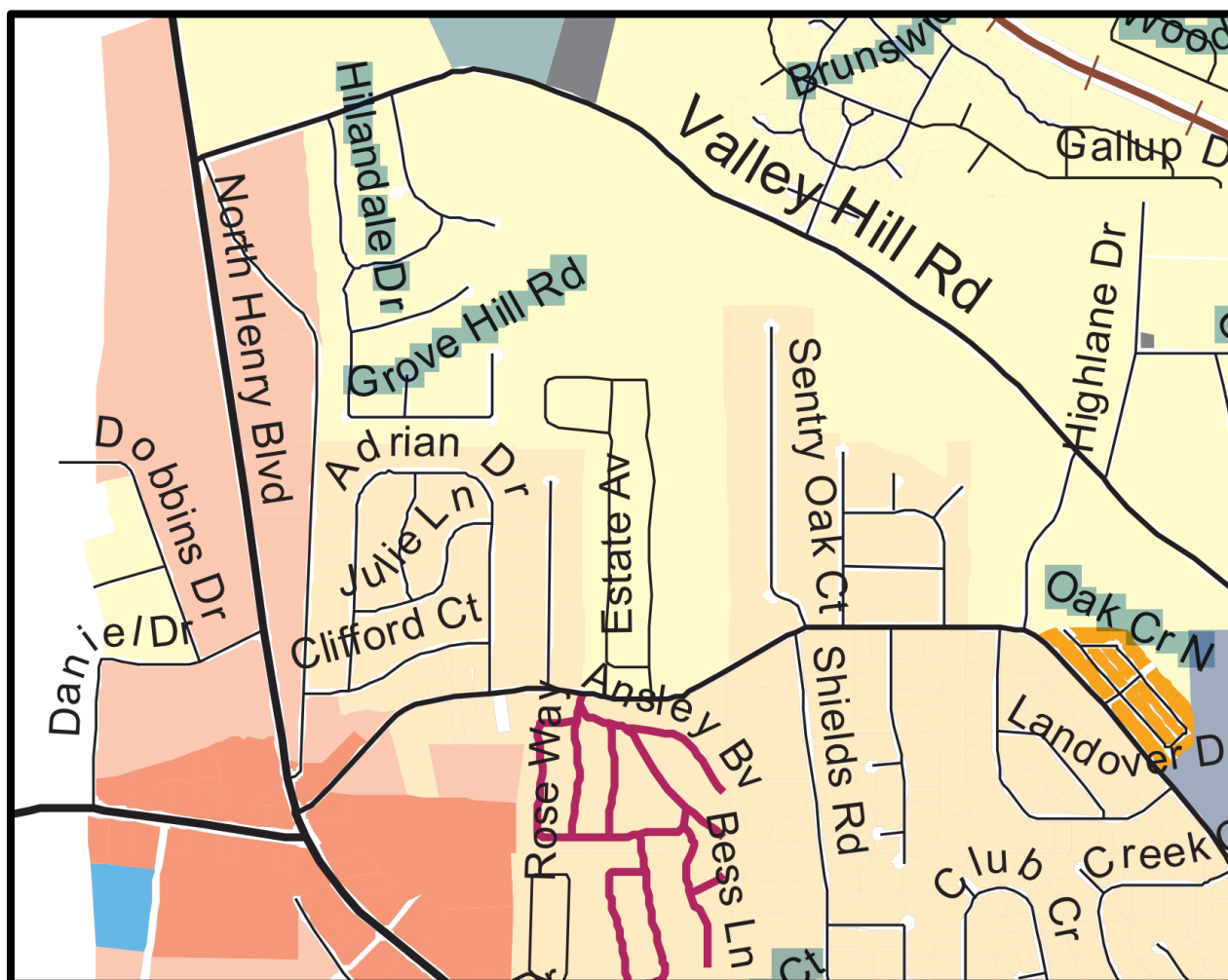
- Main Road — Davis Road
- Pale Yellow—RR (Rural Residential)
- Gold—SR (Suburban Residential)
- Rust—CCR (City Center Residential)
- Orange—MHR (Mobile Home Residential)
- Brown—MFR (Multiple Family Residential)
- Light Pink — C-1 (Neighborhood Commercial)
- Medium Pink — C-2 (General Commercial)
- Red—C-3 General Commercial
- Teal—PUD (Planned Unit Development)



CITY OF STOCKBRIDGE 2023 FUTURE LAND USE MAP

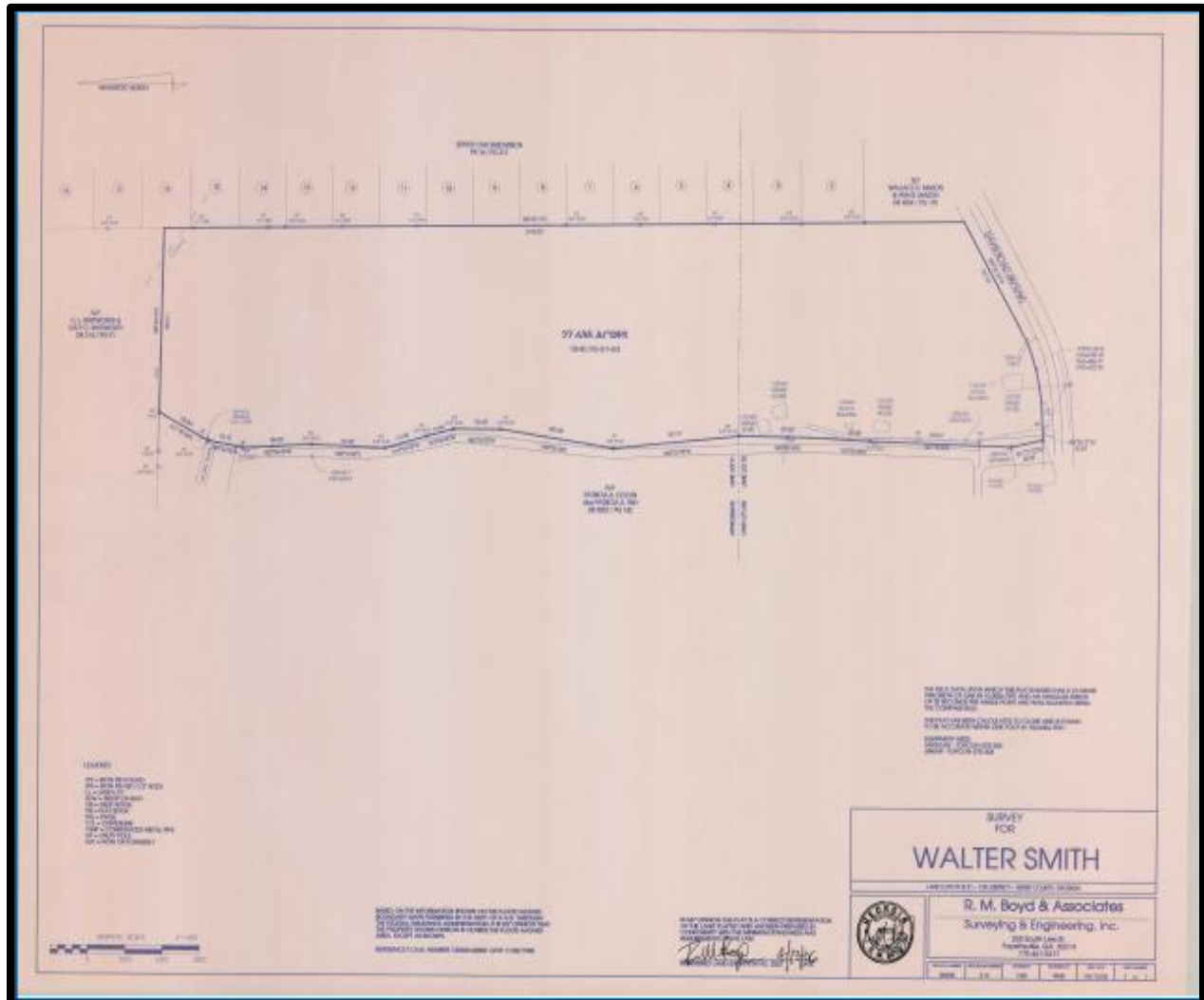
KEY:

- Yellow—Low-Density Residential
- Beige—Medium-Density Residential
- Orange—High-Density Residential
- Peach—Low-Density Vertical Mixed-Use
- Salmon—Medium-Density Vertical Mixed-Use
- Blue—Office-Institutional
- Gray—Light Industrial



BOUNDARY SURVEY

Subject Property:
Parcel #S015-01002000



III. PROPOSED DEVELOPMENT

A. Project Size. The applicant proposes to build a 235-acre townhome development on 27.635 acres of land at 576 Davis Road. Details of the project are shown in a table on the submitted conceptual site plan. The applicant first submitted a black-and-white version, entitled “Rezoning Plan”, which was prepared by Atwell Group of Marietta, Georgia on October 3, 2022. Subsequently, the applicant submitted an undated colored version of the Rezoning Plan. The table on the drawing shows that the proposed development would have a density of 8.5 units per acre. This would include 112 smaller units with dimensions of 24’W X 50’D and containing one-car garages, plus 123 larger units with dimensions of 20’W X 50’D and containing two-car garages.

B. Lot Coverage and Open Space. The applicant proposes to deviate significantly from the maximum allowable lot coverage of 50 percent within the requested MFR (Multiple Family Residential) district by having a lot coverage of 75 percent. This deviation is the subject of a variance request. The applicant would, though, meet the required minimum open space requirement of 15 percent, the required minimum public open space requirement of one percent, and the required minimum building separation of 20 feet between townhome buildings.

C. Site Plan Design. The Conceptual Site Plan shows that the proposed project would have its main entrance off Davis Road, where an emergency access would also be provided. A small open space area would be located to the west of the project entrance. The internal street would have a long loop and three cross streets. Its pavement would be 28 feet wide, and 5-foot-wide sidewalks would be installed on both sides of all streets. Townhome buildings would be located along both sides of the loop, as well as in the center of the site. They would each contain four to eight townhome units. Trees would be planted in the front and rear yards of all townhome buildings. The rear of the loop would expand to include parking spaces for the adjacent covered pavilion and mail kiosk. An open space area with approximately 4.6 acres would be provided to the rear of the pavilion, including a walking trail, a dog park, and a playground. A stormwater pond would be installed at the back of the property, near an “apparent stream” and its adjacent stream buffers, where the natural vegetation would be preserved.

D. Setbacks. The applicant is requesting to deviate from the required front and side yard setbacks for the MFR (Multiple Family Residential) district, as is shown in the table below, while meeting the required rear yard setback of 20 feet. The deviations have been formally requested in a separate variance application.

TABLE OF PROPOSED SETBACKS

Setback	Required	Proposed
<u>Front Yard Setbacks:</u>		
a. From Davis Road	a. 50 feet	a. 50 feet (No Variance)
b. From Within the Site	b. 50 feet	b. 25 feet (Variance Request)
Side Yard Setbacks	15 feet	10 feet (Variance Request)
Rear Yard Setback	20 feet	20 feet (No Variance)

E. Parking. A total of 740 parking spaces would be provided, including 694 residents' parking spaces and 46 guest parking spaces (2 ADA spaces). Half of the residents' spaces would be located inside the garages and the other half would be located on the driveways serving the townhomes. The residents' parking spaces were calculated on the basis of 2 spaces for each smaller unit and 4 spaces for each larger unit. Another breakdown of the 740 total parking spaces includes 347 garage spaces, 347 driveway spaces, and 46 surface spaces for guests.

F. Traffic Impact Study. The applicant submitted a Traffic Impact Study, dated October 2022, which was prepared by KCI Technologies, Inc. of Duluth, Georgia (KCI Project #242209207). The short Executive Summary of the report states that, based on estimated traffic volumes and the capacity analysis in Year 2027, the proposed site driveway on Davis Road is expected to operate at acceptable levels of service during both the AM and PM peak hours. The report further recommends that the proposed driveway entrance contain three lanes, including one entry lane and two exit lanes (providing separate left turn and right turn lanes), with side-street stop-control.

For the traffic analysis, traffic counts were collected on Thursday, September 29, 2022, while Henry County public schools were in session. A 24-hour traffic volume count was taken at Georgia DOT traffic count station #8013, south of the proposed development site. Future traffic conditions were made on the basis three factors: 1) a historic traffic growth rate of 1.7 percent per year at the traffic count station; 2) a reported population growth rate of 1.67 percent per year for Henry County in 2020; and 3) a estimated population projection of 1.55 percent for Henry County by Year 2027, which was made by the Governor's Office of Planning and Budget. It was noted that there are no planned transportation improvement projects for the area.

Trip generation for the proposed 235 townhomes was calculated by using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, Eleventh Edition, and applying trip generation rates for Land Use Code 215 for single-family attached housing. A total of 1,740 daily trips are projected to be generated by the development upon its full buildout. The projected trip generation rates are presented in the table below. Regarding trip distribution, 70 percent of the daily trips (1,218 trips) are projected to travel to or from the west along Davis Road, while 30 percent of the daily trips (522 trips)

TABLE OF TRIP GENERATION RATES

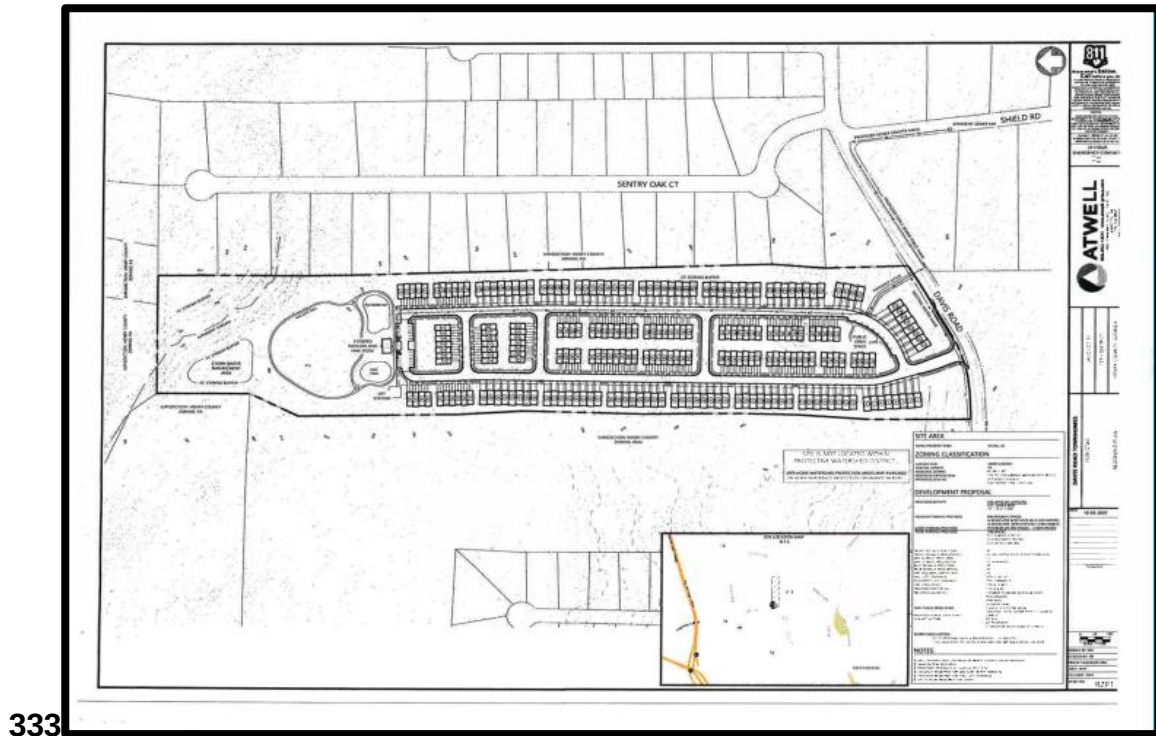
Direction & Percentage	A.M. Peak Hour Trips	P.M. Peak Hour Trips
To / From West – 70% (1,218 trips)	Entering – 36 trips	Entering -- 78 trips
To / From East -- 30% (522 trips)	Exiting -- 81 trips	Exiting -- 59 trips
Total 100% (1,740 trips)	Total -- 117 trips	Total -- 137 trips

The traffic impact study stated that current traffic volumes along Davis Road are low, and that its current capacity and lane configuration would be sufficient to accommodate the projected traffic volumes from the proposed townhome development. Further, due to the Stockbridge Unified Development Code's (UDC) classification of Davis Road as a local

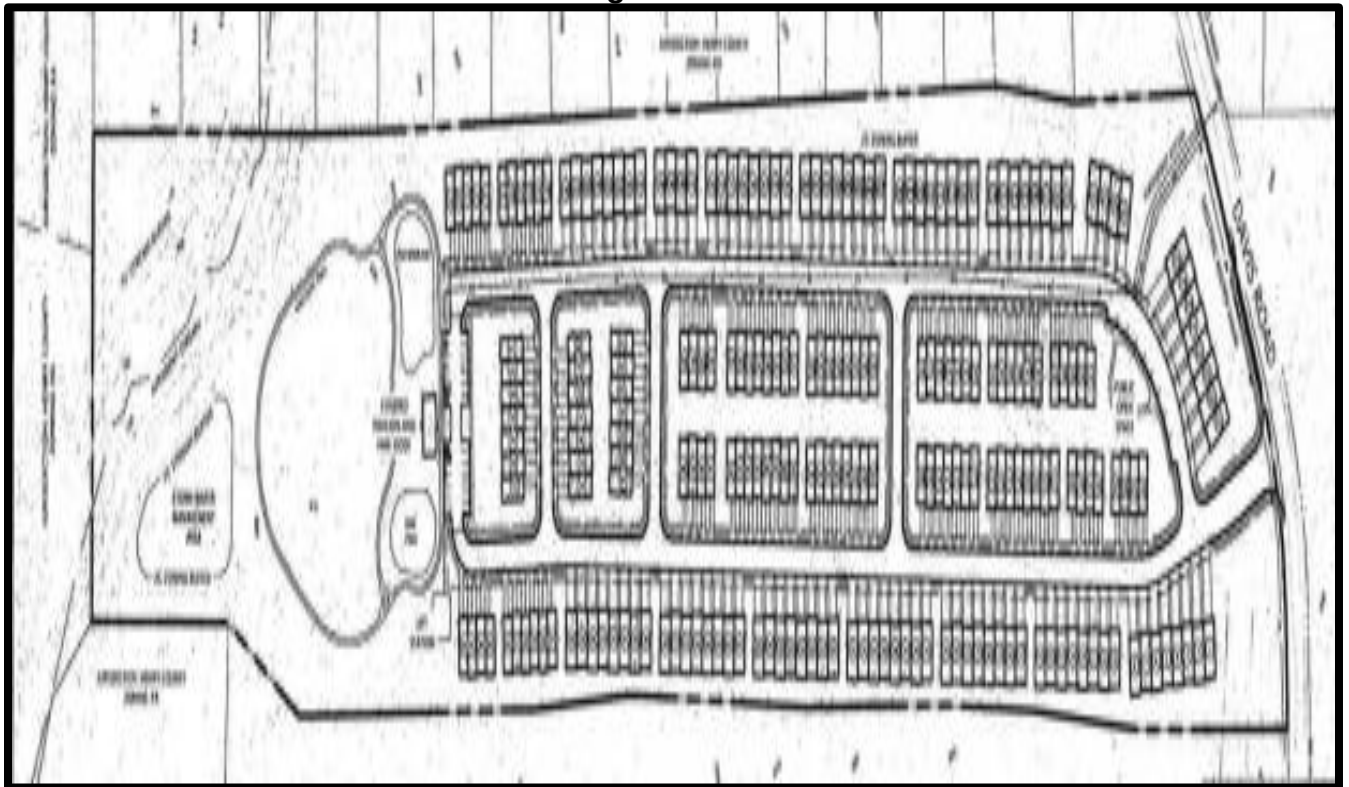
street, no additional turn lanes would be required. The possibility of providing an interparcel access between the development site and the adjacent residential development along Estates Avenue, and the study concluded that it would not be beneficial and might even be detrimental to traffic flows at either Estates Avenue or the proposed project entrance. No mention was made in the report about the impacts of traffic from the proposed development on the Davis Road / North Henry Boulevard intersection, including left-turning movements for drivers who might be trying to access Interstates 75 or 675.

CONCEPTUAL SITE PLAN—BLACK AND WHITE

Relation to Surrounding Streets:



Enlargement:



CONCEPTUAL SITE PLAN—COLORED

Relation to Surrounding Streets:



Enlargement:



SITE DATA FROM CONCEPTUAL SITE PLAN

SITE AREA	
TOTAL PROPERTY AREA:	27.635± AC
ZONING CLASSIFICATION	
JURISDICTION:	HENRY COUNTY
EXISTING ZONING:	RA
ADJACENT ZONING:	RA, RMH, RD
PROPOSED JURISDICTION:	CITY OF STOCKBRIDGE (ANNEXATION REQU.)
PROPOSED ZONING:	MFR (MULTI-FAMILY) HIGH DENSITY RES. LAND USE
DEVELOPMENT PROPOSAL	
PROPOSED DENSITY	<u>235 UNITS (8.5 UNITS/AC)</u> 112 - 24'W X 50'D 123 - 20'W X 50'D
RESIDENT PARKING PROVIDED	694 RESIDENT SPACES (4 SPACES PER 24'W UNITS W/ 2-CAR GARAGE) (2 SPACES PER 20'W UNITS W/ 1-CAR GARAGE)
GUEST PARKING PROVIDED	<u>46 SPACES (44 STD SPACES + 2 ADA SPACES)</u>
TOTAL PARKING PROVIDED	740 SPACES (347 GARAGE SPACES) (347 DRIVEWAY SPACES) (46 SURFACE SPACES)
FRONT SETBACK (PER CODE)	50'
FRONT SETBACK (REQUESTED)	25' (50' ALONG DAVIS ROAD) (VARIANCE)
SIDE SETBACK (PER CODE)	15'
SIDE SETBACK (REQUESTED)	10' (VARIANCE)
REAR SETBACK (PER CODE)	20'
REAR SETBACK (REQUESTED)	20'
MIN. BUILDING SEPARATION	20'
MAX. LOT COVERAGE	50% (13.81 AC)
REQUESTED LOT COVERAGE	75% (VARIANCE)
MIN. OPEN SPACE	15% (4.14 AC)
PROVIDED OPEN SPACE	15% (4.6 AC)
PROVIDED AMENITIES	COVERED PAVILION AND MAIL KIOSK PLAYGROUND DOG PARK WALKING TRAIL
MIN. PUBLIC OPEN SPACE	5,148 SF (1% FLOOR AREA) ASSUMED TOTAL FLOOR AREA = 514,800 SF
PROVIDED PUBLIC OPEN SPACE	5,600 SF
INFRASTRUCTURE	50' R/W 28' PAVEMENT 5' SIDEWALK (BOTH SIDES OF STREET)
NOTES	
1. BASE INFORMATION PROVIDED BY HENRY COUNTY GIS DEPARTMENT. 2. ANNEXATION REQUIRED. 3. PROPOSED DRIVEWAY IS 3 LANE (2 OUT/1 IN) 4. VARIANCE REQUIRED FOR SIDE AND FRONT SETBACKS. 5. VARIANCE REQUIRED FOR MAX. LOT COVERAGE. 6. LIFT STATION REQUIRED FOR SEWER.	

RENDERINGS

Proposed Smaller Units with One-Car Garages



Proposed Larger Units with Two-Car Garages



IV. ANALYSIS OF REQUEST

The applicant requests a **Rezoning** under Section 9.2.1(C) of the City of Stockbridge's Unified Development Code (UDC). The Planning Commission and the City Council shall consider the following nine (9) standards in considering any proposal that would result in a change to the text or map of the UDC, giving due weight or priority to those factors that are appropriate to the circumstances of each proposal.

STANDARD #1--Consistency with the Comprehensive Plan.

Henry County's Future Land Use Map indicates Low-Density Residential for the subject property, and upon the property's recent annexation into the City, the property received the same designation with the City. This is shown by the 2023 City of Stockbridge Future Land Use Map, which is scheduled to be presented to the Stockbridge Planning Commission on January 26, 2023 and to be adopted by the Stockbridge City Council on February 13, 2023. The applicant has requested that the property's future land use designation be changed from Low-Density Residential to High-Density Residential in a separate Comprehensive Plan Amendment application (CP-2022-06). This designation allows 6 to 16 units per acre. Although the proposed development's density of 8.5 units per acre would be within this range, Page 45 of the Comprehensive Plan identifies the development of condominiums as the only type of compatible multifamily residential district (RM-3) under the City's previous zoning classification system, excluding townhomes (RM-2) and apartments (RM-1).

The requested High-Density Residential land use designation is present along Davis Road at the existing Big Oak Villas, which is a combination of single-family attached and detached units. However, this property is located at least one mile away from the subject property; thus the introduction of this land use designation within the immediate vicinity would represent a "spot" land use designation. The existing duplex subdivision along Sentry Oak Court has an estimated 31 lots on an estimated 35.3 acres, for a density of approximately 0.88 units per acre. And the existing Pine Hills Mobile Home Park has at least 91 mobile homes on an estimated 32.8 acres, for a density of approximately 2.77 units per acre. Both of these developments thus have significantly lower densities than would the proposed townhome development at 576 Davis Road. As a result, the proposed development would not have a compatible density as the adjacent properties.

Although the Comprehensive Plan in general recommends the development of townhomes in the City to allow for more housing choices to potential Stockbridge residents, townhomes are not appropriate for all areas, and better housing choices would be more appropriate for the Davis Road corridor. Specifically, mobile home parks and duplexes are present off Davis Road, but they are at or near capacity. The City must provide more locations for these types of housing, and Davis Road might be ideal location for the continuation of these uses. With the availability of vacant land and the possible conversion of older single-family residential properties in this area, this could occur, and they would be the most reasonable uses for these properties.

STANDARD #2 -- The relation that the proposed rezoning amendment bears to the purpose of the overall zoning scheme with due consideration given to whether or not the proposed change will help carry out the purposes of the City of Stockbridge Unified Development Code (UDC).

The subject property's current zoning classification of 'RR' (Rural Residential) does not allow for the development of townhomes, which is why the applicant is seeking to rezone the property to 'MFR' (Multiple Family Residential). As the City's 2022 and 2023 Zoning Maps show, no other MFR districts are located along the Davis Road corridor. Thus, the introduction of an MFR district would represent a "spot zoning." Although the applicant's rezoning application states that another MFR district is located to the east on Davis Road, containing the Big Oak Villas, that property is actually zoned 'SR' (Suburban Residential).

Further, the UDC states that MFR developments are to be located "with access provided on streets that are classified as collector streets of higher." Yet, the applicant's Traffic Impact Study, with references to both the UDC and Georgia DOT road classification systems, states on Pages 1 & 6 that Davis Road is classified as a "local" street. The proposed townhome multifamily development is therefore not appropriate for the subject property.

STANDARD #3 -- Potential positive effects of the rezoning amendment on the character of the proposed zoning district, a particular piece of property, neighborhood, a particular area, or community.

The proposed zoning of the subject property to 'MFR' (Multiple Family Residential) is not anticipated to have positive effects on the character of the Davis Road corridor since it would represent a higher-intensity use and it would introduce a new, incompatible type of use. Further, it would take land away from more appropriate housing choices, such as the continuation of the adjacent and nearby mobile home and duplex uses, for which the City has an apparent demand due to the frequent requests that it receives from customers who are looking for places to locate a mobile home or duplex.

STANDARD #4 -- The physical conditions of the site relative to its capability to be developed as requested, including topography, drainage, access, and size and shape of the property.

The subject property drops significantly downward from Davis Road by some 70 feet. An "apparent stream" and adjacent stream buffers are located at the northern rear of the property. For this reason, the applicant proposes to designate that area for open space use and the provision of amenities. The property also has a narrow frontage onto Davis Road, which limits its design options and the provision of an additional access point from Davis Road. The City's Fire Marshal, though, is not requiring an additional access point except for an emergency access from Davis Road, which the applicant is showing on the conceptual site plan.

STANDARD #5 --The impact upon adjacent property owners should the request be granted.

As was previously explained, the proposed townhome development and its requested MFR district would be incompatible with the character of the adjacent and surrounding mobile home, duplex, and single-family detached uses. Further, the applicant's conceptual site plan shows that, although the required minimum rear yard setback of 20 feet would be met at the rears of the townhome units, no buffer would be provided along the west side of the development since the property is bordered by Estates Avenue, off which the mobile homes of the Pine Hills Mobile Home Park have their driveways. Further, the developer would, in essence, be creating double-frontage lots. This would not be an ideal situation.

STANDARD #6 -- The potential impact of the rezoning on City infrastructure including water and sewage system.

The applicant filled out the "Application for Water/Sewer Availability Letter" as part of the rezoning application, but no responding letter from the Henry County Water Authority has been received. Therefore, although the conceptual site plan shows the presence of a water main along Davis Road at the project entrance, it is unknown at this time whether it is sufficient to serve the proposed development, or whether existing sewer facilities are adequate or whether any improvements need to be made. This must be determined before the City issues a land disturbance permit for the proposed development.

STANDARD #7 -- The impact of the proposed amendment on adjacent thoroughfares and pedestrian and vehicular circulation and traffic volumes.

The applicant's Traffic Impact Study states that the proposed project would generate an estimate 1,740 trips per day, including 117 A.M. peak hour trips and 137 P.M. peak hour trips. Of the total, 70 percent of the trips would be from or to the west, while 30 percent of the trips would be from or to the east. The Study states that traffic volumes on Davis Road are currently low, and that traffic volumes would still be acceptable by Year 2026 with the addition of projected traffic volumes from the proposed development. The Study also did not see a need for creating an additional turn lane at the project entrance (i.e., an acceleration or deceleration lane).

Nothing was said, though, about the possible impacts of the additional traffic volumes on the Davis Road / North Henry Boulevard intersection. That intersection is not signalized, thus drivers must fend for themselves in trying to make a left turn if they are wanting to access Interstate 75 via Highway 138 West (Stockbridge Road). This could create a safety hazard for morning rush-hour drivers. Some of them might try to make a U-turn or cut through the parking lot of the Mays Center Shopping Center on the west side of North Henry Boulevard. Others might cut through the Walmart parking lot in an attempt to access the traffic signal in front of Walmart. None of these scenarios are desirable. Since North Henry Boulevard is a State road, it would be beneficial for Georgia DOT to examine possible solutions to compensate for the lack of a signalized intersection at Davis Road.

STANDARD #8 -- The merits of the requested change in zoning relative to any other guidelines and policies for development, which the Planning Commission and City Council may use in furthering the objective of the comprehensive plan.

No merits of the requested rezoning have been identified.

STANDARD #9 -- The ability of the subject land to be developed as it is presently zoned.

The subject property is currently zoned 'RR' (Rural Residential), which allows single-family residences, for which the property is currently being used. The continuation of these uses is reasonable due to the presence of other single-family residences along Davis Road. Other permitted uses in the RR district include manufactured home, a boarding house/group home/personal care home having no more than two residents, and senior adult housing. Whether there exists a demand for such uses is unknown at this time.

V. STAFF CONCLUSIONS

As a result of the foregoing analysis, the Planning and Zoning Staff has reached the following conclusions:

1. The proposed development would not be compatible with the City's Comprehensive Plan, due to the following:
 - a. The Comprehensive Plan identifies the development of condominiums as the only type of compatible multifamily residential district (RM-3) under the City's previous zoning classification system, excluding townhomes (RM-2) and apartments (RM-1).
 - b. Since no High-Density Residential areas is present within a mile of the subject property, the introduction of this land use designation would represent a "spot" land use designation.
2. Since no other MFR districts are located within the immediate vicinity along Davis Road, the introduction of an MFR on the subject property district would represent a "spot zoning."
3. The UDC states that MFR developments are to be located "with access provided on streets that are classified as collector streets of higher," yet Davis Road is classified as a local street; thus, the proposed townhome multifamily development is therefore not appropriate for the subject property.
4. The proposed townhome development would represent a new, incompatible type of use for the immediate vicinity, representing a higher-intensity use and potentially taking land away from more appropriate housing choices for which there may be a greater demand in this area.

5. The conceptual site plan shows that no buffer would be provided along the west side of the development, and that double-frontage lots would be created along Estate Avenue, creating a less-than-ideal situation for residents of both the proposed development and the adjacent Pine Hills Mobile Park.
6. The possible need for water or sewer line improvements to the property is unknown at this time since the applicant has not provided the required evaluation letter from the Henry County Water Authority.
7. The addition of the projected 1,740 daily trips from the proposed development could have negative impacts on the Davis Road / North Henry Boulevard intersection due to the lack of a traffic signal, and it could create safety hazards for drivers who are attempting to turn left during the morning rush hour.

VI. STAFF RECOMMENDATIONS

This Staff Report has demonstrated that the requested Rezoning of the subject property from 'RR' (Rural Residential; formerly 'RA' under Henry County) to 'MFR' (Multiple Family Residential) via RZ-2022-07 to allow for the proposed townhome development would be incompatible and undesirable. The Planning and Zoning Staff therefore recommends the the **DENIAL** of this case.

If, though, the City Council decides to approve this rezoning, it should be done with the following conditions:

1. **Comprehensive Plan Amendment** – The rezoning shall not be approved unless the requested Comprehensive Plan Amendment, via CP-2022-06, to change the land use designation of the subject property from Low-Density Residential to High-Density Residential is approved before, or simultaneously with, the approval of RZ-2022-07.
2. **Lot Coverage**—The developer shall comply with the required maximum lot coverage of 50 percent.
3. **Setbacks**—The developer shall comply with the required minimum front yard setback of 50 feet, including the proposed double-frontage lots along Estate Avenue, which would each have two front yards since streets would be located on both sides of the proposed townhome buildings. The developer shall also comply with the required minimum side yard setback of 15 for all townhome buildings within the proposed development.
4. **Buffer Along Estate Avenue**—The developer shall provide a 30-foot-wide planted buffer adjacent to Estate Avenue.
5. **Water and Sewer Availability** – The developer shall submit an evaluation letter from the Henry County Water Authority which assesses the availability and adequacy of

water and sewer facilities to serve the proposed development, and the developer shall make whatever water and sewer improvements which that agency requires.



Davis Road Townhomes

Traffic Impact Study

Prepared for:

Forestar (USA) Real Estate Group Inc.

Prepared by:

KCI Technologies Inc.

2160 Satellite Boulevard, Suite 130

Duluth, GA 30097

www.kci.com

678.990.6200

October 2022

KCI Project # 242209207

A stylized, low-poly illustration of a cityscape in shades of blue. It features various buildings, a bridge, cars on a road, and some vegetation. The illustration is positioned at the bottom of the page, partially overlapping the text 'RISE TO THE CHALLENGE'.

**RISE TO THE
CHALLENGE**



Davis Road Townhomes

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KCI Project # 242209207



10-17-2022

**RISE TO THE
CHALLENGE**



Executive Summary

The purpose of this study is to evaluate the potential traffic impacts of the proposed Davis Road Townhomes development. The site is in unincorporated Henry County, GA that will be annexed/rezoned to City of Stockbridge, GA. The site is located along the north side of Davis Road. Based on the site concept plan the proposed development will contain up to 235 townhomes. The development is expected to be built out by year 2027. The concept plan (see Appendix B) for the development illustrates the conditions in the study area, including the proposed townhomes and the driveway location. Access to the site is proposed at one driveway along Davis Road. The site also proposed to provide one emergency access to Davis Road.

For the purposes of the traffic study the analysis included the expected completion (build-out) of the development by year 2027. This study performed an analysis of existing traffic conditions and future traffic conditions. The future conditions analysis was performed for the year 2027 Build Conditions. The traffic impact study network consisted of the proposed site driveway.

Capacity Results

In the future year 2027 Build Conditions (with the Davis Road Townhomes development traffic volumes), the proposed site driveway is expected to operate at acceptable levels of service during the AM and PM peak hours.

Proposed Site Driveways

Based on estimated traffic volumes and the capacity analysis in the year 2027 Build year conditions, the following intersection geometry recommendations are provided:

- Davis Road at Driveway #1
 - Construct driveway with one entry lane and two exit lanes (separate left-turn lane and separate right-turn lane); with side-street stop-control
 - Note: No turn lanes along Davis Road are recommended based on City of Stockbridge UDC and Davis Road classified as a local city maintained road.

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A: Figures

Figure 1 – Location Map

Figure 2 – Existing Traffic Conditions

Figure 3 – Future Build (Year 2027) Conditions

B: Concept Plan

C: Traffic Count Data

D: GDOT Traffic Data

E: Intersection Volume Development

F: Capacity Analysis Reports

G: NCHRP Results

1. Existing Conditions

1.1 Site Conditions

The proposed development is located on undeveloped property with one residential home. **Figure 1** provides a general location map. (Figures included in Appendix A). Access to the property is proposed to be provided at one driveway along Davis Road (The concept plan is included in Appendix B). The site also proposed to provide one emergency access to Davis Road. Nearby land uses are either residential homes or undeveloped property.

1.2 Roadway Conditions

Davis Road is a two-lane roadway with a 35-mph posted speed limit. Davis Road is an east-west oriented roadway. The City of Stockbridge and GDOT classifies Davis Road as a local road. The roadway has mostly grassed shoulders on the north side of the roadway and sidewalk on the south side of the roadway in the nearby vicinity. (**Figure 2** identifies existing traffic conditions and lane geometry).

1.3 Traffic Volumes

Traffic counts were collected on Thursday, September 29, 2022, for use in the traffic analysis. Henry County public schools were in session. The traffic data collected included one twenty-four-hour volume count at the existing GDOT count station #8013.

Historical traffic volume data available from the GDOT TADA source were utilized to inform the annual growth factor. Three locations are indicated in Appendix D. The three locations are:

- GDOT Count Station #151-0256 located on Highway 138, west of the development
- GDOT Count Station #151-0365 located on N Henry Boulevard, north of the development
- GDOT Count Station #151-8013 located on Davis Road, south of the development

2. Future Conditions

2.1 Future No-Build Traffic Volumes

Future No-Build traffic volumes were developed by reviewing the historical traffic volumes roadways within the vicinity of the project and historic population growth in the county. Three nearby GDOT count stations were evaluated to determine a growth rate. The annual historic compound growth rate at the GDOT count stations averaged to 1.7% per year. Henry County's population growth rate was most recently reported as 1.67% per year in 2020. The Governor's Office of Planning and Budget developed population projections which indicates an estimated growth of 1.55% per year by 2027 in Henry County.

Considering this data, a 2.0% per year growth rate to account for background traffic volume growth was used in the traffic study. For the purposes of this study the proposed development is expected to be fully built out by 2027. A 2.0% per year growth rate was applied to the 2022 existing volumes to calculate year 2027 No-Build traffic volumes. The 2027 No-Build traffic volumes are indicated in the Intersection Volume Development tables included in the Appendix E.

2.2 Future Roadway Conditions

A review of Georgia DOT, City of Stockbridge, and Henry County planned, and programmed transportation projects was performed. There are no planned/ongoing roadway project near the development site.

3. Proposed Development Traffic

Project traffic was calculated for the proposed development. Project traffic is defined as the vehicular trips expected to be generated by the development and distributed over the roadway network.

3.1 Trip Generation

The project driveway volumes were calculated based on the Institute of Transportation Engineers' (ITE) Trip Generation Manual, Eleventh Edition. The development proposes 235 townhomes. The most applicable ITE land use (LU) code is LU 215 (Single-Family Attached Housing). Due to the development type, no pass-by reductions were included for the land use and no internal capture reductions were included. **Table 1** below summarizes the trips expected daily, during the AM peak hour, and during the PM peak hour for the development.

Table 1: Proposed Site Trip Generation								
Land Use (ITE Code)	Units (DU)	Daily Trips	AM Peak Hour			PM Peak Hour		
		Two-Way Total	Enter	Exit	Total	Enter	Exit	Total
Single-Family Attached Housing (215)	235	1,740	36	81	117	78	59	137
Gross Trips (Driveway Volumes)		1,740	36	81	117	78	59	137

Notes: Trip Generation Rates based on ITE Trip Generation, 11th Edition

3.2 Trip Distribution and Assignment

An overall trip distribution and assignment of project trips was based on existing traffic patterns and a review of land uses and the street network in the area. This information was used to apply the project traffic volumes at the proposed development driveway.

The directional distribution for the proposed development is estimated to be:

- 70% to/from the west along Davis Road
- 30% to/from the east along Davis Road

3.3 Future Build Traffic Volumes

The 2027 future Build traffic volumes were calculated by adding the proposed development (Davis Road Townhomes) traffic volumes to the projected year 2027 No-Build traffic volumes. **Figure 3** (in Appendix A) illustrates the year 2027 Build traffic volumes.

4. Capacity Analysis

Capacity analysis was performed at the study intersections for the weekday AM and PM peak hours. Intersection Level of Service (LOS) was calculated based on the methodologies contained in the Highway Capacity Manual, 6th Edition. The Synchro Studio software, which utilizes the HCM 6th Edition methodology, was utilized to perform the analyses.

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. Level of service (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 motorist's perceptions. The Highway Capacity Manual defines six levels of service, LOS A through LOS F. Level of service A indicates excellent operations with little delay to motorists, while level of service F indicates extremely long delay.

Level of service for unsignalized intersections is calculated for the average control delay incurred for vehicles on the stop control approach, compared to the average control delay per vehicle for all approaches at a signalized intersection. Control delay for vehicles include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. **Table 2** below indicates the relationship between delay and LOS for signalized and unsignalized intersections, respectively. Level-of-service "E" is typically considered to be the limit of acceptable delay.

Several factors affect the controlled delay for unsignalized intersections, including the availability of gaps in the cross-street traffic, and acceptable gap time to make the movement from the stop position. For stop-control intersections, LOS E and F exist when there are insufficient gaps in traffic, resulting in long delays. Low level of service for stop-control approaches are not uncommon at major cross-streets.

Table 2: Level of Service Criteria		
Level of Service	Average Control Delay Per Vehicle (sec)	
	Signalized Intersection	Unsignalized Intersection
A	≤10	≤10
B	> 10 and ≤20	> 10 and ≤15
C	>20 and ≤35	> 15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

4.1 Future Build Conditions Capacity Analysis

Capacity analysis was performed for the year 2027 Future Conditions and includes the No-Build traffic volumes plus the Davis Road Townhomes development volumes. The Build traffic conditions and volumes are illustrated in **Figure 3**. **Table 3** summarizes the results of the capacity analysis.

Table 3: Future Year (2027) Build Level of Service				
Intersection	Intersection Control	Approach	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
Davis Road at Proposed Driveway	Stop-Control	SB	A (10)	A (10)

**Average vehicle delay in seconds*

By the future year 2027 Future Build Conditions, the proposed driveway is expected to operate at acceptable levels of service during the AM and PM peak hours.

5. Recommendations

Recommendations for access for the proposed Davis Road Townhomes development are based on existing conditions, the proposed development use, and expected traffic volumes. The appropriate traffic control at driveways was analyzed. Recommendations included reviewing the City of Stockbridge and Georgia DOT requirements, knowledge of general transportation standards, and engineering judgment.

Access to the development is proposed via one full-movement driveway along Davis Road. Due to overall low traffic volumes along Davis Road, the proposed capacity and lane configuration is expected to be sufficient to accommodate future traffic volumes. The required intersection sight distance will need to be verified at the proposed driveway location as part of the driveway design.

5.1 Recommended Driveway Geometry

Based on estimated traffic volumes and the capacity analysis in the year 2027 Build year conditions, the following driveway geometry recommendations are provided:

- Davis Road at Proposed Driveway
 - Construct driveway with one entry lane and two exit lanes (separate left-turn lane and separate right-turn lane); with side-street stop-control

5.2 Turn Lane Analysis at Site Driveway

Based on the review of the City of Stockbridge UDC and Davis Road classified as a local city maintained road, no turn lanes along Davis Road are required.

Additionally, the need for a left and right-turn was evaluated based on national guidance in NCHRP Report 457: *Evaluating Intersection Improvements*. The document provides guidance when adding turn lanes improves operation and safety based on intersection volumes. Three pages from the document are attached in Appendix G. Figure 2.6 indicates when the combination of right-turn volumes and main street volumes would benefit from adding a right-turn lane and Figure 2.5 indicates when the combination of left-turn volumes and opposing main street volumes would benefit from adding a left-turn lane. The need to add either turn lane is not met.

5.3 Inter-parcel Access

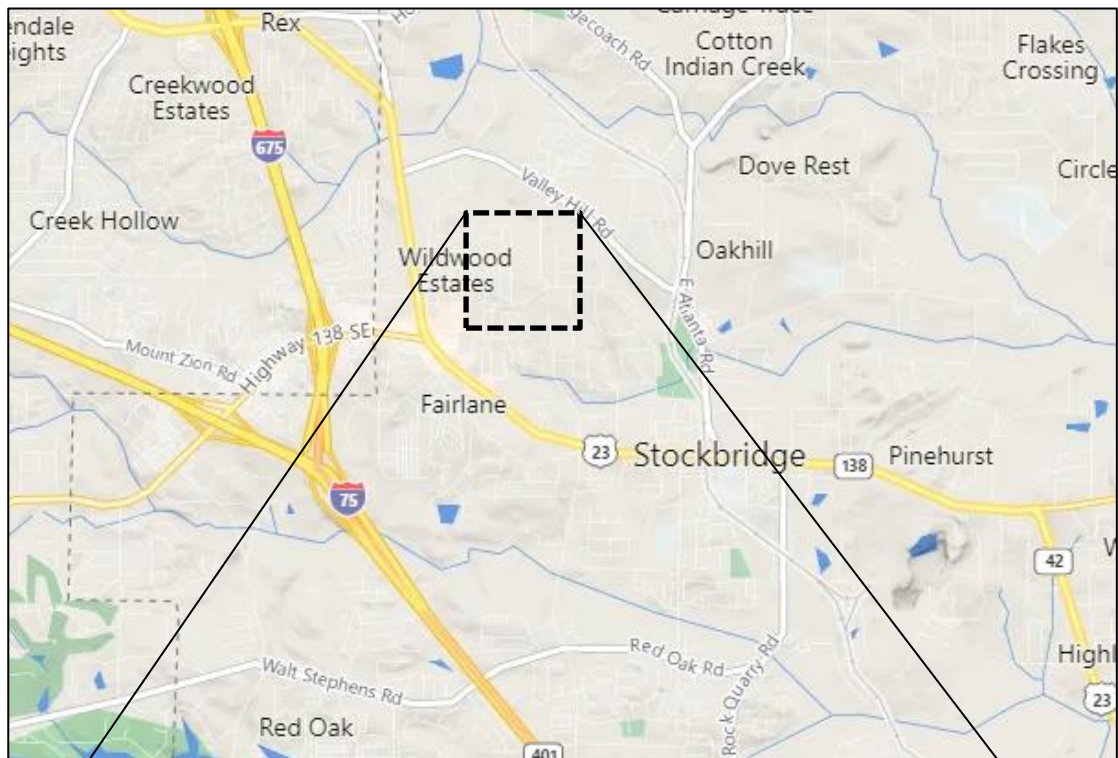
The potential for an inter-parcel access connection was reviewed. Residential uses exist on both sides of the proposed site. A typical benefit of inter-parcel access is between different land uses or retail land uses to reduce trips on the public street network. For this site, adding a connection to the adjoining residential properties is not beneficial and not expected to reduce any trips. Additionally, a vehicle connection to Estates Avenue may negatively impact traffic entering/exit either Estates Avenue or the proposed site driveway.

Appendices

- Appendix A
 - Figures
- Appendix B
 - Concept Plan
- Appendix C
 - Traffic Count Data
- Appendix D
 - GDOT Traffic Data
- Appendix E
 - Intersection Volume Development
- Appendix F
 - Capacity Analysis Reports
- Appendix G
 - NCHRP Results (Left-turn and right-turn lane analysis)

Appendix A

Figures



Not to Scale



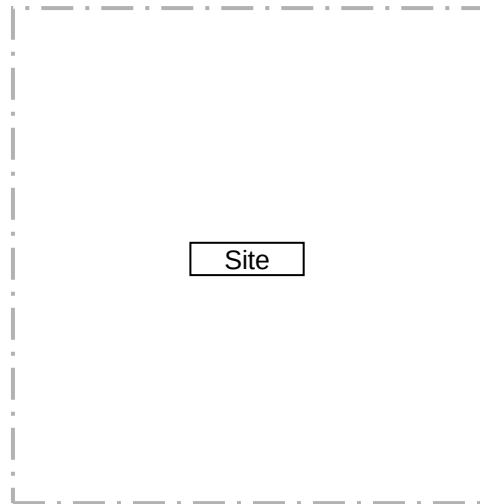
**Traffic Impact Study
Davis Road Townhomes
City of Stockbridge, Georgia**

**Location
Map**

**Figure
1**

LEGEND:

- ← Existing Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes



← 124 (154)

Davis Road

Davis Road

(303) 103 →



Not to Scale



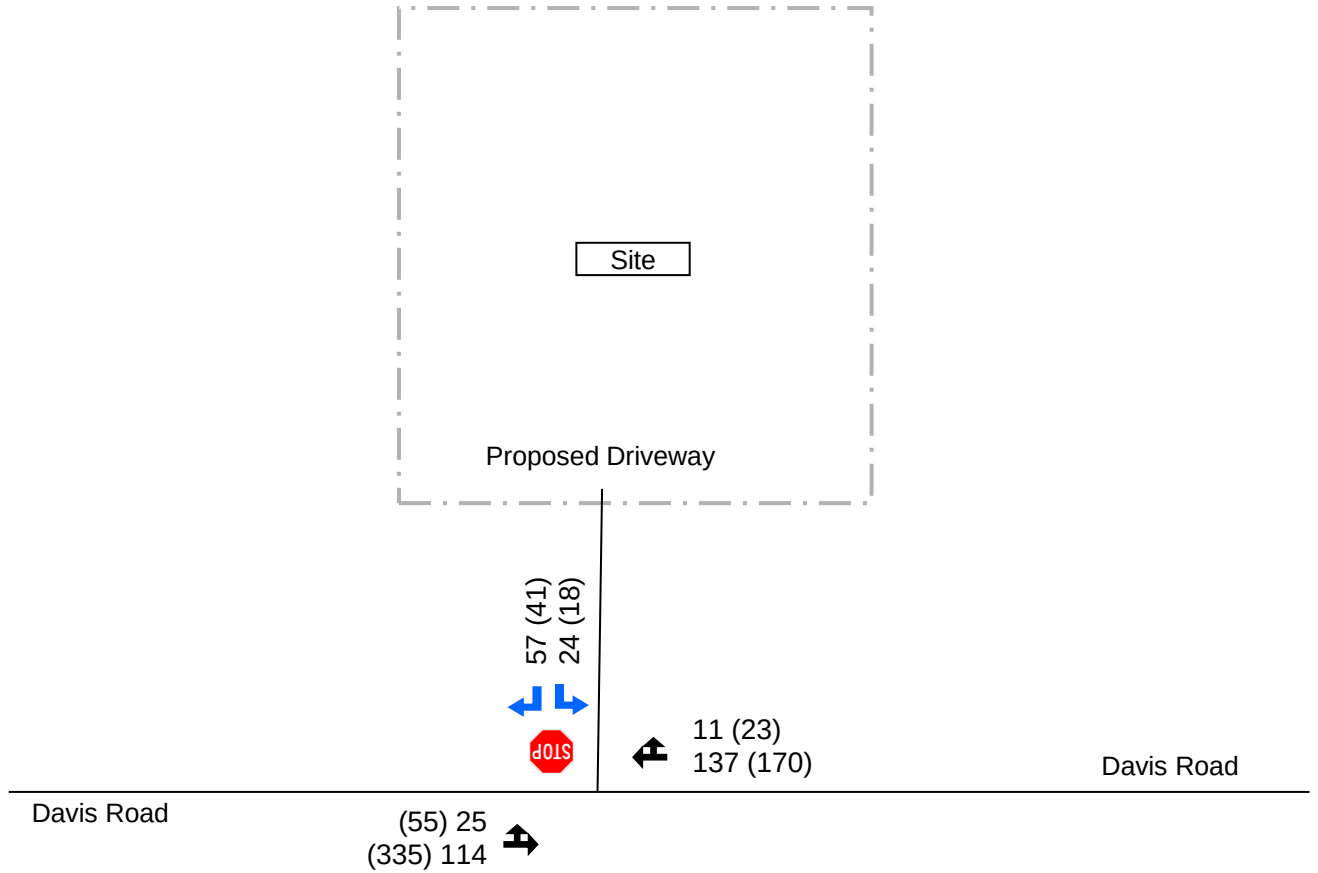
**Traffic Impact Study
Davis Road Townhomes
City of Stockbridge, Georgia**

**Existing Traffic
Conditions**

**Figure
2**

LEGEND:

- ← Existing Roadway Laneage
- ← Proposed Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes



Not to Scale



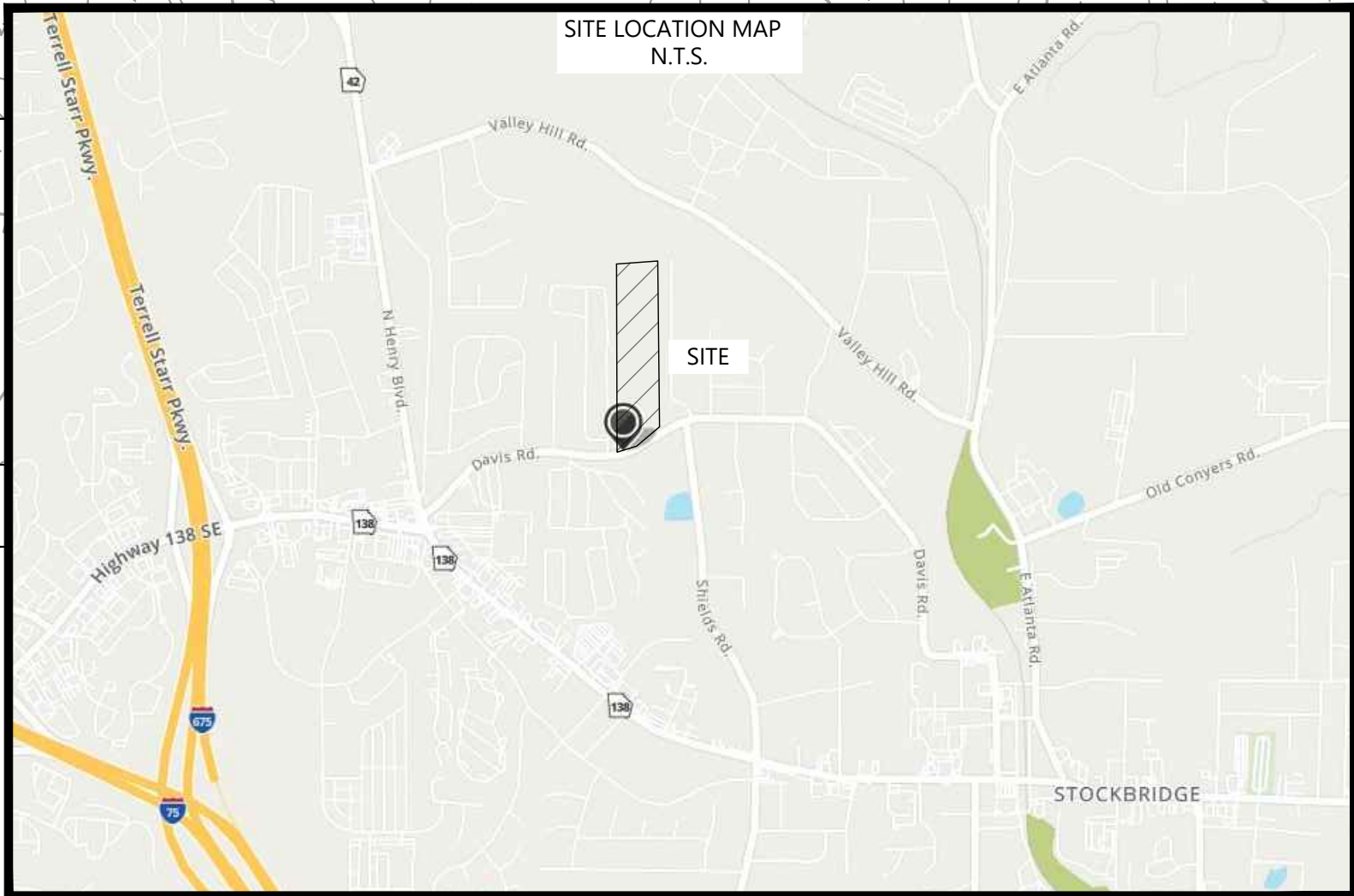
**Traffic Impact Study
Davis Road Townhomes
City of Stockbridge, Georgia**

**Future Build
(Year 2027)
Conditions**

**Figure
3**

Appendix B

Concept Plan



Appendix C

Traffic Count Data

Bi-Directional Class Count || NB EB 15min

Stockbridge, GA



Site 1

Davis Rd,
east of Driveway

Date

Thursday, September 29, 2022

Weather

Fair
65°F

Lat/Long

33.556207°, -84.249979°


[Click here for Map](#)

0000 - 2400 (24h Session) (09-29-2022)

NB EB 15min

Time	Eastbound (Movement 1.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0015 - 0030	1	3	0	0	0	0	0	0	0	0	0	0	0	4	
0030 - 0045	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0045 - 0100	0	6	0	0	0	0	0	0	0	0	0	0	0	6	21
0100 - 0115	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0115 - 0130	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	2	1	0	0	0	0	0	0	0	0	0	0	3	14
0200 - 0215	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0215 - 0230	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0230 - 0245	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0330 - 0345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0415 - 0430	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0445 - 0500	0	3	0	0	0	0	0	0	0	0	0	0	0	3	9
0500 - 0515	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0515 - 0530	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0530 - 0545	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0545 - 0600	0	6	2	1	0	0	0	0	0	0	0	0	0	9	26
0600 - 0615	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
0615 - 0630	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
0630 - 0645	0	9	4	5	0	0	0	0	0	0	0	0	0	18	
0645 - 0700	0	6	1	0	0	0	0	0	0	0	0	0	0	7	50
0700 - 0715	0	9	6	0	0	0	0	0	0	0	0	0	0	15	
0715 - 0730	0	31	9	1	0	0	0	0	0	0	0	0	0	41	
0730 - 0745	0	22	4	1	0	0	0	0	0	0	0	0	0	27	
0745 - 0800	0	22	6	0	0	0	0	0	0	0	0	0	0	28	111
0800 - 0815	0	25	6	1	0	0	0	0	0	0	0	0	0	32	
0815 - 0830	0	21	1	0	0	0	0	0	0	0	0	0	0	22	
0830 - 0845	0	17	1	1	1	0	0	0	0	0	0	0	0	20	
0845 - 0900	0	24	4	1	0	0	0	0	0	0	0	0	0	29	103
0900 - 0915	0	19	3	0	0	0	0	0	0	0	0	0	0	22	
0915 - 0930	0	22	5	0	0	0	0	0	0	0	0	0	0	27	
0930 - 0945	0	19	6	0	3	0	0	0	0	0	0	0	0	28	
0945 - 1000	0	29	6	0	0	0	0	0	0	0	0	0	0	35	112
1000 - 1015	0	31	6	0	0	0	0	0	0	0	0	0	0	37	
1015 - 1030	0	17	7	0	0	0	0	0	0	0	0	0	0	24	
1030 - 1045	0	21	5	0	0	0	0	0	0	0	0	0	0	26	
1045 - 1100	0	19	4	0	0	0	0	0	0	0	0	0	0	23	110
1100 - 1115	0	25	5	0	1	0	0	0	0	0	0	0	0	31	
1115 - 1130	1	36	3	0	0	1	0	0	0	0	0	0	0	41	
1130 - 1145	0	28	6	0	0	0	0	0	0	0	0	0	0	34	
1145 - 1200	0	33	6	0	0	0	0	0	0	0	0	0	0	39	145
1200 - 1215	0	32	7	0	0	0	0	0	0	0	0	0	0	39	
1215 - 1230	0	28	8	0	2	0	0	0	0	0	0	0	0	38	
1230 - 1245	1	35	6	0	0	0	0	0	0	0	0	0	0	42	
1245 - 1300	0	39	6	0	0	0	0	0	0	0	0	0	0	45	164
1300 - 1315	0	35	13	0	1	0	0	0	0	0	0	0	0	49	
1315 - 1330	0	26	5	0	0	0	0	0	0	0	0	0	0	31	
1330 - 1345	0	32	9	0	0	0	0	0	0	0	0	0	0	41	
1345 - 1400	1	38	7	0	0	0	0	0	0	0	0	0	0	46	167
1400 - 1415	1	33	9	0	0	0	0	0	0	0	0	0	0	43	
1415 - 1430	0	35	6	2	0	0	0	0	0	0	0	0	0	43	
1430 - 1445	0	45	9	2	1	0	0	0	0	0	0	0	0	57	
1445 - 1500	1	48	9	1	1	0	0	0	0	0	0	0	0	60	203
1500 - 1515	0	44	11	1	2	0	0	0	0	0	0	0	0	58	
1515 - 1530	0	45	4	1	1	0	0	0	0	0	0	0	0	51	
1530 - 1545	0	51	9	0	0	0	0	0	0	0	0	0	0	60	
1545 - 1600	1	52	8	0	0	0	0	0	0	0	0	0	0	61	230
1600 - 1615	0	59	11	0	0	0	0	0	0	0	0	0	0	70	
1615 - 1630	0	53	15	1	0	0	0	0	0	0	0	0	0	69	
1630 - 1645	0	50	6	0	0	0	0	0	0	0	0	0	0	56	
1645 - 1700	0	46	10	0	0	0	0	0	0	0	0	0	0	56	251
1700 - 1715	0	58	10	1	0	0	0	0	0	0	0	0	0	69	
1715 - 1730	0	60	7	0	0	0	0	0	0	0	0	0	0	67	
1730 - 1745	0	68	8	1	0	0	0	0	0	0	0	0	0	77	
1745 - 1800	2	73	14	0	0	0	0	1	0	0	0	0	0	90	303
1800 - 1815	0	73	12	0	0	0	0	0	0	0	0	0	0	85	
1815 - 1830	0	58	7	0	0	0	0	0	0	0	0	0	0	65	
1830 - 1845	0	71	12	0	0	0	0	0	0	0	0	0	0	83	
1845 - 1900	0	54	10	0	0	0	0	0	0	0	0	0	0	64	
1900 - 1915	0	53	8	0	0	0	0	0	0	0	0	0	0	61	297
1915 - 1930	0	49	13	0	0	0	0	0	0	0	0	0	0	62	
1930 - 1945	0	55	8	0	0	0	0	0	0	0	0	0	0	63	
1945 - 2000	0	39	8	0	0	0	0	0	0	0	0	0	0	47	233
2000 - 2015	0	31	6	0	0	0	0	0	0	0	0	0	0	37	
2015 - 2030	0	42	8	0	0	0	0	0	0	0	0	0	0	50	
2030 - 2045	0	25	6	0	0	0	0	0	0	0	0	0	0	31	
2045 - 2100	0	31	7	0	0	0	0	0	0	0	0	0	0	38	156
2100 - 2115	0	27	5	0	0	0	0	0	0	0	0	0	0	32	
2115 - 2130	0	25	5	0	0	0	0	0	0	0	0	0	0	30	
2130 - 2145	0	21	7	0	0	0	0	0	0	0	0	0	0	28	
2145 - 2200	0	19	5	0	0	0	0	0	0	0	0	0	0	24	114
2200 - 2215	0	18	5	0	0	0	0	0	0	0	0	0	0	23	
2215 - 2230	0	20	3	0	0	0	0	0	0	0	0	0	0	23	
2230 - 2245	0	15	4	0	0	0	0	0	0	0	0	0	0	19	
2245 - 2300	0	25	6	0	0	0	0	0	0	0	0	0	0	31	96
2300 - 2315	0	10	4	0	0	0	0	0	0	0	0	0	0	14	
2315 - 2330	0	11	5	0	0	0	0	0	0	0	0	0	0	16	
2330 - 2345	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
2345 - 0000	0	8	2	0	0	0	0	0	0	0	0	0	0	10	54

Session Total	9	2465	480	21	13	1	0	1	0	0	0	0	0	2990
Session Average	0.09	25.68	5.00	0.22	0.14	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	31.15
Session Percentage	0.30	82.44	16.05	0.70	0.43	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0915 - 1015	0700 - 0800	0545 - 0645	0845 - 0945	-	-	-	-	-	-	-	-	0715 - 0815
AM Peak Volume	0	101	25	6	3	0	0	0	0	0	0	0	0	128
Noon Peak Hour	1315 - 1415	1445 - 1545	1415 - 1515	1415 - 1515	1430 - 1530	1030 - 1130	-	-	-	-	-	-	-	1445 - 1545
Noon Peak Volume	2	188	35	6	5	1	0	0	0	0	0	0	0	229
PM Peak Hour	1700 - 1800	1745 - 1845	1745 - 1845	1500 - 1600	1500 - 1600	-	-	1700 - 1800	-	-	-	-	-	1745 - 1845
PM Peak Volume	0	25	25	2	2	0	0	0	0	0	0	0	0	373

Bi-Directional Class Count || SB WB 15min

Stockbridge, GA

Site 1

Davis Rd,
east of Driveway

Date

Thursday, September 29, 2022

Weather

Fair
65°F

Lat/Long

33.556207°, -84.249979°


[Click here for Map](#)

0000 - 2400 (24h Session) (09-29-2022)

SB WB 15min

Time	Westbound (Movement 1,2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0045 - 0100	0	2	0	0	0	0	0	0	0	0	0	0	0	2	5
0100 - 0115	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0115 - 0130	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0130 - 0145	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	4	0	0	0	0	0	0	0	0	0	0	0	4	8
0300 - 0315	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	4	0	0	0	0	0	0	0	0	0	0	0	4	8
0400 - 0415	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0415 - 0430	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0445 - 0500	0	6	0	0	0	0	0	0	0	0	0	0	0	6	20
0500 - 0515	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
0515 - 0530	0	18	0	0	0	0	0	0	0	0	0	0	0	18	
0530 - 0545	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
0545 - 0600	0	17	1	0	0	0	0	0	0	0	0	0	0	18	57
0600 - 0615	0	19	2	0	0	0	0	0	0	0	0	0	0	21	
0615 - 0630	0	14	2	1	0	0	0	0	0	0	0	0	0	18	
0630 - 0645	0	15	2	2	0	0	0	0	0	0	0	0	0	19	
0645 - 0700	0	22	3	0	0	0	0	0	0	0	0	0	0	25	83
0700 - 0715	0	21	6	0	0	0	0	0	0	0	0	0	0	27	
0715 - 0730	0	19	5	0	0	0	0	0	0	0	0	0	0	24	
0730 - 0745	0	31	11	0	0	0	0	1	0	0	0	0	0	43	
0745 - 0800	0	14	5	1	0	0	0	0	0	0	0	0	0	20	114
0800 - 0815	0	30	4	0	0	0	0	0	0	0	0	0	0	34	
0815 - 0830	0	24	9	0	0	0	0	0	0	0	0	0	0	33	
0830 - 0845	0	21	4	0	1	0	0	0	0	0	0	0	0	26	
0845 - 0900	0	23	7	0	0	0	0	1	0	0	0	0	0	31	124
0900 - 0915	0	26	2	0	2	0	0	0	1	0	0	0	0	31	
0915 - 0930	0	17	5	0	0	0	0	0	0	0	0	0	0	22	
0930 - 0945	0	13	5	0	0	0	0	0	0	0	0	0	0	18	
0945 - 1000	0	28	6	0	0	0	0	0	0	0	0	0	0	34	105
1000 - 1015	0	19	4	0	0	0	0	0	0	0	0	0	0	23	
1015 - 1030	0	22	5	0	1	0	0	0	0	0	0	0	0	28	
1030 - 1045	0	21	4	0	0	0	0	0	0	0	0	0	0	25	
1045 - 1100	0	27	3	0	0	0	0	0	0	0	0	0	0	30	106
1100 - 1115	0	19	4	0	0	0	0	0	0	0	0	0	0	23	
1115 - 1130	0	20	4	0	0	0	0	0	0	0	0	0	0	24	
1130 - 1145	1	19	3	0	0	0	0	0	0	0	0	0	0	23	
1145 - 1200	0	32	3	0	0	0	0	0	0	0	0	0	0	35	105
1200 - 1215	0	20	3	0	0	0	0	0	0	0	0	0	0	23	
1215 - 1230	0	27	6	0	0	0	0	0	0	0	0	0	0	33	
1230 - 1245	0	32	7	0	1	0	0	0	0	0	0	0	0	40	
1245 - 1300	0	40	3	0	0	0	0	0	1	0	0	0	0	44	140
1300 - 1315	0	26	6	0	0	0	0	0	0	0	0	0	0	32	
1315 - 1330	0	18	0	0	1	0	0	0	0	0	0	0	0	19	
1330 - 1345	0	27	3	0	0	0	0	0	0	0	0	0	0	30	
1345 - 1400	0	25	2	0	2	0	0	0	0	0	0	0	0	29	110
1400 - 1415	2	22	6	0	0	0	0	0	0	0	0	0	0	30	
1415 - 1430	0	24	6	1	0	0	0	0	0	0	0	0	0	31	
1430 - 1445	0	41	5	1	0	0	0	0	0	0	0	0	0	47	
1445 - 1500	0	29	4	0	1	0	0	0	0	0	0	0	0	34	142
1500 - 1515	1	24	3	1	1	0	0	0	0	0	0	0	0	30	
1515 - 1530	0	35	4	1	1	0	0	0	0	0	0	0	0	41	
1530 - 1545	0	23	5	0	0	0	0	0	0	0	0	0	0	28	
1545 - 1600	0	40	6	0	0	0	0	0	0	0	0	0	0	46	145
1600 - 1615	0	41	7	0	0	0	0	0	0	0	0	0	0	48	
1615 - 1630	0	43	7	0	0	0	0	1	0	0	0	0	0	51	
1630 - 1645	0	32	7	1	0	0	0	0	0	0	0	0	0	40	
1645 - 1700	0	39	5	0	0	0	0	0	0	0	0	0	0	46	185
1700 - 1715	0	34	5	0	1	0	0	0	0	0	0	0	0	40	
1715 - 1730	1	26	2	0	1	0	0	0	0	0	0	0	0	30	
1730 - 1745	1	25	4	0	0	0	0	0	0	0	0	0	0	30	
1745 - 1800	0	46	7	0	1	0	0	0	0	0	0	0	0	54	154
1800 - 1815	0	40	6	0	0	0	0	0	0	0	0	0	0	46	
1815 - 1830	0	41	7	0	0	0	0	0	0	0	0	0	0	48	
1830 - 1845	0	23	9	0	0	0	0	0	0	0	0	0	0	32	
1845 - 1900	0	22	9	0	0	0	0	0	0	0	0	0	0	31	157
1900 - 1915	0	29	8	0	0	0	0	0	0	0	0	0	0	37	
1915 - 1930	0	25	8	0	0	0	0	0	0	0	0	0	0	33	
1930 - 1945	1	33	4	0	0	0	0	0	0	0	0	0	0	38	
1945 - 2000	1	25	6	0	0	0	0	0	0	0	0	0	0	32	140
2000 - 2015	0	28	5	0	0	0	0	0	0	0	0	0	0	33	
2015 - 2030	0	18	4	0	0	0	0	0	0	0	0	0	0	22	
2030 - 2045	0	17	5	0	0	0	0	0	0	0	0	0	0	22	
2045 - 2100	0	22	9	0	0	0	0	0	0	0	0	0	0	31	108
2100 - 2115	0	15	3	0	0	0	0	0	0	0	0	0	0	18	
2115 - 2130	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
2130 - 2145	0	15	4	0	0	0	0	0	0	0	0	0	0	19	
2145 - 2200	0	21	5	0	0	0	0	0	0	0	0	0	0	26	76
2200 - 2215	0	19	2	0	0	0	0	0	0	0	0	0	0	21	
2215 - 2230	0	15	4	1	0	0	0	0	0	0	0	0	0	20	
2230 - 2245	0	15	3	0	0	0	0	0	0	0	0	0	0	18	
2245 - 2300	0	8	3	0	0	0	0	0	0	0	0	0	0	11	70
2300 - 2315	0	14	2	0	0	0	0	0	0	0	0	0	0	16	
2315 - 2330	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
2330 - 2345	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
2345 - 0000	0	6	0	0	0	0	0	0	0	0	0	0	0	6	41

Session Total	8	1842	334	11	16	0	0	3	2	0	0	0	0	2216
Session Average	0.08	19.19	3.48	0.11	0.17	0.00	0.00	0.03	0.02	0.00	0.00	0.00	0.00	23.08
Session Percentage	0.36	83.12	15.07	0.50	0.72	0.00	0.00	0.14	0.09	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0730 - 0830	0730 - 0830	0545 - 0645	0815 - 0915	-	-	0645 - 0745	0815 - 0915	-	-	-	-	0730 - 0830
AM Peak Volume	0	99	29	3	3	0	0	1	1	0	0	0	0	130
Noon Peak Hour	1315 - 1415	1430 - 1530	1215 - 1315	1415 - 1515	1300 - 1400	-	-	-	1200 - 1300	-	-	-	-	1430 - 1530

Bi-Directional Class Count || Bi-Directional 15min

Stockbridge, GA



www.marrtraffic.com

Site 1

Davis Rd,
east of Driveway

Date

Thursday, September 29, 2022

Weather

Fair
65°F

Lat/Long

33.556207°, -84.249979°

0000 - 2400 (24h Session) (09-29-2022)

Bi-Directional 15min

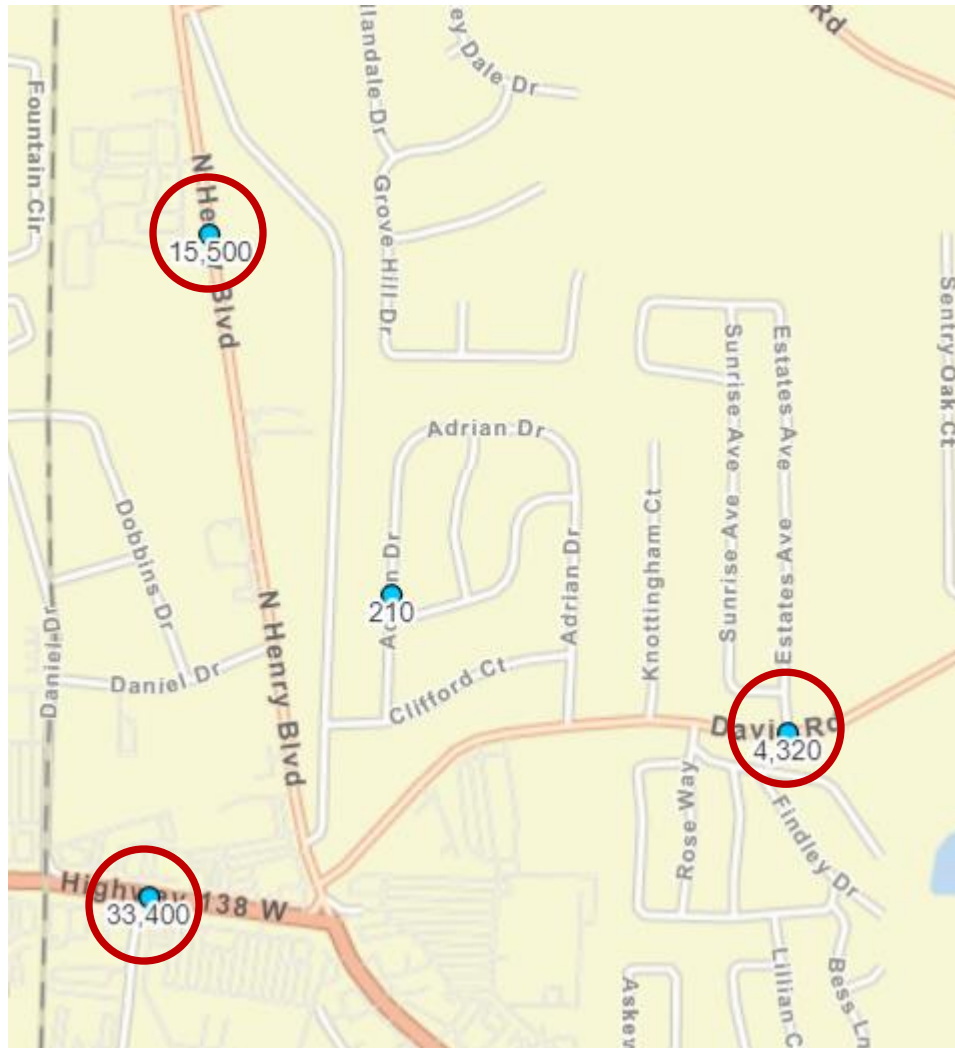
Time	Bi-Directional 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	8	0	0	0	0	0	0	0	0	0	0	0	8	8
0015 - 0030	1	3	0	0	0	0	0	0	0	0	0	0	0	4	4
0030 - 0045	0	6	0	0	0	0	0	0	0	0	0	0	0	6	6
0045 - 0100	0	8	0	0	0	0	0	0	0	0	0	0	0	8	26
0100 - 0115	0	8	0	0	0	0	0	0	0	0	0	0	0	8	9
0115 - 0130	0	9	0	0	0	0	0	0	0	0	0	0	0	9	9
0130 - 0145	0	6	0	0	0	0	0	0	0	0	0	0	0	6	6
0145 - 0200	0	3	1	0	0	0	0	0	0	0	0	0	0	4	27
0200 - 0215	0	7	1	0	0	0	0	0	0	0	0	0	0	8	8
0215 - 0230	0	5	0	0	0	0	0	0	0	0	0	0	0	5	5
0230 - 0245	0	6	0	0	0	0	0	0	0	0	0	0	0	6	6
0245 - 0300	0	4	0	0	0	0	0	0	0	0	0	0	0	4	23
0300 - 0315	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
0315 - 0330	0	4	0	0	0	0	0	0	0	0	0	0	0	4	4
0330 - 0345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
0345 - 0400	0	5	0	0	0	0	0	0	0	0	0	0	0	5	14
0400 - 0415	0	6	0	0	0	0	0	0	0	0	0	0	0	6	6
0415 - 0430	0	6	0	0	0	0	0	0	0	0	0	0	0	6	6
0430 - 0445	0	8	0	0	0	0	0	0	0	0	0	0	0	8	8
0445 - 0500	0	9	0	0	0	0	0	0	0	0	0	0	0	9	29
0500 - 0515	0	15	0	0	0	0	0	0	0	0	0	0	0	15	15
0515 - 0530	0	24	1	0	0	0	0	0	0	0	0	0	0	25	25
0530 - 0545	0	14	2	0	0	0	0	0	0	0	0	0	0	16	16
0545 - 0600	0	23	3	1	0	0	0	0	0	0	0	0	0	27	83
0600 - 0615	0	30	3	0	0	0	0	0	0	0	0	0	0	33	33
0615 - 0630	0	24	5	1	1	0	0	0	0	0	0	0	0	31	31
0630 - 0645	0	24	6	7	0	0	0	0	0	0	0	0	0	37	37
0645 - 0700	0	28	4	0	0	0	0	0	0	0	0	0	0	32	133
0700 - 0715	0	30	12	0	0	0	0	0	0	0	0	0	0	42	42
0715 - 0730	0	50	14	1	0	0	0	0	0	0	0	0	0	65	65
0730 - 0745	0	53	15	1	0	0	0	1	0	0	0	0	0	70	70
0745 - 0800	0	36	11	1	0	0	0	0	0	0	0	0	0	48	225
0800 - 0815	0	55	10	1	0	0	0	0	0	0	0	0	0	66	66
0815 - 0830	0	45	10	0	0	0	0	0	0	0	0	0	0	55	55
0830 - 0845	0	38	5	1	2	0	0	0	0	0	0	0	0	46	46
0845 - 0900	0	47	11	1	0	0	0	1	0	0	0	0	0	60	227
0900 - 0915	0	45	5	0	2	0	0	0	1	0	0	0	0	53	53
0915 - 0930	0	39	10	0	0	0	0	0	0	0	0	0	0	49	49
0930 - 0945	0	32	11	0	3	0	0	0	0	0	0	0	0	46	46
0945 - 1000	0	57	12	0	0	0	0	0	0	0	0	0	0	69	217
1000 - 1015	0	50	10	0	0	0	0	0	0	0	0	0	0	60	60
1015 - 1030	0	39	12	0	1	0	0	0	0	0	0	0	0	52	52
1030 - 1045	0	42	9	0	0	0	0	0	0	0	0	0	0	51	51
1045 - 1100	0	46	7	0	0	0	0	0	0	0	0	0	0	53	53
1100 - 1115	0	44	9	0	1	0	0	0	0	0	0	0	0	54	54
1115 - 1130	1	56	7	0	0	1	0	0	0	0	0	0	0	65	65
1130 - 1145	1	47	9	0	0	0	0	0	0	0	0	0	0	57	57
1145 - 1200	0	65	9	0	0	0	0	0	0	0	0	0	0	74	250
1200 - 1215	0	52	10	0	0	0	0	0	0	0	0	0	0	62	62
1215 - 1230	0	55	14	0	2	0	0	0	0	0	0	0	0	71	71
1230 - 1245	1	67	13	0	1	0	0	0	0	0	0	0	0	82	82
1245 - 1300	0	79	9	0	0	0	0	0	1	0	0	0	0	89	304
1300 - 1315	0	61	19	0	1	0	0	0	0	0	0	0	0	81	81
1315 - 1330	0	44	5	0	1	0	0	0	0	0	0	0	0	50	50
1330 - 1345	0	59	12	0	0	0	0	0	0	0	0	0	0	71	71
1345 - 1400	1	63	9	0	2	0	0	0	0	0	0	0	0	75	277
1400 - 1415	3	55	15	0	0	0	0	0	0	0	0	0	0	73	73
1415 - 1430	0	59	12	3	0	0	0	0	0	0	0	0	0	74	74
1430 - 1445	0	86	14	3	1	0	0	0	0	0	0	0	0	104	104
1445 - 1500	1	77	13	1	2	0	0	0	0	0	0	0	0	94	94
1500 - 1515	1	68	14	2	3	0	0	0	0	0	0	0	0	88	88
1515 - 1530	0	80	8	2	2	0	0	0	0	0	0	0	0	92	92
1530 - 1545	0	74	14	0	0	0	0	0	0	0	0	0	0	88	88
1545 - 1600	1	92	14	0	0	0	0	0	0	0	0	0	0	107	375
1600 - 1615	0	100	18	0	0	0	0	0	0	0	0	0	0	118	118
1615 - 1630	0	96	22	1	0	0	0	1	0	0	0	0	0	120	120
1630 - 1645	0	82	13	1	0	0	0	0	0	0	0	0	0	96	96
1645 - 1700	0	85	15	0	0	0	0	0	0	0	0	0	0	102	102
1700 - 1715	0	92	15	1	1	0	0	0	0	0	0	0	0	109	109
1715 - 1730	1	86	9	0	1	0	0	0	0	0	0	0	0	97	97
1730 - 1745	1	93	12	1	0	0	0	0	0	0	0	0	0	107	107
1745 - 1800	2	119	21	0	1	0	0	1	0	0	0	0	0	144	457
1800 - 1815	0	113	18	0	0	0	0	0	0	0	0	0	0	131	131
1815 - 1830	0	99	14	0	0	0	0	0	0	0	0	0	0	113	113
1830 - 1845	0	94	21	0	0	0	0	0	0	0	0	0	0	115	115
1845 - 1900	0	76	19	0	0	0	0	0	0	0	0	0	0	95	95
1900 - 1915	0	82	16	0	0	0	0	0	0	0	0	0	0	98	98
1915 - 1930	0	74	21	0	0	0	0	0	0	0	0	0	0	95	95
1930 - 1945	1	88	12	0	0	0	0	0	0	0	0	0	0	101	101
1945 - 2000	1	64	14	0	0	0	0	0	0	0	0	0	0	79	79
2000 - 2015	0	59	11	0	0	0	0	0	0	0	0	0	0	70	70
2015 - 2030	0	60	12	0	0	0	0	0	0	0	0	0	0	72	72
2030 - 2045	0	42	11	0	0	0	0	0	0	0	0	0	0	53	53
2045 - 2100	0	53	16	0	0	0	0	0	0	0	0	0	0	69	69
2100 - 2115	0	42	8	0	0	0	0	0	0	0	0	0	0	50	50
2115 - 2130	0	36	7	0	0	0	0	0	0	0	0	0	0	43	43
2130 - 2145	0	36	11	0	0	0	0	0	0	0	0	0	0	47	47
2145 - 2200	0	40	10	0	0	0	0	0	0	0	0	0	0	50	50
2200 - 2215	0	37	7	0	0	0	0	0	0	0	0	0	0	44	44
2215 - 2230	0	35	7	1	0	0	0	0	0	0	0	0	0	43	43
2230 - 2245	0	30	7	0	0	0	0	0	0	0	0	0	0	37	37
2245 - 2300	0	33	9	0	0	0	0	0	0	0	0	0	0	42	42
2300 - 2315	0	24	6	0	0	0	0	0	0	0	0	0	0	30	30
2315 - 2330	0	19	8	0	0	0	0	0	0	0	0	0	0	27	27
2330 - 2345	0	19	3	0	0	0	0	0	0	0	0	0	0	22	22
2345 - 0000	0	14	2	0	0	0	0	0	0	0	0	0	0	16	16

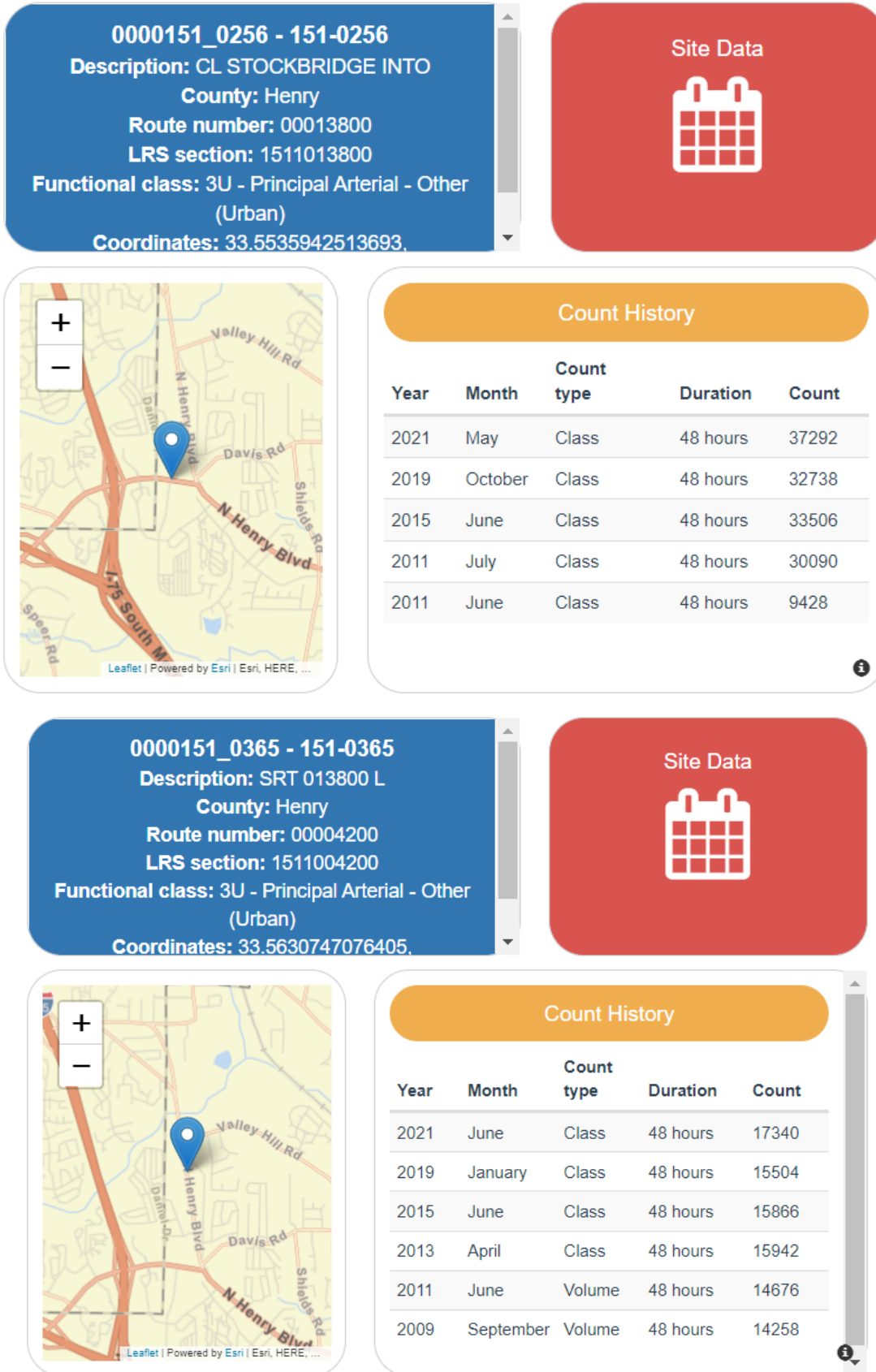
Session Total	17	4307	814	32	29	1	0	4	2	0	0	0	0	0	5206
Session Average	0.18	44.86	8.48	0.33	0.30	0.01	0.00	0.04	0.02	0.00	0.00	0.00	0.00	0.00	54.23
Session Percentage	0.33	82.73	15.64	0.61	0.56	0.02	0.00	0.08	0.04	0.00	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0715 - 0815	0700 - 0800	0545 - 0645	0845 - 0945	-	-	0645 - 0745	0815 - 0915	-	-	-	-	-	0715 - 0815
AM Peak Volume	0	194	52	9	5	0	0	1	1	0	0	0	0	249	
Noon Peak Hour	1315 - 1415	1430 - 1530	1215 - 1315	1415 - 1515	1430 - 1530	1030 - 1130	-	-	1200 - 1300	-	-	-	-	-	1430 - 1530
Noon Peak Volume	4	311	55	9	8	1	0	0	1	0	0	0	0	378	
PM Peak Hour	1700 - 1800	1745 - 1845	1830 - 1930	1500 - 1600	1500 - 1600	-	-	1530 - 1630	-	-	-	-	-	-	1745 - 1845
PM Peak Volume	7	373	73	0	0	0	0	0	0	0	0	0	0	593	

Appendix D

GDOT Traffic Data

Location Map of GDOT Count Stations





0000151_8013 - 151-8013

Description: Davis Rd

County: Henry

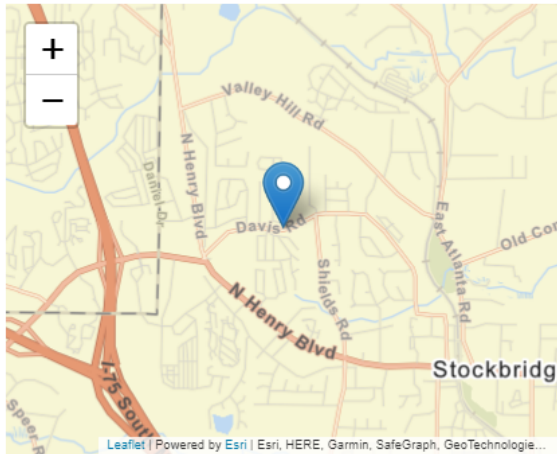
Route number: 00008200

LRS section: 1512008200

Functional class: 7U - Local (Urban)

Coordinates: 33.5559562900328, -84.2511484366999

Site Data



Count History

Year	Month	Count type	Duration	Count
2021	January	Volume	48 hours	4240
2017	April	Volume	48 hours	5920
2013	April	Volume	48 hours	5692
2009	September	Volume	48 hours	4877



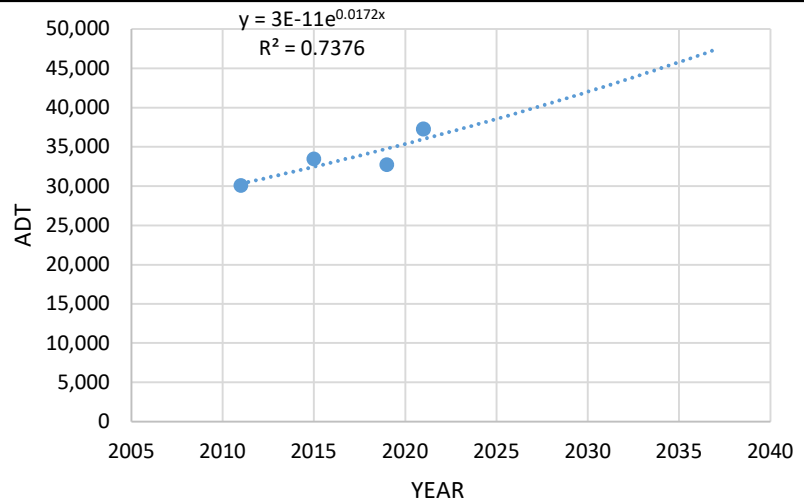
Count Station: GDOT #151-0256
 Street: Highway 138
 Location: west of the development
 Source: GDOT

YEAR	ADT	TREND
2011	30,090	30300
2012		30800
2013		31400
2014		31900
2015	33,506	32500
2016		33000
2017		33600
2018		34200
2019	32,738	34800
2020		35400
2021	37,292	36000
2022		36600
2023		37300
2024		37900
2025		38600
2026		39200
2027		39900
2028		40600
2029		41300
2030		42000
2031		42700
2032		43500
2033		44200
2034		45000
2035		45800
2036		46600
2037		47400

10-Years of Count Data

Trend Annual Historic Compound Growth Rate

1.77%



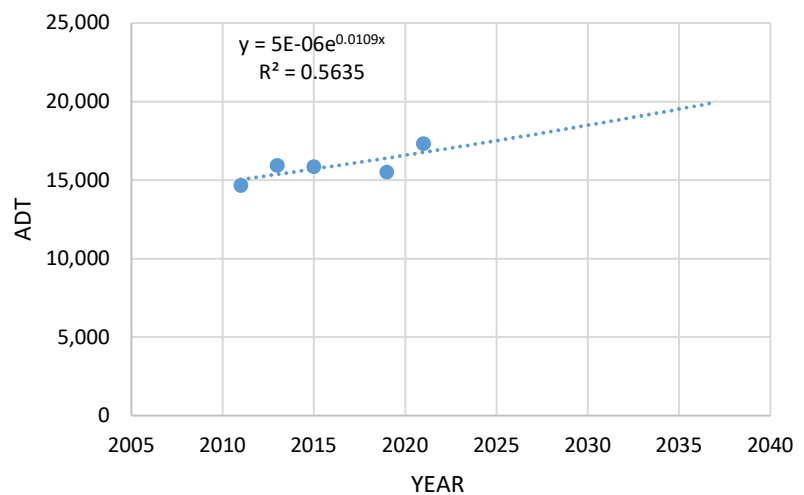
Count Station: GDOT #151-0365
 Street: N Henry Blvd
 Location: north of the development
 Source: GDOT

YEAR	ADT	TREND
2011	14,676	15000
2012		15200
2013	15,942	15400
2014		15500
2015	15,866	15700
2016		15900
2017		16100
2018		16200
2019	15,504	16400
2020		16600
2021	17,340	16800
2022		16900
2023		17100
2024		17300
2025		17500
2026		17700
2027		17900
2028		18100
2029		18300
2030		18500
2031		18700
2032		18900
2033		19100
2034		19300
2035		19500
2036		19700
2037		20000

5-Years of Count Data

Trend Annual Historic Compound Growth Rate

1.14%



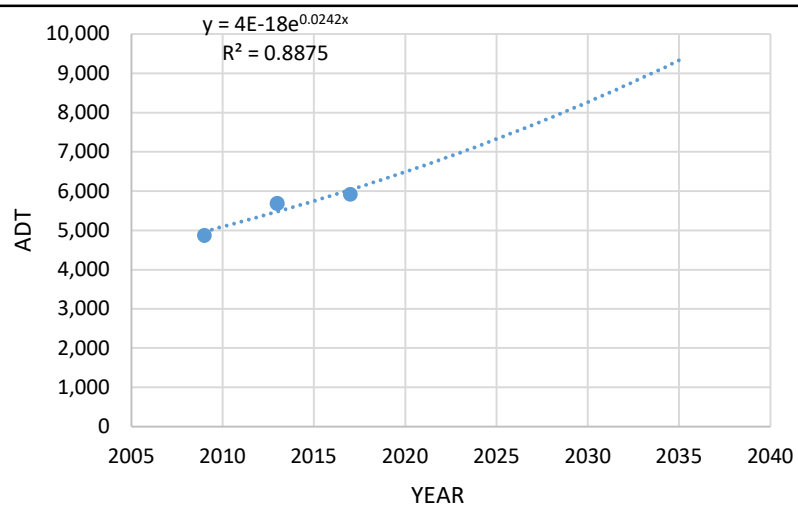
Count Station: GDOT #151-8013
 Street: Davis Road
 Location: south of the development
 Source: GDOT

YEAR	ADT	TREND
2009	4,877	5000
2010		5100
2011		5200
2012		5300
2013	5,692	5500
2014		5600
2015		5700
2016		5900
2017	5,920	6000
2018		6200
2019		6300
2020		6500
2021		6600
2022		6800
2023		7000
2024		7200
2025		7300
2026		7500
2027		7700
2028		7900
2029		8100
2030		8300
2031		8500
2032		8700
2033		8900
2034		9100
2035		9300

5-Years of Count Data

Trend Annual Historic Compound Growth Rate

2.31%



Appendix E

Intersection Volume Development

Traffic Analysis
Davis Road Townhomes
Intersection Traffic Volumes

Intersection: #1 - Davis Road at Proposed Driveway

A.M. PEAK HOUR

Condition	N/A Northbound			Proposed Driveway Southbound			Davis Road Eastbound			Davis Road Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2022)								103			124	
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%
Base Condition (2027)	0	0	0	0	0	0	0	114	0	0	137	0
Project Trips:												
Trip Distribution IN							70%					30%
Trip Distribution OUT				30%		70%						
Residential Trips	0	0	0	24	0	57	25	0	0	0	0	11
Total Project Trips	0	0	0	24	0	57	25	0	0	0	0	11
Buildout Total (2027)	0	0	0	24	0	57	25	114	0	0	137	11

P.M. PEAK HOUR

Condition	N/A Northbound			Proposed Driveway Southbound			Davis Road Eastbound			Davis Road Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2022)								303			154	
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%
Base Condition (2027)	0	0	0	0	0	0	0	335	0	0	170	0
Project Trips:												
Trip Distribution IN							70%					30%
Trip Distribution OUT				30%		70%						
Residential Trips	0	0	0	18	0	41	55	0	0	0	0	23
Total Project Trips	0	0	0	18	0	41	55	0	0	0	0	23
Buildout Total (2027)	0	0	0	18	0	41	55	335	0	0	170	23

Appendix F

Capacity Analysis Reports

Future Build Conditions – Year 2027

HCM 6th TWSC
1: Davis Road & Proposed Driveway

Build 2027
AM Peak Hour

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	114	137	11	25	57
Future Vol, veh/h	25	114	137	11	25	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	124	149	12	27	62
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	161	0	-	0	333	155
Stage 1	-	-	-	-	155	-
Stage 2	-	-	-	-	178	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1418	-	-	-	662	891
Stage 1	-	-	-	-	873	-
Stage 2	-	-	-	-	853	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1418	-	-	-	649	891
Mov Cap-2 Maneuver	-	-	-	-	649	-
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	853	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.4	0		9.8		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1418	-	-	-	649	891
HCM Lane V/C Ratio	0.019	-	-	-	0.042	0.07
HCM Control Delay (s)	7.6	0	-	-	10.8	9.3
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.2

HCM 6th TWSC
1: Davis Road & Proposed Driveway

Build 2027
PM Peak Hour

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	55	335	170	23	18	41
Future Vol, veh/h	55	335	170	23	18	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	364	185	25	20	45
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	210	0	-	0	682	198
Stage 1	-	-	-	-	198	-
Stage 2	-	-	-	-	484	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1361	-	-	-	415	843
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	620	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1361	-	-	-	392	843
Mov Cap-2 Maneuver	-	-	-	-	392	-
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	620	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.1	0		11.1		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1361	-	-	-	392	843
HCM Lane V/C Ratio	0.044	-	-	-	0.05	0.053
HCM Control Delay (s)	7.8	0	-	-	14.7	9.5
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	0.2

Appendix G

NCHRP

REPORT 457

**NATIONAL
COOPERATIVE
HIGHWAY
RESEARCH
PROGRAM**

Evaluating Intersection Improvements: An Engineering Study Guide

TRANSPORTATION RESEARCH BOARD

NATIONAL RESEARCH COUNCIL

can also indirectly reduce the delay to the left-turn or through movements by lessening their need to compete for service with the right-turn movement.

One disadvantage of adding a lane to the minor-road approach is that it may require reallocating the existing pavement or widening of the approach cross section. Sometimes the pavement width needed for the additional lane is available within the existing roadway cross section. In this instance, the only impact is a reallocation of the paved surface through modification of the pavement markings. However, in downtown settings this reallocation may require the removal of some curb parking stalls and can affect adjacent business significantly. Occasionally, the cross section must be widened to provide for the additional lane. If the needed lane width can be provided within the available right-of-way, the cost may be limited to that of construction. However, if additional right-of-way is needed, the costs of acquiring this property in urban settings can be high.

Guidance. The literature does not offer guidance regarding conditions where a second approach lane would benefit from the operation of a minor-road approach. However, the procedures in Chapter 17 of the *Highway Capacity Manual 2000* (15) can be used to identify major- and minor-road volume combinations that would benefit operationally from the provision of a second approach lane or bay. Bonneson and Fontaine (20) developed Figure 2-4 using these procedures and an assumed upper limit of 0.7 for the shared-lane, minor-road volume-to-capacity ratio.

Application. Figure 2-4 indicates the conditions that may justify the use of two approach lanes. Use of the information in this figure requires two types of data:

1. Major-road approach volume for the peak hour of the average day and
2. Minor-road turn movement volume for the peak hour of the average day (used to compute right-turn percentage).

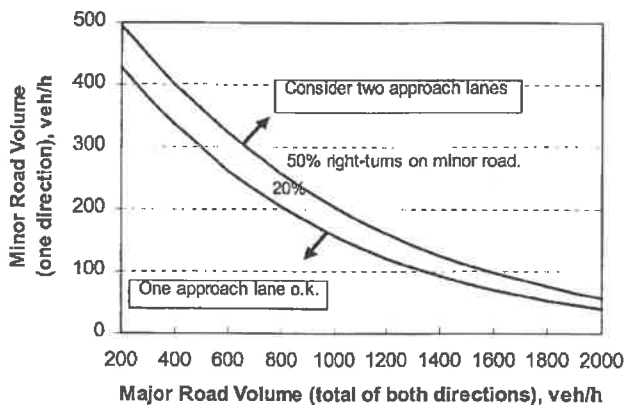


Figure 2-4. Guideline for determining minor-road approach geometry at two-way stop-controlled intersections.

Figure 2-4 would be used once for each minor-road approach to the intersection. The appropriate trend line would be identified on the basis of the percentage of right-turns on the subject minor-road approach. If the volume combination for the major and minor roads intersects above or to the right of this trend line, a second traffic lane should be considered for the subject minor-road approach. If a bay is selected for addition to the intersection, it should be long enough to store vehicles 95 percent of the time (i.e., the bay should not overflow more than 5 percent of the time). Techniques for estimating the 95th percentile storage length are provided in the section, Increase the Length of the Turn Bay.

Add a Left-Turn Bay on the Major Road

Introduction. Provision of a left-turn bay on the major road to a two-way stop-controlled intersection can significantly improve operations and safety at the intersection. A left-turn bay effectively separates those vehicles that are slowing or stopped to turn from those vehicles in through traffic lanes. This separation minimizes turn-related crashes and eliminates unnecessary delay to through vehicles. Data reported by Neuman (21) indicate that the crash rate for unsignalized intersections can be reduced by 35 to 75 percent through the provision of a left-turn bay.

One disadvantage of adding a bay to the major-road approach is that it may require reallocating the existing pavement or widening of the approach cross section. Sometimes the pavement width needed for the additional lane is available within the existing roadway cross section. However, in downtown settings this reallocation may require the removal of some curb parking stalls and can affect adjacent business significantly. Occasionally, the cross section must be widened to provide for the turn bay. If the needed width can be provided within the available right-of-way, the cost may be limited to that of construction. However, if additional right-of-way is needed, the costs of acquiring this property in urban settings can be high.

Guidance. Neuman (21) suggests that the following guidelines should be used to determine when to provide a left-turn bay on the major road of a two-way stop-controlled intersection:

1. A left-turn lane should be considered at any median crossover on a divided, high-speed road.
2. A left-turn lane should be provided on the unstopped approach of a high-speed rural highway when it intersects with other arterials or collectors.
3. A left-turn lane is recommended on the unstopped approach of any intersection when the combination of intersection volumes intersect above or to the right of the appropriate trend line shown in Figure 2-5.

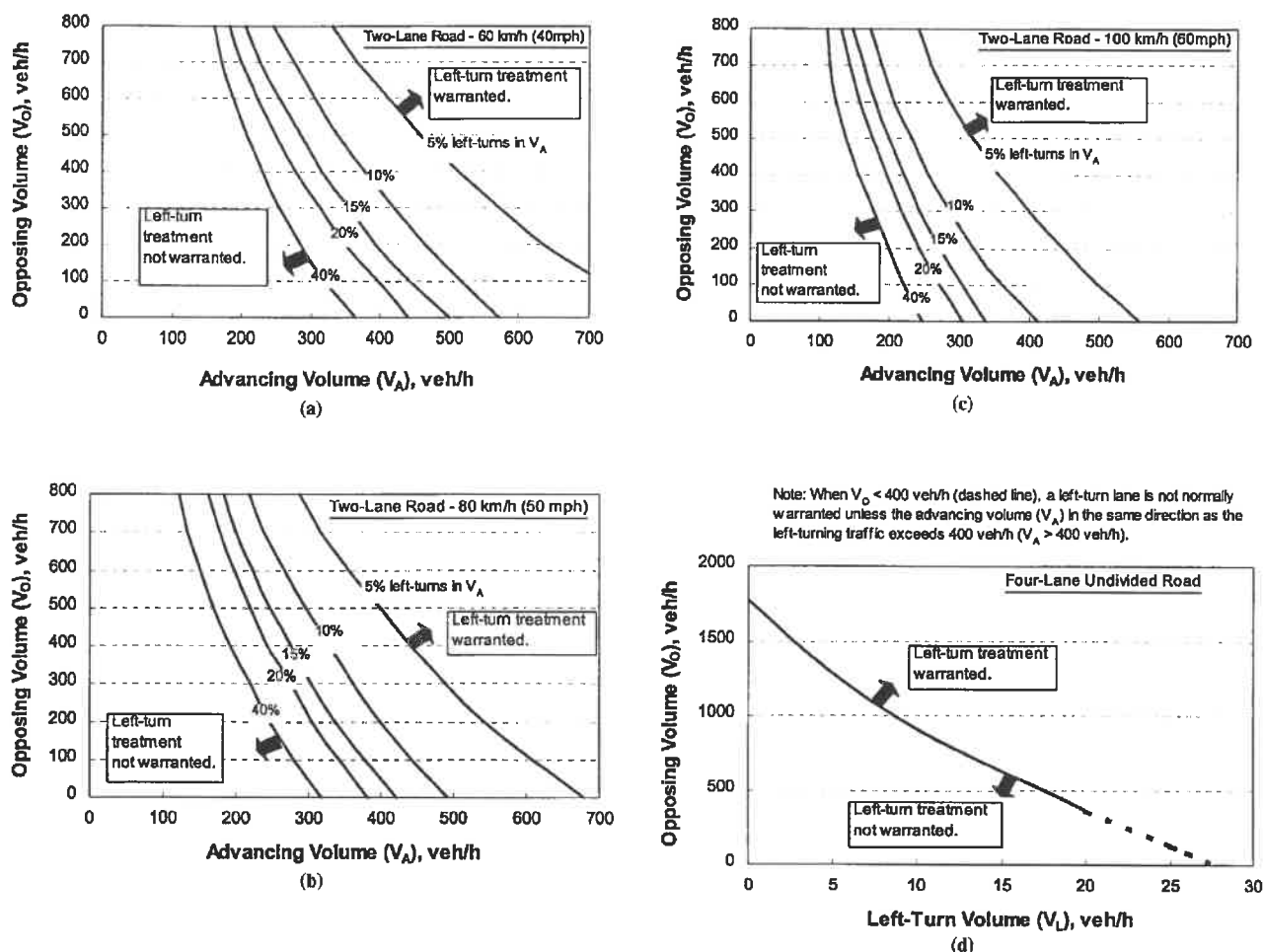


Figure 2-5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

Application. The guidance stated in the preceding section defines the conditions that may justify the provision of a left-turn bay. Application of this guidance requires two types of data:

1. Major-road turn movement volume for the peak hour of the average day and
2. Major-road 85th percentile speed (posted speed can be substituted if data are unavailable).

Use of Figure 2-5 requires determination of the opposing volume, the advancing volume, and the operating speed. The opposing volume should include only the right-turn and through movements on the approach across from (and heading in the opposite direction of) the subject major-road approach. The advancing volume should include the left-turn, right-turn, and through movements on the subject approach. The operating speed can be estimated as the 85th percentile speed. If the operating speed does not coincide with 60, 80, or 100 km/h (i.e., 40, 50, or 60 mph), then interpolation can

be used or, as a more conservative approach, the operating speed can be rounded up to the nearest speed for which a figure is provided.

In application, Figure 2-5 is used once for each major-road approach to the intersection. The appropriate trend line is identified on the basis of the percentage of left-turns on the subject major-road approach. If the advancing and opposing volume combination intersects above or to the right of this trend line, a left-turn bay should be considered for the subject approach. If a bay is included at the intersection, it should be long enough to store left-turn vehicles 99.5 percent of the time (i.e., the bay should not overflow more than 0.5 percent of the time). Techniques for estimating this storage length are provided in the section, Increase the Length of the Turn Bay.

Add a Right-Turn Bay on the Major Road

Introduction. Provision of a right-turn bay on the major road to a two-way stop-controlled intersection can signifi-

cantly improve operations and safety at the intersection. A right-turn bay effectively separates those vehicles that are slowing or stopped to turn from those vehicles in the through traffic lanes. This separation minimizes turn-related collisions (e.g., angle, rear-end, and same-direction-sideswipe) and eliminates unnecessary delay to through vehicles.

One disadvantage of adding a bay to the major-road approach is that it may require reallocating the existing pavement or widening of the approach cross section. Sometimes the pavement width needed for the additional lane is available within the existing roadway cross section. However, in downtown settings this reallocation may require the removal of some curb parking stalls and can affect adjacent business significantly. Occasionally, the cross section must be widened to provide for the turn bay. If the needed width can be provided within the available right-of-way, the cost may be limited to that of construction. However, if additional right-of-way is needed, the costs of acquiring this property in urban settings can be high.

Guidance. Hasan and Stokes (22) developed guidelines for determining when to provide a right-turn bay on the major road of a two-way stop-controlled intersection. These guidelines were based on an evaluation of the operating and collision costs associated with the right-turn maneuver relative to the cost of constructing a right-turn bay. The operating costs included those of road-user fuel and delay. Separate guidelines were developed for two-lane and four-lane roadways. These guidelines are shown in Figure 2-6.

Application. The guidance described in the preceding section defines conditions that may justify the provision of a right-turn bay. Application of this guidance requires two types of data:

1. Major-road turn movement volume for the peak hour of the average day and
2. Major-road 85th percentile speed (posted speed can be substituted if data are unavailable).

Figure 2-6 should be consulted once for each major-road approach. If the combination of major-road approach volume and right-turn volume intersects above or to the right of the trend line corresponding to the major-road operating speed, then a right-turn bay is a viable alternative.

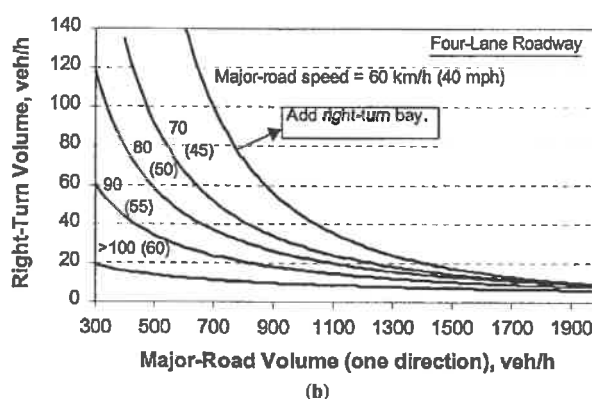
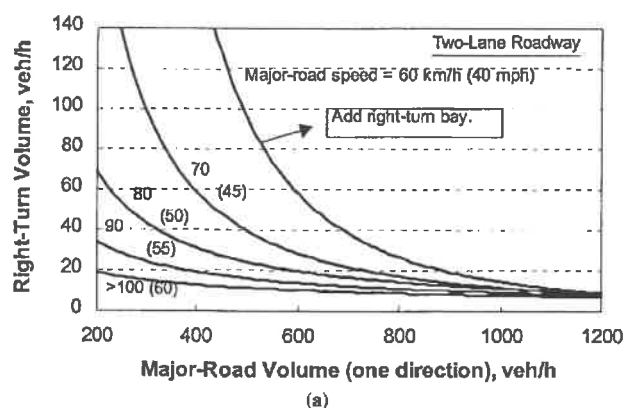


Figure 2-6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

Increase Length of Turn Bay

Introduction. Turn bay length can affect the safety and operation of the intersection approach significantly. This effect becomes more negative as the frequency with which vehicles exceed the available storage increases. Also, for unstopped approaches, this effect becomes more negative as more of the turning vehicle's deceleration occurs in the through lane, prior to the bay. The need to provide adequate storage length, deceleration length, or both is dependent on the type of approach control used and whether the vehicle is turning left or right. Table 2-13 identifies the appropriate bay

TABLE 2-13 Turn-bay length components at unsignalized intersections

Approach Control	Length Components	
	Left-Turn Bay	Right-Turn Bay
Unstopped	Storage Length + Deceleration Length	Deceleration Length
Stopped	Storage Length	Storage Length

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	19%
Advancing volume (V_A), veh/h:	139
Opposing volume (V_O), veh/h:	148

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	394
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	

AM Peak Hour

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

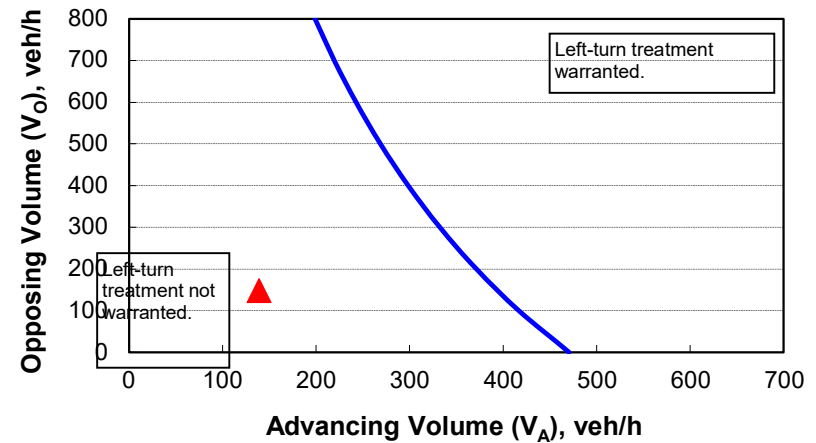


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	14%
Advancing volume (V_A), veh/h:	390
Opposing volume (V_O), veh/h:	193

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	423
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	

PM Peak Hour

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

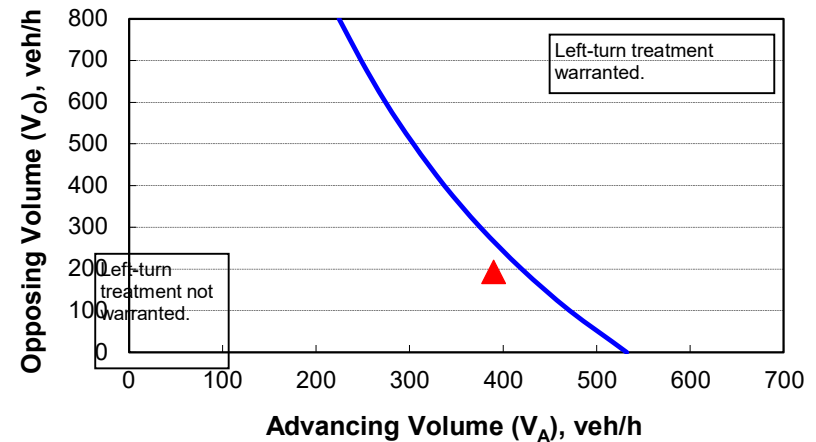


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	148
Right-turn volume, veh/h:	11

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	14186
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	

AM Peak Hour

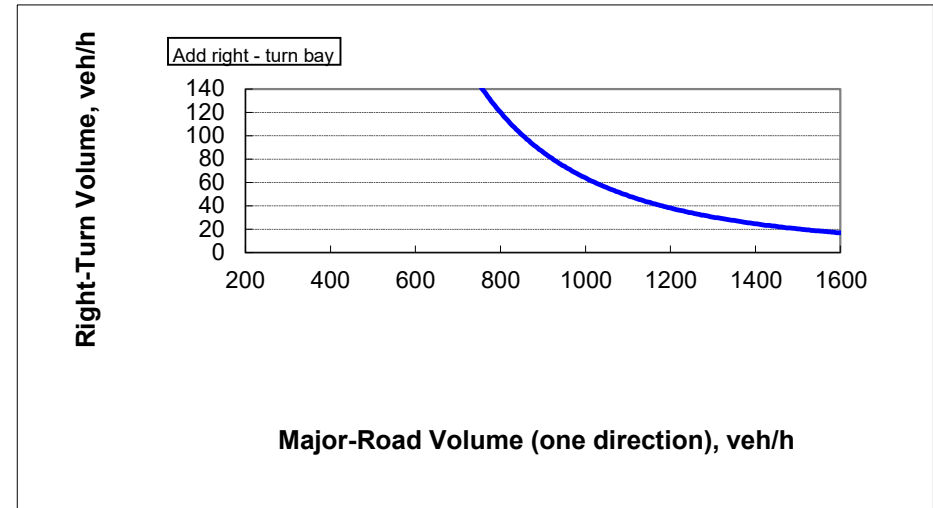


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

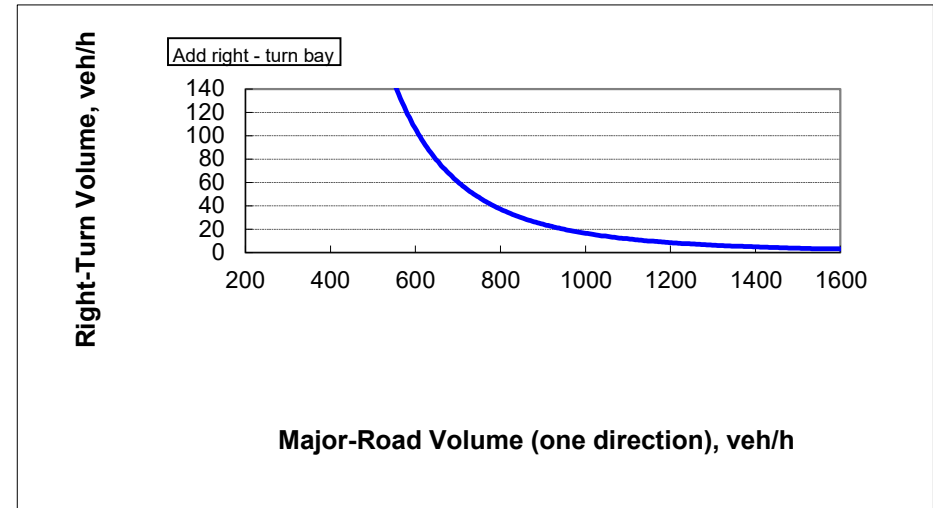
INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	193
Right-turn volume, veh/h:	23

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	6548
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

PM Peak Hour



CITY OF STOCKBRIDGE

4640 NORTH HENRY BOULEVARD
STOCKBRIDGE, GEORGIA 30281
PHONE (770) 389-7900
FAX (770) 389-7912

October 3, 2022

Mr. Renato Ghizoni
Entitlements Manager
3330 Cumberland BLVD Suite 275
Atlanta, Georgia 30339

RE: Proposed Townhouse Subdivision (576 Davis Road)

Mr. Ghizoni:

The City has reviewed your request for water and sewer services for the proposed Townhouse Subdivision (576 Davis Road). Water and sewer services are available; however, the following are required:

- The property must be annexed into the City before water and sewer services are granted.
- All costs associated with connecting to the water and sewer systems are the developer's responsibility.
- The developer must adhere to the City's Minimum Development Standards.

Should you need additional information, please do not hesitate to contact me at (404) 862-3743.

Sincerely,



Brad Holtsinger
Sewer Superintendent

Cc: Decius T. Aaron, Public Works Director
Donnie Mullis, Water Superintendent

FOR SALE
20+ ACRES
Zoned C-2
404-337-5066

 CITY OF STOCKBRIDGE
NOTICE OF PUBLIC HEARING

PROPOSAL FOR THIS PROPERTY:

☐ REZONING ☐ VARIANCE ☐ AMENDMENT ☐ CONDITIONAL USE PERMIT ☐ OTHER _____

☒ COMPREHENSIVE PLANNING AGREEMENT ☐ SPECIAL REGULATION ☐ OTHER _____

APPLICANT: James P. Davidson, LLC FILE NO. _____
PROPERTY LOCATION: State 5111 St - Jones Avenue, Stockbridge, GA DATE SUBMITTED: 12/15/2016

PLANNING COMMISSION PUBLIC HEARING: January 10, 2017 AT 10:00 p.m.
CITY COUNCIL PUBLIC HEARING: January 10, 2017 AT 6:00 p.m.

PUBLIC HEARINGS WILL BE HELD AT STOCKBRIDGE CITY HALL, 110 SOUTH CHURCH STREET, STOCKBRIDGE, GA 30087. FOR FURTHER INFO, PLEASE CALL THE CITY OF STOCKBRIDGE AT 478-366-7800. RESOLUTION OR DENIALMENT OF THIS CASE IS PENDING.



CITY OF STOCKBRIDGE
NOTICE OF PUBLIC HEARING



PROPOSAL FOR THIS PROPERTY:

☒ REZONING _____ VARIANCE _____ ANNEXATION _____ CONDITIONAL USE PERMIT
☒ COMPREHENSIVE PLAN AMENDMENT _____ ZONING MODIFICATION _____ OTHER _____

APPLICANT: CARTER ACQUISITIONS, LLC

CASE NUMBER(S): CP-2022-09
AT-2022-08

PROPERTY LOCATION: NORTH SIDE OF HUDSON BRIDGE DRIVE

PLANNING COMMISSION PUBLIC HEARING: JANUARY 26, 2023 AT 6:30 p.m.
CITY COUNCIL PUBLIC HEARING: FEBRUARY 13, 2023 AT 6:00 p.m.

PUBLIC HEARINGS WILL BE HELD AT STOCKBRIDGE CITY HALL, IN THE COUNCIL CHAMBER.
FOR FURTHER INFO, PLEASE CALL THE CITY OF STOCKBRIDGE AT 770-389-7900.
REMOVAL OR DEFAACEMENT OF THIS SIGN IS PROHIBITED.

Variance Application

City of Stockbridge, Georgia



THANK YOU FOR YOUR INTEREST IN THE CITY OF STOCKBRIDGE, GEORGIA. THIS PACKET INCLUDES THE NECESSARY DOCUMENTS THAT ARE NEEDED FOR VARIANCE APPLICATIONS TO BE HEARD BY THE CITY OF STOCKBRIDGE PLANNING COMMISSION.

PLEASE NOTE: ALL FEES ARE NON-REFUNDABLE. THERE ARE NO EXCEPTIONS.

ALL APPLICANTS ARE REQUIRED TO SCHEDULE AND ATTEND A PRE-APPLICATION MEETING WITH THE CITY OF STOCKBRIDGE PLANNING AND ZONING DIVISION OF THE COMMUNITY DEVELOPMENT DEPARTMENT. PLEASE CALL THE OFFICE AT (770) 389-7900 TO SCHEDULE AN APPOINTMENT.

NO PRE-APPLICATION MEETING WILL BE CONDUCTED WITHOUT AN APPOINTMENT.

SHOULD YOU NEED FURTHER ASSISTANCE, PLEASE FEEL FREE TO CONTACT THE
PLANNING AND ZONING DIVISION OFFICE BETWEEN 8:00 AM AND 5:00 PM,
MONDAY THROUGH FRIDAY,
AT (770) 389-7900.

MEETING LOCATIONS—ALL PLANNING COMMISSION MEETINGS WILL BE HELD
VIRTUALLY (BY ZOOM) UNTIL FURTHER NOTICE.

City of Stockbridge Planning and Zoning Division
Community Development Department

VARIANCE APPLICATION CHECKLIST

PLEASE COMPLETE THIS FORM WHEN ACCEPTING ALL VARIANCE APPLICATIONS.

ATTACH THE CHECKLIST TO THE APPLICATION AND SIGN.

ALL DOCUMENTS ARE REQUIRED IN ORDER TO ACCEPT APPLICATION.

REQUIRED ITEMS	COPIES	PROCEDURE	CHECK/INITIAL
Pre-Application Review Form (Meeting Notes)	1	Must be obtained from a current planner, prior to submitting your application. (by appointment only)	✓
Application Form	1	1. Signed and notarized by owner. Original signature 2. In lieu of owner's signature, applicant has signed and notarized a copy of a "Contract", "Power of Attorney" or "Lease"	✓
Applicant Disclosure Form	1	Required for all property owners, applicants, and agents filed with an application and must be notarized .	✓
Letter of Ownership	01	Letter stating that the owner is aware of the zoning request and owns the property in question.	✓
Letter of Intent	1	Must clearly state the proposed use and development intent.	✓
Site Plans (24 x 36) and (11 x 17)	1 10	Must show minimum details: Buildings, setbacks, buffers, road frontage, correct scale, north arrow, present zoning classification, topographic information to show elevation and drainage, location and extent of required buffers, and the proposed lot layout.	✓
Survey Plat (8 ½ x 11) Or (11 x 17)	1	Subject Property, prepared and sealed within the last five years by a professional engineer, landscape architect, or land surveyor who is registered in the State of Georgia. Said survey plat shall: 1) indicate the complete boundaries of the subject property and all buildings and structures existing therein; 2) Include a notation as to whether or not any portion of the subject property is within the boundaries of the 100-year floodplain; and 3) include a notation as to the total acreage or square footage of the subject property.	✓
Letter from the Henry County Water and Sewerage Authority	1	This letter must accompany the application at the time of submittal. For properties that receive water and sewer service from the City of Stockbridge, please contact the Stockbridge Public Works Department.	✓
Form from the Health Department	1	This letter must accompany the application at the time of submittal (Only needed if property is not on sewer) .	N/A

Procedures

A pre-application meeting with one of the staff planners before submission of any application is required. A scheduled appointment is required. *(No opinions or guidance can be given over the phone).* Staff will review the request and discuss all necessary code requirements that affect the request. Staff may also need to consult other City departments before accepting the application. The request will then be advertised in the *Henry Daily Herald* and a sign will be posted at least 15 days prior to the scheduled public meeting date.

No application will be accepted unless all necessary documentation is complete and a pre-application meeting has been held (there will be no exceptions.)

The City of Stockbridge Planning Commission meets on the 4th Thursday of each month (except for holidays) to hear requests. Please contact the Planning and Zoning Office to obtain a copy of the schedule.

Notes

Contacts

City of Stockbridge Planning and Zoning Division
Community Development Department
4602 North Henry Boulevard
Stockbridge, GA 30281
tel. (770) 389-7900

City of Stockbridge Building Services
Municipal Court Building
4602 North Henry Boulevard
Stockbridge, GA 30281
tel. (678) 833-3314

City of Stockbridge Business Services Office
Stockbridge City Hall
4640 North Henry Boulevard
Stockbridge, GA 30281
Tel. (678) 833-3302

City of Stockbridge Code Enforcement Office
Municipal Court Building
4602 North Henry Boulevard
Stockbridge, GA 30281
tel. (678) 833-3321

City of Stockbridge Public Works Department -----Water Department tel.: (770) 474-1232
Stockbridge Public Works Building Sewer Department tel.: (678) 833-3301
321 Taylor Drive
Stockbridge, GA 30281

Henry County Water and Sewer Authority
1695 Highway 20 West
McDonough, GA 30253
tel. (770) 957-6659

Henry County Health Department
Environmental Health Section
137 Henry Parkway
McDonough, GA 30253
tel. (770) 954-2078

Henry County Fire Department
664 Industrial Boulevard
McDonough, GA 30253
tel. (770) 288-6600

Henry County Police Department
100 Henry Parkway
McDonough, GA 30253
tel. (770) 288-8200

Henry County Environmental Compliance
And Plan Review
140 Henry Parkway
McDonough, GA 30253
tel. (770) 288-6064

Henry County Board of Education
33 North Zach Hinton Parkway
McDonough, GA 30253
tel. (770) 957-6601

PRE-APPLICATION FORM

APPLICANT: FORESTAR (USA) REAL ESTATE GROUP INC.

PROPERTY ADDRESS: 576 Davis Road, Stockbridge, GA 30281

CURRENT ZONING: RA Residential Agriculture (Henry County)

FUTURE LAND USE MAP DESIGNATION: Low Density Residential (existing - Henry County)
High Density Residential (proposed)

Applicant and City Staff discussed the applicant's proposed townhouse subdivision, annexation, rezoning, and comprehensive plan amendment in the City of Stockbridge. Items discussed were the City's zoning districts, future land uses, requirements and standards of the MFR zoning district, proposed density, proposed amenities, and the process and items required to apply for annexation, rezoning, and the comprehensive plan amendment.

MEETING ATTENDANTS:

(Linda Logan - City of Stockbridge)

(Name and Signature)

(Gordon Linton - City of Stockbridge)

(Renato Ghizoni - Forestar)

(Name and Signature)

(Jack Burke - Forestar)

(Name and Signature)

PLEASE NOTE:

No application will be accepted unless all necessary documentation is complete and a pre-application meeting has been held (No exceptions).

The property will be POSTED with a City of Stockbridge rezoning sign. The sign must remain on the subject property for no less than fifteen days prior to either Planning Commission or City Council meeting(s). The applicant or property owner shall not remove or alter the sign for any reason.

City of Stockbridge Planning and Zoning Division
Variance Application

Name of Applicant FORESTAR (USA) REAL ESTATE GROUP INC Phone: 804-400-7926 Date: 9/30/2022
Address Applicant: 3330 Cumberland Blvd, Suite 275 Fax _____ Pager/Cell # _____
City: Atlanta State: GA Zip: 30339 E-mail: JackBurke@forestar.com
Name of Agent Alex Brock - Smith, Gambrell & Russell, LLP Phone: 404-815-3603 Date: 9/30/2022
Address Agent: 1105 W. Peachtree St NE Fax _____ Pager/Cell # _____
City: Atlanta State: GA Zip: 30309 E-mail: jabrock@sgrlaw.com

THE APPLICANT NAMED ABOVE AFFIRMS THAT HE OR SHE IS THE OWNER, OR AGENT OF THE OWNER, OF THE PROPERTY DESCRIBED BELOW, AND IS REQUESTING A VARIANCE FOR THE PROPERTY.

Variance(s) being requested _____
Reduce Front Yard Setback from 50 feet to 25 feet.
Reduce Side Yard Setback from 15 feet to 10 feet.
Increase Maximum Lot Coverage from 50% to 75%.

The property will be POSTED with a City of Stockbridge Planning and Zoning Sign. The sign must remain on the subject property for no less than fifteen days prior to either Planning Commission or City Council meeting(s). The applicant or property owner shall not remove or alter the sign for any reason.

Acknowledgement

Address of Property: 576 Davis Road, Stockbridge, GA 30281

Nearest intersection to the property: Estates Avenue & Davis Road

(Street Address)

Size of Tract: 27.635 acre(s), Land Lot Number(s): 70 and 91, District(s): 12

Property Tax Parcel Number(s): S05-01002000 (Required)

Witness' Signature

Signature of Applicant

Printed Name of Witness

Printed Name of Applicant

Notary

Signature of Agent

NOTARY STAMP:



(For Office Use Only)

Total Amount Paid \$ _____ Cash _____ Check # _____ Received by: _____ (FEES ARE NON-REFUNDABLE)

Application checked by: _____ Date: _____ Map Number(s): _____

Pre-application meeting: _____ Date: _____

Planning Commission Decision: _____

City Council Decision: _____

Community Development Director's Signature: _____ Date: _____

Letter of Ownership

Carolyn Louise Smith O'Brien
32 Tracechain, Stockbridge, GA 30281
csobrien21@yahoo.com
404-520-0981

S05-01002000 (576 Davis Road)

I, Carolyn S O'Brien hereby affirm that I own the above-referenced tax parcel. I also acknowledge that I am aware of the rezoning request filed by Forestar (USA) Real Estate Group, Inc. (c/o J. Alexander Brock – Smith, Gambrell & Russell, LLP) related to the referenced property and consent to same.

Carolyn S O'Brien
CAROLYN LOUISE SMITH O'BRIEN

Date: 9-30-2022

Sworn to and subscribed before me
this 30 day of September, 2022

Cathy M. Ellington
NOTARY PUBLIC



Letter of Ownership

Reba Smith Ordonez

112 Mann Blvd., Stockbridge, GA 30281

rrrmc@reagan.com

678-794-1098

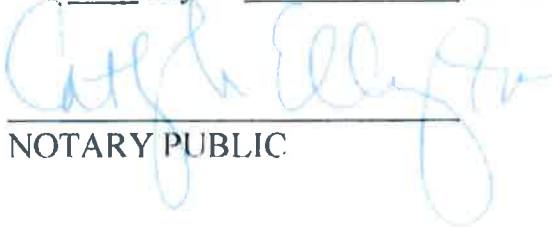
S05-01002000 (576 Davis Road)

I, Reba S. Ordonez, hereby affirm that I own the above-referenced tax parcel. I also acknowledge that I am aware of the rezoning request filed by Forestar (USA) Real Estate Group, Inc. (c/o J. Alexander Brock – Smith, Gambrell & Russell, LLP) related to the referenced property and consent to same.


REBA SMITH ORDONEZ

Date: 9/30/2022

Sworn to and subscribed before me
this 30 day of September, 2022


NOTARY PUBLIC



Letter of Ownership

Jeremy Smith, As Executor of
The Estate of Ralph Lee Smith, Deceased
ADDRESS 154 Magnolia Trace
EMAIL SMT+1024@Bellsouth.net
PHONE 678 425 7057

Milner Ga 30257

S05-01002000 (576 Davis Road)

I, Jeremy, hereby affirm that I own the above-referenced tax parcel. I also acknowledge that I am aware of the rezoning request filed by Forestar (USA) Real Estate Group, Inc. (c/o J. Alexander Brock – Smith, Gambrell & Russell, LLP) related to the referenced property and consent to same.

JEREMY SMITH, AS EXECUTOR OF
THE ESTATE OF RALPH LEE SMITH, DECEASED

Date:

Sworn to and subscribed before me
this 30 day of September, 2022

NOTARY PUBLIC



Letter of Ownership

Charles Walter Smith
142 Short Street
Bastrop, TX 78602
charleswsmith1947@gmail.com
eva@rps-international.com
512-924-4808 Cell
512-743-0737

S05-01002000 (576 Davis Road)

I, Charles W. Smith, hereby affirm that I own the above-referenced tax parcel. I also acknowledge that I am aware of the rezoning request filed by Forestar (USA) Real Estate Group, Inc. (c/o J. Alexander Brock – Smith, Gambrell & Russell, LLP) related to the referenced property and consent to same.


CHARLES WALTER SMITH

Date: 09/22/2022

Sworn to and subscribed before me
this 30th day of September, 2022


NOTARY PUBLIC



Applicant Campaign Disclosure Form

(Must be completed by the applicant, the property owner, and the agent. Use as many forms as needed.)

Has the applicant made, within two (2) years immediately preceding the filing of this application for a rezoning, campaign contributions aggregating \$250 or more, or made gifts having in the aggregate a value of \$250 or more to a member of the City of Stockbridge Planning Commission or Stockbridge City Council who will consider the application?

Yes _____ No ✓

If Yes, the applicant and the attorney representing the applicant must file the following information with the City of Stockbridge Planning and Zoning Division within ten (10) days after this application is first filed:

Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this 30th day of September, 2022

Charles W. Smith
Applicant's Name - Printed

[Signature]
Signature of Applicant/Property Owner/Agent

Applicant's Attorney, if applicable - Printed

Signature of Applicant's Attorney, if applicable

Sworn to and subscribed before me this 30th day of September, 2022



Cathy Ellington
Notary Public

* Applicant means any individual or business entity (corporation, partnership, limited partnership, firm enterprise, franchise, association, or trust) applying for a rezoning.

Applicant Campaign Disclosure Form

(Must be completed by the applicant, the property owner, and the agent. Use as many forms as needed.)

Has the applicant made, within two (2) years immediately preceding the filing of this application for a rezoning, campaign contributions aggregating \$250 or more, or made gifts having in the aggregate a value of \$250 or more to a member of the City of Stockbridge Planning Commission or Stockbridge City Council who will consider the application?

Yes _____ No ✓

If Yes, the applicant and the attorney representing the applicant must file the following information with the City of Stockbridge Planning and Zoning Division within ten (10) days after this application is first filed:

Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this 30 day of Sept., 2022

Carolyn S. O'Brien
Applicant's Name - Printed

Carolyn S. O'Brien
Signature of Applicant/Property Owner/Agent

Applicant's Attorney, if applicable - Printed

Signature of Applicant's Attorney, if applicable

Sworn to and subscribed before me this 30th day of September, 2022



Cathy M. Ellington
Notary Public

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Applicant Campaign Disclosure Form

(Must be completed by the applicant, the property owner, and the agent. Use as many forms as needed.)

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Yes _____ No ☒

If Yes, the applicant and the attorney representing the applicant must file the following information with the City of Stockbridge Planning and Zoning Division within ten (10) days after this application is first filed:

Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this 30 day of September, 2022

Jeremy Smith
Applicant's Name - Printed

[Signature]
Signature of Applicant/Property Owner/Agent

Applicant's Attorney, if applicable - Printed

Signature of Applicant's Attorney, if applicable

Sworn to and subscribed before me this 30th day of September, 2022



[Signature]
Notary Public

* Applicant means any individual or business entity (corporation, partnership, limited partnership, firm enterprise, franchise, association, or trust) applying for a rezoning.

Applicant Campaign Disclosure Form

(Must be completed by the applicant, the property owner, and the agent. Use as many forms as needed.)

Has the applicant made, within two (2) years immediately preceding the filing of this application for a rezoning, campaign contributions aggregating \$250 or more, or made gifts having in the aggregate a value of \$250 or more to a member of the City of Stockbridge Planning Commission or Stockbridge City Council who will consider the application?

Yes _____ No X

If Yes, the applicant and the attorney representing the applicant must file the following information with the City of Stockbridge Planning and Zoning Division within ten (10) days after this application is first filed:

Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this 30 day of September, 2022

Reba S. Ordonez
Applicant's Name - Printed

[Signature]
Signature of Applicant/Property Owner/Agent

Applicant's Attorney, if applicable - Printed

Signature of Applicant's Attorney, if applicable

Sworn to and subscribed before me this 30th day of September, 2022



Cathy M. Ellington
Notary Public

* Applicant means any individual or business entity (corporation, partnership, limited partnership, firm enterprise, franchise, association, or trust) applying for a rezoning.

Applicant Campaign Disclosure Form

(Must be completed by the applicant, the property owner, and the agent. Use as many forms as needed.)

Has the applicant made, within two (2) years immediately preceding the filing of this application for a rezoning, campaign contributions aggregating \$250 or more, or made gifts having in the aggregate a value of \$250 or more to a member of the City of Stockbridge Planning Commission or Stockbridge City Council who will consider the application?

Yes _____ No X

If **Yes**, the applicant and the attorney representing the applicant must file the following information with the City of Stockbridge Planning and Zoning Division within ten (10) days after this application is first filed:

Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this _____ day of _____, _____

Applicant's Name - Printed _____

Signature of Applicant/Property Owner/Agent _____

Dennis J. Webb, Jr, Smith, Gambrell & Russell, LLP.
Applicant's Attorney, if applicable - Printed _____

Signature of Applicant's Attorney, if applicable _____

Sworn to and subscribed before me this 18th day of August, 2022



Cathy M. Ellington
Notary Public

* Applicant means any individual or business entity (corporation, partnership, limited partnership, firm enterprise, franchise, association, or trust) applying for a rezoning.

Applicant Campaign Disclosure Form

(Must be completed by the applicant, the property owner, and the agent. Use as many forms as needed.)

Has the applicant made, within two (2) years immediately preceding the filing of this application for a rezoning, campaign contributions aggregating \$250 or more, or made gifts having in the aggregate a value of \$250 or more to a member of the City of Stockbridge Planning Commission or Stockbridge City Council who will consider the application?

Yes _____ No X

If Yes, the applicant and the attorney representing the applicant must file the following information with the City of Stockbridge Planning and Zoning Division within ten (10) days after this application is first filed:

Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this _____ day of _____, _____

Applicant's Name - Printed

Kathryn M. Zickert, Smith, Gambrell & Russell, LLP
Applicant's Attorney, if applicable - Printed

Signature of Applicant/Property Owner/Agent

Signature of Applicant's Attorney, if applicable

Sworn to and subscribed before me this 18th day of August, 2022.



Signature of Notary Public

* Applicant means any individual or business entity (corporation, partnership, limited partnership, firm enterprise, franchise, association, or trust) applying for a rezoning.

Applicant Campaign Disclosure Form

(Must be completed by the applicant, the property owner, and the agent. Use as many forms as needed.)

Has the applicant made, within two (2) years immediately preceding the filing of this application for a rezoning, campaign contributions aggregating \$250 or more, or made gifts having in the aggregate a value of \$250 or more to a member of the City of Stockbridge Planning Commission or Stockbridge City Council who will consider the application?

Yes _____ No X

If Yes, the applicant and the attorney representing the applicant must file the following information with the City of Stockbridge Planning and Zoning Division within ten (10) days after this application is first filed:

Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this _____ day of _____, _____

Applicant's Name -Printed _____

Signature of Applicant/Property Owner/Agent _____

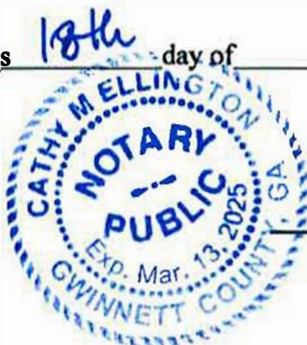
J. Alexander Brock

J. Alexander Brock, Smith, Gambrell & Russell, LLP

Applicant's Attorney, if applicable -Printed _____

Signature of Applicant's Attorney, if applicable _____

Sworn to and subscribed before me this 18th day of August, 2022.



Cathy M. Ellington
Notary Public

* Applicant means any individual or business entity (corporation, partnership, limited partnership, firm enterprise, franchise, association, or trust) applying for a rezoning.

Applicant Campaign Disclosure Form

(Must be completed by the applicant, the property owner, and the agent. Use as many forms as needed.)

Has the applicant made, within two (2) years immediately preceding the filing of this application for a rezoning, campaign contributions aggregating \$250 or more, or made gifts having in the aggregate a value of \$250 or more to a member of the City of Stockbridge Planning Commission or Stockbridge City Council who will consider the application?

Yes _____ No x

If Yes, the applicant and the attorney representing the applicant must file the following information with the City of Stockbridge Planning and Zoning Division within ten (10) days after this application is first filed:

Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this _____ day of _____,

Applicant's Name - Printed

Signature of Applicant/Property Owner/Agent

Kirk Fjelstul
Applicant's Attorney, if applicable - Printed
Kirk Fjelstul

[Signature]
Signature of Applicant's Attorney, if applicable

(Smith, Gambrell & Russell, LLP)

Sworn to and subscribed before me this 3rd day of October, 2022.



[Signature]
Notary Public

* Applicant means any individual or business entity (corporation, partnership, limited partnership, firm enterprise, franchise, association, or trust) applying for a rezoning.

Applicant Campaign Disclosure Form

(Must be completed by the applicant, the property owner, and the agent. Use as many forms as needed.)

Has the applicant made, within two (2) years immediately preceding the filing of this application for a rezoning, campaign contributions aggregating \$250 or more, or made gifts having in the aggregate a value of \$250 or more to a member of the City of Stockbridge Planning Commission or Stockbridge City Council who will consider the application?

Yes _____ No ✓

If Yes, the applicant and the attorney representing the applicant must file the following information with the City of Stockbridge Planning and Zoning Division within ten (10) days after this application is first filed:

Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this 3 day of October, 2022

Chris Wilson

Applicant's Name - Printed

[Signature]

Signature of Applicant/Property Owner/Agent

Applicant's Attorney, if applicable - Printed

Signature of Applicant's Attorney, if applicable

Sworn to and subscribed before me this 3 day of October 2022



Ekimi C. Telfair

Notary Public

* Applicant means any individual or business entity (corporation, partnership, limited partnership, firm enterprise, franchise, association, or trust) applying for a rezoning.



Henry County Water Authority
Engineering Division

Application for Water/Sewer Availability Letter

Date: 9/30/2022

Name of Applicant FORESTAR (USA) REAL ESTATE GROUP INC. Phone: _____ Mobile: 404-988-0460

Address of Applicant: 3330 Cumberland Blvd, Suite 275 Fax: _____

City: Atlanta State: GA Zip: 30339 E-mail: JackBurke@forestar.com

Name of Agent Alex Brock – Smith, Gambrell & Russell, LLP Phone: 404-815-3603 Mobile: _____

Address of Agent: 1105 W. Peachtree St NE Fax: _____

City: Atlanta State: GA Zip: 30309 E-mail: JackBurke@forestar.com

THE APPLICANT NAMED ABOVE AFFIRMS THAT THEY ARE THE OWNER OR AGENT FOR THE OWNER OF THE PROPERTY DESCRIBED BELOW AND REQUESTS: (PLEASE CHECK THE PURPOSE OF LETTER REQUEST AND FILL IN ALL APPLICABLE INFORMATION LEGIBLY AND COMPLETELY).

VERIFICATION OF SERVICE: ☐ Conditional Use/Exception ☐ Variance ☐ In-law Suite/Additlon ☐ Bank Loan

AVAILABILITY: ☐ General Availability ☒ Rezoning

Availability letters will require a minimum of three weeks from the date of payment and application submittal.

Request from County RA Residential-Agricultural to Stockbridge MFR
(Present Zoning) (Requested Zoning)

For the Purpose of Townhouse Subdivision
(Type of Development)

Address of Property: 576 Davis Rd, Stockbridge, GA 30281 Nearest Intersection to Property Estates Ave & Davis Rd
(Street Address, if Applicable, Nearest Intersection, Etc)

Size of Tract: 27.635 acre(s), Land Lot Number(s): 70 and 91, District(s): 12

Development Estimated Average Daily Sewer Flow (GPD): 70500

Property Tax Parcel Number: S05 .0100 .2000 - Proposed number of lots: 235

Information beyond this point is not required for service verifications.

(Below: For properties within protected watershed districts only)

Gross Density: _____ units per acre Net Density: _____ units per acre

Estimated amount of impervious surface: _____ Minimum Lot Size: _____

Renato Ghizoni
Witness

Renato Ghizoni
Printed Name of Witness

Ekim C. Telfair
Notary

Chris Wilson, Forestar
Signature of Owner(s)/Agent(s)
Carolyn Louise Smith O'Brien, Reba Smith O'Brien, Danny Smith,
as Executor of the Estate of Ralph Lee Smith, Deceased, and Charles
Printed Name of Owner/s Walter Smith

Smith Gambrell & Russell, LLP
Signature of Agent



STATEMENT OF INTENT

and

Other Material Required by the
City of Stockbridge Unified Development Code
for the Rezoning,
Future Land Use Map Amendment, and Concurrent Variances Application

of

FORESTAR (USA) REAL ESTATE GROUP, INC.

for

± 27.635 Acres of Land
located in
Land Lots 70 and 91
12th District, Henry County

REZONE: RA (Henry County) to MFR
FLUMA: LD (Henry County) to HDR

Submitted for Applicant by:

Kathryn M. Zickert
Dennis J. Webb, Jr.
J. Alexander Brock
Smith, Gambrell & Russell, LLP
1105 W. Peachtree Street, NE
Suite 1000
Atlanta, Georgia 30309
404-815-3500

I. INTRODUCTION

Forestar (USA) Real Estate Group, Inc. (“Applicant”) has filed an application to annex ± 27.635 acres of land located in Land Lots 70 and 91, 12th District of Henry County (the “Subject Property”), from unincorporated Henry County into the City of Stockbridge. Contemporaneously, the Applicant files this request to (a) rezone the Subject Property from its current Henry County zoning designation, RA (Residential Agriculture), to the Stockbridge designation of MFR (Multifamily Residential); (b) amend the Future Land Use Map designation for the Subject Property from LD (Low Density Residential) (Henry County) to HDR (High Density Residential) under the City of Stockbridge’s Comprehensive Plan; and (c) three concurrent variances to the City of Stockbridge Unified Development Code to reduce the minimum front and side setbacks and increase the maximum lot coverage.

The Subject Property is currently developed with three single family detached homes and several appurtenant structures (barns and sheds). The Applicant seeks to redevelop the property for 235 townhome units at a density of ±8.5 units per acre along with amenities and associated site improvements (“Proposed Development”). The unit sizes and heights will meet the requirements of the MFR district and will have a mix of units with either 1-car or 2-car garages.¹ The Applicant is also setting aside approximately 4.6 acres of the overall property as open space, including the preservation of natural vegetation within the on site stream buffer. The Proposed Development will contain amenities including a pavilion, playground, dog park, and walking trail, as well as ±5,600 square feet of landscaped public space.

The surrounding area is developed with a mix of residential types and zonings, which are compatible with the proposed townhomes and the MFR zoning. Subject Property is bordered by

¹ The Applicant is developing the property and the townhome structures will be built by a subsequent home builder. As a consequence, the final architectural design is not submitted with the rezoning application.

the Pine Hills Mobile Home Park to the west, which is a manufactured home community zoned RMH (Mobile or manufactured home development district) within unincorporated Henry County. To the east, the Subject Property borders residential duplex lots long Sentry Oak Drive, zoned RD (Residential duplex district) within unincorporated Henry County. Also to the east is a property zoned RA containing a single family residence. To the north, the Subject Property borders several properties zoned RA within unincorporated Henry County containing single family residential homes. To the south, the Subject Property borders the right-of-way of Davis Road. The Proposed Development is also located less than one mile east of the commercial node at North Henry Boulevard (GA Highway 42) and Stockbridge Road (GA Highway 138). This is a significant commercial area with many uses that are supportive of the nearby residential including restaurant, retail and grocery. The introduction of modern, attractive townhomes will act to further boost this commercial node and potentially attract newer business to the area.

The proposed townhomes also are in line with recent residential development trends within the City of Stockbridge. Between 2000 and 2016, the City of Stockbridge's population tripled along with a corresponding increase in residential development. In fact, approximately 53% of the City of Stockbridge's housing has been developed since 2000 and much of that development trending toward medium to high-density developments. *See Shaping Stockbridge Together for 2038: City of Stockbridge Comprehensive Plan ("Comp Plan")*, pg 18. The Proposed Development is following these trends by adding a higher density townhome development into the City. In addition, the proposed townhomes will add to the mix of housing options existing in the area. Townhomes residences tend to attract younger professionals and empty nesters, demographics that are not currently served by the surrounding mobile homes,

duplexes or larger lot single family residences. The Comp Plan recognizes the need for more diverse housing options to attract younger professionals and millennials:

The dominant housing option is likely to remain single family development; however to attract certain segments of the population, like young adults and millennial, other housing options should be available. Currently there is a lack of townhouse and smaller multi-family residential housing... Stockbridge could position itself to become a lifelong community by opening the door to new residents who may be more interested in living and working in Stockbridge without having to commit to a house immediately, as well as empty-nesters looking to downsize.

See Comp Plan, pg. 18.

The city needs to encourage and maintain a mixture of housing options to accommodate both traditional and non-traditional households and to attract young professionals.

See Comp Plan, p. 19.

The Proposed Development will be a fitting addition to the area filling a gap in housing options and creating attractive housing for a variety of Stockbridge's residents.

The Applicant submits this document as a Statement of Intent with regard to this Application, a preservation of the Applicant's constitutional rights, a written justification for the Application, and an analysis of the factors to be considered for a rezoning per the City of Stockbridge Unified Development Code ("UDC"), § 9.2.2. A Site Plan has been filed with the original Application, along with the other required materials.

II. HISTORY

To the Applicant's knowledge, no rezoning applications have been filed concerning the Subject Property.

III. REZONING IMPACT ANALYSIS

A. WHETHER THE PROPOSAL IS CONSISTENT AND/OR COMPATIBLE WITH THE CITY'S PLANS, GOALS AND OBJECTIVES REFLECTED IN THE CITY'S COMPREHENSIVE PLAN.

Yes. As noted above, the Subject Property is currently located in unincorporated Henry County. Concurrent with the rezoning, the Applicant requests that the City designate the Subject

Property as HDR (High Density Residential). The Proposed Development is consistent with this designation and will advance a number of policy goals outlined in the City's Comprehensive Plan, including:

- Providing a mixture of housing options to attract young professionals, millennials and older residents looking to downsize;
- Reducing the impact of new development through the preservation of greenspace;
- Supporting increases in residential density in areas where community design standards, environmental constraints and available infrastructure capacities can satisfactorily accommodate the increased density; and
- Creating a "sense of place" for the community.

Shaping Stockbridge Together for 2038: City of Stockbridge Comprehensive Plan, pp. 37-39.

In addition, the HDR designation is compatible with character area designations adjacent and nearby (i.e. there is "Low Density Residential" (Henry County) to the North and West, "Medium Density Residential" (Henry County) to the East and "Low Density Residential" (City of Stockbridge) to the South).

B. HOW THE PROPOSAL IMPACTS THE PURPOSES OF THE OVERALL ZONING SCHEME, AND WHETHER THE PROPOSED CHANGE FURTHERS THE PURPOSE OF THESE ZONING REGULATIONS.

As noted in the paragraphs above, the proposed townhome development will be a compatible residential use with the exiting development in the area. In addition, it adds to the diversity of housing stock in the city attracting a wide range of residents, including younger professionals as noted in the Comp Plan.

C. HOW THE PROPOSAL IMPACTS THE ZONING DISTRICT, THE PARTICULAR PIECE OF PROPERTY, NEIGHBORHOOD, OR THE COMMUNITY.

The Proposed Development will be a positive addition to the area. The Subject Property's current RA zoning limits development to single family residences and other limited uses on minimum 1-acre sized lots. The existing homes on the property were built between 1940 and 1945² at a time when the area was much more rural and characterized by farmstead tracts. Over the last eighty years, the larger lots have been slowly redeveloped for more dense developments such as the duplex and manufactured home subdivisions that currently surround the Subject Property. The Applicant now seeks a rezoning to allow a townhome community that is in line with the surrounding development trends.

D. WHETHER THE PROPOSAL CREATES AN ISOLATED DISTRICT UNRELATED TO ADJACENT PROPERTIES AND NEARBY DISTRICTS.

No. The Subject Property is in an area with a diverse range of housing types of varying densities. The Proposed Development will add to the variety of housing options in the area to attract different markets. There is another MFR district approximately 0.42 miles to the east on Davis Road, the Big Oak Villas, which contains a townhome development at a density of ± 7.9 units per acre. In addition, the Subject Property is adjacent to complimentary future land use designations, as noted on Henry County's and the Stockbridge's FLUM ("Low Density Residential" Henry County (North and West); "Medium Density Residential" Henry County (East) and "Low Density Residential" City of Stockbridge (South)).

² Data on the existing homes was obtained from the Henry County Tax Assessor's website at <https://qpublic.schneidercorp.com/Application.aspx?AppID=1035&LayerID=22139&PageTypeID=4&PageID=9368&Q=230410227&KeyValue=S05-01002000> (last visited 10.01.2022)

E. HOW THE PROPOSAL IMPACTS THE AESTHETIC CHARACTER OF EXISTING AND FUTURE USES OF THE PROPERTY AND THE SURROUNDING AREA.

The proposed townhomes will blend harmoniously with the surrounding developments. The Applicant is preserving a significant amount of open space that will buffer the RA zoned properties to the north. Additionally, the applicant will be providing onsite amenities for the residents as well as public open space.

F. WHETHER THE PROPOSAL IS CONSISTENT WITH ADJACENT DEVELOPMENT DENSITIES AND THE DENSITY PATTERNS REFLECTED IN THE COMPREHENSIVE PLAN.

Yes. The property is bordered to the east and west by residential developments with higher densities than what is allowed under the Subject Property's current RA zoning. Also, as noted in the paragraphs above, the Proposed Development is in line with the nearby Big Oak Villas townhome community, a property zoned MFR with a density of ± 7.9 units per acre. It should be noted that the Big Oak Villas were built in approximately 32 years ago, and there are no newer options for townhome residences nearby. The proposed MFR zoning and High-Density Residential land use will allow a townhome development that is compatible with the surrounding development and will provide much needed options for housing.

G. HOW THE PROPOSAL IMPACTS THE PUBLIC HEALTH, SAFETY, AND GENERAL WELFARE.

The proposal will benefit the public health, safety and general welfare. The Applicant proposes to bring the Subject Property into the City, creating a new, vibrant and modern development that diversifies the housing stock available and advances a number of goals outlined in the City's Comprehensive Plan. *See, e.g., Comp Plan at pp. 37-39.*

H. HOW THE PROPOSAL IMPACTS WATER, SEWERAGE, OTHER PUBLIC FACILITIES, OR PUBLIC SERVICES, AND HOW THE PROPOSED AMENDMENT IMPACTS EXPENDITURES OF PUBLIC FUNDS.

The Applicant is proposing the installation of a sanitary sewer line to connect to the existing sewer line in Shields Road. The Applicant has requested sewer capacity and water availability letters with this application to demonstrate that water and sewer are available and adequate to serve the Subject Property, along with upgrades that the Applicant is willing to make.

I. HOW THE PROPOSAL IMPACTS TRAFFIC SAFETY AND CONGESTION.

The Applicant used the Institute of Traffic Engineers (ITE) Trip Generation Manual (Ninth Edition) to calculate vehicle trips for Residential Condominium/Townhomes (ITE 230). According to ITE, the Proposed Development will result in a net increase of ± 836.64 trips during a weekday, ± 63.36 trips during a weekday a.m. peak hour, and ± 74.88 trips during a weekday p.m. peak hour. Davis Road is classified as a local roadway per the Georgia Department of Transportation (GDOT) Roadway functional classification map. The Subject Property is also a short distance from N. Henry Boulevard (GA Highway 42) a minor arterial and Stockbridge Road (GA Highway 138) a principal arterial, both of which are major roadways intended for a high volume of traffic. Moreover, the Subject Property is approximately one mile from Intrastate Highway 675 (I-675) which can provide quick access to regional transportation. Because the Subject Property is located in proximity to a number of major roadways, its impacts on traffic is anticipated to be minimal.

J. HOW THE PROPOSAL IMPACTS ENVIRONMENTAL CONDITIONS, INCLUDING, BUT NOT LIMITED TO, DRAINAGE, SOIL EROSION AND SEDIMENTATION, FLOODING, AIR QUALITY, WATER QUALITY AND QUANTITY.

The Applicant will mitigate any potential impacts to the environment by following all City, County, State and Federal requirements related to drainage, soil erosion and sedimentation, flooding, air quality, and water quality and quantity.

K. HOW THE PROPOSAL IMPACTS THE PROVISIONS OF ADEQUATE LIGHT AND AIR.

The proposal will have no negative impacts on the provision of adequate light and air. *See also J, above.*

L. HOW THE PROPOSAL IMPACTS THE VALUE OF ADJACENT PROPERTY.

As the site plan submitted with the application demonstrates, the proposal is a thoughtful, pedestrian-oriented, residential neighborhood that will deliver quality design and construction, all of which should “raise-the-bar” for future development on adjacent and nearby properties and generate renewed interest in the area.

M. WHETHER THERE ARE SUBSTANTIAL REASONS WHY THE PROPERTY CANNOT BE USED IN ACCORDANCE WITH EXISTING REGULATIONS.

See Section C above.

N. PRESERVATION OF THE INTEGRITY OF RESIDENTIAL NEIGHBORHOODS SHALL CARRY GREATER WEIGHT THAN OTHER FACTORS. WHERE PROPERTY FRONTS ON A MAJOR THOROUGHFARE AND ALSO ADJOINS AN ESTABLISHED RESIDENTIAL NEIGHBORHOOD, THE FACTOR OF PRESERVATION OF THE RESIDENTIAL AREA SHALL CARRY GREATER WEIGHT.

The current proposal will have not have a negative impact on the integrity of adjacent and nearby residential neighborhoods. The Applicant has taken careful consideration in the proposed design and incorporated appropriate buffers and setbacks to minimize negative impacts, if any.

IV. CONCURRENT VARIANCE ANALYSIS

The Applicant is seeking four concurrent variances with its request to the following requirements of the Stockbridge UDO:

A. Stockbridge Zoning Ordinance § 2.4.4 to increase the maximum lot coverage from 50% to 75%

The MFR zoning district limits lot coverage to a maximum of 50%. The overall ±27.635 acre property will have a lot coverage under 50% however the lot coverage of individual townhome lots will vary above 50%, up to 75%. Due to the nature of attached residential homes, the lot width is limited to the width of the units themselves, and in this instance the Applicant is proposing a 20-foot wide and 24-foot wide units. Because the lot width is fixed the only way to increase lot size and reduce lot coverage, without affecting the unit size and driveway paving, is to lengthen the lots. To achieve a lot coverage of 50% on a 20-foot or 24-foot wide lot, a 156-foot deep lot is needed.³ The lots, however, cannot be deepened to achieve 50% lot coverage due to the shape of the overall property. The Subject Property is a narrow, rectangular parcel that is approximately five times longer than it is wide.⁴ The shape of the Subject Property squeezes its development toward the middle, thus restricting the depth of any individual lots. Consequently, the lots must be shorter, thus increasing the lot coverage. This will not have a detrimental impact, however. The Applicant is providing ±4.6 acres of the overall property as open space, as well as amenities including a nature trail and dog walk. The inclusion of such large open space areas and amenities will provide the future residents with ample outdoor space within the community.

B. Stockbridge Zoning Ordinance § 2.4.4 to reduce the minimum front yard setback from 50-feet to 25-feet

As noted in the paragraphs above the Subject Property is long and relatively narrow, which compresses its development toward the center of the property. The narrowness also results in the townhomes having a shorter front yard setback than the 50-feet that the MRF

³ A 20-foot wide unit will require a 136-foot deep lot and a 24-foot wide unit will require a 156-foot deep lot.

⁴ The property dimensions vary, but it is approximately 520 feet wide by 2,700 feet deep.

district requires. The 50-foot setback, however is excessive and is much larger than what is typically required for townhome developments. For example, Henry County's RS (Residential Suburban) district, which allows townhomes, requires a minimum 25-foot front yard setback. *See Henry County Code of Ordinances § 2.01.02.1.* The strict enforcement of the 50-foot front yard setback, on the other hand, would result in the loss of a significant number of units, with little positive benefits. The 25-foot setback is of sufficient length to allow a car to park in the driveway without blocking the sidewalk. In addition, requiring a 50-foot front yard setback would result in a large front yard that will require more maintenance. The large majority of townhome residents choose to live in such a unit to avoid yard maintenance that is found in other types of residences. Requiring a 50-foot front yard would eliminate one of the major attractions to owning a townhome as compared to a single family detached residence.

C. Stockbridge Zoning Ordinance § 2.4.4 to reduce the minimum side yard setback from 15-feet to 10-feet

The Applicant seeks a reduction of the side yard setback for the individual townhome lots due to the shape of the Subject Property and its topography. Requiring 15-foot side setbacks on the end units would push the townhome development further north into the Subject Property. The Subject Property, however, narrows towards the north, from over ±520 feet wide, closer to Davis Road, to less than 420-feet wide at its northern end. Additionally, there is a significant change in topography from the Davis Road frontage downward towards the creek at the Subject Property's northern end. The narrowness coupled with the change in topography results in a loss of units if the townhomes are pushed northward to accommodate the appropriate setbacks. The reduction from 15-feet to 10-feet will still meet the minimum 20-foot building separation and is not likely to be visibly noticeable on the site. As a result, the grant of the requested

variance will not have a negative impact on the public, but it will allow the Proposed Development on the Subject Property.

Pursuant to the City of Stockbridge UDC § 10.1.2, the criteria for granting the variances are met. First, there are extraordinary and exceptional conditions pertaining to the particular piece of property in question because of its size, shape or topography that are not applicable to other lands or structures in the same district. Second, a literal interpretation of the Stockbridge UDC would deprive the Applicant of rights commonly enjoyed by other properties of the district in which the property is located. Third, the grant of the variance will not confer any special privileges upon the Applicant that are denied to other properties of the same district. Fourth, the requested variance will be consistent with the purpose and intent of the UDC, will be compatible with uses on neighboring properties, and will serve the public welfare. Fifth, the special circumstances necessitating the variances are not the result of the actions of the Applicant. Sixth, the variance requested is the minimum variance that will make possible the legal use of the land, building or structure. Finally, the variances will not permit a use of land, buildings, or structures that are not permitted by right in the proposed zoning district.

V. NOTICE OF CONSTITUTIONAL CHALLENGES AND PRESERVATION OF CONSTITUTIONAL RIGHTS

The current zoning of the Subject Property and any intervening zoning district other than that requested is unconstitutional and contrary to the best interest of the health and welfare of the citizens of the City of Stockbridge, and constitutes an arbitrary and capricious act. As a result, the City of Stockbridge Unified Development Code is in violation of Article I, Section I, Paragraphs 1 and 2 of the Constitution of the State of Georgia 1983; Article I, Section III, Paragraph 1 of the Constitution of the State of Georgia; and Article I, Section II, Paragraph 3 of the Constitution of the State of Georgia, 1983. Furthermore, the current zoning violates the due

process clause and equal protection clauses of the Fifth and Fourteenth Amendments to the Constitution of the United States of America.

In addition, the current zoning of the Subject Property and any intervening zoning district other than that requested is unconstitutional in that it renders the Subject Property unusable and destroys its marketability. Therefore, the current zoning constitutes a taking of the Applicant's property without just and adequate compensation and without due process of law in violation of the Fifth and Fourteenth Amendments to the United States Constitution and in violation of Article I, Section I, Paragraph 1 and Article I, Section III, Paragraph 1(a) of the Constitution of Georgia.

The Zoning Ordinance of the City of Stockbridge lacks adequate standards for the City Council to exercise its power to zone and rezone. In essence, the standards are not sufficient to contain the discretion of the City Council and to provide the Courts with a reasonable basis for judicial review. Because the stated standards (individually and collectively) are too vague and uncertain to provide reasonable guidance to the Mayor and City Council, the Zoning Ordinance violates the Fifth and Fourteenth Amendments of the Constitution of the United States in matters of zoning. The Zoning Ordinance also violates Article I, Section III, Paragraph 1; and Article I, Paragraphs 1 and 2 of the Constitution of State of Georgia, 1983.

Opponents to this request lack standing, have failed to exhaust administrative remedies, and have waived their rights to appeal by failing to assert legal and constitutional objections.

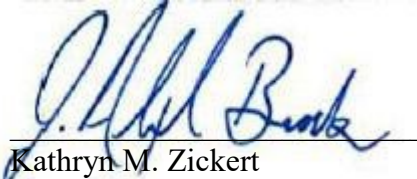
VI. CONCLUSION

For the foregoing reasons, the Applicant respectfully requests that the Rezoning, Future Land Use Map Amendment, and Concurrent Variance Applications at issue be approved. The Applicant also invites and welcomes any comments from Staff or other officials of the City of

Stockbridge so that such recommendations or input might be incorporated as conditions of approval.

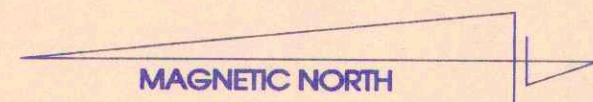
This 3rd day of October, 2022.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "J. Alexander Brock", is written over a horizontal line.

Kathryn M. Zickert
Dennis J. Webb, Jr.
J. Alexander Brock
Attorneys For Applicant

Smith, Gambrell & Russell, LLP
1105 W. Peachtree Street, NE
Suite 1000
Atlanta, Georgia 30309
404-815-3500



SENTRY OAK SUBDIVISION
PB 14 / PG 217

N/F
WALLACE D. MASON
& ANN B. MASON
DB 4354 / PG 170

N/F
H. L. WHITWORTH &
LUCY C. WHITWORTH
DB 214 / PG 91

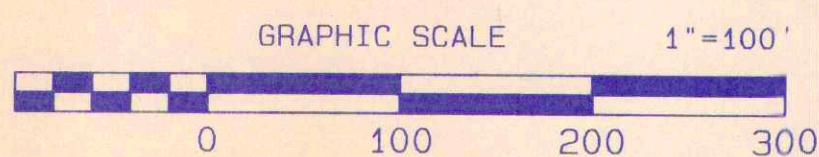
27.635 ACRES

DB 42 / PG 417-418

N/F
PATRICIA A. COLVIN
aka PATRICIA A. FISH
DB 3023 / PG 142

LEGEND:

IPF = IRON PIN FOUND
IPS = IRON PIN SET (1/2" ROD)
LL = LAND LOT
R/W = RIGHT-OF-WAY
DB = DEED BOOK
PB = PLAT BOOK
PG = PAGE
C/L = CENTERLINE
CMP = CORRUGATED METAL PIPE
UP = UTILITY POLE
N/F = NOW OR FORMERLY



BASED ON THE INFORMATION SHOWN ON THE FLOOD HAZARD
BOUNDARY MAPS FURNISHED BY THE DEPT. OF H.U.D. THROUGH
THE FEDERAL INSURANCE ADMINISTRATION, IT IS MY OPINION THAT
THE PROPERTY SHOWN HEREON IS OUTSIDE THE FLOOD HAZARD
AREA, EXCEPT AS SHOWN.

REFERENCE F.I.R.M. NUMBER 130468 00558 DATE 11/02/1983

IN MY OPINION THIS PLAT IS A CORRECT REPRESENTATION
OF THE LAND PLATTED AND HAS BEEN PREPARED IN
CONFORMITY WITH THE MINIMUM STANDARDS AND
REQUIREMENTS OF THE LAW.

R. M. Boyd 4/13/06
REGISTERED LAND SURVEYOR NO. 2227 DATE

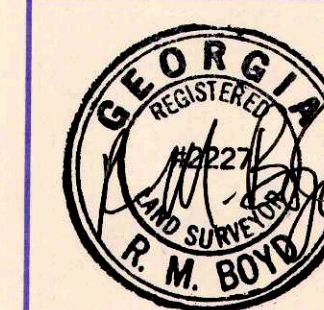
THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE
PRECISION OF ONE IN 10,000± FEET AND AN ANGULAR ERROR
OF 02 SECONDS PER ANGLE POINT AND WAS ADJUSTED USING
THE COMPASS RULE.

THIS PLAT HAS BEEN CALCULATED TO CLOSE AND IS FOUND
TO BE ACCURATE WITHIN ONE FOOT IN 100,000± FEET.

EQUIPMENT USED:
ANGULAR - TOPCON GTS 303
LINEAR - TOPCON GTS 303

SURVEY
FOR
WALTER SMITH

LAND LOTS 70 & 91 ~ 12th DISTRICT ~ HENRY COUNTY, GEORGIA



R. M. Boyd & Associates
Surveying & Engineering, Inc.

325 South Lee St.
Fayetteville, GA 30214
770-461-2417

PROJECT NUMBER	FIELD BOOK NUMBER	DRAWN BY	REVIEWED BY	ISSUE DATE	SHEET NUMBER
06008	213	DSB	RMB	04/13/06	1 OF 1

EXHIBIT A

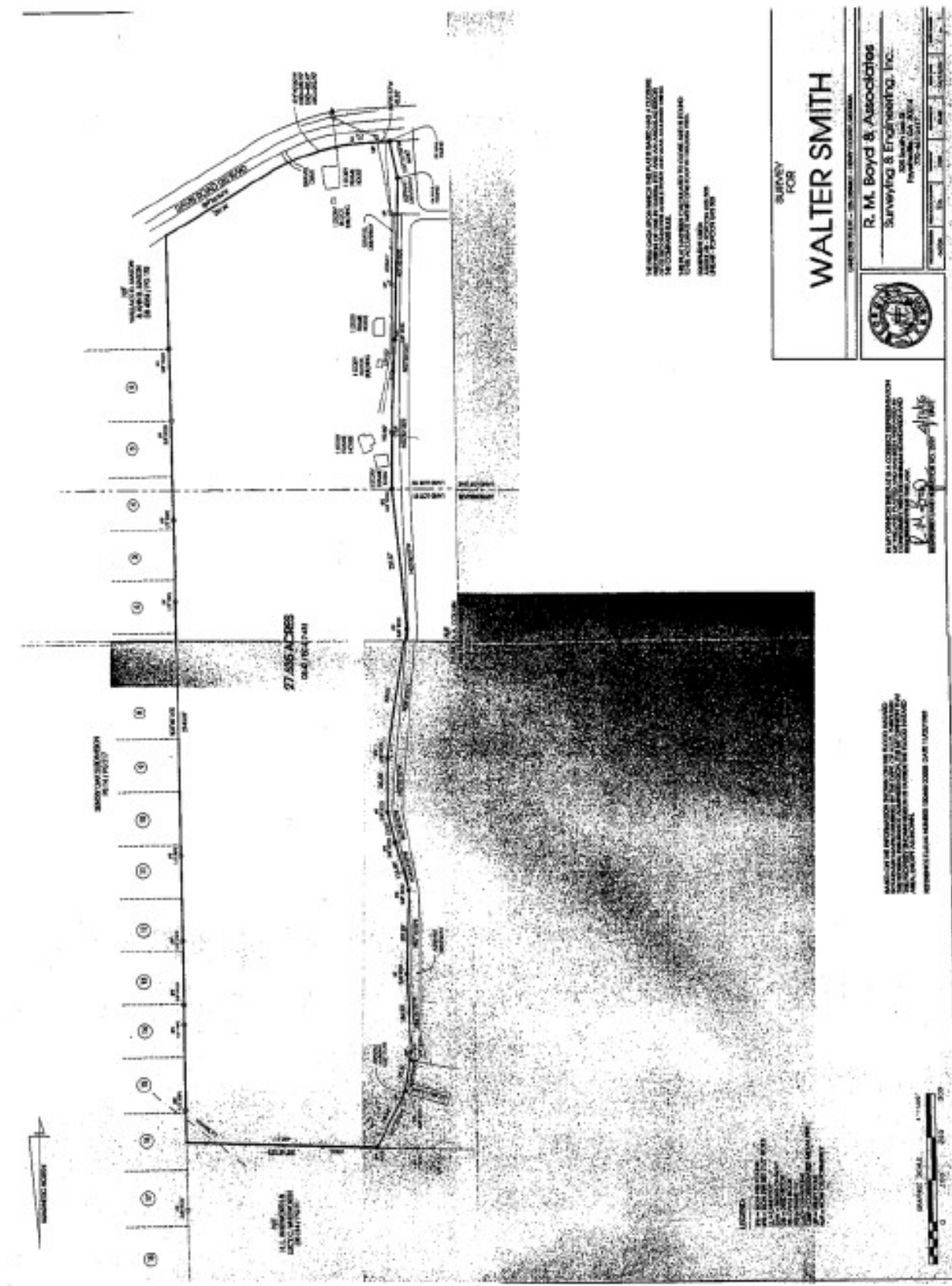
LEGAL DESCRIPTION

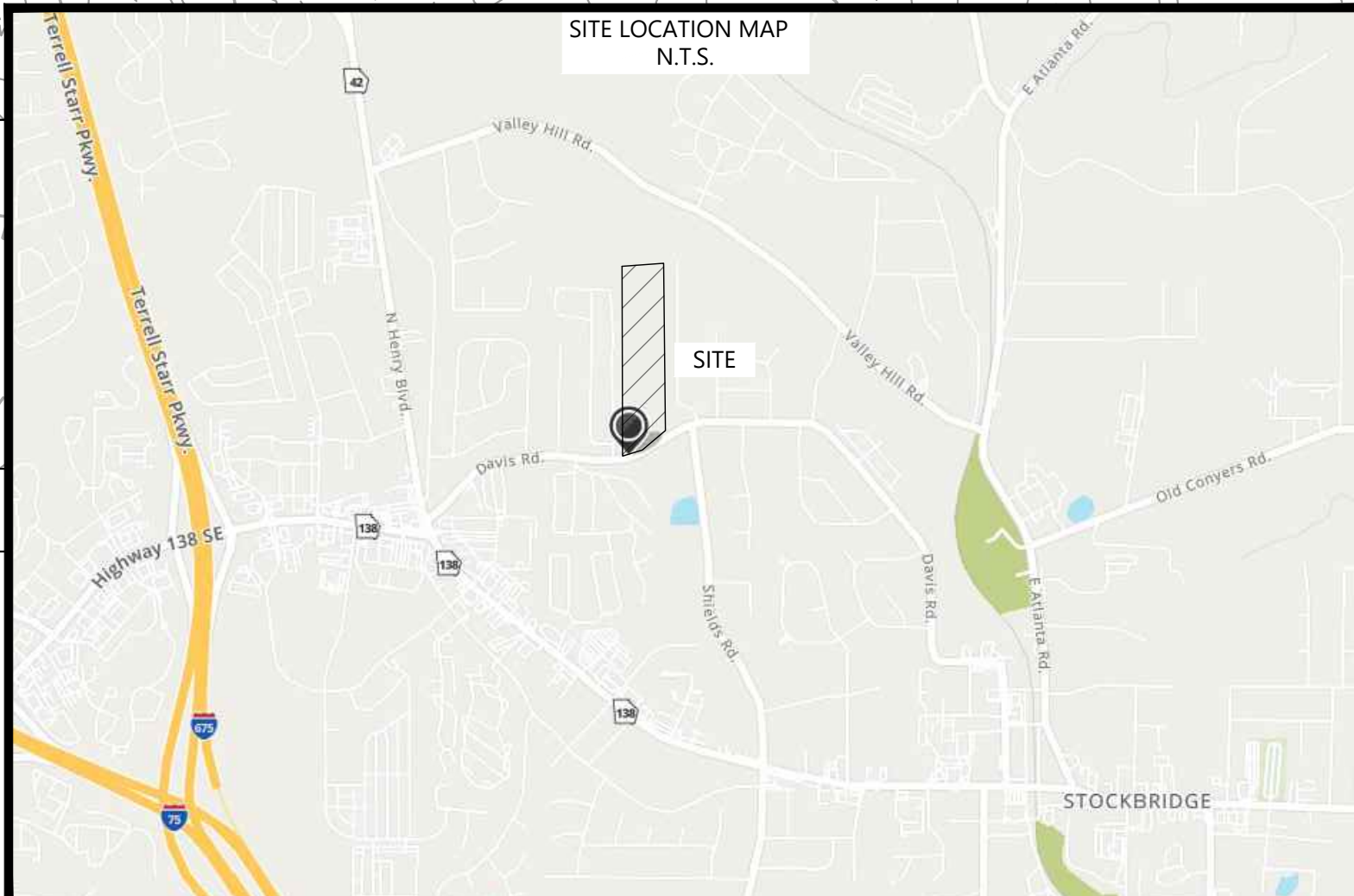
All that tract or parcel of land lying and being in Land Lots 70 and 91 of the 12th Land District of Henry County, Georgia, containing 27.635 acres, and being more particularly described as follows:

BEGINNING at a point (iron pin set) on the north land lot line of Land Lot 70, being also the south land lot line of Land Lot 91 of the 12th District, at a point on that common land lot line 985 feet west of the northeast corner of Land Lot 70 and the southeast corner of Land Lot 91; running from said point of beginning, north 05 degrees 20 minutes west 337.37 feet to an iron pin found; thence north 08 degrees 20 minutes east 305 feet to an iron pin found; thence north 00 degrees 3 minutes west 126.40 feet to an iron pin found; thence north 13 degrees 45 minutes west 73.90 feet to an iron pin found; thence north 14 degrees 54 minutes west 115.40 feet to an iron pin found; thence north 02 degrees 15 minutes east 197.80 feet to an iron pin found; thence north 02 degrees 50 minutes west 184.20 feet to an iron pin found; thence north 09 degrees 54 minutes east 93.10 feet to an iron pin found; thence north 27 degrees 30 minutes east 148.84 feet to an iron pin found; thence south 88 degrees 45 minutes 05 seconds east 450.37 feet to a point; thence south 00 degrees 45 minutes 14 seconds east 2,143 feet to a point on the north right of way line of Davis Road; thence south 59 degrees 26 minutes 54 seconds west 287.84 feet, along said right of way line, to a point; thence continuing along said right of way line south 74 degrees 40 minutes 30 seconds west a chord distance of 249.99 feet (RAD=480.47 feet; ARC=252.90 feet) to a point on said right of way line; thence continuing along said right of way line south 86 degrees 55 minutes 37 seconds west 42.83 feet to a pk nail found on said right of way line; thence north 11 degrees 21 minutes west 86.80 feet to a pk nail found; thence north 01 degree 43 minutes east 378.01 feet to an iron pin set; thence north 02 degrees 50 minutes east 159 feet to a point; thence north 00 degrees 42 minutes east 192.82 feet to an iron pin set, the point of beginning.

Said property is described in a plat of survey for Walter Smith by R. M. Boyd & Associates, R. M. Boyd, Registered Land Surveyor, dated April 13, 2006, a copy of which is attached and by reference made a part of this description.

This is the same land described in a deed from J. B. Fields to Walter Smith, dated March 21, 1950, and recorded in Deed Book 42, Page 417, Henry County Records.







SITE AREA	
TOTAL PROPERTY AREA:	27.635± AC
ZONING CLASSIFICATION	
JURISDICTION:	HENRY COUNTY
EXISTING ZONING:	RA
ADJACENT ZONING:	RA, RMH, RD
PROPOSED JURISDICTION:	CITY OF STOCKBRIDGE (ANNEXATION REQU.)
PROPOSED ZONING:	MFR (MULTI-FAMILY) HIGH DENSITY RES. LAND USE
DEVELOPMENT PROPOSAL	
PROPOSED DENSITY	235 UNITS (8.5 UNITS/AC) 112 - 24'W X 50'D 123 - 20'W X 50'D
RESIDENT PARKING PROVIDED	694 RESIDENT SPACES (4 SPACES PER 24'W UNITS W/ 2-CAR GARAGE) (2 SPACES PER 20'W UNITS W/ 1-CAR GARAGE)
GUEST PARKING PROVIDED	46 SPACES (44 STD SPACES + 2 ADA SPACES)
TOTAL PARKING PROVIDED	740 SPACES (347 GARAGE SPACES) (347 DRIVEWAY SPACES) (46 SURFACE SPACES)
FRONT SETBACK (PER CODE)	50'
FRONT SETBACK (REQUESTED)	25' (50' ALONG DAVIS ROAD) (VARIANCE)
SIDE SETBACK (PER CODE)	15'
SIDE SETBACK (REQUESTED)	10' (VARIANCE)
REAR SETBACK (PER CODE)	20'
REAR SETBACK (REQUESTED)	20'
MIN. BUILDING SEPARATION	20'
MAX. LOT COVERAGE	50% (13.81 AC)
REQUESTED LOT COVERAGE	75% (VARIANCE)
MIN. OPEN SPACE	15% (4.14 AC)
PROVIDED OPEN SPACE	15% (4.6 AC)
PROVIDED AMENITIES	COVERED PAVILION AND MAIL KIOSK PLAYGROUND DOG PARK WALKING TRAIL 5,148 SF (1% FLOOR AREA) ASSUMED TOTAL FLOOR AREA = 514,800 SF
MIN. PUBLIC OPEN SPACE	5,600 SF
PROVIDED PUBLIC OPEN SPACE	50' R/W
INFRASTRUCTURE	28' PAVEMENT 5' SIDEWALK (BOTH SIDES OF STREET)
NOTES	
1. BASE INFORMATION PROVIDED BY HENRY COUNTY GIS DEPARTMENT.	
2. ANNEXATION REQUIRED.	
3. PROPOSED DRIVEWAY IS 3 LANE (2 OUT/1 IN)	
4. VARIANCE REQUIRED FOR SIDE AND FRONT SETBACKS.	
5. VARIANCE REQUIRED FOR MAX. LOT COVERAGE.	
6. LIFT STATION REQUIRED FOR SEWER.	

NOTE: LANDSCAPING SHOWN IS FOR CONCEPTUAL AND ILLUSTRATIVE PURPOSES ONLY AND IS NOT INTENDED TO CONVEY WHAT WILL ACTUALLY BE BUILT. LANDSCAPING FOR THE SUBDIVISION AND LOTS WILL FOLLOW ALL CITY CODE REQUIREMENTS.



TO: Mayor/Council
Planning Commission

FROM: Linda M. Logan, Senior Planner, Planning and Zoning Division

CC: Brecca Carter, Community Development Director
R. Ryan Anderson, Chief Planner

DATE: January 26, 2023

**SUBJECT: Staff Report for Variance Case #RZ-2022-03 for Property at
576 Davis Road (Parcel #S05-01002000)**

I. PURPOSE

Consider a Variance application (#RZ-2022-03) by Forestar (USA) Real Estate Group, Inc. (represented by Smith, Gambrell and Russell, LLP) for property at 576 Davis Road to allow for the development of a townhome community having 235 units, with total project buildout by Year 2027. The applicant also simultaneously submitted three other applications to the City of Stockbridge, as are listed below.

- An Annexation Application (Case #AX-2022-03)—The applicant later withdrew this application, via a withdrawal letter dated November 16, 2022, after the subject property was annexed into the City as a result of the passage of the Stockbridge Annexation Referendum during the November 8, 2022 Citywide election.
- A Comprehensive Plan Amendment Application (Case #CP-2022-06) —The applicant requests that the property's future land use designation be changed from Henry County's designation of Low-Density Residential to the City of Stockbridge's designation of High-Density Residential.
- A Rezoning Application (Case #RZ-2022-07)—The applicant requests the rezoning of the subject property from the 'RR' (Rural Residential; formerly Henry County's 'RA' (Residential-Agricultural)) district to the City of Stockbridge's 'MFR' (Multiple Family Residential) district.

The variance application contains three variance requests, as are listed below.

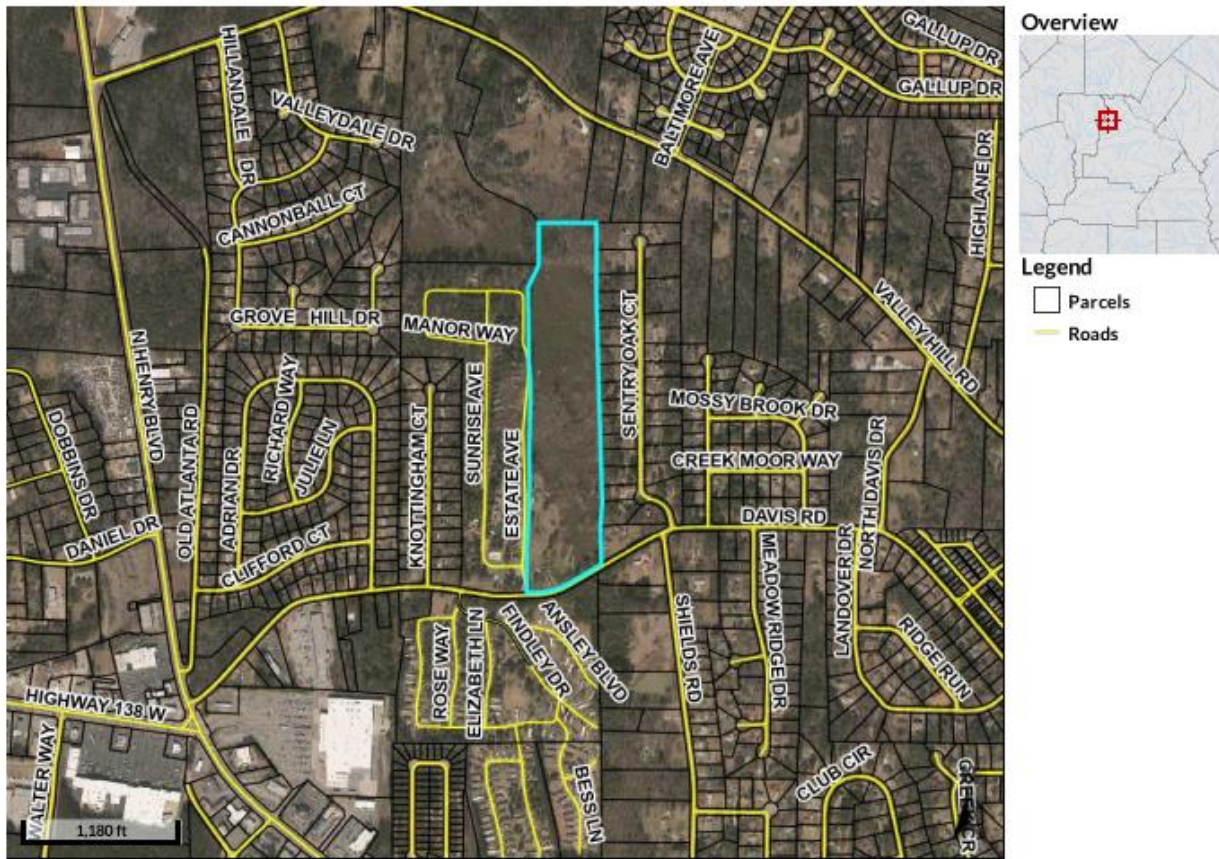
1. Reduce the front yard setback within the site from the required minimum of 50 feet to 25 feet.
2. Reduce the side yard setbacks from the required minimum of 15 feet to 10 feet.

3. Increase the maximum lot coverage from the allowable maximum of 50 percent to 75 percent.

AERIAL PHOTOGRAPH

Subject Property:
Parcel #:S05-01002000

 Henry County, GA



Overview



Legend

-  Parcels
-  Roads

Parcel ID	S05-01002000	Class	A	Owner	O'BRIEN CAROLYN L S, ORDONEZ	Land Value:	\$152,500
Property Address	576 DAVIS RD	Acreage	27.635	Address	R S, SMITH RALPH L & CHARLES W 112 MANN BLVD STOCKBRIDGE GA 30281	Building Value:	\$160,100
District	County/UnIncorp					Misc Value:	\$3,700
						Total Value:	\$316,300

Last 2 Sales			
Date	Price	Reason	Qual
10/8/2013	\$0	D OF ASSNT	U
1/1/1973	\$0	n/a	U

Parcel lines depicted on the maps do not reflect a true and exact representation of property boundaries and should not be relied upon for said purpose. Property boundary lines are depicted on recorded plats available at the Henry County Courthouse or can be determined by employing the services of a licensed surveyor.

Date created: 10/14/2022

Last Data Uploaded: 10/13/2022 10:47:33 PM

Developed by  Schneider
GEOSPATIAL

II. CASE FACTS

Proposed Development:	Townhome community with 235 units.
Site Address:	576 Davis Road.
Parcel Identification:	S05-01002000.
Parcel Acreage:	27.635 acres.
Land District and Land Lot:	District 12, Land Lot 91.
Council District:	4.
Applicant:	Forestar (USA) Real Estate Group, Inc., represented by Smith, Gambrell & Russell, LLP.
Owner:	Four owners—Jeremy Smith, Reba S. Oronez, Carolyn S. O'Brien, and Charles W. Smith.
Current City Zoning:	'RR' (Rural Residential).
Surrounding Zoning:	'MHR' (Mobile Home Residential) to the west and south, 'CCR' (City Center Residential) to the east, and 'SR' (Suburban Residential) to the southeast.
City Land Use Designation:	To be determined
Property Location:	Located on the north side of Davis Road, adjacent to Estates Avenue (a private street) and Sunrise Avenue to the west, one block west of Shields Road and Sentry Oaks Court
Property Conditions:	Long, narrow lot which slopes significantly downward to the north, dropping some 70 feet, where an "apparent stream" and its adjacent buffers are located.
Current Use:	Three single-family residences and a detached garage
Surrounding Land Uses:	~ <u>North</u>--Single-family detached homes along Valley Hill Road. ~ <u>South</u>--Stockbridge Estates mobile home park. ~ <u>East</u>-- Single-family detached homes along Davis Road, a duplex subdivision along Sentry Oaks Court, and a combination attached & detached single-family subdivision on Davis Road, about a mile east of the subject property. ~ <u>West</u>--Pine Hills Estates mobile home park along Sunrise Avenue ~ <u>Southwest</u>--Major commercial node con-

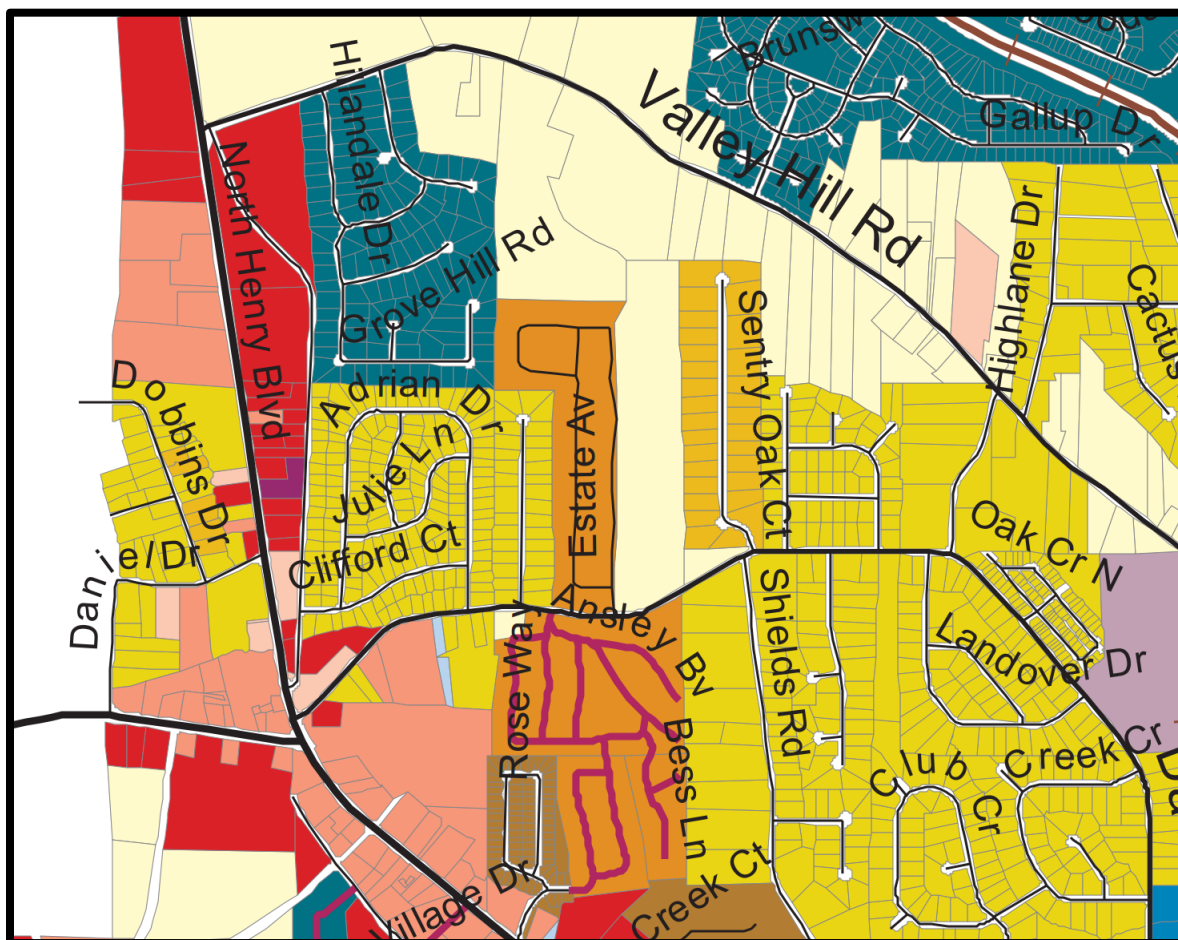
taining Walmart, three shopping centers, and surrounding retail uses.

CITY OF STOCKBRIDGE 2023 ZONING MAP

The subject property is located to the east of Estate Avenue in the map below.

Legend:

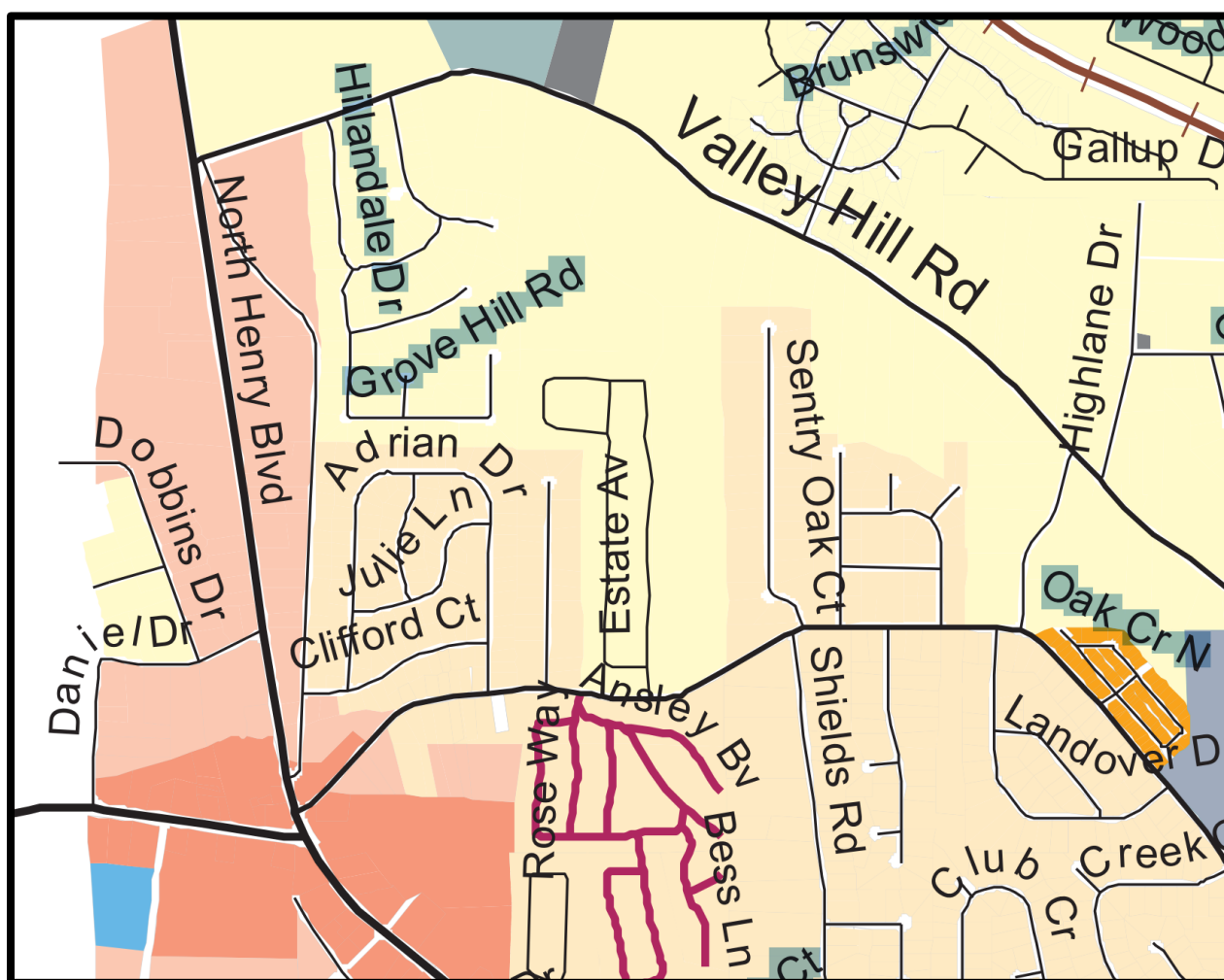
Main Road – Davis Road
Pale Yellow—RR (Rural Residential)
Gold—SR (Suburban Residential)
Rust—CCR (City Center Residential)
Orange—MHR (Mobile Home Residential)
Brown—MFR (Multiple Family Residential)
Light Pink – C-1 (Neighborhood Commercial)
Medium Pink – C-2 (General Commercial)
Red—C-3 General Commercial
Teal—PUD (Planned Unit Development)



CITY OF STOCKBRIDGE 2023 FUTURE LAND USE MAP

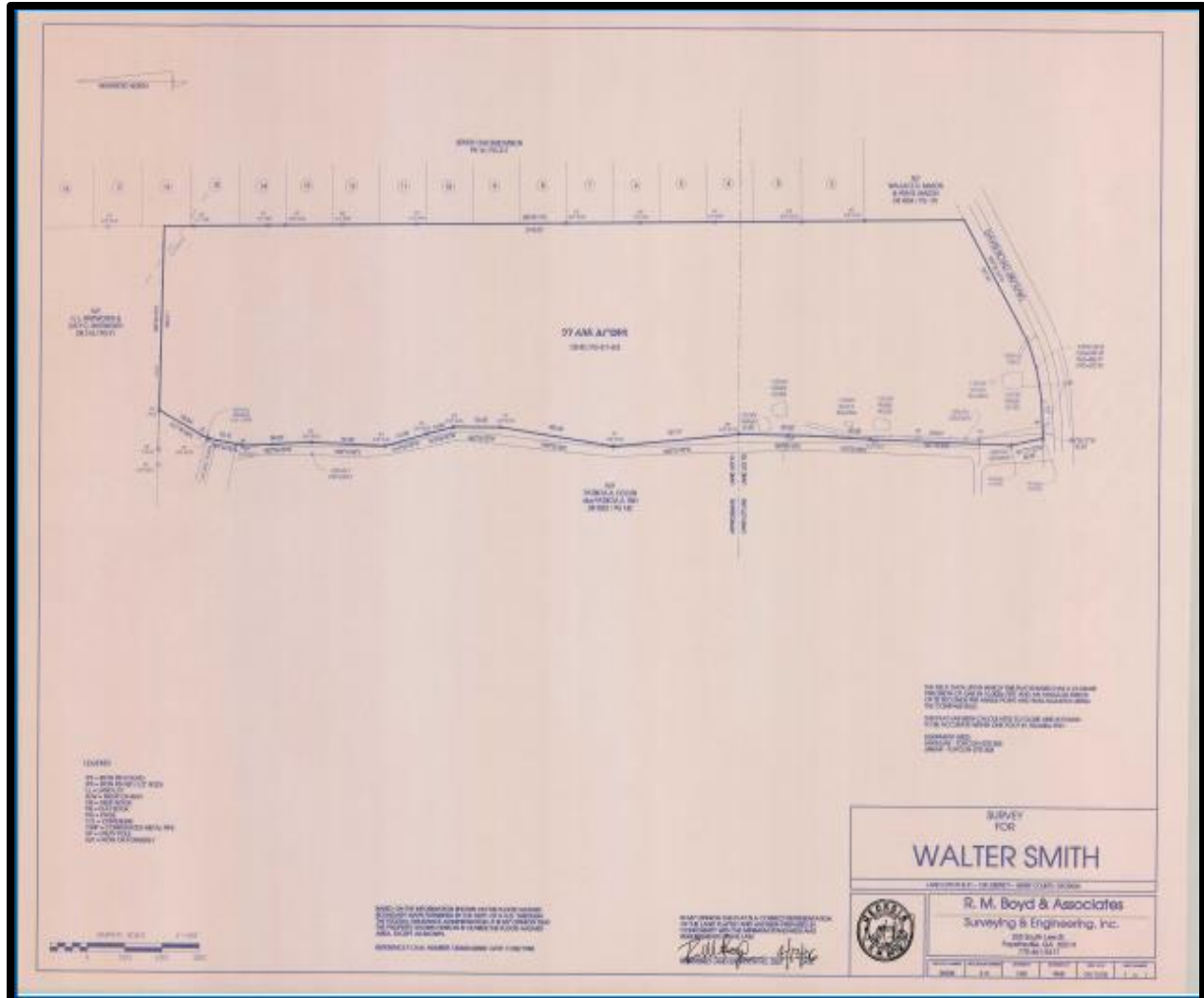
KEY:

- Yellow—Low-Density Residential
- Beige—Medium-Density Residential
- Orange—High-Density Residential
- Peach—Low-Density Vertical Mixed-Use
- Salmon—Medium-Density Vertical Mixed-Use
- Blue—Office-Institutional
- Gray—Light Industrial



BOUNDARY SURVEY

Subject Property:
Parcel #S015-01002000



III. PROPOSED DEVELOPMENT

A. Project Size. The applicant proposes to build a 235-acre townhome development on 27.635 acres of land at 576 Davis Road. Details of the project are shown in a table on the submitted conceptual site plan. The applicant first submitted a black-and-white version, entitled “Rezoning Plan”, which was prepared by Atwell Group of Marietta, Georgia on October 3, 2022. Subsequently, the applicant submitted an undated colored version of the Rezoning Plan. The table on the drawing shows that the proposed development would have a density of 8.5 units per acre. In comparison, the adjacent Pine Hills Mobile Home Park to the west currently has a density of an estimated 2.575 units per acre. This is based on approximately 87 existing residential units (as are shown on Google Maps) on 33.78 acres. The proposed townhome development would include 112 smaller units with dimensions of 24’W X 50’D and containing one-car garages, plus 123 larger units with dimensions of 20’W X 50’D and containing two-car garages.

B. Lot Coverage and Open Space. The applicant proposes to deviate significantly from the maximum allowable lot coverage of 50 percent within the requested MFR (Multiple Family Residential) district by having a lot coverage of 75 percent for each proposed townhome lot. This deviation is the subject of a variance request. The applicant would, though, meet the required minimum open space requirement of 15 percent, the required minimum public open space requirement of one percent, and the required minimum building separation of 20 feet between townhome buildings.

C. Site Plan Design. The Conceptual Site Plan shows that the proposed project would have its main entrance off Davis Road, where an emergency access would also be provided. A small open space area would be located to the west of the project entrance. The internal street would have a long loop and three cross streets. Its pavement would be 28 feet wide, and 5-foot-wide sidewalks would be installed on both sides of all streets. Townhome buildings would be located along both sides of the loop, as well as in the center of the site. They would each contain four to eight townhome units. Trees would be planted in the front and rear yards of all townhome buildings. The rear of the loop would expand to include parking spaces for the adjacent covered pavilion and mail kiosk. An open space area with approximately 4.6 acres would be provided to the rear of the pavilion, including a walking trail, a dog park, and a playground. A stormwater pond would be installed at the back of the property, near an “apparent stream” and its adjacent stream buffers, where the natural vegetation would be preserved. The site plan also shows that a row of “double-frontage lots” (also known as “through lots”) would be created along the western side of the property, adjacent to Estate Avenue. This would result in those lots each having two front yards. Further, no buffer would be provided.

D. Setbacks. The applicant is requesting to deviate from the required front and side yard setbacks for the MFR (Multiple Family Residential) district, as is shown in the table below, while meeting the required rear yard setback of 20 feet. The deviations have been formally requested in a separate variance application.

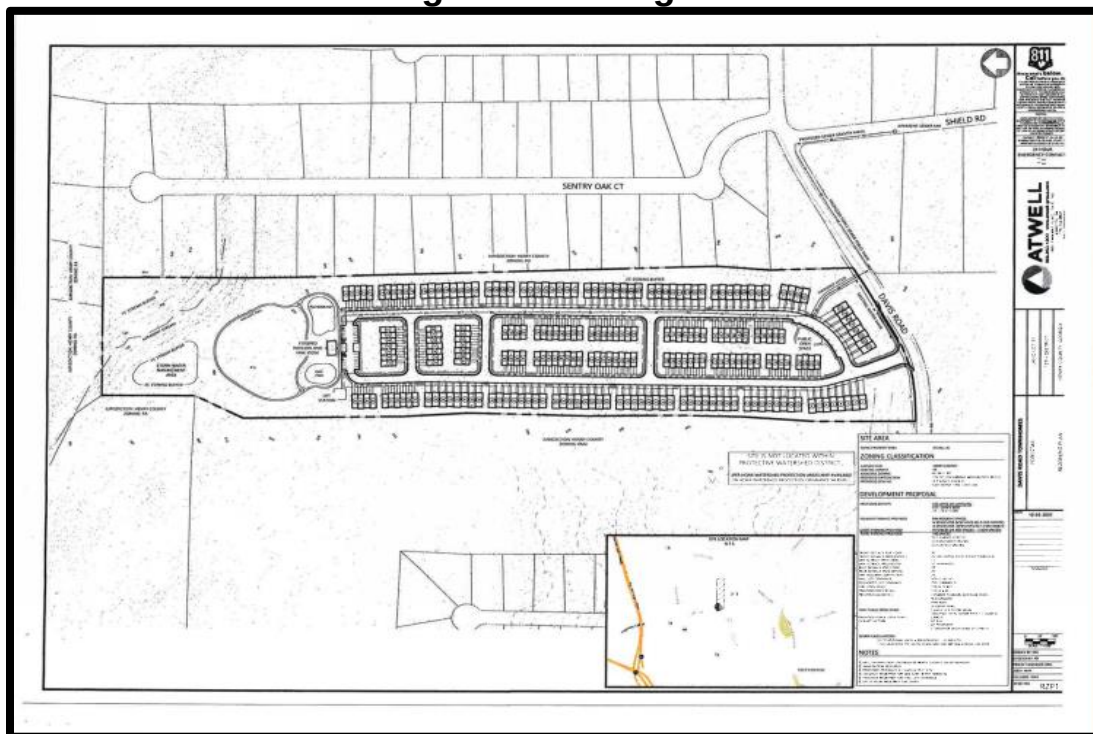
TABLE OF PROPOSED SETBACKS

Setback	Required	Proposed
<u>Front Yard Setbacks:</u>		
a. From Davis Road	a. 50 feet	a. 50 feet (No Variance)
b. From Internal Streets	b. 50 feet	b. 25 feet (Variance Request)
Side Yard Setbacks	15 feet	10 feet (Variance Request)
Rear Yard Setback	20 feet	20 feet (No Variance)

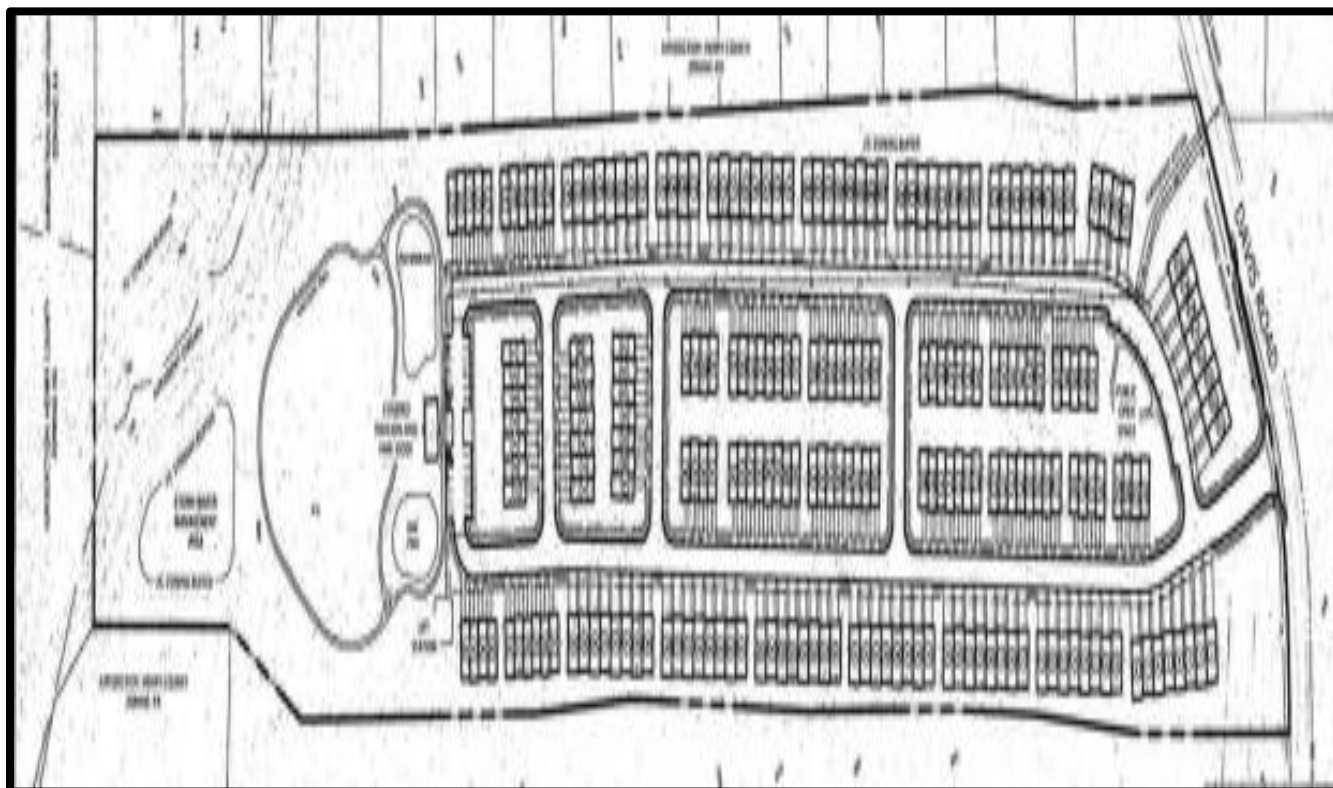
E. Parking. Details of the applicant's proposed parking provisions are explained in the Staff Report for the companion rezoning case, RZ-2022-07.

F. Traffic Impact Study. Details of the applicant's submitted Traffic Impact Study are explained in the Staff Report for the companion rezoning case, RZ-2022-07.

CONCEPTUAL SITE PLAN—BLACK AND WHITE
Showing Surrounding Streets:



Enlargement:





SITE DATA FROM CONCEPTUAL SITE PLAN

SITE AREA	
TOTAL PROPERTY AREA:	27.635± AC
ZONING CLASSIFICATION	
JURISDICTION:	HENRY COUNTY
EXISTING ZONING:	RA
ADJACENT ZONING:	RA, RMH, RD
PROPOSED JURISDICTION:	CITY OF STOCKBRIDGE (ANNEXATION REQU.)
PROPOSED ZONING:	MFR (MULTI-FAMILY) HIGH DENSITY RES. LAND USE
DEVELOPMENT PROPOSAL	
PROPOSED DENSITY	<u>235 UNITS (8.5 UNITS/AC)</u> 112 - 24'W X 50'D 123 - 20'W X 50'D
RESIDENT PARKING PROVIDED	694 RESIDENT SPACES (4 SPACES PER 24'W UNITS W/ 2-CAR GARAGE) (2 SPACES PER 20'W UNITS W/ 1-CAR GARAGE)
GUEST PARKING PROVIDED	<u>46 SPACES (44 STD SPACES + 2 ADA SPACES)</u>
TOTAL PARKING PROVIDED	740 SPACES (347 GARAGE SPACES) (347 DRIVEWAY SPACES) (46 SURFACE SPACES)
FRONT SETBACK (PER CODE)	50'
FRONT SETBACK (REQUESTED)	25' (50' ALONG DAVIS ROAD) (VARIANCE)
SIDE SETBACK (PER CODE)	15'
SIDE SETBACK (REQUESTED)	10' (VARIANCE)
REAR SETBACK (PER CODE)	20'
REAR SETBACK (REQUESTED)	20'
MIN. BUILDING SEPARATION	20'
MAX. LOT COVERAGE	50% (13.81 AC)
REQUESTED LOT COVERAGE	75% (VARIANCE)
MIN. OPEN SPACE	15% (4.14 AC)
PROVIDED OPEN SPACE	15% (4.6 AC)
PROVIDED AMENITIES	COVERED PAVILION AND MAIL KIOSK PLAYGROUND DOG PARK WALKING TRAIL
MIN. PUBLIC OPEN SPACE	5,148 SF (1% FLOOR AREA)
PROVIDED PUBLIC OPEN SPACE	ASSUMED TOTAL FLOOR AREA = 514,800 SF 5,600 SF
INFRASTRUCTURE	50' R/W 28' PAVEMENT 5' SIDEWALK (BOTH SIDES OF STREET)
NOTES	
1. BASE INFORMATION PROVIDED BY HENRY COUNTY GIS DEPARTMENT. 2. ANNEXATION REQUIRED. 3. PROPOSED DRIVEWAY IS 3 LANE (2 OUT/1 IN) 4. VARIANCE REQUIRED FOR SIDE AND FRONT SETBACKS. 5. VARIANCE REQUIRED FOR MAX. LOT COVERAGE. 6. LIFT STATION REQUIRED FOR SEWER.	

RENDERINGS

Proposed Smaller Units with One-Car Garages



Proposed Larger Units with Two-Car Garages



IV. ANALYSIS OF REQUEST

The applicant has submitted a **Variance** application to request three variances, as are listed below, for the development of the proposed townhome community at 576 Davis Road.

- **Variance Request #1**--Reduce the front yard setback within the site from the required minimum of 50 feet to 25 feet.
- **Variance Request #2**--Reduce the side yard setbacks from the required minimum of 15 feet to 10 feet.
- **Variance Request #3**--Increase the maximum lot coverage from the allowable maximum of 50 percent to 75 percent.

Section 10.2.1 of the Stockbridge Unified Development Code (UDC) states that a variance may be granted only upon a finding by the Mayor and City Council that all of eight listed conditions (i.e., criteria) are met. An analysis of each variance request is made in the sections below relative to the required eight UDC criteria.

VARIANCE REQUEST #1 -- Reduce the front yard setback within the site from the required minimum of 50 feet to 25 feet. (NOTE: The applicant is seeking reductions in the front yard setbacks of the townhome lots from the internal streets only, not from Davis Road.) **Analysis of UDC criteria:**

Criterion 'A'. Extraordinary and exceptional circumstances pertaining to the particular piece of property in question exist due its size, shape, or topography that are not found on other properties in the same zoning district.

The physical characteristics of other MFR districts throughout the City are not known at this time, nor are they relevant. However, what is relevant is the usage of other properties along Davis Road which have similar physical characteristics. As is explained below, the usage of the two immediately-adjacent properties for residential developments was not prevented by their similar physical characteristics to that of the subject property.

The topography of the subject property slopes downward by some 70 feet from Davis Road to the northern, rear end of the property. The applicant's site plan also shows the presence of an "apparent stream" and adjacent buffers at the rear of the property. However, similar downward slopes and stream areas are found on the properties of the adjacent Pine Hills Mobile Park to the west, as well as the adjacent duplex subdivision to east along Sentry Hills Court. Yet, an aerial photograph of the Davis Road corridor shows the presence of residential units at or near the very rear of these properties. Further, the subject property and the duplex subdivision property have very similar sizes and shapes. Thus, the presence of these physical attributes of the subject property are not justifications for reducing the front yard setbacks of the proposed townhome units. Indeed, if fewer units were to be built, that may not necessitate the need for this variance. Also, even if the rear of the property did not have the stream or stream buffers, it is inconceivable that the entire site would be utilized for townhome units, leaving no area

for open space or amenities.

Criterion 'B'. A literal interpretation of the provisions of this Unified Development Code would deprive the applicant of rights commonly enjoyed by owners of other properties located in the same zoning district.

The applicant would not be deprived of building a townhome community on the subject property, but the applicant might not be able to build as many units as are desired.

Criterion 'C'. Granting the variance requested will not confer upon the property owner any special privileges that are denied to other owners of property in the same zoning district.

Granting this variance request might allow the applicant to build more townhome units than would otherwise be possible within the proposed MFR district.

Criterion 'D'. The variance will be consistent with the purposes and intent of this Unified Development Code, will be compatible with uses on neighboring properties, and will serve the public welfare.

The proposed MFR district and townhome development would not be compatible with the adjacent mobile home park and duplex subdivision, nor with the existing single-family detached residences along Davis Road. No public benefit from granting this variance is foreseen.

Criterion 'E'. The extraordinary circumstances are not the result of actions of the applicant.

The physical conditions of the subject property were not created by the applicant. However, the proposed site plan was prepared for the applicant, and it shows the applicant's desired site plan design and desired number of townhome units (235), which have created difficulty in meeting the MFR district standards. As was previously mentioned, the submitted site plan shows that a row of double-frontage lots would be created along Estate Avenue, and this would cause each townhome lot to have two front yards. This would mean that each front yard would need to meet the front yard setback requirement, and this might not be possible.

Criterion 'F'. The variance is the minimum relief that will allow the legal use of the land, building or structure.

No. The subject property may still be utilized for its current single-family residential use without the applicant's proposed rezoning to MFR, and the applicant may also build a townhome community on the property under MFR by complying with the UDC's setback requirements and building fewer units.

Criterion 'G'. The variance is not a request to permit a use of land, buildings or structures that is prohibited in the same zoning district.

Townhomes are a permitted use within the proposed MFR district.

VARIANCE REQUEST #2--Reduce the side yard setbacks from the required minimum of 15 feet to 10 feet. Analysis of UDC criteria:

Criterion 'A'. Extraordinary and exceptional circumstances pertaining to the particular piece of property in question exist due its size, shape, or topography that are not found on other properties in the same zoning district.

Although the subject property is long and narrow, so are the adjacent properties for the Pine Hills Mobile Home Park to the west and the duplex subdivision along Sentry Hills Court to the east. The property also features a significant drop in elevation from the front to the rear, as well as the presence of a stream bed is located at the northern end (rear). However, the adjacent properties also have these physical attributes, which did not prevent their development. The presence of these conditions would still enable the applicant to build a townhome community. The applicant contends that wider side yard setbacks on the end units would result in units being pushed further to the rear, but that is due to the number of units that is proposed. Orienting the units in a north-south direction rather than the east-west direction which the site plan shows may alleviate this problem, especially if fewer units were built.

Criterion 'B'. A literal interpretation of the provisions of this Unified Development Code would deprive the applicant of rights commonly enjoyed by owners of other properties located in the same zoning district.

Without the granting of this variance, the applicant would still be able to build a townhome community on the subject property.

Criterion 'C'. Granting the variance requested will not confer upon the property owner any special privileges that are denied to other owners of property in the same zoning district.

Granting this variance request might allow the applicant to build more townhome units than would otherwise be possible within the proposed MFR district.

Criterion 'D'. The variance will be consistent with the purposes and intent of this Unified Development Code, will be compatible with uses on neighboring properties, and will serve the public welfare.

The proposed MFR district and townhome development would not be compatible with the adjacent mobile home park and duplex subdivision, nor with the existing single-family detached residences along Davis Road. No public benefit from granting this variance is foreseen.

Criterion ‘E’. The extraordinary circumstances are not the result of actions of the applicant.

The physical conditions of the subject property were not created by the applicant. However, the specific layout of the applicant’s proposed site plan, along with the applicant’s proposed number of townhome units (235), appear to have created the applicant’s difficulty in complying with the MFR district standards.

Criterion ‘F’. The variance is the minimum relief that will allow the legal use of the land, building or structure.

No. The subject property may still be utilized for its current single-family residential use without the applicant’s proposed rezoning to MFR, and the applicant may also build a townhome community on the property under MFR by complying with the UDC’s setback requirements and building fewer units.

Criterion ‘G’. The variance is not a request to permit a use of land, buildings or structures that is prohibited in the same zoning district.

Townhomes are a permitted use within the proposed MFR district.

VARIANCE REQUEST #3--Increase the maximum lot coverage from the allowable maximum of 50 percent to 75 percent. (NOTE: The applicant is seeking to increase the lot coverage for the individual townhome lots, not for the subject property as a whole.) **Analysis of UDC criteria:**

Section 10.2.1(A) below from Page 231 of the UDC lists seven types of site design standards from which an applicant may seek relief via the granting of a variance.

10.1.2 Types of Variances.

A. A request for a variance shall be limited to the following site design standards:

1. Maximum building height;
2. Minimum lot width;
3. Minimum lot area;
4. Required spacing for driveways;
5. Minimum front, side, or rear yard setbacks;
6. Dimensional standards for parking or loading spaces; or
7. Sign as it relates to number, set back, building material, size or sign style.

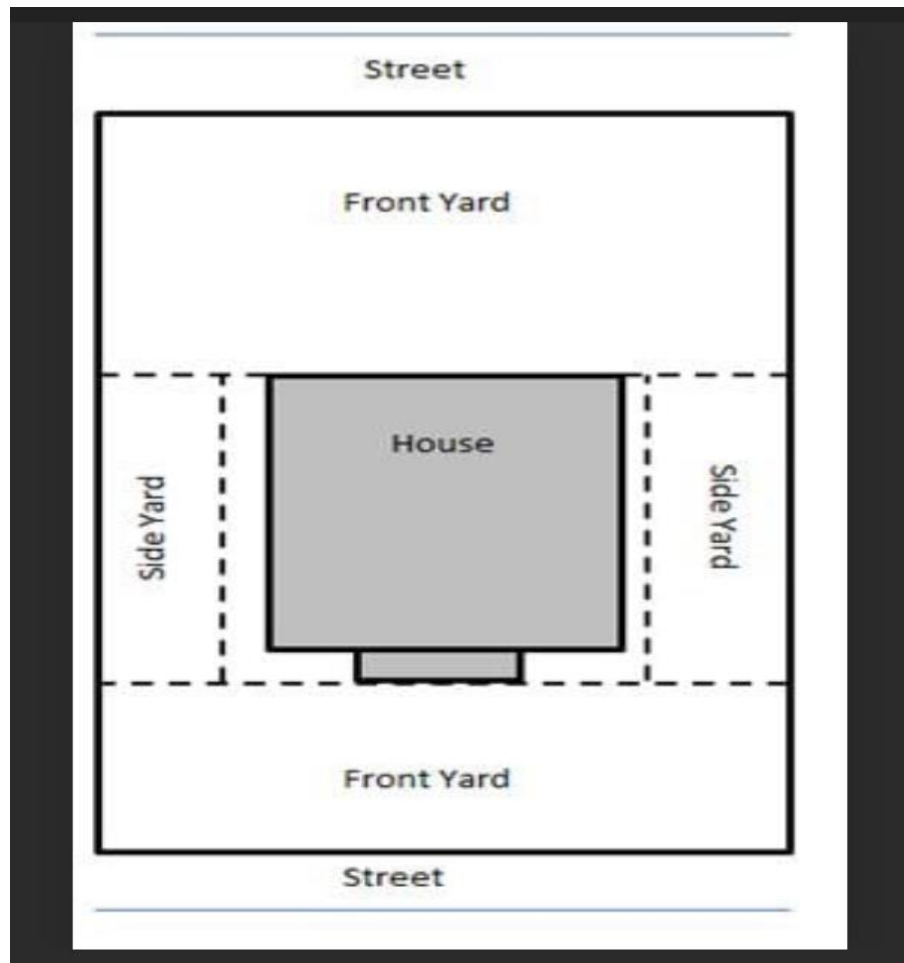
The list above does not include “lot coverage” as one of the standards from which an applicant may apply for a variance. Further, lot coverage it is not the same thing as “lot area.” “Lot coverage” refers to the amount of building space, sidewalks, parking areas, and other impervious surfaces which cover the total land area of a property. “Lot area”,

on the other hand, refers to the total size of a property within its boundaries. For instance, for the proposed MFR district, the District Standards on Page 33 of the UDC require a minimum lot area of 2 acres, as well as a maximum lot coverage of 50 percent. Thus, the two terms are not the same.

Since the UDC does not allow a variance request to be made for purposes of changing the lot coverage of a proposed development, then this request to increase the subject property's lot coverage from 50 percent to 75 percent is void and no variance may be granted for this purpose.

Aside from this, it seems that the applicant is wanting to create smaller lots in order to fit more lots onto the subject property. The applicant contends that the narrow width of the property limits the depth of the townhome lots, thereby limiting the ability to create longer lots having less lot coverage. But this is due to the site plan design that is proposed, which shows four parallel rows of townhome lots on most of the property. Fewer units or the orientation of the lots in a north-south direction rather than the current east-west direction could possibly eliminate this problem. The current site plan design would also result in the creation of a row of double-frontage lots (also known as "through lots"), per the sample diagram below, along the western side of the property, adjacent to Estate Avenue. This would not be desirable. Double-frontage lots result in the creation of two front yards for each lot, and setback requirements would need to be met for each one. Further, the creation of double-frontage lots would also result in the provision of no buffering along the western side of the property.

**DIAGRAM SHOWING A DOUBLE-FRONTAGE LOT,
WITH TWO STREETS AND TWO FRONT YARDS**



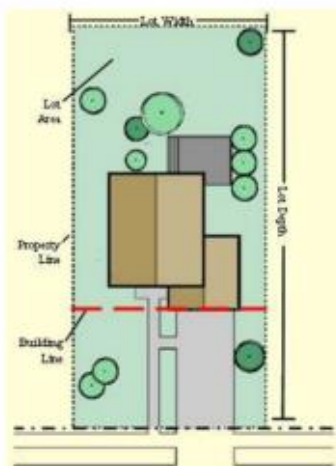
Source: Winchester Planning Commission; Winchester, Virginia.

In general, the City has received other townhome applications within the past few years, and none of the applicants have requested variances to allow for the reduction in lot sizes or setbacks. The applicant for the subject property cites a potential significant loss in the number of townhome units that could be built, but this is due to the applicant proposing to build a much more dense development than is present on the adjacent or surrounding properties along Davis Road.

M.F.R. DISTRICT STANDARDS FROM THE U.D.C. (Page 33)

MFR – Multiple Family Residential District

District Standards



LOT DIMENSIONS

Minimum Lot Area for Development:

- 2 acres

Minimum Lot Width:

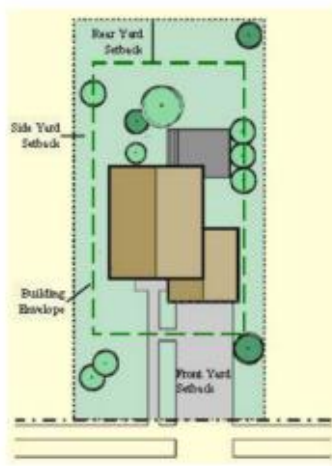
- 100 feet

Maximum Lot Depth:

- None

Minimum Lot Frontage:

- 100% of the lot width



YARD SETBACKS

Minimum Front Yard Setback:

- 50 feet

Minimum Side Yard Setback:

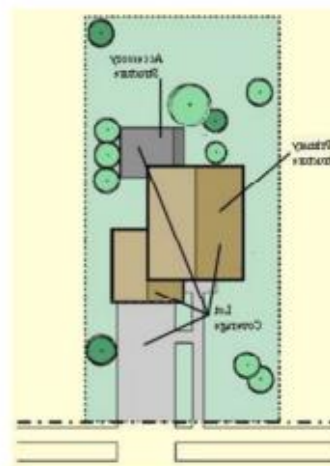
- 15 feet

Minimum Distance Between Buildings:

- 20 feet

Minimum Rear Yard Setback:

- 20 feet



OTHER REQUIREMENTS

Maximum Lot Coverage:

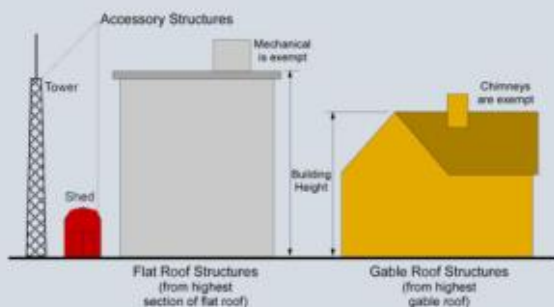
- 50 percent

Minimum Open Space:

- 15 percent

Minimum Living Area:

- Studio - 800 sq. ft.
- 1 bedroom - 650 sq. ft.
- 2 bedroom - 950 sq. ft.
- 3 bedroom - 1150 sq. ft.



Maximum Structure Height:

- 45 feet for the Primary Structure
- 15 feet for Accessory Structures

V. STAFF CONCLUSIONS

As a result of the foregoing analysis, the Planning and Zoning Staff has reached the following conclusions:

1. The applicant's request for an increase in maximum lot coverage is void since that is not an allowable listed reason in the UDC for requesting a variance.
2. The requested front and side yard variances should only be granted if the applicant's companion Comprehensive Plan Amendment case (CP-2022-06) and the companion rezoning case (RZ-2022-07) are simultaneously approved.
3. Although the applicant contends that the subject property's long, narrow shape, coupled with the sloping topography and stream area presence at the rear of the property, limit the ability to develop the property, the two immediately-adjacent properties have similar physical attributes, yet this did not prevent them from being developed and placing residential units at or near the rears of their properties.
4. Even if the subject property did not have the above-mentioned physical attributes, it is inconceivable that the developer would seek to develop the entire site with townhome units, leaving no area for open space or amenities.
5. If the requested variances are not granted, the applicant would not be deprived of building a townhome community on the subject property, but the applicant might not be able to build as many units as are desired.
6. The physical conditions of the subject property were not created by the applicant, but the specific site plan layout and the proposed number of townhome units appear to be causing the applicant difficulty in complying with the MFR district standards, resulting in the applicant seeking the three requested variances.
7. The subject property may still be utilized for its current single-family residential use without the applicant's proposed rezoning to MFR, and the applicant may also build a townhome community on the property under MFR by complying with the UDC's setback requirements and building fewer units.
8. The current site plan design would result in the creation of a row of double-frontage lots (each having two front yards) along the western side of the property, adjacent to Estate Avenue, and this would not be desirable for either the townhome residents or the residents of the adjacent Pine Hills Mobile Home Park.
9. The Planning and Zoning Staff is unaware of any other recent townhome developments whose applicants requested variances to allow for the reduction in lot sizes or setbacks; thus, no apparent lot design difficulties have been experienced by other townhome developers.

10. The possible need for water or sewer line improvements to the property is unknown at this time since the applicant has not provided the required evaluation letter from the Henry County Water Authority.

VI. STAFF RECOMMENDATIONS

This Staff Report has demonstrated that the requested three variances to allow the proposed townhome development on the subject property are not warranted, and that the request for a variance to allow for the increase in the maximum lot coverage of the townhome lots is not an allowable reason to request a variance under the UDC. The Planning and Zoning Staff therefore recommends the **DENIAL** of this case.

If, though, the City Council decides to approve one or more of these variance requests, such approval should be done with the following conditions:

1. **Comprehensive Plan Amendment and Rezoning—** The variance request(s) shall not be approved unless the requested Comprehensive Plan Amendment, via CP-2022-06, to change the land use designation of the subject property from Low-Density Residential to High-Density Residential, as well as the requested rezoning via RZ-2022-07 to rezone the property from 'RR' (Rural Residential; formerly 'RA' (Residential-Agricultural)) is approved before, or simultaneously with, the approval of VR-2022-03.
2. **Double-Frontage Lots—**No double-frontage lots shall be created on the subject property.
3. **Buffer Along Estate Avenue—**The developer shall provide a 30-foot-wide planted buffer adjacent to Estate Avenue.
4. **Water and Sewer Availability –** The developer shall submit an evaluation letter from the Henry County Water Authority which assesses the availability and adequacy of water and sewer facilities to serve the proposed development, and the developer shall make whatever water and sewer improvements which that agency requires.



Davis Road Townhomes

Traffic Impact Study

Prepared for:

Forestar (USA) Real Estate Group Inc.

Prepared by:

KCI Technologies Inc.

2160 Satellite Boulevard, Suite 130

Duluth, GA 30097

www.kci.com

678.990.6200

October 2022

KCI Project # 242209207

A stylized, low-poly illustration of a cityscape in shades of blue. It features various buildings, a bridge, cars on a road, and some vegetation. The illustration is positioned at the bottom of the page, partially overlapping the text 'RISE TO THE CHALLENGE'.

**RISE TO THE
CHALLENGE**



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10-17-2022

**RISE TO THE
CHALLENGE**



Executive Summary

The purpose of this study is to evaluate the potential traffic impacts of the proposed Davis Road Townhomes development. The site is in unincorporated Henry County, GA that will be annexed/rezoned to City of Stockbridge, GA. The site is located along the north side of Davis Road. Based on the site concept plan the proposed development will contain up to 235 townhomes. The development is expected to be built out by year 2027. The concept plan (see Appendix B) for the development illustrates the conditions in the study area, including the proposed townhomes and the driveway location. Access to the site is proposed at one driveway along Davis Road. The site also proposed to provide one emergency access to Davis Road.

For the purposes of the traffic study the analysis included the expected completion (build-out) of the development by year 2027. This study performed an analysis of existing traffic conditions and future traffic conditions. The future conditions analysis was performed for the year 2027 Build Conditions. The traffic impact study network consisted of the proposed site driveway.

Capacity Results

In the future year 2027 Build Conditions (with the Davis Road Townhomes development traffic volumes), the proposed site driveway is expected to operate at acceptable levels of service during the AM and PM peak hours.

Proposed Site Driveways

Based on estimated traffic volumes and the capacity analysis in the year 2027 Build year conditions, the following intersection geometry recommendations are provided:

- Davis Road at Driveway #1
 - Construct driveway with one entry lane and two exit lanes (separate left-turn lane and separate right-turn lane); with side-street stop-control
 - Note: No turn lanes along Davis Road are recommended based on City of Stockbridge UDC and Davis Road classified as a local city maintained road.

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A: Figures

Figure 1 – Location Map

Figure 2 – Existing Traffic Conditions

Figure 3 – Future Build (Year 2027) Conditions

B: Concept Plan

C: Traffic Count Data

D: GDOT Traffic Data

E: Intersection Volume Development

F: Capacity Analysis Reports

G: NCHRP Results

1. Existing Conditions

1.1 Site Conditions

The proposed development is located on undeveloped property with one residential home. **Figure 1** provides a general location map. (Figures included in Appendix A). Access to the property is proposed to be provided at one driveway along Davis Road (The concept plan is included in Appendix B). The site also proposed to provide one emergency access to Davis Road. Nearby land uses are either residential homes or undeveloped property.

1.2 Roadway Conditions

Davis Road is a two-lane roadway with a 35-mph posted speed limit. Davis Road is an east-west oriented roadway. The City of Stockbridge and GDOT classifies Davis Road as a local road. The roadway has mostly grassed shoulders on the north side of the roadway and sidewalk on the south side of the roadway in the nearby vicinity. (**Figure 2** identifies existing traffic conditions and lane geometry).

1.3 Traffic Volumes

Traffic counts were collected on Thursday, September 29, 2022, for use in the traffic analysis. Henry County public schools were in session. The traffic data collected included one twenty-four-hour volume count at the existing GDOT count station #8013.

Historical traffic volume data available from the GDOT TADA source were utilized to inform the annual growth factor. Three locations are indicated in Appendix D. The three locations are:

- GDOT Count Station #151-0256 located on Highway 138, west of the development
- GDOT Count Station #151-0365 located on N Henry Boulevard, north of the development
- GDOT Count Station #151-8013 located on Davis Road, south of the development

2. Future Conditions

2.1 Future No-Build Traffic Volumes

Future No-Build traffic volumes were developed by reviewing the historical traffic volumes roadways within the vicinity of the project and historic population growth in the county. Three nearby GDOT count stations were evaluated to determine a growth rate. The annual historic compound growth rate at the GDOT count stations averaged to 1.7% per year. Henry County's population growth rate was most recently reported as 1.67% per year in 2020. The Governor's Office of Planning and Budget developed population projections which indicates an estimated growth of 1.55% per year by 2027 in Henry County.

Considering this data, a 2.0% per year growth rate to account for background traffic volume growth was used in the traffic study. For the purposes of this study the proposed development is expected to be fully built out by 2027. A 2.0% per year growth rate was applied to the 2022 existing volumes to calculate year 2027 No-Build traffic volumes. The 2027 No-Build traffic volumes are indicated in the Intersection Volume Development tables included in the Appendix E.

2.2 Future Roadway Conditions

A review of Georgia DOT, City of Stockbridge, and Henry County planned, and programmed transportation projects was performed. There are no planned/ongoing roadway project near the development site.

3. Proposed Development Traffic

Project traffic was calculated for the proposed development. Project traffic is defined as the vehicular trips expected to be generated by the development and distributed over the roadway network.

3.1 Trip Generation

The project driveway volumes were calculated based on the Institute of Transportation Engineers' (ITE) Trip Generation Manual, Eleventh Edition. The development proposes 235 townhomes. The most applicable ITE land use (LU) code is LU 215 (Single-Family Attached Housing). Due to the development type, no pass-by reductions were included for the land use and no internal capture reductions were included. **Table 1** below summarizes the trips expected daily, during the AM peak hour, and during the PM peak hour for the development.

Table 1: Proposed Site Trip Generation								
Land Use (ITE Code)	Units (DU)	Daily Trips	AM Peak Hour			PM Peak Hour		
		Two-Way Total	Enter	Exit	Total	Enter	Exit	Total
Single-Family Attached Housing (215)	235	1,740	36	81	117	78	59	137
Gross Trips (Driveway Volumes)		1,740	36	81	117	78	59	137

Notes: Trip Generation Rates based on ITE Trip Generation, 11th Edition

3.2 Trip Distribution and Assignment

An overall trip distribution and assignment of project trips was based on existing traffic patterns and a review of land uses and the street network in the area. This information was used to apply the project traffic volumes at the proposed development driveway.

The directional distribution for the proposed development is estimated to be:

- 70% to/from the west along Davis Road
- 30% to/from the east along Davis Road

3.3 Future Build Traffic Volumes

The 2027 future Build traffic volumes were calculated by adding the proposed development (Davis Road Townhomes) traffic volumes to the projected year 2027 No-Build traffic volumes. **Figure 3** (in Appendix A) illustrates the year 2027 Build traffic volumes.

4. Capacity Analysis

Capacity analysis was performed at the study intersections for the weekday AM and PM peak hours. Intersection Level of Service (LOS) was calculated based on the methodologies contained in the Highway Capacity Manual, 6th Edition. The Synchro Studio software, which utilizes the HCM 6th Edition methodology, was utilized to perform the analyses.

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. Level of service (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 motorist's perceptions. The Highway Capacity Manual defines six levels of service, LOS A through LOS F. Level of service A indicates excellent operations with little delay to motorists, while level of service F indicates extremely long delay.

Level of service for unsignalized intersections is calculated for the average control delay incurred for vehicles on the stop control approach, compared to the average control delay per vehicle for all approaches at a signalized intersection. Control delay for vehicles include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. **Table 2** below indicates the relationship between delay and LOS for signalized and unsignalized intersections, respectively. Level-of-service "E" is typically considered to be the limit of acceptable delay.

Several factors affect the controlled delay for unsignalized intersections, including the availability of gaps in the cross-street traffic, and acceptable gap time to make the movement from the stop position. For stop-control intersections, LOS E and F exist when there are insufficient gaps in traffic, resulting in long delays. Low level of service for stop-control approaches are not uncommon at major cross-streets.

Table 2: Level of Service Criteria		
Level of Service	Average Control Delay Per Vehicle (sec)	
	Signalized Intersection	Unsignalized Intersection
A	≤10	≤10
B	> 10 and ≤20	> 10 and ≤15
C	>20 and ≤35	> 15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

4.1 Future Build Conditions Capacity Analysis

Capacity analysis was performed for the year 2027 Future Conditions and includes the No-Build traffic volumes plus the Davis Road Townhomes development volumes. The Build traffic conditions and volumes are illustrated in **Figure 3**. **Table 3** summarizes the results of the capacity analysis.

Table 3: Future Year (2027) Build Level of Service				
Intersection	Intersection Control	Approach	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
Davis Road at Proposed Driveway	Stop-Control	SB	A (10)	A (10)

**Average vehicle delay in seconds*

By the future year 2027 Future Build Conditions, the proposed driveway is expected to operate at acceptable levels of service during the AM and PM peak hours.

5. Recommendations

Recommendations for access for the proposed Davis Road Townhomes development are based on existing conditions, the proposed development use, and expected traffic volumes. The appropriate traffic control at driveways was analyzed. Recommendations included reviewing the City of Stockbridge and Georgia DOT requirements, knowledge of general transportation standards, and engineering judgment.

Access to the development is proposed via one full-movement driveway along Davis Road. Due to overall low traffic volumes along Davis Road, the proposed capacity and lane configuration is expected to be sufficient to accommodate future traffic volumes. The required intersection sight distance will need to be verified at the proposed driveway location as part of the driveway design.

5.1 Recommended Driveway Geometry

Based on estimated traffic volumes and the capacity analysis in the year 2027 Build year conditions, the following driveway geometry recommendations are provided:

- Davis Road at Proposed Driveway
 - Construct driveway with one entry lane and two exit lanes (separate left-turn lane and separate right-turn lane); with side-street stop-control

5.2 Turn Lane Analysis at Site Driveway

Based on the review of the City of Stockbridge UDC and Davis Road classified as a local city maintained road, no turn lanes along Davis Road are required.

Additionally, the need for a left and right-turn was evaluated based on national guidance in NCHRP Report 457: *Evaluating Intersection Improvements*. The document provides guidance when adding turn lanes improves operation and safety based on intersection volumes. Three pages from the document are attached in Appendix G. Figure 2.6 indicates when the combination of right-turn volumes and main street volumes would benefit from adding a right-turn lane and Figure 2.5 indicates when the combination of left-turn volumes and opposing main street volumes would benefit from adding a left-turn lane. The need to add either turn lane is not met.

5.3 Inter-parcel Access

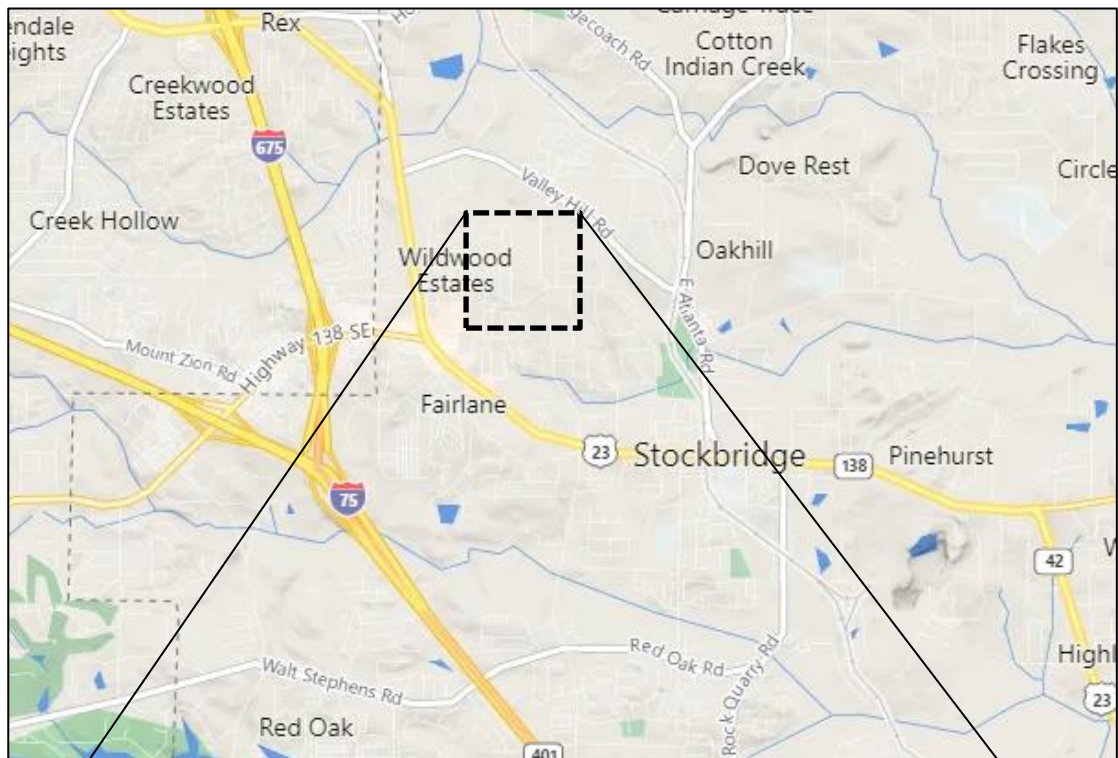
The potential for an inter-parcel access connection was reviewed. Residential uses exist on both sides of the proposed site. A typical benefit of inter-parcel access is between different land uses or retail land uses to reduce trips on the public street network. For this site, adding a connection to the adjoining residential properties is not beneficial and not expected to reduce any trips. Additionally, a vehicle connection to Estates Avenue may negatively impact traffic entering/exit either Estates Avenue or the proposed site driveway.

Appendices

- Appendix A
 - Figures
- Appendix B
 - Concept Plan
- Appendix C
 - Traffic Count Data
- Appendix D
 - GDOT Traffic Data
- Appendix E
 - Intersection Volume Development
- Appendix F
 - Capacity Analysis Reports
- Appendix G
 - NCHRP Results (Left-turn and right-turn lane analysis)

Appendix A

Figures



Not to Scale



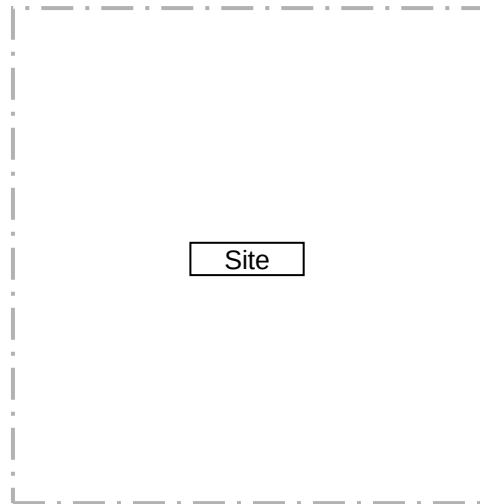
**Traffic Impact Study
Davis Road Townhomes
City of Stockbridge, Georgia**

**Location
Map**

**Figure
1**

LEGEND:

- ← Existing Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes



← 124 (154)

Davis Road

Davis Road

(303) 103 →



Not to Scale



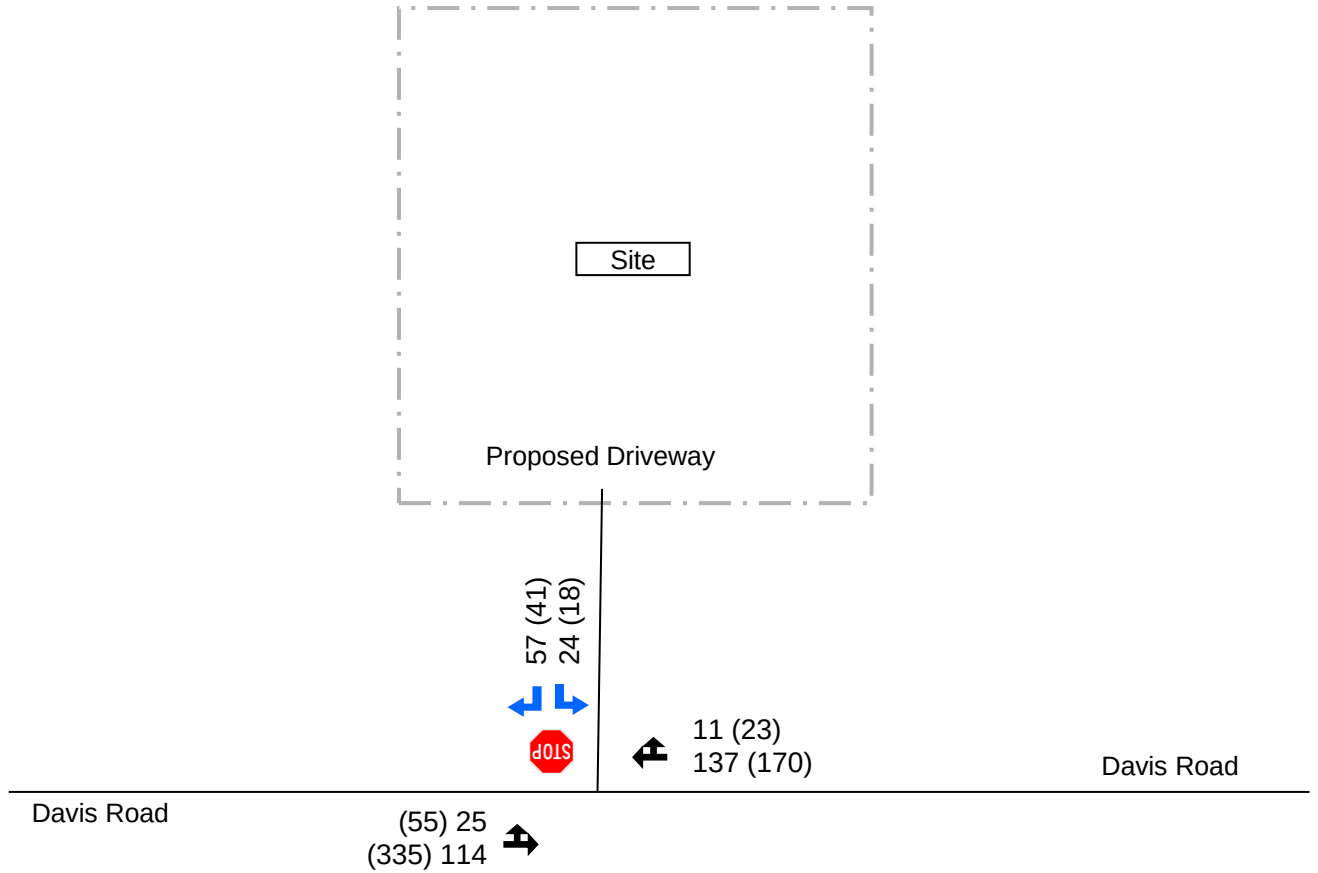
**Traffic Impact Study
Davis Road Townhomes
City of Stockbridge, Georgia**

**Existing Traffic
Conditions**

**Figure
2**

LEGEND:

- ← Existing Roadway Laneage
- ← Proposed Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes



Not to Scale



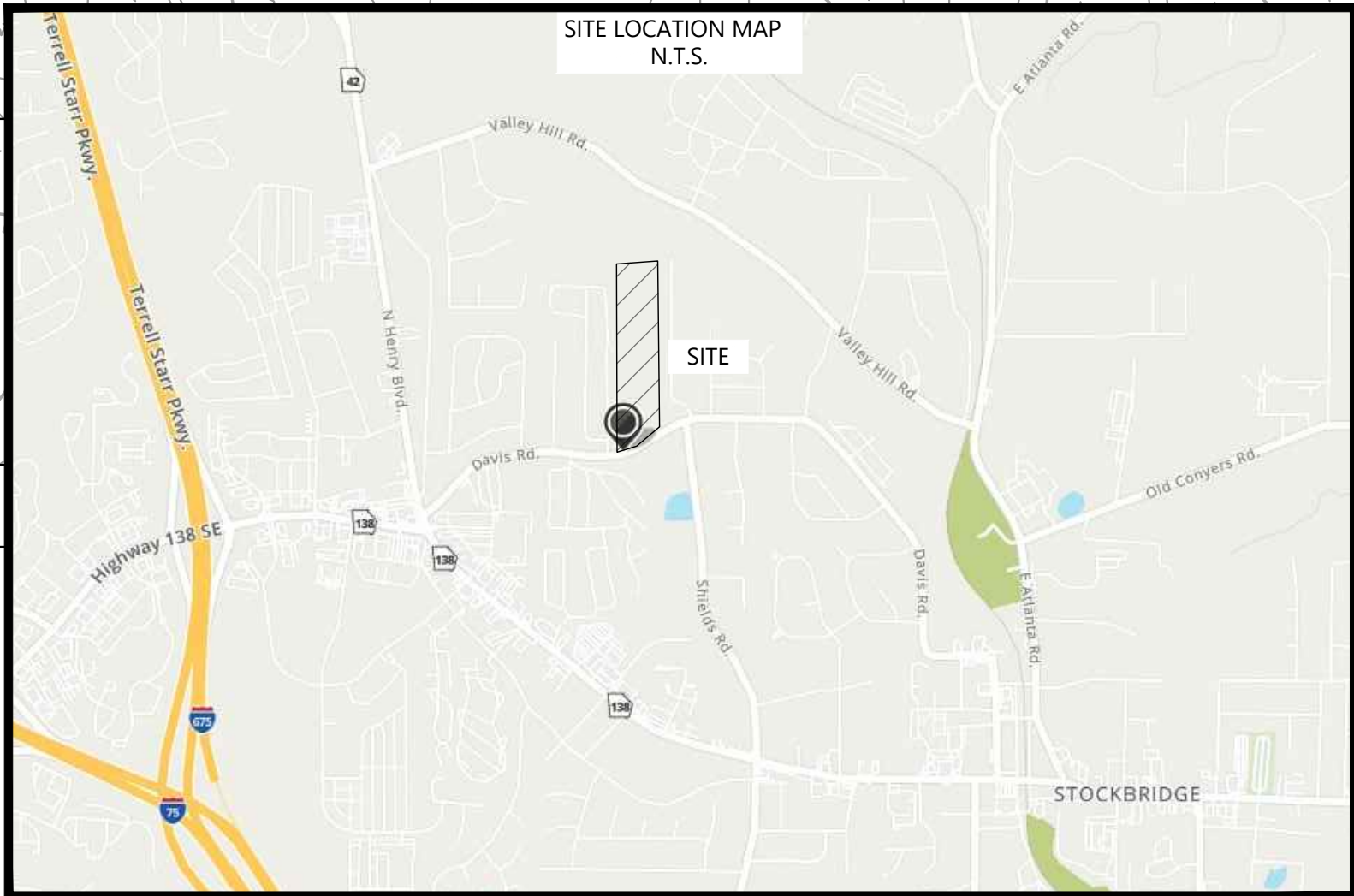
**Traffic Impact Study
Davis Road Townhomes
City of Stockbridge, Georgia**

**Future Build
(Year 2027)
Conditions**

**Figure
3**

Appendix B

Concept Plan



Appendix C

Traffic Count Data

Bi-Directional Class Count || NB EB 15min

Stockbridge, GA

Site 1

Davis Rd,
east of Driveway

Date

Thursday, September 29, 2022

Weather

Fair
65°F

Lat/Long

33.556207°, -84.249979°


[Click here for Map](#)

0000 - 2400 (24h Session) (09-29-2022)

NB EB 15min

Time	Eastbound (Movement 1.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	6	0	0	0	0	0	0	0	0	0	0	0	6	21
0015 - 0030	1	3	0	0	0	0	0	0	0	0	0	0	0	4	
0030 - 0045	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0045 - 0100	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0100 - 0115	0	5	0	0	0	0	0	0	0	0	0	0	0	5	14
0115 - 0130	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0200 - 0215	0	6	1	0	0	0	0	0	0	0	0	0	0	7	15
0215 - 0230	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0230 - 0245	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0315 - 0330	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0330 - 0345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	9
0415 - 0430	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0445 - 0500	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0500 - 0515	0	4	0	0	0	0	0	0	0	0	0	0	0	4	26
0515 - 0530	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0530 - 0545	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0545 - 0600	0	6	2	1	0	0	0	0	0	0	0	0	0	9	
0600 - 0615	0	11	1	0	0	0	0	0	0	0	0	0	0	12	50
0615 - 0630	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
0630 - 0645	0	9	4	5	0	0	0	0	0	0	0	0	0	18	
0645 - 0700	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0700 - 0715	0	9	6	0	0	0	0	0	0	0	0	0	0	15	111
0715 - 0730	0	31	9	1	0	0	0	0	0	0	0	0	0	41	
0730 - 0745	0	22	4	1	0	0	0	0	0	0	0	0	0	27	
0745 - 0800	0	22	6	0	0	0	0	0	0	0	0	0	0	28	
0800 - 0815	0	25	6	1	0	0	0	0	0	0	0	0	0	32	103
0815 - 0830	0	21	1	0	0	0	0	0	0	0	0	0	0	22	
0830 - 0845	0	17	1	1	1	0	0	0	0	0	0	0	0	20	
0845 - 0900	0	24	4	1	0	0	0	0	0	0	0	0	0	29	
0900 - 0915	0	19	3	0	0	0	0	0	0	0	0	0	0	22	112
0915 - 0930	0	22	5	0	0	0	0	0	0	0	0	0	0	27	
0930 - 0945	0	19	6	0	3	0	0	0	0	0	0	0	0	28	
0945 - 1000	0	29	6	0	0	0	0	0	0	0	0	0	0	35	
1000 - 1015	0	31	6	0	0	0	0	0	0	0	0	0	0	37	110
1015 - 1030	0	17	7	0	0	0	0	0	0	0	0	0	0	24	
1030 - 1045	0	21	5	0	0	0	0	0	0	0	0	0	0	26	
1045 - 1100	0	19	4	0	0	0	0	0	0	0	0	0	0	23	
1100 - 1115	0	25	5	0	1	0	0	0	0	0	0	0	0	31	145
1115 - 1130	1	36	3	0	0	1	0	0	0	0	0	0	0	41	
1130 - 1145	0	28	6	0	0	0	0	0	0	0	0	0	0	34	
1145 - 1200	0	33	6	0	0	0	0	0	0	0	0	0	0	39	
1200 - 1215	0	32	7	0	0	0	0	0	0	0	0	0	0	39	164
1215 - 1230	0	28	8	0	2	0	0	0	0	0	0	0	0	38	
1230 - 1245	1	35	6	0	0	0	0	0	0	0	0	0	0	42	
1245 - 1300	0	39	6	0	0	0	0	0	0	0	0	0	0	45	
1300 - 1315	0	35	13	0	1	0	0	0	0	0	0	0	0	49	167
1315 - 1330	0	26	5	0	0	0	0	0	0	0	0	0	0	31	
1330 - 1345	0	32	9	0	0	0	0	0	0	0	0	0	0	41	
1345 - 1400	1	38	7	0	0	0	0	0	0	0	0	0	0	46	
1400 - 1415	1	33	9	0	0	0	0	0	0	0	0	0	0	43	203
1415 - 1430	0	35	6	2	0	0	0	0	0	0	0	0	0	43	
1430 - 1445	0	45	9	2	1	0	0	0	0	0	0	0	0	57	
1445 - 1500	1	48	9	1	1	0	0	0	0	0	0	0	0	60	
1500 - 1515	0	44	11	1	2	0	0	0	0	0	0	0	0	58	230
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1530 - 1545	0	51	9	0	0	0	0	0	0	0	0	0	0	60	
1545 - 1600	1	52	8	0	0	0	0	0	0	0	0	0	0	61	
1600 - 1615	0	59	11	0	0	0	0	0	0	0	0	0	0	70	251
1615 - 1630	0	53	15	1	0	0	0	0	0	0	0	0	0	69	
1630 - 1645	0	50	6	0	0	0	0	0	0	0	0	0	0	56	
1645 - 1700	0	46	10	0	0	0	0	0	0	0	0	0	0	56	
1700 - 1715	0	58	10	1	0	0	0	0	0	0	0	0	0	69	303
1715 - 1730	0	60	7	0	0	0	0	0	0	0	0	0	0	67	
1730 - 1745	0	68	8	1	0	0	0	0	0	0	0	0	0	77	
1745 - 1800	2	73	14	0	0	0	0	1	0	0	0	0	0	90	
1800 - 1815	0	73	12	0	0	0	0	0	0	0	0	0	0	85	297
1815 - 1830	0	58	7	0	0	0	0	0	0	0	0	0	0	65	
1830 - 1845	0	71	12	0	0	0	0	0	0	0	0	0	0	83	
1845 - 1900	0	54	10	0	0	0	0	0	0	0	0	0	0	64	
1900 - 1915	0	53	8	0	0	0	0	0	0	0	0	0	0	61	233
1915 - 1930	0	49	13	0	0	0	0	0	0	0	0	0	0	62	
1930 - 1945	0	55	8	0	0	0	0	0	0	0	0	0	0	63	
1945 - 2000	0	39	8	0	0	0	0	0	0	0	0	0	0	47	
2000 - 2015	0	31	6	0	0	0	0	0	0	0	0	0	0	37	156
2015 - 2030	0	42	8	0	0	0	0	0	0	0	0	0	0	50	
2030 - 2045	0	25	6	0	0	0	0	0	0	0	0	0	0	31	
2045 - 2100	0	31	7	0	0	0	0	0	0	0	0	0	0	38	
2100 - 2115	0	27	5	0	0	0	0	0	0	0	0	0	0	32	114
2115 - 2130	0	25	5	0	0	0	0	0	0	0	0	0	0	30	
2130 - 2145	0	21	7	0	0	0	0	0	0	0	0	0	0	28	
2145 - 2200	0	19	5	0	0	0	0	0	0	0	0	0	0	24	
2200 - 2215	0	18	5	0	0	0	0	0	0	0	0	0	0	23	96
2215 - 2230	0	20	3	0	0	0	0	0	0	0	0	0	0	23	
2230 - 2245	0	15	4	0	0	0	0	0	0	0	0	0	0	19	
2245 - 2300	0	25	6	0	0	0	0	0	0	0	0	0	0	31	
2300 - 2315	0	10	4	0	0	0	0	0	0	0	0	0	0	14	54
2315 - 2330	0	11	5	0	0	0	0	0	0	0	0	0	0	16	
2330 - 2345	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
2345 - 0000	0	8	2	0	0	0	0	0	0	0	0	0	0	10	

Session Total	9	2465	480	21	13	1	0	1	0	0	0	0	0	2990
Session Average	0.09	25.68	5.00	0.22	0.14	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	31.15
Session Percentage	0.30	82.44	16.05	0.70	0.43	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0915 - 1015	0700 - 0845	0545 - 0645	0845 - 0945	-	-	-	-	-	-	-	-	0715 - 0815
AM Peak Volume	0	101	25	6	3	0	0	0	0	0	0	0	0	128
Noon Peak Hour	1315 - 1415	1445 - 1545	1415 - 1515	1415 - 1515	1415 - 1515	1430 - 1530	1030 - 1130	-	-	-	-	-	-	1445 - 1545
Noon Peak Volume	2	188	35	6	5	1	0	0	0	0	0	0	0	229
PM Peak Hour	1700 - 1800	1745 - 1845	1745 - 1845	1500 - 1600	1500 - 1600	-	-	1700 - 1800	-	-	-	-	-	1745 - 1845
PM Peak Volume	0	25	28	0	0	0	0	0	0	0	0	0	0	373

Bi-Directional Class Count || SB WB 15min

Stockbridge, GA

Site 1

Davis Rd,
east of Driveway

Date

Thursday, September 29, 2022

Weather

Fair
65°F

Lat/Long

33.556207°, -84.249979°


[Click here for Map](#)

0000 - 2400 (24h Session) (09-29-2022)

SB WB 15min

Time	Westbound (Movement 1,2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0045 - 0100	0	2	0	0	0	0	0	0	0	0	0	0	0	2	5
0100 - 0115	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0115 - 0130	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0130 - 0145	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	4	0	0	0	0	0	0	0	0	0	0	0	4	8
0300 - 0315	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	4	0	0	0	0	0	0	0	0	0	0	0	4	8
0400 - 0415	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0415 - 0430	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0445 - 0500	0	6	0	0	0	0	0	0	0	0	0	0	0	6	20
0500 - 0515	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
0515 - 0530	0	18	0	0	0	0	0	0	0	0	0	0	0	18	
0530 - 0545	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
0545 - 0600	0	17	1	0	0	0	0	0	0	0	0	0	0	18	57
0600 - 0615	0	19	2	0	0	0	0	0	0	0	0	0	0	21	
0615 - 0630	0	14	2	1	0	0	0	0	0	0	0	0	0	18	
0630 - 0645	0	15	2	2	0	0	0	0	0	0	0	0	0	19	
0645 - 0700	0	22	3	0	0	0	0	0	0	0	0	0	0	25	83
0700 - 0715	0	21	6	0	0	0	0	0	0	0	0	0	0	27	
0715 - 0730	0	19	5	0	0	0	0	0	0	0	0	0	0	24	
0730 - 0745	0	31	11	0	0	0	0	1	0	0	0	0	0	43	
0745 - 0800	0	14	5	1	0	0	0	0	0	0	0	0	0	20	114
0800 - 0815	0	30	4	0	0	0	0	0	0	0	0	0	0	34	
0815 - 0830	0	24	9	0	0	0	0	0	0	0	0	0	0	33	
0830 - 0845	0	21	4	0	1	0	0	0	0	0	0	0	0	26	
0845 - 0900	0	23	7	0	0	0	0	1	0	0	0	0	0	31	124
0900 - 0915	0	26	2	0	2	0	0	0	1	0	0	0	0	31	
0915 - 0930	0	17	5	0	0	0	0	0	0	0	0	0	0	22	
0930 - 0945	0	13	5	0	0	0	0	0	0	0	0	0	0	18	
0945 - 1000	0	28	6	0	0	0	0	0	0	0	0	0	0	34	105
1000 - 1015	0	19	4	0	0	0	0	0	0	0	0	0	0	23	
1015 - 1030	0	22	5	0	1	0	0	0	0	0	0	0	0	28	
1030 - 1045	0	21	4	0	0	0	0	0	0	0	0	0	0	25	
1045 - 1100	0	27	3	0	0	0	0	0	0	0	0	0	0	30	106
1100 - 1115	0	19	4	0	0	0	0	0	0	0	0	0	0	23	
1115 - 1130	0	20	4	0	0	0	0	0	0	0	0	0	0	24	
1130 - 1145	1	19	3	0	0	0	0	0	0	0	0	0	0	23	
1145 - 1200	0	32	3	0	0	0	0	0	0	0	0	0	0	35	105
1200 - 1215	0	20	3	0	0	0	0	0	0	0	0	0	0	23	
1215 - 1230	0	27	6	0	0	0	0	0	0	0	0	0	0	33	
1230 - 1245	0	32	7	0	1	0	0	0	0	0	0	0	0	40	
1245 - 1300	0	40	3	0	0	0	0	0	1	0	0	0	0	44	140
1300 - 1315	0	26	6	0	0	0	0	0	0	0	0	0	0	32	
1315 - 1330	0	18	0	0	1	0	0	0	0	0	0	0	0	19	
1330 - 1345	0	27	3	0	0	0	0	0	0	0	0	0	0	30	
1345 - 1400	0	25	2	0	2	0	0	0	0	0	0	0	0	29	110
1400 - 1415	2	22	6	0	0	0	0	0	0	0	0	0	0	30	
1415 - 1430	0	24	6	1	0	0	0	0	0	0	0	0	0	31	
1430 - 1445	0	41	5	1	0	0	0	0	0	0	0	0	0	47	
1445 - 1500	0	29	4	0	1	0	0	0	0	0	0	0	0	34	142
1500 - 1515	1	24	3	1	1	0	0	0	0	0	0	0	0	30	
1515 - 1530	0	35	4	1	1	0	0	0	0	0	0	0	0	41	
1530 - 1545	0	23	5	0	0	0	0	0	0	0	0	0	0	28	
1545 - 1600	0	40	6	0	0	0	0	0	0	0	0	0	0	46	145
1600 - 1615	0	41	7	0	0	0	0	0	0	0	0	0	0	48	
1615 - 1630	0	43	7	0	0	0	0	1	0	0	0	0	0	51	
1630 - 1645	0	32	7	1	0	0	0	0	0	0	0	0	0	40	
1645 - 1700	0	39	5	0	1	0	0	0	0	0	0	0	0	46	185
1700 - 1715	0	34	5	0	1	0	0	0	0	0	0	0	0	40	
1715 - 1730	1	26	2	0	1	0	0	0	0	0	0	0	0	30	
1730 - 1745	1	25	4	0	0	0	0	0	0	0	0	0	0	30	
1745 - 1800	0	46	7	0	1	0	0	0	0	0	0	0	0	54	154
1800 - 1815	0	40	6	0	0	0	0	0	0	0	0	0	0	46	
1815 - 1830	0	41	7	0	0	0	0	0	0	0	0	0	0	48	
1830 - 1845	0	23	9	0	0	0	0	0	0	0	0	0	0	32	
1845 - 1900	0	22	9	0	0	0	0	0	0	0	0	0	0	31	
1900 - 1915	0	29	8	0	0	0	0	0	0	0	0	0	0	37	157
1915 - 1930	0	25	8	0	0	0	0	0	0	0	0	0	0	33	
1930 - 1945	1	33	4	0	0	0	0	0	0	0	0	0	0	38	
1945 - 2000	1	25	6	0	0	0	0	0	0	0	0	0	0	32	140
2000 - 2015	0	28	5	0	0	0	0	0	0	0	0	0	0	33	
2015 - 2030	0	18	4	0	0	0	0	0	0	0	0	0	0	22	
2030 - 2045	0	17	5	0	0	0	0	0	0	0	0	0	0	22	
2045 - 2100	0	22	9	0	0	0	0	0	0	0	0	0	0	31	108
2100 - 2115	0	15	3	0	0	0	0	0	0	0	0	0	0	18	
2115 - 2130	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
2130 - 2145	0	15	4	0	0	0	0	0	0	0	0	0	0	19	
2145 - 2200	0	21	5	0	0	0	0	0	0	0	0	0	0	26	76
2200 - 2215	0	19	2	0	0	0	0	0	0	0	0	0	0	21	
2215 - 2230	0	15	4	1	0	0	0	0	0	0	0	0	0	20	
2230 - 2245	0	15	3	0	0	0	0	0	0	0	0	0	0	18	
2245 - 2300	0	8	3	0	0	0	0	0	0	0	0	0	0	11	70
2300 - 2315	0	14	2	0	0	0	0	0	0	0	0	0	0	16	
2315 - 2330	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
2330 - 2345	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
2345 - 0000	0	6	0	0	0	0	0	0	0	0	0	0	0	6	41

Session Total	8	1842	334	11	16	0	0	3	2	0	0	0	0	2216
Session Average	0.08	19.19	3.48	0.11	0.17	0.00	0.00	0.03	0.02	0.00	0.00	0.00	0.00	23.08
Session Percentage	0.36	83.12	15.07	0.50	0.72	0.00	0.00	0.14	0.09	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0730 - 0830	0730 - 0830	0545 - 0645	0815 - 0915	-	-	-	0645 - 0745	0815 - 0915	-	-	-	0730 - 0830
AM Peak Volume	0	99	29	3	3	0	0	0	1	1	0	0	0	130
Noon Peak Hour	1315 - 1415	1430 - 1530	1215 - 1315	1415 - 1515	1300 - 1400	-	-	-	1200 - 1300	-	-	-	-	1430 - 1530
Noon Peak Volume	2	129	22	3	0	0	0	0	1	0	0	0	0	152
PM Peak Hour	1645 - 1745	1545 - 1645	1830 - 1930	1500 - 1600	1630 - 1730	-	-	-	1530 - 1630	-	-	-	-	1545 - 1645
PM Peak Volume	356	34	2	2	3	0	0	0	1	0	0	0	0	385

Bi-Directional Class Count || Bi-Directional 15min

Stockbridge, GA



www.marrtraffic.com

Site 1

Davis Rd,
east of Driveway

Date

Thursday, September 29, 2022

Weather

Fair
65°F

Lat/Long

33.556207°, -84.249979°

0000 - 2400 (24h Session) (09-29-2022)

Bi-Directional 15min

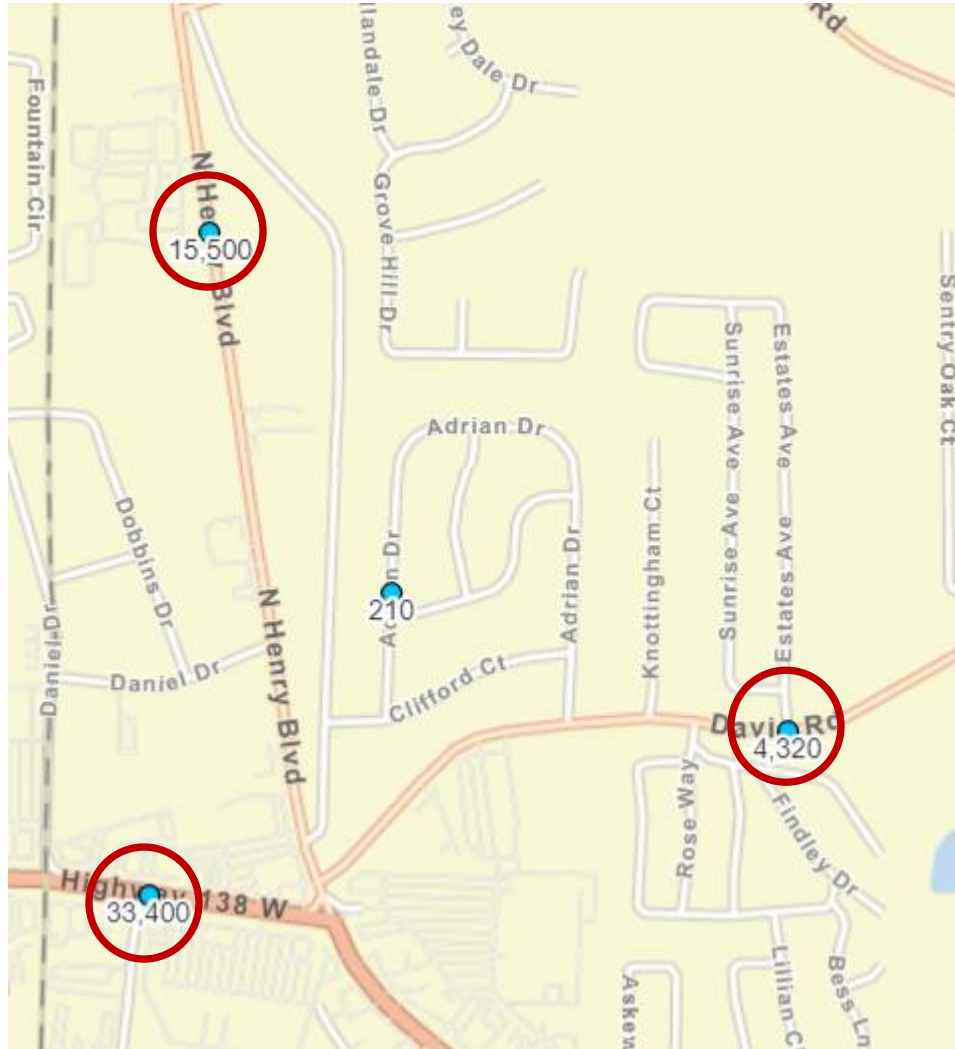
Time	Bi-Directional 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	8	0	0	0	0	0	0	0	0	0	0	0	8	8
0015 - 0030	1	3	0	0	0	0	0	0	0	0	0	0	0	4	4
0030 - 0045	0	6	0	0	0	0	0	0	0	0	0	0	0	6	6
0045 - 0100	0	8	0	0	0	0	0	0	0	0	0	0	0	8	26
0100 - 0115	0	8	0	0	0	0	0	0	0	0	0	0	0	8	9
0115 - 0130	0	9	0	0	0	0	0	0	0	0	0	0	0	9	9
0130 - 0145	0	6	0	0	0	0	0	0	0	0	0	0	0	6	6
0145 - 0200	0	3	1	0	0	0	0	0	0	0	0	0	0	4	27
0200 - 0215	0	7	1	0	0	0	0	0	0	0	0	0	0	8	8
0215 - 0230	0	5	0	0	0	0	0	0	0	0	0	0	0	5	5
0230 - 0245	0	6	0	0	0	0	0	0	0	0	0	0	0	6	6
0245 - 0300	0	4	0	0	0	0	0	0	0	0	0	0	0	4	23
0300 - 0315	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
0315 - 0330	0	4	0	0	0	0	0	0	0	0	0	0	0	4	4
0330 - 0345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
0345 - 0400	0	5	0	0	0	0	0	0	0	0	0	0	0	5	14
0400 - 0415	0	6	0	0	0	0	0	0	0	0	0	0	0	6	6
0415 - 0430	0	6	0	0	0	0	0	0	0	0	0	0	0	6	6
0430 - 0445	0	8	0	0	0	0	0	0	0	0	0	0	0	8	8
0445 - 0500	0	9	0	0	0	0	0	0	0	0	0	0	0	9	29
0500 - 0515	0	15	0	0	0	0	0	0	0	0	0	0	0	15	15
0515 - 0530	0	24	1	0	0	0	0	0	0	0	0	0	0	25	25
0530 - 0545	0	14	2	0	0	0	0	0	0	0	0	0	0	16	16
0545 - 0600	0	23	3	1	0	0	0	0	0	0	0	0	0	27	83
0600 - 0615	0	30	3	0	0	0	0	0	0	0	0	0	0	33	33
0615 - 0630	0	24	5	1	1	0	0	0	0	0	0	0	0	31	31
0630 - 0645	0	24	6	7	0	0	0	0	0	0	0	0	0	37	37
0645 - 0700	0	28	4	0	0	0	0	0	0	0	0	0	0	32	133
0700 - 0715	0	30	12	0	0	0	0	0	0	0	0	0	0	42	42
0715 - 0730	0	50	14	1	0	0	0	0	0	0	0	0	0	65	65
0730 - 0745	0	53	15	1	0	0	0	1	0	0	0	0	0	70	70
0745 - 0800	0	36	11	1	0	0	0	0	0	0	0	0	0	48	225
0800 - 0815	0	55	10	1	0	0	0	0	0	0	0	0	0	66	66
0815 - 0830	0	45	10	0	0	0	0	0	0	0	0	0	0	55	55
0830 - 0845	0	38	5	1	2	0	0	0	0	0	0	0	0	46	46
0845 - 0900	0	47	11	1	0	0	0	1	0	0	0	0	0	60	227
0900 - 0915	0	45	5	0	2	0	0	0	1	0	0	0	0	53	53
0915 - 0930	0	39	10	0	0	0	0	0	0	0	0	0	0	49	49
0930 - 0945	0	32	11	0	3	0	0	0	0	0	0	0	0	46	46
0945 - 1000	0	57	12	0	0	0	0	0	0	0	0	0	0	69	217
1000 - 1015	0	50	10	0	0	0	0	0	0	0	0	0	0	60	60
1015 - 1030	0	39	12	0	1	0	0	0	0	0	0	0	0	52	52
1030 - 1045	0	42	9	0	0	0	0	0	0	0	0	0	0	51	51
1045 - 1100	0	46	7	0	0	0	0	0	0	0	0	0	0	53	53
1100 - 1115	0	44	9	0	1	0	0	0	0	0	0	0	0	54	54
1115 - 1130	1	56	7	0	0	1	0	0	0	0	0	0	0	65	65
1130 - 1145	1	47	9	0	0	0	0	0	0	0	0	0	0	57	57
1145 - 1200	0	65	9	0	0	0	0	0	0	0	0	0	0	74	250
1200 - 1215	0	52	10	0	0	0	0	0	0	0	0	0	0	62	62
1215 - 1230	0	55	14	0	2	0	0	0	0	0	0	0	0	71	71
1230 - 1245	1	67	13	0	1	0	0	0	0	0	0	0	0	82	82
1245 - 1300	0	79	9	0	0	0	0	0	1	0	0	0	0	89	304
1300 - 1315	0	61	19	0	1	0	0	0	0	0	0	0	0	81	81
1315 - 1330	0	44	5	0	1	0	0	0	0	0	0	0	0	50	50
1330 - 1345	0	59	12	0	0	0	0	0	0	0	0	0	0	71	71
1345 - 1400	1	63	9	0	2	0	0	0	0	0	0	0	0	75	277
1400 - 1415	3	55	15	0	0	0	0	0	0	0	0	0	0	73	73
1415 - 1430	0	59	12	3	0	0	0	0	0	0	0	0	0	74	74
1430 - 1445	0	86	14	3	1	0	0	0	0	0	0	0	0	104	104
1445 - 1500	1	77	13	1	2	0	0	0	0	0	0	0	0	94	94
1500 - 1515	1	68	14	2	3	0	0	0	0	0	0	0	0	88	88
1515 - 1530	0	80	8	2	2	0	0	0	0	0	0	0	0	92	92
1530 - 1545	0	74	14	0	0	0	0	0	0	0	0	0	0	88	88
1545 - 1600	1	92	14	0	0	0	0	0	0	0	0	0	0	107	375
1600 - 1615	0	100	18	0	0	0	0	0	0	0	0	0	0	118	118
1615 - 1630	0	96	22	1	0	0	0	1	0	0	0	0	0	120	120
1630 - 1645	0	82	13	1	0	0	0	0	0	0	0	0	0	96	96
1645 - 1700	0	85	15	0	0	0	0	0	0	0	0	0	0	102	102
1700 - 1715	0	92	15	1	1	0	0	0	0	0	0	0	0	109	109
1715 - 1730	1	86	9	0	1	0	0	0	0	0	0	0	0	97	97
1730 - 1745	1	93	12	1	0	0	0	0	0	0	0	0	0	107	107
1745 - 1800	2	119	21	0	1	0	0	1	0	0	0	0	0	144	457
1800 - 1815	0	113	18	0	0	0	0	0	0	0	0	0	0	131	131
1815 - 1830	0	99	14	0	0	0	0	0	0	0	0	0	0	113	113
1830 - 1845	0	94	21	0	0	0	0	0	0	0	0	0	0	115	115
1845 - 1900	0	76	19	0	0	0	0	0	0	0	0	0	0	95	95
1900 - 1915	0	82	16	0	0	0	0	0	0	0	0	0	0	98	98
1915 - 1930	0	74	21	0	0	0	0	0	0	0	0	0	0	95	95
1930 - 1945	1	88	12	0	0	0	0	0	0	0	0	0	0	101	101
1945 - 2000	1	64	14	0	0	0	0	0	0	0	0	0	0	79	79
2000 - 2015	0	59	11	0	0	0	0	0	0	0	0	0	0	70	70
2015 - 2030	0	60	12	0	0	0	0	0	0	0	0	0	0	72	72
2030 - 2045	0	42	11	0	0	0	0	0	0	0	0	0	0	53	53
2045 - 2100	0	53	16	0	0	0	0	0	0	0	0	0	0	69	69
2100 - 2115	0	42	8	0	0	0	0	0	0	0	0	0	0	50	50
2115 - 2130	0	36	7	0	0	0	0	0	0	0	0	0	0	43	43
2130 - 2145	0	36	11	0	0	0	0	0	0	0	0	0	0	47	47
2145 - 2200	0	40	10	0	0	0	0	0	0	0	0	0	0	50	50
2200 - 2215	0	37	7	0	0	0	0	0	0	0	0	0	0	44	44
2215 - 2230	0	35	7	1	0	0	0	0	0	0	0	0	0	43	43
2230 - 2245	0	30	7	0	0	0	0	0	0	0	0	0	0	37	37
2245 - 2300	0	33	9	0	0	0	0	0	0	0	0	0	0	42	42
2300 - 2315	0	24	6	0	0	0	0	0	0	0	0	0	0	30	30
2315 - 2330	0	19	8	0	0	0	0	0	0	0	0	0	0	27	27
2330 - 2345	0	19	3	0	0	0	0	0	0	0	0	0	0	22	22
2345 - 0000	0	14	2	0	0	0	0	0	0	0	0	0	0	16	16

Session Total	17	4307	814	32	29	1	0	4	2	0	0	0	0	0	5206
Session Average	0.18	44.86	8.48	0.33	0.30	0.01	0.00	0.04	0.02	0.00	0.00	0.00	0.00	0.00	54.23
Session Percentage	0.33	82.73	15.64	0.61	0.56	0.02	0.00	0.08	0.04	0.00	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0715 - 0815	0700 - 0800	0545 - 0645	0845 - 0945	-	-	0645 - 0745	0815 - 0915	-	-	-	-	-	0715 - 0815
AM Peak Volume	0	194	52	9	5	0	0	1	1	0	0	0	0	249	
Noon Peak Hour	1315 - 1415	1430 - 1530	1215 - 1315	1415 - 1515	1430 - 1530	1030 - 1130	-	-	1200 - 1300	-	-	-	-	-	1430 - 1530
Noon Peak Volume	4	311	55	9	8	1	0	0	1	0	0	0	0	378	
PM Peak Hour	1700 - 1800	1745 - 1845	1830 - 1930	1500 - 1600	1500 - 1600	-	-	1530 - 1630	-	-	-	-	-	-	1745 - 1845
PM Peak Volume	7	373	71	0	0	0	0	0	0	0	0	0	0	593	

Appendix D

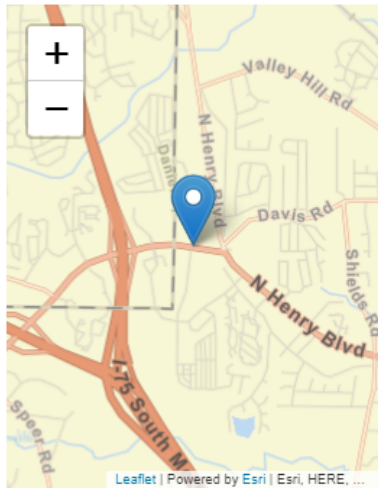
GDOT Traffic Data

Location Map of GDOT Count Stations



0000151_0256 - 151-0256**Description:** CL STOCKBRIDGE INTO**County:** Henry**Route number:** 00013800**LRS section:** 1511013800**Functional class:** 3U - Principal Arterial - Other
(Urban)**Coordinates:** 33.5535942513693,

Site Data

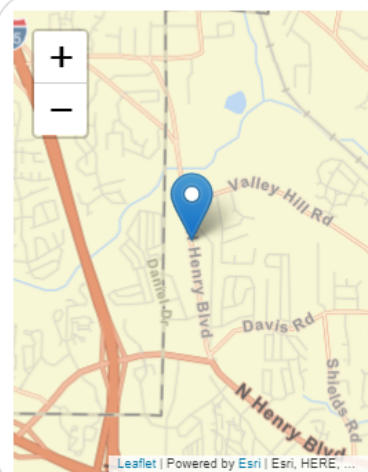


Count History

Year	Month	Count type	Duration	Count
2021	May	Class	48 hours	37292
2019	October	Class	48 hours	32738
2015	June	Class	48 hours	33506
2011	July	Class	48 hours	30090
2011	June	Class	48 hours	9428

**0000151_0365 - 151-0365****Description:** SRT 013800 L**County:** Henry**Route number:** 00004200**LRS section:** 1511004200**Functional class:** 3U - Principal Arterial - Other
(Urban)**Coordinates:** 33.5630747076405,

Site Data



Count History

Year	Month	Count type	Duration	Count
2021	June	Class	48 hours	17340
2019	January	Class	48 hours	15504
2015	June	Class	48 hours	15866
2013	April	Class	48 hours	15942
2011	June	Volume	48 hours	14676
2009	September	Volume	48 hours	14258



0000151_8013 - 151-8013

Description: Davis Rd

County: Henry

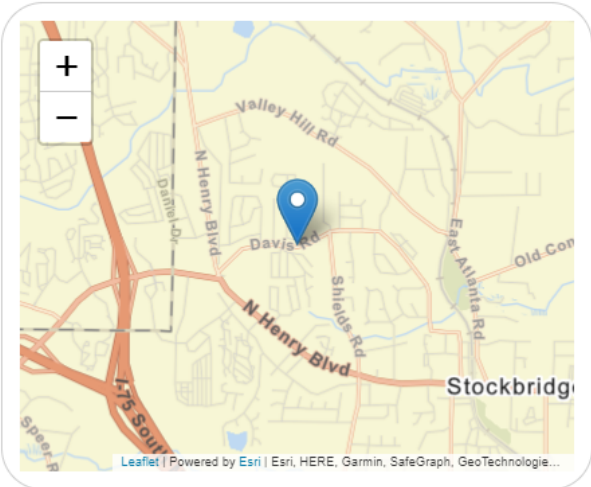
Route number: 00008200

LRS section: 1512008200

Functional class: 7U - Local (Urban)

Coordinates: 33.5559562900328, -84.2511484366999

Site Data



Count History

Year	Month	Count type	Duration	Count
2021	January	Volume	48 hours	4240
2017	April	Volume	48 hours	5920
2013	April	Volume	48 hours	5692
2009	September	Volume	48 hours	4877



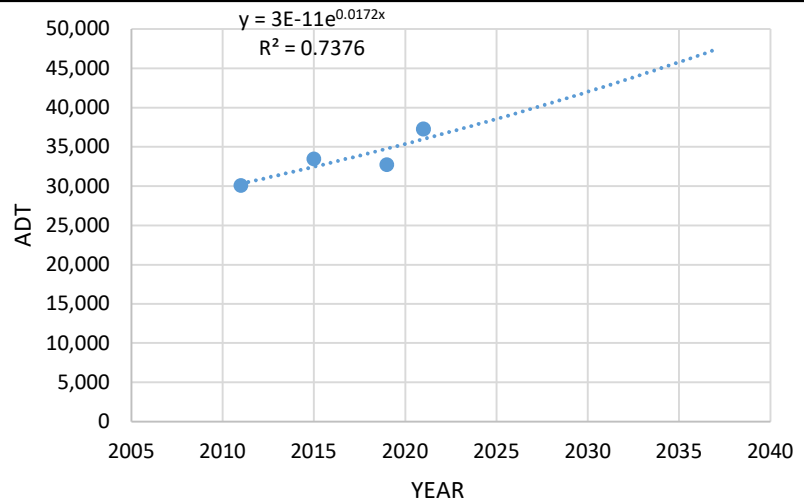
Count Station: GDOT #151-0256
 Street: Highway 138
 Location: west of the development
 Source: GDOT

YEAR	ADT	TREND
2011	30,090	30300
2012		30800
2013		31400
2014		31900
2015	33,506	32500
2016		33000
2017		33600
2018		34200
2019	32,738	34800
2020		35400
2021	37,292	36000
2022		36600
2023		37300
2024		37900
2025		38600
2026		39200
2027		39900
2028		40600
2029		41300
2030		42000
2031		42700
2032		43500
2033		44200
2034		45000
2035		45800
2036		46600
2037		47400

10-Years of Count Data

Trend Annual Historic Compound Growth Rate

1.77%



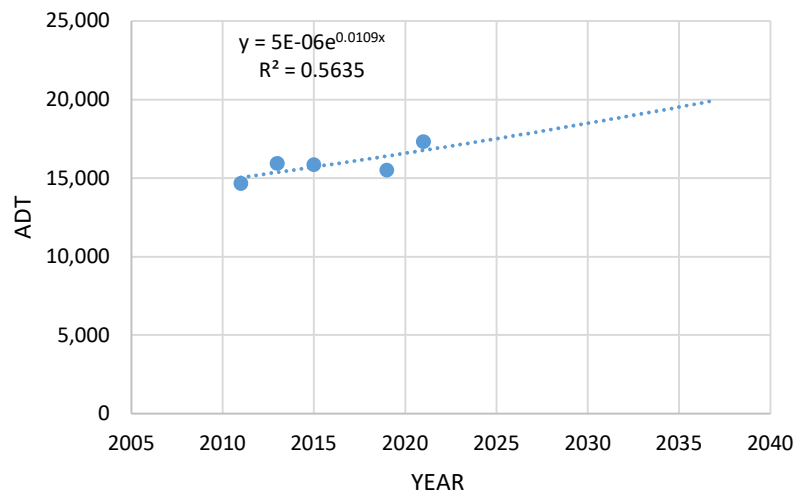
Count Station: GDOT #151-0365
 Street: N Henry Blvd
 Location: north of the development
 Source: GDOT

YEAR	ADT	TREND
2011	14,676	15000
2012		15200
2013	15,942	15400
2014		15500
2015	15,866	15700
2016		15900
2017		16100
2018		16200
2019	15,504	16400
2020		16600
2021	17,340	16800
2022		16900
2023		17100
2024		17300
2025		17500
2026		17700
2027		17900
2028		18100
2029		18300
2030		18500
2031		18700
2032		18900
2033		19100
2034		19300
2035		19500
2036		19700
2037		20000

5-Years of Count Data

Trend Annual Historic Compound Growth Rate

1.14%



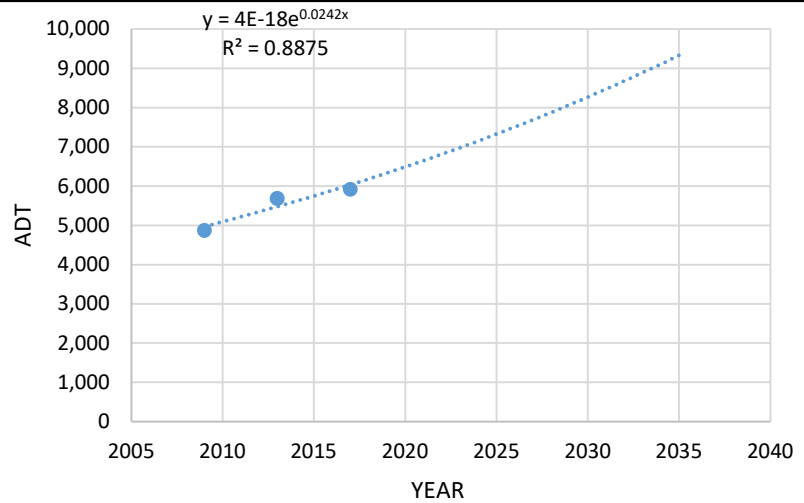
Count Station: GDOT #151-8013
 Street: Davis Road
 Location: south of the development
 Source: GDOT

YEAR	ADT	TREND
2009	4,877	5000
2010		5100
2011		5200
2012		5300
2013	5,692	5500
2014		5600
2015		5700
2016		5900
2017	5,920	6000
2018		6200
2019		6300
2020		6500
2021		6600
2022		6800
2023		7000
2024		7200
2025		7300
2026		7500
2027		7700
2028		7900
2029		8100
2030		8300
2031		8500
2032		8700
2033		8900
2034		9100
2035		9300

5-Years of Count Data

Trend Annual Historic Compound Growth Rate

2.31%



Appendix E

Intersection Volume Development

Traffic Analysis
Davis Road Townhomes
Intersection Traffic Volumes

Intersection: #1 - Davis Road at Proposed Driveway

A.M. PEAK HOUR

Condition	N/A Northbound			Proposed Driveway Southbound			Davis Road Eastbound			Davis Road Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2022)								103			124	
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%
Base Condition (2027)	0	0	0	0	0	0	0	114	0	0	137	0
Project Trips:												
Trip Distribution IN							70%					30%
Trip Distribution OUT				30%		70%						
Residential Trips	0	0	0	24	0	57	25	0	0	0	0	11
Total Project Trips	0	0	0	24	0	57	25	0	0	0	0	11
Buildout Total (2027)	0	0	0	24	0	57	25	114	0	0	137	11

P.M. PEAK HOUR

Condition	N/A Northbound			Proposed Driveway Southbound			Davis Road Eastbound			Davis Road Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2022)								303			154	
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%
Base Condition (2027)	0	0	0	0	0	0	0	335	0	0	170	0
Project Trips:												
Trip Distribution IN							70%					30%
Trip Distribution OUT				30%		70%						
Residential Trips	0	0	0	18	0	41	55	0	0	0	0	23
Total Project Trips	0	0	0	18	0	41	55	0	0	0	0	23
Buildout Total (2027)	0	0	0	18	0	41	55	335	0	0	170	23

Appendix F

Capacity Analysis Reports

Future Build Conditions – Year 2027

HCM 6th TWSC
1: Davis Road & Proposed Driveway

Build 2027
AM Peak Hour

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	114	137	11	25	57
Future Vol, veh/h	25	114	137	11	25	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	124	149	12	27	62
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	161	0	-	0	333	155
Stage 1	-	-	-	-	155	-
Stage 2	-	-	-	-	178	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1418	-	-	-	662	891
Stage 1	-	-	-	-	873	-
Stage 2	-	-	-	-	853	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1418	-	-	-	649	891
Mov Cap-2 Maneuver	-	-	-	-	649	-
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	853	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.4	0		9.8		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1418	-	-	-	649	891
HCM Lane V/C Ratio	0.019	-	-	-	0.042	0.07
HCM Control Delay (s)	7.6	0	-	-	10.8	9.3
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.2

HCM 6th TWSC
1: Davis Road & Proposed Driveway

Build 2027
PM Peak Hour

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	55	335	170	23	18	41
Future Vol, veh/h	55	335	170	23	18	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	364	185	25	20	45
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	210	0	-	0	682	198
Stage 1	-	-	-	-	198	-
Stage 2	-	-	-	-	484	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1361	-	-	-	415	843
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	620	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1361	-	-	-	392	843
Mov Cap-2 Maneuver	-	-	-	-	392	-
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	620	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.1	0		11.1		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1361	-	-	-	392	843
HCM Lane V/C Ratio	0.044	-	-	-	0.05	0.053
HCM Control Delay (s)	7.8	0	-	-	14.7	9.5
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	0.2

Appendix G

NCHRP

REPORT 457

**NATIONAL
COOPERATIVE
HIGHWAY
RESEARCH
PROGRAM**

Evaluating Intersection Improvements: An Engineering Study Guide

TRANSPORTATION RESEARCH BOARD

NATIONAL RESEARCH COUNCIL

can also indirectly reduce the delay to the left-turn or through movements by lessening their need to compete for service with the right-turn movement.

One disadvantage of adding a lane to the minor-road approach is that it may require reallocating the existing pavement or widening of the approach cross section. Sometimes the pavement width needed for the additional lane is available within the existing roadway cross section. In this instance, the only impact is a reallocation of the paved surface through modification of the pavement markings. However, in downtown settings this reallocation may require the removal of some curb parking stalls and can affect adjacent business significantly. Occasionally, the cross section must be widened to provide for the additional lane. If the needed lane width can be provided within the available right-of-way, the cost may be limited to that of construction. However, if additional right-of-way is needed, the costs of acquiring this property in urban settings can be high.

Guidance. The literature does not offer guidance regarding conditions where a second approach lane would benefit from the operation of a minor-road approach. However, the procedures in Chapter 17 of the *Highway Capacity Manual 2000* (15) can be used to identify major- and minor-road volume combinations that would benefit operationally from the provision of a second approach lane or bay. Bonneson and Fontaine (20) developed Figure 2-4 using these procedures and an assumed upper limit of 0.7 for the shared-lane, minor-road volume-to-capacity ratio.

Application. Figure 2-4 indicates the conditions that may justify the use of two approach lanes. Use of the information in this figure requires two types of data:

1. Major-road approach volume for the peak hour of the average day and
2. Minor-road turn movement volume for the peak hour of the average day (used to compute right-turn percentage).

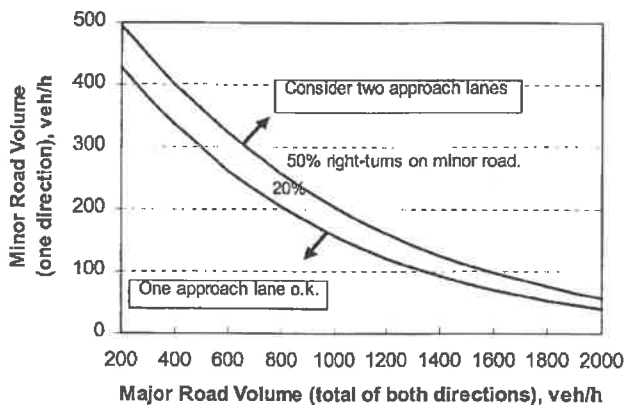


Figure 2-4. Guideline for determining minor-road approach geometry at two-way stop-controlled intersections.

Figure 2-4 would be used once for each minor-road approach to the intersection. The appropriate trend line would be identified on the basis of the percentage of right-turns on the subject minor-road approach. If the volume combination for the major and minor roads intersects above or to the right of this trend line, a second traffic lane should be considered for the subject minor-road approach. If a bay is selected for addition to the intersection, it should be long enough to store vehicles 95 percent of the time (i.e., the bay should not overflow more than 5 percent of the time). Techniques for estimating the 95th percentile storage length are provided in the section, Increase the Length of the Turn Bay.

Add a Left-Turn Bay on the Major Road

Introduction. Provision of a left-turn bay on the major road to a two-way stop-controlled intersection can significantly improve operations and safety at the intersection. A left-turn bay effectively separates those vehicles that are slowing or stopped to turn from those vehicles in through traffic lanes. This separation minimizes turn-related crashes and eliminates unnecessary delay to through vehicles. Data reported by Neuman (21) indicate that the crash rate for unsignalized intersections can be reduced by 35 to 75 percent through the provision of a left-turn bay.

One disadvantage of adding a bay to the major-road approach is that it may require reallocating the existing pavement or widening of the approach cross section. Sometimes the pavement width needed for the additional lane is available within the existing roadway cross section. However, in downtown settings this reallocation may require the removal of some curb parking stalls and can affect adjacent business significantly. Occasionally, the cross section must be widened to provide for the turn bay. If the needed width can be provided within the available right-of-way, the cost may be limited to that of construction. However, if additional right-of-way is needed, the costs of acquiring this property in urban settings can be high.

Guidance. Neuman (21) suggests that the following guidelines should be used to determine when to provide a left-turn bay on the major road of a two-way stop-controlled intersection:

1. A left-turn lane should be considered at any median crossover on a divided, high-speed road.
2. A left-turn lane should be provided on the unstopped approach of a high-speed rural highway when it intersects with other arterials or collectors.
3. A left-turn lane is recommended on the unstopped approach of any intersection when the combination of intersection volumes intersect above or to the right of the appropriate trend line shown in Figure 2-5.

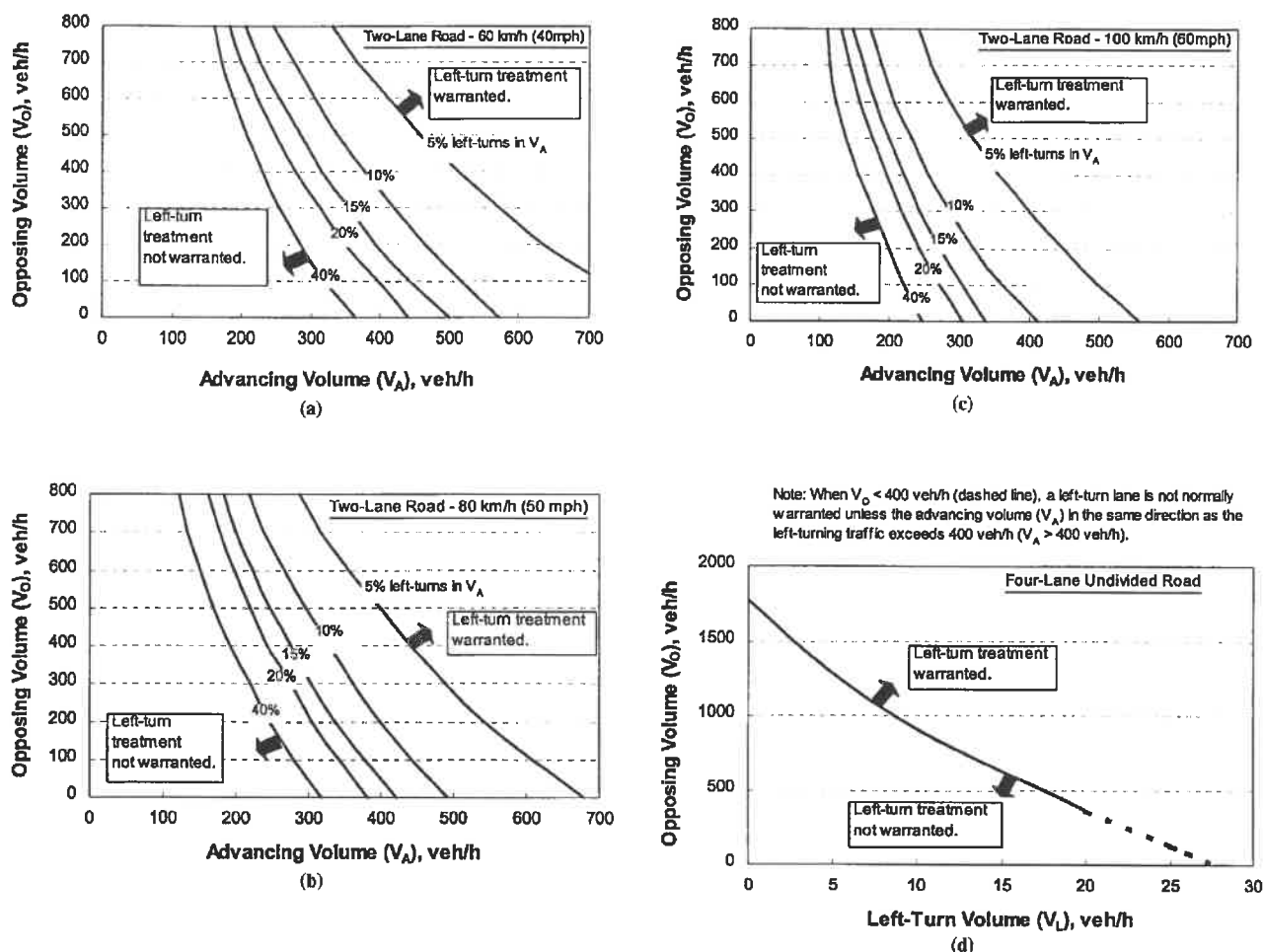


Figure 2-5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

Application. The guidance stated in the preceding section defines the conditions that may justify the provision of a left-turn bay. Application of this guidance requires two types of data:

1. Major-road turn movement volume for the peak hour of the average day and
2. Major-road 85th percentile speed (posted speed can be substituted if data are unavailable).

Use of Figure 2-5 requires determination of the opposing volume, the advancing volume, and the operating speed. The opposing volume should include only the right-turn and through movements on the approach across from (and heading in the opposite direction of) the subject major-road approach. The advancing volume should include the left-turn, right-turn, and through movements on the subject approach. The operating speed can be estimated as the 85th percentile speed. If the operating speed does not coincide with 60, 80, or 100 km/h (i.e., 40, 50, or 60 mph), then interpolation can

be used or, as a more conservative approach, the operating speed can be rounded up to the nearest speed for which a figure is provided.

In application, Figure 2-5 is used once for each major-road approach to the intersection. The appropriate trend line is identified on the basis of the percentage of left-turns on the subject major-road approach. If the advancing and opposing volume combination intersects above or to the right of this trend line, a left-turn bay should be considered for the subject approach. If a bay is included at the intersection, it should be long enough to store left-turn vehicles 99.5 percent of the time (i.e., the bay should not overflow more than 0.5 percent of the time). Techniques for estimating this storage length are provided in the section, Increase the Length of the Turn Bay.

Add a Right-Turn Bay on the Major Road

Introduction. Provision of a right-turn bay on the major road to a two-way stop-controlled intersection can signifi-

cantly improve operations and safety at the intersection. A right-turn bay effectively separates those vehicles that are slowing or stopped to turn from those vehicles in the through traffic lanes. This separation minimizes turn-related collisions (e.g., angle, rear-end, and same-direction-sideswipe) and eliminates unnecessary delay to through vehicles.

One disadvantage of adding a bay to the major-road approach is that it may require reallocating the existing pavement or widening of the approach cross section. Sometimes the pavement width needed for the additional lane is available within the existing roadway cross section. However, in downtown settings this reallocation may require the removal of some curb parking stalls and can affect adjacent business significantly. Occasionally, the cross section must be widened to provide for the turn bay. If the needed width can be provided within the available right-of-way, the cost may be limited to that of construction. However, if additional right-of-way is needed, the costs of acquiring this property in urban settings can be high.

Guidance. Hasan and Stokes (22) developed guidelines for determining when to provide a right-turn bay on the major road of a two-way stop-controlled intersection. These guidelines were based on an evaluation of the operating and collision costs associated with the right-turn maneuver relative to the cost of constructing a right-turn bay. The operating costs included those of road-user fuel and delay. Separate guidelines were developed for two-lane and four-lane roadways. These guidelines are shown in Figure 2-6.

Application. The guidance described in the preceding section defines conditions that may justify the provision of a right-turn bay. Application of this guidance requires two types of data:

1. Major-road turn movement volume for the peak hour of the average day and
2. Major-road 85th percentile speed (posted speed can be substituted if data are unavailable).

Figure 2-6 should be consulted once for each major-road approach. If the combination of major-road approach volume and right-turn volume intersects above or to the right of the trend line corresponding to the major-road operating speed, then a right-turn bay is a viable alternative.

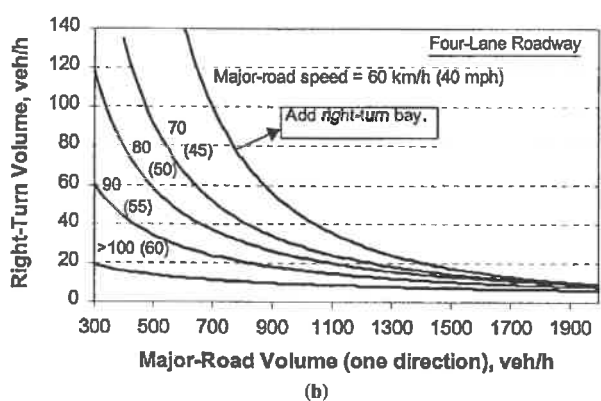
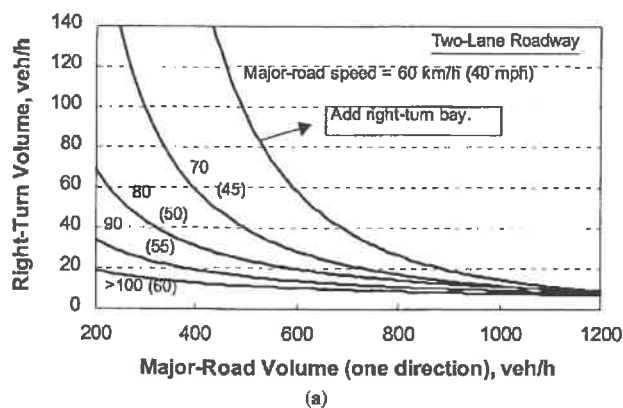


Figure 2-6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

Increase Length of Turn Bay

Introduction. Turn bay length can affect the safety and operation of the intersection approach significantly. This effect becomes more negative as the frequency with which vehicles exceed the available storage increases. Also, for unstopped approaches, this effect becomes more negative as more of the turning vehicle's deceleration occurs in the through lane, prior to the bay. The need to provide adequate storage length, deceleration length, or both is dependent on the type of approach control used and whether the vehicle is turning left or right. Table 2-13 identifies the appropriate bay

TABLE 2-13 Turn-bay length components at unsignalized intersections

Approach Control	Length Components	
	Left-Turn Bay	Right-Turn Bay
Unstopped	Storage Length + Deceleration Length	Deceleration Length
Stopped	Storage Length	Storage Length

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	19%
Advancing volume (V_A), veh/h:	139
Opposing volume (V_O), veh/h:	148

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	394
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	

AM Peak Hour

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

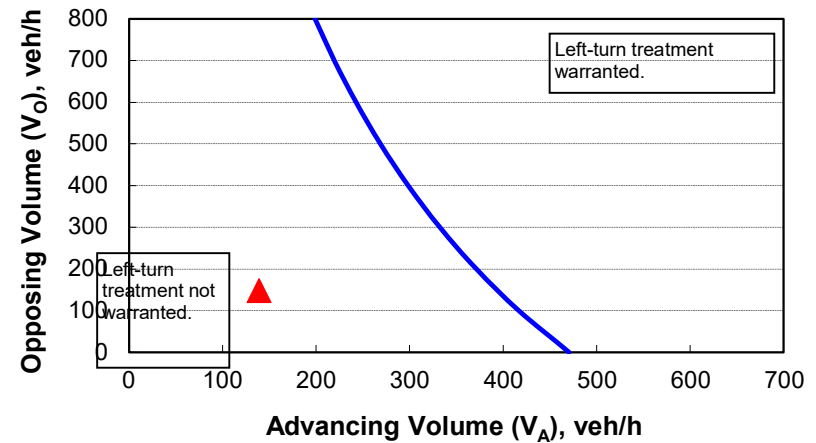


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	14%
Advancing volume (V_A), veh/h:	390
Opposing volume (V_O), veh/h:	193

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	423
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	

PM Peak Hour

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

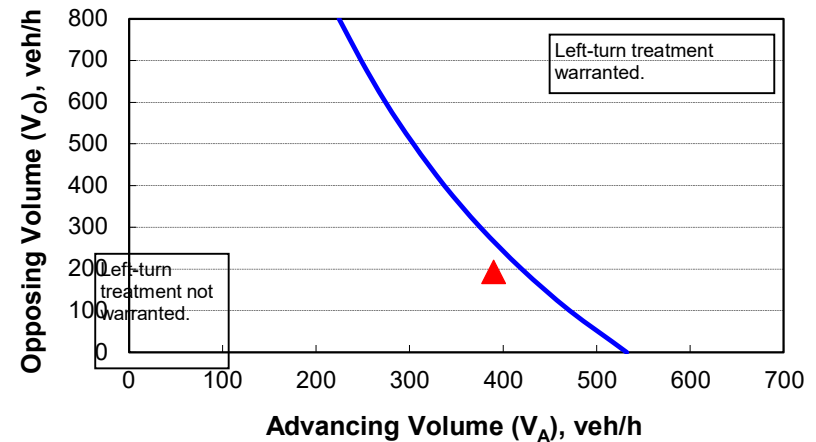


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	148
Right-turn volume, veh/h:	11

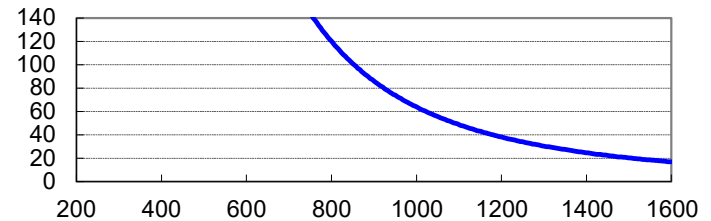
OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	14186
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	

AM Peak Hour

Right-Turn Volume, veh/h

Add right - turn bay



Major-Road Volume (one direction), veh/h

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

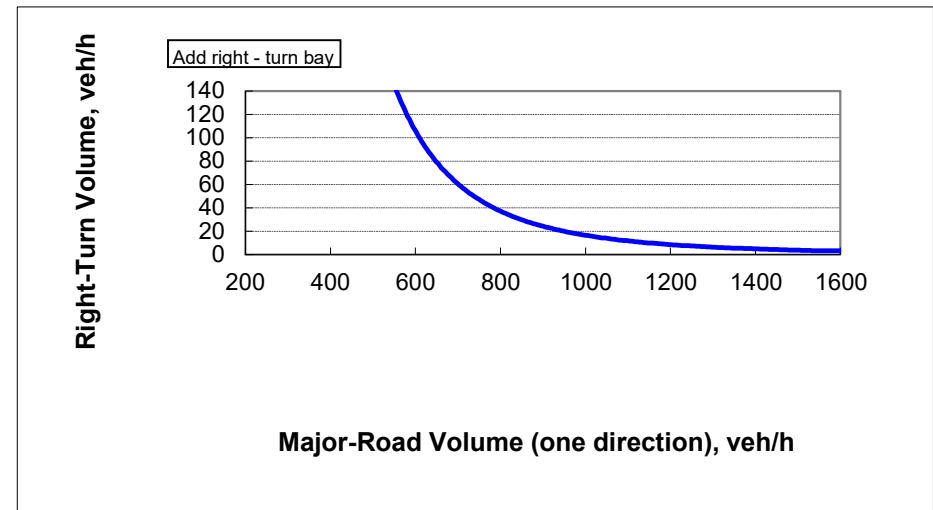
INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	193
Right-turn volume, veh/h:	23

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	6548
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

PM Peak Hour



CITY OF STOCKBRIDGE

4640 NORTH HENRY BOULEVARD
STOCKBRIDGE, GEORGIA 30281
PHONE (770) 389-7900
FAX (770) 389-7912

October 3, 2022

Mr. Renato Ghizoni
Entitlements Manager
3330 Cumberland BLVD Suite 275
Atlanta, Georgia 30339

RE: Proposed Townhouse Subdivision (576 Davis Road)

Mr. Ghizoni:

The City has reviewed your request for water and sewer services for the proposed Townhouse Subdivision (576 Davis Road). Water and sewer services are available; however, the following are required:

- The property must be annexed into the City before water and sewer services are granted.
- All costs associated with connecting to the water and sewer systems are the developer's responsibility.
- The developer must adhere to the City's Minimum Development Standards.

Should you need additional information, please do not hesitate to contact me at (404) 862-3743.

Sincerely,



Brad Holtsinger
Sewer Superintendent

Cc: Decius T. Aaron, Public Works Director
Donnie Mullis, Water Superintendent

FOR SALE
20+ ACRES
Zoned C-2
404-337-5066

 CITY OF STOCKBRIDGE
NOTICE OF PUBLIC HEARING

PROPOSAL FOR THIS PROPERTY:

☐ REZONING ☐ VARIANCE ☐ AMENDMENT ☐ CONDITIONAL USE PERMIT

☒ COMPREHENSIVE PLANNING AGREEMENT ☐ SPECIAL REGULATION ☐ OTHER

APPLICANT: James P. Davidson, LLC FILE NO. 12-0000000000

PROPERTY LOCATION: State 5111 St - Jones Avenue, Stockbridge, GA FILE NO. 12-0000000000

PLANNING COMMISSION PUBLIC HEARING: January 26, 2016 AT 10:00 a.m.

CITY COUNCIL PUBLIC HEARING: January 26, 2016 AT 6:00 p.m.

PUBLIC HEARINGS WILL BE HELD AT STOCKBRIDGE CITY HALL, 110 SOUTH CHURCH STREET, STOCKBRIDGE, GA 30087. FOR FURTHER INFO, PLEASE CALL THE CITY OF STOCKBRIDGE AT 478-366-7800. RESOLUTION OR ORDINANCE OF THE CITY OF STOCKBRIDGE.



CITY OF STOCKBRIDGE
NOTICE OF PUBLIC HEARING



PROPOSAL FOR THIS PROPERTY:

☒ REZONING ☐ VARIANCE ☐ ANNEXATION ☐ CONDITIONAL USE PERMIT
☒ COMPREHENSIVE PLAN AMENDMENT ☐ ZONING MODIFICATION ☐ OTHER

APPLICANT: CARTER ACQUISITIONS, LLC

CASE NUMBER(S): CP-2022-09

PROPERTY LOCATION: NORTH SIDE OF HUDSON BRIDGE DRIVE

AT 2022-08

PLANNING COMMISSION PUBLIC HEARING: JANUARY 26, 2023

AT 6:30 p.m.

CITY COUNCIL PUBLIC HEARING: FEBRUARY 13, 2023

AT 6:00 p.m.

PUBLIC HEARINGS WILL BE HELD AT STOCKBRIDGE CITY HALL, IN THE COUNCIL CHAMBER.
FOR FURTHER INFO, PLEASE CALL THE CITY OF STOCKBRIDGE AT 770-389-7900.
REMOVAL OR DECEMENT OF THIS SIGN IS PROHIBITED.

City of Stockbridge Planning and Zoning Division

Name of Applicant Carter Acquisitions LLC c/o Battle Law, P.C. Phone: 404- 888- 3078 Date: 12/23/2022

Address of Applicant: 39 Georgia Avenue SE, Suite 200 Cell # N/A

City: Atlanta State: Georgia Zip: 303 12 Email: aparker@carterusa.com

Name of Agent Battle Law, P.C. Phone: 404-601-7616 Date: 12/23/2022

Address of Agent: 3562 Habersham at Northlake Building J, Suite 100 Cell #404-601-7616

City: Tucker State: Georgia Zip: 30084 E-mail: mlb@battlelawpc.com

THE PERSONS NAMED ABOVE AFFIRM THAT THEY ARE THE OWNER OR AGENT OF THE OWNER OF THE PROPERTY DESCRIBED BELOW AND REQUESTS THAT THE FOLLOWING AMENDMENT TO THE COMPREHENSIVE PLAN BE GRANTED:

The property will be POSTED with a City of Stockbridge Planning and Zoning Sign. The sign must remain on the subject property for no less than fifteen days prior to the Planning Commission and Mayor/City Council meeting(s). The applicant or property owner shall not remove or alter the sign for any reason.

FROM: Medium Density Vertical Mixed-Use

To: High Density Residential

Property Address: Hudson Bridge Drive

Nearest intersection to the property: Hudson Bridge Road and Hudson Bridge Drive

Size of Tract: 20.37 acre(s). Land Lot Number(s): 21. District(s): 7

Property Tax Parcel Number(s): 032-0 1026000 (Required)

Witness' Signature

Signature of Applicant

	Carter Acquisitions LLC
Printed Name of Witness	Printed Name of Applicant

Notary	Signature of Agent
--------	--------------------

Notary Seal:

(For Office Use Only)

Total Amount Paid \$ _____ Check # _____ Credit Card # _____ (FEES ARE NON-REFUNDABLE)

Application checked by: _____ Date: _____

Pre-application meeting: _____ Date: _____

Planning Commission Decision: _____

Mayor/City Council Decision:

Planning Director's Signature: _____ Date: _____

Applicant Campaign Disclosure Form

(Must be completed by the applicant, the property owner, and the agent. Use as many forms as needed.)

Has the applicant made, within two (2) years immediately preceding the filing of this application for a rezoning, campaign contributions aggregating \$250 or more, or made gifts having in the aggregate a value of \$250 or more to a member of the City of Stockbridge Planning Commission or Stockbridge City Council who will consider the application?

Yes _____ No X

If Yes, the applicant and the attorney representing the applicant must file the following information with the City of Stockbridge Planning and Zoning Division within ten (10) days after this application is first filed:

Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this 4 day of November, 2022

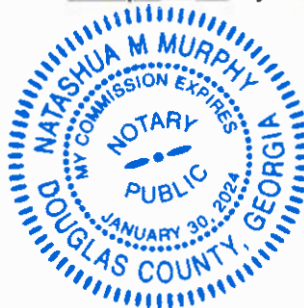
Carter Acquisitions
Applicant's Name - Printed


Signature of Applicant/Property Owner/Agent

Michele L Battle
Applicant's Attorney, if applicable - Printed

Signature of Applicant's Attorney, if applicable

Sworn to and subscribed before me this 4th day of November, 2022




Notary Public

* Applicant means any individual or business entity (corporation, partnership, limited partnership, firm enterprise, franchise, association, or trust) applying for a rezoning.



CITY OF STOCKBRIDGE | OWNER'S AUTHORIZATION

4640 North Henry Boulevard
Stockbridge, Georgia 30281
Phone: (770) 389-7900
Fax: (770) 389-7912

The undersigned below, or as attached, is the owner of the property that is the subject of this application. The undersigned does duly authorize the applicant named below to act as the applicant in the pursuit of a/an _____ for this property [Please fill in one of the following: Rezoning, Variance, Administrative Variance, Annexation, Comprehensive Plan Amendment, Conditional Use Permit, Zoning Modification, Subdivision, Recombination or Other (please state the type of application.)].

Name/Company Name of Property Owner MOUNT ZION 48 LLC
Address of Property Owner 1 WOODY TRAILMABLETON, GA 30126
Telephone and E-Mail of Property Owner _____
Name/Company Name of Authorized Applicant Carter Acquisitions, LLC c/o Battle Law P.C.
Address of Authorized Applicant 3562 Habersham at Northlake Tucker, GA 30084
Telephone and E-Mail of Authorized Applicant 404-601-7616 ex.10 mlb@battlelawpc.com

I swear that I am the owner of the property that is the subject matter of the attached application, as it is shown in the records of Henry County, Georgia.

Signature _____

Date 11-25-22

Manager - Mt. Zion 48, LLC

Personally appeared before me:

SURENDER V KUMAR

, who swears that the information which is contained in this Owner's Authorization is true and correct to the best of his/her knowledge and belief.

Glenn D. Dutton
Notary Public's Signature

Glenn D. Dutton 11-25-2022
Notary Public's Printed Name and Date



[Affix Seal Here]



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770.914.9394

PROJECT NAME

CLIENT NAME

REVISIONS

HUDSON BRIDGE MF4

DATE	08-24-2022
------	------------

CONTRACT #

DRAWN BY SDM

The Drawings, Specifications and other documents prepared by Moore Bass Consulting, Inc. (MB) for this Project are instruments of MB for use solely with respect to this Project and, unless otherwise provided, MB shall be deemed the author of these documents and shall retain all common law, statutory and other reserved rights, including the

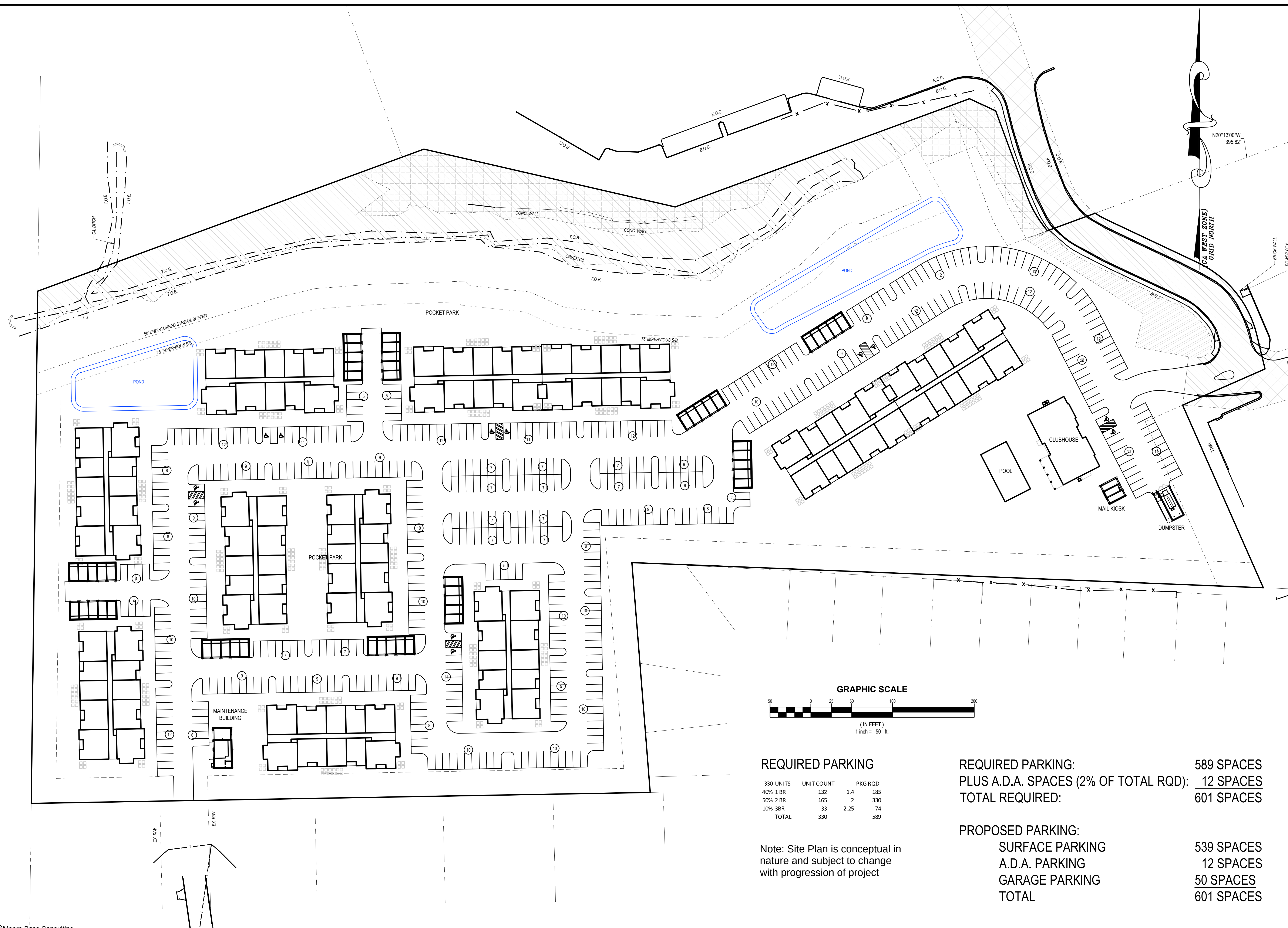
1350 KEYS FERRY COURT
McDONOUGH, GA 30253
LSF #1179

SEAL

SHEET TITLE

CONCEPTUAL SITE PLAN

SHEET



\\Hudson Bridge MF\HUDSON BRIDGE MF4.dwg, Layout1, smooore. Nov 14, 2022 - 3:59:27am

©Moore Bass Consulting

CARTER MULTIFAMILY – HUDSON BRIDGE DRIVE



CARTER MULTIFAMILY – HUDSON BRIDGE DRIVE



CARTER MULTIFAMILY – HUDSON BRIDGE DRIVE





Battle Law

AMENDED AND RESTATED **STATEMENT OF INTENT**

and

Other Material Required by
City of Stockbridge Unified Development Code
For
A Rezoning from C-2 to MFR and Land Use Amendment
From Medium Density Vertical Mixed Use to High Density Residential

of

CARTER ACQUISITIONS, LLC.
c/o Battle Law, P.C.

for

+/-20.37 Acres of Land
Being Hudson Bridge Drive
City of Stockbridge, Georgia and
Parcel Nos. 032-01026000

Submitted for Applicant by:

Michèle L. Battle, Esq.
Battle Law, P.C.
Habersham at Northlake, Building J, Suite 100
Tucker, Georgia 300384
(404) 601-7616 Phone
(404) 745-0045 Facsimile
mlb@battlelawpc.com



Battle Law

I. LETTER OF INTENT

Carter Acquisitions, LLC. (the “Applicant”) is seeking to develop that certain undeveloped +/- 20.37 acre tract of land being Tax Parcel No. 032-01026000 having frontage on Hudson Bridge Drive (the “Subject Property”) for three-hundred and thirty (330) luxury apartment units as depicted on the submitted elevations. The Subject Property is located within the Parkway Mixed Use Overlay District (“Parkway Overlay District”) , and is currently zoned C-2, with a land use designation of Medium Density Vertical Mixed Use. The Applicant is seeking to rezone the Subject Property to MFR, while simultaneously seeking a land use amendment to High Density Residential.

This document serves as a statement of intent, analysis of the criteria under the City of Stockbridge Unified Development Code and contains notice of constitutional allegations as a reservation of the Applicant’s rights.

II. STEINBERG ACT REZONING CRITERIA

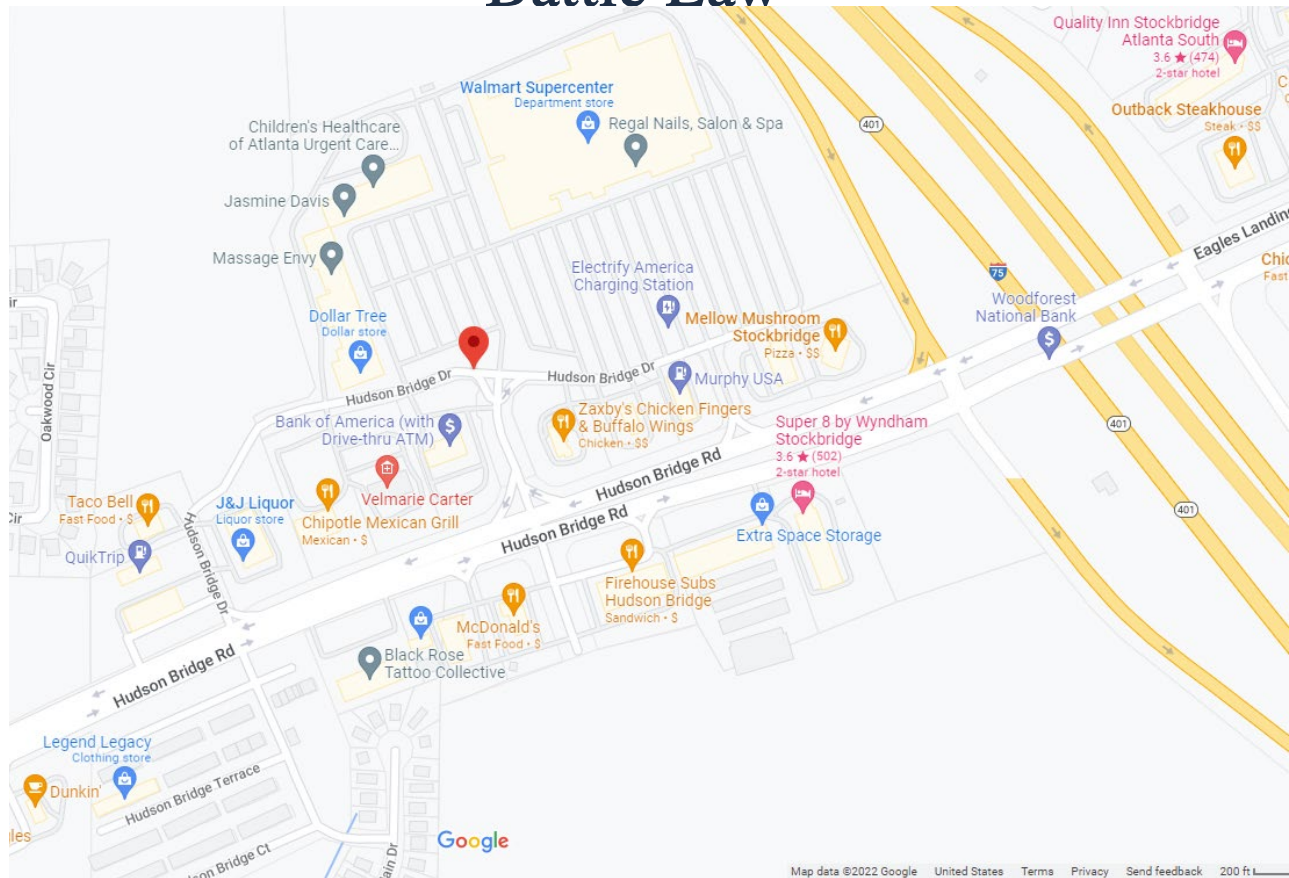
The State of Georgia proposes the following decision criteria to be considered for rezonings in jurisdictions that do not propose other criteria:

- 1. Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;*

The zoning proposal will permit a use that is suitable in view of the current density and uses allowed under the Parkway Overlay District, in addition to existing uses on the adjacent and nearby property. Amongst other things, the purpose and intent of the Parkway Overlay District is “to encourage a balanced mix of retail, professional, residential, civic, entertainment and cultural uses,” and “to improve public health and provide safe and efficient movement within the overlay district by promoting development patterns that encourage physical activity such as walking and bicycling.” The area surrounding the Subject Property within the City of Stockbridge is predominately commercial and retail uses, except for the Hudson Bridge Townhome community that was built in 1986.



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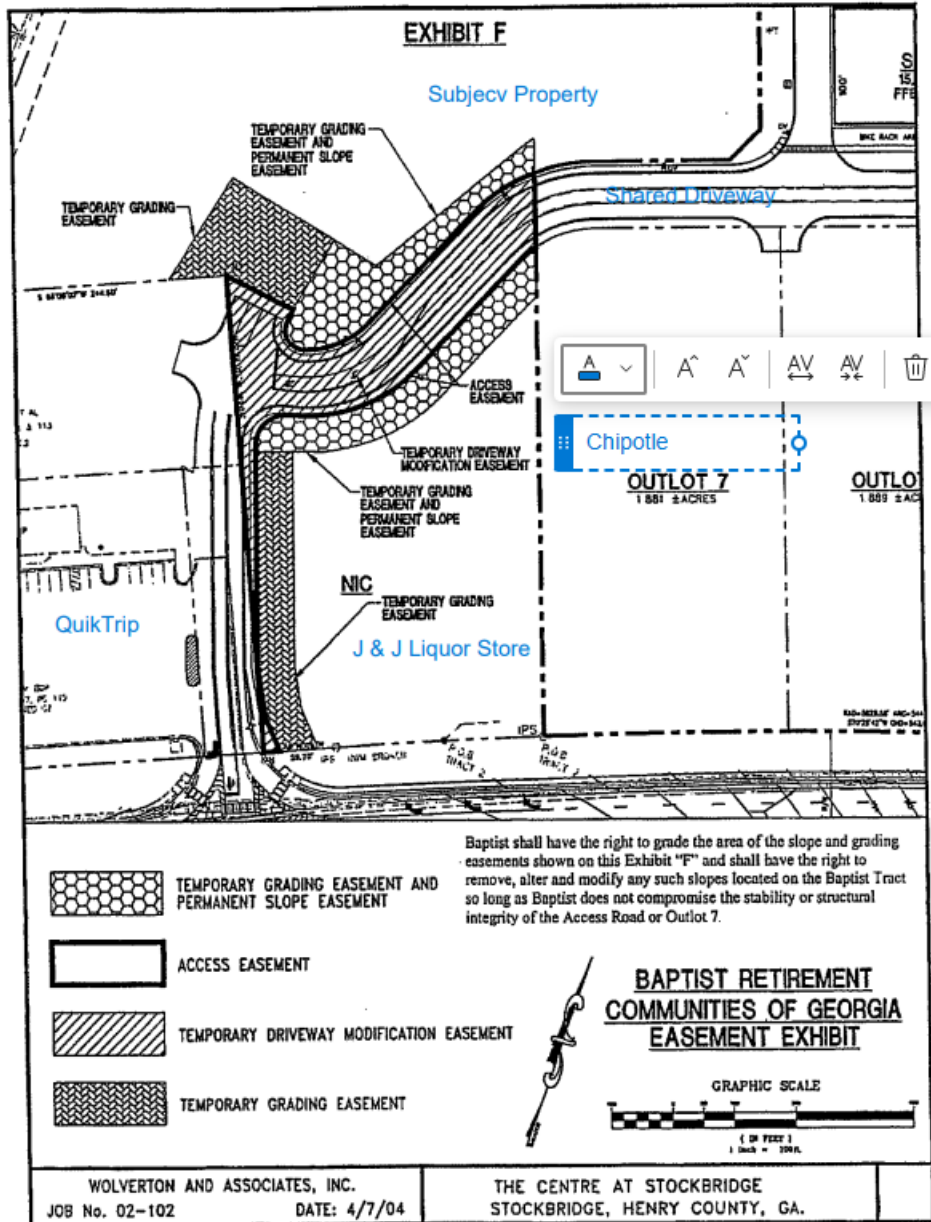
The Subject Property is part of a 72.69 acre planned commercial/retail/residential project which has been developed by multiple owners. Hudson Bridge Drive is a private street which provides shared access to excess of 20 stores, including the following businesses:

1. QuikTrip;
2. Walmart;
3. Chipotle
4. J&J Liquor;
5. Taco Bell
6. Zaxby's
7. Murphy's Gas Station
8. Mellow Mushroom
9. Arby's
10. Discount Tire; and
11. Bank of America.



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DOC# 020854
FILED IN OFFICE
04/28/2004 02:10 PM
BK:7038 PG:237-243
JUDITH A LEWIS
CLERK OF SUPERIOR COURT
HENRY COUNTY

After recording return to:
Calloway Title & Escrow, LLC
Attn: David Dudley 2-1333
4800 Ashford Dunwoody Rd. Ste. 240
Atlanta, Georgia 30338

BOOK 7038 PAGE 237

STATE OF GEORGIA)
COUNTY OF HENRY) RESTRICTIVE COVENANT

This Restrictive Covenant ("Covenant") is made this 20th day of April, 2004, by the BAPTIST RETIREMENT COMMUNITIES OF GEORGIA, INC., a Georgia non-profit corporation ("Declarant"), for the benefit of WR OF STOCKBRIDGE, L.L.C., a South Carolina limited liability company ("WR"), and its successors and assigns.

WHEREAS, Declarant is the owner of that certain real property referred to as the "Remaining Tract" and which is more particularly described on Exhibit "A" attached hereto and made a part hereof;

WHEREAS, WR is the owner of that certain real property referred to as the "Development Tract" and which is more particularly described on Exhibit "B" attached hereto and made a part hereof; and

WHEREAS, it is the intent and desire of Declarant to execute this Restrictive Covenant to establish certain restrictions upon the Remaining Tract for the benefit of the Development Tract;

NOW, THEREFORE, Declarant for itself, its successors and assigns does hereby agree that the Remaining Tract shall be subject to and shall be used in conformance with the following covenants and agreements:

- I. No part of the Remaining Tract shall be used for any retail purposes, which restriction shall include, but not be limited to, the sale of any goods or merchandise of any nature and/or the offering of any services of any nature for profit. Examples of such prohibited activities include, but are not limited to, the retail sale of any foodstuffs or grocery items, whether packaged or freshly prepared, the retail sale of prepared foods, whether "fast food" or sit-down meals, the retail sale of any clothing items, the retail sale of housewares and/or supplies, the retail sale of hardware items or tools, the retail sale of any crafts, hobby supplies, artwork, and the provision, for profit, of any haircutting services,



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BOOK 7038 PAGE 238

cosmetic services and/or manicure, pedicure or massage services. Declarant specifically acknowledges and agrees that the foregoing prohibited uses are mere examples, and does not intend that they represent all uses restricted or prohibited hereby. Notwithstanding the foregoing, such retained uses as are ancillary or incident to the use of the Remaining Tract for residential apartments are permitted, including, but not limited to, coin-operated laundries, vending machines and the occasional sale of novelty items bearing the logo or trademark of the owner or manager of the apartment complex.

2. The foregoing restriction shall expire on March 31, 2008, if not theretofore terminated.

The foregoing restrictions and agreements are imposed on the Remaining Tract for the benefit of the Development Tract.

The agreements, restrictions and covenants herein made shall be deemed restrictive covenants running with the land and shall be binding upon the Remaining Tract and any person or entity who may from time to time own, lease or otherwise have an interest in the Remaining Tract.

[SIGNATURES ON FOLLOWING PAGE]

It can be inferred that the intent of this prohibition on the development of other retail uses, while permitting the development of multi-family apartments, was to support the viability of the retail stores without additional competition, AND to create a mixed-use environment with residents living adjacent to the site that could support the commercial businesses being developed. Based upon the Subject Property being included in the Parkway Overlay District the purpose and intent of the development of this area and the Subject Property remains the same.

2. *Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;*

The zoning proposal will not adversely affect the existing use or usability of adjacent or nearby properties. The zoning proposal will permit a use that creates the mixed-use environment promulgated by the Parkway Overlay District. Additionally, the development of the Subject Property as currently zoned would in fact have an adverse impact on the adjacent property owners by oversaturating an already robust commercial corridor.

3. *Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned;*

The property to be affected by the zoning proposal does not have a reasonable economic use as



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currently zoned. The area in which the Subject Property is located is already saturated with commercial development, which is inconsistent with the intent and purpose of the Parkway Overlay District, and based on the current economic climate in which retail stores are being challenged by the growing online shopping trends, the development of additional commercial space in this corridor would be economic suicide.

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

The zoning proposal will not result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools. The traffic study, submitted with this rezoning application, includes a “Level-of-Service Analysis,” (the “Analysis”) which compares the current traffic conditions of the study area with the future traffic conditions under “no-build” and “build” possibilities. The Analysis uses grades A-F to grade the level-of-service at intersections within the study area with A being the best and F being the worse. The Analysis graded the current traffic level-of-service within the study area according to the following table:

Table 3: Level-of-Service Summary LOS (Delay in Seconds)							
Intersection	Approach & Movement	Existing 2022		Projected 2026 No-Build		Projected 2026 Build	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. Hudson Bridge Road at Private Driveway/Walmart Driveway (signalized)	Overall	C (22.7)	D (38.5)	C (23.5)	D (40.1)	C (24.3)	D (40.4)
2. Hudson Bridge Road at Hudson Bridge Drive/Site Driveway A (signalized)	Overall	B (13.7)	B (19.5)	B (14.3)	C (23.3)	B (15.8)	C (28.0)

Under existing conditions, the intersections analyzed have a C and B grade for morning peak hours and D and B for evening peak hours. Under the “no-build” scenario, those grades will be C and B for morning peak hours (no grade change) and D and C for evening peak hours. This shows that the level-of-service will drop one grade for evening peak hours at the Hudson Bridge Road and Hudson Bridge Drive intersection regardless of whether the zoning proposal comes to fruition. Assuming the zoning proposal does come to fruition, the grades would be C and B for morning peak hours (no grade change) and D and C for evening peak hours. The grades under the “no-build” scenario and “build” scenario are the same. So, there will not be any significant impact to the flow of traffic within this study area as a result of this zoning proposal.

Additionally, according to the letter attached to this application from the Henry County Water Authority, water and sewer are available for the Subject Property. The Henry County Water Authority stated that there is enough capacity to serve the proposed number of units.

Lastly, the zoning proposal will not overly burden the local schools.



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Therefore, the zoning proposal will not result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.

5. Whether the zoning proposal is in conformity with the policy and intent of the land use plan; and

The Applicant is seeking to amend the current land use designation to High Density Residential which is consistent with the purpose and intent of the Parkway Overlay District which allows for a density of up to 60 units per acre with density bonuses, and heights up to 20 stories. The current Medium Density Vertical Mixed-Use only allows for up to 2 to 3.6 units per acres, with a maximum height of 3 stories. The comprehensive plan from which the land use designations were derived was adopted in 2018; however, the City's Revised Unified Development Code, which contains the current Parkway Overlay District, was adopted in March of 2022. Therefore, the current land use plan for the City and the Subject Property is outdated, and inconsistent with the Parkway Overlay District.

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

The Applicant is not aware of any other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal.

III. CONCLUSION

For the foregoing reasons, the Applicant hereby requests that the application for a Rezoning from C-2 to MFR be approved. The Applicant welcomes any questions and feedback from the planning staff.

IV. NOTICE OF CONSTITUTIONAL ALLEGATIONS AND PRESERVATION OF CONSTITUTIONAL RIGHTS

The portions of the City of Stockbridge Zoning Ordinance, facially and as applied to the Subject Property, which restrict or classify or may restrict or classify the Subject Property so as to prohibit its development as proposed by the Applicant are or would be unconstitutional in that they would destroy the Applicant's property rights without first paying fair, adequate and just compensation for such rights, in violation of the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States and Article I, Section I, Paragraph I of the Constitution of the State of Georgia of 1983, Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and would be in violation of the Commerce Clause, Article I, Section 8, Clause 3 of the Constitution of the United States.



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The application of the City of Stockbridge Zoning Ordinance to the Subject Property which restricts its use to any classification other than that proposed by the Applicant is unconstitutional, illegal, null and void, constituting a taking of Applicant's Property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States, Article I,

Section I, Paragraph I, and Article I, Section III, Paragraph I of the Constitution of the State of

Georgia of 1983, and the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States denying the Applicant an economically viable use of its land while not substantially advancing legitimate state interests.

A denial of this Application would constitute an arbitrary irrational abuse of discretion and unreasonable use of the zoning power because they bear no substantial relationship to the public health, safety, morality or general welfare of the public and substantially harm the Applicant in violation of the due process and equal protection rights guaranteed by 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 1 of the Constitution of the State of Georgia.

A refusal by the City of Stockbridge City Council to amend the land use and/or rezone the Subject Property to the classification as requested by the Applicant would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and owners of similarly situated property in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. Any Rezoning of the Property subject to conditions which are different from the conditions requested by the Applicant, to the extent such different conditions would have the effect of further restricting Applicant's utilization of the property, would also constitute an arbitrary, capricious and discriminatory act in zoning the Subject Property to an unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.

A refusal to allow the land use amendment and/or Rezoning in questions would be unjustified from a fact-based standpoint and instead would result only from constituent opposition, which would be an unlawful delegation of authority in violation of Article IX, Section II, Paragraph IV of the Georgia Constitution.

A refusal to allow the land use amendment and/or rezoning in question would be invalid inasmuch as it would be denied pursuant to an ordinance which is not in compliance with the Zoning Procedures Law, O.C.G.A Section 36-66/1 et seq., due to the manner in which the Ordinance as a whole and its map(s) have been adopted.



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The existing land use designation and/or zoning classification on the Subject Property is unconstitutional as it applies to the Subject Property. This notice is being given to comply with the provisions of O.C.G.A. Section 36-11-1 to afford the County an opportunity to revise the Property to a constitutional classification. If action is not taken by the County to rectify this unconstitutional land use designation and/or zoning classification within a reasonable time, the Applicant is hereby placing the County on notice that it may elect to file a claim in the Superior Court of Fulton County demanding just and adequate compensation under Georgia law for the taking of the Subject Property, diminution of value of the Subject Property, attorney's fees and other damages arising out of the unlawful deprivation of the Applicant's property rights.

MLB

Michele L. Battle, Esq.
Attorney for the Applicant



TO: Planning Commission

FROM: Gordon Linton, Planner I

CC: Brecca Carter, Community Development Director
R. Ryan Anderson, Chief Planner

DATE: October 27, 2022

Subject: #CP-2022-07 For Hudson Bridge Drive

I. PURPOSE

Consider a Comprehensive Plan Amendment application to change the future land use designations of certain property from Medium Density Vertical Mixed-Use to High Density Residential to allow for development of 330 multi-family apartment units. Application by Carter Acquisitions.

II. Background

Proposed Development	330 multi-family apartment units
Site Address	North side of Hudson Bridge Drive
Parcel Identification	032-01026000
Parcel Acreage	20.367 acres
Applicant	Carter Acquisitions (c/o Battle Law, P.C.)
Owner	Mount Zion, LLC. 1 Woody Trail Mableton, GA, 30126
City Land Use Designation	Medium Density Vertical Mixed Use
Number of Proposed Units Per Acre	16.2 units per acre
Current Zoning	C-2 (General Commercial District)
Current Use	Vacant land. Most of the area is wooded, with the eastern portion of the site containing wetlands with a 25-foot state buffer, a 50-foot

	stream buffer, and a 75-foot impervious setback that are associated with a nearby stream.
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SURROUNDING LAND USE DESIGNATION

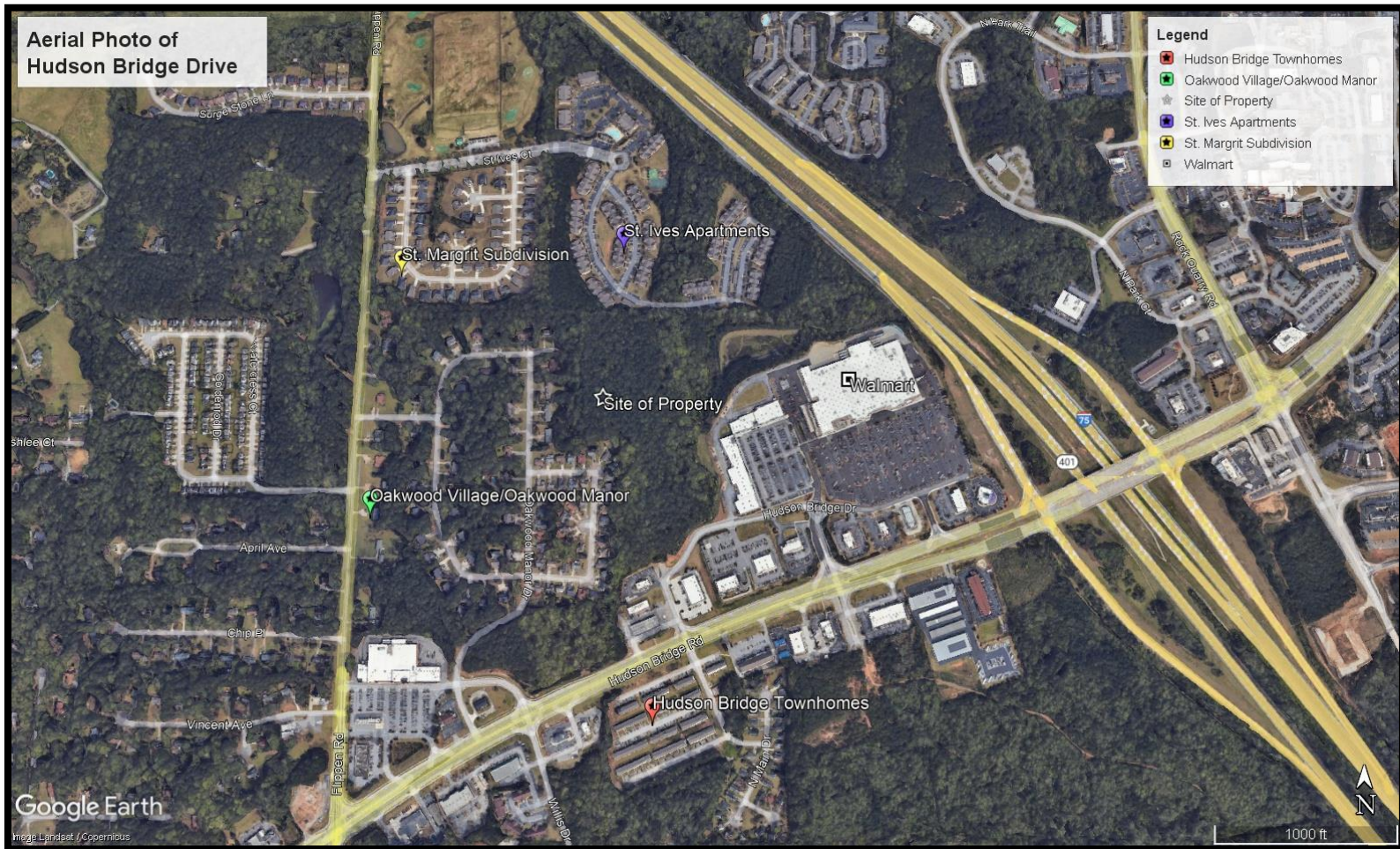
Location	Existing Land Use	Existing Future Land Use Designation
Property to the North	St. Ives Apartments St. Margrit Subdivision	High Density Residential
Property to the South	Commercial uses fronting onto Hudson Bridge Road, including J & J Liquor and Western Union. Hudson Bridge Townhomes	Medium Density Vertical Mixed Use; High Density Residential
Property to the East	and adjacent shopping center	Medium Density Vertical Mixed Use
Property to the West	Oakwood Village Subdivision	Medium-Density Residential (Henry County Future Land Use Map)

III. Finding of Facts

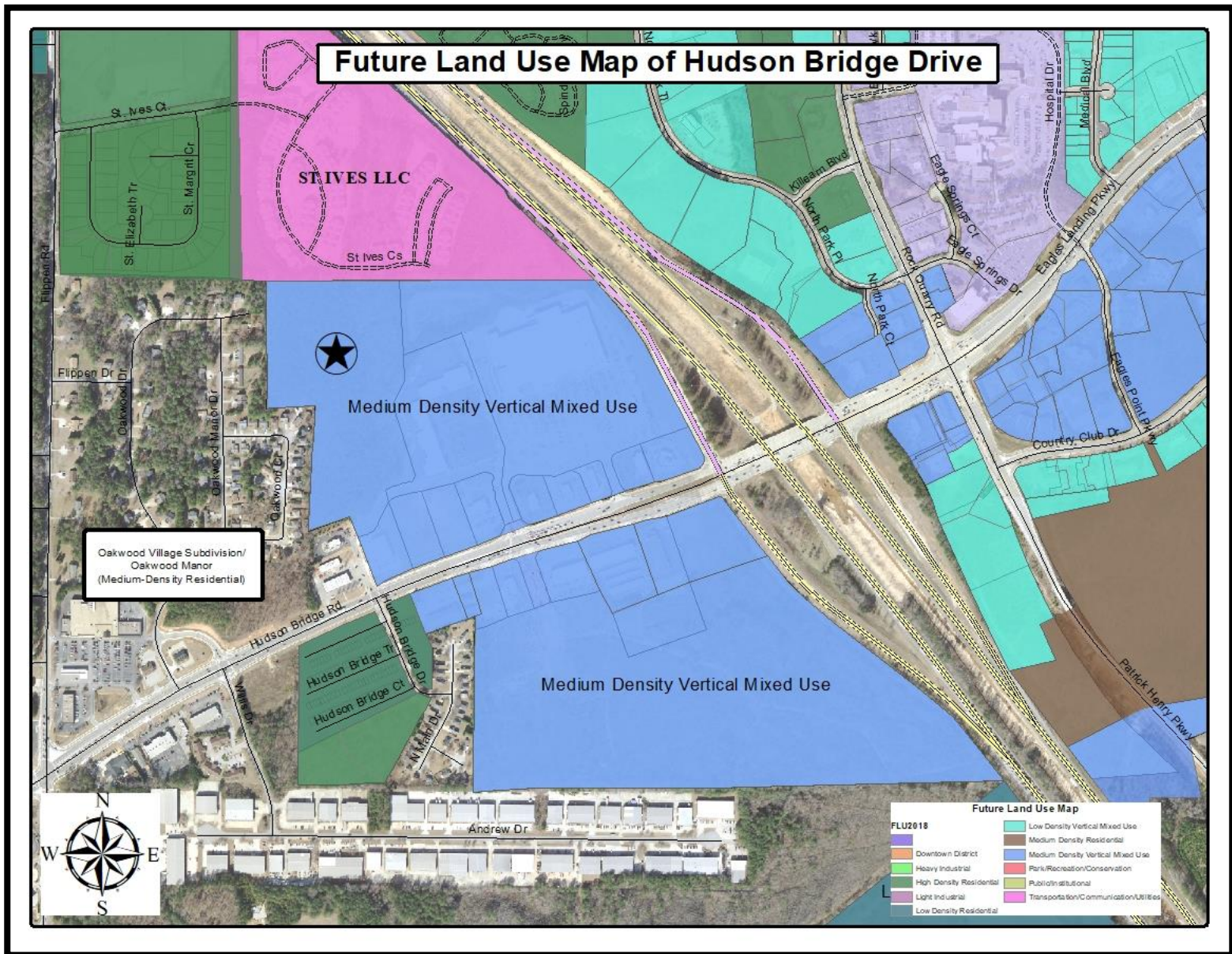
- The subject parcel was originally part of a Master Development Plan, that included a Wal-Mart Supercenter as well as a mixed-use development for a total of 72.69 acres. The subject property was listed as 'Tract 2' under the Master Plan. Tracts 1 and Tract 2 were annexed into the City with a zoning of C-2 (Commercial) and C-3 (Heavy Commercial). The tracts were subdivided on February 4, 2004 which resulted in the creation of a new tract 2 as part of the Wal-Mart development. The original Tract 2 eventually became a stand alone parcel that was designated for future development. The original tract has since remained undeveloped.
- Hudson Bridge Drive is a private street that provides shared access to 20 retail stores in that area.
- The subject property is surrounded by commercial and residential uses. The area to the North is High-Density Residential while to the South are comprised of High-Density Residential Use and Medium-Density Vertical Mixed Use. The area to the west is designated as Medium Density Residential according to the Henry County Future Land Use Map.
- The current zoning of the property is C-2 (General Commercial District). The applicant will be seeking a rezoning to change the zoning of the property from C-2 (Rural Residential) to MFR (Multiple Family Residential). The case will be heard concurrently.

IV. Maps and Illustrations

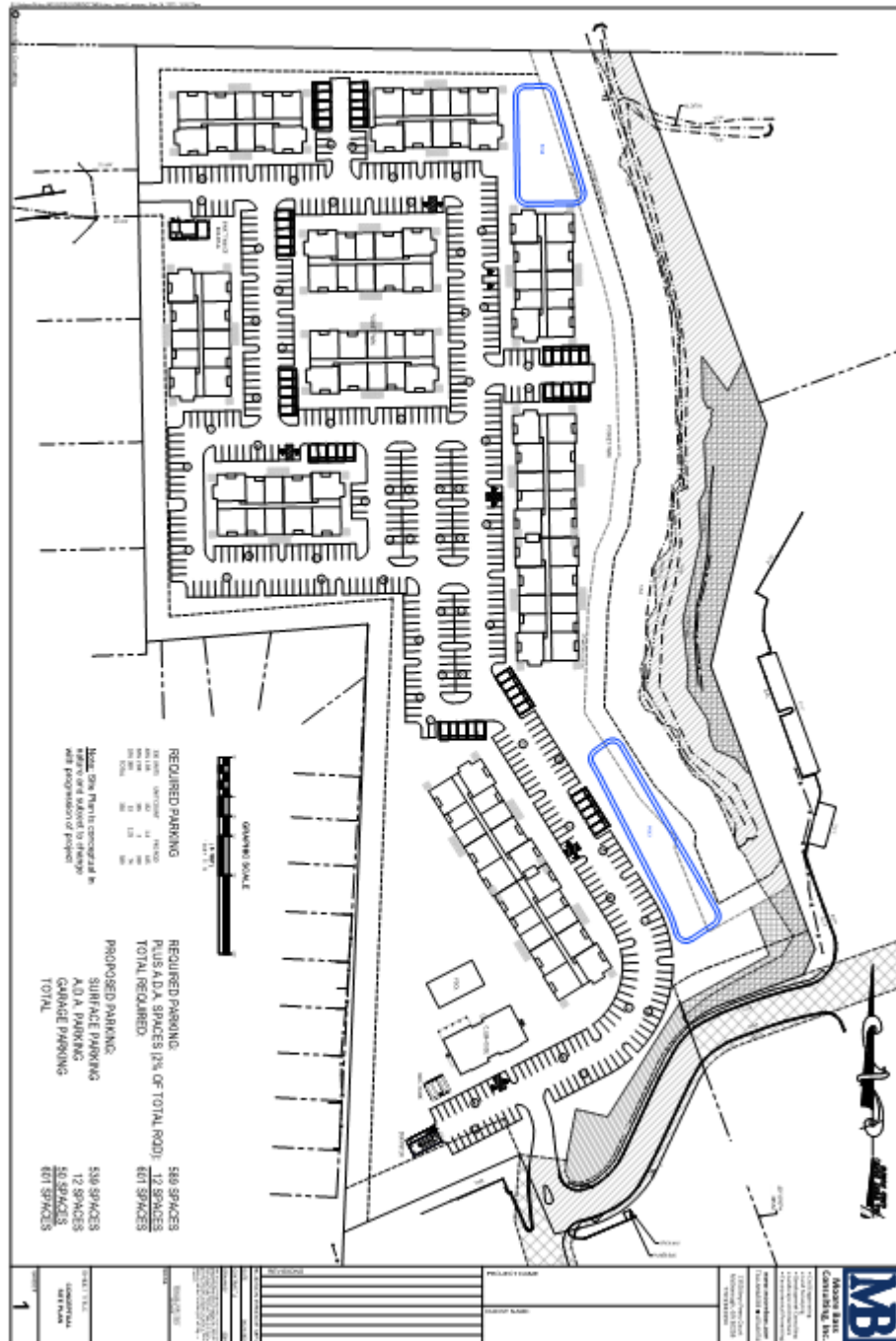
Aerial Photo of Hudson Bridge Drive



Future Land Use Map of Hudson Bridge Drive



Conceptual Site Plan of Hudson Bridge Drive



V. Analysis

Project Description

The applicant proposes a Comprehensive Plan Amendment to change the future land use designations of certain property from Medium Density Vertical Mixed-Use to High Density Residential to allow for the purpose of allowing the development of a multi-family apartment with 330 units, that will include a pool, clubhouse, and a dumpster. The Future Land Use Designation Map designates the subject property as Medium Density Vertical Mixed-Use. However, the current Future Land Use is incompatible with the requested rezoning of MFR (Multiple Family Residential). Therefore, the applicant is seeking a Comprehensive Plan Amendment to change the Future Land Use Designation from Medium Density Vertical Mixed-Use to High Density Residential.

Staff Analysis

The applicant requests a **Comprehensive Plan Amendment** under the City of Stockbridge Unified Development Code Section (**Sec. 9.2.7**):

ANALYSIS OF REQUEST

1. Consistency with the Comprehensive Plan.

- The requested Comprehensive Plan Amendment of the subject property from Low Density Residential to High Density Residential is necessary because the current land use does not allow the development of townhomes. Furthermore, the proposed densities would not be compatible with the required density for the current land use designation.

2. Relation to the Zoning of the Property

- The property's requested zoning district is not compatible with the list of permitted zoning districts that are found in the Comprehensive Plan. To allow for the proposed zoning, the applicant has requested the rezoning of the property from C-2 (General Commercial District) to MFR (Multiple Family Residential) to allow the multi-family apartment units to be built. Any approval of CP-2022-07 must be contingent upon the simultaneous approval of RZ-2022-08.

3. Suitability of the Site's Location.

- The proposed 'High Density Residential' land use designation would be compatible since the other surrounding land use areas are comprised of both High Density Residential and Medium Density. Furthermore, its surrounding areas of both C-2 (General Commercial District) and C-3 (Heavy Commercial District) makes the

property both suitable and feasible for the development of the multi-family apartment units. The applicant is proposing 16.2 units per acres density rate. However, the High-Density Land Use Designation only allows a maximum of 16.0 units per acres. Therefore, staff recommends that the applicant needs to reduce the total number of units from 330 to 326.

4. Maintaining the Current Land Use Designation.

- Due to the size of the property, it is unlikely that the type of land uses that are intended for areas having the Medium- Density Vertical Mixed Use would be developed under this property. Those uses according to the current Comprehensive Plan would include “two to three story buildings, combining street-level commercial/retail/office uses with second and third stories accommodating office or lofts/apartments/condominiums.”

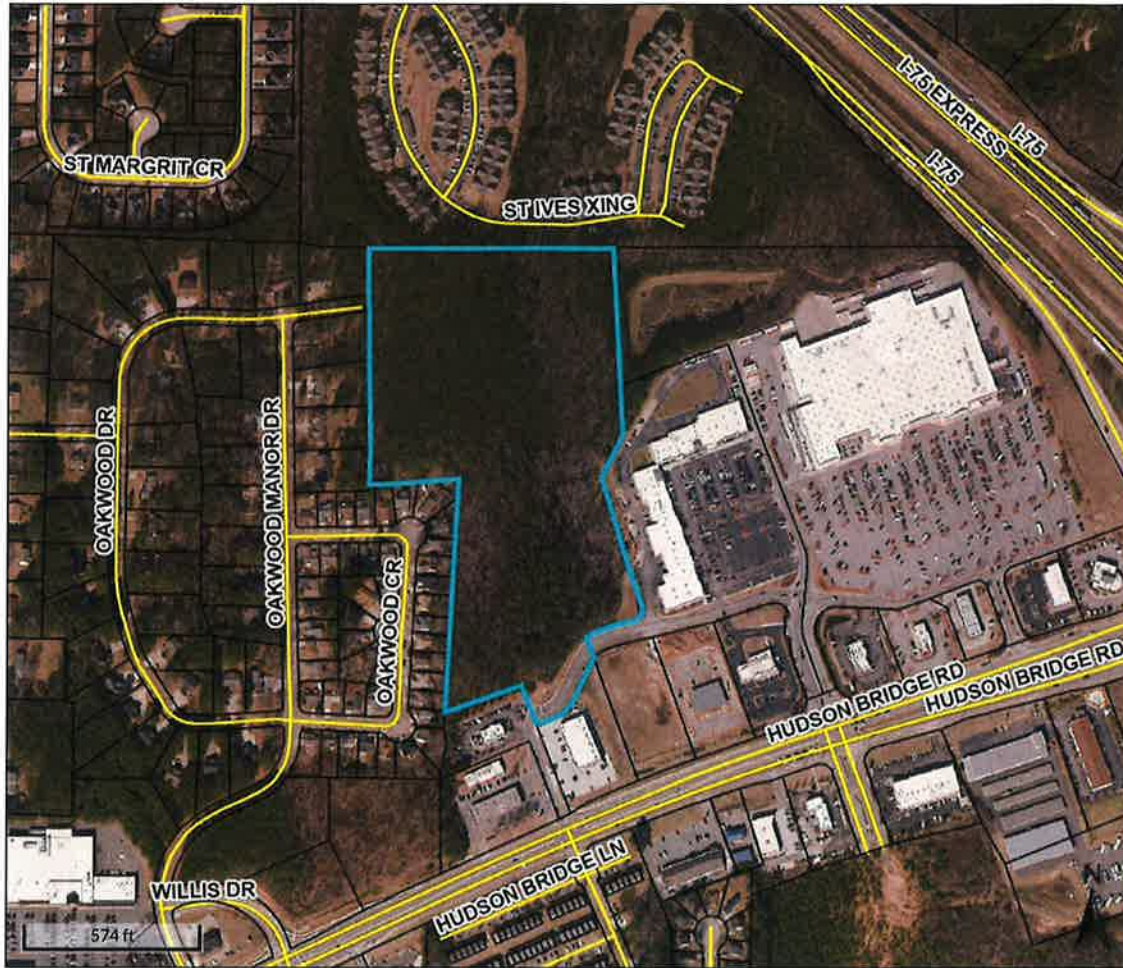
Summary of Impacts/Concerns

Code Compliance	No comments provided
Police Department	No comments provided
Fire Marshal	
Henry County Water and Sewer	A letter from the Henry County Water and Sewerage Authority, dated December 2, 2022 states the County and water services are provided to the subject property.
Building	No comments provided
Traffic	No comments provided

VI. STAFF RECOMMENDATION

This Staff Report has demonstrated that the requested Comprehensive Plan Amendment via CP-2022-07 would be necessary and desirable for the subject property in conjunction with the requested rezoning of the property via RZ-2022-08 to allow for the proposed multi-family units. Therefore, the Planning and Zoning staff recommends the **APPROVAL WITH CONDITIONS** of the requested change in the property’s future land uses designation from Medium Density Vertical Mixed-Use to High Density Residential. The recommended zoning conditions are listed below:

- The developer shall build no more than 326 units on the subject property in order to comply with the requirements in the High Residential Land Use designation.



Overview



Legend

- Parcels
- Roads

Parcel ID	032-01026000	Class	C	Owner	MOUNT ZION	Land				
Property		Acreage	20.367	Address	48 LLC	Value:	\$1,400,000			
Address					1 WOODY	Building				
District	City/Stockbridge				TRAIL	Value:	\$0	Last 2 Sales		
					MABLETON GA	Misc		Date	Price	Reason
					30126	Value:	\$0	4/29/2022	\$556,000	OTHER
						Total		11/1/2010	\$0	CORPORATE
						Value:	\$1,400,000			U

Parcel lines depicted on the maps do not reflect a true and exact representation of property boundaries and should not be relied upon for said purpose. Property boundary lines are depicted on recorded plats available at the Henry County Courthouse or can be determined by employing the services of a licensed surveyor.

Date created: 1/13/2023

Last Data Uploaded: 1/13/2023 1:52:25 AM

Developed by  **Schneider**
GEOSPATIAL

FOR SALE
20+ ACRES
Zoned C-2
404-337-5066

 CITY OF STOCKBRIDGE
NOTICE OF PUBLIC HEARING

PROPOSAL FOR THIS PROPERTY:

☐ REZONING ☐ VARIANCE ☐ AMENDMENT ☐ CONDITIONAL USE PERMIT ☐ OTHER _____

☒ COMPREHENSIVE PLANNING AGREEMENT ☐ SPECIAL REGULATION ☐ OTHER _____

APPLICANT: James P. Davidson, LLC FILE NO. _____
PROPERTY LOCATION: State 5111 St - Jones Avenue, Stockbridge, GA FILE NO. _____

PLANNING COMMISSION PUBLIC HEARING: January 26, 2016 AT 10:00 a.m.
CITY COUNCIL PUBLIC HEARING: January 27, 2016 AT 6:00 p.m.

PUBLIC HEARINGS WILL BE HELD AT STOCKBRIDGE CITY HALL, 110 SOUTH CHURCH STREET, STOCKBRIDGE, GA 30214. FOR FURTHER INFO, PLEASE CALL THE CITY OF STOCKBRIDGE AT 478-366-7800. REQUEST FOR AMENDMENT OF THIS ZONING PROVISIONS.



CITY OF STOCKBRIDGE
NOTICE OF PUBLIC HEARING



PROPOSAL FOR THIS PROPERTY:

☒ REZONING _____ VARIANCE _____ ANNEXATION _____ CONDITIONAL USE PERMIT
☒ COMPREHENSIVE PLAN AMENDMENT _____ ZONING MODIFICATION _____ OTHER _____

APPLICANT: CARTER ACQUISITIONS, LLC

CASE NUMBER(S): CP-2022-09
AT-2022-08

PROPERTY LOCATION: NORTH SIDE OF HUDSON BRIDGE DRIVE

PLANNING COMMISSION PUBLIC HEARING: JANUARY 26, 2023 AT 6:30 p.m.
CITY COUNCIL PUBLIC HEARING: FEBRUARY 13, 2023 AT 6:00 p.m.

PUBLIC HEARINGS WILL BE HELD AT STOCKBRIDGE CITY HALL, IN THE COUNCIL CHAMBER.
FOR FURTHER INFO, PLEASE CALL THE CITY OF STOCKBRIDGE AT 770-389-7900.
REMOVAL OR DECEMENT OF THIS SIGN IS PROHIBITED.

AMENDED AND RESTATED

City of Stockbridge Planning and Zoning Division Rezoning Application

Name of Applicant Carter Acquisitions, LLC c/o Battle Law P.C. Phone: 404-888-3078 Date: 11/22/2022

Address Applicant: 39 Georgia Avenue SE, Suite 200 Fax N/A Cell # N/A

City: Atlanta State: GA Zip: 30312 E-mail: AParker@carterusa.com

Name of Agent Battle Law P.C. Phone: 404-601-7616 Date: 11/22/2022

Address Agent: 3562 Habersham at Northlake Fax N/A Cell # 404-723-6266

City: Tucker State: GA Zip: 30084 E-mail: mlb@battlelawpc.com

THE APPLICANT NAMED ABOVE AFFIRMS THAT HE OR SHE IS THE OWNER, OR AGENT OF THE OWNER, OF THE PROPERTY DESCRIBED BELOW, AND IS REQUESTING A REZONING OF THE PROPERTY.

Rezoning being requested From C-2 to MFR

The property will be POSTED with a City of Stockbridge rezoning sign. The sign must remain on the subject property for no less than fifteen days prior to either Planning Commission or City Council meeting(s). The applicant or property owner shall not remove or alter the sign for any reason. _____ Acknowledgement

Address of Property: Hudson Bridge Drive

Nearest intersection to the property: Hudson Bridge Road & Hudson Bridge Drive
(Street Address)

Size of Tract: 20.37 acre(s), Land Lot Number(s): 21, District(s): 6

Property Tax Parcel Number(s): 032-01026000 (Required)

Witness Signature

Signature of Applicant

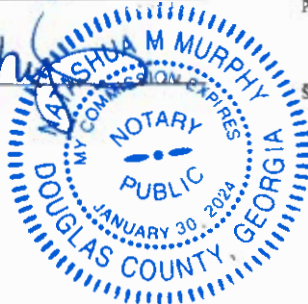
Printed Name of Witness

Carter Acquisitions, LLC
Printed Name of Applicant

Notary

Signature of Agent

NOTARY STAMP:



(For Office Use Only)

Total Amount Paid \$ _____ Cash _____ Check # _____ Received by: _____ (FEES ARE NON-REFUNDABLE)

Application checked by: _____ Date: _____ Map Number(s): _____

Pre-application meeting: _____ Date: _____

Planning Commission Decision: _____

City Council Decision: _____

Community Development Director's Signature: _____ Date: _____

Applicant Campaign Disclosure Form

(Must be completed by the applicant, the property owner, and the agent. Use as many forms as needed.)

Has the applicant made, within two (2) years immediately preceding the filing of this application for a rezoning, campaign contributions aggregating \$250 or more, or made gifts having in the aggregate a value of \$250 or more to a member of the City of Stockbridge Planning Commission or Stockbridge City Council who will consider the application?

Yes _____ No X

If Yes, the applicant and the attorney representing the applicant must file the following information with the City of Stockbridge Planning and Zoning Division within ten (10) days after this application is first filed:

Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this 4 day of November, 2022

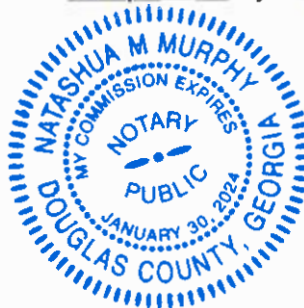
Carter Acquisitions
Applicant's Name - Printed


Signature of Applicant/Property Owner/Agent

Michele L. Battle
Applicant's Attorney, if applicable - Printed

Signature of Applicant's Attorney, if applicable

Sworn to and subscribed before me this 4th day of November, 2022




Notary Public

* Applicant means any individual or business entity (corporation, partnership, limited partnership, firm enterprise, franchise, association, or trust) applying for a rezoning.



CITY OF STOCKBRIDGE | OWNER'S AUTHORIZATION

4640 North Henry Boulevard
Stockbridge, Georgia 30281
Phone: (770) 389-7900
Fax: (770) 389-7912

The undersigned below, or as attached, is the owner of the property that is the subject of this application. The undersigned does duly authorize the applicant named below to act as the applicant in the pursuit of a/an _____ for this property [Please fill in one of the following: Rezoning, Variance, Administrative Variance, Annexation, Comprehensive Plan Amendment, Conditional Use Permit, Zoning Modification, Subdivision, Recombination or Other (please state the type of application.)].

Name/Company Name of Property Owner MOUNT ZION 48 LLC
Address of Property Owner 1 WOODY TRAILMABLETON, GA 30126
Telephone and E-Mail of Property Owner _____
Name/Company Name of Authorized Applicant Carter Acquisitions, LLC c/o Battle Law P.C.
Address of Authorized Applicant 3562 Habersham at Northlake Tucker, GA 30084
Telephone and E-Mail of Authorized Applicant 404-601-7616 ex.10 mlb@battlelawpc.com

I swear that I am the owner of the property that is the subject matter of the attached application, as it is shown in the records of Henry County, Georgia.

Signature _____

Date 11-25-22

Manager - Mt. Zion 48, LLC

Personally appeared before me:

SURENDER V KUMAR

, who swears that the information which is contained in this Owner's Authorization is true and correct to the best of his/her knowledge and belief.

Glenn D. Dutton
Notary Public's Signature

Glenn D. Dutton 11-25-2022
Notary Public's Printed Name and Date



[Affix Seal Here]



Henry County Water Authority
Engineering Division

December 2, 2022

Re: Water and Sewer Services - Availability

Proposed Development: **Apartment Complex**

Property Information: **Hudson Bridge Road Parcel No. 032-01026000**

LL 21; District 6; 20.37+/- acres

Proposed Zoning: **MFR**

Sewer Basin: **Walnut Creek**

Watershed Basin: **Big Cotton Indian**

TO WHOM IT MAY CONCERN:

You have requested that this Authority provide you with information concerning the present availability of water and sewer services to the above-described property. This letter is being provided for informational purposes only and will not act to reserve water capacity to you or the property and will not create any liability to the Authority. The information contained in this letter will remain in effect for a period of **365** days from the date of this letter unless subsequently notified in writing by the Authority. The information provided herein is based upon the above-stated zoning of the property. Any deviation in zoning that would increase density or usage above that evaluated by the Authority will automatically void the information provided herein and will require a separate re-evaluation by this Authority.

Water service can be made available to the property described above by way of a line extension, as illustrated on the Conceptual Site Plan at the developer's expense. A fire flow test calculated in the area revealed the following data:

Static:	110	psi
Residual:	95	psi
Flow	1130	gpm
Calculated Flow @ 20 psi:	2973	gpm

As shown, these results are above the minimum adopted standards of 20 psi residual pressure at 1000 gpm for said commercial development as established by the Henry County Board of Commissioners.

Sewage **treatment** and sewer line **capacity** are available for the property. ***However, installation of a private lift-station (proposed to be located on the developer's site), associated force main and gravity sewer main extension will be necessary at the developer's expense.***

The Authority provides water and sewer services where capacity is available on a first-come, first served basis. Each customer, developer, and property owner must also comply with the rules, regulations, and ordinances of the Authority.

The Authority will reevaluate the availability of water and sewer services to the property at the time that the development plans are submitted. If there are any additional requirements, or if water or sewer capacity is not available, you will be notified in writing.

This letter was prepared with information submitted to HCWA on a Conceptual Site Plan dated 08/24/2022 prepared by Moore Bass Consulting, Inc.

Scott Sage, P. E.
Engineering Division Manager
Henry County Water Authority

CARTER MULTIFAMILY – HUDSON BRIDGE DRIVE



CARTER MULTIFAMILY – HUDSON BRIDGE DRIVE



CARTER MULTIFAMILY – HUDSON BRIDGE DRIVE





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AMENDED AND RESTATED **STATEMENT OF INTENT**

and

Other Material Required by
City of Stockbridge Unified Development Code
For
A Rezoning from C-2 to MFR and Land Use Amendment
From Medium Density Vertical Mixed Use to High Density Residential

of

CARTER ACQUISITIONS, LLC.
c/o Battle Law, P.C.

for

+/-20.37 Acres of Land
Being Hudson Bridge Drive
City of Stockbridge, Georgia and
Parcel Nos. 032-01026000

Submitted for Applicant by:

Michèle L. Battle, Esq.
Battle Law, P.C.
Habersham at Northlake, Building J, Suite 100
Tucker, Georgia 300384
(404) 601-7616 Phone
(404) 745-0045 Facsimile
mlb@battlelawpc.com



Battle Law

I. LETTER OF INTENT

Carter Acquisitions, LLC. (the “Applicant”) is seeking to develop that certain undeveloped +/- 20.37 acre tract of land being Tax Parcel No. 032-01026000 having frontage on Hudson Bridge Drive (the “Subject Property”) for three-hundred and thirty (330) luxury apartment units as depicted on the submitted elevations. The Subject Property is located within the Parkway Mixed Use Overlay District (“Parkway Overlay District”) , and is currently zoned C-2, with a land use designation of Medium Density Vertical Mixed Use. The Applicant is seeking to rezone the Subject Property to MFR, while simultaneously seeking a land use amendment to High Density Residential.

This document serves as a statement of intent, analysis of the criteria under the City of Stockbridge Unified Development Code and contains notice of constitutional allegations as a reservation of the Applicant’s rights.

II. STEINBERG ACT REZONING CRITERIA

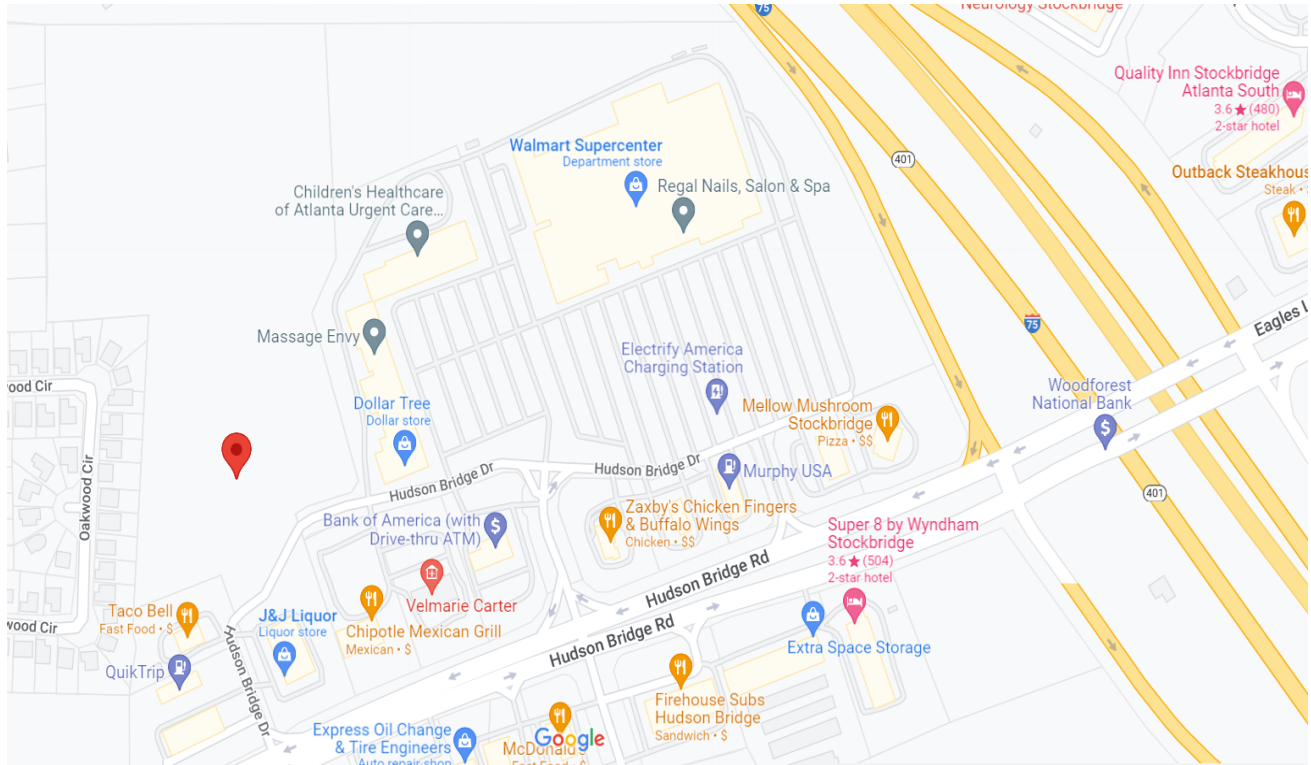
The State of Georgia proposes the following decision criteria to be considered for rezonings in jurisdictions that do not propose other criteria:

- 1. Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;*

The zoning proposal will permit a use that is suitable in view of the current density and uses allowed under the Parkway Overlay District, in addition to existing uses on the adjacent and nearby property. Amongst other things, the purpose and intent of the Parkway Overlay District is “to encourage a balanced mix of retail, professional, residential, civic, entertainment and cultural uses,” and “to improve public health and provide safe and efficient movement within the overlay district by promoting development patterns that encourage physical activity such as walking and bicycling.” The area surrounding the Subject Property within the City of Stockbridge is predominately commercial and retail uses, except for the Hudson Bridge Townhome community that was built in 1986.



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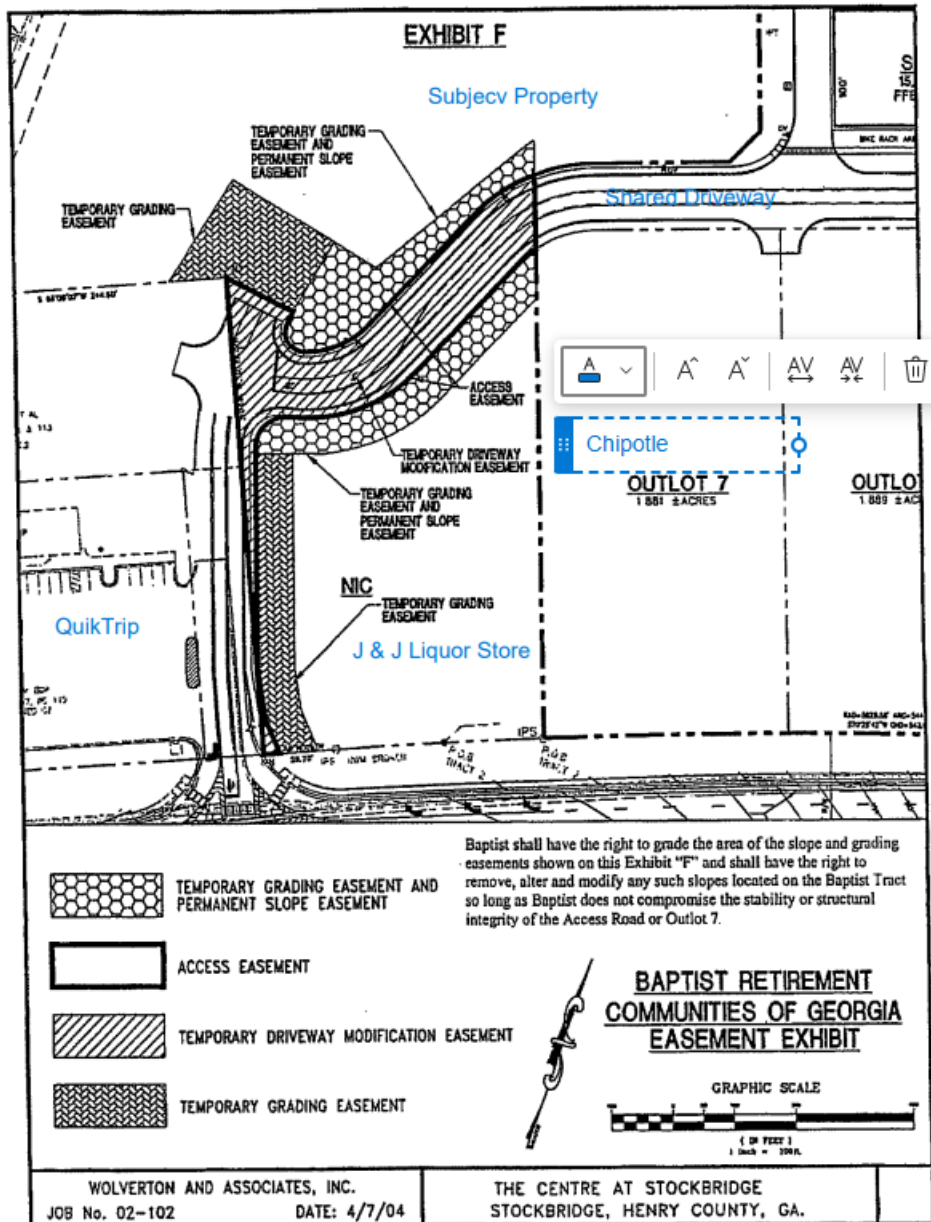
The Subject Property is part of a 72.69 acre planned commercial/retail/residential project which has been developed by multiple owners. Hudson Bridge Drive is a private street which provides shared access to excess of 20 stores, including the following businesses:

1. QuikTrip;
2. Walmart;
3. Chipotle
4. J&J Liquor;
5. Taco Bell
6. Zaxby's
7. Murphy's Gas Station
8. Mellow Mushroom
9. Arby's
10. Discount Tire; and
11. Bank of America.



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DOC# 020854
FILED IN OFFICE
04/28/2004 02:10 PM
BK:7038 PG:237-243
JUDITH A LEWIS
CLERK OF SUPERIOR COURT
HENRY COUNTY

After recording return to:
Calloway Title & Escrow, LLC
Attn: David Dudley 2-1333
4800 Ashford Dunwoody Rd. Ste. 240
Atlanta, Georgia 30338

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STATE OF GEORGIA)
COUNTY OF HENRY) RESTRICTIVE COVENANT

This Restrictive Covenant ("Covenant") is made this 20th day of April, 2004, by the BAPTIST RETIREMENT COMMUNITIES OF GEORGIA, INC., a Georgia non-profit corporation ("Declarant"), for the benefit of WR OF STOCKBRIDGE, L.L.C., a South Carolina limited liability company ("WR"), and its successors and assigns.

WHEREAS, Declarant is the owner of that certain real property referred to as the "Remaining Tract" and which is more particularly described on Exhibit "A" attached hereto and made a part hereof;

WHEREAS, WR is the owner of that certain real property referred to as the "Development Tract" and which is more particularly described on Exhibit "B" attached hereto and made a part hereof; and

WHEREAS, it is the intent and desire of Declarant to execute this Restrictive Covenant to establish certain restrictions upon the Remaining Tract for the benefit of the Development Tract;

NOW, THEREFORE, Declarant for itself, its successors and assigns does hereby agree that the Remaining Tract shall be subject to and shall be used in conformance with the following covenants and agreements:

- I. No part of the Remaining Tract shall be used for any retail purposes, which restriction shall include, but not be limited to, the sale of any goods or merchandise of any nature and/or the offering of any services of any nature for profit. Examples of such prohibited activities include, but are not limited to, the retail sale of any foodstuffs or grocery items, whether packaged or freshly prepared, the retail sale of prepared foods, whether "fast food" or sit-down meals, the retail sale of any clothing items, the retail sale of housewares and/or supplies, the retail sale of hardware items or tools, the retail sale of any crafts, hobby supplies, artwork, and the provision, for profit, of any haircutting services,



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cosmetic services and/or manicure, pedicure or massage services. Declarant specifically acknowledges and agrees that the foregoing prohibited uses are mere examples, and does not intend that they represent all uses restricted or prohibited hereby. Notwithstanding the foregoing, such retained uses as are ancillary or incident to the use of the Remaining Tract for residential apartments are permitted, including, but not limited to, coin-operated laundries, vending machines and the occasional sale of novelty items bearing the logo or trademark of the owner or manager of the apartment complex.

2. The foregoing restriction shall expire on March 31, 2008, if not theretofore terminated.

The foregoing restrictions and agreements are imposed on the Remaining Tract for the benefit of the Development Tract.

The agreements, restrictions and covenants herein made shall be deemed restrictive covenants running with the land and shall be binding upon the Remaining Tract and any person or entity who may from time to time own, lease or otherwise have an interest in the Remaining Tract.

[SIGNATURES ON FOLLOWING PAGE]

It can be inferred that the intent of this prohibition on the development of other retail uses, while permitting the development of multi-family apartments, was to support the viability of the retail stores without additional competition, AND to create a mixed-use environment with residents living adjacent to the site that could support the commercial businesses being developed. Based upon the Subject Property being included in the Parkway Overlay District the purpose and intent of the development of this area and the Subject Property remains the same.

2. *Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;*

The zoning proposal will not adversely affect the existing use or usability of adjacent or nearby properties. The zoning proposal will permit a use that creates the mixed-use environment promulgated by the Parkway Overlay District. Additionally, the development of the Subject Property as currently zoned would in fact have an adverse impact on the adjacent property owners by oversaturating an already robust commercial corridor.

3. *Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned;*

The property to be affected by the zoning proposal does not have a reasonable economic use as



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currently zoned. The area in which the Subject Property is located is already saturated with commercial development, which is inconsistent with the intent and purpose of the Parkway Overlay District, and based on the current economic climate in which retail stores are being challenged by the growing online shopping trends, the development of additional commercial space in this corridor would be economic suicide.

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

The zoning proposal will not result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools. The traffic study, submitted with this rezoning application, includes a “Level-of-Service Analysis,” (the “Analysis”) which compares the current traffic conditions of the study area with the future traffic conditions under “no-build” and “build” possibilities. The Analysis uses grades A-F to grade the level-of-service at intersections within the study area with A being the best and F being the worse. The Analysis graded the current traffic level-of-service within the study area according to the following table:

Table 3: Level-of-Service Summary LOS (Delay in Seconds)							
Intersection	Approach & Movement	Existing 2022		Projected 2026 No-Build		Projected 2026 Build	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. Hudson Bridge Road at Private Driveway/Walmart Driveway (signalized)	Overall	C (22.7)	D (38.5)	C (23.5)	D (40.1)	C (24.3)	D (40.4)
2. Hudson Bridge Road at Hudson Bridge Drive/Site Driveway A (signalized)	Overall	B (13.7)	B (19.5)	B (14.3)	C (23.3)	B (15.8)	C (28.0)

Under existing conditions, the intersections analyzed have a C and B grade for morning peak hours and D and B for evening peak hours. Under the “no-build” scenario, those grades will be C and B for morning peak hours (no grade change) and D and C for evening peak hours. This shows that the level-of-service will drop one grade for evening peak hours at the Hudson Bridge Road and Hudson Bridge Drive intersection regardless of whether the zoning proposal comes to fruition. Assuming the zoning proposal does come to fruition, the grades would be C and B for morning peak hours (no grade change) and D and C for evening peak hours. The grades under the “no-build” scenario and “build” scenario are the same. So, there will not be any significant impact to the flow of traffic within this study area as a result of this zoning proposal.

Additionally, according to the letter attached to this application from the Henry County Water Authority, water and sewer are available for the Subject Property. The Henry County Water Authority stated that there is enough capacity to serve the proposed number of units.

Lastly, the zoning proposal will not overly burden the local schools.



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Therefore, the zoning proposal will not result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.

5. Whether the zoning proposal is in conformity with the policy and intent of the land use plan; and

The Applicant is seeking to amend the current land use designation to High Density Residential which is consistent with the purpose and intent of the Parkway Overlay District which allows for a density of up to 60 units per acre with density bonuses, and heights up to 20 stories. The current Medium Density Vertical Mixed-Use only allows for up to 2 to 3.6 units per acres, with a maximum height of 3 stories. The comprehensive plan from which the land use designations were derived was adopted in 2018; however, the City's Revised Unified Development Code, which contains the current Parkway Overlay District, was adopted in March of 2022. Therefore, the current land use plan for the City and the Subject Property is outdated, and inconsistent with the Parkway Overlay District.

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

The Applicant is not aware of any other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal.

III. CONCLUSION

For the foregoing reasons, the Applicant hereby requests that the application for a Rezoning from C-2 to MFR be approved. The Applicant welcomes any questions and feedback from the planning staff.

IV. NOTICE OF CONSTITUTIONAL ALLEGATIONS AND PRESERVATION OF CONSTITUTIONAL RIGHTS

The portions of the City of Stockbridge Zoning Ordinance, facially and as applied to the Subject Property, which restrict or classify or may restrict or classify the Subject Property so as to prohibit its development as proposed by the Applicant are or would be unconstitutional in that they would destroy the Applicant's property rights without first paying fair, adequate and just compensation for such rights, in violation of the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States and Article I, Section I, Paragraph I of the Constitution of the State of Georgia of 1983, Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and would be in violation of the Commerce Clause, Article I, Section 8, Clause 3 of the Constitution of the United States.



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The application of the City of Stockbridge Zoning Ordinance to the Subject Property which restricts its use to any classification other than that proposed by the Applicant is unconstitutional, illegal, null and void, constituting a taking of Applicant's Property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States, Article I,

Section I, Paragraph I, and Article I, Section III, Paragraph I of the Constitution of the State of

Georgia of 1983, and the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States denying the Applicant an economically viable use of its land while not substantially advancing legitimate state interests.

A denial of this Application would constitute an arbitrary irrational abuse of discretion and unreasonable use of the zoning power because they bear no substantial relationship to the public health, safety, morality or general welfare of the public and substantially harm the Applicant in violation of the due process and equal protection rights guaranteed by 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 1 of the Constitution of the State of Georgia.

A refusal by the City of Stockbridge City Council to amend the land use and/or rezone the Subject Property to the classification as requested by the Applicant would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and owners of similarly situated property in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. Any Rezoning of the Property subject to conditions which are different from the conditions requested by the Applicant, to the extent such different conditions would have the effect of further restricting Applicant's utilization of the property, would also constitute an arbitrary, capricious and discriminatory act in zoning the Subject Property to an unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.

A refusal to allow the land use amendment and/or Rezoning in questions would be unjustified from a fact-based standpoint and instead would result only from constituent opposition, which would be an unlawful delegation of authority in violation of Article IX, Section II, Paragraph IV of the Georgia Constitution.

A refusal to allow the land use amendment and/or rezoning in question would be invalid inasmuch as it would be denied pursuant to an ordinance which is not in compliance with the Zoning Procedures Law, O.C.G.A Section 36-66/1 et seq., due to the manner in which the Ordinance as a whole and its map(s) have been adopted.



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The existing land use designation and/or zoning classification on the Subject Property is unconstitutional as it applies to the Subject Property. This notice is being given to comply with the provisions of O.C.G.A. Section 36-11-1 to afford the County an opportunity to revise the Property to a constitutional classification. If action is not taken by the County to rectify this unconstitutional land use designation and/or zoning classification within a reasonable time, the Applicant is hereby placing the County on notice that it may elect to file a claim in the Superior Court of Fulton County demanding just and adequate compensation under Georgia law for the taking of the Subject Property, diminution of value of the Subject Property, attorney's fees and other damages arising out of the unlawful deprivation of the Applicant's property rights.

MLB

Michele L. Battle, Esq.
Attorney for the Applicant



Traffic Impact Study

Stockbridge Residential

City of Stockbridge, Henry County, Georgia

Report Prepared:

November 2022

Prepared for:

Carter USA

Prepared by:

Kimley»Horn

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, GA 30009
November 2022
011490014

Traffic Impact Study

Stockbridge Residential

City of Stockbridge, Henry County, Georgia

Report Prepared:

November 2022

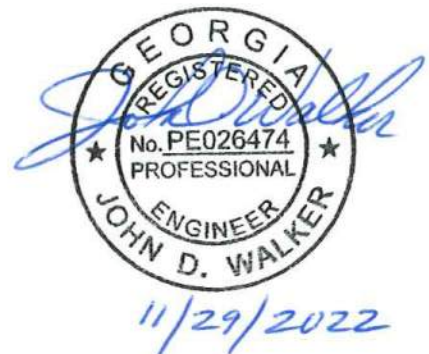
Prepared for:

Carter USA

Prepared by:

Kimley»Horn

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, GA 30009
November 2022
011490014



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Appendix B:	Traffic Count Data
Appendix C:	Trip Generation Worksheet
Appendix D:	Intersection Volume Worksheets
Appendix E:	<i>Synchro</i> Analysis Reports
Appendix F:	Programmed Project Fact Sheets

1.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the proposed *Stockbridge Residential* development, which is expected to be completed in 2026 (referred to herein as “build-out year”). The site is located along the north side of Hudson Bridge Road, west of I-75, and east of Oakwood Manor Drive in the City of Stockbridge, Henry County, Georgia.

The approximate 20.37-acre site is currently undeveloped and is proposed to consist of approximately 330 multi-family residential units. The site is proposed to be rezoned from C2 (general commercial district with a parkway mixed-use (PMU) overlay) to MFR (multiple family residential district).

This report will summarize the analyses of the following three (3) scenarios:

1. Existing 2022 Traffic Conditions
2. Projected 2026 No-Build Traffic Conditions (Existing 2022 Traffic Conditions, plus background traffic growth).
3. Projected 2026 Build Traffic Conditions (Projected 2026 No-Build Traffic Conditions, plus the traffic associated with the proposed *Stockbridge Residential* development).

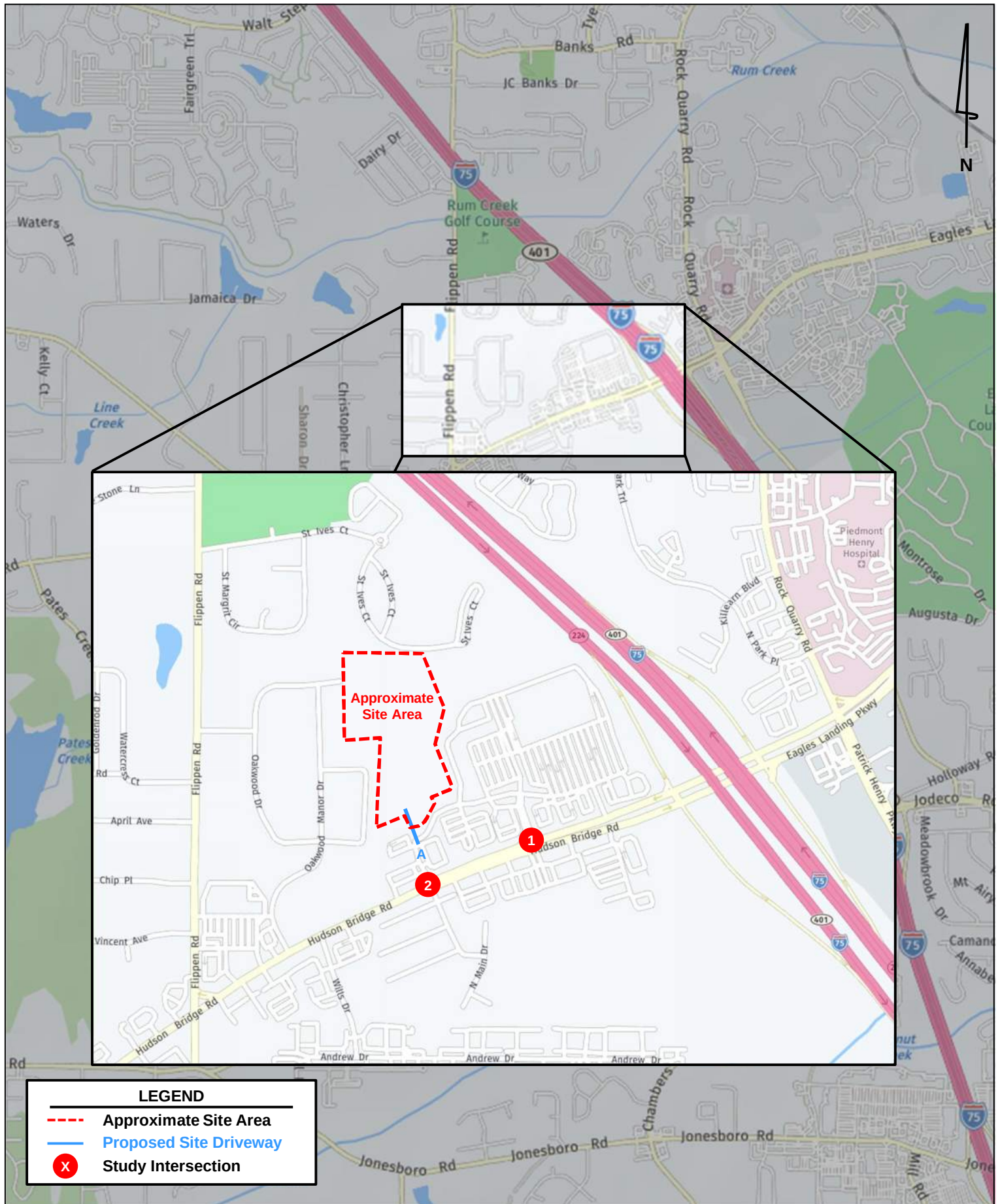
Figure 1 provides a location map of the project site. **Figure 2** provides aerial imagery of the project site. Additionally, a copy of the proposed site plan is provided in **Appendix A**.

2.0 STUDY AREA DETERMINATION

The study area consists of the following two (2) intersections:

1. Hudson Bridge Road at Private Driveway/Walmart Driveway (signalized)
2. Hudson Bridge Road at Hudson Bridge Drive/Site Driveway A (signalized)

This analysis considers Hudson Bridge Drive, Private Driveway, Walmart Driveway, and Site Driveway A as having a north-south orientation, and Hudson Bridge Road as having an east-west orientation.





3.0 EXISTING TRAFFIC CONDITIONS

3.1 ROADWAY CHARACTERISTICS

The roadways within the study network have the following characteristics:

Hudson Bridge Road is a four-to-six lane divided minor arterial with a posted speed limit of 45 MPH in the vicinity of the site. GDOT counts taken east of Flippen Road indicated an AADT of 21,900 vehicles per day in 2019. Counts collected by Kimley-Horn east of Flippen Road indicate an ADT of 27,247 vehicles per day in 2022.

Hudson Bridge Drive is a two-lane, local road with no posted speed limit in the vicinity of the site. There are no GDOT counts along Hudson Bridge Drive.

3.2 EXISTING TRAFFIC VOLUMES

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

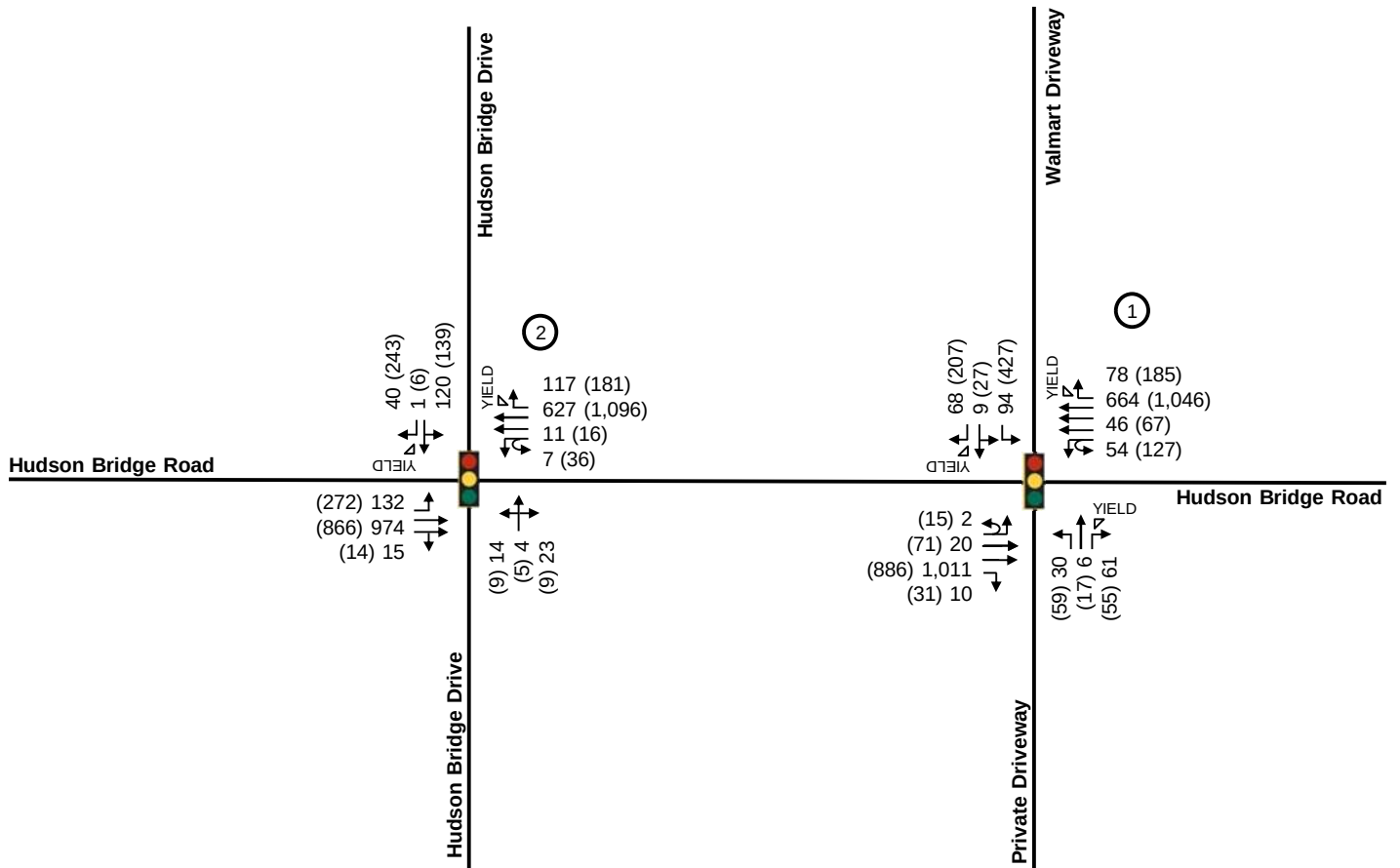
1. Hudson Bridge Road at Private Driveway/Walmart Driveway (signalized)
2. Hudson Bridge Road at Hudson Bridge Drive/Site Driveway A (signalized)

The vehicle peak hour turning movement counts for the study intersection were collected on Thursday, November 3, 2022. The counts were performed during the AM period (7:00 AM to 9:00 AM) and the PM period (4:00 PM to 6:00 PM). The AM and PM peak hours for each intersection are shown in **Table 1**. Complete traffic count data is provided in **Appendix B**.

Table 1: Peak Hour Summary		
Intersection	AM Peak Hour	PM Peak Hour
1. Hudson Bridge Road at Private Driveway/Walmart Driveway	7:30 AM – 8:30 AM	4:30 PM – 5:30 PM
2. Hudson Bridge Road at Hudson Bridge Drive/Site Driveway A	7:30 AM – 8:30 AM	4:30 PM – 5:30 PM

Additionally, a 24-Hour volume count was performed along Hudson Bridge Road east of Flippen Road to line up with an existing GDOT count station 151-0396.

Figure 3 illustrates the Existing 2022 peak hour traffic volumes at the study intersections as well as the existing roadway geometry (intersection layout).



4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

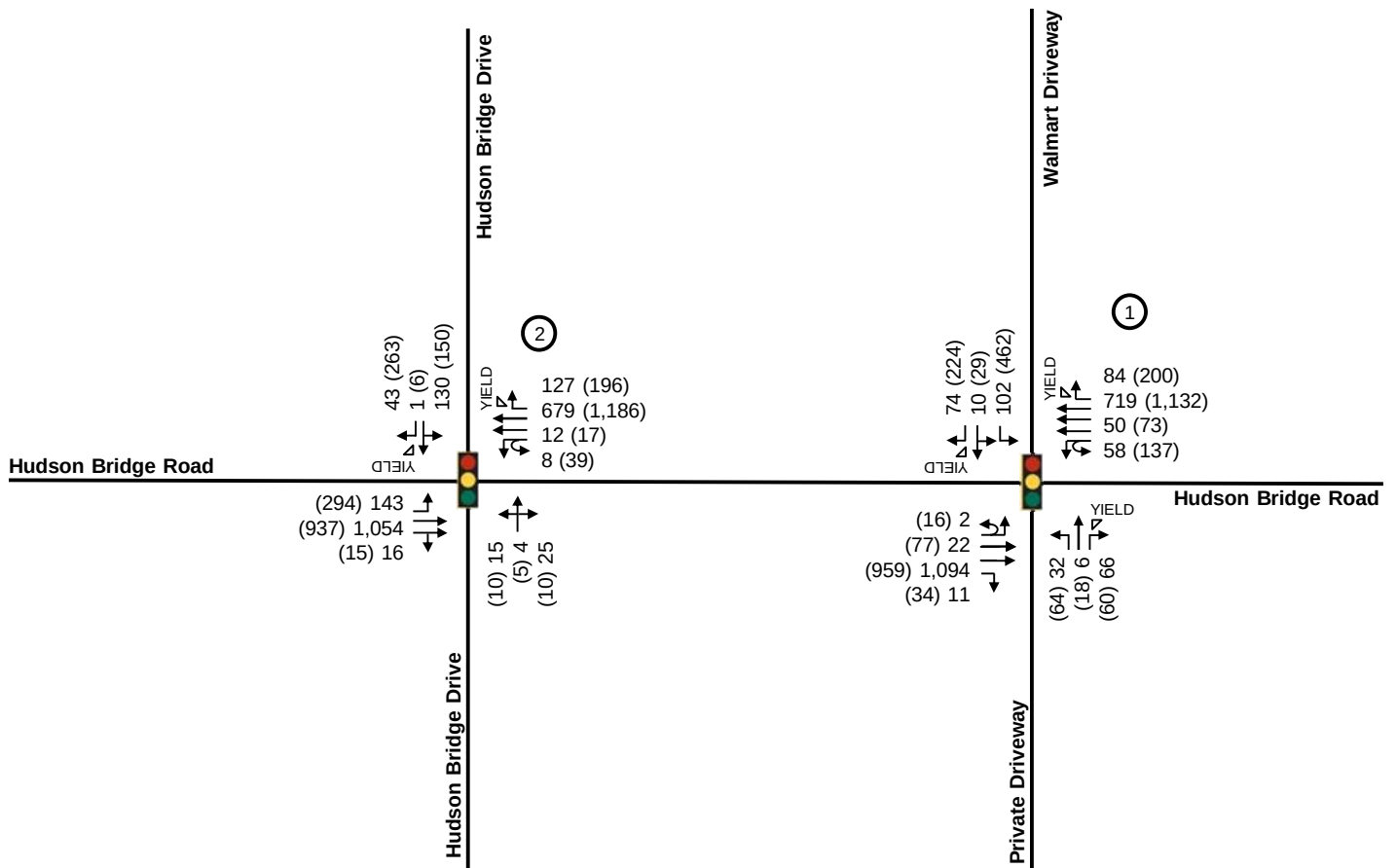
Projected background (non-project) traffic is defined as the expected traffic on the roadway network in the future year(s) absent the *Stockbridge Residential* development. The Existing 2022 peak hour traffic volumes were increased by 2.0% per year for four (4) years to account for the expected background growth in traffic through year 2026, build-out of the project. **Figure 4** illustrates the Projected 2026 No-Build traffic volumes.

4.1 FUTURE ROADWAY / INTERSECTION PROJECTS

The ARC's Atlanta Region's Plan, Regional Transportation Program (RTP), GDOT's GeoPI System, and the Henry County TSPLOST project list were researched for currently programmed transportation projects within the vicinity of the proposed development:

1. **GDOT PI #0014482/HE-179:** This project is the proposed Western Parallel Connector from Hudson Bridge Road to Jonesboro Road. The Western Parallel Connector would be located along the west side of I-75 for 3.3 miles. This project would construct a 4-lane divided urban roadway. Construction is set to begin in 2023.
2. **GDOT PI #0015090/HE-161A:** This project is a proposed reconstruction and widening of Rock Quarry Road, from Eagles landing Parkway north to SR 42/138 for 2.6 miles. This reconstruction would improve overall access to facilities located along Rock Quarry Road. Construction is set to begin in 2023.

These projects do not affect intersection laneage or phasing, therefore they are not included in this study. Fact sheets for the programmed projects are included in **Appendix F**.



LEGEND

Existing Roadway Laneage

XX

AM Peak Hour Traffic Volumes

(XX)

PM Peak Hour Traffic Volumes

Existing Traffic Signal

Intersection Reference Number

Note: Existing 2022 Conditions were grown at 2.0% per year for four (4) years to 2026.

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 *Stockbridge Residential* development.

5.1 PROJECT SITE ACCESS

Access to the site will be provided at one (1) location, which is shown on the proposed site plan in **Appendix A**. A brief description of the site driveway is as follows:

- Site Driveway A – a proposed full-movement, unsignalized driveway located approximately 400 feet north of the intersection of Hudson Bridge Road at Hudson Bridge Drive. The intersection is proposed to be an extension of the existing Hudson Bridge Drive, and will be sidestreet stop controlled, have one (1) ingress lane entering the site and one (1) egress lane exiting the site.

The proposed site driveway will provide vehicular access to the entire development. 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, 11th Edition, 2021*, using equations where available. Trip generation for the proposed development was calculated based upon the following land uses:

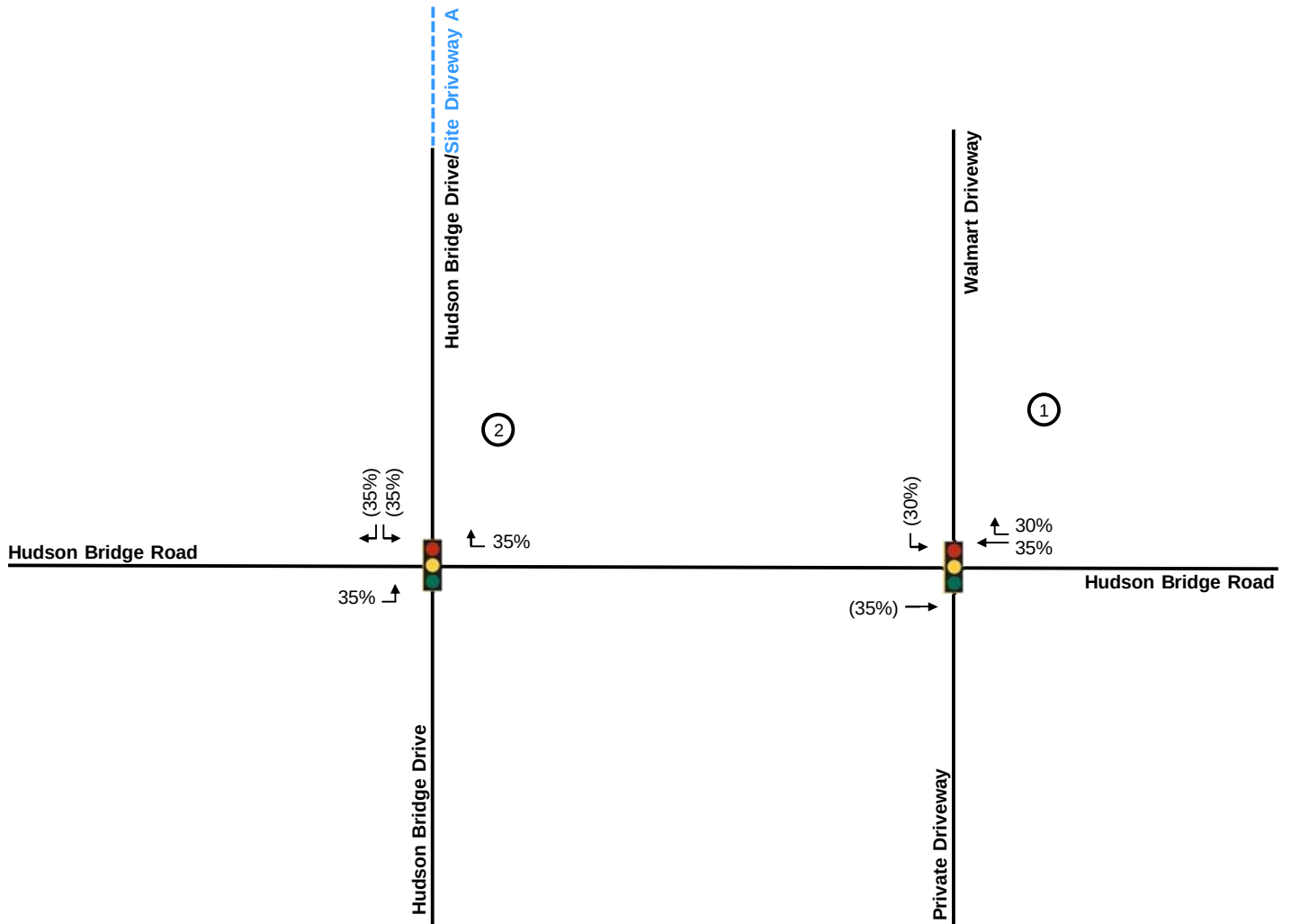
- Land Use 221: Multi-Family Housing (Mid-Rise)

Table 2 summarizes the net trip generation for the proposed development upon full build-out (2026). **Appendix C** provides the detailed trip generation worksheet for the proposed development.

Table 2: Project Trip Generation Summary							
Land Use (Intensity)	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
Multi-Family Housing (Mid-Rise) (330 d.u.)	221	764	764	31	103	79	50
Total New Trips		764	764	31	103	79	50

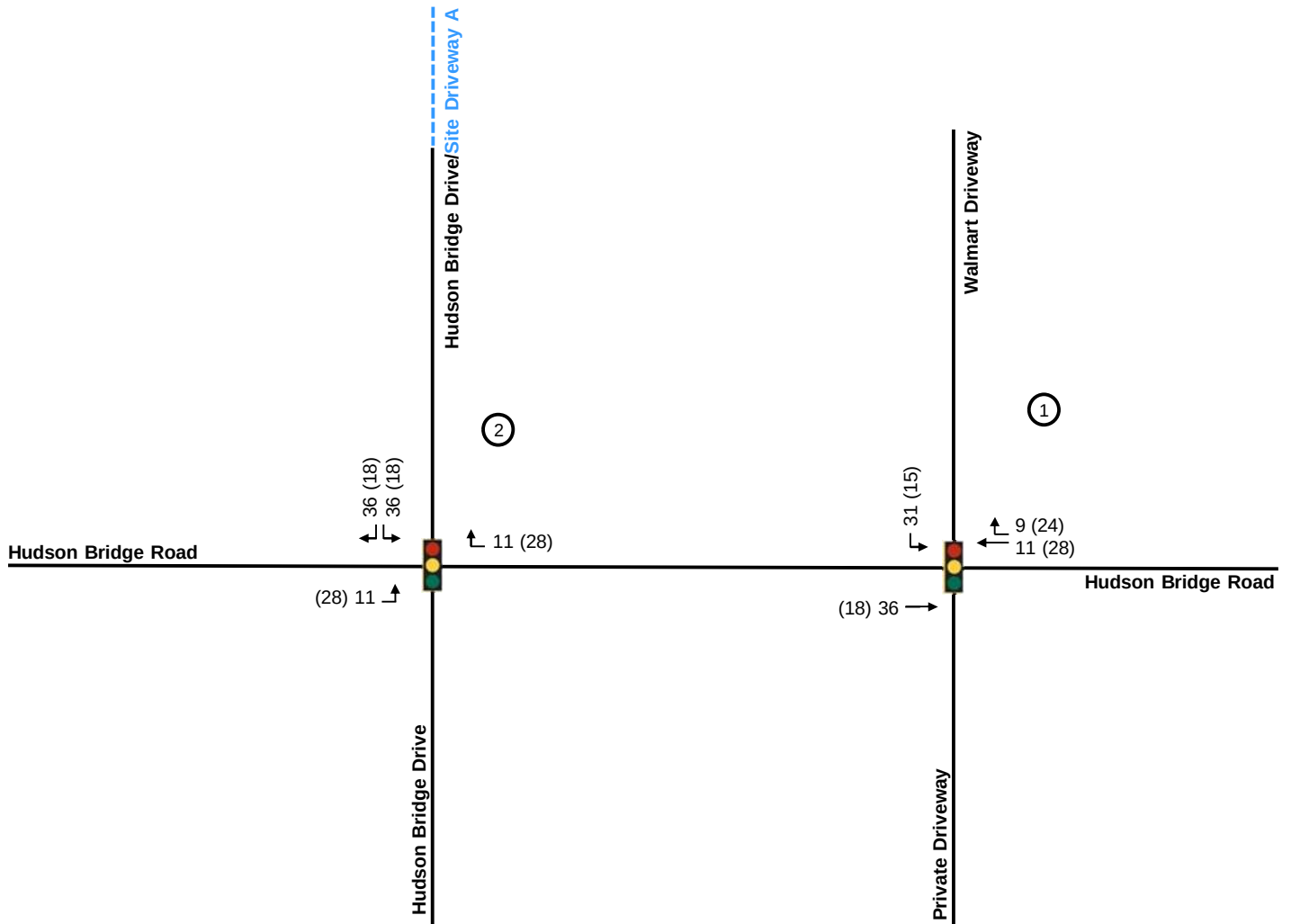
5.3 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of adding new trips (project trips) related to the proposed development was based on a review of land uses and population densities in the area, and a review of the existing travel patterns in the area. A detailed trip distribution and assignment is shown in **Figure 5**. Based on trip generation from **Table 2** 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 for the Projected 2026 Build conditions. **Figure 7** illustrates the Projected 2026 Build traffic volumes for the AM and PM peak hours. **Appendix D** provides intersection volume worksheets for all study intersections.



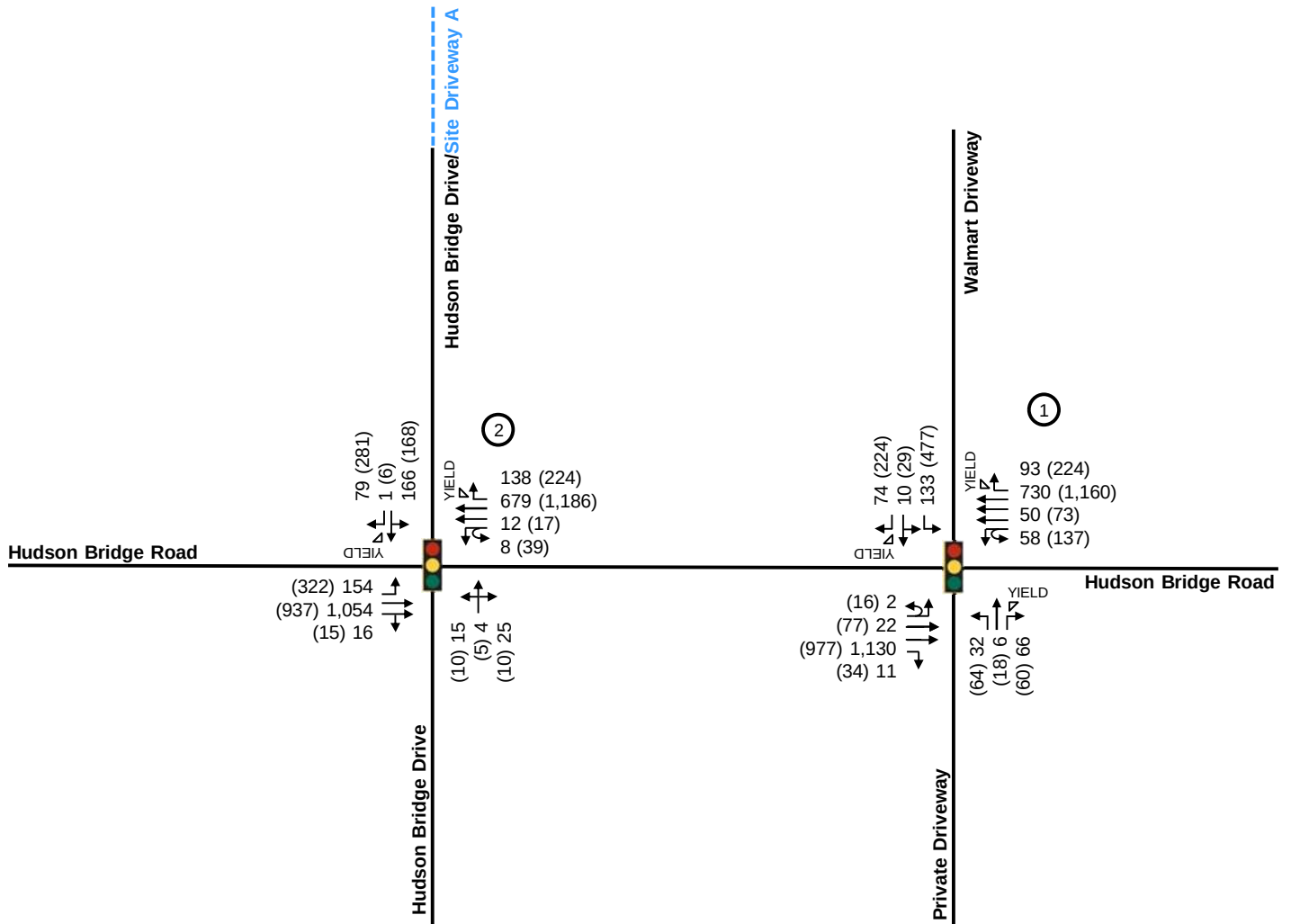
LEGEND

- Turning Movement
- XX % Trips Entering
- (XX) % Trips Exiting
- Existing Traffic Signal
- (X) Intersection Reference Number



LEGEND

- Turning Movement
- XX AM Peak Hour Project Trips
- (XX) PM Peak Hour Project Trips
- Existing Traffic Signal
- (X) Intersection Reference Number



LEGEND

- Existing Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- Existing Traffic Signal
- (X) Intersection Reference Number

6.0 LEVEL-OF-SERVICE ANALYSIS

Level-of-service determinations were made for the weekday AM and PM peak hours for the study network intersections using *Synchro, Version 11*. *Synchro* software 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.

Level-of-service (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.

In addition to the Existing 2022 conditions, an analysis was performed for the AM and PM peak hours under Projected 2026 No-Build and Build traffic conditions. The results of the LOS analysis are summarized for the AM and PM peak hours in **Table 3**. The *Synchro* analysis reports are included in **Appendix E**.

Table 3: Level-of-Service Summary <i>LOS (Delay in Seconds)</i>							
Intersection	Approach & Movement	Existing 2022		Projected 2026 No-Build		Projected 2026 Build	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. Hudson Bridge Road at Private Driveway/Walmart Driveway (signalized)	Overall	C (22.7)	D (38.5)	C (23.5)	D (40.1)	C (24.3)	D (40.4)
2. Hudson Bridge Road at Hudson Bridge Drive/Site Driveway A (signalized)	Overall	B (13.7)	B (19.5)	B (14.3)	C (23.3)	B (15.8)	C (28.0)

As shown in **Table 3**, the analysis indicates that under Existing 2022 conditions, all study intersections currently operate at and acceptable LOS. Under Projected 2026 No-Build, and Projected 2026 Build conditions, all study intersections plus the proposed site driveway are projected to continue to operate at and acceptable LOS under all scenarios.

7.0 CONCLUSION

This traffic study evaluated the traffic impacts associated with the *Stockbridge Residential* development located along the north side of Hudson Bridge Road, west of I-75, and east of Oakwood Manor Drive in the City of Stockbridge, Henry County, Georgia. The development, which is approximately 20.37-acres in size is currently undeveloped and is proposed to consist of approximately 330 multi-family residential units and is expected to be completed in 2026.

The study network, which consists of two (2) existing intersections, was analyzed for the weekday AM and PM peak hours under Existing 2022 conditions, Projected 2026 No-Build conditions (four years of background traffic growth), and Projected 2026 Build conditions (Projected 2026 No-Build conditions plus traffic generated by the proposed *Stockbridge Residential* development).

Under Existing 2022, Projected 2026 No-Build conditions and Projected 2026 Build conditions, all study intersections and the proposed site driveway are projected to operate at and acceptable LOS or better under all scenarios.

Kimley-Horn and Associates, Inc. recommends site access improvements based on the results of this study. Site access improvements, or “Build” recommendations, are needed to serve the background road network traffic plus the *Stockbridge Residential* development traffic.

7.1 INTERSECTION/SITE ACCESS IMPROVEMENT RECOMMENDATIONS

Based on the results of this traffic impact study, Kimley-Horn and Associates, Inc. recommends the following site-access improvements to serve the Projected 2026 Build traffic conditions (Note: this would be the improvements needed to serve the traffic associated with the *Stockbridge Residential* development).

- Intersection 2 – Hudson Bridge Road at Hudson Bridge Drive/Site Driveway A
 - o On the site, extend the existing Hudson Bridge Drive stub, creating an unsignalized, full-movement driveway into the site, with one (1) ingress lane entering the site and one (1) egress lane exiting the site.

8.0 ADDITIONAL CONSIDERATIONS

The *Stockbridge Residential* development is a proposed multi-family residential development on an approximate 20.37-acre site located along the north side of Hudson Bridge Road, west of I-75, and east of Oakwood Manor Drive in the City of Stockbridge, Henry County, Georgia. The site was reviewed by GRTA as the *Hudson Bridge Road Mixed-Use Development* on November 24, 2003. Under this DRI, all the proposed land uses were developed, aside from the then proposed residential development which would have occupied the under consideration 20.37-acre parcel.

The site is currently zoned C2 (general commercial district with a parkway mixed-use (PMU) overlay) and the entire 20.37-acre parcel is proposed to be rezoned to MFR (multiple family residential district). This purpose of this trip generation comparison is to determine the trip generation potential of the following scenarios, summarized in **Table 4**.

Table 4: Proposed Land Uses	
Existing Zoning (C2)	Proposed Zoning (MFR)
80,000 SF Commercial	330 MF units

8.1 TRIP GENERATION COMPARISON

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the development and the distribution and assignment of that traffic through the study roadway network.

Anticipated trip generation for the proposed *Stockbridge Residential* development was calculated using rates and equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition, 2021. Reductions to gross trips including mixed-use reductions, alternative transportation mode, and pass-by reductions are not considered in this analysis.

The densities and the project trip generation for the proposed development are summarized by land use in **Table 5**.

Table 5: Gross Trip Generation

Existing Zoning (C2)

Land Use	ITE Code	Density	Daily Traffic			AM Peak			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
<i>Shopping Center (40K-150k)</i>	821	80,000 SF	5,402	2,701	2,701	138	86	52	415	203	212
Proposed Zoning (MFR)											
<i>Multi-Family Housing (Mid-Rise)</i>	221	330 d.u.	1,528	764	764	134	31	103	129	79	50
<i>Difference in Gross Project Trips</i>			-3,874	-1,937	-1,937	-4	-55	+51	-286	-124	-162
<i>% Difference in Gross Project Trips</i>			-72%	-72%	-72%	-3%	-64%	+98%	-69%	-61%	-76%

Based on the trip generation shown in **Table 5**, the proposed zoning (MFR) is projected to generate approximately 3,874 less total daily trips, 4 fewer AM peak hour trips, and 286 fewer PM peak hour trips than the existing zoning (C2). The proposed zoning (MFR) will generate approximately 72% less net daily trips, 3% less AM peak hour trips, and approximately 69% less PM peak hour trips compared to the existing zoning (C2). **Appendix C** provides the detailed trip generation worksheet for the existing zoning comparison.

Site Plan



- Civil Engineering
- Land Surveying
- Development Consulting
- Landscape Architecture
- Environmental Permitting

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McDonough, GA 30253
770.914.9394

PROJECT NAME

1111

HUDSON BRIDGE MF3

08-24-2022

CONTRACT #

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1350 KEYS FERRY COURT
McDONOUGH, GA 30253
LSF #1179

REAL

SHEET TITLE

CONCEPTUAL SITE PLAN

SHEET

1

Traffic Count Data



[Click here for Map](#)

Peak Hour Turning Movement Count

Stockbridge, GA



www.marrtraffic.com

Thursday, November 3, 2022	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Driveway (South)					Driveway (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	
	1.1	1.2	1.3	1.4	App	1.1	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	App	1.13	1.14	1.15	1.16	Total	
0730 - 0745	0	3	17	0	20	20	2	11	0	33	5	264	1	0	270	10	176	18	11	215	538
0745 - 0800	11	1	15	0	27	24	0	31	0	55	4	281	5	1	291	8	173	24	9	214	587
0800 - 0815	9	1	17	0	27	21	2	15	0	38	4	225	2	0	231	16	161	17	16	210	506
0815 - 0830	10	1	12	0	23	29	5	11	0	45	7	241	2	1	251	12	154	19	18	203	522
Total	30	6	61	0	97	94	9	68	0	171	20	1011	10	2	1043	46	664	78	54	842	2153
Approach %	30.93	6.19	62.89	0.00	-	54.97	5.26	39.77	0.00	-	1.92	96.93	0.96	0.19	-	5.46	78.86	9.26	6.41	-	-
PHF	0.68	0.50	0.90	0.00	0.90	0.81	0.45	0.55	0.00	0.78	0.71	0.90	0.50	0.50	0.90	0.72	0.94	0.81	0.75	0.98	0.92

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway (South)					Driveway (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					Int	
	Driveway (South)					Driveway (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)						
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App		Total
	1.1	1.2	1.3	1.4	Total	1.1	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total		Total
0730 - 0745	0	3	16	0	19	20	2	11	0	33	5	261	1	0	267	10	169	18	11	208	527	
0745 - 0800	11	1	15	0	27	22	0	30	0	52	4	274	5	1	284	8	167	21	9	205	568	
0800 - 0815	9	1	17	0	27	21	2	13	0	36	4	215	2	0	221	15	158	17	15	205	489	
0815 - 0830	10	1	12	0	23	29	5	11	0	45	7	236	2	1	246	12	148	18	17	195	509	
Total	30	6	60	0	96	92	9	65	0	166	20	986	10	2	1018	45	642	74	52	813	2093	
Approach %	31.25	6.25	62.50	0.00	-	55.42	5.42	39.16	0.00	-	1.96	96.86	0.98	0.20	-	5.54	78.97	9.10	6.40	-	-	
PHF	0.68	0.50	0.88	0.00	0.89	0.79	0.45	0.54	0.00	0.80	0.71	0.90	0.50	0.50	0.90	0.75	0.95	0.88	0.76	0.98	0.92	

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int. Total
	Driveway (South)					Driveway (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0730 - 0745	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	7	0	0	7	10
0745 - 0800	0	0	0	0	0	1	0	0	0	1	0	6	0	0	6	0	6	1	0	7	14
0800 - 0815	0	0	0	0	0	0	0	2	0	2	0	8	0	0	8	1	3	0	1	5	15
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	6	0	1	7	10
Total	0	0	1	0	1	1	0	2	0	3	0	19	0	0	19	1	22	1	2	26	49
Approach %	0.00	0.00	100.00	0.00	-	33.33	0.00	66.67	0.00	-	0.00	100.00	0.00	0.00	-	3.85	84.62	3.85	7.69	-	-
PHF	0.00	0.00	0.25	0.00	0.25	0.25	0.00	0.25	0.00	0.38	0.00	0.59	0.00	0.00	0.59	0.25	0.79	0.25	0.50	0.93	0.82

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway (South)					Driveway (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0745 - 0800	0	0	0	0	0	1	0	1	0	2	0	1	0	0	1	0	0	2	0	2	5
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
Total	0	0	0	0	0	1	0	1	0	2	0	6	0	0	6	0	0	3	0	3	11
Approach %	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.25	0.00	0.75	0.00	0.00	0.75	0.00	0.00	0.38	0.00	0.38	0.55



[Click here for Map](#)

Peak Hour Turning Movement Count

Stockbridge, GA



www.marrtraffic.com

Thursday, November 3, 2022	
Period	1600 - 1800
Peak Hour	1630 - 1730

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Driveway (South)					Driveway (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	
1630 - 1645	14	5	17	0	36	81	9	64	0	154	12	223	9	4	248	18	290	37	32	377	815
1645 - 1700	20	6	10	1	37	85	3	57	1	146	19	196	6	4	225	20	251	65	28	364	772
1700 - 1715	14	6	15	0	35	148	7	46	0	201	19	236	8	2	265	19	243	42	24	328	829
1715 - 1730	10	0	13	0	23	112	8	40	0	160	21	231	8	5	265	10	262	41	43	356	804
Total	58	17	55	1	131	426	27	207	1	661	71	886	31	15	1003	67	1046	185	127	1425	3220
Approach %	44.27	12.98	41.98	0.76	-	64.45	4.08	31.32	0.15	-	7.08	88.33	3.09	1.50	-	4.70	73.40	12.98	8.91	-	-
PHF	0.73	0.71	0.81	0.25	0.89	0.72	0.75	0.81	0.25	0.82	0.85	0.94	0.86	0.75	0.95	0.84	0.90	0.71	0.74	0.94	0.97

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway (South)					Driveway (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.1	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway (South)					Driveway (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	
	1.1	1.2	1.3	1.4		1.1	1.2	1.3	1.4		1.1	1.2	1.3	1.4		1.1	1.2	1.3	1.4		
1630 - 1645	14	5	17	0	36	79	9	61	0	149	12	219	9	4	244	18	285	37	32	372	801
1645 - 1700	20	6	10	1	37	85	3	57	1	146	19	193	6	4	222	20	246	64	28	358	763
1700 - 1715	14	6	15	0	35	147	7	46	0	200	19	235	8	2	264	19	242	42	24	327	826
1715 - 1730	10	0	13	0	23	109	8	39	0	156	21	230	8	5	264	10	258	41	41	350	793
Total	58	17	55	1	131	420	27	203	1	651	71	877	31	15	994	67	1031	184	125	1407	3183
Approach %	44.27	12.98	41.98	0.76	-	64.52	4.15	31.18	0.15	-	7.14	88.23	3.12	1.51	-	4.76	73.28	13.08	8.88	-	-
PHF	0.73	0.71	0.81	0.25	0.89	0.71	0.75	0.83	0.25	0.81	0.85	0.93	0.86	0.75	0.94	0.84	0.90	0.72	0.76	0.95	0.96

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Driveway (South)					Driveway (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1630 - 1645	0	0	0	0	0	1	0	2	0	3	0	4	0	0	4	0	5	0	0	5	12
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	7
1700 - 1715	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	3
1715 - 1730	0	0	0	0	0	2	0	1	0	3	0	1	0	0	1	0	2	0	1	3	7
Total	0	0	0	0	0	4	0	3	0	7	0	9	0	0	9	0	12	0	1	13	29
Approach %	0.00	0.00	0.00	0.00	-	57.14	0.00	42.86	0.00	-	0.00	100.00	0.00	0.00	-	0.00	92.31	0.00	7.69	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.38	0.00	0.58	0.00	0.56	0.00	0.00	0.56	0.00	0.60	0.00	0.25	0.65	0.60

Combination Trucks (8-13)

Time		Northbound					Southbound					Eastbound					Westbound					Int Total
		Driveway (South)					Driveway (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
		Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1630 - 1645	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	1	3	4	
Total		0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0	3	1	5	8	
Approach %		0.00	0.00	0.00	0.00	-	66.67	0.00	33.33	0.00	-	0.00	0.00	0.00	0.00	-	0.00	60.00	20.00	20.00	-	
PHF		0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.25	0.00	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.25	0.25	0.42	

Classified Turn Movement Count || All vehicles

Stockbridge, GA



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Site 1 of 2

Driveway (South)
Driveway (North)
Hudson Bridge Rd (West)
Hudson Bridge Rd (East)

Date

Thursday, November 3, 2022

Weather

Fair
64°F

Lat/Long

33.504325°, -84.236181°

0700 - 0900 (Weekday 2h Session) (11-03-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway (South)					Driveway (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	5	0	15	0	20	16	1	14	0	31	3	170	1	0	174	10	118	12	10	150	375
0715 - 0730	4	0	11	0	15	16	1	19	0	36	6	234	2	0	242	8	150	7	13	178	471
0730 - 0745	0	3	17	0	20	20	2	11	0	33	5	264	1	0	270	10	176	18	11	215	538
0745 - 0800	11	1	15	0	27	24	0	31	0	55	4	281	5	1	291	8	173	24	9	214	587
Hourly Total	20	4	58	0	82	76	4	75	0	155	18	949	9	1	977	36	617	61	43	757	1971
0800 - 0815	9	1	17	0	27	21	2	15	0	38	4	225	2	0	231	16	161	17	16	210	506
0815 - 0830	10	1	12	0	23	29	5	11	0	45	7	241	2	1	251	12	154	19	18	203	522
0830 - 0845	14	2	13	0	29	34	1	13	0	48	4	223	3	0	230	20	144	34	9	207	514
0845 - 0900	3	2	22	0	27	53	4	21	0	78	8	226	0	1	235	21	150	24	13	208	548
Hourly Total	36	6	64	0	106	137	12	60	0	209	23	915	7	2	947	69	609	94	56	828	2090
Grand Total	56	10	122	0	188	213	16	135	0	364	41	1864	16	3	1924	105	1226	155	99	1585	4061
Approach %	29.79	5.32	64.89	0.00	-	58.52	4.40	37.09	0.00	-	2.13	96.88	0.83	0.16	-	6.62	77.35	9.78	6.25	-	
Intersection %	1.38	0.25	3.00	0.00	4.63	5.25	0.39	3.32	0.00	8.96	1.01	45.90	0.39	0.07	47.38	2.59	30.19	3.82	2.44	39.03	
PHF	0.68	0.50	0.90	0.00	0.90	0.81	0.45	0.55	0.00	0.78	0.71	0.90	0.50	0.50	0.90	0.72	0.94	0.81	0.75	0.98	0.92

1600 - 1800 (Weekday 2h Session) (11-03-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway (South)					Driveway (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	22	1	16	0	39	98	3	49	0	150	22	193	8	4	227	31	255	42	29	357	773
1615 - 1630	16	2	12	0	30	100	6	46	0	152	28	185	10	3	226	19	260	44	27	350	758
1630 - 1645	14	5	17	0	36	81	9	64	0	154	12	223	9	4	248	18	290	37	32	377	815
1645 - 1700	20	6	10	1	37	85	3	57	1	146	19	196	6	4	225	20	251	65	28	364	772
Hourly Total	72	14	55	1	142	364	21	216	1	602	81	797	33	15	926	88	1056	188	116	1448	3118
1700 - 1715	14	6	15	0	35	148	7	46	0	201	19	236	8	2	265	19	243	42	24	328	829
1715 - 1730	10	0	13	0	23	112	8	40	0	160	21	231	8	5	265	10	262	41	43	356	804
1730 - 1745	13	3	15	0	31	81	3	55	0	139	17	235	6	5	263	17	240	47	31	335	768
1745 - 1800	22	6	10	0	38	114	2	27	0	143	19	208	9	8	244	18	222	37	23	300	725
Hourly Total	59	15	53	0	127	455	20	168	0	643	76	910	31	20	1037	64	967	167	121	1319	3126
Grand Total	131	29	108	1	269	819	41	384	1	1245	157	1707	64	35	1963	152	2023	355	237	2767	6244
Approach %	48.70	10.78	40.15	0.37	-	65.78	3.29	30.84	0.08	-	8.00	86.96	3.26	1.78	-	5.49	73.11	12.83	8.57	-	
Intersection %	2.10	0.46	1.73	0.02	4.31	13.12	0.66	6.15	0.02	19.94	2.51	27.34	1.02	0.56	31.44	2.43	32.40	5.69	3.80	44.31	
PHF	0.73	0.71	0.81	0.25	0.89	0.72	0.75	0.81	0.25	0.82	0.85	0.94	0.86	0.75	0.95	0.84	0.90	0.71	0.74	0.94	0.97

Marr Traffic
DATA COLLECTION

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Weather

Fair
64°F

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway (South)					Driveway (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway (South)					Driveway (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Passenger Vehicles (1-3)

Stockbridge, GA



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Site 1 of 2

Driveway (South)
Driveway (North)
Hudson Bridge Rd (West)
Hudson Bridge Rd (East)

Date

Thursday, November 3, 2022

Weather

Fair
64°F

Lat/Long

33.504325°, -84.236181°

0700 - 0900 (Weekday 2h Session) (11-03-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway (South)					Driveway (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	5	0	15	0	20	15	1	12	0	28	3	166	1	0	170	10	112	11	10	143	361
0715 - 0730	4	0	10	0	14	14	1	15	0	30	6	231	1	0	238	7	147	7	12	173	455
0730 - 0745	0	3	16	0	19	20	2	11	0	33	5	261	1	0	267	10	169	18	11	208	527
0745 - 0800	11	1	15	0	27	22	0	30	0	52	4	274	5	1	284	8	167	21	9	205	568
Hourly Total	20	4	56	0	80	71	4	68	0	143	18	932	8	1	959	35	595	57	42	729	1911
0800 - 0815	9	1	17	0	27	21	2	13	0	36	4	215	2	0	221	15	158	17	15	205	489
0815 - 0830	10	1	12	0	23	29	5	11	0	45	7	236	2	1	246	12	148	18	17	195	509
0830 - 0845	14	2	13	0	29	33	1	12	0	46	4	215	3	0	222	20	139	32	9	200	497
0845 - 0900	3	2	22	0	27	50	4	18	0	72	7	218	0	1	226	21	146	24	13	204	529
Hourly Total	36	6	64	0	106	133	12	54	0	199	22	884	7	2	915	68	591	91	54	804	2024
Grand Total	56	10	120	0	186	204	16	122	0	342	40	1816	15	3	1874	103	1186	148	96	1533	3935
Approach %	30.11	5.38	64.52	0.00	-	59.65	4.68	35.67	0.00	-	2.13	96.91	0.80	0.16	-	6.72	77.36	9.65	6.26	-	
Intersection %	1.42	0.25	3.05	0.00	4.73	5.18	0.41	3.10	0.00	8.69	1.02	46.15	0.38	0.08	47.62	2.62	30.14	3.76	2.44	38.96	

1600 - 1800 (Weekday 2h Session) (11-03-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway (South)					Driveway (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	22	1	15	0	38	93	3	48	0	144	22	190	8	4	224	30	249	40	29	348	754
1615 - 1630	16	2	12	0	30	98	6	44	0	148	28	183	10	3	224	19	256	42	27	344	746
1630 - 1645	14	5	17	0	36	79	9	61	0	149	12	219	9	4	244	18	285	37	32	372	801
1645 - 1700	20	6	10	1	37	85	3	57	1	146	19	193	6	4	222	20	246	64	28	358	763
Hourly Total	72	14	54	1	141	355	21	210	1	587	81	785	33	15	914	87	1036	183	116	1422	3064
1700 - 1715	14	6	15	0	35	147	7	46	0	200	19	235	8	2	264	19	242	42	24	327	826
1715 - 1730	10	0	13	0	23	109	8	39	0	156	21	230	8	5	264	10	258	41	41	350	793
1730 - 1745	13	3	15	0	31	79	3	54	0	136	17	233	6	5	261	17	233	47	31	328	756
1745 - 1800	22	6	10	0	38	113	2	27	0	142	19	204	9	8	240	18	219	36	23	296	716
Hourly Total	59	15	53	0	127	448	20	166	0	634	76	902	31	20	1029	64	952	166	119	1301	3091
Grand Total	131	29	107	1	268	803	41	376	1	1221	157	1687	64	35	1943	151	1988	349	235	2723	6155
Approach %	48.88	10.82	39.93	0.37	-	65.77	3.36	30.79	0.08	-	8.08	86.82	3.29	1.80	-	5.55	73.01	12.82	8.63	-	
Intersection %	2.13	0.47	1.74	0.02	4.35	13.05	0.67	6.11	0.02	19.84	2.55	27.41	1.04	0.57	31.57	2.45	32.30	5.67	3.82	44.24	

Classified Turn Movement Count || Single Unit Trucks (4-7)

Stockbridge, GA



www.marrtraffic.com

Site 1 of 2

Driveway (South)
Driveway (North)
Hudson Bridge Rd (West)
Hudson Bridge Rd (East)

Date

Thursday, November 3, 2022

Weather

Fair
64°F

Lat/Long

33.504325°, -84.236181°

0700 - 0900 (Weekday 2h Session) (11-03-2022)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway (South)					Driveway (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	0	0	0	0	0	1	0	2	0	3	0	2	0	0	2	0	6	0	0	6	11
0715 - 0730	0	0	0	0	0	2	0	3	0	5	0	3	1	0	4	0	2	0	1	3	12
0730 - 0745	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	7	0	0	7	10
0745 - 0800	0	0	0	0	0	1	0	0	0	1	0	6	0	0	6	0	6	1	0	7	14
Hourly Total	0	0	1	0	1	4	0	5	0	9	0	13	1	0	14	0	21	1	1	23	47
0800 - 0815	0	0	0	0	0	0	0	2	0	2	0	8	0	0	8	1	3	0	1	5	15
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	6	0	1	7	10
0830 - 0845	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	0	5	1	0	6	11
0845 - 0900	0	0	0	0	0	3	0	3	0	6	1	7	0	0	8	0	3	0	0	3	17
Hourly Total	0	0	0	0	0	3	0	6	0	9	1	22	0	0	23	1	17	1	2	21	53
Grand Total	0	0	1	0	1	7	0	11	0	18	1	35	1	0	37	1	38	2	3	44	100
Approach %	0.00	0.00	100.00	0.00	-	38.89	0.00	61.11	0.00	-	2.70	94.59	2.70	0.00	-	2.27	86.36	4.55	6.82	-	
Intersection %	0.00	0.00	1.00	0.00	1.00	7.00	0.00	11.00	0.00	18.00	1.00	35.00	1.00	0.00	37.00	1.00	38.00	2.00	3.00	44.00	

1600 - 1800 (Weekday 2h Session) (11-03-2022)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway (South)					Driveway (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	0	0	1	0	1	4	0	1	0	5	0	3	0	0	3	1	5	2	0	8	17
1615 - 1630	0	0	0	0	0	2	0	2	0	4	0	2	0	0	2	0	4	1	0	5	11
1630 - 1645	0	0	0	0	0	1	0	2	0	3	0	4	0	0	4	0	5	0	0	5	12
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	7
Hourly Total	0	0	1	0	1	7	0	5	0	12	0	12	0	0	12	1	18	3	0	22	47
1700 - 1715	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	3
1715 - 1730	0	0	0	0	0	2	0	1	0	3	0	1	0	0	1	0	2	0	1	3	7
1730 - 1745	0	0	0	0	0	2	0	1	0	3	0	2	0	0	2	0	6	0	0	6	11
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	1	0	4	5
Hourly Total	0	0	0	0	0	5	0	2	0	7	0	5	0	0	5	0	12	1	1	14	26
Grand Total	0	0	1	0	1	12	0	7	0	19	0	17	0	0	17	1	30	4	1	36	73
Approach %	0.00	0.00	100.00	0.00	-	63.16	0.00	36.84	0.00	-	0.00	100.00	0.00	0.00	-	2.78	83.33	11.11	2.78	-	
Intersection %	0.00	0.00	1.37	0.00	1.37	16.44	0.00	9.59	0.00	26.03	0.00	23.29	0.00	0.00	23.29	1.37	41.10	5.48	1.37	49.32	

Classified Turn Movement Count || Combination Trucks (8-13)

Stockbridge, GA



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Site 1 of 2

Driveway (South)
Driveway (North)
Hudson Bridge Rd (West)
Hudson Bridge Rd (East)

Date

Thursday, November 3, 2022

Weather

Fair
64°F

Lat/Long

33.504325°, -84.236181°

0700 - 0900 (Weekday 2h Session) (11-03-2022)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway (South)					Driveway (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
0715 - 0730	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	4
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0745 - 0800	0	0	0	0	0	1	0	1	0	2	0	1	0	0	1	0	0	2	0	2	5
Hourly Total	0	0	1	0	1	1	0	2	0	3	0	4	0	0	4	1	1	3	0	5	13
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
0830 - 0845	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	0	0	1	0	1	6
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Hourly Total	0	0	0	0	0	1	0	0	0	1	0	9	0	0	9	0	1	2	0	3	13
Grand Total	0	0	1	0	1	2	0	2	0	4	0	13	0	0	13	1	2	5	0	8	26
Approach %	0.00	0.00	100.00	0.00	-	50.00	0.00	50.00	0.00	-	0.00	100.00	0.00	0.00	-	12.50	25.00	62.50	0.00	-	
Intersection %	0.00	0.00	3.85	0.00	3.85	7.69	0.00	7.69	0.00	15.38	0.00	50.00	0.00	0.00	50.00	3.85	7.69	19.23	0.00	30.77	

1600 - 1800 (Weekday 2h Session) (11-03-2022)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway (South)					Driveway (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1630 - 1645	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Hourly Total	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0	2	2	0	4	7
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	1	3	4
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1745 - 1800	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	4
Hourly Total	0	0	0	0	0	2	0	0	0	2	0	3	0	0	3	0	3	0	1	4	9
Grand Total	0	0	0	0	0	4	0	1	0	5	0	3	0	0	3	0	5	2	1	8	16
Approach %	0.00	0.00	0.00	0.00	-	80.00	0.00	20.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	62.50	25.00	12.50	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	25.00	0.00	6.25	0.00	31.25	0.00	18.75	0.00	0.00	18.75	0.00	31.25	12.50	6.25	50.00	

Pedestrian Count | All vehicles

Stockbridge, GA



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Site 1 of 2

Driveway (South)
Driveway (North)
Hudson Bridge Rd (West)
Hudson Bridge Rd (East)

Date

Thursday, November 3, 2022

Weather

Fair
64°F

Lat/Long

33.504325°, -84.236181°

0700 - 0900 (Weekday 2h Session) (11-03-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Driveway (South)			Driveway (North)			Hudson Bridge Rd (West)			Hudson Bridge Rd (East)				
	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h			
0700 - 0715	0	0	0	0	0	0	0	1	0	1	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	1	0	0	0	1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	1	1	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	1	1	0	0	0	1
Grand Total	0	0	0	0	0	0	0	1	1	2	0	0	0	2
Approach %	0.00	0.00	-	0.00	0.00	-	50.00	50.00	-	0.00	0.00	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	50.00	50.00	100.00	0.00	0.00	0.00	0.00	0.00

1600 - 1800 (Weekday 2h Session) (11-03-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Driveway (South)			Driveway (North)			Hudson Bridge Rd (West)			Hudson Bridge Rd (East)				
	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h			
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	1	0	1	0	0	0	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	1	0	1	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	2	0	2	0	0	0	2
1700 - 1715	0	0	0	0	0	0	0	0	1	1	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	1	1	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	2	2	0	0	0	2
Grand Total	0	0	0	0	0	0	0	2	2	4	0	0	0	4
Approach %	0.00	0.00	-	0.00	0.00	-	50.00	50.00	-	0.00	0.00	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	50.00	50.00	100.00	0.00	0.00	0.00	0.00	-

[illegible]



[Click here for Map](#)

Peak Hour Turning Movement Count

Stockbridge, GA



www.marrtraffic.com

Thursday, November 3, 2022	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Hudson Bridge Dr (South)					Hudson Bridge Dr (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0730 - 0745	3	0	6	0	9	30	0	8	0	38	31	260	3	0	294	4	150	33	0	187	528
0745 - 0800	4	2	5	0	11	33	1	9	0	43	29	258	4	0	291	4	185	24	2	215	560
0800 - 0815	1	2	4	0	7	27	0	14	0	41	31	223	6	0	260	2	155	24	3	184	492
0815 - 0830	6	0	8	0	14	30	0	9	0	39	41	233	2	0	276	1	137	36	2	176	505
Total	14	4	23	0	41	120	1	40	0	161	132	974	15	0	1121	11	627	117	7	762	2085
Approach %	34.15	9.76	56.10	0.00	-	74.53	0.62	24.84	0.00	-	11.78	86.89	1.34	0.00	-	1.44	82.28	15.35	0.92	-	-
PHF	0.58	0.50	0.72	0.00	0.73	0.91	0.25	0.71	0.00	0.94	0.80	0.94	0.63	0.00	0.95	0.69	0.85	0.81	0.58	0.89	0.93

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Hudson Bridge Dr (South)					Hudson Bridge Dr (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Hudson Bridge Dr (South)					Hudson Bridge Dr (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0730 - 0745	3	0	6	0	9	29	0	8	0	37	31	258	3	0	292	3	145	32	0	180	518
0745 - 0800	2	2	5	0	9	32	1	8	0	41	28	252	3	0	283	4	180	24	2	210	543
0800 - 0815	1	2	4	0	7	25	0	14	0	39	31	213	4	0	248	2	149	24	3	178	472
0815 - 0830	4	0	8	0	12	27	0	9	0	36	41	232	2	0	275	1	135	31	2	169	492
Total	10	4	23	0	37	113	1	39	0	153	131	955	12	0	1098	10	609	111	7	737	2025
Approach %	27.03	10.81	62.16	0.00	-	73.86	0.65	25.49	0.00	-	11.93	86.98	1.09	0.00	-	1.36	82.63	15.06	0.95	-	-
PHF	0.63	0.50	0.72	0.00	0.77	0.88	0.25	0.70	0.00	0.93	0.80	0.93	0.75	0.00	0.94	0.63	0.85	0.87	0.58	0.88	0.93

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Hudson Bridge Dr (South)					Hudson Bridge Dr (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0730 - 0745	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	1	5	1	0	7	9
0745 - 0800	2	0	0	0	2	1	0	1	0	2	1	5	1	0	7	0	4	0	0	4	15
0800 - 0815	0	0	0	0	0	1	0	0	0	1	0	9	2	0	11	0	6	0	0	6	18
0815 - 0830	2	0	0	0	2	1	0	0	0	1	0	1	0	0	1	0	2	4	0	6	10
Total	4	0	0	0	4	4	0	1	0	5	1	16	3	0	20	1	17	5	0	23	52
Approach %	100.00	0.00	0.00	0.00	-	80.00	0.00	20.00	0.00	-	5.00	80.00	15.00	0.00	-	4.35	73.91	21.74	0.00	-	-
PHF	0.50	0.00	0.00	0.00	0.50	1.00	0.00	0.25	0.00	0.63	0.25	0.44	0.38	0.00	0.45	0.25	0.71	0.31	0.00	0.82	0.72

Combination Trucks (8-13)

Combination Trucks (0.15)																					
Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Hudson Bridge Dr (South)					Hudson Bridge Dr (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
0800 - 0815	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
0815 - 0830	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	3	0	0	0	3	0	3	0	0	3	0	1	1	0	2	8
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	50.00	50.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.00	0.38	0.00	0.75	0.00	0.00	0.75	0.00	0.25	0.25	0.00	0.50	0.67



[Click here for Map](#)

Peak Hour Turning Movement Count

Stockbridge, GA



www.marrtraffic.com

Thursday, November 3, 2022	
Period	1600 - 1800
Peak Hour	1630 - 1730

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Hudson Bridge Dr (South)					Hudson Bridge Dr (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1630 - 1645	0	0	2	0	2	34	3	57	0	94	61	219	5	2	287	4	306	57	5	372	755
1645 - 1700	3	1	4	0	8	29	0	62	0	91	68	194	1	0	263	6	275	40	11	332	694
1700 - 1715	3	3	3	0	9	41	2	66	0	109	67	230	5	0	302	4	250	46	6	306	726
1715 - 1730	3	1	0	0	4	35	1	58	0	94	74	223	3	0	300	2	265	38	14	319	717
Total	9	5	9	0	23	139	6	243	0	388	270	866	14	2	1152	16	1096	181	36	1329	2892
Approach %	39.13	21.74	39.13	0.00	-	35.82	1.55	62.63	0.00	-	23.44	75.17	1.22	0.17	-	1.20	82.47	13.62	2.71	-	-
PHF	0.75	0.42	0.56	0.00	0.64	0.85	0.50	0.92	0.00	0.89	0.91	0.94	0.70	0.25	0.95	0.67	0.90	0.79	0.64	0.89	0.96

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Hudson Bridge Dr (South)					Hudson Bridge Dr (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Hudson Bridge Dr (South)					Hudson Bridge Dr (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App. Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App. Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App. Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App. Total	
1630 - 1645	0	0	2	0	2	33	3	57	0	93	59	216	5	2	282	4	301	54	5	364	741
1645 - 1700	3	1	3	0	7	28	0	60	0	88	68	192	0	0	260	5	272	39	11	327	682
1700 - 1715	3	3	3	0	9	41	2	65	0	108	66	228	5	0	299	4	248	46	6	304	720
1715 - 1730	3	1	0	0	4	35	1	58	0	94	74	222	3	0	299	2	259	37	14	312	709
Total	9	5	8	0	22	137	6	240	0	383	267	858	13	2	1140	15	1080	176	36	1307	2852
Approach %	40.91	22.73	36.36	0.00	-	35.77	1.57	62.66	0.00	-	23.42	75.26	1.14	0.18	-	1.15	82.63	13.47	2.75	-	-
PHF	0.75	0.42	0.67	0.00	0.61	0.84	0.50	0.92	0.00	0.89	0.90	0.94	0.65	0.25	0.95	0.75	0.90	0.81	0.64	0.90	0.96

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Hudson Bridge Dr (South)					Hudson Bridge Dr (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1630 - 1645	0	0	0	0	0	1	0	0	0	1	2	3	0	0	5	0	4	3	0	7	13
1645 - 1700	0	0	1	0	1	1	0	1	0	2	0	2	1	0	3	1	2	1	0	4	10
1700 - 1715	0	0	0	0	0	0	0	1	0	1	1	2	0	0	3	0	2	0	0	2	6
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5	6
Total	0	0	1	0	1	2	0	2	0	4	3	8	1	0	12	1	13	4	0	18	35
Approach %	0.00	0.00	100.00	0.00	-	50.00	0.00	50.00	0.00	-	25.00	66.67	8.33	0.00	-	5.56	72.22	22.22	0.00	-	-
PHF	0.00	0.00	0.25	0.00	0.25	0.50	0.00	0.50	0.00	0.50	0.38	0.67	0.25	0.00	0.60	0.25	0.65	0.33	0.00	0.64	0.67

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Hudson Bridge Dr (South)					Hudson Bridge Dr (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1645 - 1700	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3	1	0	4	5
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	75.00	25.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.25	0.00	0.50	0.63

Classified Turn Movement Count || All vehicles

Stockbridge, GA



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Site 2 of 2

Hudson Bridge Dr (South)
Hudson Bridge Dr (North)
Hudson Bridge Rd (West)
Hudson Bridge Rd (East)

Date

Thursday, November 3, 2022

Weather

Fair
64°F

Lat/Long

33.503473°, -84.238850°

0700 - 0900 (Weekday 2h Session) (11-03-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Hudson Bridge Dr (South)					Hudson Bridge Dr (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	2	1	0	0	3	22	0	4	0	26	32	180	0	0	212	2	106	28	1	137	378
0715 - 0730	4	0	4	0	8	25	0	7	0	32	33	230	1	0	264	1	139	33	1	174	478
0730 - 0745	3	0	6	0	9	30	0	8	0	38	31	260	3	0	294	4	150	33	0	187	528
0745 - 0800	4	2	5	0	11	33	1	9	0	43	29	258	4	0	291	4	185	24	2	215	560
Hourly Total	13	3	15	0	31	110	1	28	0	139	125	928	8	0	1061	11	580	118	4	713	1944
0800 - 0815	1	2	4	0	7	27	0	14	0	41	31	223	6	0	260	2	155	24	3	184	492
0815 - 0830	6	0	8	0	14	30	0	9	0	39	41	233	2	0	276	1	137	36	2	176	505
0830 - 0845	2	0	7	0	9	33	1	13	0	47	28	196	6	2	232	2	141	27	1	171	459
0845 - 0900	0	0	5	0	5	27	1	17	0	45	45	208	2	2	257	2	140	31	0	173	480
Hourly Total	9	2	24	0	35	117	2	53	0	172	145	860	16	4	1025	7	573	118	6	704	1936
Grand Total	22	5	39	0	66	227	3	81	0	311	270	1788	24	4	2086	18	1153	236	10	1417	3880
Approach %	33.33	7.58	59.09	0.00	-	72.99	0.96	26.05	0.00	-	12.94	85.71	1.15	0.19	-	1.27	81.37	16.65	0.71	-	-
Intersection %	0.57	0.13	1.01	0.00	1.70	5.85	0.08	2.09	0.00	8.02	6.96	46.08	0.62	0.10	53.76	0.46	29.72	6.08	0.26	36.52	-
PHF	0.58	0.50	0.72	0.00	0.73	0.91	0.25	0.71	0.00	0.94	0.80	0.94	0.63	0.00	0.95	0.69	0.85	0.81	0.58	0.89	0.93

1600 - 1800 (Weekday 2h Session) (11-03-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Hudson Bridge Dr (South)					Hudson Bridge Dr (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1600 - 1615	2	4	6	0	12	37	3	63	0	103	44	197	4	0	245	3	280	41	5	329	689
1615 - 1630	3	2	1	0	6	42	1	54	0	97	63	187	2	1	253	4	269	41	9	323	679
1630 - 1645	0	0	2	0	2	34	3	57	0	94	61	219	5	2	287	4	306	57	5	372	755
1645 - 1700	3	1	4	0	8	29	0	62	0	91	68	194	1	0	263	6	275	40	11	332	694
Hourly Total	8	7	13	0	28	142	7	236	0	385	236	797	12	3	1048	17	1130	179	30	1356	2817
1700 - 1715	3	3	3	0	9	41	2	66	0	109	67	230	5	0	302	4	250	46	6	306	726
1715 - 1730	3	1	0	0	4	35	1	58	0	94	74	223	3	0	300	2	265	38	14	319	717
1730 - 1745	2	2	5	0	9	33	3	54	0	90	64	229	3	0	296	4	245	51	11	311	706
1745 - 1800	2	2	2	0	6	45	0	62	0	107	68	205	2	1	276	5	222	49	3	279	668
Hourly Total	10	8	10	0	28	154	6	240	0	400	273	887	13	1	1174	15	982	184	34	1215	2817
Grand Total	18	15	23	0	56	296	13	476	0	785	509	1684	25	4	2222	32	2112	363	64	2571	5634
Approach %	32.14	26.79	41.07	0.00	-	37.71	1.66	60.64	0.00	-	22.91	75.79	1.13	0.18	-	1.24	82.15	14.12	2.49	-	
Intersection %	0.32	0.27	0.41	0.00	0.99	5.25	0.23	8.45	0.00	13.93	9.03	29.89	0.44	0.07	39.44	0.57	37.49	6.44	1.14	45.63	
PHF	0.75	0.42	0.56	0.00	0.64	0.85	0.50	0.92	0.00	0.89	0.91	0.94	0.70	0.25	0.95	0.67	0.90	0.79	0.64	0.89	0.96

Marr Traffic
DATA COLLECTION

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33.503473°, -84.238850°

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Hudson Bridge Dr (South)					Hudson Bridge Dr (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Passenger Vehicles (1-3)

Stockbridge, GA



www.marrtraffic.com

Site 2 of 2

Hudson Bridge Dr (South)
Hudson Bridge Dr (North)
Hudson Bridge Rd (West)
Hudson Bridge Rd (East)

Date

Thursday, November 3, 2022

Weather

Fair
64°F

Lat/Long

33.503473°, -84.238850°

0700 - 0900 (Weekday 2h Session) (11-03-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Hudson Bridge Dr (South)					Hudson Bridge Dr (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	1	1	0	0	2	19	0	3	0	22	32	179	0	0	211	1	102	25	1	129	364
0715 - 0730	4	0	4	0	8	23	0	6	0	29	31	226	1	0	258	1	132	31	1	165	460
0730 - 0745	3	0	6	0	9	29	0	8	0	37	31	258	3	0	292	3	145	32	0	180	518
0745 - 0800	2	2	5	0	9	32	1	8	0	41	28	252	3	0	283	4	180	24	2	210	543
Hourly Total	10	3	15	0	28	103	1	25	0	129	122	915	7	0	1044	9	559	112	4	684	1885
0800 - 0815	1	2	4	0	7	25	0	14	0	39	31	213	4	0	248	2	149	24	3	178	472
0815 - 0830	4	0	8	0	12	27	0	9	0	36	41	232	2	0	275	1	135	31	2	169	492
0830 - 0845	2	0	7	0	9	30	1	13	0	44	27	191	6	2	226	2	139	27	1	169	448
0845 - 0900	0	0	5	0	5	26	1	17	0	44	41	200	2	2	245	2	131	31	0	164	458
Hourly Total	7	2	24	0	33	108	2	53	0	163	140	836	14	4	994	7	554	113	6	680	1870
Grand Total	17	5	39	0	61	211	3	78	0	292	262	1751	21	4	2038	16	1113	225	10	1364	3755
Approach %	27.87	8.20	63.93	0.00	-	72.26	1.03	26.71	0.00	-	12.86	85.92	1.03	0.20	-	1.17	81.60	16.50	0.73	-	
Intersection %	0.45	0.13	1.04	0.00	1.62	5.62	0.08	2.08	0.00	7.78	6.98	46.63	0.56	0.11	54.27	0.43	29.64	5.99	0.27	36.32	

1600 - 1800 (Weekday 2h Session) (11-03-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Hudson Bridge Dr (South)					Hudson Bridge Dr (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1600 - 1615	2	4	6	0	12	37	3	63	0	103	43	194	4	0	241	3	275	39	5	322	678
1615 - 1630	3	2	1	0	6	40	1	54	0	95	63	187	2	1	253	4	263	41	9	317	671
1630 - 1645	0	0	2	0	2	33	3	57	0	93	59	216	5	2	282	4	301	54	5	364	741
1645 - 1700	3	1	3	0	7	28	0	60	0	88	68	192	0	0	260	5	272	39	11	327	682
Hourly Total	8	7	12	0	27	138	7	234	0	379	233	789	11	3	1036	16	1111	173	30	1330	2772
1700 - 1715	3	3	3	0	9	41	2	65	0	108	66	228	5	0	299	4	248	46	6	304	720
1715 - 1730	3	1	0	0	4	35	1	58	0	94	74	222	3	0	299	2	259	37	14	312	709
1730 - 1745	2	2	5	0	9	33	3	54	0	90	64	227	3	0	294	4	239	51	11	305	698
1745 - 1800	2	2	2	0	6	44	0	62	0	106	67	202	2	1	272	5	221	48	3	277	661
Hourly Total	10	8	10	0	28	153	6	239	0	398	271	879	13	1	1164	15	967	182	34	1198	2788
Grand Total	18	15	22	0	55	291	13	473	0	777	504	1668	24	4	2200	31	2078	355	64	2528	5560
Approach %	32.73	27.27	40.00	0.00	-	37.45	1.67	60.88	0.00	-	22.91	75.82	1.09	0.18	-	1.23	82.20	14.04	2.53	-	
Intersection %	0.32	0.27	0.40	0.00	0.99	5.23	0.23	8.51	0.00	13.97	9.06	30.00	0.43	0.07	39.57	0.56	37.37	6.38	1.15	45.47	

Classified Turn Movement Count || Single Unit Trucks (4-7)

Stockbridge, GA



www.marrtraffic.com

Site 2 of 2

Hudson Bridge Dr (South)
Hudson Bridge Dr (North)
Hudson Bridge Rd (West)
Hudson Bridge Rd (East)

Date

Thursday, November 3, 2022

Weather

Fair
64°F

Lat/Long

33.503473°, -84.238850°

0700 - 0900 (Weekday 2h Session) (11-03-2022)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Hudson Bridge Dr (South)					Hudson Bridge Dr (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	1	0	0	0	1	1	0	1	0	2	0	1	0	0	1	1	4	3	0	8	12
0715 - 0730	0	0	0	0	0	2	0	1	0	3	1	4	0	0	5	0	6	1	0	7	15
0730 - 0745	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	1	5	1	0	7	9
0745 - 0800	2	0	0	0	2	1	0	1	0	2	1	5	1	0	7	0	4	0	0	4	15
Hourly Total	3	0	0	0	3	5	0	3	0	8	2	11	1	0	14	2	19	5	0	26	51
0800 - 0815	0	0	0	0	0	1	0	0	0	1	0	9	2	0	11	0	6	0	0	6	18
0815 - 0830	2	0	0	0	2	1	0	0	0	1	0	1	0	0	1	0	2	4	0	6	10
0830 - 0845	0	0	0	0	0	2	0	0	0	2	1	2	0	0	3	0	2	0	0	2	7
0845 - 0900	0	0	0	0	0	1	0	0	0	1	4	7	0	0	11	0	9	0	0	9	21
Hourly Total	2	0	0	0	2	5	0	0	0	5	5	19	2	0	26	0	19	4	0	23	56
Grand Total	5	0	0	0	5	10	0	3	0	13	7	30	3	0	40	2	38	9	0	49	107
Approach %	100.00	0.00	0.00	0.00	-	76.92	0.00	23.08	0.00	-	17.50	75.00	7.50	0.00	-	4.08	77.55	18.37	0.00	-	
Intersection %	4.67	0.00	0.00	0.00	4.67	9.35	0.00	2.80	0.00	12.15	6.54	28.04	2.80	0.00	37.38	1.87	35.51	8.41	0.00	45.79	

1600 - 1800 (Weekday 2h Session) (11-03-2022)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Hudson Bridge Dr (South)					Hudson Bridge Dr (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	2	0	6	9
1615 - 1630	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	6	0	0	6	8
1630 - 1645	0	0	0	0	0	1	0	0	0	1	2	3	0	0	5	0	4	3	0	7	13
1645 - 1700	0	0	1	0	1	1	0	1	0	2	0	2	1	0	3	1	2	1	0	4	10
Hourly Total	0	0	1	0	1	4	0	1	0	5	2	8	1	0	11	1	16	6	0	23	40
1700 - 1715	0	0	0	0	0	0	0	1	0	1	1	2	0	0	3	0	2	0	0	2	6
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5	6
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	5	0	0	5	7
1745 - 1800	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	1	1	0	2	4
Hourly Total	0	0	0	0	0	1	0	1	0	2	2	5	0	0	7	0	13	1	0	14	23
Grand Total	0	0	1	0	1	5	0	2	0	7	4	13	1	0	18	1	29	7	0	37	63
Approach %	0.00	0.00	100.00	0.00	-	71.43	0.00	28.57	0.00	-	22.22	72.22	5.56	0.00	-	2.70	78.38	18.92	0.00	-	
Intersection %	0.00	0.00	1.59	0.00	1.59	7.94	0.00	3.17	0.00	11.11	6.35	20.63	1.59	0.00	28.57	1.59	46.03	11.11	0.00	58.73	

Classified Turn Movement Count || Combination Trucks (8-13)

Stockbridge, GA



www.marrtraffic.com

Site 2 of 2

Hudson Bridge Dr (South)
Hudson Bridge Dr (North)
Hudson Bridge Rd (West)
Hudson Bridge Rd (East)

Date

Thursday, November 3, 2022

Lat/Long

33.503473°, -84.238850°

Weather

Fair
64°F

0700 - 0900 (Weekday 2h Session) (11-03-2022)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Hudson Bridge Dr (South)					Hudson Bridge Dr (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0715 - 0730	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	3
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Hourly Total	0	0	0	0	0	2	0	0	0	2	1	2	0	0	3	0	2	1	0	3	8
0800 - 0815	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
0815 - 0830	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	3
0830 - 0845	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	4
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	4	0	0	0	4	0	5	0	0	5	0	0	1	0	1	10
Grand Total	0	0	0	0	0	6	0	0	0	6	1	7	0	0	8	0	2	2	0	4	18
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	12.50	87.50	0.00	0.00	-	0.00	50.00	50.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	33.33	0.00	0.00	0.00	33.33	5.56	38.89	0.00	0.00	44.44	0.00	11.11	11.11	0.00	22.22	

1600 - 1800 (Weekday 2h Session) (11-03-2022)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Hudson Bridge Dr (South)					Hudson Bridge Dr (North)					Hudson Bridge Rd (West)					Hudson Bridge Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1645 - 1700	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
Hourly Total	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	3	0	0	3	5
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	1	0	3	6
Grand Total	0	0	0	0	0	0	0	1	0	1	1	3	0	0	4	0	5	1	0	6	11
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	25.00	75.00	0.00	0.00	-	0.00	83.33	16.67	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.09	0.00	9.09	9.09	27.27	0.00	0.00	36.36	0.00	45.45	9.09	0.00	54.55	

Pedestrian Count | | All vehicles

Stockbridge, GA



Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Site 2 of 2

Hudson Bridge Dr (South)

Hudson Bridge Dr (North)

Hudson Bridge Rd (West)

Hudson Bridge Rd (East)

Date

Thursday, November 3, 2022

Lat/Long

33.503473°, -84.238850°

Weather

Fair

64°F

0700 - 0900 (Weekday 2h Session) (11-03-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total
	Hudson Bridge Dr (South)			Hudson Bridge Dr (North)			Hudson Bridge Rd (West)			Hudson Bridge Rd (East)			
	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	2	0	2	0	0	2
0730 - 0745	0	0	0	0	0	0	0	0	2	2	0	0	2
0745 - 0800	0	0	0	0	0	0	0	2	0	2	0	0	2
Hourly Total	0	0	0	0	0	0	0	4	2	6	0	0	6
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	4	2	6	0	0	6
Approach %	0.00	0.00	-	0.00	0.00	-	66.67	33.33	-	0.00	0.00	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	66.67	33.33	100.00	0.00	0.00	0.00	-

1600 - 1800 (Weekday 2h Session) (11-03-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Hudson Bridge Dr (South)			Hudson Bridge Dr (North)			Hudson Bridge Rd (West)			Hudson Bridge Rd (East)				
	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h			
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	1	1	0	0	0	0	1	0	1	0	0	0	2
1645 - 1700	0	0	0	0	0	0	0	1	0	1	0	1	1	2
Hourly Total	0	1	1	0	0	0	0	2	0	2	0	1	1	4
1700 - 1715	0	0	0	0	0	0	0	1	2	3	0	0	0	3
1715 - 1730	3	2	5	0	0	0	0	2	2	4	0	0	0	9
1730 - 1745	0	1	1	0	0	0	0	0	0	0	1	0	1	2
1745 - 1800	1	0	1	0	0	0	0	0	1	1	0	0	0	2
Hourly Total	4	3	7	0	0	0	0	3	5	8	1	0	1	16
Grand Total	4	4	8	0	0	0	0	5	5	10	1	1	2	20
Approach %	50.00	50.00	-	0.00	0.00	-	50.00	50.00	-	50.00	50.00	-	-	-
Intersection %	20.00	20.00	40.00	0.00	0.00	0.00	0.00	25.00	25.00	50.00	5.00	5.00	10.00	-

Start Date: 11/3/2022	Hudson Bridge Dr (South)			Hudson Bridge Dr (North)			Hudson Bridge Rd (West)			Hudson Bridge Rd (East)			
	Northbound			Southbound			Eastbound			Westbound			
Time	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	2	1	0	22	0	4	32	180	0	2	106	28	378
07:15 AM - 07:30 AM	4	0	4	25	0	7	33	230	1	1	139	33	480
07:30 AM - 07:45 AM	3	0	6	30	0	8	31	260	3	4	150	33	530
07:45 AM - 08:00 AM	4	2	5	33	1	9	29	258	4	4	185	24	562
08:00 AM - 08:15 AM	1	2	4	27	0	14	31	223	6	2	155	24	492
08:15 AM - 08:30 AM	6	0	8	30	0	9	41	233	2	1	137	36	505
08:30 AM - 08:45 AM	2	0	7	33	1	13	28	196	6	2	141	27	459
08:45 AM - 09:00 AM	0	0	5	27	1	17	45	208	2	2	140	31	480
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	2	4	6	37	3	63	44	197	4	3	280	41	689
04:15 PM - 04:30 PM	3	2	1	42	1	54	63	187	2	4	269	41	679
04:30 PM - 04:45 PM	0	0	2	34	3	57	61	219	5	4	306	57	757
04:45 PM - 05:00 PM	3	1	4	29	0	62	68	194	1	6	275	40	696
05:00 PM - 05:15 PM	3	3	3	41	2	66	67	230	5	4	250	46	729
05:15 PM - 05:30 PM	3	1	0	35	1	58	74	223	3	2	265	38	726
05:30 PM - 05:45 PM	2	2	5	33	3	54	64	229	3	4	245	51	708
05:45 PM - 06:00 PM	2	2	2	45	0	62	68	205	2	5	222	49	670
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Bi-Directional Class Count || NB EB 15min

Stockbridge, GA

Site 3

Hudson Bridge Rd,
east of Flippen Rd

Date

Thursday, November 3, 2022

Weather

Fair
64°F

Lat/Long

33.501492°, -84.243727°


[Click here for Map](#)

0000 - 2400 (24h Session) (11-03-2022)

NB EB 15min

Time	Eastbound (Movement 3.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	13	1	0	1	0	0	0	0	0	0	0	0	15	
0015 - 0030	0	16	2	0	0	0	0	0	0	0	0	0	0	18	
0030 - 0045	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0045 - 0100	0	8	1	0	0	0	0	0	0	0	0	0	0	9	49
0100 - 0115	0	9	1	0	1	0	0	0	0	0	0	0	0	11	
0115 - 0130	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0130 - 0145	0	13	2	0	0	0	0	0	0	0	0	0	0	15	
0145 - 0200	0	6	2	0	0	0	0	0	0	0	0	0	0	8	43
0200 - 0215	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0215 - 0230	0	10	3	0	0	1	0	0	0	0	0	0	0	15	
0230 - 0245	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0245 - 0300	0	7	1	0	0	0	0	0	0	0	0	0	0	8	35
0300 - 0315	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
0315 - 0330	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0330 - 0345	0	17	2	0	1	0	0	0	0	0	0	0	0	20	
0345 - 0400	0	13	1	0	0	0	0	0	0	0	0	0	0	14	52
0400 - 0415	0	20	3	0	1	0	0	0	1	0	0	0	0	25	
0415 - 0430	0	20	3	0	0	0	0	0	0	0	0	0	0	23	
0430 - 0445	0	22	3	0	1	0	0	0	0	0	0	0	0	26	
0445 - 0500	0	41	5	0	0	0	0	0	0	0	0	0	0	46	120
0500 - 0515	0	46	6	0	1	0	0	0	0	0	0	0	0	53	
0515 - 0530	0	51	7	0	2	0	0	0	0	0	0	0	0	60	
0530 - 0545	0	59	8	0	0	0	0	0	0	0	0	0	0	67	
0545 - 0600	0	76	10	0	0	0	0	0	0	0	0	0	0	86	266
0600 - 0615	0	59	8	1	2	0	0	0	0	0	0	0	0	70	
0615 - 0630	0	99	11	0	1	1	0	0	0	0	0	0	0	112	
0630 - 0645	0	132	19	0	2	0	0	0	0	0	0	0	0	153	
0645 - 0700	0	126	16	1	2	1	0	0	0	0	0	0	0	146	481
0700 - 0715	0	172	24	0	3	0	0	1	0	0	0	0	0	200	
0715 - 0730	0	214	31	1	3	0	0	0	0	0	0	0	0	249	
0730 - 0745	0	244	36	0	1	0	0	0	1	0	0	0	0	282	
0745 - 0800	0	245	32	1	4	0	0	1	0	0	0	0	0	283	1014
0800 - 0815	1	217	30	2	4	2	0	1	0	0	0	0	0	257	
0815 - 0830	0	207	37	0	5	1	0	1	0	0	0	0	0	251	
0830 - 0845	0	193	30	0	3	5	0	3	0	0	0	0	0	234	
0845 - 0900	1	195	35	0	2	1	0	0	0	0	0	0	0	234	976
0900 - 0915	0	167	27	0	5	0	0	0	0	0	0	0	0	199	
0915 - 0930	0	174	27	0	3	1	0	2	1	0	0	0	0	208	
0930 - 0945	0	157	27	1	1	0	0	0	0	0	0	0	0	186	
0945 - 1000	0	143	30	0	1	0	0	0	0	0	0	0	0	174	767
1000 - 1015	0	160	26	0	2	0	0	1	0	0	0	0	0	189	
1015 - 1030	0	146	32	0	1	1	0	0	0	0	0	0	0	180	
1030 - 1045	0	178	28	0	1	0	0	0	0	0	0	0	0	209	
1045 - 1100	0	163	34	0	1	0	0	1	0	0	0	0	0	199	777
1100 - 1115	0	159	26	0	4	1	0	0	1	0	0	0	0	191	
1115 - 1130	1	160	38	0	1	1	0	0	0	0	0	0	0	201	
1130 - 1145	1	137	32	0	5	1	0	1	0	0	0	0	0	177	
1145 - 1200	0	153	37	0	6	1	0	0	0	0	0	0	0	197	766
1200 - 1215	0	166	41	0	4	0	0	1	0	0	0	0	0	212	
1215 - 1230	1	169	29	0	5	0	0	1	0	0	0	0	0	205	
1230 - 1245	0	216	38	0	1	0	0	0	0	0	0	0	0	255	
1245 - 1300	0	198	36	1	1	0	0	1	0	0	0	0	0	237	909
1300 - 1315	2	182	24	0	0	1	0	1	0	0	0	0	0	210	
1315 - 1330	0	172	43	0	5	0	0	0	0	0	0	0	0	220	
1330 - 1345	0	174	44	0	2	1	0	0	0	0	0	0	0	221	
1345 - 1400	0	181	38	0	4	1	0	0	0	0	0	0	0	224	875
1400 - 1415	2	165	28	2	8	1	0	0	0	0	0	0	0	206	
1415 - 1430	1	191	33	1	4	0	0	0	0	0	0	0	0	230	
1430 - 1445	2	165	46	1	2	0	0	0	0	0	0	0	0	216	
1445 - 1500	0	148	37	2	3	2	0	0	0	0	0	0	0	192	844
1500 - 1515	1	177	33	0	3	0	0	0	0	0	0	0	0	214	
1515 - 1530	1	183	38	0	2	1	0	1	0	0	0	0	0	226	
1530 - 1545	0	166	26	0	3	0	0	1	0	0	0	0	0	196	
1545 - 1600	1	202	29	0	0	0	0	1	0	0	0	0	0	233	869
1600 - 1615	0	178	32	1	0	0	0	0	0	0	0	0	0	211	
1615 - 1630	0	201	26	0	3	0	0	0	0	0	0	0	0	230	
1630 - 1645	0	203	26	0	0	0	0	1	0	0	0	0	0	230	
1645 - 1700	0	176	33	0	1	0	0	3	0	0	0	0	0	213	884
1700 - 1715	0	221	39	0	0	0	0	0	0	0	0	0	0	260	
1715 - 1730	0	238	32	0	2	0	0	0	1	0	0	0	0	273	
1730 - 1745	0	223	42	0	2	1	0	0	0	0	0	0	0	268	
1745 - 1800	0	215	46	0	0	0	0	0	1	1	0	0	0	263	1064
1800 - 1815	2	203	36	1	2	0	0	0	0	0	0	0	0	244	
1815 - 1830	2	176	34	0	0	1	0	1	0	0	0	0	0	214	
1830 - 1845	0	192	28	0	3	0	0	1	0	0	0	0	0	224	
1845 - 1900	2	186	27	0	3	0	0	0	0	0	0	0	0	218	
1900 - 1915	0	143	18	0	0	0	0	0	0	0	0	0	0	161	900
1915 - 1930	0	128	25	0	4	0	0	0	0	0	0	0	0	157	
1930 - 1945	0	122	21	0	1	0	0	0	0	0	0	0	0	144	
1945 - 2000	0	115	28	0	1	0	0	1	0	0	0	0	0	145	607
2000 - 2015	0	98	21	0	0	0	0	0	0	0	0	0	0	119	
2015 - 2030	0	84	21	0	0	1	0	0	0	0	0	0	0	106	
2030 - 2045	0	78	16	0	2	0	0	1	0	0	0	0	0	97	
2045 - 2100	0	71	17	0	1	0	0	0	0	0	0	0	0	89	411
2100 - 2115	0	64	10	0	0	0	0	0	0	0	0	0	0	74	
2115 - 2130	0	51	11	0	0	0	0	0	0	0	0	0	0	62	
2130 - 2145	0	54	10	0	0	0	0	0	0	0	0	0	0	64	
2145 - 2200	0	48	10	0	3	0	0	0	0	0	0	0	0	61	261
2200 - 2215	0	48	13	0	0	0	0	0	0	0	0	0	0	61	
2215 - 2230	0	35	12	0	0	0	0	0	0	0	0	0	0	47	
2230 - 2245	0	38	8	0	1	0	0	0	0	0	0	0	0	47	
2245 - 2300	0	28	8	0	0	0	0	0	0	0	0	0	0	36	191
2300 - 2315	0	19	6	0	0	0	0	0	0	0	0	0	0	25	
2315 - 2330	0	17	10	0	1	0	0	0	0	0	0	0	0	28	
2330 - 2345	0	23	6	0	0	0	0	0	0	0	0	0	0	29	
2345 - 0000	0	25	6	0	1	0	0	0	0	0	0	0	0	32	114

Session Total	21	11046	1978	17	153	28	0	23	8	1	0	0	0	13275
Session Average	0.22	115.06	20.60	0.18	1.59	0.29	0.00	0.24	0.08	0.01	0.00	0.00	0.00	138.28
Session Percentage	0.16	83.21	14.90	0.13	1.15	0.21	0.00	0.17	0.06	0.01	0.00	0.00	0.00	
AM Peak Hour	0800 - 0900	0715 - 0815	0730 - 0830	0715 - 0815	0745 - 0845	0800 - 0900	-	0745 - 0845	0645 - 0745	1	-	-	-	0730 - 0830
AM Peak Volume	2	920	135	4	16	9	0	6	1	0	0	0	0	1073
Noon Peak Hour	1345 - 1445	1230 - 1330	1430 - 1530	1400 - 1500	6	1130 - 1230	1100 - 1200	-	1130 - 1230	1015 - 1115	-	-	-	1230 - 1330
Noon Peak Volume	5	768	154	6	20	4	-	3	1	0	0	-	0	922
PM Peak Hour	1800 - 1900	1700 - 1800	1700 - 1800	1600 - 1700	1830 - 1930	1730 - 1830	-	1500 - 1600	1700 - 1800	1700 - 1800	-	-	-	1700 - 1800
PM Peak Volume	6	892	359	2	10	12	0	3	2	1	0	0	0	1064

Bi-Directional Class Count || SB WB 15min

Stockbridge, GA

Site 3

Hudson Bridge Rd,
east of Flippen Rd

Date

Thursday, November 3, 2022

Weather

Fair
64°F

Lat/Long

33.501492°, -84.243727°


[Click here for Map](#)

0000 - 2400 (24h Session) (11-03-2022)

SB WB 15min

Time	Westbound (Movement 3.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	29	3	0	0	0	0	0	0	0	0	0	0	32	
0015 - 0030	0	26	2	0	1	0	0	0	0	0	0	0	0	29	
0030 - 0045	0	30	4	0	0	0	0	0	0	0	0	0	0	34	
0045 - 0100	0	21	2	0	0	0	0	0	0	0	0	0	0	23	118
0100 - 0115	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
0115 - 0130	0	14	0	0	1	0	0	0	0	0	0	0	0	15	
0130 - 0145	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
0145 - 0200	0	11	2	0	0	0	0	0	0	0	0	0	0	13	54
0200 - 0215	0	15	4	0	1	0	0	0	0	0	0	0	0	20	
0215 - 0230	0	13	2	0	0	0	0	0	0	0	0	0	0	15	
0230 - 0245	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0245 - 0300	0	12	0	0	0	0	0	0	1	0	0	0	0	13	56
0300 - 0315	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0315 - 0330	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
0330 - 0345	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0345 - 0400	0	18	1	0	0	0	0	0	0	0	0	0	0	19	45
0400 - 0415	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
0415 - 0430	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0430 - 0445	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
0445 - 0500	0	13	0	0	0	1	0	0	0	0	0	0	0	14	41
0500 - 0515	0	13	1	0	0	0	0	0	0	0	0	0	0	14	
0515 - 0530	0	12	4	0	0	0	0	0	0	0	0	0	0	16	
0530 - 0545	0	16	4	0	0	0	0	0	0	0	0	0	0	20	
0545 - 0600	0	41	7	0	1	0	0	0	1	0	0	0	0	50	100
0600 - 0615	0	43	5	0	0	0	0	0	0	0	0	0	0	48	
0615 - 0630	0	63	8	0	0	0	0	0	0	0	0	0	0	71	
0630 - 0645	0	65	4	1	0	2	0	0	1	0	0	0	0	73	
0645 - 0700	0	89	12	1	3	0	0	0	0	0	0	0	0	105	297
0700 - 0715	1	95	17	1	5	0	0	0	0	0	0	0	0	119	
0715 - 0730	0	114	16	1	1	2	0	1	1	0	0	0	0	136	
0730 - 0745	0	118	12	0	1	7	0	0	0	0	0	0	0	138	
0745 - 0800	0	127	27	2	4	0	0	0	0	0	0	0	0	160	553
0800 - 0815	0	113	10	0	6	0	0	0	0	0	0	0	0	129	
0815 - 0830	0	114	23	1	2	0	0	0	0	0	0	0	0	140	
0830 - 0845	0	121	20	1	5	0	0	0	0	0	0	0	0	147	
0845 - 0900	0	111	18	0	2	2	0	0	0	0	0	0	0	133	549
0900 - 0915	0	117	38	0	2	0	0	0	0	0	0	0	0	157	
0915 - 0930	0	127	30	1	4	0	0	1	0	0	0	0	0	163	
0930 - 0945	0	131	27	1	3	0	0	0	0	0	0	0	0	162	
0945 - 1000	0	110	26	1	1	2	0	0	0	0	0	0	0	140	622
1000 - 1015	1	144	18	0	3	4	0	0	0	0	0	0	0	170	
1015 - 1030	0	122	28	0	3	0	0	0	1	0	0	0	0	154	
1030 - 1045	1	128	31	0	2	0	0	0	0	0	0	0	0	162	
1045 - 1100	0	130	27	0	0	2	0	0	0	0	0	0	0	159	645
1100 - 1115	0	159	19	0	1	2	0	0	0	0	0	0	0	181	
1115 - 1130	0	154	36	0	3	1	0	0	1	0	0	0	0	195	
1130 - 1145	0	153	29	0	2	2	0	0	1	0	0	0	0	187	
1145 - 1200	0	172	20	0	2	0	0	0	1	0	0	0	0	195	758
1200 - 1215	0	159	32	0	2	2	0	0	0	0	0	0	0	195	
1215 - 1230	1	154	35	0	3	1	0	0	0	0	0	0	0	194	
1230 - 1245	0	173	29	0	3	1	0	0	1	0	0	0	0	207	
1245 - 1300	1	186	37	0	2	3	0	0	0	0	0	0	0	229	825
1300 - 1315	0	217	28	0	3	0	0	0	0	0	0	0	0	248	
1315 - 1330	1	191	42	0	0	0	0	0	0	0	0	0	0	234	
1330 - 1345	1	212	54	0	4	1	0	0	0	0	0	0	0	272	
1345 - 1400	0	187	47	0	1	0	0	0	1	0	0	0	0	236	990
1400 - 1415	1	189	36	3	1	0	0	1	1	0	0	0	0	232	
1415 - 1430	2	219	33	1	4	1	0	0	0	0	0	0	0	260	
1430 - 1445	1	191	39	1	2	0	0	0	0	0	0	0	0	234	
1445 - 1500	0	194	36	0	0	0	0	0	0	0	0	0	0	230	956
1500 - 1515	1	216	56	0	1	0	0	0	1	0	0	0	0	275	
1515 - 1530	1	223	36	0	0	1	0	1	0	0	0	0	0	262	
1530 - 1545	0	243	38	0	1	2	0	0	1	0	0	0	0	285	
1545 - 1600	0	249	51	0	0	1	0	0	0	0	0	0	0	301	1123
1600 - 1615	1	296	48	0	3	0	0	0	1	0	0	0	0	349	
1615 - 1630	0	300	42	0	1	3	0	0	2	0	0	0	0	348	
1630 - 1645	1	290	44	0	0	3	0	0	1	0	0	0	0	339	
1645 - 1700	0	292	50	0	5	1	0	0	0	0	0	0	0	349	1385
1700 - 1715	0	201	54	0	1	2	0	0	0	0	0	0	0	258	
1715 - 1730	1	273	40	0	0	4	0	0	0	1	0	0	0	319	
1730 - 1745	0	256	44	0	2	1	0	0	1	0	0	0	0	304	
1745 - 1800	1	271	43	0	0	3	0	0	0	0	0	0	0	318	1199
1800 - 1815	2	246	35	0	5	1	0	0	0	0	0	0	0	289	
1815 - 1830	1	263	31	0	1	0	0	0	0	0	0	0	0	296	
1830 - 1845	0	227	37	0	0	0	0	0	0	0	0	0	0	264	
1845 - 1900	0	242	39	0	4	1	0	0	0	0	0	0	0	286	1135
1900 - 1915	0	214	30	0	0	0	0	0	0	0	0	0	0	244	
1915 - 1930	0	209	33	0	3	0	0	0	0	0	0	0	0	245	
1930 - 1945	0	160	38	0	1	1	0	0	0	0	0	0	0	200	
1945 - 2000	0	187	37	0	0	0	0	0	0	0	0	0	0	224	913
2000 - 2015	0	171	34	0	1	0	0	0	0	0	0	0	0	206	
2015 - 2030	1	142	35	0	2	0	0	0	0	0	0	0	0	180	
2030 - 2045	0	140	17	0	1	0	0	0	0	0	0	0	0	158	
2045 - 2100	0	107	15	0	2	0	0	0	0	0	0	0	0	124	668
2100 - 2115	0	102	13	0	2	0	0	0	0	0	0	0	0	117	
2115 - 2130	2	96	18	0	0	0	0	0	0	0	0	0	0	116	
2130 - 2145	0	78	16	0	0	0	0	0	0	0	0	0	0	94	
2145 - 2200	0	87	18	0	0	0	0	0	0	0	0	0	0	105	432
2200 - 2215	1	72	19	0	0	0	0	0	0	0	0	0	0	92	
2215 - 2230	0	55	13	0	0	0	0	0	0	0	0	0	0	68	
2230 - 2245	0	50	9	0	0	0	0	0	0	0	0	0	0	59	
2245 - 2300	0	54	10	0	1	0	0	0	0	0	0	0	0	65	284
2300 - 2315	0	61	9	0	1	0	0	0	0	0	0	0	0	70	
2315 - 2330	0	49	8	0	0	0	0	0	0	0	0	0	0	58	
2330 - 2345	2	38	9	0	0	0	0	0	0	0	0	0	0	49	
2345 - 0000	0	37	10	0	0	0	0	0	0	0	0	0	0	47	224

Session Total	26	11655	2069	17	122	60	0	5	17	1	0	0	0	13972
Session Average	0.27	121.41	21.55	0.18	1.27	0.63	0.00	0.05	0.18	0.01	0.00	0.00	0.00	145.54
Session Percentage	0.19	83.42	14.81	0.12	0.87	0.43	0.00	0.04	0.12	0.01	0.00	0.00	0.00	
AM Peak Hour	0945 - 1045	0915 - 1015	0900 - 1000	0630 - 0730	0745 - 0845	0645 - 0745	-	-	0630 - 0730	0545 - 0645	-	-	-	0915 - 1015

Bi-Directional Class Count || Bi-Directional 15min

Stockbridge, GA

Site 3

Hudson Bridge Rd,
east of Flippen Rd

Date

Thursday, November 3, 2022

Weather

Fair
64°F

Lat/Long

33.501492°, -84.243727°

0000 - 2400 (24h Session) (11-03-2022)

Bi-Directional 15min

Time	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	42	4	0	1	0	0	0	0	0	0	0	0	47	167
0015 - 0030	0	42	4	0	1	0	0	0	0	0	0	0	0	47	
0030 - 0045	0	37	4	0	0	0	0	0	0	0	0	0	0	41	
0045 - 0100	0	29	3	0	0	0	0	0	0	0	0	0	0	32	
0100 - 0115	0	21	2	0	1	0	0	0	0	0	0	0	0	24	97
0115 - 0130	0	22	1	0	1	0	0	0	0	0	0	0	0	24	
0130 - 0145	0	25	3	0	0	0	0	0	0	0	0	0	0	28	
0145 - 0200	0	17	4	0	0	0	0	0	0	0	0	0	0	21	
0200 - 0215	0	21	4	0	1	0	0	0	0	0	0	0	0	26	91
0215 - 0230	0	23	5	0	0	1	0	0	0	0	0	0	0	30	
0230 - 0245	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
0245 - 0300	0	19	1	0	0	0	0	0	1	0	0	0	0	21	
0300 - 0315	0	16	2	0	0	0	0	0	0	0	0	0	0	18	97
0315 - 0330	0	17	1	0	0	0	0	0	0	0	0	0	0	18	
0330 - 0345	0	25	2	0	1	0	0	0	0	0	0	0	0	28	
0345 - 0400	0	31	2	0	0	0	0	0	0	0	0	0	0	33	
0400 - 0415	0	30	3	0	1	0	0	0	1	0	0	0	0	35	161
0415 - 0430	0	27	3	0	0	0	0	0	0	0	0	0	0	30	
0430 - 0445	0	30	5	0	1	0	0	0	0	0	0	0	0	36	
0445 - 0500	0	54	5	0	0	1	0	0	0	0	0	0	0	60	
0500 - 0515	0	59	7	0	1	0	0	0	0	0	0	0	0	67	366
0515 - 0530	0	63	11	0	2	0	0	0	0	0	0	0	0	76	
0530 - 0545	0	75	12	0	0	0	0	0	0	0	0	0	0	87	
0545 - 0600	0	117	17	0	1	0	0	0	1	0	0	0	0	136	
0600 - 0615	0	102	13	1	2	0	0	0	0	0	0	0	0	118	778
0615 - 0630	0	162	19	0	1	1	0	0	0	0	0	0	0	183	
0630 - 0645	0	197	23	1	2	2	0	0	1	0	0	0	0	226	
0645 - 0700	0	215	28	2	5	1	0	0	0	0	0	0	0	251	
0700 - 0715	1	267	41	1	8	0	0	1	0	0	0	0	0	319	1567
0715 - 0730	0	328	47	2	4	2	0	1	1	0	0	0	0	385	
0730 - 0745	0	362	48	0	2	7	0	0	1	0	0	0	0	420	
0745 - 0800	0	372	59	3	8	0	0	1	0	0	0	0	0	443	
0800 - 0815	1	330	40	2	10	2	0	1	0	0	0	0	0	386	1525
0815 - 0830	0	321	60	1	7	1	0	0	1	0	0	0	0	391	
0830 - 0845	0	314	50	1	8	5	0	3	0	0	0	0	0	381	
0845 - 0900	1	306	53	0	4	3	0	0	0	0	0	0	0	367	
0900 - 0915	0	284	65	0	7	0	0	0	0	0	0	0	0	356	1389
0915 - 0930	0	301	57	1	7	1	0	3	1	0	0	0	0	371	
0930 - 0945	0	288	54	2	4	0	0	0	0	0	0	0	0	348	
0945 - 1000	0	253	56	1	2	2	0	0	0	0	0	0	0	314	
1000 - 1015	1	304	44	0	5	4	0	1	0	0	0	0	0	359	1422
1015 - 1030	0	268	60	0	4	1	0	0	1	0	0	0	0	334	
1030 - 1045	1	306	59	0	5	0	0	0	0	0	0	0	0	371	
1045 - 1100	0	293	61	0	1	2	0	1	0	0	0	0	0	358	
1100 - 1115	0	318	45	0	5	3	0	0	1	0	0	0	0	372	1524
1115 - 1130	1	314	74	0	4	2	0	0	1	0	0	0	0	396	
1130 - 1145	1	290	61	0	7	3	0	1	1	0	0	0	0	364	
1145 - 1200	0	325	57	0	8	1	0	0	1	0	0	0	0	392	
1200 - 1215	0	325	73	0	6	2	0	1	0	0	0	0	0	407	1734
1215 - 1230	2	323	64	0	8	1	0	1	0	0	0	0	0	399	
1230 - 1245	0	389	67	0	4	1	0	1	0	0	0	0	0	462	
1245 - 1300	1	384	73	1	3	3	0	0	1	0	0	0	0	466	
1300 - 1315	2	399	52	0	3	1	0	1	0	0	0	0	0	458	1865
1315 - 1330	1	363	85	0	5	0	0	0	0	0	0	0	0	454	
1330 - 1345	1	386	98	0	6	2	0	0	0	0	0	0	0	493	
1345 - 1400	0	368	85	0	5	1	0	0	1	0	0	0	0	460	
1400 - 1415	3	354	64	5	9	1	0	1	1	0	0	0	0	438	1800
1415 - 1430	3	410	66	2	8	1	0	0	0	0	0	0	0	490	
1430 - 1445	3	356	85	2	4	0	0	0	0	0	0	0	0	450	
1445 - 1500	0	342	73	2	3	4	2	0	0	0	0	0	0	422	
1500 - 1515	2	393	89	0	4	0	0	0	1	0	0	0	0	489	1992
1515 - 1530	2	406	74	0	2	2	0	2	0	0	0	0	0	488	
1530 - 1545	0	409	64	0	4	2	0	1	1	0	0	0	0	481	
1545 - 1600	1	451	80	0	0	1	0	1	0	0	0	0	0	534	
1600 - 1615	1	474	80	1	3	0	0	0	1	0	0	0	0	560	2269
1615 - 1630	0	501	68	0	4	3	0	0	2	0	0	0	0	578	
1630 - 1645	1	493	70	0	0	3	0	1	1	0	0	0	0	569	
1645 - 1700	0	468	83	0	8	1	0	0	0	0	0	0	0	562	
1700 - 1715	0	422	93	0	1	2	0	0	0	0	0	0	0	518	2263
1715 - 1730	1	511	72	0	2	4	0	0	1	1	0	0	0	592	
1730 - 1745	0	479	86	0	4	2	0	0	1	0	0	0	0	572	
1745 - 1800	1	486	89	0	0	3	0	0	1	1	0	0	0	581	
1800 - 1815	4	449	71	1	7	1	0	0	0	0	0	0	0	533	2035
1815 - 1830	3	439	65	0	1	1	0	1	0	0	0	0	0	510	
1830 - 1845	0	419	65	0	3	0	0	1	0	0	0	0	0	488	
1845 - 1900	2	428	66	0	7	1	0	0	0	0	0	0	0	504	
1900 - 1915	0	357	48	0	0	0	0	0	0	0	0	0	0	405	1520
1915 - 1930	0	337	58	0	7	0	0	0	0	0	0	0	0	402	
1930 - 1945	0	282	59	0	2	1	0	0	0	0	0	0	0	344	
1945 - 2000	0	302	65	0	1	0	0	1	0	0	0	0	0	369	
2000 - 2015	0	269	55	0	1	0	0	0	0	0	0	0	0	325	1079
2015 - 2030	1	226	56	0	2	1	0	0	0	0	0	0	0	286	
2030 - 2045	0	218	33	0	3	0	0	1	0	0	0	0	0	255	
2045 - 2100	0	178	32	0	3	0	0	0	0	0	0	0	0	213	
2100 - 2115	0	166	23	0	2	0	0	0	0	0	0	0	0	191	693
2115 - 2130	2	147	29	0	0	0	0	0	0	0	0	0	0	178	
2130 - 2145	0	132	26	0	0	0	0	0	0	0	0	0	0	158	
2145 - 2200	0	135	28	0	3	0	0	0	0	0	0	0	0	166	
2200 - 2215	1	120	32	0	0	0	0	0	0	0	0	0	0	153	475
2215 - 2230	0	90	25	0	0	0	0	0	0	0	0	0	0	115	
2230 - 2245	0	88	17	0	1	0	0	0	0	0	0	0	0	106	
2245 - 2300	0	82	18	0	1	0	0	0	0	0	0	0	0	101	
2300 - 2315	0	80	15	0	0	0	0	0	0	0	0	0	0	95	338
2315 - 2330	0	66	18	0	2	0	0	0	0	0	0	0	0	86	
2330 - 2345	2	61	15	0	0	0	0	0	0	0	0	0	0	78	
2345 - 0000	0	62	16	0	1	0	0	0	0	0	0	0	0	79	

Session Total	47	22701	4047	34	275	88	0	28	25
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Bi-Directional Class Count || Volume Summary 15min

Stockbridge, GA



www.marrtraffic.com

Site 3

Hudson Bridge Rd,
east of Flippen Rd

Date

Thursday, November 3, 2022

Weather

Fair
64°F

Lat/Long

33.501492°, -84.243727°

0000 - 2400 (24h Session) (11-03-2022)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
0000 - 0015	15	32	47	167
0015 - 0030	18	29	47	
0030 - 0045	7	34	41	
0045 - 0100	9	23	32	
0100 - 0115	11	13	24	97
0115 - 0130	9	15	24	
0130 - 0145	15	13	28	
0145 - 0200	8	13	21	
0200 - 0215	6	20	26	91
0215 - 0230	15	15	30	
0230 - 0245	6	8	14	
0245 - 0300	8	13	21	
0300 - 0315	10	8	18	97
0315 - 0330	8	10	18	
0330 - 0345	20	8	28	
0345 - 0400	14	19	33	
0400 - 0415	25	10	35	161
0415 - 0430	23	7	30	
0430 - 0445	26	10	36	
0445 - 0500	46	14	60	
0500 - 0515	53	14	67	366
0515 - 0530	60	16	76	
0530 - 0545	67	20	87	
0545 - 0600	86	50	136	
0600 - 0615	70	48	118	778
0615 - 0630	112	71	183	
0630 - 0645	153	73	226	
0645 - 0700	146	105	251	
0700 - 0715	200	119	319	1567
0715 - 0730	249	136	385	
0730 - 0745	282	138	420	
0745 - 0800	283	160	443	
0800 - 0815	257	129	386	1525
0815 - 0830	251	140	391	
0830 - 0845	234	147	381	
0845 - 0900	234	133	367	
0900 - 0915	199	157	356	1389
0915 - 0930	208	163	371	
0930 - 0945	186	162	348	
0945 - 1000	174	140	314	
1000 - 1015	189	170	359	1422
1015 - 1030	180	154	334	
1030 - 1045	209	162	371	
1045 - 1100	199	159	358	
1100 - 1115	191	181	372	1524
1115 - 1130	201	195	396	
1130 - 1145	177	187	364	
1145 - 1200	197	195	392	

Time	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
1200 - 1215	212	195	407	1734
1215 - 1230	205	194	399	
1230 - 1245	255	207	462	
1245 - 1300	237	229	466	
1300 - 1315	210	248	458	1865
1315 - 1330	220	234	454	
1330 - 1345	221	272	493	
1345 - 1400	224	236	460	
1400 - 1415	206	232	438	1800
1415 - 1430	230	260	490	
1430 - 1445	216	234	450	
1445 - 1500	192	230	422	
1500 - 1515	214	275	489	1992
1515 - 1530	226	262	488	
1530 - 1545	196	285	481	
1545 - 1600	233	301	534	
1600 - 1615	211	349	560	2269
1615 - 1630	230	348	578	
1630 - 1645	230	339	569	
1645 - 1700	213	349	562	
1700 - 1715	260	258	518	2263
1715 - 1730	273	319	592	
1730 - 1745	268	304	572	
1745 - 1800	263	318	581	
1800 - 1815	244	289	533	2035
1815 - 1830	214	296	510	
1830 - 1845	224	264	488	
1845 - 1900	218	286	504	
1900 - 1915	161	244	405	1520
1915 - 1930	157	245	402	
1930 - 1945	144	200	344	
1945 - 2000	145	224	369	
2000 - 2015	119	206	325	1079
2015 - 2030	106	180	286	
2030 - 2045	97	158	255	
2045 - 2100	89	124	213	
2100 - 2115	74	117	191	693
2115 - 2130	62	116	178	
2130 - 2145	64	94	158	
2145 - 2200	61	105	166	
2200 - 2215	61	92	153	475
2215 - 2230	47	68	115	
2230 - 2245	47	59	106	
2245 - 2300	36	65	101	
2300 - 2315	25	70	95	338
2315 - 2330	28	58	86	
2330 - 2345	29	49	78	
2345 - 0000	32	47	79	

Session Total	13275	13972	27247
Session Average	138.28	145.54	283.82
Session Percentage	48.72	51.28	

Bi-Directional Class Count || NB EB 60min

Stockbridge, GA

Site 3

Hudson Bridge Rd,
east of Flippen Rd

Date

Thursday, November 3, 2022

Weather

Fair
64°F

Lat/Long

33.501492°, -84.243727°

0000 - 2400 (24h Session) (11-03-2022)

NB EB 60min

TIME	Eastbound (Movement 3.1)													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 - 0100	0	44	4	0	1	0	0	0	0	0	0	0	0	49
0100 - 0200	0	36	6	0	1	0	0	0	0	0	0	0	0	43
0200 - 0300	0	29	4	0	0	1	0	0	1	0	0	0	0	35
0300 - 0400	0	46	5	0	1	0	0	0	0	0	0	0	0	52
0400 - 0500	0	103	14	0	2	0	0	0	1	0	0	0	0	120
0500 - 0600	0	232	31	0	3	0	0	0	0	0	0	0	0	266
0600 - 0700	0	416	54	2	7	2	0	0	0	0	0	0	0	481
0700 - 0800	0	875	123	2	11	0	0	2	1	0	0	0	0	1014
0800 - 0900	2	812	132	2	14	9	0	5	0	0	0	0	0	976
0900 - 1000	0	641	111	1	10	1	0	2	1	0	0	0	0	767
1000 - 1100	0	647	120	0	7	1	0	2	0	0	0	0	0	777
1100 - 1200	2	609	133	0	16	4	0	1	1	0	0	0	0	766
1200 - 1300	1	749	144	1	11	0	0	2	1	0	0	0	0	909
1300 - 1400	2	709	149	0	11	3	0	1	0	0	0	0	0	875
1400 - 1500	5	669	144	6	17	3	0	0	0	0	0	0	0	844
1500 - 1600	3	728	126	0	8	1	0	3	0	0	0	0	0	869
1600 - 1700	0	758	117	2	6	0	0	1	0	0	0	0	0	884
1700 - 1800	0	897	159	0	4	1	0	0	2	1	0	0	0	1064
1800 - 1900	6	757	125	1	8	1	0	2	0	0	0	0	0	900
1900 - 2000	0	508	92	0	6	0	0	1	0	0	0	0	0	607
2000 - 2100	0	331	75	0	3	1	0	1	0	0	0	0	0	411
2100 - 2200	0	217	41	0	3	0	0	0	0	0	0	0	0	261
2200 - 2300	0	149	41	0	1	0	0	0	0	0	0	0	0	191
2300 - 2400	0	84	28	0	2	0	0	0	0	0	0	0	0	114

Session Total	21	11046	1978	17	153	28	0	23	8	1	0	0	0	13275
Session Average	0.88	460.25	82.42	0.71	6.38	1.17	0.00	0.96	0.33	0.04	0.00	0.00	0.00	553.13
Session Percentage	0.16	83.21	14.90	0.13	1.15	0.21	0.00	0.17	0.06	0.01	0.00	0.00	0.00	

AM Peak Hour	0800 - 0900	0700 - 0800	0800 - 0900	0600 - 0700	0800 - 0900	0800 - 0900	-	0800 - 0900	0700 - 0800	-	-	-	-	0700 - 0800
AM Peak Volume	2	875	132	2	14	9	0	5	1	0	0	0	0	1014

Noon Peak Hour	1400 - 1500	1200 - 1300	1300 - 1400	1400 - 1500	1400 - 1500	1100 - 1200	-	1000 - 1100	1100 - 1200	-	-	-	-	1200 - 1300
Noon Peak Volume	5	749	149	6	17	4	0	2	1	0	0	0	0	909

PM Peak Hour	1800 - 1900	1700 - 1800	1700 - 1800	1600 - 1700	1500 - 1600	1500 - 1600	-	1500 - 1600	1700 - 1800	1700 - 1800	-	-	-	1700 - 1800
PM Peak Volume	6	897	159	2	8	1	0	3	2	1	0	0	0	1064

Bi-Directional Class Count || SB WB 60min

Stockbridge, GA



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Site 3

Hudson Bridge Rd,
east of Flippen Rd

Date

Thursday, November 3, 2022

Weather

Fair
64°F

Lat/Long

33.501492°, -84.243727°

0000 - 2400 (24h Session) (11-03-2022)

SB WB 60min

Westbound (Movement 3.2)														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	106	11	0	1	0	0	0	0	0	0	0	0	118
0100 - 0200	0	49	4	0	1	0	0	0	0	0	0	0	0	54
0200 - 0300	0	48	6	0	1	0	0	0	1	0	0	0	0	56
0300 - 0400	0	43	2	0	0	0	0	0	0	0	0	0	0	45
0400 - 0500	0	38	2	0	0	1	0	0	0	0	0	0	0	41
0500 - 0600	0	82	16	0	1	0	0	0	1	0	0	0	0	100
0600 - 0700	0	260	29	2	3	2	0	0	1	0	0	0	0	297
0700 - 0800	1	454	72	4	11	9	0	1	1	0	0	0	0	553
0800 - 0900	0	459	71	2	15	2	0	0	0	0	0	0	0	549
0900 - 1000	0	485	121	3	10	2	0	1	0	0	0	0	0	622
1000 - 1100	2	524	104	0	8	6	0	0	1	0	0	0	0	645
1100 - 1200	0	638	104	0	8	5	0	0	3	0	0	0	0	758
1200 - 1300	2	672	133	0	10	7	0	1	0	0	0	0	0	825
1300 - 1400	2	807	171	0	8	1	0	0	1	0	0	0	0	990
1400 - 1500	4	793	144	5	7	1	0	1	1	0	0	0	0	956
1500 - 1600	2	931	181	0	2	4	0	1	2	0	0	0	0	1123
1600 - 1700	2	1178	184	1	9	7	0	0	4	0	0	0	0	1385
1700 - 1800	2	1001	181	0	3	10	0	0	1	1	0	0	0	1199
1800 - 1900	3	978	142	0	10	2	0	0	0	0	0	0	0	1135
1900 - 2000	0	770	138	0	4	1	0	0	0	0	0	0	0	913
2000 - 2100	1	560	101	0	6	0	0	0	0	0	0	0	0	668
2100 - 2200	2	363	65	0	2	0	0	0	0	0	0	0	0	432
2200 - 2300	1	231	51	0	1	0	0	0	0	0	0	0	0	284
2300 - 2400	2	185	36	0	1	0	0	0	0	0	0	0	0	224

Session Total	26	11655	2069	17	122	60	0	5	17	1	0	0	0	13972
Session Average	1.08	485.63	86.21	0.71	5.08	2.50	0.00	0.21	0.71	0.04	0.00	0.00	0.00	582.17
Session Percentage	0.19	83.42	14.81	0.12	0.87	0.43	0.00	0.04	0.12	0.01	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0900 - 1000	0900 - 1000	0700 - 0800	0800 - 0900	0700 - 0800	-	0700 - 0800	0500 - 0600	-	-	-	-	0900 - 1000
AM Peak Volume	1	485	121	4	15	9	0	1	1	0	0	0	0	622

Noon Peak Hour	1400 - 1500	1300 - 1400	1300 - 1400	1400 - 1500	1200 - 1300	1200 - 1300	-	1200 - 1300	1100 - 1200	-	-	-	-	1300 - 1400
Noon Peak Volume	4	807	171	5	10	7	0	1	3	0	0	0	0	990

PM Peak Hour	1800 - 1900	1600 - 1700	1600 - 1700	1600 - 1700	1800 - 1900	1700 - 1800	-	1500 - 1600	1600 - 1700	1700 - 1800	-	-	-	1600 - 1700
PM Peak Volume	3	1178	184	1	10	10	0	1	4	1	0	0	0	1385

Bi-Directional Class Count || Bi-Directional 60min

Stockbridge, GA

Site 3

Hudson Bridge Rd,
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Lat/Long

33.501492°, -84.243727°

0000 - 2400 (24h Session) (11-03-2022)

Bi-Directional 60min

Bi-Directional 60min														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	150	15	0	2	0	0	0	0	0	0	0	0	167
0100 - 0200	0	85	10	0	2	0	0	0	0	0	0	0	0	97
0200 - 0300	0	77	10	0	1	1	0	0	2	0	0	0	0	91
0300 - 0400	0	89	7	0	1	0	0	0	0	0	0	0	0	97
0400 - 0500	0	141	16	0	2	1	0	0	1	0	0	0	0	161
0500 - 0600	0	314	47	0	4	0	0	0	1	0	0	0	0	366
0600 - 0700	0	676	83	4	10	4	0	0	1	0	0	0	0	778
0700 - 0800	1	1329	195	6	22	9	0	3	2	0	0	0	0	1567
0800 - 0900	2	1271	203	4	29	11	0	5	0	0	0	0	0	1525
0900 - 1000	0	1126	232	4	20	3	0	3	1	0	0	0	0	1389
1000 - 1100	2	1171	224	0	15	7	0	2	1	0	0	0	0	1422
1100 - 1200	2	1247	237	0	24	9	0	1	4	0	0	0	0	1524
1200 - 1300	3	1421	277	1	21	7	0	3	1	0	0	0	0	1734
1300 - 1400	4	1516	320	0	19	4	0	1	1	0	0	0	0	1865
1400 - 1500	9	1462	288	11	24	4	0	1	1	0	0	0	0	1800
1500 - 1600	5	1659	307	0	10	5	0	4	2	0	0	0	0	1992
1600 - 1700	2	1936	301	3	15	7	0	1	4	0	0	0	0	2269
1700 - 1800	2	1898	340	0	7	11	0	0	3	2	0	0	0	2263
1800 - 1900	9	1735	267	1	18	3	0	2	0	0	0	0	0	2035
1900 - 2000	0	1278	230	0	10	1	0	1	0	0	0	0	0	1520
2000 - 2100	1	891	176	0	9	1	0	1	0	0	0	0	0	1079
2100 - 2200	2	580	106	0	5	0	0	0	0	0	0	0	0	693
2200 - 2300	1	380	92	0	2	0	0	0	0	0	0	0	0	475
2300 - 2400	2	269	64	0	3	0	0	0	0	0	0	0	0	338

Session Total	47	22701	4047	34	275	88	0	28	25	2	0	0	0	27247
Session Average	1.96	945.88	168.63	1.42	11.46	3.67	0.00	1.17	1.04	0.08	0.00	0.00	0.00	1135.29
Session Percentage	0.17	83.32	14.85	0.12	1.01	0.32	0.00	0.10	0.09	0.01	0.00	0.00	0.00	

AM Peak Hour	0800 - 0900	0700 - 0800	0900 - 1000	0700 - 0800	0800 - 0900	0800 - 0900	-	0800 - 0900	0700 - 0800	-	-	-	-	0700 - 0800
AM Peak Volume	2	1329	232	6	29	11	0	5	2	0	0	0	0	1567

Noon Peak Hour	1400 - 1500	1300 - 1400	1300 - 1400	1400 - 1500	1100 - 1200	1100 - 1200	-	1200 - 1300	1100 - 1200	-	-	-	-	1300 - 1400
Noon Peak Volume	9	1516	320	11	24	9	0	3	4	0	0	0	0	1865

PM Peak Hour	1800 - 1900	1600 - 1700	1700 - 1800	1600 - 1700	1800 - 1900	1700 - 1800	-	1500 - 1600	1600 - 1700	1700 - 1800	-	-	-	1600 - 1700
PM Peak Volume	9	1936	340	3	18	11	0	4	4	2	0	0	0	2269

Bi-Directional Class Count || Volume Summary 60min

Stockbridge, GA

Site 3

Hudson Bridge Rd,
east of Flippen Rd

Date

Thursday, November 3, 2022

Weather

Fair
64°F

Lat/Long

33.501492°, -84.243727°

0000 - 2400 (24h Session) (11-03-2022)

Volume Summary 60min

Volume Summary 60min			
TIME	EB	WB	Total
0000 - 0100	49	118	167
0100 - 0200	43	54	97
0200 - 0300	35	56	91
0300 - 0400	52	45	97
0400 - 0500	120	41	161
0500 - 0600	266	100	366
0600 - 0700	481	297	778
0700 - 0800	1014	553	1567
0800 - 0900	976	549	1525
0900 - 1000	767	622	1389
1000 - 1100	777	645	1422
1100 - 1200	766	758	1524

Volume Summary 60min			
Time	EB	WB	Total
1200 - 1300	909	825	1734
1300 - 1400	875	990	1865
1400 - 1500	844	956	1800
1500 - 1600	869	1123	1992
1600 - 1700	884	1385	2269
1700 - 1800	1064	1199	2263
1800 - 1900	900	1135	2035
1900 - 2000	607	913	1520
2000 - 2100	411	668	1079
2100 - 2200	261	432	693
2200 - 2300	191	284	475
2300 - 2400	114	224	338

Session Total	13275	13972	27247
Session Average	553.13	582.17	1135.29
Session Percentage	48.72	51.28	

Bi-Directional Class Count || Graphical Analysis NB EB

Stockbridge, GA

Site 3

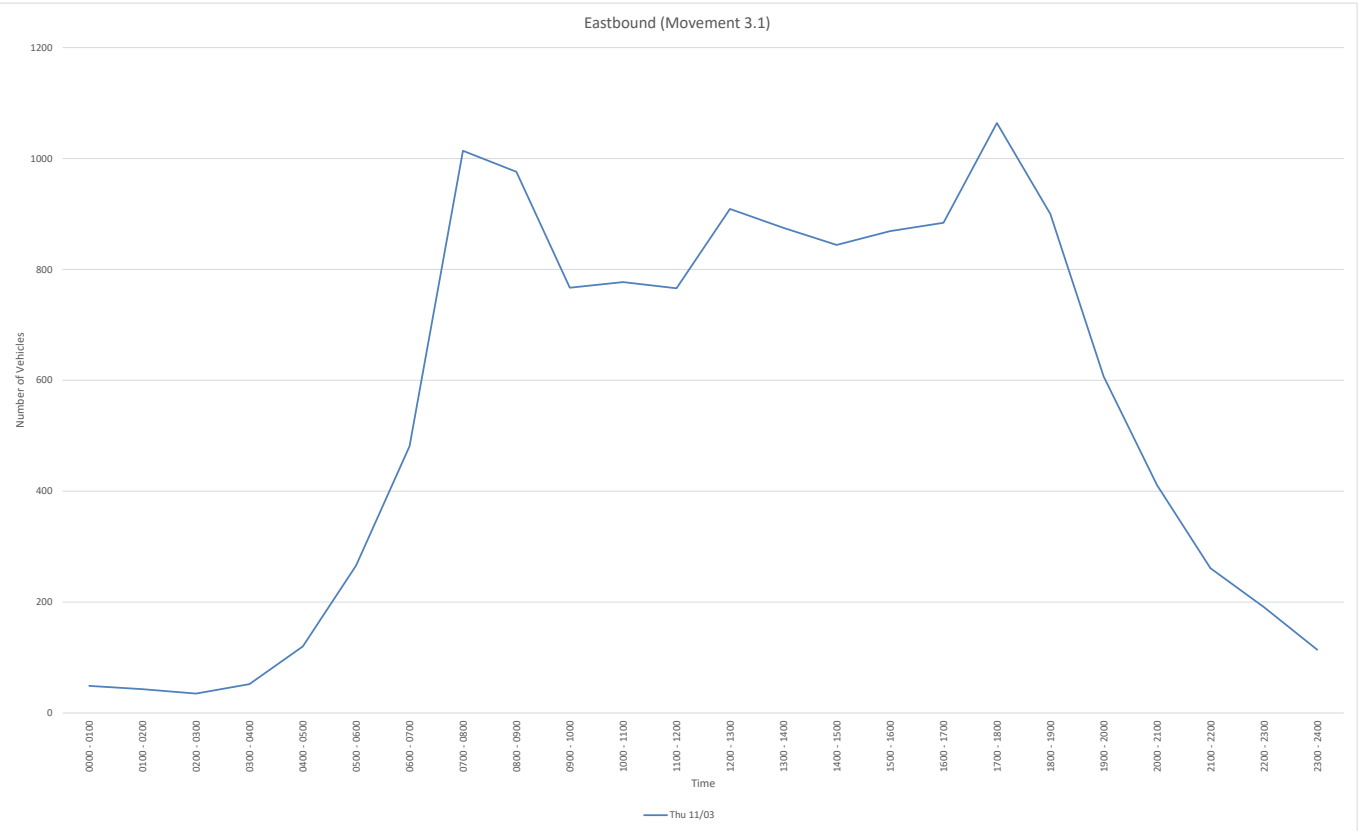
Hudson Bridge Rd,
east of Flippen Rd

Lat/Long

33.501492°, -84.243727°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Bi-Directional Class Count || Graphical Analysis SB WB

Stockbridge, GA

Site 3

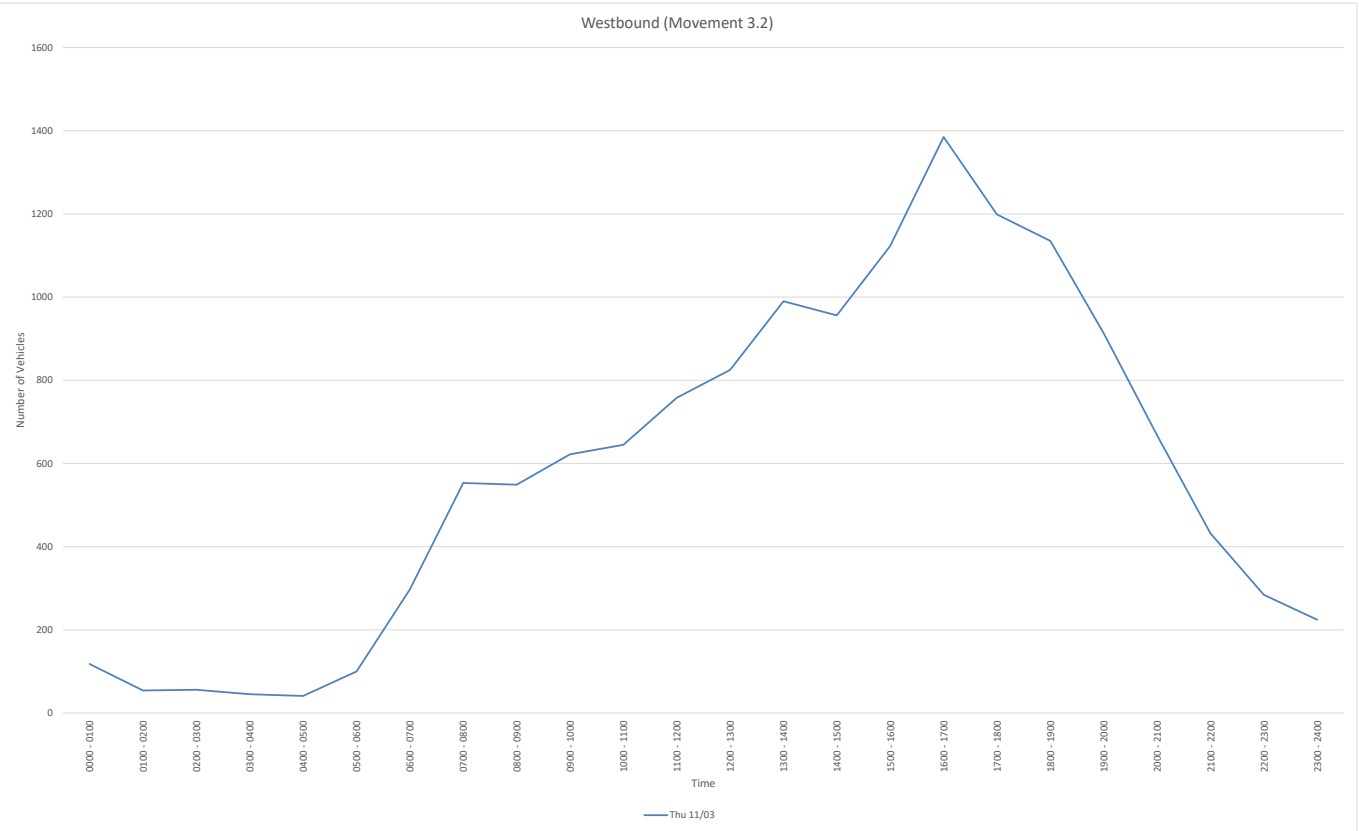
Hudson Bridge Rd,
east of Flippen Rd

Lat/Long

33.501492°, -84.243727°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



EB

File Name:

Start Date: 11/3/2022

Start Time: 0

Site Code: 3

Station ID: 1

Location 1: Hudson Bridge Rd, east of Flippen Rd

Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
11/3/2022	12:00 AM	0	13	1	0	1	0	0	0	0	0	0	0	0
11/3/2022	12:15 AM	0	16	2	0	0	0	0	0	0	0	0	0	0
11/3/2022	12:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
11/3/2022	12:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0
11/3/2022	1:00 AM	0	9	1	0	1	0	0	0	0	0	0	0	0
11/3/2022	1:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0
11/3/2022	1:30 AM	0	13	2	0	0	0	0	0	0	0	0	0	0
11/3/2022	1:45 AM	0	6	2	0	0	0	0	0	0	0	0	0	0
11/3/2022	2:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
11/3/2022	2:15 AM	0	10	3	0	0	1	0	0	1	0	0	0	0
11/3/2022	2:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
11/3/2022	2:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0
11/3/2022	3:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0
11/3/2022	3:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0
11/3/2022	3:30 AM	0	17	2	0	1	0	0	0	0	0	0	0	0
11/3/2022	3:45 AM	0	13	1	0	0	0	0	0	0	0	0	0	0
11/3/2022	4:00 AM	0	20	3	0	1	0	0	0	1	0	0	0	0
11/3/2022	4:15 AM	0	20	3	0	0	0	0	0	0	0	0	0	0
11/3/2022	4:30 AM	0	22	3	0	1	0	0	0	0	0	0	0	0
11/3/2022	4:45 AM	0	41	5	0	0	0	0	0	0	0	0	0	0
11/3/2022	5:00 AM	0	46	6	0	1	0	0	0	0	0	0	0	0
11/3/2022	5:15 AM	0	51	7	0	2	0	0	0	0	0	0	0	0
11/3/2022	5:30 AM	0	59	8	0	0	0	0	0	0	0	0	0	0
11/3/2022	5:45 AM	0	76	10	0	0	0	0	0	0	0	0	0	0
11/3/2022	6:00 AM	0	59	8	1	2	0	0	0	0	0	0	0	0
11/3/2022	6:15 AM	0	99	11	0	1	1	0	0	0	0	0	0	0
11/3/2022	6:30 AM	0	132	19	0	2	0	0	0	0	0	0	0	0
11/3/2022	6:45 AM	0	126	16	1	2	1	0	0	0	0	0	0	0
11/3/2022	7:00 AM	0	172	24	0	3	0	1	0	0	0	0	0	0
11/3/2022	7:15 AM	0	214	31	1	3	0	0	0	0	0	0	0	0
11/3/2022	7:30 AM	0	244	36	0	1	0	0	0	1	0	0	0	0
11/3/2022	7:45 AM	0	245	32	1	4	0	0	1	0	0	0	0	0
11/3/2022	8:00 AM	1	217	30	2	4	2	0	1	0	0	0	0	0
11/3/2022	8:15 AM	0	207	37	0	5	1	0	1	0	0	0	0	0
11/3/2022	8:30 AM	0	193	30	0	3	5	0	3	0	0	0	0	0
11/3/2022	8:45 AM	1	195	35	0	2	1	0	0	0	0	0	0	0
11/3/2022	9:00 AM	0	167	27	0	5	0	0	0	0	0	0	0	0
11/3/2022	9:15 AM	0	174	27	0	3	1	0	2	1	0	0	0	0
11/3/2022	9:30 AM	0	157	27	1	1	0	0	0	0	0	0	0	0
11/3/2022	9:45 AM	0	143	30	0	1	0	0	0	0	0	0	0	0
11/3/2022	10:00 AM	0	160	26	0	2	0	0	1	0	0	0	0	0
11/3/2022	10:15 AM	0	146	32	0	1	1	0	0	0	0	0	0	0
11/3/2022	10:30 AM	0	178	28	0	3	0	0	0	0	0	0	0	0
11/3/2022	10:45 AM	0	163	34	0	1	0	0	1	0	0	0	0	0
11/3/2022	11:00 AM	0	159	26	0	4	1	0	0	1	0	0	0	0
11/3/2022	11:15 AM	1	160	38	0	1	1	0	0	0	0	0	0	0
11/3/2022	11:30 AM	1	137	32	0	5	1	0	1	0	0	0	0	0
11/3/2022	11:45 AM	0	153	37	0	6	1	0	0	0	0	0	0	0
11/3/2022	12:00 PM	0	166	41	0	4	0	0	1	0	0	0	0	0
11/3/2022	12:15 PM	1	169	29	0	5	0	0	1	0	0	0	0	0
11/3/2022	12:30 PM	0	216	38	0	1	0	0	0	0	0	0	0	0
11/3/2022	12:45 PM	0	198	36	1	1	0	0	0	1	0	0	0	0
11/3/2022	1:00 PM	2	182	24	0	0	1	0	1	0	0	0	0	0
11/3/2022	1:15 PM	0	172	43	0	5	0	0	0	0	0	0	0	0
11/3/2022	1:30 PM	0	174	44	0	2	1	0	0	0	0	0	0	0
11/3/2022	1:45 PM	0	181	38	0	4	1	0	0	0	0	0	0	0
11/3/2022	2:00 PM	2	165	28	2	8	1	0	0	0	0	0	0	0
11/3/2022	2:15 PM	1	191	33	1	4	0	0	0	0	0	0	0	0
11/3/2022	2:30 PM	2	165	46	1	2	0	0	0	0	0	0	0	0
11/3/2022	2:45 PM	0	148	37	2	3	2	0	0	0	0	0	0	0
11/3/2022	3:00 PM	1	177	33	0	3	0	0	0	0	0	0	0	0
11/3/2022	3:15 PM	1	183	38	0	2	1	0	1	0	0	0	0	0
11/3/2022	3:30 PM	0	166	26	0	3	0	0	1	0	0	0	0	0
11/3/2022	3:45 PM	1	202	29	0	0	0	0	1	0	0	0	0	0
11/3/2022	4:00 PM	0	178	32	1	0	0	0	0	0	0	0	0	0
11/3/2022	4:15 PM	0	201	26	0	3	0	0	0	0	0	0	0	0
11/3/2022	4:30 PM	0	203	26	0	0	0	0	1	0	0	0	0	0
11/3/2022	4:45 PM	0	176	33	1	3	0	0	0	0	0	0	0	0
11/3/2022	5:00 PM	0	221	39	0	0	0	0	0	0	0	0	0	0
11/3/2022	5:15 PM	0	238	32	0	2	0	0	0	1	0	0	0	0
11/3/2022	5:30 PM	0	223	42	0	2	1	0	0	0	0	0	0	0
11/3/2022	5:45 PM	0	215	46	0	0	0	0	0	1	1	0	0	0
11/3/2022	6:00 PM	2	203	36	1	2	0	0	0	0	0	0	0	0
11/3/2022	6:15 PM	2	176	34	0	0	1	0	1	0	0	0	0	0
11/3/2022	6:30 PM	0	192	28	0	3	0	0	1	0	0	0	0	0
11/3/2022	6:45 PM	2	186	27	0	3	0	0	0	0	0	0	0	0
11/3/2022	7:00 PM	0	143	18	0	0	0	0	0	0	0	0	0	0
11/3/2022	7:15 PM	0	128	25	0	4	0	0	0	0	0	0	0	0
11/3/2022	7:30 PM	0	122	21	0	1	0	0	0	0	0	0	0	0
11/3/2022	7:45 PM	0	115	28	0	1	0	0	1	0	0	0	0	0
11/3/2022	8:00 PM	0	98	21	0	0	0	0	0	0	0	0	0	0
11/3/2022	8:15 PM	0	84	21	0	0	1	0	0	0	0	0	0	0
11/3/2022	8:30 PM	0	78	16	0	2	0	0	1	0	0	0	0	0
11/3/2022	8:45 PM	0	71	17	0	1	0	0	0	0	0	0	0	0
11/3/2022	9:00 PM	0	64	10	0	0	0	0	0	0	0	0	0	0
11/3/2022	9:15 PM	0	51	11	0	0	0	0	0	0	0	0	0	0
11/3/2022	9:30 PM	0	54	10	0	0	0	0	0	0	0	0	0	0
11/3/2022	9:45 PM	0	48	10	0	3	0	0	0	0	0	0	0	0
11/3/2022	10:00 PM	0	48	13	0	0	0	0	0	0	0	0	0	0
11/3/2022	10:15 PM	0	35	12	0	0	0	0	0	0	0	0	0	0
11/3/2022	10:30 PM	0	38	8	0	1	0	0	0	0	0	0	0	0
11/3/2022	10:45 PM	0	28	8	0	0	0	0	0	0	0	0	0	0
11/3/2022	11:00 PM	0	19	6	0	0	0	0	0	0	0	0	0	0
11/3/2022	11:15 PM	0	17	10	0	1	0	0	0	0	0	0	0	0
11/3/2022	11:30 PM	0	23	6	0	0	0	0	0	0	0	0	0	0
11/3/2022	11:45 PM	0	25	6	0	1	0	0	0	0	0	0	0	0

File Name:
Start Date: 11/3/2022
Start Time: 0
Site Code: 3
Station ID: 1
Location 1: Hudson Bridge Rd, east of Flippen Rd
Location 2:

[illegible]

EB

File Name:

Start Date: 11/3/2022

Start Time: 0

Site Code: 3

Station ID: 1

Location 1: Hudson Bridge Rd, east of Flippen Rd

Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
11/3/2022	12:00 AM	0	44	4	0	1	0	0	0	0	0	0	0	0
11/3/2022	12:15 AM	0	40	4	0	1	0	0	0	0	0	0	0	0
11/3/2022	12:30 AM	0	32	3	0	1	0	0	0	0	0	0	0	0
11/3/2022	12:45 AM	0	38	5	0	1	0	0	0	0	0	0	0	0
11/3/2022	1:00 AM	0	36	6	0	1	0	0	0	0	0	0	0	0
11/3/2022	1:15 AM	0	33	5	0	0	0	0	0	0	0	0	0	0
11/3/2022	1:30 AM	0	35	7	0	0	1	0	0	1	0	0	0	0
11/3/2022	1:45 AM	0	28	5	0	0	1	0	0	1	0	0	0	0
11/3/2022	2:00 AM	0	29	4	0	0	1	0	0	1	0	0	0	0
11/3/2022	2:15 AM	0	32	5	0	0	1	0	0	1	0	0	0	0
11/3/2022	2:30 AM	0	29	3	0	0	0	0	0	0	0	0	0	0
11/3/2022	2:45 AM	0	40	5	0	1	0	0	0	0	0	0	0	0
11/3/2022	3:00 AM	0	46	5	0	1	0	0	0	0	0	0	0	0
11/3/2022	3:15 AM	0	57	7	0	2	0	0	0	1	0	0	0	0
11/3/2022	3:30 AM	0	70	9	0	2	0	0	0	1	0	0	0	0
11/3/2022	3:45 AM	0	75	10	0	2	0	0	0	1	0	0	0	0
11/3/2022	4:00 AM	0	103	14	0	2	0	0	0	1	0	0	0	0
11/3/2022	4:15 AM	0	129	17	0	2	0	0	0	0	0	0	0	0
11/3/2022	4:30 AM	0	160	21	0	4	0	0	0	0	0	0	0	0
11/3/2022	4:45 AM	0	197	26	0	3	0	0	0	0	0	0	0	0
11/3/2022	5:00 AM	0	232	31	0	3	0	0	0	0	0	0	0	0
11/3/2022	5:15 AM	0	245	33	1	4	0	0	0	0	0	0	0	0
11/3/2022	5:30 AM	0	293	37	1	3	1	0	0	0	0	0	0	0
11/3/2022	5:45 AM	0	366	48	1	5	1	0	0	0	0	0	0	0
11/3/2022	6:00 AM	0	416	54	2	7	2	0	0	0	0	0	0	0
11/3/2022	6:15 AM	0	529	70	1	8	2	0	1	0	0	0	0	0
11/3/2022	6:30 AM	0	644	90	2	10	1	0	1	0	0	0	0	0
11/3/2022	6:45 AM	0	756	107	2	9	1	0	1	1	0	0	0	0
11/3/2022	7:00 AM	0	875	123	2	11	0	0	2	1	0	0	0	0
11/3/2022	7:15 AM	1	920	129	4	12	2	0	2	1	0	0	0	0
11/3/2022	7:30 AM	1	913	135	3	14	3	0	3	1	0	0	0	0
11/3/2022	7:45 AM	1	862	129	3	16	8	0	6	0	0	0	0	0
11/3/2022	8:00 AM	2	812	132	2	14	9	0	5	0	0	0	0	0
11/3/2022	8:15 AM	1	762	129	0	15	7	0	4	0	0	0	0	0
11/3/2022	8:30 AM	1	729	119	0	13	7	0	5	1	0	0	0	0
11/3/2022	8:45 AM	1	693	116	1	11	2	0	2	1	0	0	0	0
11/3/2022	9:00 AM	0	641	111	1	10	1	0	2	1	0	0	0	0
11/3/2022	9:15 AM	0	634	110	1	7	1	0	3	1	0	0	0	0
11/3/2022	9:30 AM	0	606	115	1	5	1	0	1	0	0	0	0	0
11/3/2022	9:45 AM	0	627	116	0	7	1	0	1	0	0	0	0	0
11/3/2022	10:00 AM	0	647	120	0	7	1	0	2	0	0	0	0	0
11/3/2022	10:15 AM	0	646	120	0	9	2	0	1	1	0	0	0	0
11/3/2022	10:30 AM	1	660	126	0	9	2	0	1	1	0	0	0	0
11/3/2022	10:45 AM	2	619	130	0	11	3	0	2	1	0	0	0	0
11/3/2022	11:00 AM	2	609	133	0	16	4	0	1	1	0	0	0	0
11/3/2022	11:15 AM	2	616	148	0	16	3	0	2	0	0	0	0	0
11/3/2022	11:30 AM	2	625	139	0	20	2	0	3	0	0	0	0	0
11/3/2022	11:45 AM	1	704	145	0	16	1	0	2	0	0	0	0	0
11/3/2022	12:00 PM	1	749	144	1	11	0	0	2	1	0	0	0	0
11/3/2022	12:15 PM	3	765	127	1	7	1	0	2	1	0	0	0	0
11/3/2022	12:30 PM	2	768	141	1	7	1	0	1	1	0	0	0	0
11/3/2022	12:45 PM	2	726	147	1	8	2	0	1	1	0	0	0	0
11/3/2022	1:00 PM	2	709	149	0	11	3	0	1	0	0	0	0	0
11/3/2022	1:15 PM	2	692	153	2	19	3	0	0	0	0	0	0	0
11/3/2022	1:30 PM	3	711	143	3	18	3	0	0	0	0	0	0	0
11/3/2022	1:45 PM	5	702	145	4	18	2	0	0	0	0	0	0	0
11/3/2022	2:00 PM	5	669	144	6	17	3	0	0	0	0	0	0	0
11/3/2022	2:15 PM	4	681	149	4	12	2	0	0	0	0	0	0	0
11/3/2022	2:30 PM	4	673	154	3	10	3	0	1	0	0	0	0	0
11/3/2022	2:45 PM	2	674	134	2	11	3	0	2	0	0	0	0	0
11/3/2022	3:00 PM	3	728	126	0	8	1	0	3	0	0	0	0	0
11/3/2022	3:15 PM	2	729	125	1	5	1	0	3	0	0	0	0	0
11/3/2022	3:30 PM	1	747	113	1	6	0	0	2	0	0	0	0	0
11/3/2022	3:45 PM	1	784	113	1	3	0	0	2	0	0	0	0	0
11/3/2022	4:00 PM	0	758	117	2	6	0	0	1	0	0	0	0	0
11/3/2022	4:15 PM	0	801	124	1	6	0	0	1	0	0	0	0	0
11/3/2022	4:30 PM	0	838	130	1	5	0	0	1	1	0	0	0	0
11/3/2022	4:45 PM	0	858	146	1	7	1	0	0	1	0	0	0	0
11/3/2022	5:00 PM	0	897	159	0	4	1	0	0	2	1	0	0	0
11/3/2022	5:15 PM	2	879	156	1	6	1	0	0	2	1	0	0	0
11/3/2022	5:30 PM	4	817	158	1	4	2	0	1	1	1	0	0	0
11/3/2022	5:45 PM	4	786	144	1	5	1	0	2	1	1	0	0	0
11/3/2022	6:00 PM	6	757	125	1	8	1	0	2	0	0	0	0	0
11/3/2022	6:15 PM	4	697	107	0	6	1	0	2	0	0	0	0	0
11/3/2022	6:30 PM	2	649	98	0	10	0	0	1	0	0	0	0	0
11/3/2022	6:45 PM	2	579	91	0	8	0	0	0	0	0	0	0	0
11/3/2022	7:00 PM	0	508	92	0	6	0	0	1	0	0	0	0	0
11/3/2022	7:15 PM	0	463	95	0	6	0	0	1	0	0	0	0	0
11/3/2022	7:30 PM	0	419	91	0	2	1	0	1	0	0	0	0	0
11/3/2022	7:45 PM	0	375	86	0	3	1	0	2	0	0	0	0	0
11/3/2022	8:00 PM	0	331	75	0	3	1	0	1	0	0	0	0	0
11/3/2022	8:15 PM	0	297	64	0	3	1	0	1	0	0	0	0	0
11/3/2022	8:30 PM	0	264	54	0	3	0	0	1	0	0	0	0	0
11/3/2022	8:45 PM	0	240	48	0	1	0	0	0	0	0	0	0	0
11/3/2022	9:00 PM	0	217	41	0	3	0	0	0	0	0	0	0	0
11/3/2022	9:15 PM	0	201	44	0	3	0	0	0	0	0	0	0	0
11/3/2022	9:30 PM	0	185	45	0	3	0	0	0	0	0	0	0	0
11/3/2022	9:45 PM	0	169	43	0	4	0	0	0	0	0	0	0	0
11/3/2022	10:00 PM	0	149	41	0	1	0	0	0	0	0	0	0	0
11/3/2022	10:15 PM	0	120	34	0	1	0	0	0	0	0	0	0	0
11/3/2022	10:30 PM	0	102	32	0	2	0	0	0	0	0	0	0	0
11/3/2022	10:45 PM	0	87	30	0	1	0	0	0	0	0	0	0	0
11/3/2022	11:00 PM	0	84	28	0	2	0	0	0	0	0	0	0	0
11/3/2022	11:15 PM	0	65	22	0	2	0	0	0	0	0	0	0	0
11/3/2022	11:30 PM	0	48	12	0	1	0	0	0	0	0	0	0	0
11/3/2022	11:45 PM	0	25	6	0	1	0	0	0	0	0	0	0	0

File Name:

Start Time: 0

Station ID: 1

Location 2:

Date _____

11/3/2022	12:00 AM	0	106	11	0	1	0	0	0	0	0	0	0	0
11/3/2022	12:15 AM	0	89	9	0	1	0	0	0	0	0	0	0	0
11/3/2022	12:30 AM	0	77	7	0	1	0	0	0	0	0	0	0	0
11/3/2022	12:45 AM	0	59	4	0	1	0	0	0	0	0	0	0	0
11/3/2022	1:00 AM	0	49	4	0	1	0	0	0	0	0	0	0	0
11/3/2022	1:15 AM	0	52	7	0	2	0	0	0	0	0	0	0	0
11/3/2022	1:30 AM	0	51	9	0	1	0	0	0	0	0	0	0	0
11/3/2022	1:45 AM	0	47	8	0	1	0	0	0	0	0	0	0	0
11/3/2022	2:00 AM	0	48	6	0	1	0	0	0	1	0	0	0	0
11/3/2022	2:15 AM	0	40	3	0	0	0	0	0	1	0	0	0	0
11/3/2022	2:30 AM	0	37	1	0	0	0	0	0	1	0	0	0	0
11/3/2022	2:45 AM	0	37	1	0	0	0	0	0	1	0	0	0	0
11/3/2022	3:00 AM	0	43	2	0	0	0	0	0	0	0	0	0	0
11/3/2022	3:15 AM	0	46	1	0	0	0	0	0	0	0	0	0	0
11/3/2022	3:30 AM	0	43	1	0	0	0	0	0	0	0	0	0	0
11/3/2022	3:45 AM	0	43	3	0	0	0	0	0	0	0	0	0	0
11/3/2022	4:00 AM	0	38	2	0	0	1	0	0	0	0	0	0	0
11/3/2022	4:15 AM	0	41	3	0	0	1	0	0	0	0	0	0	0
11/3/2022	4:30 AM	0	46	7	0	0	1	0	0	0	0	0	0	0
11/3/2022	4:45 AM	0	54	9	0	0	1	0	0	0	0	0	0	0
11/3/2022	5:00 AM	0	82	16	0	1	0	0	0	1	0	0	0	0
11/3/2022	5:15 AM	0	112	20	0	1	0	0	0	1	0	0	0	0
11/3/2022	5:30 AM	0	163	24	0	1	0	0	0	1	0	0	0	0
11/3/2022	5:45 AM	0	212	24	1	1	2	0	0	2	0	0	0	0
11/3/2022	6:00 AM	0	260	29	2	3	2	0	0	1	0	0	0	0
11/3/2022	6:15 AM	1	312	41	3	8	2	0	0	1	0	0	0	0
11/3/2022	6:30 AM	1	363	49	4	9	4	0	1	2	0	0	0	0
11/3/2022	6:45 AM	1	416	57	3	10	9	0	1	1	0	0	0	0
11/3/2022	7:00 AM	1	454	72	4	11	9	0	1	1	0	0	0	0
11/3/2022	7:15 AM	0	472	65	3	12	9	0	1	1	0	0	0	0
11/3/2022	7:30 AM	0	472	72	3	13	7	0	0	0	0	0	0	0
11/3/2022	7:45 AM	0	475	80	4	17	0	0	0	0	0	0	0	0
11/3/2022	8:00 AM	0	459	71	2	15	2	0	0	0	0	0	0	0
11/3/2022	8:15 AM	0	463	99	2	11	2	0	0	0	0	0	0	0
11/3/2022	8:30 AM	0	476	106	2	13	2	0	1	0	0	0	0	0
11/3/2022	8:45 AM	0	486	113	2	11	2	0	1	0	0	0	0	0
11/3/2022	9:00 AM	0	485	121	3	10	2	0	1	0	0	0	0	0
11/3/2022	9:15 AM	1	512	101	3	11	6	0	1	0	0	0	0	0
11/3/2022	9:30 AM	1	507	99	2	10	6	0	0	1	0	0	0	0
11/3/2022	9:45 AM	2	504	103	1	9	6	0	0	1	0	0	0	0
11/3/2022	10:00 AM	2	524	104	0	8	6	0	0	1	0	0	0	0
11/3/2022	10:15 AM	1	539	105	0	6	4	0	0	1	0	0	0	0
11/3/2022	10:30 AM	1	571	113	0	6	5	0	0	1	0	0	0	0
11/3/2022	10:45 AM	0	596	111	0	6	7	0	0	2	0	0	0	0
11/3/2022	11:00 AM	0	638	104	0	8	5	0	0	3	0	0	0	0
11/3/2022	11:15 AM	0	638	117	0	9	5	0	0	3	0	0	0	0
11/3/2022	11:30 AM	1	638	116	0	9	5	0	0	2	0	0	0	0
11/3/2022	11:45 AM	1	658	116	0	10	4	0	1	1	0	0	0	0
11/3/2022	12:00 PM	2	672	133	0	10	7	0	1	0	0	0	0	0
11/3/2022	12:15 PM	2	730	129	0	11	5	0	1	0	0	0	0	0
11/3/2022	12:30 PM	2	767	136	0	8	4	0	1	0	0	0	0	0
11/3/2022	12:45 PM	3	806	161	0	9	4	0	0	0	0	0	0	0
11/3/2022	1:00 PM	2	807	171	0	8	1	0	0	1	0	0	0	0
11/3/2022	1:15 PM	3	779	179	3	6	1	0	1	2	0	0	0	0
11/3/2022	1:30 PM	4	807	170	4	10	2	0	1	2	0	0	0	0
11/3/2022	1:45 PM	4	786	155	5	8	1	0	1	2	0	0	0	0
11/3/2022	2:00 PM	4	793	144	5	7	1	0	1	1	0	0	0	0
11/3/2022	2:15 PM	4	820	164	2	7	1	0	0	1	0	0	0	0
11/3/2022	2:30 PM	3	824	167	1	3	1	0	1	1	0	0	0	0
11/3/2022	2:45 PM	2	876	166	0	2	3	0	1	2	0	0	0	0
11/3/2022	3:00 PM	2	931	181	0	2	4	0	1	2	0	0	0	0
11/3/2022	3:15 PM	2	1011	173	0	4	4	0	1	2	0	0	0	0
11/3/2022	3:30 PM	1	1088	179	0	5	6	0	0	4	0	0	0	0
11/3/2022	3:45 PM	2	1135	185	0	4	7	0	0	4	0	0	0	0
11/3/2022	4:00 PM	2	1178	184	1	9	7	0	0	4	0	0	0	0
11/3/2022	4:15 PM	1	1083	190	1	7	9	0	0	3	0	0	0	0
11/3/2022	4:30 PM	2	1056	188	1	6	10	0	0	1	1	0	0	0
11/3/2022	4:45 PM	1	1022	188	1	8	8	0	0	1	1	0	0	0
11/3/2022	5:00 PM	2	1001	181	0	3	10	0	0	1	1	0	0	0
11/3/2022	5:15 PM	4	1046	162	0	7	9	0	0	1	1	0	0	0
11/3/2022	5:30 PM	4	1036	153	0	8	5	0	0	1	0	0	0	0
11/3/2022	5:45 PM	4	1007	146	0	6	4	0	0	0	0	0	0	0
11/3/2022	6:00 PM	3	978	142	0	10	2	0	0	0	0	0	0	0
11/3/2022	6:15 PM	1	946	137	0	5	1	0	0	0	0	0	0	0
11/3/2022	6:30 PM	0	892	139	0	7	1	0	0	0	0	0	0	0
11/3/2022	6:45 PM	0	825	140	0	8	2	0	0	0	0	0	0	0
11/3/2022	7:00 PM	0	770	138	0	4	1	0	0	0	0	0	0	0
11/3/2022	7:15 PM	0	727	142	0	5	1	0	0	0	0	0	0	0
11/3/2022	7:30 PM	1	660	144	0	4	1	0	0	0	0	0	0	0
11/3/2022	7:45 PM	1	640	123	0	4	0	0	0	0	0	0	0	0
11/3/2022	8:00 PM	1	560	101	0	6	0	0	0	0	0	0	0	0
11/3/2022	8:15 PM	1	491	80	0	7	0	0	0	0	0	0	0	0
11/3/2022	8:30 PM	2	445	63	0	5	0	0	0	0	0	0	0	0
11/3/2022	8:45 PM	2	383	62	0	4	0	0	0	0	0	0	0	0
11/3/2022	9:00 PM	2	363	65	0	2	0	0	0	0	0	0	0	0
11/3/2022	9:15 PM	3	333	71	0	0	0	0	0	0	0	0	0	0
11/3/2022	9:30 PM	1	292	66	0	0	0	0	0	0	0	0	0	0
11/3/2022	9:45 PM	1	264	59	0	0	0	0	0	0	0	0	0	0
11/3/2022	10:00 PM	1	231	51	0	1	0	0	0	0	0	0	0	0
11/3/2022	10:15 PM	0	220	41	0	1	0	0	0	0	0	0	0	0
11/3/2022	10:30 PM	0	214	36	0	2	0	0	0	0	0	0	0	0
11/3/2022	10:45 PM	2	202	36	0	2	0	0	0	0	0	0	0	0
11/3/2022	11:00 PM	2	185	36	0	1	0	0	0	0	0	0	0	0
11/3/2022	11:15 PM	2	124	27	0	1	0	0	0	0	0	0	0	0
11/3/2022	11:30 PM	2	75	19	0	0	0	0	0	0	0	0	0	0
11/3/2022	11:45 PM	0	37	10	0	0	0	0	0	0	0	0	0	0

Trip Generation Worksheet

Stockbridge Residential
City of Stockbridge, GA

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Trip Generation Analysis (11th Ed. with *2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC*)
Stockbridge Residential (80,000 SF Comparison)
City of Stockbridge, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
821 Shopping Center (40K-150k)	80,000 s.f. gross leasable area	5,402	138	86	52	415	203	212
Gross Trips		5,402	138	86	52	415	203	212
Retail Trips		5,402	138	86	52	415	203	212
Mixed-Use Reductions		0	0	0	0	0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Pass By Reductions (Based on ITE Rates)		0	0	0	0	0	0	0
Adjusted Retail Trips		5,402	138	86	52	415	203	212
Mixed-Use Reductions - TOTAL		0	0	0	0	0	0	0
Alternative Mode Reductions - TOTAL		0	0	0	0	0	0	0
Pass-By Reductions - TOTAL		0	0	0	0	0	0	0
New Trips		5,402	138	86	52	415	203	212
Driveway Volumes		5,402	138	86	52	415	203	212

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Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Hudson Bridge Road @ Private Driveway / Walmart Driveway AM PEAK HOUR

Description	Private Driveway <u>Northbound</u>			Walmart Driveway <u>Southbound</u>			Hudson Bridge Road <u>Eastbound</u>				Hudson Bridge Road <u>Westbound</u>			
	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	30	6	61	94	9	68	2	20	1,011	10	54	46	664	78
Pedestrians	0			0			0				0			
Conflicting Pedestrians	0		0	0		0	0	0		0	0	0		0
Heavy Vehicles	0	0	1	2	0	3	0	0	25	0	2	1	22	4
Heavy Vehicle %	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%	4%	2%	3%	5%
Peak Hour Factor	0.92			0.92			0.92				0.92			
Adjustment														
Adjusted 2022 Volumes	30	6	61	94	9	68	2	20	1011	10	54	46	664	78
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%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Nearby Development														
Nearby Development														
2026 Background Traffic	32	6	66	102	10	74	2	22	1,094	11	58	50	719	84
Project Trips														
Trip Distribution IN													35%	30%
Trip Distribution OUT				30%					35%					
Residential Trips	0	0	0	31	0	0	0	0	36	0	0	0	11	9
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	31	0	0	0	0	36	0	0	0	11	9
2026 Buildout Total	32	6	66	133	10	74	2	22	1,130	11	58	50	730	93

PM PEAK HOUR

Description	Private Driveway <u>Northbound</u>			Walmart Driveway <u>Southbound</u>			Hudson Bridge Road <u>Eastbound</u>				Hudson Bridge Road <u>Westbound</u>			
	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	59	17	55	427	27	207	15	71	886	31	127	67	1,046	185
Pedestrians	0			0			2				0			
Conflicting Pedestrians	2		0	0		2	2	0		0	0	0		0
Heavy Vehicles	0	0	0	6	0	4	0	0	9	0	2	0	15	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.97			0.97			0.97				0.97			
Adjustment														
Adjusted 2022 Volumes	59	17	55	427	27	207	15	71	886	31	127	67	1046	185
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%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Nearby Development														
Nearby Development														
2026 Background Traffic	64	18	60	462	29	224	16	77	959	34	137	73	1,132	200
Project Trips														
Trip Distribution IN													35%	30%
Trip Distribution OUT				30%					35%					
Residential Trips	0	0	0	15	0	0	0	0	18	0	0	0	28	24
Trip Distribution IN														
Trip Distribution OUT														
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN														
Trip Distribution OUT														
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN														
Trip Distribution OUT														
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	15	0	0	0	0	18	0	0	0	28	24
2026 Buildout Total	64	18	60	477	29	224	16	77	977	34	137	73	1,160	224

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: Hudson Bridge Road @ Hudson Bridge Drive / Hudson Bridge Drive/Site Driveway A AM PEAK HOUR

Description	Hudson Bridge Drive Northbound			son Bridge Drive/Site Drivew Southbound			Hudson Bridge Road Eastbound			Hudson Bridge Road Westbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	14	4	23	120	1	40	132	974	15	7	11	627	117
Pedestrians	0			0			4			0			
Conflicting Pedestrians	4		0	0		4	0		0	0	0		0
Heavy Vehicles	4	0	0	7	0	1	1	19	3	0	1	18	6
Heavy Vehicle %	29%	2%	2%	6%	2%	3%	2%	2%	20%	2%	9%	3%	5%
Peak Hour Factor	0.93			0.93			0.93			0.93			
Adjustment													
Adjusted 2022 Volumes	14	4	23	120	1	40	132	974	15	7	11	627	117
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%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Nearby Development													
Nearby Development													
2026 Background Traffic	15	4	25	130	1	43	143	1,054	16	8	12	679	127
Project Trips													
Trip Distribution IN							35%						35%
Trip Distribution OUT				35%		35%							
Residential Trips	0	0	0	36	0	36	11	0	0	0	0	0	11
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	36	0	36	11	0	0	0	0	0	11
2026 Buildout Total	15	4	25	166	1	79	154	1,054	16	8	12	679	138

PM PEAK HOUR

Description	Hudson Bridge Drive Northbound			son Bridge Drive/Site Drivew Southbound			Hudson Bridge Road Eastbound			Hudson Bridge Road Westbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	9	5	9	139	6	243	272	866	14	36	16	1,096	181
Pedestrians	6			0			9			1			
Conflicting Pedestrians	9		1	1		9	0		6	1	6		0
Heavy Vehicles	0	0	1	2	0	3	3	8	1	0	1	16	5
Heavy Vehicle %	2%	2%	11%	2%	2%	2%	2%	2%	7%	2%	6%	2%	3%
Peak Hour Factor	0.96			0.96			0.96			0.96			
Adjustment													
Adjusted 2022 Volumes	9	5	9	139	6	243	272	866	14	36	16	1096	181
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%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Nearby Development													
Nearby Development													
2026 Background Traffic	10	5	10	150	6	263	294	937	15	39	17	1,186	196
Project Trips													
Trip Distribution IN							35%						35%
Trip Distribution OUT				35%		35%							
Residential Trips	0	0	0	18	0	18	28	0	0	0	0	0	28
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	18	0	18	28	0	0	0	0	0	28
2026 Buildout Total	10	5	10	168	6	281	322	937	15	39	17	1,186	224

Synchro Analysis Reports

HCM 6th Signalized Intersection Summary

Stockbridge Residential TIA

1: Private Driveway/Walmart Driveway & Hudson Bridge Road

Existing 2022 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	1011	10	100	664	78	30	6	61	94	9	68
Future Volume (veh/h)	22	1011	10	100	664	78	30	6	61	94	9	68
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	1856	1826	1870	1870	1870	1870	1870	1841
Adj Flow Rate, veh/h	24	1099	6	109	722	47	33	7	1	109	0	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	3	5	2	2	2	2	2	4
Cap, veh/h	107	2048	914	272	2837	867	166	175	148	451	0	198
Arrive On Green	0.06	0.58	0.58	0.04	0.56	0.56	0.09	0.09	0.09	0.13	0.00	0.13
Sat Flow, veh/h	1781	3554	1585	1781	5066	1547	1781	1870	1585	3563	0	1560
Grp Volume(v), veh/h	24	1099	6	109	722	47	33	7	1	109	0	3
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1689	1547	1781	1870	1585	1781	0	1560
Q Serve(g_s), s	1.9	28.4	0.2	4.6	11.0	2.1	2.6	0.5	0.1	4.1	0.0	0.3
Cycle Q Clear(g_c), s	1.9	28.4	0.2	4.6	11.0	2.1	2.6	0.5	0.1	4.1	0.0	0.3
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	107	2048	914	272	2837	867	166	175	148	451	0	198
V/C Ratio(X)	0.22	0.54	0.01	0.40	0.25	0.05	0.20	0.04	0.01	0.24	0.00	0.02
Avail Cap(c_a), veh/h	107	2048	914	301	2837	867	166	175	148	451	0	198
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.2	19.5	13.5	21.3	16.9	15.0	62.8	61.9	61.7	59.0	0.0	57.3
Incr Delay (d2), s/veh	1.0	0.9	0.0	1.0	0.2	0.1	2.7	0.4	0.1	1.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	11.5	0.1	1.9	4.2	0.7	1.3	0.3	0.0	2.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.1	20.4	13.5	22.3	17.2	15.1	65.5	62.3	61.8	60.3	0.0	57.5
LnGrp LOS	E	C	B	C	B	B	E	E	E	E	A	E
Approach Vol, veh/h	1129			878			41			112		
Approach Delay, s/veh	21.4			17.7			64.8			60.2		
Approach LOS	C			B			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	92.5		25.0	15.0	90.0		20.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	84.0		19.0	9.0	84.0		14.0				
Max Q Clear Time (g_c+I1), s	6.6	30.4		6.1	3.9	13.0		4.6				
Green Ext Time (p_c), s	0.0	9.4		0.2	0.0	5.4		0.0				

Intersection Summary

HCM 6th Ctrl Delay 22.7

HCM 6th LOS C

Notes

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

User approved volume balancing among the lanes for turning movement.

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary

2: Hudson Bridge Drive & Hudson Bridge Road

Stockbridge Residential TIA
Existing 2022 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	974	15	18	627	117	14	4	23	120	1	40
Future Volume (veh/h)	132	974	15	18	627	117	14	4	23	120	1	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		0.99	1.00		0.99
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	1604	1767	1856	1826	1470	1870	1870	1811	1870	1856
Adj Flow Rate, veh/h	142	1047	15	19	674	81	15	4	2	129	1	4
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	20	9	3	5	29	2	2	6	2	3
Cap, veh/h	546	2517	36	369	2404	1055	116	29	11	266	2	250
Arrive On Green	0.04	0.70	0.70	0.02	0.68	0.68	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1781	3587	51	1682	3526	1547	468	180	68	1361	11	1561
Grp Volume(v), veh/h	142	519	543	19	674	81	21	0	0	130	0	4
Grp Sat Flow(s),veh/h/ln	1781	1777	1861	1682	1763	1547	716	0	0	1371	0	1561
Q Serve(g_s), s	3.6	18.4	18.4	0.5	11.3	2.6	1.0	0.0	0.0	0.0	0.0	0.3
Cycle Q Clear(g_c), s	3.6	18.4	18.4	0.5	11.3	2.6	14.5	0.0	0.0	13.5	0.0	0.3
Prop In Lane	1.00		0.03	1.00		1.00	0.71		0.10	0.99		1.00
Lane Grp Cap(c), veh/h	546	1247	1306	369	2404	1055	156	0	0	267	0	250
V/C Ratio(X)	0.26	0.42	0.42	0.05	0.28	0.08	0.13	0.00	0.00	0.49	0.00	0.02
Avail Cap(c_a), veh/h	585	1247	1306	552	2404	1055	156	0	0	267	0	250
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	0.98	0.98	0.98	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.9	9.4	9.4	7.7	9.4	8.0	59.0	0.0	0.0	58.6	0.0	53.1
Incr Delay (d2), s/veh	0.3	1.0	1.0	0.1	0.3	0.1	1.8	0.0	0.0	6.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	6.9	7.2	0.2	4.1	0.9	0.8	0.0	0.0	5.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.2	10.4	10.4	7.7	9.7	8.1	60.8	0.0	0.0	64.8	0.0	53.2
LnGrp LOS	A	B	B	A	A	A	E	A	A	E	A	D
Approach Vol, veh/h	1204				774				21			
Approach Delay, s/veh	10.0				9.5				60.8			
Approach LOS	B				A				E			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	111.3		30.0	11.7	108.3		30.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	19.0	89.0		24.0	9.0	99.0		24.0				
Max Q Clear Time (g_c+l1), s	2.5	20.4		15.5	5.6	13.3		16.5				
Green Ext Time (p_c), s	0.0	7.7		0.4	0.1	5.1		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	13.7											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

Stockbridge Residential TIA

1: Private Driveway/Walmart Driveway & Hudson Bridge Road

Existing 2022 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	886	31	194	1046	185	59	17	55	427	27	207
Future Volume (veh/h)	86	886	31	194	1046	185	59	17	55	427	27	207
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	913	14	200	1078	88	61	18	3	460	0	44
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	2	2
Cap, veh/h	108	1696	755	346	2484	771	147	154	130	817	0	363
Arrive On Green	0.06	0.48	0.48	0.07	0.49	0.49	0.08	0.08	0.08	0.23	0.00	0.23
Sat Flow, veh/h	1781	3554	1582	1781	5106	1585	1781	1870	1574	3563	0	1581
Grp Volume(v), veh/h	89	913	14	200	1078	88	61	18	3	460	0	44
Grp Sat Flow(s),veh/h/ln	1781	1777	1582	1781	1702	1585	1781	1870	1574	1781	0	1581
Q Serve(g_s), s	8.4	30.7	0.8	9.7	23.4	5.1	5.5	1.5	0.3	19.4	0.0	3.8
Cycle Q Clear(g_c), s	8.4	30.7	0.8	9.7	23.4	5.1	5.5	1.5	0.3	19.4	0.0	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	108	1696	755	346	2484	771	147	154	130	817	0	363
V/C Ratio(X)	0.83	0.54	0.02	0.58	0.43	0.11	0.42	0.12	0.02	0.56	0.00	0.12
Avail Cap(c_a), veh/h	147	1696	755	368	2484	771	147	154	130	817	0	363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	79.0	31.2	23.4	23.8	28.4	23.7	74.1	72.3	71.7	58.0	0.0	51.9
Incr Delay (d2), s/veh	22.2	1.2	0.0	2.0	0.6	0.3	8.5	1.5	0.3	2.8	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	13.3	0.3	4.2	9.5	2.0	2.9	0.8	0.1	9.2	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.1	32.4	23.5	25.8	29.0	24.0	82.6	73.8	72.0	60.8	0.0	52.6
LnGrp LOS	F	C	C	C	C	C	F	E	E	E	A	D
Approach Vol, veh/h	1016			1366			82			504		
Approach Delay, s/veh	38.3			28.2			80.3			60.0		
Approach LOS	D			C			F			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.9	87.1		45.0	16.3	88.7		20.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	79.0		39.0	14.0	79.0		14.0				
Max Q Clear Time (g_c+I1), s	11.7	32.7		21.4	10.4	25.4		7.5				
Green Ext Time (p_c), s	0.1	7.1		1.7	0.1	9.3		0.1				

Intersection Summary

HCM 6th Ctrl Delay 38.5

HCM 6th LOS D

Notes

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

User approved volume balancing among the lanes for turning movement.

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary

2: Hudson Bridge Drive & Hudson Bridge Road

Stockbridge Residential TIA
Existing 2022 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	272	866	14	52	1096	181	9	5	9	139	6	243
Future Volume (veh/h)	272	866	14	52	1096	181	9	5	9	139	6	243
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.98
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	1811	1870	1856	1870	1870	1737	1870	1870	1870
Adj Flow Rate, veh/h	283	902	14	54	1142	124	9	5	2	145	6	88
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	7	6	2	3	2	2	11	2	2	2
Cap, veh/h	362	2494	39	440	2383	1049	62	31	9	229	8	266
Arrive On Green	0.05	0.70	0.70	0.03	0.67	0.67	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1781	3581	56	1725	3554	1564	171	180	50	1099	45	1560
Grp Volume(v), veh/h	283	448	468	54	1142	124	16	0	0	151	0	88
Grp Sat Flow(s),veh/h/ln	1781	1777	1860	1725	1777	1564	401	0	0	1144	0	1560
Q Serve(g_s), s	8.8	17.4	17.4	1.7	26.5	4.8	0.2	0.0	0.0	0.0	0.0	8.4
Cycle Q Clear(g_c), s	8.8	17.4	17.4	1.7	26.5	4.8	23.3	0.0	0.0	23.0	0.0	8.4
Prop In Lane	1.00		0.03	1.00		1.00	0.56		0.12	0.96		1.00
Lane Grp Cap(c), veh/h	362	1237	1295	440	2383	1049	102	0	0	237	0	266
V/C Ratio(X)	0.78	0.36	0.36	0.12	0.48	0.12	0.16	0.00	0.00	0.64	0.00	0.33
Avail Cap(c_a), veh/h	362	1237	1295	637	2383	1049	102	0	0	237	0	266
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	0.90	0.90	0.90	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.6	10.5	10.5	8.6	13.6	10.0	60.4	0.0	0.0	68.0	0.0	62.0
Incr Delay (d2), s/veh	10.6	0.8	0.8	0.1	0.6	0.2	3.3	0.0	0.0	12.4	0.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	6.7	7.0	0.6	10.3	1.7	0.7	0.0	0.0	7.2	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.2	11.3	11.3	8.7	14.2	10.2	63.6	0.0	0.0	80.5	0.0	65.3
LnGrp LOS	C	B	B	A	B	B	E	A	A	F	A	E
Approach Vol, veh/h	1199			1320			16			239		
Approach Delay, s/veh	14.3			13.6			63.6			74.9		
Approach LOS	B			B			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	124.4		35.0	15.0	120.0		35.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	24.0	99.0		29.0	9.0	114.0		29.0				
Max Q Clear Time (g_c+l1), s	3.7	19.4		25.0	10.8	28.5		25.3				
Green Ext Time (p_c), s	0.1	6.2		0.4	0.0	10.8		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	19.5											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

Stockbridge Residential TIA

1: Private Driveway/Walmart Driveway & Hudson Bridge Road

Projected No-Build 2026 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	1094	11	108	719	84	32	6	66	102	10	74
Future Volume (veh/h)	24	1094	11	108	719	84	32	6	66	102	10	74
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	1856	1826	1870	1870	1870	1870	1870	1841
Adj Flow Rate, veh/h	26	1189	7	117	782	50	35	7	1	119	0	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	3	5	2	2	2	2	2	4
Cap, veh/h	107	2039	910	252	2837	867	166	175	148	451	0	198
Arrive On Green	0.06	0.57	0.57	0.05	0.56	0.56	0.09	0.09	0.09	0.13	0.00	0.13
Sat Flow, veh/h	1781	3554	1585	1781	5066	1547	1781	1870	1585	3563	0	1560
Grp Volume(v), veh/h	26	1189	7	117	782	50	35	7	1	119	0	4
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1689	1547	1781	1870	1585	1781	0	1560
Q Serve(g_s), s	2.1	32.1	0.3	4.9	12.0	2.2	2.7	0.5	0.1	4.5	0.0	0.3
Cycle Q Clear(g_c), s	2.1	32.1	0.3	4.9	12.0	2.2	2.7	0.5	0.1	4.5	0.0	0.3
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	107	2039	910	252	2837	867	166	175	148	451	0	198
V/C Ratio(X)	0.24	0.58	0.01	0.46	0.28	0.06	0.21	0.04	0.01	0.26	0.00	0.02
Avail Cap(c_a), veh/h	107	2039	910	276	2837	867	166	175	148	451	0	198
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.3	20.5	13.7	22.7	17.2	15.0	62.9	61.9	61.7	59.2	0.0	57.4
Incr Delay (d2), s/veh	1.0	1.1	0.0	1.3	0.2	0.1	2.9	0.4	0.1	1.4	0.0	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	1.0	13.0	0.1	2.1	4.6	0.8	1.4	0.3	0.0	2.2	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.3	21.6	13.7	24.0	17.4	15.1	65.8	62.3	61.8	60.6	0.0	57.5
LnGrp LOS	E	C	B	C	B	B	E	E	E	E	A	E
Approach Vol, veh/h	1222			949			43			123		
Approach Delay, s/veh	22.5			18.1			65.1			60.5		
Approach LOS	C			B			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.9	92.1		25.0	15.0	90.0		20.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	84.0		19.0	9.0	84.0		14.0				
Max Q Clear Time (g_c+I1), s	6.9	34.1		6.5	4.1	14.0		4.7				
Green Ext Time (p_c), s	0.0	10.5		0.3	0.0	6.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay 23.5

HCM 6th LOS C

Notes

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

User approved volume balancing among the lanes for turning movement.

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary

2: Hudson Bridge Drive & Hudson Bridge Road

Stockbridge Residential TIA
Projected No-Build 2026 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	1054	16	20	679	127	15	4	25	130	1	43
Future Volume (veh/h)	143	1054	16	20	679	127	15	4	25	130	1	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
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	1604	1767	1856	1826	1470	1870	1870	1811	1870	1856
Adj Flow Rate, veh/h	154	1133	16	22	730	88	16	4	2	140	1	4
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	20	9	3	5	29	2	2	6	2	3
Cap, veh/h	518	2511	35	341	2396	1052	110	26	9	267	2	250
Arrive On Green	0.04	0.70	0.70	0.02	0.68	0.68	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1781	3587	51	1682	3526	1547	429	159	59	1372	10	1561
Grp Volume(v), veh/h	154	561	588	22	730	88	22	0	0	141	0	4
Grp Sat Flow(s),veh/h/ln	1781	1777	1861	1682	1763	1547	647	0	0	1382	0	1561
Q Serve(g_s), s	4.0	20.8	20.8	0.6	12.6	2.9	1.2	0.0	0.0	0.0	0.0	0.3
Cycle Q Clear(g_c), s	4.0	20.8	20.8	0.6	12.6	2.9	15.7	0.0	0.0	14.5	0.0	0.3
Prop In Lane	1.00		0.03	1.00		1.00	0.73		0.09	0.99		1.00
Lane Grp Cap(c), veh/h	518	1244	1303	341	2396	1052	145	0	0	269	0	250
V/C Ratio(X)	0.30	0.45	0.45	0.06	0.30	0.08	0.15	0.00	0.00	0.52	0.00	0.02
Avail Cap(c_a), veh/h	553	1244	1303	521	2396	1052	145	0	0	269	0	250
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	0.98	0.98	0.98	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.1	9.9	9.9	8.0	9.7	8.2	60.2	0.0	0.0	59.0	0.0	53.1
Incr Delay (d2), s/veh	0.3	1.2	1.1	0.1	0.3	0.2	2.2	0.0	0.0	7.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	7.8	8.1	0.2	4.6	1.0	0.9	0.0	0.0	5.6	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.4	11.0	11.0	8.0	10.0	8.3	62.4	0.0	0.0	66.1	0.0	53.2
LnGrp LOS	A	B	B	A	B	A	E	A	A	E	A	D
Approach Vol, veh/h	1303				840				22			
Approach Delay, s/veh	10.6				9.8				62.4			
Approach LOS	B				A				E			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	111.0		30.0	12.1	107.9		30.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	19.0	89.0		24.0	9.0	99.0		24.0				
Max Q Clear Time (g_c+l1), s	2.6	22.8		16.5	6.0	14.6		17.7				
Green Ext Time (p_c), s	0.0	8.8		0.4	0.1	5.6		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	14.3											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

Stockbridge Residential TIA

1: Private Driveway/Walmart Driveway & Hudson Bridge Road

Projected No-Build 2026 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	959	34	210	1132	200	64	18	60	462	29	224
Future Volume (veh/h)	93	959	34	210	1132	200	64	18	60	462	29	224
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	989	15	216	1167	94	66	19	3	497	0	56
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	2	2
Cap, veh/h	115	1678	747	326	2463	765	147	154	130	817	0	363
Arrive On Green	0.06	0.47	0.47	0.07	0.48	0.48	0.08	0.08	0.08	0.23	0.00	0.23
Sat Flow, veh/h	1781	3554	1582	1781	5106	1585	1781	1870	1574	3563	0	1581
Grp Volume(v), veh/h	96	989	15	216	1167	94	66	19	3	497	0	56
Grp Sat Flow(s),veh/h/ln	1781	1777	1582	1781	1702	1585	1781	1870	1574	1781	0	1581
Q Serve(g_s), s	9.1	34.6	0.9	10.6	26.1	5.5	6.0	1.6	0.3	21.2	0.0	4.8
Cycle Q Clear(g_c), s	9.1	34.6	0.9	10.6	26.1	5.5	6.0	1.6	0.3	21.2	0.0	4.8
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	115	1678	747	326	2463	765	147	154	130	817	0	363
V/C Ratio(X)	0.83	0.59	0.02	0.66	0.47	0.12	0.45	0.12	0.02	0.61	0.00	0.15
Avail Cap(c_a), veh/h	147	1678	747	340	2463	765	147	154	130	817	0	363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	78.6	32.8	23.9	25.6	29.5	24.2	74.3	72.3	71.7	58.7	0.0	52.3
Incr Delay (d2), s/veh	24.8	1.4	0.0	4.5	0.7	0.3	9.7	1.6	0.3	3.4	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	15.0	0.3	4.8	10.7	2.2	3.2	0.8	0.1	10.1	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	103.5	34.2	23.9	30.1	30.2	24.5	84.0	73.9	72.0	62.0	0.0	53.2
LnGrp LOS	F	C	C	C	C	C	F	E	E	E	A	D
Approach Vol, veh/h	1100			1477			88			553		
Approach Delay, s/veh	40.1			29.8			81.4			61.1		
Approach LOS	D			C			F			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.7	86.3		45.0	17.0	88.0		20.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	79.0		39.0	14.0	79.0		14.0				
Max Q Clear Time (g_c+I1), s	12.6	36.6		23.2	11.1	28.1		8.0				
Green Ext Time (p_c), s	0.1	7.9		1.8	0.0	10.3		0.1				

Intersection Summary

HCM 6th Ctrl Delay 40.1

HCM 6th LOS D

Notes

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

User approved volume balancing among the lanes for turning movement.

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary

2: Hudson Bridge Drive & Hudson Bridge Road

Stockbridge Residential TIA
Projected No-Build 2026 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	294	937	15	56	1186	196	10	5	10	150	6	263
Future Volume (veh/h)	294	937	15	56	1186	196	10	5	10	150	6	263
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		0.99	1.00		0.98	1.00		0.98
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	1811	1870	1856	1870	1870	1737	1870	1870	1870
Adj Flow Rate, veh/h	306	976	15	58	1235	134	10	5	2	156	6	126
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	7	6	2	3	2	2	11	2	2	2
Cap, veh/h	333	2493	38	410	2383	1049	59	26	7	234	7	266
Arrive On Green	0.05	0.70	0.70	0.03	0.67	0.67	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1781	3582	55	1725	3554	1564	149	153	40	1128	43	1560
Grp Volume(v), veh/h	306	484	507	58	1235	134	17	0	0	162	0	126
Grp Sat Flow(s),veh/h/ln	1781	1777	1860	1725	1777	1564	342	0	0	1171	0	1560
Q Serve(g_s), s	9.0	19.4	19.4	1.8	29.8	5.2	0.3	0.0	0.0	0.0	0.0	12.4
Cycle Q Clear(g_c), s	9.0	19.4	19.4	1.8	29.8	5.2	24.1	0.0	0.0	23.8	0.0	12.4
Prop In Lane	1.00		0.03	1.00		1.00	0.59		0.12	0.96		1.00
Lane Grp Cap(c), veh/h	333	1237	1295	410	2383	1049	92	0	0	241	0	266
V/C Ratio(X)	0.92	0.39	0.39	0.14	0.52	0.13	0.18	0.00	0.00	0.67	0.00	0.47
Avail Cap(c_a), veh/h	333	1237	1295	606	2383	1049	92	0	0	241	0	266
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	0.87	0.87	0.87	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.4	10.8	10.8	8.8	14.1	10.1	60.5	0.0	0.0	68.4	0.0	63.6
Incr Delay (d2), s/veh	29.5	0.9	0.9	0.1	0.7	0.2	4.4	0.0	0.0	13.9	0.0	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	7.5	7.8	0.7	11.6	1.8	0.7	0.0	0.0	7.8	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.8	11.7	11.7	8.9	14.8	10.3	64.9	0.0	0.0	82.3	0.0	69.5
LnGrp LOS	D	B	B	A	B	B	E	A	A	F	A	E
Approach Vol, veh/h	1297			1427			17			288		
Approach Delay, s/veh	20.9			14.2			64.9			76.7		
Approach LOS	C			B			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.7	124.3		35.0	15.0	120.0		35.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	24.0	99.0		29.0	9.0	114.0		29.0				
Max Q Clear Time (g_c+l1), s	3.8	21.4		25.8	11.0	31.8		26.1				
Green Ext Time (p_c), s	0.1	7.0		0.4	0.0	12.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	23.3											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

Stockbridge Residential TIA

1: Private Driveway/Walmart Driveway & Hudson Bridge Road

Projected Build 2026 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	1130	11	108	730	93	32	6	66	133	10	74
Future Volume (veh/h)	24	1130	11	108	730	93	32	6	66	133	10	74
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	1856	1826	1870	1870	1870	1870	1870	1841
Adj Flow Rate, veh/h	26	1228	7	117	793	55	35	7	1	153	0	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	3	5	2	2	2	2	2	4
Cap, veh/h	107	2039	910	242	2837	867	166	175	148	451	0	198
Arrive On Green	0.06	0.57	0.57	0.05	0.56	0.56	0.09	0.09	0.09	0.13	0.00	0.13
Sat Flow, veh/h	1781	3554	1585	1781	5066	1547	1781	1870	1585	3563	0	1560
Grp Volume(v), veh/h	26	1228	7	117	793	55	35	7	1	153	0	4
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1689	1547	1781	1870	1585	1781	0	1560
Q Serve(g_s), s	2.1	33.7	0.3	4.9	12.2	2.4	2.7	0.5	0.1	5.9	0.0	0.3
Cycle Q Clear(g_c), s	2.1	33.7	0.3	4.9	12.2	2.4	2.7	0.5	0.1	5.9	0.0	0.3
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	107	2039	910	242	2837	867	166	175	148	451	0	198
V/C Ratio(X)	0.24	0.60	0.01	0.48	0.28	0.06	0.21	0.04	0.01	0.34	0.00	0.02
Avail Cap(c_a), veh/h	107	2039	910	267	2837	867	166	175	148	451	0	198
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.3	20.8	13.7	23.2	17.2	15.1	62.9	61.9	61.7	59.8	0.0	57.4
Incr Delay (d2), s/veh	1.0	1.2	0.0	1.5	0.2	0.1	2.9	0.4	0.1	2.0	0.0	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	1.0	13.7	0.1	2.1	4.7	0.9	1.4	0.3	0.0	2.8	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.3	22.0	13.7	24.7	17.5	15.2	65.8	62.3	61.8	61.8	0.0	57.5
LnGrp LOS	E	C	B	C	B	B	E	E	E	E	A	E
Approach Vol, veh/h	1261			965			43			157		
Approach Delay, s/veh	22.9			18.2			65.1			61.7		
Approach LOS	C			B			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.9	92.1		25.0	15.0	90.0		20.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	84.0		19.0	9.0	84.0		14.0				
Max Q Clear Time (g_c+I1), s	6.9	35.7		7.9	4.1	14.2		4.7				
Green Ext Time (p_c), s	0.0	11.0		0.3	0.0	6.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay 24.3

HCM 6th LOS C

Notes

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

User approved volume balancing among the lanes for turning movement.

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary

2: Hudson Bridge Drive & Hudson Bridge Road

Stockbridge Residential TIA

Projected Build 2026 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	1054	16	20	679	138	15	4	25	166	1	79
Future Volume (veh/h)	154	1054	16	20	679	138	15	4	25	166	1	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
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	1604	1767	1856	1826	1470	1870	1870	1811	1870	1856
Adj Flow Rate, veh/h	166	1133	16	22	730	94	16	4	2	178	1	9
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	20	9	3	5	29	2	2	6	2	3
Cap, veh/h	518	2511	35	341	2388	1048	77	17	5	266	1	250
Arrive On Green	0.04	0.70	0.70	0.02	0.68	0.68	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1781	3587	51	1682	3526	1547	223	108	33	1363	8	1561
Grp Volume(v), veh/h	166	561	588	22	730	94	22	0	0	179	0	9
Grp Sat Flow(s),veh/h/ln	1781	1777	1861	1682	1763	1547	364	0	0	1371	0	1561
Q Serve(g_s), s	4.3	20.8	20.8	0.6	12.6	3.1	1.2	0.0	0.0	0.0	0.0	0.7
Cycle Q Clear(g_c), s	4.3	20.8	20.8	0.6	12.6	3.1	20.3	0.0	0.0	19.0	0.0	0.7
Prop In Lane	1.00		0.03	1.00		1.00	0.73		0.09	0.99		1.00
Lane Grp Cap(c), veh/h	518	1244	1303	341	2388	1048	100	0	0	267	0	250
V/C Ratio(X)	0.32	0.45	0.45	0.06	0.31	0.09	0.22	0.00	0.00	0.67	0.00	0.04
Avail Cap(c_a), veh/h	549	1244	1303	521	2388	1048	100	0	0	267	0	250
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	0.98	0.98	0.98	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.2	9.9	9.9	8.0	9.9	8.3	62.7	0.0	0.0	60.9	0.0	53.2
Incr Delay (d2), s/veh	0.4	1.2	1.1	0.1	0.3	0.2	5.0	0.0	0.0	12.6	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	7.8	8.1	0.2	4.7	1.0	1.0	0.0	0.0	7.5	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.5	11.0	11.0	8.1	10.2	8.5	67.7	0.0	0.0	73.5	0.0	53.5
LnGrp LOS	A	B	B	A	B	A	E	A	A	E	A	D
Approach Vol, veh/h	1315				846				22			
Approach Delay, s/veh	10.6				9.9				67.7			
Approach LOS	B				A				E			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	111.0		30.0	12.4	107.6		30.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	19.0	89.0		24.0	9.0	99.0		24.0				
Max Q Clear Time (g_c+l1), s	2.6	22.8		21.0	6.3	14.6		22.3				
Green Ext Time (p_c), s	0.0	8.8		0.2	0.1	5.7		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	15.8											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

Stockbridge Residential TIA

1: Private Driveway/Walmart Driveway & Hudson Bridge Road

Projected Build 2026 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	977	34	210	1160	224	64	18	60	477	29	224
Future Volume (veh/h)	93	977	34	210	1160	224	64	18	60	477	29	224
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	1007	15	216	1196	105	66	19	3	513	0	58
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	2	2
Cap, veh/h	115	1678	747	321	2463	765	147	154	130	817	0	363
Arrive On Green	0.06	0.47	0.47	0.07	0.48	0.48	0.08	0.08	0.08	0.23	0.00	0.23
Sat Flow, veh/h	1781	3554	1582	1781	5106	1585	1781	1870	1574	3563	0	1581
Grp Volume(v), veh/h	96	1007	15	216	1196	105	66	19	3	513	0	58
Grp Sat Flow(s),veh/h/ln	1781	1777	1582	1781	1702	1585	1781	1870	1574	1781	0	1581
Q Serve(g_s), s	9.1	35.5	0.9	10.6	26.9	6.2	6.0	1.6	0.3	22.0	0.0	5.0
Cycle Q Clear(g_c), s	9.1	35.5	0.9	10.6	26.9	6.2	6.0	1.6	0.3	22.0	0.0	5.0
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	115	1678	747	321	2463	765	147	154	130	817	0	363
V/C Ratio(X)	0.83	0.60	0.02	0.67	0.49	0.14	0.45	0.12	0.02	0.63	0.00	0.16
Avail Cap(c_a), veh/h	147	1678	747	335	2463	765	147	154	130	817	0	363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	78.6	33.0	23.9	25.9	29.7	24.4	74.3	72.3	71.7	59.0	0.0	52.4
Incr Delay (d2), s/veh	24.8	1.5	0.0	5.0	0.7	0.4	9.7	1.6	0.3	3.6	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	15.4	0.3	4.8	11.0	2.4	3.2	0.8	0.1	10.4	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	103.5	34.5	23.9	30.9	30.4	24.8	84.0	73.9	72.0	62.6	0.0	53.3
LnGrp LOS	F	C	C	C	C	C	F	E	E	E	A	D
Approach Vol, veh/h	1118			1517			88			571		
Approach Delay, s/veh	40.3			30.1			81.4			61.7		
Approach LOS	D			C			F			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.7	86.3		45.0	17.0	88.0		20.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	79.0		39.0	14.0	79.0		14.0				
Max Q Clear Time (g_c+l1), s	12.6	37.5		24.0	11.1	28.9		8.0				
Green Ext Time (p_c), s	0.1	8.0		1.9	0.0	10.8		0.1				

Intersection Summary

HCM 6th Ctrl Delay 40.4

HCM 6th LOS D

Notes

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

User approved volume balancing among the lanes for turning movement.

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary

2: Hudson Bridge Drive & Hudson Bridge Road

Stockbridge Residential TIA
Projected Build 2026 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	322	937	15	56	1186	224	10	5	10	168	6	281
Future Volume (veh/h)	322	937	15	56	1186	224	10	5	10	168	6	281
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		0.99	1.00		0.98	1.00		0.98
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	1811	1870	1856	1870	1870	1737	1870	1870	1870
Adj Flow Rate, veh/h	335	976	15	58	1235	153	10	5	2	175	6	145
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	7	6	2	3	2	2	11	2	2	2
Cap, veh/h	330	2493	38	410	2383	1049	42	17	3	228	6	266
Arrive On Green	0.05	0.70	0.70	0.03	0.67	0.67	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1781	3582	55	1725	3554	1564	49	103	20	1094	38	1560
Grp Volume(v), veh/h	335	484	507	58	1235	153	17	0	0	181	0	145
Grp Sat Flow(s),veh/h/ln	1781	1777	1860	1725	1777	1564	172	0	0	1131	0	1560
Q Serve(g_s), s	9.0	19.4	19.4	1.8	29.8	6.1	0.3	0.0	0.0	0.0	0.0	14.4
Cycle Q Clear(g_c), s	9.0	19.4	19.4	1.8	29.8	6.1	27.6	0.0	0.0	27.3	0.0	14.4
Prop In Lane	1.00		0.03	1.00		1.00	0.59		0.12	0.97		1.00
Lane Grp Cap(c), veh/h	330	1237	1295	410	2383	1049	63	0	0	235	0	266
V/C Ratio(X)	1.02	0.39	0.39	0.14	0.52	0.15	0.27	0.00	0.00	0.77	0.00	0.54
Avail Cap(c_a), veh/h	330	1237	1295	606	2383	1049	63	0	0	235	0	266
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	0.87	0.87	0.87	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.4	10.8	10.8	8.8	14.1	10.2	61.0	0.0	0.0	69.8	0.0	64.5
Incr Delay (d2), s/veh	53.8	0.9	0.9	0.1	0.7	0.3	10.2	0.0	0.0	21.4	0.0	7.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.9	7.5	7.8	0.7	11.6	2.1	0.8	0.0	0.0	9.2	0.0	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.2	11.7	11.7	8.9	14.8	10.5	71.3	0.0	0.0	91.2	0.0	72.3
LnGrp LOS	F	B	B	A	B	B	E	A	A	F	A	E
Approach Vol, veh/h	1326			1446			17			326		
Approach Delay, s/veh	29.0			14.1			71.3			82.8		
Approach LOS	C			B			E			F		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.7	124.3		35.0	15.0	120.0		35.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	24.0	99.0		29.0	9.0	114.0		29.0				
Max Q Clear Time (g_c+l1), s	3.8	21.4		29.3	11.0	31.8		29.6				
Green Ext Time (p_c), s	0.1	7.0		0.0	0.0	12.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	28.0											
HCM 6th LOS	C											

Programmed Project Fact Sheet

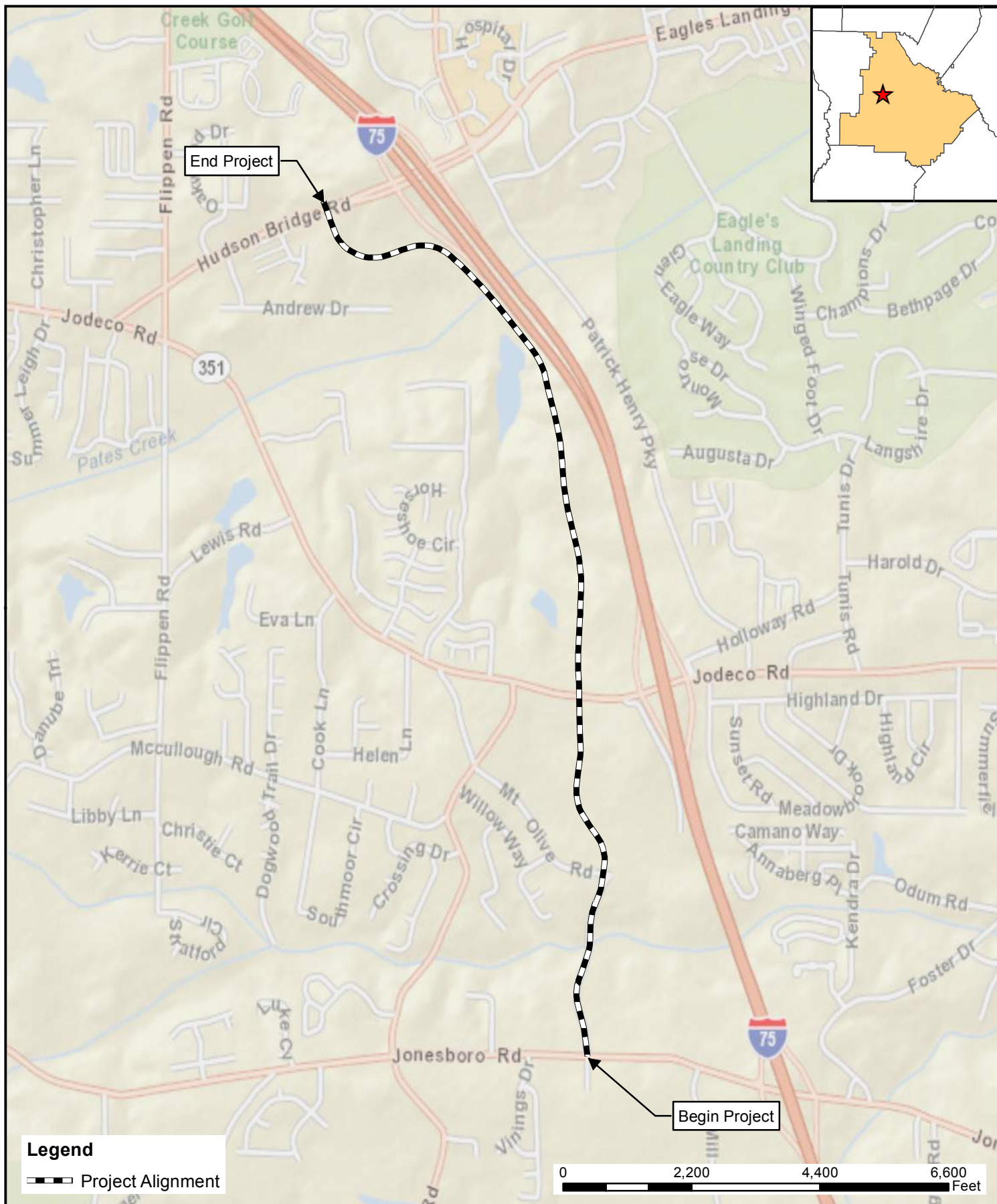
WESTERN PARALLEL CONNECTOR FM HUDSON BRIDGE TO JONESBORO RD

Project ID:	0014482	Notice to Proceed Date:	
Project Manager:	Antioniette K Moseley	Construction Percent Complete:	%
Office:	Program Delivery	Current Completion Date:	
County:	Henry	Work Completion Date:	
Congressional District:	013	Construction Contract Amount:	
State Senate District.:	010	Construction Contractor:	
State House District:	111	Preconstruction Status Report	
Project Type:	New Construction	Construction Status Report	
Project Status:	Construction Work Program		
Right of Way Authorization:	5/11/2020	Contact Us	

Project Description:

The proposed Western Parallel Connector is a new location roadway in unincorporated Henry County and the City of Stockbridge along the west side of I-75 from SR 920/Jonesboro Road to Hudson Bridge Road, a distance of 3.3 miles. The project consists of a 4-lane urban roadway (two in each direction) separated by a 20-foot median.

Activity	Program Year	Cost Estimate	Date of Last Estimate
SCP (Scoping)	2017	\$1,000,000.00	
PE (Preliminary Engineering)	2018	\$2,000,000.00	
ROW (Right of Way)	2020	\$6,570,000.00	6/8/2020
UTL (Utilities)	2023	\$675,000.00	2/24/2022
CST (Construction)	2023	\$43,974,000.00	9/1/2022



 Georgia Department of Transportation	Interstate-75 Western Parallel Connector GDOT P.I. No. 0014482 Henry County, Georgia	 N	Date: Dec. 2017 Scale: 1" = 2,200'
	Project Location Map		Figure 1

ROCK QUARRY ROAD FROM EAGLES LANDING PKWY TO SR 42/SR 138

Project ID:

0015090

Project Manager:

Michael Vincent Hamilton

Office:

Program Delivery

County:

Henry

Congressional District:

013

State Senate District.:

010

State House District:

090, 109, 111

Project Type:

Reconstruction/Rehabilitation

Project Status:

Construction Work Program

Right of Way Authorization:

6/11/2020

Notice to Proceed Date:

Construction Percent Complete:

Current Completion Date:

Work Completion Date:

Construction Contract Amount:

Construction Contractor:

[Preconstruction Status Report](#)

[Construction Status Report](#)

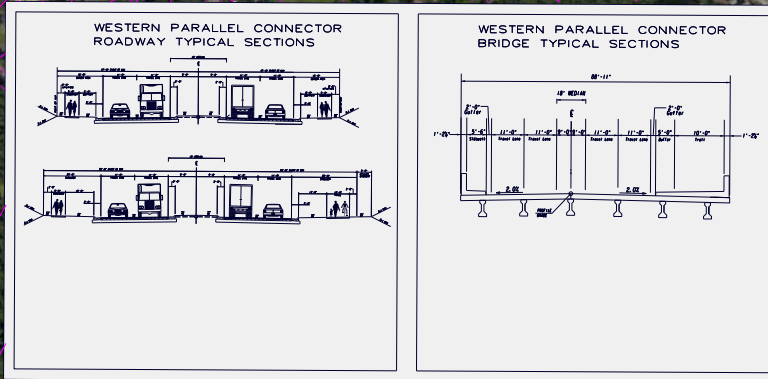
[Contact Us](#)

Project Description:
Rock Quarry Road project is a reconstruction project. Rock Quarry Road will be widened beginning at Eagles Landing Parkway north to SR 42/138. The total miles for the widening project is 2.60 in length. This project is located in the 13th Congressional district. Rock Quarry Road in Henry County is classified as an urban minor arterial. It is a two lane north-south facility that connects motorists from SR 42 to Eagle’s Landing Parkway. Rock Quarry Road has intermittent turn lanes at various locations and has no continuous linear sidewalks. There are a large number of commercial and industrial businesses along the proposed project segment, as well as residential housing. This project is currently identified in the Atlanta Regional Commission's (ARC) Regional Transportation Plan (RTP), Plan 2040, and is included in the Transportation Improvement Program (TIP). This project is located within the Atlanta MPO boundary and is listed in the TIP as HE-161A.

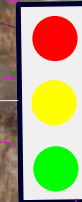
Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2017	\$1,500,000.00	
ROW (Right of Way)	2020	\$7,171,200.00	
UTL (Utilities)	2023	\$1,794,923.00	5/19/2022
CST (Construction)	2023	\$25,717,975.01	1/13/2022



Georgia Department of Transportation



END PROJECT



PROPOSED
I-75 WESTERN PARALLEL CONNECTOR
P.I. No. 0014482

PIOH DISPLAY
DECEMBER 14, 2017

Legend

- Stream
- Wetland
- Open Water
- Channel
- HISTORIC BOUNDARY
- EXISTING TRAFFIC SIGNAL
- SIDEWALK
- MEDIAN

Short Term Action Plan

The Short Term Action Plan (2016-2021) is made up of the projects to be undertaken, in whole or in part, in Henry County over the next five years (**Table 24**). Most of the new roadway and roadway widening projects included in the Short Term Action Plan are currently listed in the ARC's Transportation Improvement Program (TIP), and did not originate from this JCTP. Those currently programmed projects have been joined in this Short Term Action Plan by recommendations for a several new major investments in the roadway

Table 24: Short Term Action Plan Projects by Type

Project Code	TIP	ARC ID	Name	Extent	Description	Project Cost	County Funding	Notes
New Roads								
R-78	N	NA	MCDONOUGH PARKWAY EXTENSION (MCDONOUGH BYPASS): PHASE II	FROM SR 155 (DECATUR ROAD) TO SR 20 (CONYERS HIGHWAY / LAWRENCEVILLE STREET)	Paving Turner Church road as a two lane rural section	\$1,802,000	Fully funded in SPLOST IV	Fully funded in SPLOST IV
R-2	Y	HE-179	WESTERN PARALLEL CONNECTOR - NEW ALIGNMENT	FROM JONESBORO ROAD TO HUDSON BRIDGE ROAD	New 2 lane roadway	\$16,950,000		
R-1	Y	HE-118B	MCDONOUGH PARKWAY EXTENSION (MCDONOUGH BYPASS): PHASE II - NEW ALIGNMENT	FROM US 23 (ATLANTA STREET) TO SR 155 (DECATUR ROAD)	New 4 lane roadway	\$5,700,000	\$5,700,000	Fully funded in SPLOST IV
R-27	Y	HE-118E	MCDONOUGH PKWY EXTENSION (MCDONOUGH BYPASS): PHASE IV - NEW ALIGNMENT	FROM SR 20/81 (HAMPTON STREET) TO HENRY PARKWAY	New 4 lane roadway	\$25,000,000	\$25,000,000	Fully funded in SPLOST IV
Road Widening								
R-8	Y	HE-113	SR 155 WIDENING	FROM I-75 SOUTH TO SR 42	Adding 1 lane in each direction	\$20,231,053	\$-	Fully funded in TIP
R-5	Y	HE-020A	SR 20/81 (HAMPTON STREET): SEGMENT 1 - NEW ALIGNMENT	FROM EAST OF I-75 SOUTH TO PHILLIPS DRIVE	Adding 1 lane in each direction	\$15,572,828	\$1,590,000	Fully funded in TIP
R-52	N	NA	SR 155 WIDENING	BETWEEN BILL GARDNER PARKWAY AND I-75/ SR 155 INTERCHANGE	Primary Congestion Corridor/ Adding 1 lane in each direction. Project would include widening I-75 underpass.	\$38,165,800	\$7,633,160	Project not yet funded. 20% local funding 80% federal and/or state. Coordination with GDOT needed to move project forward
R-10	Y	HE-920B	SR 920 (MCDONOUGH ROAD / JONESBORO ROAD) WIDENING	FROM US 19/41 (TARA BOULEVARD) IN CLAYTON COUNTY TO I-75 SOUTH IN HENRY COUNTY	Adding one lane in each direction	\$74,079,949	\$-	Fully funded in TIP
R-7	Y	HE-107	US 23 WIDENING	FROM DOWNTOWN MCDONOUGH TO SR 138 (NORTH HENRY BOULEVARD)	Adding 1 lane in each direction	\$90,304,371	\$12,466,039	UTL and Construction phase funding not yet identified. 20% local match allocated to keep project moving forward and/or fully fund "Main Street Henry" concept.
R-6	Y	HE-020B	SR 20/81 (HAMPTON STREET / KEYS FERRY ROAD) - EXTENSION AND UPGRADE OF ONE-WAY PAIR THROUGH DOWNTOWN MCDONOUGH	FROM WEST OF NORFOLK SOUTHERN RAIL LINE TO EAST OF LEMON STREET	Adding 1 lane in each direction	\$8,200,035	\$-	Fully funded in TIP
R-34 (A)	Y	HE-05	SR 81 WIDENING	FROM LEMON STREET TO N BETHANY ROAD	Primary Congestion Corridor/ Adding 1 lane in each direction	\$23,020,000	\$4,304,000	ROW and CST phase funding not yet identified. 20% local funding allocated to move project forward. 80% federally funded.
R-9	Y	HE-161A	ROCK QUARRY ROAD WIDENING	FROM EAGLES LANDING PARKWAY TO SR 138	Adding 1 lane in each direction	\$32,981,200	\$31,781,200	Funding available in SPLOST IV
Safety and Operational Roadway Protects								
R-49 (A)	N	NA	CHAMBERS ROAD	BETWEEN JODECO ROAD AND SR 81	Connectivity	\$6,106,332	\$6,106,332	Local project

network, as well as some locally-funded active transportation projects, a roadway safety project, intersection operations projects, and potential new transit service.

The Short Term Action Plan also includes recommendations for studies. The JCTP recommends both a new interchange and collector-distributor lanes on I-75. Proposed changes to the Interstate System must be approved by the Federal Highway Administration (FHWA), and the Short Term Action Plan includes funds for the studies that will move those projects forward. Second, a Greenways Master Plan is recommended to more fully explore the opportunities for a trail network in Henry County.

Table continued on page 78



TO: City of Stockbridge Mayor and City Council
City of Stockbridge Planning Commission

FROM: Linda M. Logan, Senior Planner, Planning and Zoning Division

CC: Brecca Carter, Community Development Director
R. Ryan Anderson, Chief Planner

DATE: January 26, 2023 and February 13, 2023

**SUBJECT: Staff Report for Rezoning Case #RZ-2022-08--Parcel #032-01026000
on Hudson Bridge Drive**

I. PURPOSE

Consider a rezoning application (Rezoning Case #RZ-2022-08) by Carter Acquisitions, LLC, c/o Battle Law, P.C, to rezone Parcel #032-01026000 on Hudson Bridge Drive from 'C-2' (General Commercial) to 'MFR' (Multiple Family Residential) to allow for the development of a luxury apartment community with 330 units. Mount Zion 48, LLC is the current owner of the property, and it contains approximately 20.367 acres. The applicant is also requesting that the property's future land use designation be changed from Medium-Density Vertical Mixed-Use to High-Density Residential via Comprehensive Plan Amendment Case #CP-2022-07.

II. CASE FACTS

Proposed Development:	Apartment community with 330 units.
Site Address:	None.
Parcel Identification:	032-01026000.
Parcel Acreage:	+/- 20.367 acres.
Land District and Land Lot:	District 6, Land Lot 21.
Council District:	5.
Applicant:	Carter Acquisitions, LLC, c/o Battle Law, P.C.
Owner:	Mount Zion 48, LLC.
Current City Zoning:	C-2 and Parkway Mixed-Use Overlay District.
Surrounding Zoning:	• <u>North</u>—MFR (Multiple Family Residential). • <u>Northwest</u>—SR (Suburban Residential). • <u>East</u>—C-2 & C-3 (General Commercial & Heavy

	Commercial). • <u>South</u>—C-2 (General Commercial). • <u>Southeast</u>—C-2 & C-3 (General Commercial & Heavy Commercial). • <u>West</u>—Outside of the City. Zoned 'RD' & 'RM' (Residential-Duplex & Residential-Multifamily) by Henry County. • <u>Southwest</u>—Outside of the City. Zoned 'C-2' (General Commercial by Henry County.
City Land Use Designation:	Medium-Density Vertical Mixed-Use.
Current Use:	Vacant.
Surrounding Land Uses:	• <u>North</u>—St. Ives Apartments. • <u>Northwest</u>—St. Margrit Subdivision. • <u>East</u>—Walmart and adjacent Centre @ Stockbridge Shopping Center. • <u>South</u>—Commercial uses fronting onto Hudson Bridge Road, including J & J Liquor and Western Union. • <u>Southeast</u>—Retail uses (Taco Bell and QuikTrip) outside of the City, with access from Hudson Bridge Drive. • <u>West</u>—Oakwood Village Subdivision (outside of the City).
Property Location:	To the rear of 1590 Hudson Bridge Road. Property has no access to any public street. Access exists from Hudson Bridge Drive, an internal street for the adjacent Centre @ Stockbridge shopping center, which includes Walmart. A portion of this street actually is part of the subject property.
Property Conditions:	Vacant land; mostly wooded. Eastern portion of site contains steep topography, wetlands with a 25-foot state buffer, a 50-foot stream buffer, and a 75-foot impervious setback as part of a nearby stream.

III. PROPERTY AND ZONING HISTORY

A. Restrictive Covenant. The subject property was previously owned by Baptist Retirement Communities of Georgia, who sold it in 2005. Before doing so, a restrictive covenant, dated April 26, 2004, was prepared and filed with the Henry County Superior Court (in Book 7028, Page 237). It prohibited the use of the subject property for retail uses. This restriction expired, however, on March 31, 2008.

B. Walmart Master Development Plan and DRI. The subject property was originally a part of a Master Development Plan (Centre @ Stockbridge) with a Wal-Mart Supercenter as a mixed-used development for a total of 70.16 acres. The entire property was annexed

by the City of Stockbridge in 2002. The subject site as a part of the Master Plan was described as “Tract 2.” Tracts 1 and 2 were annexed as C-2 (Commercial – Medium Density) and C-3 (Heavy Commercial). Tracts 1 and 2 were further subdivided on February 4, 2004, creating a “new” Tract 2 as a part of the Walmart Development. The original Tract 2 would become a “stand-alone” parcel for future development. The Master Development Plan initially allowed the subject site to have access from Hudson Bridge Road, but outparcels were later created, and this removed the site’s access to Hudson Bridge Road. A Development of Regional Impact Analysis (DRI #481) was completed on the Master Development Plan, including the subject site, on November 21, 2003, and a Development Agreement was also prepared. Per the DRI for the entire Plan area, “The site shall be mixed-use and contain a minimum of 200 residential units and a maximum of 343,500 square feet of commercial/office/retail space.” However, DRI officials have stated that DRI conditions have no effect after ten years.

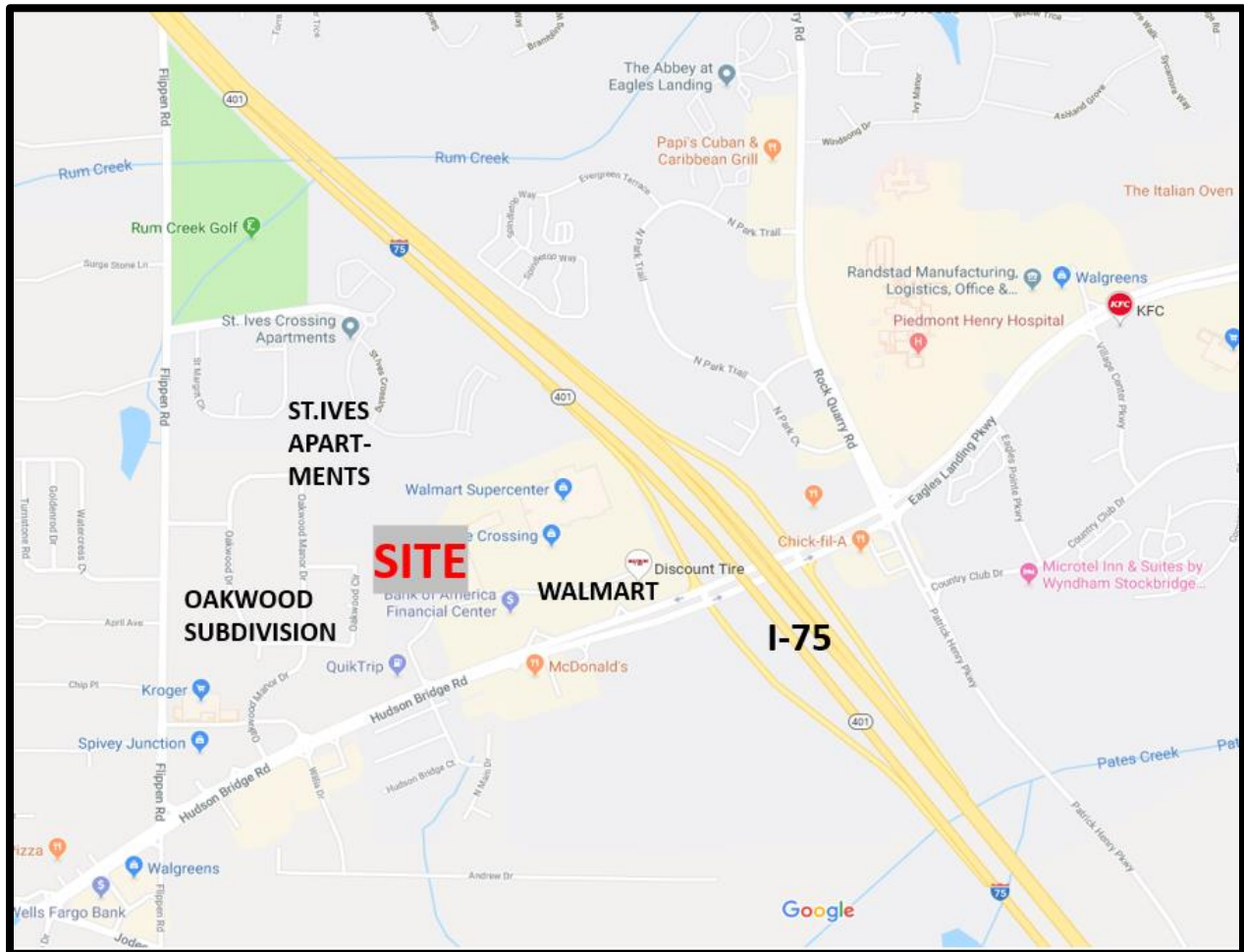
C. Creation of Easements. Wolverton & Associates of Duluth, Georgia created a series of drawings on February 26, 2013 as part of a Final Subdivision Plat for Broad Street Stockbridge II, LLC to show the presence of ten easements along and adjacent to Hudson Bridge Drive. They also show that a portion of Hudson Bridge Drive is actually a part of the subject site, and this is confirmed by the aerial photo of the site today from the Henry County Tax Assessors’ records.

D. Recent Zoning Activity: RZ-2019-04. A rezoning of the subject property was sought by TPA Residential (c/o Falcon Design Consultants, LLC) in 2019 to allow for the development of 118 townhomes on 18.23 +/- acres, plus commercial uses on 2.14 +/- acres of land. The applicant requested that the property be rezoned from ‘C-2’ (General Commercial) to ‘MUND’ (Mixed-Use Neighborhood Residential). The Planning and Zoning Staff, as well as the Planning Commission (at their September 14, 2019 meeting) both recommended the approval of this case, with conditions. However, at the subsequent City Council meeting on October 14, 2019, the applicant announced that he wanted to withdraw his application; thus, no further action was taken on the case.

E. Recent Zoning Activity: RZ-2020-01. TPA Residential returned to the City in 2020 to file a revised rezoning application via RZ-2020-01. This time, the applicant wanted to build a purely residential development, containing 147 townhomes only. The Planning and Zoning Staff checked with GRTA about the need for a possible updated DRI review, but GRTA determined that this was not warranted since the proposed density would be less than what was originally proposed under the Walmart Master Development Plan. The Staff and the Planning Commission (who heard the case on June 25, 2020) both recommended approval with conditions, but the City Council denied the case at its meeting on July 13, 2020.

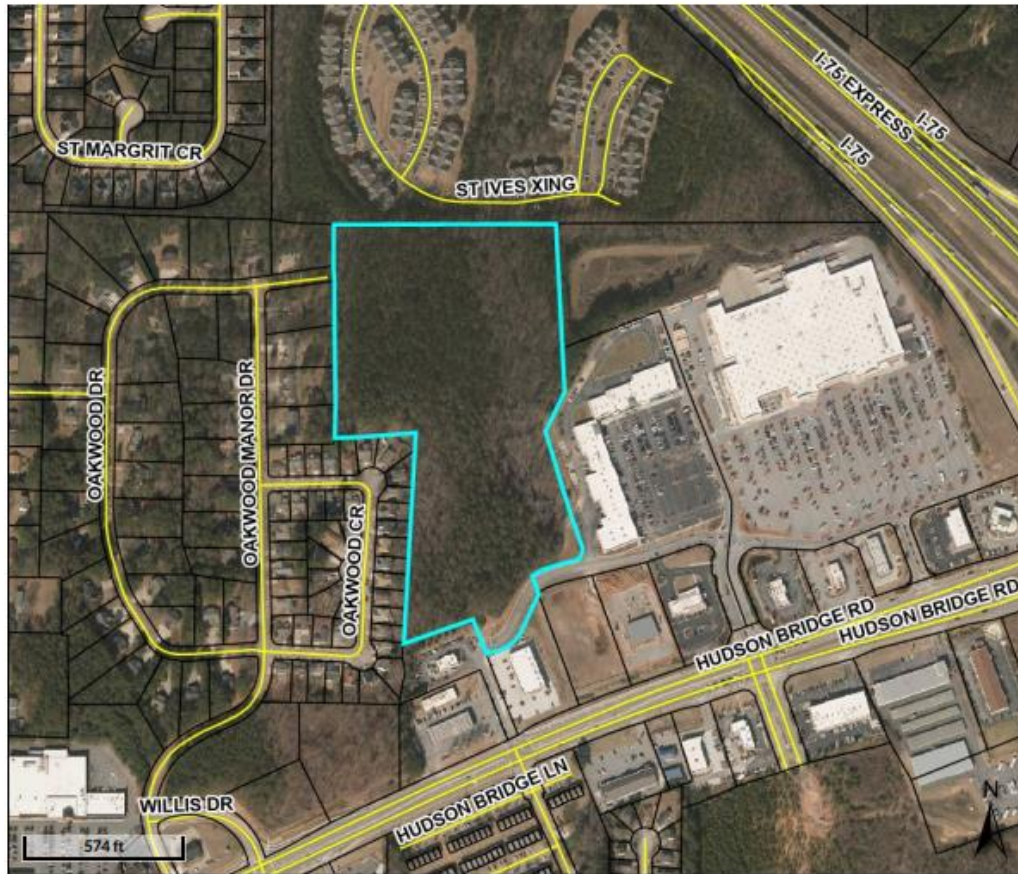
A series of aerial photographs, maps, and illustrations are presented below.

STREET MAP OF SITE VICINITY



AERIAL PHOTO OF SUBJECT PROPERTY

 **qPublic.net**™ Henry County, GA



Overview



Legend

-  Parcels
-  Roads

Parcel ID	032-01026000	Class	C	Owner	MOUNT ZION	Land				
Property		Acreage	20.367	Address	48 LLC	Value:	\$1,400,000			
Address					1 WOODY	Building				
District	City/Stockbridge				TRAIL	Value:	\$0	Last 2 Sales		
					MABLETON GA	Misc	4/29/2022	Price	Reason	Qual
					30126	Value:	\$0	11/1/2010	\$0	CORPORATE U
						Total	\$1,400,000			
						Value:				

WALMART MASTER DEVELOPMENT PLAN AREA



PREVIOUS SUBDIVISION OF THE SITE INTO TWO TRACTS

GENERAL NOTES

- THE FIELD DATA UPON WHICH THIS SURVEY IS BASED ON A CROSS SECTION OF THE FIRST 100 SQUARE FEET AND AN ANGLE OF 10 DEGREES PER HUNDRED FEET AND A HORIZONTAL DISTANCE OF 100 FEET. THE SURVEY WAS CONDUCTED BY A LICENSED SURVEYOR AND THE RESULTS WERE USED TO DETERMINE THE LOCATION OF THE PROPERTY LINES. THE SURVEY WAS CONDUCTED ON 01-10-2024. THIS PLAN HAS BEEN APPROVED FOR RECORD BY THE HENRY COUNTY ENGINEER AND HAS BEEN RECORDED IN THE PUBLIC RECORDS OF HENRY COUNTY, GEORGIA.
- THIS SURVEY IS RELATIVE TO THE QUADRA STATE PLAT COORDINATE SYSTEM, WEST ZONE, AS REFERENCED TO NAD83 (2011) ADJUSTED NORTH AMERICAN DATUM (NAD83/2011). THE SURVEY WAS CONDUCTED BY A LICENSED SURVEYOR AND THE RESULTS WERE USED TO DETERMINE THE LOCATION OF THE PROPERTY LINES. THE SURVEY WAS CONDUCTED ON 01-10-2024. THIS PLAN HAS BEEN APPROVED FOR RECORD BY THE HENRY COUNTY ENGINEER AND HAS BEEN RECORDED IN THE PUBLIC RECORDS OF HENRY COUNTY, GEORGIA.
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SURVEYORS CERTIFICATE

THIS SURVEY IS AN ACCURATE REPRESENTATION OF THE PROPERTY SURVEYED UNDER MY SUPERVISION. THIS SURVEY WAS PERFORMED ACCORDING TO A TITLE COMMITMENT AND WAS NOT SUBJECT TO EXAMINATION AND REVISIONS OF RECORD BY REFLECTED UPON THIS PLAN.

DATE: 06/11/24
MICHAEL G. HARRIS
SINCE 04/01/2008

SHEET INDEX

VICINITY MAP - N.T.S.

THE CITY OF STOCKBRIDGE ASSUMES NO RESPONSIBILITY FOR THE OBTAINING OR EXISTENCE OF NATURAL OR ARTIFICIAL CHANNELS BEYOND THE EXTENT OF THE STREET RIGHT-OF-WAY. NOR FOR THE EXTENSION OF CULVERTS BEYOND THE POINTS SHOWN ON THIS PLAN AND AS REQUIRED BY THE CITY OF STOCKBRIDGE SUBORDINATION ORDINANCE.

1. MAINTENANCE OF DETENTION PONDS SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER AND SHALL BE MAINTAINED AND REPAIRED WHEN NEEDED OR AS REQUESTED BY THE CITY OF STOCKBRIDGE.

WETLANDS SHOWN ON THIS PLAN ARE UNDER THE JURISDICTION OF THE U.S. ARMY CORPS OF ENGINEERS. LOT OWNERS MAY BE SUBJECT TO PENALTY BY LAW FOR DISTURBANCE TO THESE WETLAND AREAS WITHOUT PROPER AUTHORIZATION.

LINE STREAMS DO EXIST ONSITE.

TRACT CHART

TRACT 1 - NO ADDRESS ASSIGNED PARCEL # - 032-01026000

TRACT 2 - 1500 HUSKIO BRIDGE RD PARCEL # - 032-01026002

AREA CHART

TRACT	ACRES	SQ. FT.	ZONED
TRACT 1	20.367	887,136	C-2
TRACT 2	1.708	74,657	C-2
TOTAL:	22.076	961,793	

OWNER/SUBOWNER

BRAD STREET STOCKBRIDGE & L.L.C.
BY: BR STREET INVESTMENTS, INC. BY: BRINGER
300 WEST OAKLAND ROAD, STE 106
KNOX, TENNESSEE 37904
615-774-0830

EASEMENT CHART

1. PRIVATE EASEMENT (EASEMENT) (BY 703M, PG 185).
2. PRIVATE PERMANENT RETAINING WALL & GRADING EASEMENT (BY 703M, PG 200).
3. PRIVATE BAFFLED COMMUNITY INGRESS/EGRESS EASEMENT (BY 703M, PG 200).
4. PRIVATE PERMANENT RETAINING WALL & GRADING EASEMENT (BY 703M, PG 185).
5. PRIVATE GRADING EASEMENT (BY 703M, PG 200).
6. PRIVATE PERMANENT RETAINING WALL AND GRADING EASEMENT AND LANDSCAPING EASEMENT AREA (BY 703M, PG 200).
7. PRIVATE CROSS STREET EASEMENT (BY 703M, PG 200).
8. PUBLIC 20' SANITARY SEWER EASEMENT (BY 8710, PG 247).
9. PUBLIC INTERSTATE EASEMENT (BY 8710, PG 238).
10. PRIVATE PERMANENT SLOPE EASEMENT (BY 703M, PG 200).

OWNERS STATEMENT

CITY OF STOCKBRIDGE
COUNTY OF HENRY

The owner of the land shown on this plat and whose name is subscribed thereto, hereby certifies that the information furnished herein is true and that this plat was made from an actual survey, and declares by this Declaration to the use of the public for, and in, order, when shown, relevant, reliable, accurate, and that all public facilities and improvements thereon shown, and transfers ownership of all public use areas in the sample by deed, for the purposes therein expressed.

Brad Street Stockbridge & L.L.C.
BY: BR STREET INVESTMENTS, INC., its manager
NAME: Stephen R. Bringer
TITLE: President
DATE: June 11, 2024

THIS PLAT IS HEREBY APPROVED FOR RECORDING:
BY: Michael G. Harris DIRECTOR,
HENRY COUNTY DEPARTMENT OF ENVIRONMENTAL
& PLANNING REVIEW

DATE: 6/11/24

THIS PLAT IS HEREBY APPROVED FOR RECORDING:
BY: Michael G. Harris DIRECTOR,
HENRY COUNTY DEPARTMENT OF ENVIRONMENTAL
& PLANNING REVIEW

DATE: 6-11-24

HENRY COUNTY MAP 32
ALL BLOCK 1

PREVIOUS EASEMENT CREATION

THIS PLAT IS HEREBY APPROVED FOR RECORDING:

BY: *[Signature]* DIRECTOR,
HENRY COUNTY DEPARTMENT OF ENVIRONMENTAL COMPLIANCE
& PLAN REVIEW

DATE: 6/8/13
THIS PLAT IS HEREBY APPROVED FOR RECORDING:
[Signature] DATE: 6-18-13
MAYOR, CITY OF STOCKBRIDGE

TRACT 1
ZONED C-2
ACCESS FOR TRACT 1 WILL BE PROVIDED BY THE CURRENT PRIVATE(1) AND CROSS ACCESS(7) EASEMENTS AS SHOWN HEREON

TRACT 2

REVISIONS

REVISIONS	BY
1. CORRECTED SURVEY COMMENTS - 04/24/2013	KBW
2. CORRECTED SURVEY COMMENTS - 05/15/2013	KBW

DRAWN BY: KBW
CHECKED BY: MGH
DATE: 02/26/2013
SCALE: 1" = 100'
JOB NO.: 13-692
SHEET NUMBER: 2
OF 4 SHEETS

**HENRY COUNTY MAP 32
ALL BLOCK 1**

STREET VIEW OF SOUTHWEST CORNER OF SITE



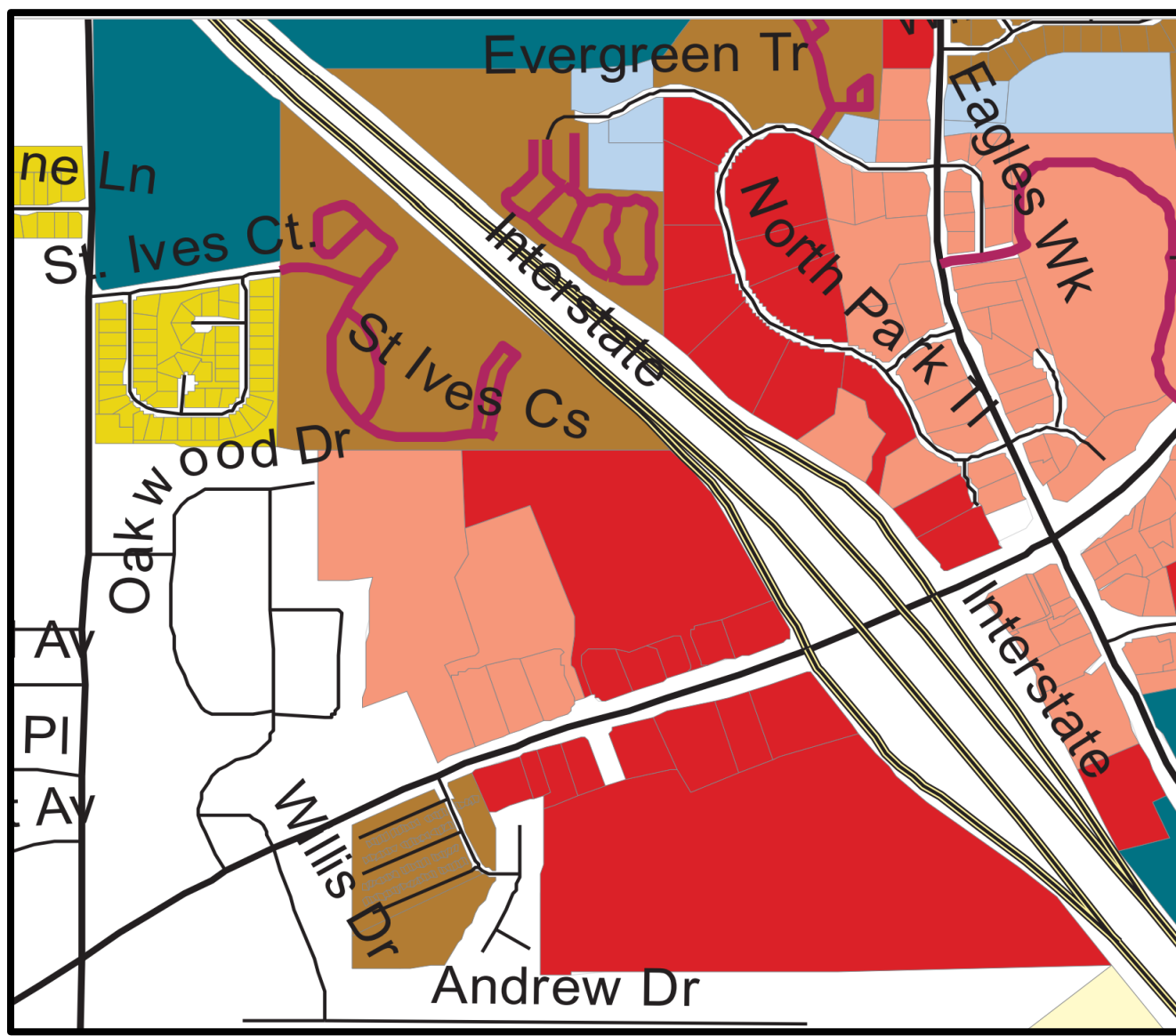
STREET VIEW OF SITE TOWARD SOUTHEAST CORNER



2023 CITY OF STOCKBRIDGE ZONING MAP

LEGEND:

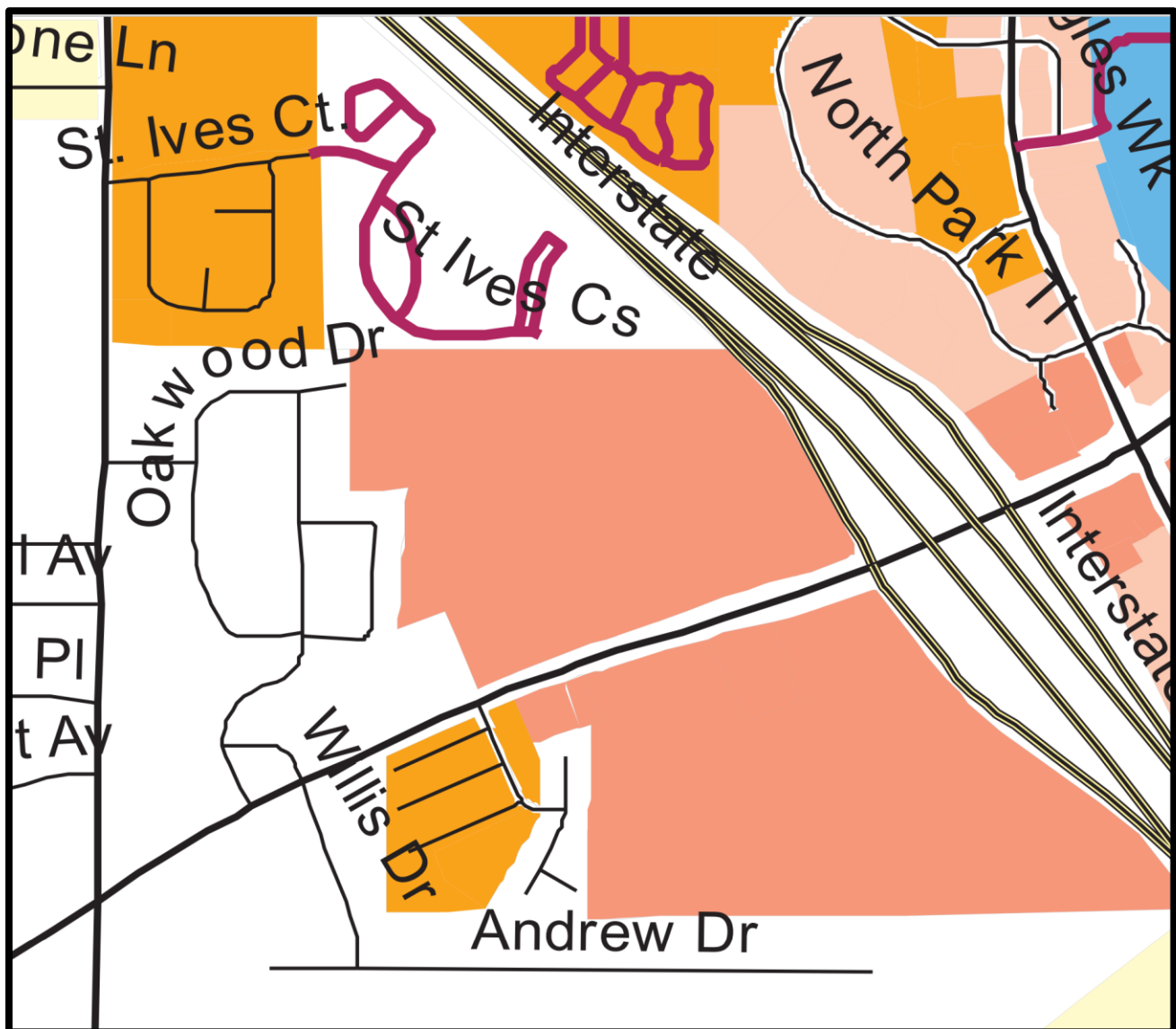
- Gold—SR (Suburban Residential)
- Brown—MFR (Multiple Family Residential)
- Salmon—C-2 (General Commercial)
- Red—C-3 (Heavy Commercial)
- Teal—PUD (Planned Unit Development)
- White—Outside of the Stockbridge City Limits



2023 CITY OF STOCKBRIDGE FUTURE LAND USE MAP

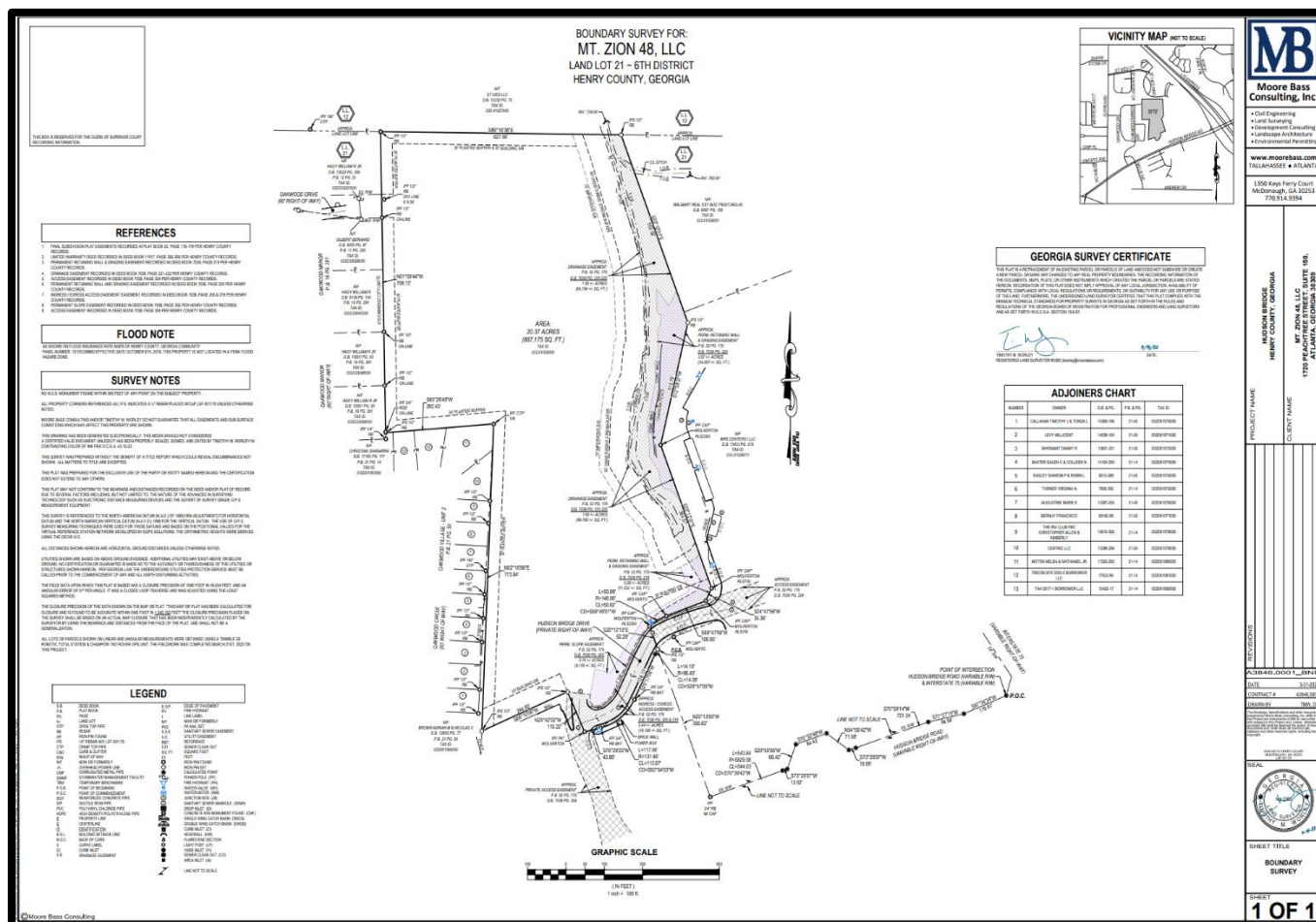
LEGEND:

- Pale Yellow—Low-Density Residential
- Orange—High-Density Residential
- Peach—Low-Density Vertical Mixed-Use
- Salmon—Medium Density Vertical Mixed-Use
- Blue—Public-Institutional



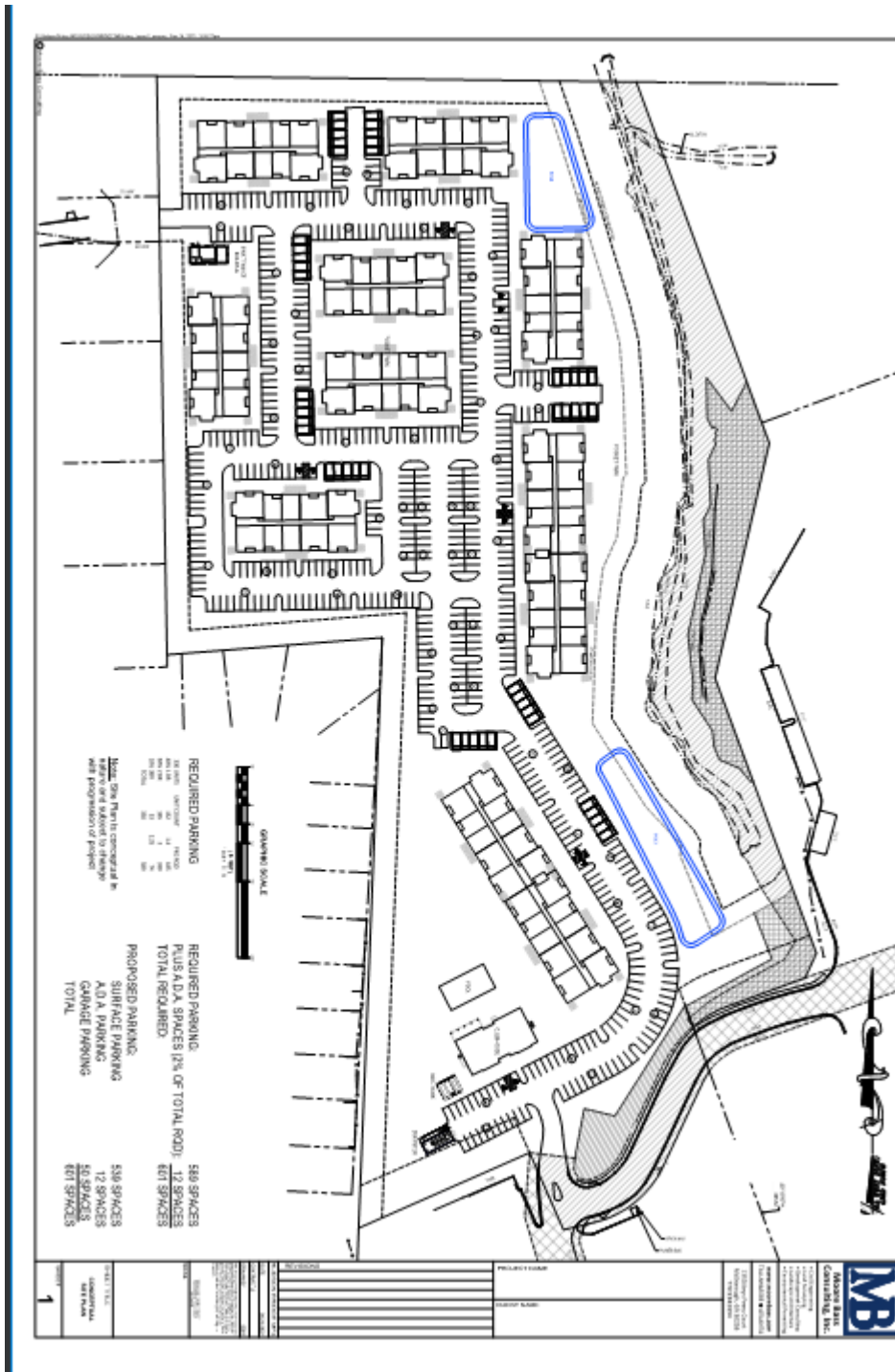
BOUNDARY SURVEY

Hudson Bridge Drive is located at the southern end of the property.



CONCEPTUAL SITE PLAN

Prepared by Moore Bass Consulting, Inc. on August 24, 2022.
Hudson Bridge Drive is located at the southern end of the property.



RENDERING OF PROPOSED APARTMENT BUILDING



PROPOSED DEVELOPMENT

A. Project Size. The applicant proposes to build an apartment community containing 330 total units on the subject property, with a total project buildout by Year 2026. Since the property contains 20.367 acres, the density would be 16.2 units per acre. There would be 132 one-bedroom units, 165 two-bedroom units, and 33 three-bedroom units.

B. Site Plan Design. The applicant has submitted its “Conceptual Site Plan”, dated August 24, 2022 and prepared by Moore Bass Consulting, Inc. The site plan shows that the project entrance would occur via Hudson Bridge Drive at the southern end of the property. A secondary access would be provided at the northwestern corner of the site, with access from Oakwood Drive to the west. The site plan does not state whether this would be just for emergency vehicles. The proposed 330 total apartment units would be contained within nine (9) apartment buildings, including seven (7) smaller buildings and two (2) larger buildings. The submitted architectural rendering suggests that each building would have three floors.

Within the site, the area across from the project entrance would contain the clubhouse (including the apartment leasing office), a mail kiosk, a pool, and the trash dumpster. A pocket park would be located between two apartment buildings, and a maintenance building would be located near the rear access to the site. The proposed parking includes 539 surface parking spaces, 50 garage spaces, and 12 ADA spaces, for a total of 601 parking spaces. The eastern side of the site plan shows the presence of a creek, a concrete retaining wall, a 50-foot undisturbed stream buffer, and a 75-foot impervious setback. A second pocket park would be provided adjacent to this area, along with two detention ponds.

C. Utilities Facilities. The applicant has obtained a letter from the Henry County Water Authority, dated December 2, 2022. It states that water can be made available to the subject property by extending a nearby water line to the site, at the developer’s expense. In addition, sewage treatment and sewer line capacity are available for the property. However, the developer would be required to install a private lift station (proposed to be located on the property), as well as an associated force main and gravity sewer main extension, all at the developer’s expense.

D. Traffic Impact Study. The applicant has submitted a Traffic Impact Study, dated November 2022, which was prepared by Kimley-Horn and Associates, Inc. of Alpharetta, Georgia. The Study considered existing traffic conditions, projected traffic conditions without the proposed project, and projected traffic conditions resulting from the addition of anticipated trips to be generated by the proposed apartment development. Analyses were made of traffic volumes and turning movements at the two signalized intersections of Hudson Bridge Drive with Hudson Bridge Road and the intersection of the Walmart driveway with Hudson Bridge Road. Peak hour turning movement counts were taken on Thursday, November 3, 2022 at these intersections during the morning peak hour of 7:30-8:30 AM and during the afternoon peak hour of 4:30-5:30 PM. A traffic volume growth rate of two percent (2%) was applied for each of four years, from 2023 to 2026.

The Study found that the proposed development would be projected to generate 764 total trips per day, of which 103 AM peak hour trips would exit the site and 79 PM peak hour trips would enter the site at the proposed main entrance. These data are presented in Table 1 below.

TABLE 1—Projected 2026 Peak Hour Traffic Volumes

Daily Traffic		AM Peak Hour		PM Peak Hour	
Enter	Exit	Enter	Exit	Enter	Exit
764	764	31	103	79	50
764	764	31	103	79	50

Table 2 below provides a further breakdown of trip data into operational Levels of Service (LOS), with an LOS of 'A' being the best and an LOS of 'F' being the worst. The anticipated traffic delays, in seconds, are shown in parentheses. For the AM peak hour, the data indicate that the intersection of Hudson Bridge Drive with Hudson Bridge Road operated at LOS 'B' in 2022, and it would continue to do so in 2026 after the proposed project is built. The PM peak hour is currently operating at LOS 'B', but it would worsen slightly to LOS 'C' by 2026. Although the intersection of the Walmart driveway with Hudson Bridge Road does not fare as well, its numbers do not appear to change much with the construction of the proposed apartments. The Study deemed all levels of service to be "acceptable."

TABLE 2—Existing and Projected Intersection Levels of Service

Intersection	Approach & Movement	Existing 2022		Projected 2026 No-Build		Projected 2026 Build	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. Hudson Bridge Road at Private Driveway/Walmart Driveway (signalized)	Overall	C (22.7)	D (38.5)	C (23.5)	D (40.1)	C (24.3)	D (40.4)
2. Hudson Bridge Road at Hudson Bridge Drive/Site Driveway A (signalized)	Overall	B (13.7)	B (19.5)	B (14.3)	C (23.3)	B (15.8)	C (28.0)

As a result of the findings of the Study, one traffic access recommendation was made, as follows: "On the site, extend the existing Hudson Bridge Drive stub, creating an unsignalized, full movement driveway into the site, with one (1) ingress lane entering the site and one (1) egress lane exiting the site."

The Traffic Impact Study also made a comparison of projected traffic conditions for the

proposed apartment development with projected traffic conditions for an 80,000-square-foot commercial development if the subject property were to be developed under the property's existing 'C-2' (General Commercial) zoning. The Study concluded that the proposed apartment development would generate 3,874 fewer trips per day, or 72 percent less, than an alternative commercial development. It would also generate 286 fewer PM peak hour trips per day, or 69 percent less, than an alternative commercial development.

**TABLE 3—Comparison of Projected 2026 Traffic Conditions
For Proposed Apartment Development Under Proposed MFR Zoning
Versus a Commercial Development Under Existing C-2 Zoning**

Existing Zoning (C2)											
Land Use	ITE Code	Density	Daily Traffic			AM Peak			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
<i>Shopping Center (40K-150k)</i>	821	80,000 SF	5,402	2,701	2,701	138	86	52	415	203	212
Proposed Zoning (MFR)											
<i>Multi-Family Housing (Mid-Rise)</i>	221	330 d.u.	1,528	764	764	134	31	103	129	79	50
<i>Difference in Gross Project Trips</i>			-3,874	-1,937	-1,937	-4	-55	+51	-286	-124	-162
<i>% Difference in Gross Project Trips</i>			-72%	-72%	-72%	-3%	-64%	+98%	-69%	-61%	-76%

IV. ANALYSIS OF REQUEST

The applicant requests a rezoning under Section 9.2.1 of the City of Stockbridge's Unified Development Code (UDC). Under Section 9.2.1(C), the UDC states that the Planning Commission and the City Council shall consider nine (9) standards in considering any proposal that would result in a change to the text or map of the UDC, giving due weight or priority to those factors that are appropriate to the circumstances of each proposal. An analysis of the compliance of the proposed rezoning with those standards is made below.

STANDARD #1--Consistency with the Comprehensive Plan. The 2023 Stockbridge Future Land Use Map of the City's adopted Comprehensive Plan shows a future land use designation for the subject property of "Medium-Density Vertical Mixed-Use." This designation is intended for mixed residential and commercial areas that are located around major intersections, including Hudson Bridge Road at I-75, at a density of 6 to 8 units per acre. The subject property's existing C-2 zoning is listed as a compatible district.

The proposed apartment development would not be compatible with the property's existing future land use designation of Medium-Density Residential because the City's previous zoning district of 'RM-1' (Residential Multifamily-Apartments), which existed prior to the adoption of the UDC, is not listed as a compatible zoning district. Thus, the proposed 'MFR' (Multiple Family Residential) zoning district would not be compatible. For this reason, the applicant has simultaneously requested a Comprehensive Plan Amendment via Case #CP-2022-07 to change the property's future land use designation to High-Density Residential, which allows a maximum density of 16 units per acre.

However, the proposed apartment development's density of 16.2 units per acre would exceed the applicant's requested High-Density Residential designation by 0.2 units per acre. The excess calculates to be an extra four (4) units. Thus, the applicant needs to reduce the total number of units from 330 to 326 in order to comply with the maximum allowable density of 16.0 (sixteen point zero) units per acre for the High-Density Residential designation. It should be noted that the proposed 147 townhomes under Rezoning Case #RZ-2020-01, if it had been approved, would have had a density of only 7.2 units per acre, compared to the current proposal having a density of more than double that amount.

STANDARD #2 -- The relation that the proposed rezoning amendment bears to the purpose of the overall zoning scheme with due consideration given to whether or not the proposed change will help carry out the purposes of the City of Stockbridge Unified Development Code (UDC). The rezoning of the subject property to the requested 'MFR' (Multiple Family Residential) district is necessary because the proposed apartment development is not permissible under the property's existing C-2 zoning. The MFR district does permit apartment development, as does the PMU (Parkway Mixed-Use Overlay District), wherein the property lies. Further, the MFR district regulations call for the development of a high-density urban environment of 14 units or higher, and that is what the proposed development would be. Although the intent of the MFR district is for new developments to be located on streets having a classification of 'collector' or higher, and Hudson Bridge Drive is only a local street, the property is located in close proximity to Hudson Bridge Road, an arterial road with a signalized intersection near the property.

STANDARD #3 -- Potential positive effects of the rezoning amendment on the character of the proposed zoning district, a particular piece of property, neighborhood, a particular area, or community. The subject property has remained vacant even after the Walmart Master Development Plan was prepared in 2003. A restrictive covenant was imposed by the Baptist Retirement Communities of Georgia on the subject property to prohibit the development of retail uses. Yet, even after its expiration in 2008, no retail development has taken place on the site, despite its permissible C-2 zoning. This suggests that the immediate vicinity may have already reached its saturation point for retail uses. Although the C-2 district also allows other types of non-retail commercial uses, many of them are not permitted in the PMU district. Further, even if they were allowed, such uses most likely would need to have direct frontage onto Hudson Bridge Road to attract customer traffic, which the subject site does not offer.

Existing commercial uses to the south and east of the site would have access to a significant amount of potential new customers from the proposed apartment development, thereby increasing their business revenues. In addition, the new apartment residents would have convenient access to the adjacent commercial uses within the Walmart and Centre@ Stockbridge Shopping Center.

STANDARD #4 -- The physical conditions of the site relative to its capability to be developed as requested, including topography, drainage, access, and size and

shape of the property. The eastern portion of subject site contains steep topography, wetlands with a 25-foot state buffer, a 50-foot stream buffer, and a 75-foot impervious setback as part of a nearby stream. Due to their presence, no apartment units would be built in that area. The developer should take appropriate steps to protect this environmentally-sensitive area and to facilitate drainage.

The proposed development site would have its main access via Hudson Bridge Drive, which is an internal, private street supporting the Walmart and Centre@ Stockbridge Shopping Center. Several easements were previously created to facilitate the site's access from the existing traffic signal at Hudson Bridge Road. The Development Agreement governing Tract 1 (Walmart development) stated as follows: "The City acknowledges that the use by the Owner of a driveway easement to an ingress-egress point at the intersection of Hudson Bridge Road and Hudson Bridge Drive does not disqualify such ingress-egress point from serving as an independent access point to Hudson Bridge Road for the approximately 20-acre parcel of land located directly to the west of the Property."

STANDARD #5 --The impact upon adjacent property owners should the request be granted. To prevent a significant influx of traffic onto Oakwood Drive and the adjacent Oakwood Subdivision to the west, no regular access should be allowed from the subject property onto Oakwood Drive, other than a locked emergency access. The site plan needs to be revised to show this. Further, a fence and tall trees should be located along the western boundary of the site.

STANDARD #6 -- The potential impact of the rezoning on City infrastructure including water and sewage system. As was previously mentioned, the applicant obtained a letter from the Henry County Water Authority, which stated that water can be made available by extending a nearby water line to the site, and that sewage treatment and sewer line capacity are available to serve the property. However, the developer would need to pay for a water line extension, the installation of a private lift-station, and an associated force main and gravity sewer main extension.

STANDARD #7 -- The impact of the proposed amendment on adjacent thoroughfares and pedestrian and vehicular circulation and traffic volumes. The Conceptual Site Plan shows that the proposed development would have access via Hudson Bridge Drive at the southern end of the property. Traffic from the site would utilize the traffic signal at Hudson Bridge Road, near the existing QuikTrip store and Taco Bell restaurant. Residents of the proposed apartments may also utilize the second traffic signal on Hudson Bridge Road, which serves the Walmart driveway. The two traffic signals would facilitate turning movements. A paved sidewalk is present along Hudson Bridge Drive, which would facilitate pedestrian travel to the surrounding retail stores.

The findings of the applicant's Traffic Impact Study indicate that the levels of service for the intersection of Hudson Bridge Drive with Hudson Bridge Road are currently operating at LOS 'B' for both the AM and PM peak hours, and that the PM peak hour would worsen only slightly to LOS 'C' by 2026 with the addition of traffic from the proposed development. Further, while the levels of service at the intersection of the Walmart driveway with Hudson

Bridge Road are 'C' and 'D' for the AM and PM peak hours, respectively, these would not change with the addition of traffic from the proposed development. The Study concludes that all operating levels are, and would be, acceptable at both intersections.

The Traffic Impact Study also found that the proposed apartment development would generate 3,874 fewer trips per day, or 72 percent less, than an alternative commercial development to be built under the property's existing 'C-2' zoning. In the PM peak hour, 286 fewer trips, or 69 percent less, would be generated by the apartments than by a commercial development.

All of these numbers suggest that the projected traffic impacts of the proposed apartment development would be acceptable, and that they would be significantly less than if an alternative commercial development were to be built on the subject property.

STANDARD #8 -- The merits of the requested change in zoning relative to any other guidelines and policies for development, which the Planning Commission and City Council may use in furthering the objective of the comprehensive plan. The approval of the requested MFR zoning for the proposed development would enable the subject property to be developed in accordance with the specifications of the Walmart Master Development Plan, which called for a multifamily development having at least 200 units. Apartments would also be an appropriate usage of the property in serving as a transition between the lower-density single-family residential subdivision to the west and the adjacent retail uses to the east. Further, the proposed MFR district would be compatible with the RM Henry County which exists on about half of the acreage of the adjacent Oakwood Village Subdivision. Adequate access is available via Hudson Bridge Drive, the existing easements, and the two traffic signals off Hudson Bridge Road. Residents would benefit from being able to walk to many of the stores, and the stores could benefit from the business which the apartment residents would provide.

STANDARD #9 -- The ability of the subject land to be developed as it is presently zoned. Although the subject property could be developed for commercial uses under its existing C-2 zoning due to the presence of numerous surrounding retail businesses, this may not be realistic or desirable for the reasons that are listed below. Conversely, this Analysis has shown that the proposed apartments would be a reasonable and desirable use for the subject property.

1. The Walmart Master Development Plan called for the subject property to be developed with residential uses.
2. The intent of the restrictive covenant by the Baptist Retirement Communities of Georgia was for the subject property to be prohibited from retail use.
3. Despite the property's location in the midst of numerous retail businesses, it has not been developed with additional retail uses, even after the expiration of the restrictive covenant.
4. Although some type of non-retail commercial uses could be built on the property, this

is unlikely to happen since such uses would probably need direct access to Hudson Bridge Road for visibility, which the subject property lacks.

5. Even if a non-retail commercial business were to be interested in locating on the site, the Parkway Mixed-Use Overlay District has a long list of prohibited non-retail commercial businesses.
6. The presence of the steep topography, stream, and buffer areas in the eastern portion of the site would eliminate needed land which might be needed for required parking to serve a retail or non-retail commercial business.
7. As the findings of the Traffic Impact Study showed, a commercial development having 80,000 square feet would generate significantly more traffic than would the proposed apartment development.

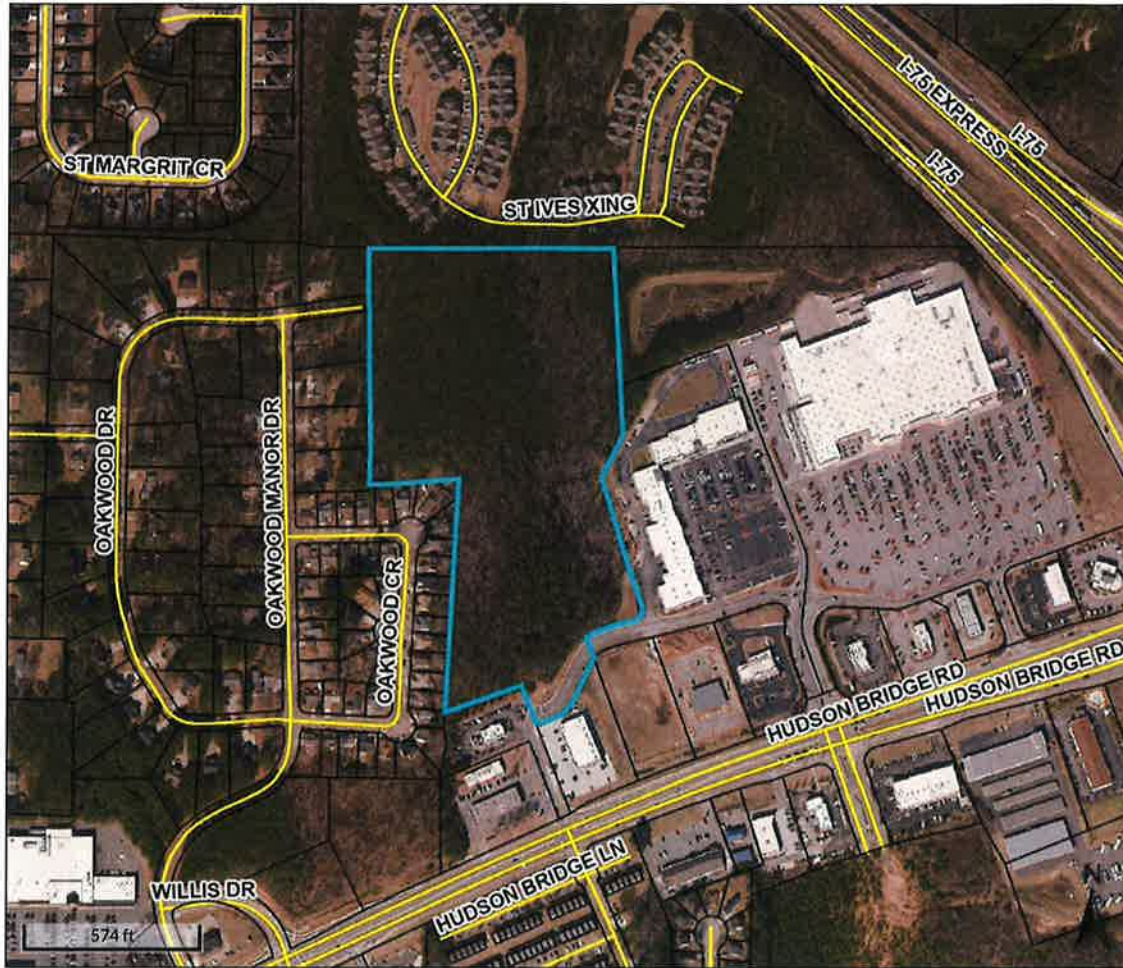
RECOMMENDATIONS

Based on the findings of the Analysis above, the Planning and Zoning Staff recommends that the applicant's request to rezone the subject property from 'C-2' (General Commercial) to 'MFR' (Multiple Family Residential) to allow for the development of an apartment community be **APPROVED WITH CONDITIONS**. Such approval should be contingent upon the developer meeting the following ten (10) conditions:

1. **Comprehensive Plan Amendment** – This requested rezoning shall not be approved unless the applicant's requested Comprehensive Plan Amendment, via CP-2022-07, to change the subject property's land use designation from Medium-Density Vertical Mixed-Use to High-Density Residential, is approved before, or simultaneously with, the approval of RZ-2022-08.
2. **Slight Reduction in Density**—To prevent the proposed apartment development from exceeding the maximum allowable density of 16.0 (sixteen point zero) units per acre under the applicant's requested High-Density Residential future land use designation, the developer shall build no more than 326 units on the subject property.
3. **Site Plan**--The subject property shall be developed according to a site plan which is substantially similar to the submitted "Conceptual Site Plan" that was prepared on August 24, 2022 by Moore Bass Consulting, Inc. Any major deviations in the number of residential units, the density, or the overall design shall require City Council approval.
4. **Secondary Site Access**—Any secondary access to Oakwood Drive or Oakwood Circle shall be reserved for use by emergency vehicles only, and this shall be noted on the site plan.
5. **Installation of Fence and Tall Trees**--A fence and tall trees shall be installed along

the western side of the site, adjacent to the Oakwood Village Subdivision.

6. **Sidewalks**—The developer shall extend the existing sidewalk along Hudson Bridge Drive into the project entrance, and the developer shall provide sidewalks along all internal streets.
7. **Water and Sewer Facilities** – The developer shall comply with all requirements of the Henry County Water Authority in providing adequate water and sewer facilities to the subject site to serve the proposed apartment development.
8. **Environmental Site Preservation**—The developer shall preserve the sensitive environmental features of the site, including the slopes, creek, stream buffer areas, and retaining wall, along the eastern side of the site.
9. **Easements**—The developer shall comply with the specifications of all easement agreements pertaining to the portion of Hudson Bridge Drive within and adjacent to the subject property.
10. **Property Maintenance**—An apartment association shall be established, or a property management company shall be secured, for the purpose of maintaining all common areas of the site.



Overview



Legend

- Parcels
- Roads

Parcel ID	032-01026000	Class	C	Owner	MOUNT ZION	Land	Value:	\$1,400,000				
Property		Acreage	20.367	Address	48 LLC		Building					
Address					1 WOODY		Value:	\$0				
District	City/Stockbridge				TRAIL		Misc					
					MABLETON GA		Value:	\$0				
					30126		Total					
							Value:	\$1,400,000				
										Last 2 Sales		
										Date	Price	Reason
										4/29/2022	\$556,000	OTHER
										11/1/2010	\$0	CORPORATE
												U
												U

Parcel lines depicted on the maps do not reflect a true and exact representation of property boundaries and should not be relied upon for said purpose. Property boundary lines are depicted on recorded plats available at the Henry County Courthouse or can be determined by employing the services of a licensed surveyor.

Date created: 1/13/2023

Last Data Uploaded: 1/13/2023 1:52:25 AM

Developed by  **Schneider**
GEOSPATIAL

FOR SALE
20+ ACRES
Zoned C-2
404-337-5066

 CITY OF STOCKBRIDGE
NOTICE OF PUBLIC HEARING

PROPOSAL FOR THIS PROPERTY:

☐ REZONING ☐ VARIANCE ☐ AMENDMENT ☐ CONDITIONAL USE PERMIT ☐ OTHER _____

☒ COMPREHENSIVE PLANNING AGREEMENT ☐ SPECIAL REGULATION ☐ OTHER _____

APPLICANT: James P. Davidson, LLC DATE SUBMITTED: 11/15/2016

PROPERTY LOCATION: State 5111 at Jones Avenue, Stockbridge, GA DATE HEARD: 11/15/2016

PLANNING COMMISSION PUBLIC HEARING: January 10, 2017 AT 10:00 p.m.

CITY COUNCIL PUBLIC HEARING: January 10, 2017 AT 6:00 p.m.

PUBLIC HEARINGS WILL BE HELD AT STOCKBRIDGE CITY HALL, 110 SOUTH CHURCH STREET, STOCKBRIDGE, GA 30214. FOR FURTHER INFO, PLEASE CALL THE CITY OF STOCKBRIDGE AT 404-337-5066. RESOLUTION OR DENIAL OF THIS CASE IS PENDING.



CITY OF STOCKBRIDGE
NOTICE OF PUBLIC HEARING



PROPOSAL FOR THIS PROPERTY:

☒ REZONING _____ VARIANCE _____ ANNEXATION _____ CONDITIONAL USE PERMIT
☒ COMPREHENSIVE PLAN AMENDMENT _____ ZONING MODIFICATION _____ OTHER _____

APPLICANT: CARTER ACQUISITIONS, LLC

CASE NUMBER(S): CP-2022-09
AT-2022-08

PROPERTY LOCATION: NORTH SIDE OF HUDSON BRIDGE DRIVE

PLANNING COMMISSION PUBLIC HEARING: JANUARY 26, 2023 AT 6:30 p.m.
CITY COUNCIL PUBLIC HEARING: FEBRUARY 13, 2023 AT 6:00 p.m.

PUBLIC HEARINGS WILL BE HELD AT STOCKBRIDGE CITY HALL, IN THE COUNCIL CHAMBER.
FOR FURTHER INFO, PLEASE CALL THE CITY OF STOCKBRIDGE AT 770-389-7900.
REMOVAL OR DEFAUCEMENT OF THIS SIGN IS PROHIBITED.