Stockbridge

Where Community Connects

STOCKBRIDGE

PLANNING COMMISSION

BOARD MEMBERS

Stanley Dumas, Chair

David Planchon

Anthony Mitten, Vice-Chair

Harold Thibodeaux

Matthew Thomas

Jayden Williams

ADMINISTRATION

Ryan Anderson

Community Development Director

Keedra Jackson

Chief Planner

Linda Logan

Senior Planner, Secretary

Gordon Linton, Planner I

Valerie Ross, Attorney

Planning Commission Meeting Agenda August 15, 2024 6:30 PM

STOCKBRIDGE CITY HALL

4640 NORTH HENRY BLVD.

STOCKBRIDGE, GA 30281

Website: www.stockbridgega.org

Phone: 770-389-7900

Fax: 770-389-7912

AGENDA
PLANNING COMMISSION MEETING
CITY OF STOCKBRIDGE

THURSDAY, AUGUST 15, 2024 6:30 PM

I. Roll Call

II. Call to Order

III. Invocation

IV. Pledge of Allegiance

V. Adoption of the Agenda

VI. Approval of Minutes 07/18/2024

Approval of the Minutes from the July 18, 2024 Planning Commission Meeting

NEW BUSINESS

Item # 1 - PATRICK HENRY PARKWAY MASTER PLAN. (To be located in Council District 5.)
Consideration of the Patrick Henry Parkway Master Plan, which was prepared by the TSW consulting firm. It proposes a mixture of retail, commercial, residential, and entertainment uses for areas along the southern end of Patrick Henry Parkway, with some properties lying within the Stockbridge City Limits and others lying within unincorporated Henry County.
Presented by: Frederick Gardiner

Item # 2 - ADOPTION OF NEW LAND USE AND ZONING MAPS FOR THE CITY OF STOCKBRIDGE.
Consideration of new 2024 Future Land Use and Zoning Maps which have been prepared to reflect City Council approvals of all property annexations, de-annexations, future land use designations, and rezonings which have occurred since the last City Council land use and zoning map approvals on May 8, 2023.

Presented by: Keedra Jackson

Item # 3 - COMPREHENSIVE PLAN AMENDMENT CASE #CP-2024-01. (To be located in Council District 5.)
Consideration of a Comprehensive Plan Amendment Request to change the future land use designation of property on the north side of Hudson Bridge Drive, comprising Parcel #032-01026000, from 'Medium-Density Mixed-Use' to 'Medium-Density Residential' to allow for the construction of a townhome development. Applicant: Lennar Georgia, LLC. Agent: Battle Law, P.C. The property is located in Land Lot 21 of District 6, and it contains 20.367 +/- acres.
Presented by: Gordon Linton

Item # 4 - REZONING CASE #RZ-2024-01. (To be located in Council District 5.)
Consideration of a request to rezone property on the north side of Hudson Bridge Drive, comprising Parcel #032-01026000, from the C-2 (General Commercial) zoning district to the MFR (Multiple Family Residential) zoning district to allow for the construction of a townhome development. The property also lies within the PMU (Parkway Mixed-Use) Overlay District. Applicant: Lennar Georgia, LLC. Agent: Battle Law, P.C. The property is located in Land Lot 21 of District 6, and it contains 20.367 +/- acres.
Presented by: Gordon Linton

Item # 5 - VARIANCE CASE #VR-2024-03. (To be located in Council District 5.)
Variance Request #1
Consideration of a variance request for two variances on property on the north side of Hudson Bridge Drive, comprising Parcel #032-01026000, to allow for the construction of a townhome development. Variance Request #1 would reduce the front yard setbacks of the townhome lots from the required 50 feet to 20 feet. The property also lies within the PMU (Parkway Mixed-Use) Overlay District. Applicant: Lennar Georgia, LLC. Agent: Battle Law, P.C. The property is located in Land Lot 21 of District 6, and it contains 20.367 +/- acres.
Presented by: Gordon Linton

Item # 6 - VARIANCE CASE #VR-2024-03. (To be located in Council District 5.)
Variance Request #2
Consideration of a variance request for two variances on property on the north side of Hudson Bridge Drive, comprising Parcel #032-01026000, to allow for the construction of a townhome development. Variance Request #2 would reduce the side yard setbacks of the townhome lots, between buildings, from the required 15 feet to 10 feet. The property also lies within the PMU (Parkway Mixed-Use) Overlay District. Applicant: Lennar Georgia, LLC. Agent: Battle Law, P.C. The property is located in Land Lot 21 of District 6, and it contains 20.367 +/- acres.

Presented by: Gordon Linton

Item # 7 - COMPREHENSIVE PLAN AMENDMENT CASE #CP-2024-06. (To be located in Council District 5.)
Consideration of a request for a Comprehensive Plan Amendment to change the future land use designation of two parcels on the east side of Highway 42 North, south of Eagles Landing Parkway, from "Low-Density Mixed-Use" to "Medium-Density Residential" to allow for the construction of a townhome development. The applicant is LI Route 23, LLC and the agent is George Harper of Paramount Engineering. The property contains two parcels, as are listed below, with 13.64 +/- total acres within the Stockbridge City Limits.

- **Parcel #069-01009000 – Contains 10.61 +/- acres in Land Lots 1 & 2 of Districts 7 & 11.**
- **Parcel #070-01001000 (2612 Highway 42 North)—Contains 3.03 +/- acres In Land Lot 1 of District 7.**

Presented by: Gordon Linton

Item # 8 - REZONING CASE #RZ-2024-06. (To be located in Council District 5.)
Consideration of a request for a rezoning to rezone two parcels on the east side of Highway 42 North, south of Eagles Landing Parkway, from 'C-2' (General Commercial) to 'MFR' (Multiple-Family Residential) to allow for the construction of a townhome development. The applicant is LI Route 23, LLC and the agent is George Harper of Paramount Engineering. The property contains two parcels, as are listed below, with 13.64 +/- total acres within the Stockbridge City Limits. Variance Request #VR-2024-06 would reduce the front yard setbacks of the townhome lots from the required 50 feet to 30 feet.

- **Parcel #069-01009000 – Contains 10.61 +/- acres in Land Lots 1 & 2 of Districts 7 & 11.**
- **Parcel #070-01001000 (2612 Highway 42 North)—Contains 3.03 +/- acres In Land Lot 1 of District 7.**

Presented by: Gordon Linton

Item # 9 - VARIANCE CASE #VR-2024-02. (To be located in Council District 5.)
Variance Request #1
Consideration of a variance request for two variances on two parcels on the east side of Highway 42 North, south of Eagles Landing Parkway, to allow for the construction of a townhome development. Variance Request #1 would reduce the front yard setbacks of the townhome lots from the required 50 feet to 30 feet. The applicant is LI Route 23, LLC and the agent is George Harper of Paramount Engineering. The property contains two parcels, as are listed below, with 13.64 +/- total acres within the Stockbridge City Limits.

- **Parcel #069-01009000 – Contains 10.61 +/- acres in Land Lots 1 & 2 of Districts 7 & 11.**
- **Parcel #070-01001000 (2612 Highway 42 North)—Contains 3.03 +/- acres In Land Lot 1 of District 7.**

Presented by: Gordon Linton

Item # 10 - VARIANCE CASE #VR-2024-02. (To be located in Council District 5.) Variance Request #2
Consideration of a variance request for two variances on two parcels on the east side of Highway 42 North, south of Eagles Landing Parkway, to allow for the construction of a townhome development. Variance Request #2 would reduce the side yard setbacks of the townhome lots, between buildings, from the required 15 feet to 10 feet. The applicant is LI Route 23, LLC and the agent is George Harper of Paramount Engineering. The property contains two parcels, as are listed below, with 13.64 +/- total acres within the Stockbridge City Limits.

- **Parcel #069-01009000 – Contains 10.61 +/- acres in Land Lots 1 & 2 of Districts 7 & 11.**
- **Parcel #070-01001000 (2612 Highway 42 North)—Contains 3.03 +/- acres In Land Lot 1 of District 7.**

Presented by: Gordon Linton

STAFF COMMENTS

BOARD COMMENTS

ADJOURN

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, JULY 18, 2024 AT 6:30 p.m.

BOARD MEMBERS:	**ADMINISTRATION:**
Stanley Dumas, Chairman	**Ryan Anderson, Comm. Dev. Director**
Anthony Mitten, Vice Chairman	**Valerie Ross, City Zoning Attorney**
Harold Thibodeaux	**Vanessa Holiday, City Clerk**
David Planchon	**Keedra Jackson, Chief Planner**
Jayden Williams	**Linda Logan, Senior Planner**
Matthew Thomas	**Gordon Linton, Planner I**

I. CALL TO ORDER – Made by Chairman Stanley Dumas at 6:30 p.m.

II. INVOCATION – Given by Chairman Dumas.

III. PLEDGE OF ALLEGIANCE – Done in unison.

IV. ROLL CALL:

	Present:	**Absent:**
~ Stanley Dumas	X	
~ Anthony Mitten	X	
~ Harold Thibodeaux		X
~ David Planchon	X	
~ Jayden Williams	X	
~ Matthew Thomas	X	

A quorum of members was achieved.

V. ADOPTION OF THE AGENDA

A motion to adopt the agenda was made by Anthony Mitten, and Matthew Thomas seconded the motion. A vote was taken, and the agenda was unanimously adopted.

VI. APPROVAL OF MINUTES – June 20, 2024 Summary Minutes.

A motion to adopt the June 20, 2024 Summary Minutes was made by Jayden Williams, and David Planchon seconded the motion. A vote was taken, and the Minutes were unanimously adopted.

VII. COMPREHENSIVE PLAN AMENDMENT CASE #CP-2024-05. (To be located in Council District 5.)

Consideration of a request for the **Comprehensive Land Use Change** of property at **425 Country Club Drive,** to rezone the property from 'High-Density to 'Low Density Mixed Use to allow for the conversion of an assisted living facility to a hotel boutique. The applicant is Stuart Hope, on behalf of First National Land Trust, LLC. The property is in Land Lot 68 of District 12, with 6.71 +/- acres within the Stockbridge City Limits.

To be presented by Gordon Linton.

Staff Presentation -- A PowerPoint presentation for CP-2024-05 and for Rezoning Case #RZ-2024-05 was made jointly by Gordon Linton, Planner I, for a development proposal on property at 425 Country Club Drive. Mr. Linton said that a site visit was made on June 18, 2024, and that a photograph of the property was taken. He explained that the applicant proposes to convert the existing assisted living facility to a hotel, and that the property was previously used for a hotel. A total of 68 parking spaces are present on the property, and this would meet the UDC requirement. Mr. Linton said that the proposed hotel would be consistent with the UDC and the district requirements. Other hotels are located nearby, therefore a hotel on the subject property would be a compatible land use for the area, and it would provide jobs.

Co-Applicant's Comments – Grant Melton of Woodlands explained that the goal would be to turn the property back to its original condition.

Board Questions and Comments – Jayden Williams asked about the ratings of the nearby hotels.

Response by the Agent – Vena Turbin stated that she would be the purchaser,

and that this would be an upscale hotel.

Board Questions and Comments -- Stanley Dumas asked Ms. Turbin whether she planned to own and manage the hotels. She said that a hotel management company would be used. The current occupants would be relocated to another one of their hotels. David Planchon asked about the function of a boutique hotel. Ms. Turbin said that it would be independent (with 58 rooms), but that it would use various hotel reservation systems. Jayden Williams questioned the number of rooms—would it be 60 or 58?

Response by the Agent – Ms. Turbin replied that some of the rooms are currently being used as a fitness center or for other purposes.

Public Comments:

1. Bruce Meadows of 30 Indian Overlook Court in Stockbridge, GA (outside the City)—Mr. Meadows said that no information was shared about where the current residents would go. This place, Golden Crest, is home for his mother, and this would be a huge loss for the residents and the community.

2. Rozelte Honold of 1115 Water Concourse Way in Hampton, GA—Ms. Honold said that this would be a mistake for the existing residents.

3. Sophia Oliver of 113 Valerie Court in Stockbridge, GA (inside the City)—Ms. Oliver said that she has been a nurse at this assisted living center for the past severn years. This is the residents' home, and they have nowhere else to go. Some residents don't have families to live with.

4. Mark Glenn of 199 Eagles Club Drive in Stockbridge (inside the City)—Mr. Glenn wondered whether there would be a gate.

5. Lisa Glenn of 199 Eagles Club Drive in Stockbridge (inside the City) –Ms. Glenn said that the previous hotel was used by golfers at tournaments at the Eagles Landing Country Club. She also said that none of the neighbors have seen the City's zoning sign, thus they don't know what this is about. Their HOA dues are very high. She thinks that their property values will go down significantly. They don't want a hotel.

Board Comments – Jayden Williams said that there is not enough information about why a hotel is needed at this location, or where the current residents would go.

Board Action -- Jayden Williams made a motion to deny CP-2024-05, and David Planchon seconded the motion. A vote was taken, and CP-2024-05 was unanimously denied.

VIII. REZONING CASE #RZ-2024-05. (To be located in Council District 5.)

Consideration of a request for the **Rezoning** of property at **425 Country Club Drive,** to rezone the property from 'OI' (Office Institutional) to 'C2' (General Commercial) to allow for a hotel boutique. The applicant is Stuart Hope, on behalf of First National Land Trust, LLC. The property is in Land Lot 68 of District 12, with 6.71 +/- acres within the Stockbridge City Limits.

To be presented by Gordon Linton.

Staff Presentation—Gordon Linton made a joint PowerPoint presentation for CP-2024-05 and RZ-2024-05, per the notes above.

Public Comments and Board Comments—These were made in conjunction with CP-2024-05 above.

Board Action--Jayden Williams made a motion to deny RZ-2024-05, and Anthony Mitten seconded the motion. A vote was taken, and RZ-2024-05 was unanimously denied.

IX. TEXT AMENDMENT CASE #TX-2024-05. (Citywide).

Consideration of a text amendment to the Stockbridge Unified Development Code (UDC) for 1) revised setback standards; and 2) the creation of design standards for the MFR zoning district.

To be presented by Gordon Linton.

Ryan Anderson said that TX-2024-05 would not be heard tonight, and that it would be moved to a future Planning Commission agenda.

X. PROJECT UPDATES

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

There were no project updates.

XI. STAFF COMMENTS

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

There were no Staff comments. However, a PowerPoint presentation was made by Jalen Hudson, a Planning Intern with the Community Development Department. Mr. Hudson's presentation was on the basics of planning and zoning processes. No action was taken.

XII. BOARD COMMENTS

There were no Board comments.

XIII. ADJOURNMENT

The meeting was adjourned at 7:25 p.m. No vote to adjourn the meeting was taken.

Collaborative Master Planning

- Coordinated with the Following:
  - Property Owners
  - Property Owner's Representative
  - City Planning Staff
- Provide for Mixed of Uses:
  - Vertical Development of Retail, Office and Residential
  - Single Family Attached Townhomes
  - Multi-family Residential Apartment
  - Professional Office Complex
  - Commercial Retail and Auto Sales
  - Multiple Four-Star Hotels Development
- Establishment Valuation of Project is $350 Million
- New Entertainment Venues
- New Restaurants Establishment
- New Job Opportunities
- Signature Project for Stockbridge and Henry County

Land Use Summary	Non-Residential	Residential	Hotel	Parking
	SF	DU	ROOM	Spaces
Village Center				
Village Center Retail	55,000			248
Residential above Retail	86,000	264		806
Hotel			120	150
Office	86,000			346
Apartment		460		792
Single Family & Townhouse (South)		61		2/du
Townhouse (North)		93		2/du
TOTAL	227,000	878	120	2342

Collaborative Planning Effort for this Corridor

Land Use Summary	Non-Residential SF	Residential DU	Hotel ROOM	Parking Spaces
Village Center				
Village Center Retail	55,000			248
Residential above Retail	86,000	264		806
Hotel			120	150
Office	86,000			346
Apartment		460		792
Single Family & Townhouse (South)		61		2/du
Townhouse (North)		93		2/du
TOTAL	227,000	878	120	2342

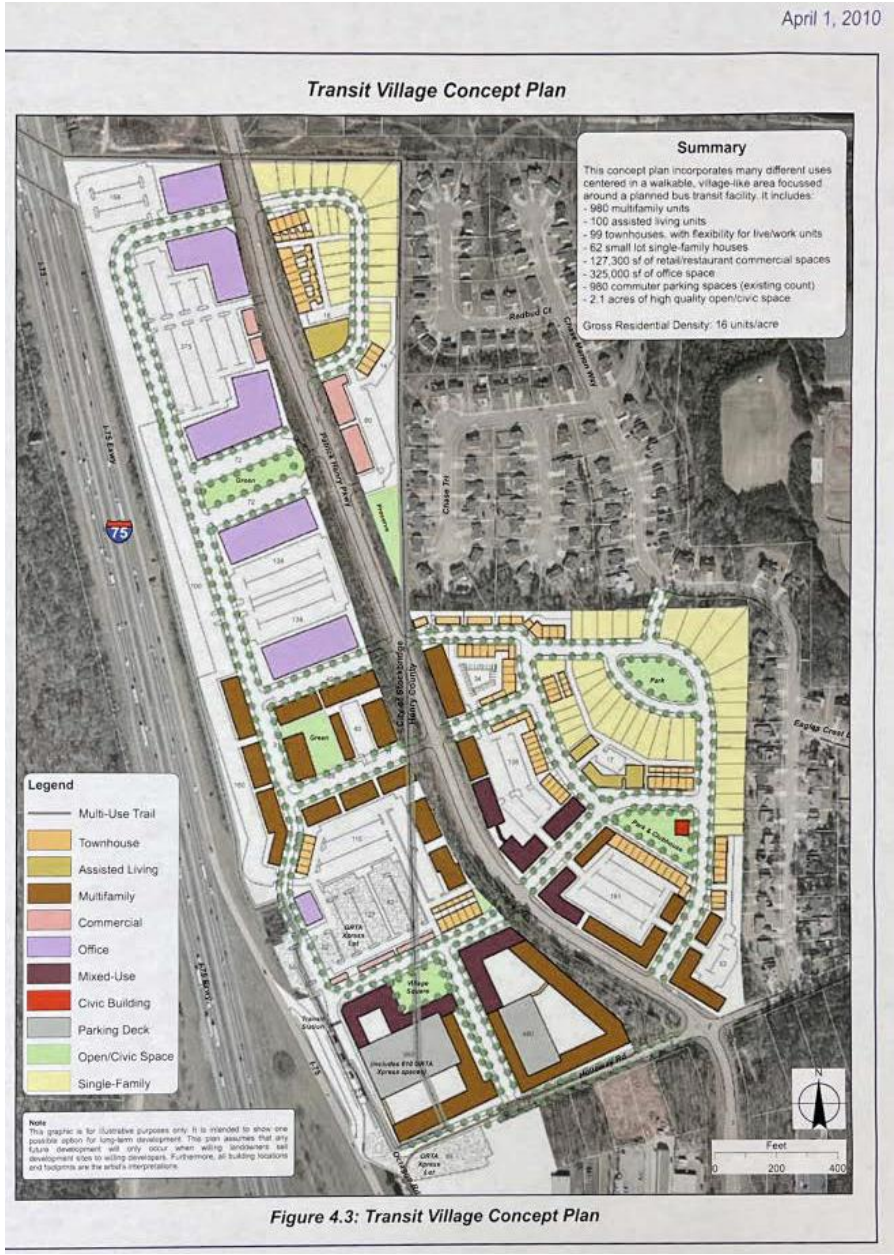


Figure 4.3: Transit Village Concept Plan

DISTRICT 15 FIFTEEN
DISTRICT 15 FIFTEEN
MORTISE & TENON
coffee corner
coffee corner

Zamá
MAA
West Village
LEASING CENTER
Retail Parking

ALTA

W Village Way
2 HOUR VISITOR
Google

THE PARKER
RESTAURANT | BAR

NOW LEASING
EMORY POINT

PARKING
ELEVATOR
CLEARANCE

Project Name	Parcel Number	Approval Date	Case #
	029-01009000		
Keith Nation	029-01009001		
	S09-06010000		
	S08-01010000		
Yvette Morrison	S08-01020000		
D.R. Horton, Inc.	S16-01006000		
	053-01017005		
Marketplace Storefronts, LLC	053-01017000	12/11/2023	AX-2023-04
	052-01023000		
NexMetro Acquisitions, LLC	052-01024000	12/11/2023	AX-2023-03
	088-02055000		
	088-02057000		
	088-02056000		
Pulte Group (Battle Law, LLC)	070-01005001	1/8/2024	AX-2023-05
	052-01025024		
	052-01025027		
	052-01025028		
Waypoint Residential	052-01025021	1/8/2024	AX-2023-06
	S25-01022000		
Sylvain Captial Ventures, LLC	S25-01022005		
	S18-02003000		
	S18-02002005		
	S18-02002000		
	S18-02002006		
Forestar (USA)	S18-02004009		
	030-01009000		
	030-01009005		
D.R. Horton, Inc.	030-01009006		
Charlie Hightower	S24-01017000		

Approval Date	Case #	Zoned From	Zoned To	Approval Date	Case #
		RR	MFR		
6/12/2023	RZ-2023-01	RR	MFR	6/12/2023	CP-2023-01
		RR	SR		
		RR	SR		
10/9/2023	RZ-2023-02	C-1	SR		
11/13/2023	RZ-2023-03	LI	MFR	10/9/2023	CP-2023-02
			PUD		
12/11/2023	RZ-2023-06	N/A	PUD	12/11/2023	CP-2023-05
			PUD		
12/11/2023	RZ-2023-04	N/A	PUD	12/11/2023	CP-2023-03
			SR		
			SR		
			SR		
1/8/2024	RZ-2023-07	N/A	SR	1/8/2024	CP-2023-06
			PUD		
			PUD		
			PUD		
1/8/2024	RZ-2023-08	N/A	PUD	1/8/2024	CP-2023-07
		SR	MFR		
2/12/2024	RZ-2023-09	SR	MFR	2/12/2024	CP-2023-08
		OI	MFR		
		OI	MFR		
		SR	MFR		
		OI	MFR		
2/12/2024	RZ-2023-10	C-1	MFR	2/12/2024	CP-2023-09
		C-3	PUD		
		C-3	PUD		
6/10/2024	RZ-2023-05	C-3	PUD		
7/8/2024	RZ-2024-02	SR	PUD	7/8/2024	CP-2024-02

FLU Change From	FLU Change To
LDR	HDR
LDR	HDR
LI	HDR
	HDMU
N/A	HDMU
	HDR
N/A	HDR
	LDR
	LDR
	LDR
N/A	LDR
	MDMU
	MDMU
	MDMU
N/A	MDMU
LDMU	SP
LDMU	SP
LDMU	MDR
LDMU	MDR
MDR	MDR
LDMU	MDR
LDMU	MDR
LDR	SP

Approval of 2023-2024 Zoning and Future Land Use Map Changes

Community Development Department

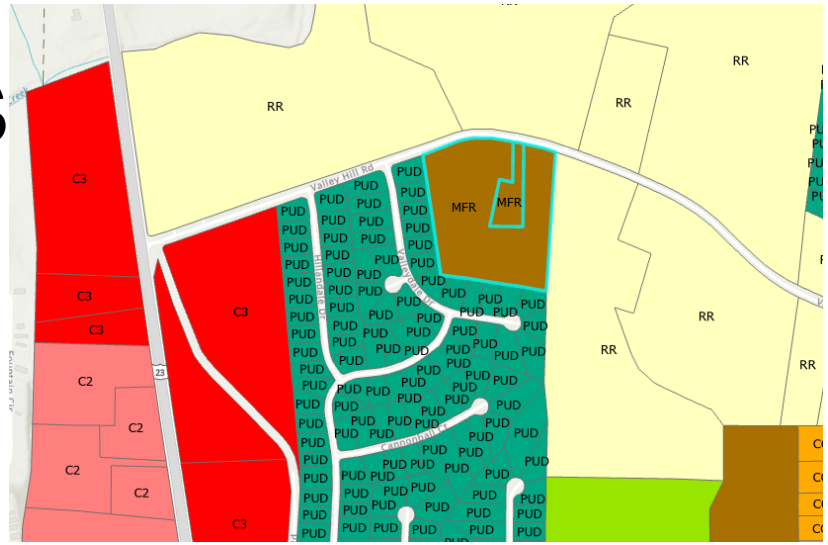
Planning & Zoning

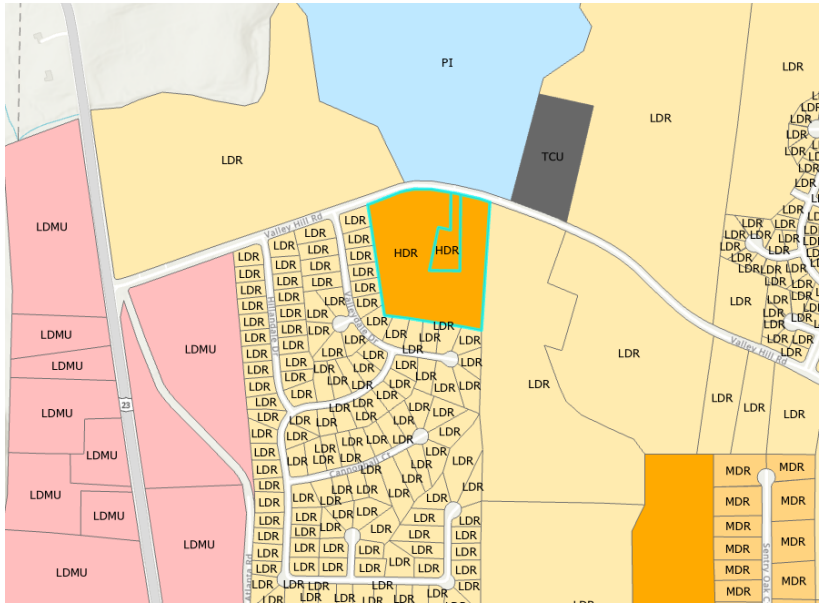
Map Changes

Project Name	Parcel Number	Approval Date	Annex Case #	Approval Date	Case Number	Zoned From	Zoned To	Approval Date	Case Number	FLU Change From	FLU Change To
	029-01009000					RR	MFR			LDR	HDR
Keith Nation	029-01009001			6/12/2023	RZ-2023-01	RR	MFR	6/12/2023	CP-2023-01	LDR	HDR
	S09-06010000					RR	SR				
	S08-01010000					RR	SR				
Yvette Morrison	S08-01020000			10/9/2023	RZ-2023-02	C-1	SR				
D.R. Horton, Inc.	S16-01006000			11/13/2023	RZ-2023-03	LI	MFR	10/9/2023	CP-2023-02	LI	HDR
	053-01017005						PUD				HDMU
Marketplace Storefronts, LLC	053-01017000	12/11/2023	AX-2023-04	12/11/2023	RZ-2023-06	N/A	PUD	12/11/2023	CP-2023-05	N/A	HDMU
	052-01023000						PUD				HDR
NexMetro Acquisitions, LLC	052-01024000	12/11/2023	AX-2023-03	12/11/2023	RZ-2023-04	N/A	PUD	12/11/2023	CP-2023-03	N/A	HDR
	088-02055000						SR				LDR
	088-02057000						SR				LDR
	088-02056000						SR				LDR
Pulte Group (Battle Law, LLC)	070-01005001	1/8/2024	AX-2023-05	1/8/2024	RZ-2023-07	N/A	SR	1/8/2024	CP-2023-06	N/A	LDR
	052-01025024						PUD				MDMU
	052-01025027						PUD				MDMU
	052-01025028						PUD				MDMU
Waypoint Residential	052-01025021	1/8/2024	AX-2023-06	1/8/2024	RZ-2023-08	N/A	PUD	1/8/2024	CP-2023-07	N/A	MDMU
	S25-01022000					SR	MFR			LDMU	SP
Sylvain Captial Ventures, LLC	S25-01022005			2/12/2024	RZ-2023-09	SR	MFR	2/12/2024	CP-2023-08	LDMU	SP
	S18-02003000					OI	MFR			LDMU	MDR
	S18-02002005					OI	MFR			LDMU	MDR
	S18-02002000					SR	MFR			MDR	MDR
	S18-02002006					OI	MFR			LDMU	MDR
Forestar (USA)	S18-02004009			2/12/2024	RZ-2023-10	C-1	MFR	2/12/2024	CP-2023-09	LDMU	MDR
	030-01009000					C-3	PUD				
	030-01009005					C-3	PUD				
D.R. Horton, Inc.	030-01009006			6/10/2024	RZ-2023-05	C-3	PUD				
Charlie Hightower	S24-01017000			7/8/2024	RZ-2024-02	SR	PUD	7/8/2024	CP-2024-02	LDR	SP

6/12/23 Approved Changes

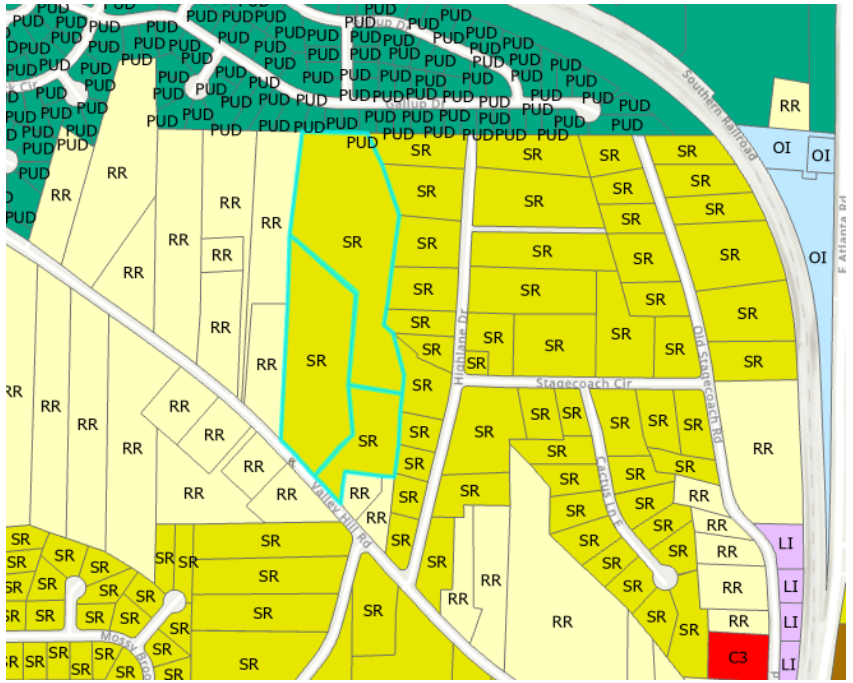
- RZ-2023-01
  - Parcel #029-01009000: RR -> MFR
  - Parcel #029-01009001: RR -> MFR
- CP-2023-01
  - Parcel #029-01009000: LDR -> HDR
  - Parcel #029-01009001: LDR -> HDR





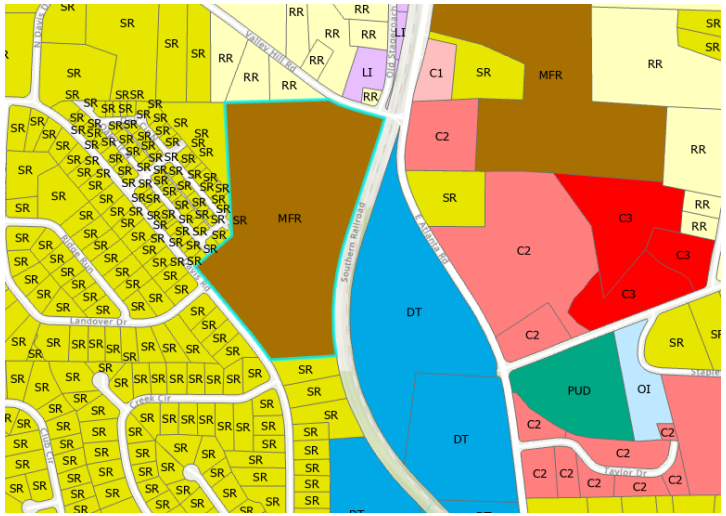
10/9/23 Approved Changes

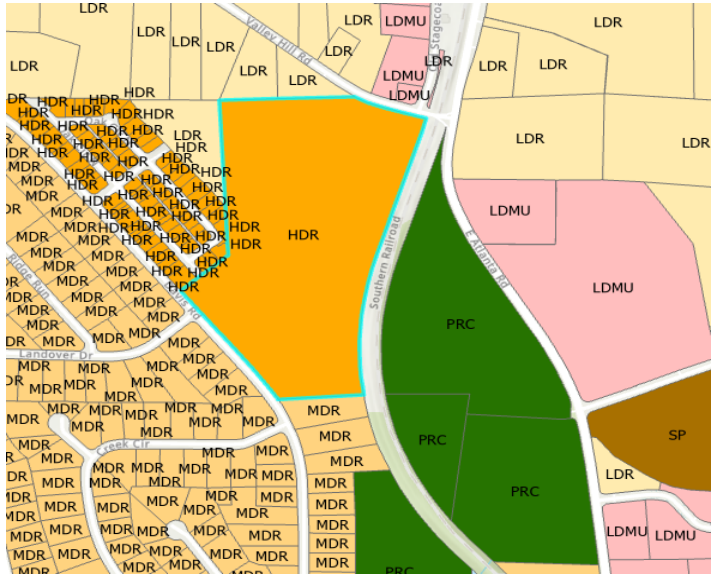
- RZ-2023-02
  - Parcel #S09-06010000: RR -> SR
  - Parcel #S08-01010000: RR -> SR
  - Parcel #S08-01020000: C-1 -> SR



11/13/23 Approved Changes

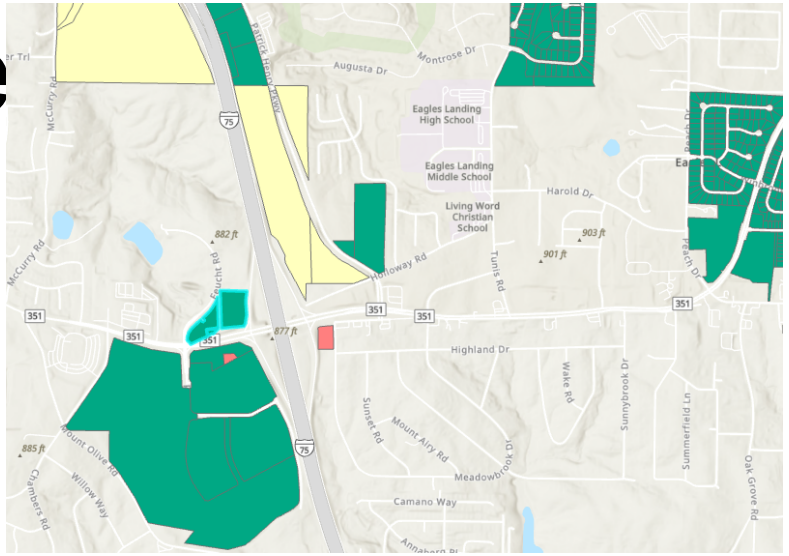
- RZ-2023-03
  - Parcel #S16-01006000: LI -> MFR
- CP-2023-02
  - Parcel #S16-01006000: LI -> HDR

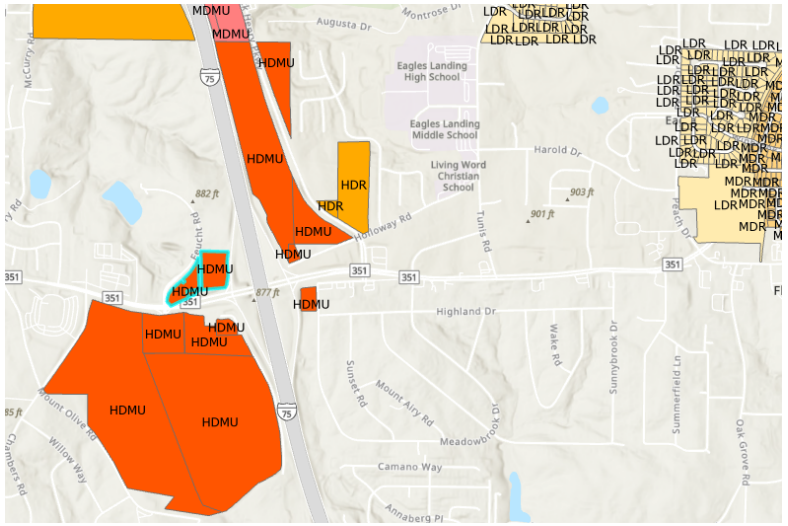




12/11/23 Approved Change

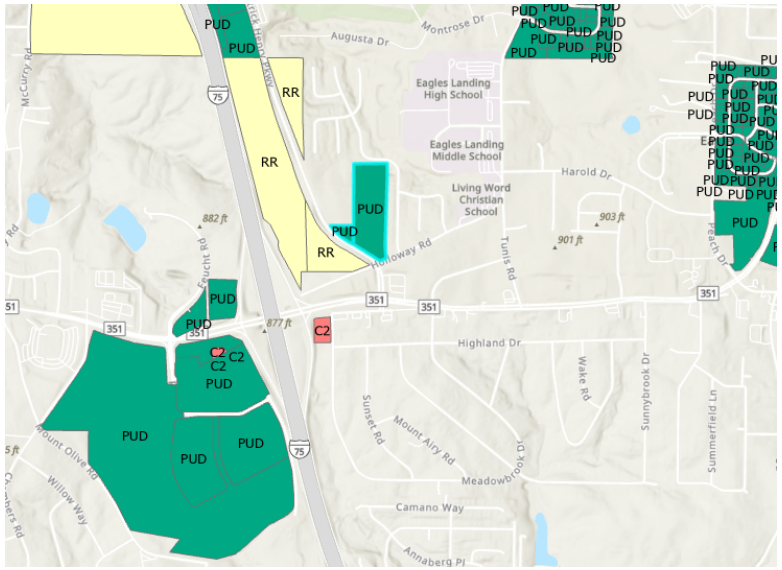
- AX-2023-04
  - Parcel #053-01017005
  - Parcel #053-01017000
- RZ-2023-06
  - Parcel #053-01017005: PUD
  - Parcel #053-01017000: PUD
- CP-2023-05
  - Parcel #053-01017005: HDMU
  - Parcel #053-01017000: HDMU

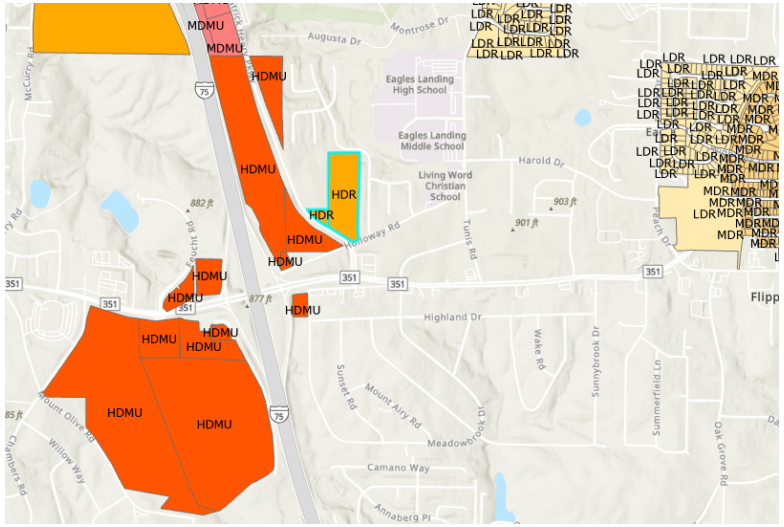




12/11/23 Approved Changes Continued

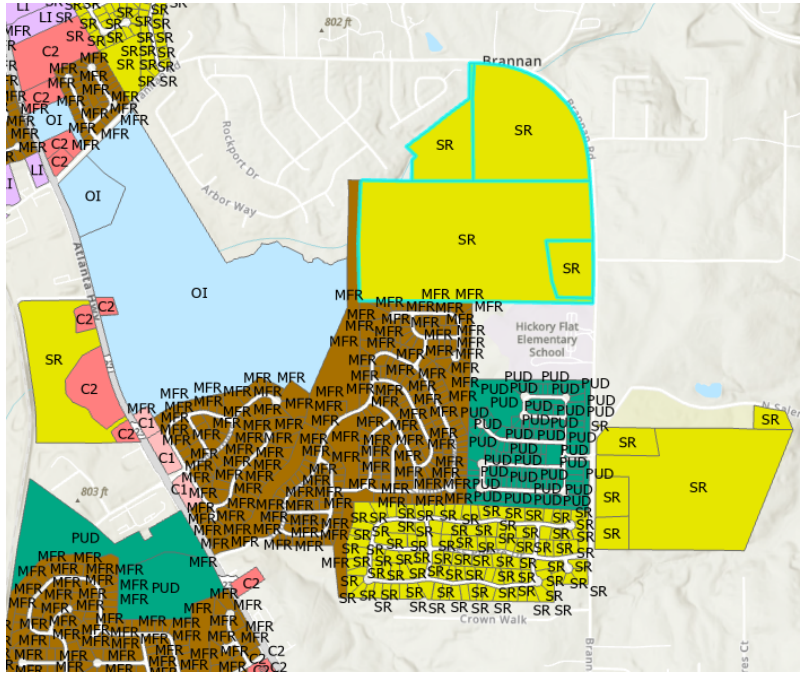
- AX-2023-03
  - Parcel #052-01023000
  - Parcel # 052-01024000
- RZ-2023-04
  - Parcel #052-01023000: PUD
  - Parcel # 052-01024000: PUD
- CP-2023-03
  - Parcel #052-01023000: HDR
  - Parcel # 052-01024000: HDR

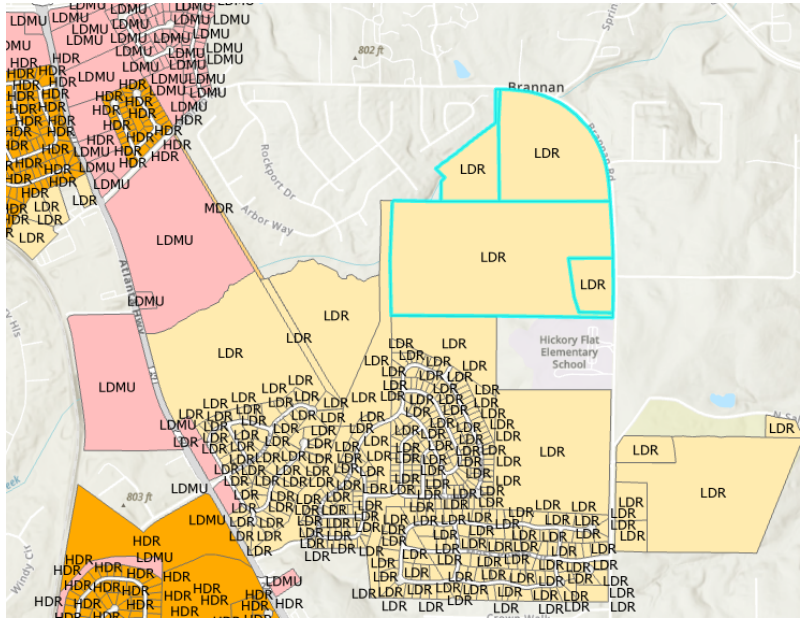




1/8/24 Approved Changes

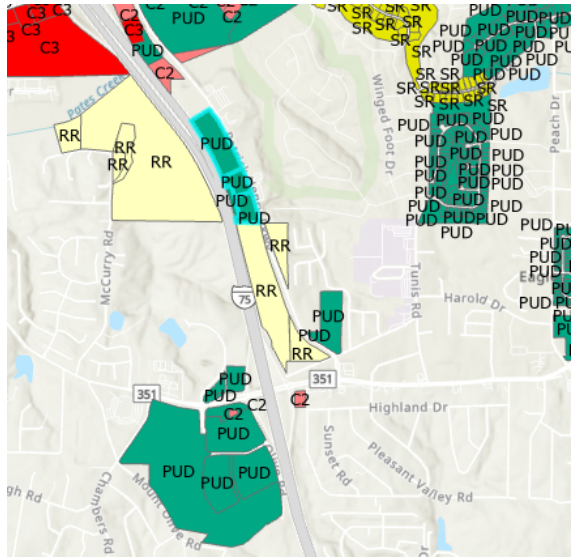
- AX-2023-05
  - 088-02055000
  - 088-02057000
  - 088-02056000
  - 070-01005001
- RZ-2023-07
  - 088-02055000: SR
  - 088-02057000: SR
  - 088-02056000: SR
  - 070-01005001: SR
- CP-2023-06
  - 088-02055000: LDR
  - 088-02057000: LDR
  - 088-02056000: LDR
  - 070-01005001: LDR

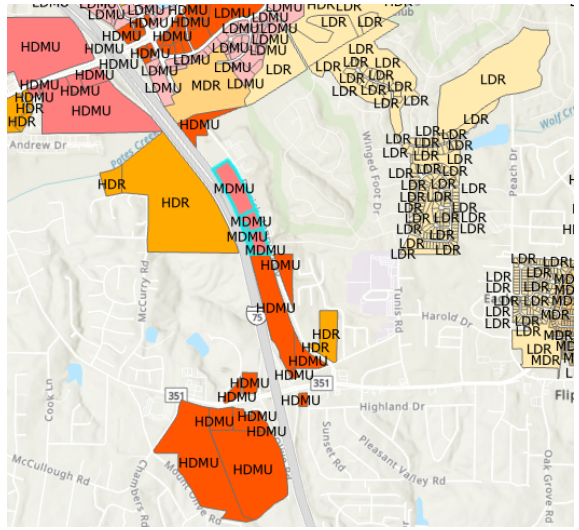




1/8/24 Approved Changes Continued

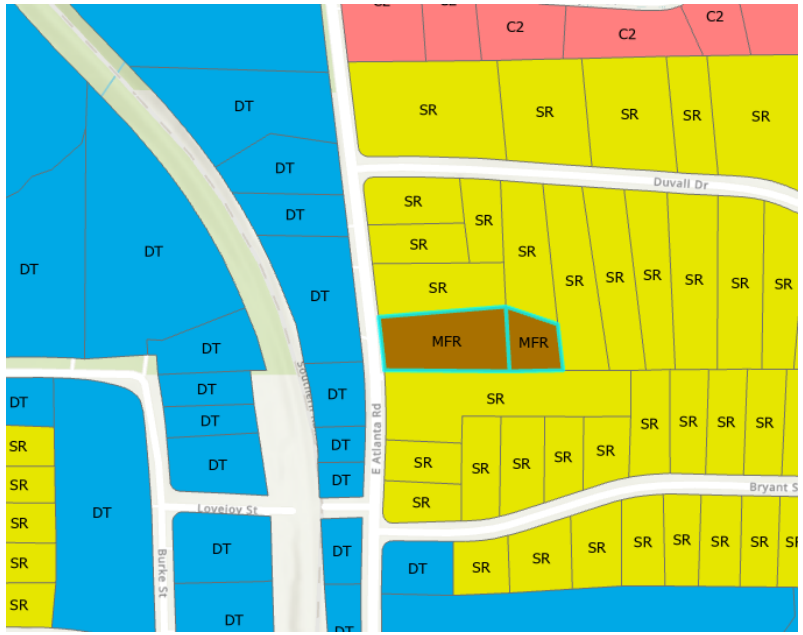
- AX-2023-06
  - 052-01025024
  - 052-01025027
  - 052-01025028
  - 052-01025021
- RZ-2023-08
  - 052-01025024: PUD
  - 052-01025027: PUD
  - 052-01025028: PUD
  - 052-01025021: PUD
- CP-2023-07
  - 052-01025024: MDMU
  - 052-01025027: MDMU
  - 052-01025028: MDMU
  - 052-01025021: MDMU

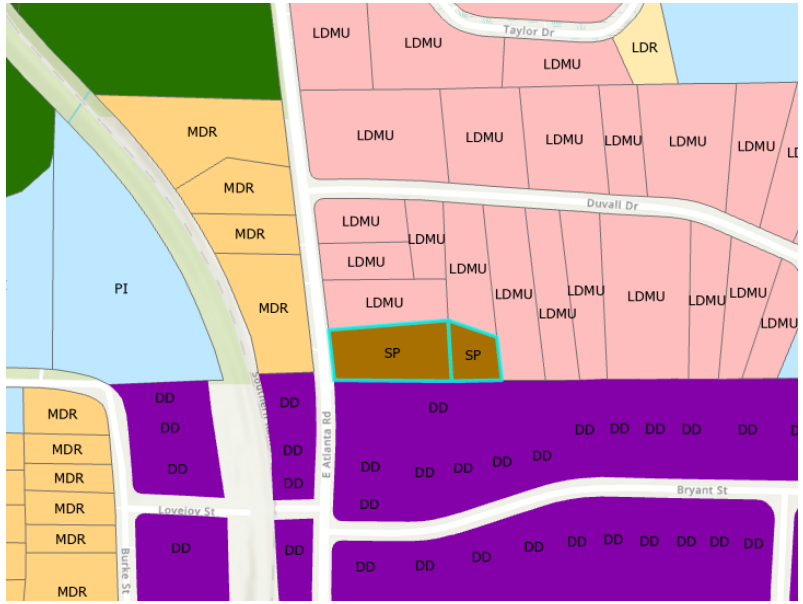




2/12/24 Approved Changes

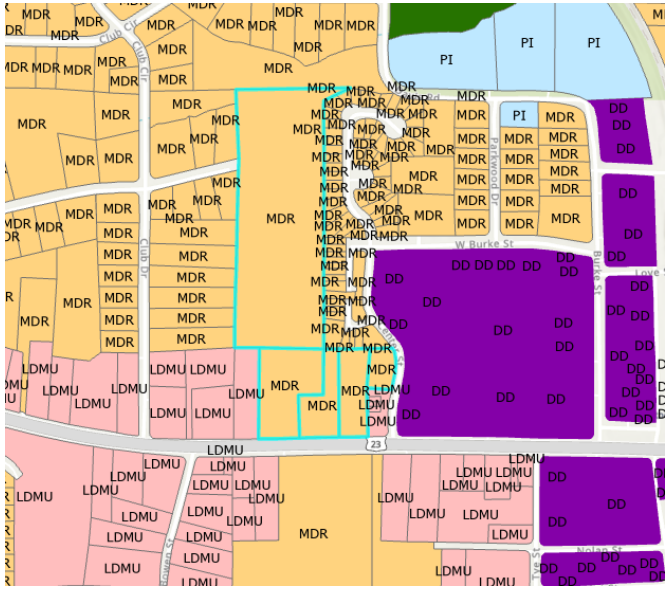
- RZ-2023-09
  - S25-01022000: SR -> MFR
  - S25-01022005: SR -> MFR
- CP-2023-08
  - S25-01022000: LDMU -> SP
  - S25-01022005: LDMU -> SP





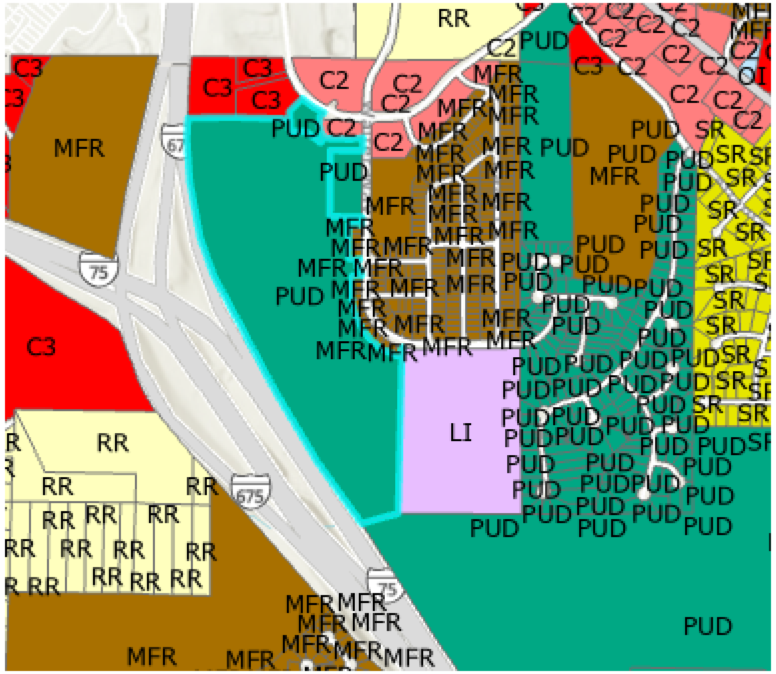
2/12/24 Approved Changes Continued

- RZ-2023-10
  - S18-02003000: OI -> MFR
  - S18-02002005: OI -> MFR
  - S18-02002000: SR -> MFR
  - S18-02002006: OI -> MFR
  - S18-02004009: C-1 -> MFR
- CP-2023-09
  - S18-02003000: LDMU -> MDR
  - S18-02002005: LDMU -> MDR
  - S18-02002000: MDR -> MDR
  - S18-02002006: LDMU -> MDR
  - S18-02004009: LDMU -> MDR



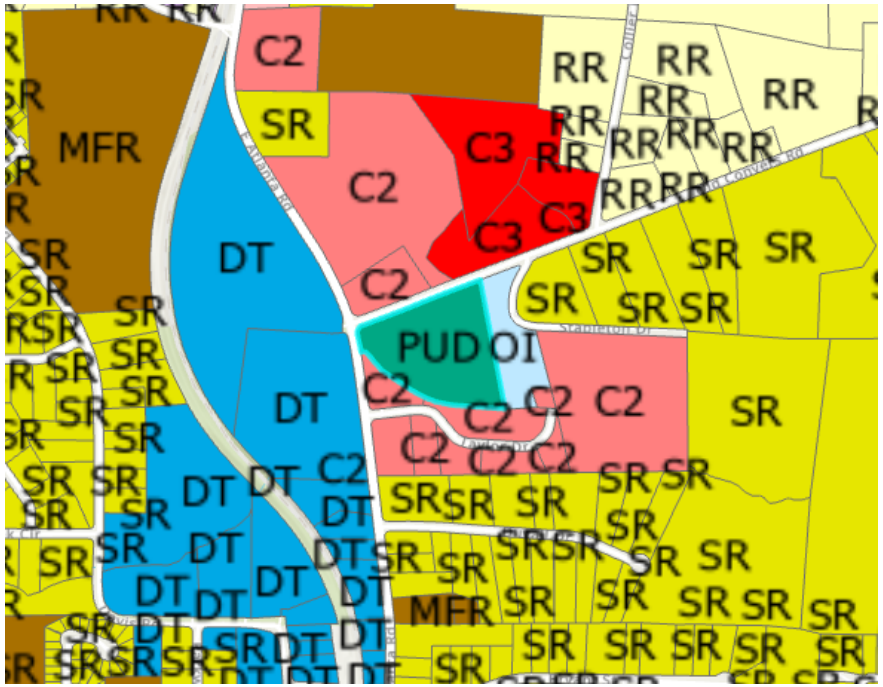
6/10/2024 Approved Changes

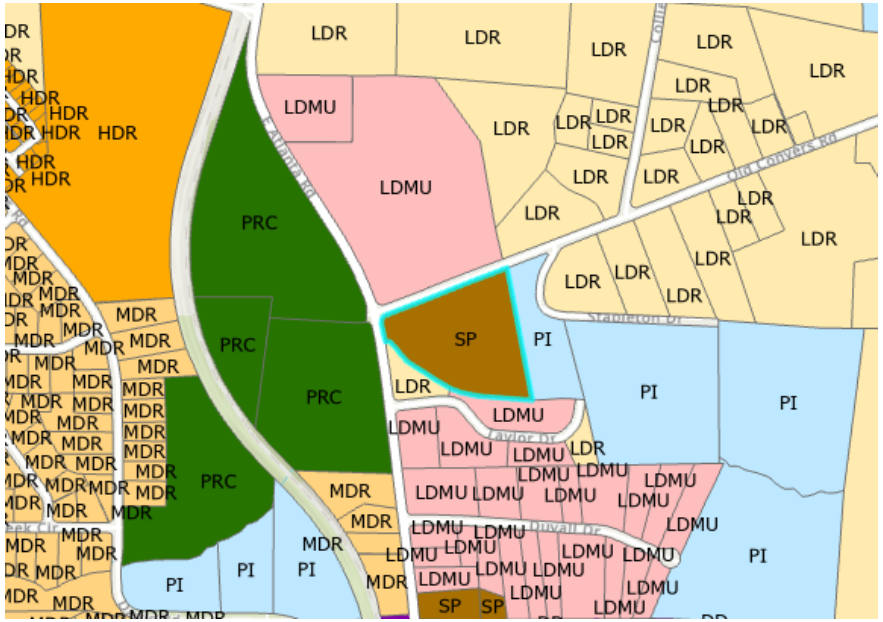
- RZ-2023-05
  - 030-01009000: C-3 -> PUD
  - 030-01009005: C-3 -> PUD
  - 030-01009006: C-3 -> PUD



7/8/24 Approved Changes

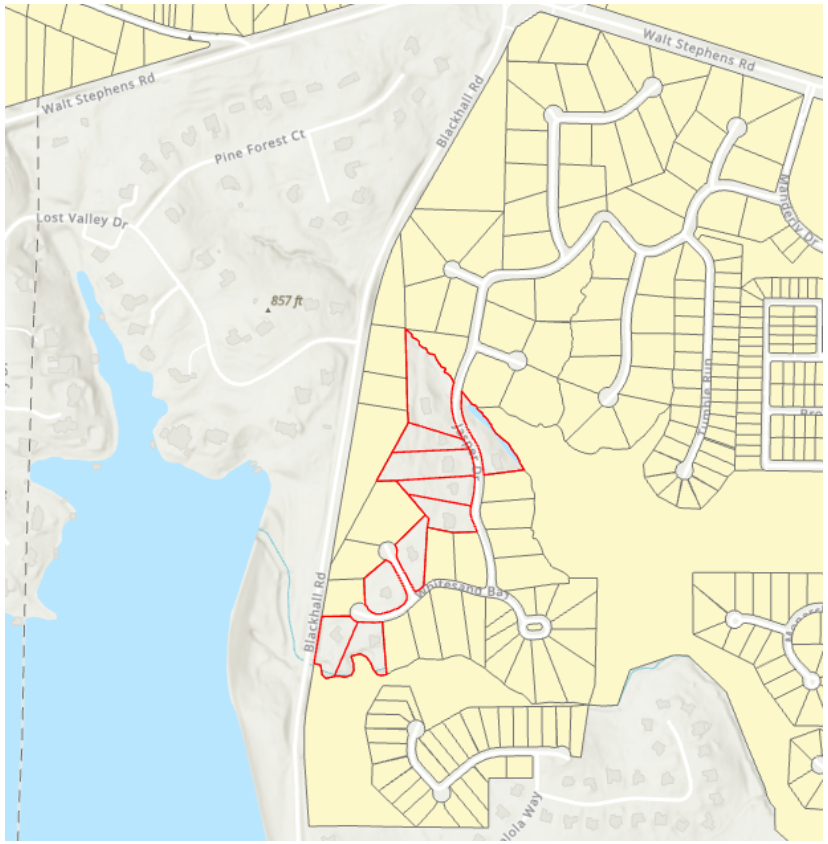
- RZ-2024-02
  - S24-01017000: SR -> PUD
- CP-2024-02
  - S24-01017000: LDR -> SP



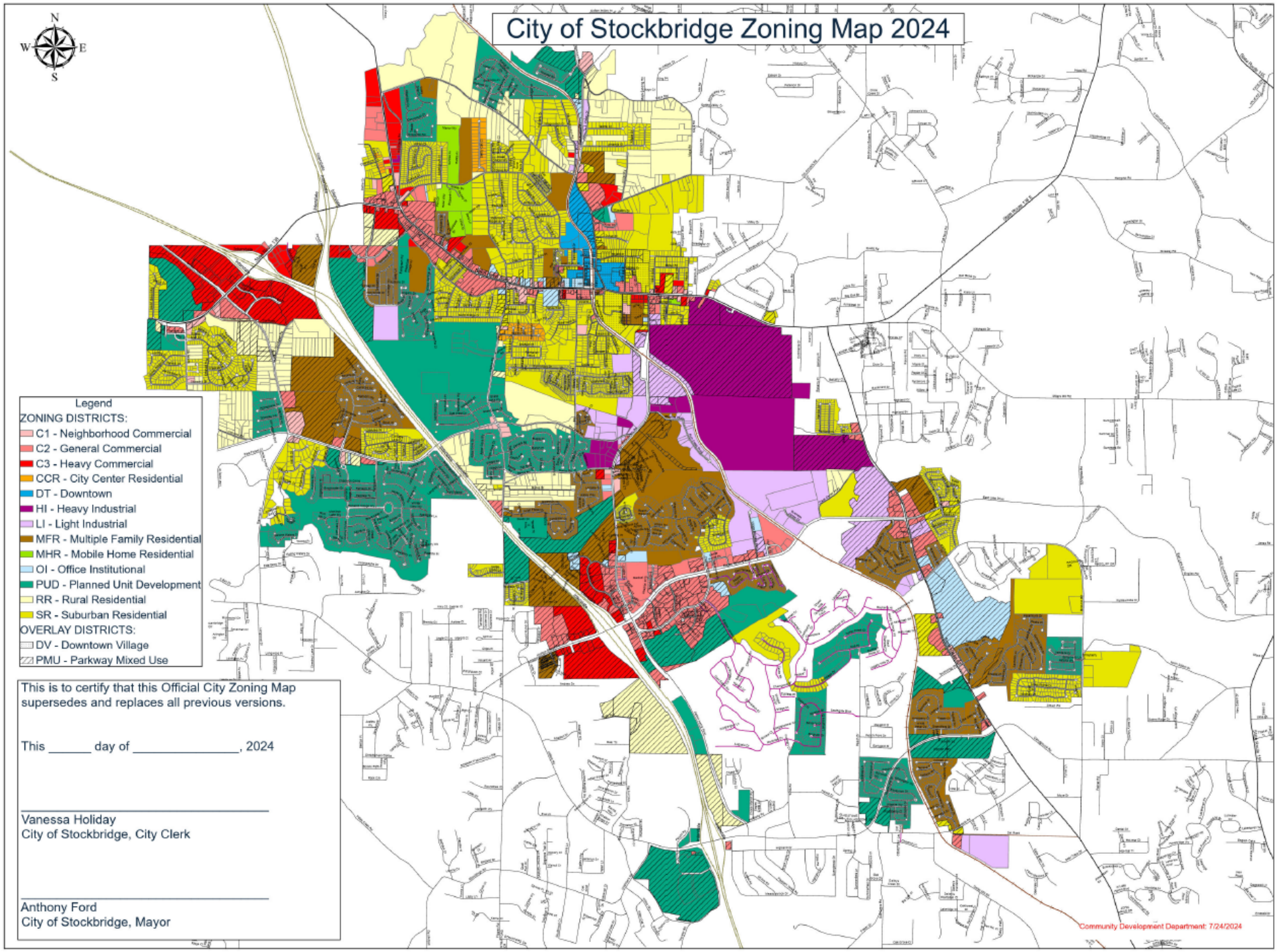


De-Annexed Parcels

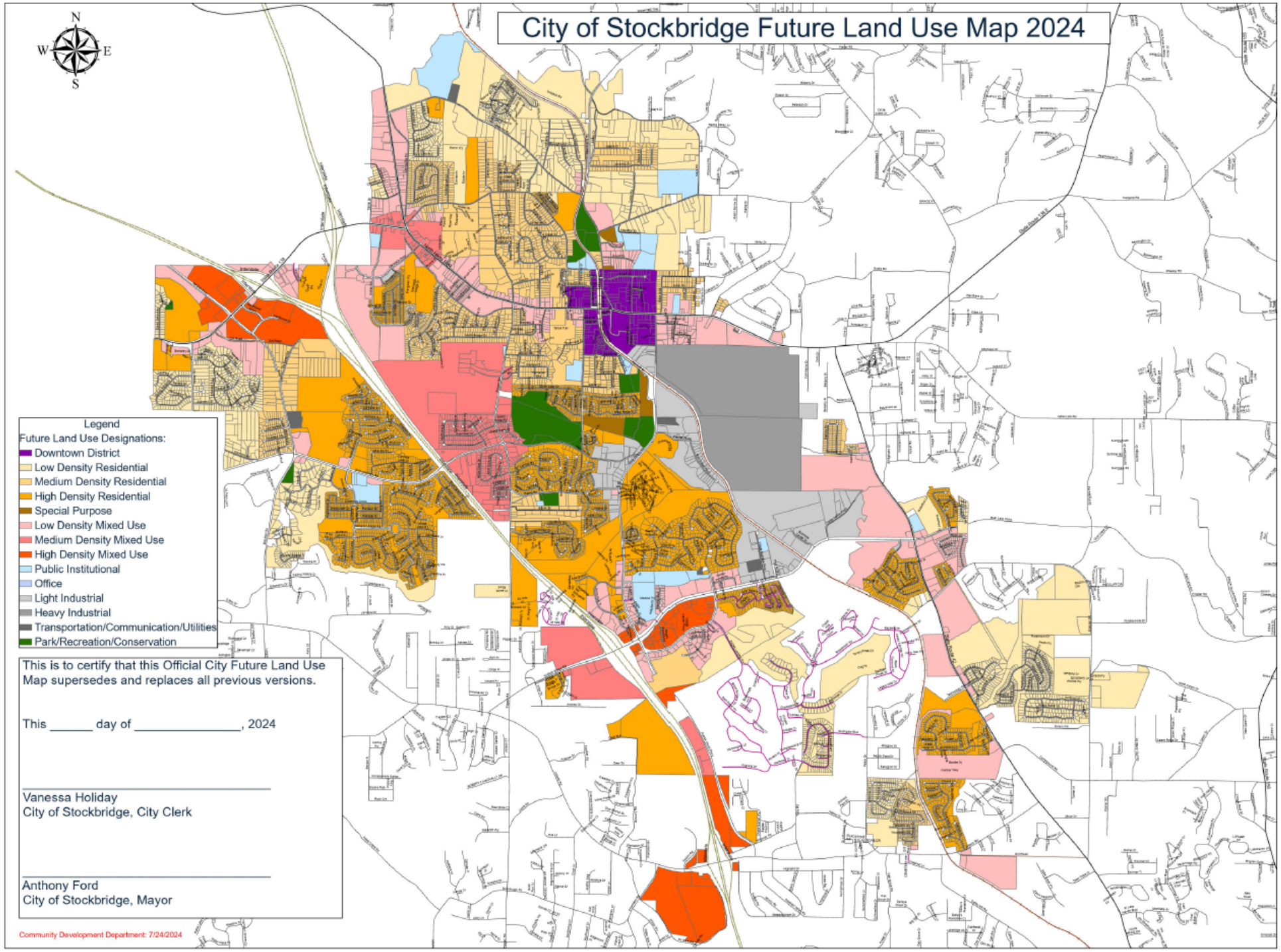
- 013A01051000
- 013A01057000
- 013A01058000
- 013A01059000
- 013A01600000
- 013A01061000
- 013A01127000
- 013A01128005
- 013A01132000
- 013A01138000



City of Stockbridge Zoning Map 2024



City of Stockbridge Future Land Use Map 2024



This is to certify that this Official City Future Land Use Map supersedes and replaces all previous versions.

This _____ day of _____, 2024

_____
Vanessa Holiday
City of Stockbridge, City Clerk

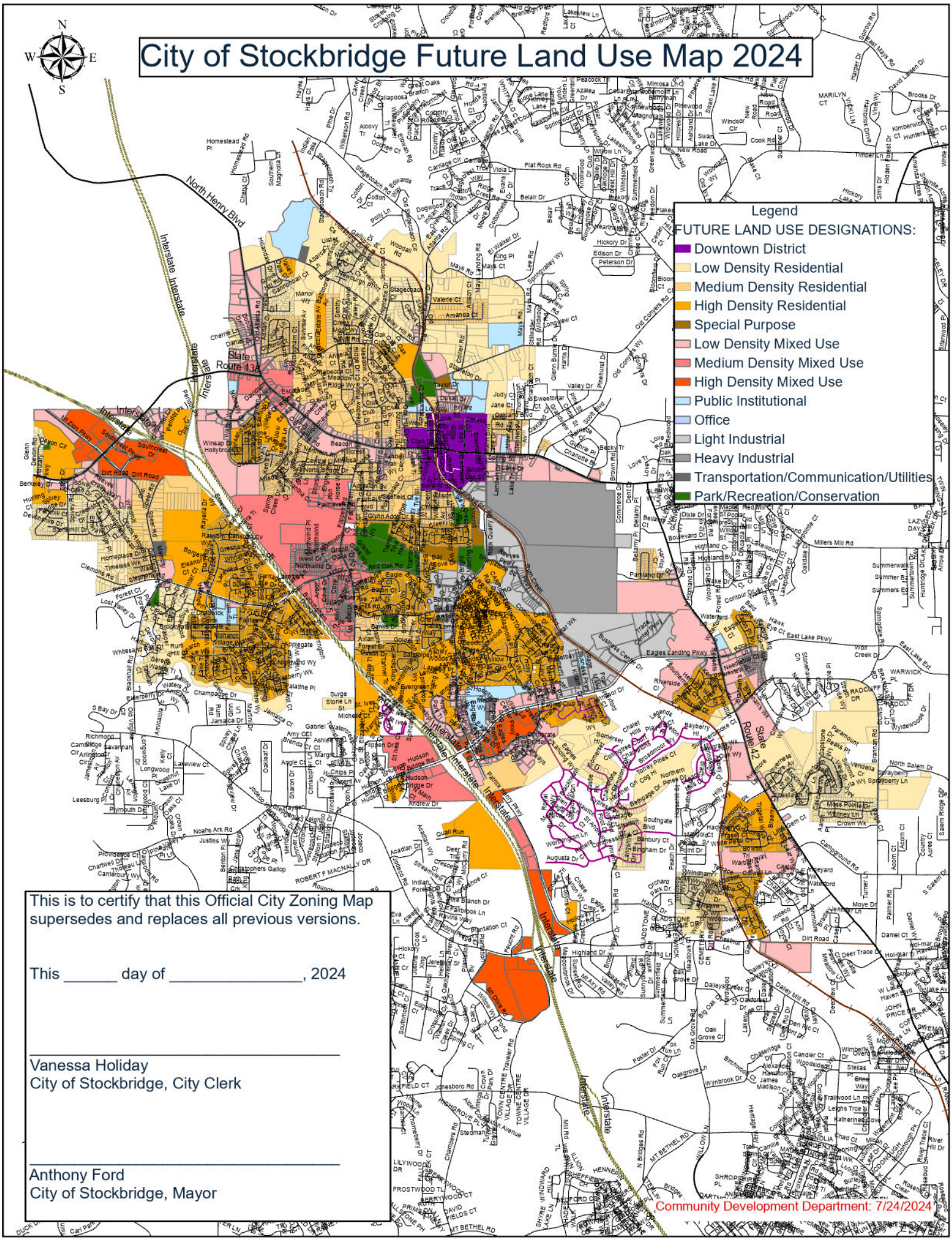
_____
Anthony Ford
City of Stockbridge, Mayor

Community Development Department: 7/24/2024

Table of 2023-2024 Zoning and Future Land Use Map Changes

Project Name	Parcel Number	Approval Date	Case #	Approval Date	Case #	Zoned From	Zoned To	Approval Date	Case #	FLU Change From	FLU Change To
	029-01009000					RR	MFR			LDR	HDR
Keith Nation	029-01009001			6/12/2023	RZ-2023-01	RR	MFR	6/12/2023	CP-2023-01	LDR	HDR
	S09-06010000					RR	SR				
	S08-01010000					RR	SR				
Yvette Morrison	S08-01020000			10/9/2023	RZ-2023-02	C-1	SR				
D.R. Horton, Inc.	S16-01006000			11/13/2023	RZ-2023-03	LI	MFR	10/9/2023	CP-2023-02	LI	HDR
	053-01017005						PUD				HDMU
Marketplace Storefronts, LLC	053-01017000	12/11/2023	AX-2023-04	12/11/2023	RZ-2023-06	N/A	PUD	12/11/2023	CP-2023-05	N/A	HDMU
	052-01023000						PUD				HDR
NexMetro Acquisitions, LLC	052-01024000	12/11/2023	AX-2023-03	12/11/2023	RZ-2023-04	N/A	PUD	12/11/2023	CP-2023-03	N/A	HDR
	088-02055000						SR				LDR
	088-02057000						SR				LDR
	088-02056000						SR				LDR
Pulte Group (Battle Law, LLC)	070-01005001	1/8/2024	AX-2023-05	1/8/2024	RZ-2023-07	N/A	SR	1/8/2024	CP-2023-06	N/A	LDR
	052-01025024						PUD				MDMU
	052-01025027						PUD				MDMU
	052-01025028						PUD				MDMU
Waypoint Residential	052-01025021	1/8/2024	AX-2023-06	1/8/2024	RZ-2023-08	N/A	PUD	1/8/2024	CP-2023-07	N/A	MDMU
	S25-01022000					SR	MFR			LDMU	SP
Sylvain Captial Ventures, LLC	S25-01022005			2/12/2024	RZ-2023-09	SR	MFR	2/12/2024	CP-2023-08	LDMU	SP
	S18-02003000					OI	MFR			LDMU	MDR
	S18-02002005					OI	MFR			LDMU	MDR
	S18-02002000					SR	MFR			MDR	MDR
	S18-02002006					OI	MFR			LDMU	MDR
Forestar (USA)	S18-02004009			2/12/2024	RZ-2023-10	C-1	MFR	2/12/2024	CP-2023-09	LDMU	MDR
	030-01009000					C-3	PUD				
	030-01009005					C-3	PUD				
D.R. Horton, Inc.	030-01009006			6/10/2024	RZ-2023-05	C-3	PUD				
Charlie Hightower	S24-01017000			7/8/2024	RZ-2024-02	SR	PUD	7/8/2024	CP-2024-02	LDR	SP

City of Stockbridge Future Land Use Map 2024



This is to certify that this Official City Zoning Map supersedes and replaces all previous versions.

This _____ day of _____, 2024

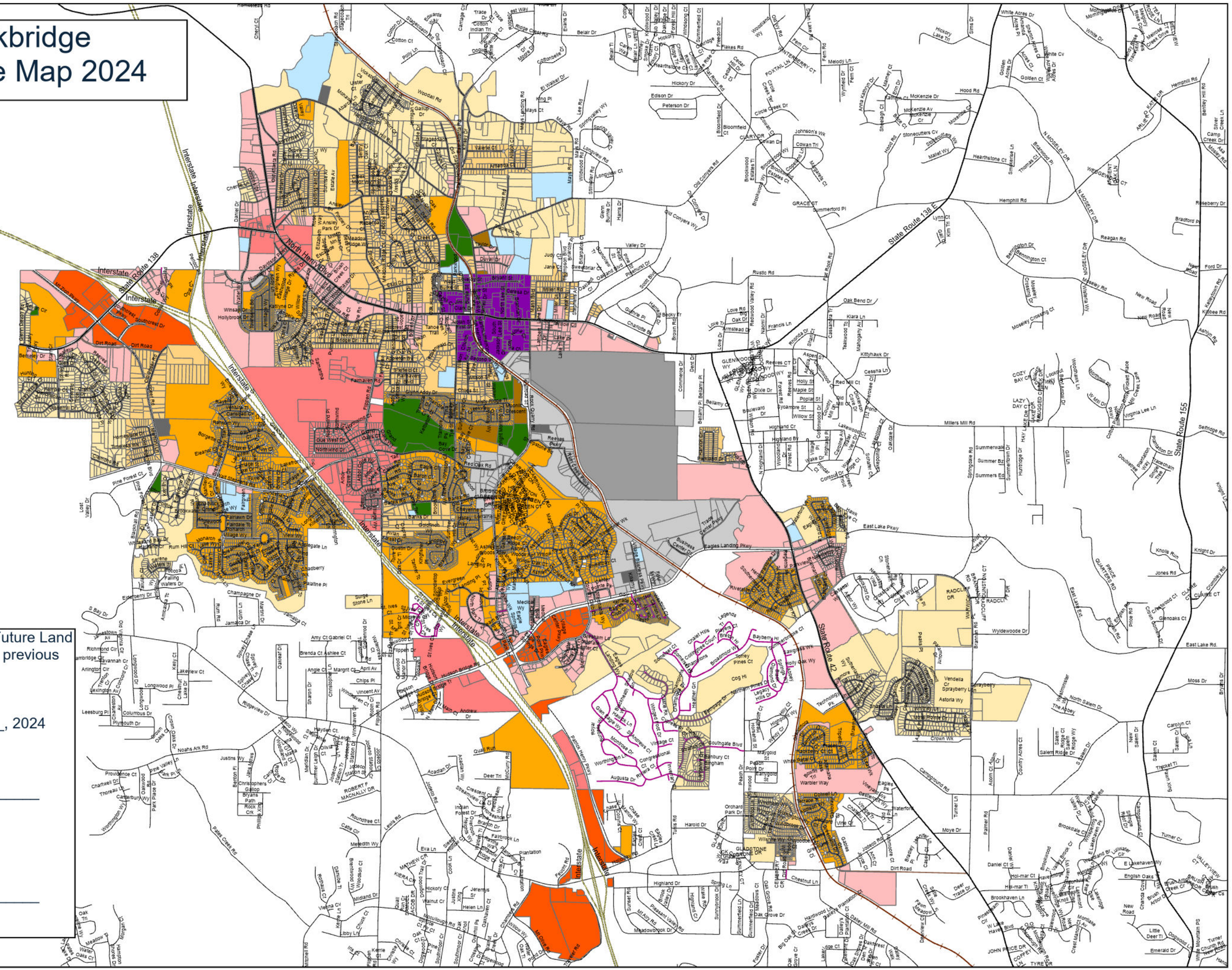
_____

Vanessa Holiday
City of Stockbridge, City Clerk

_____

Anthony Ford
City of Stockbridge, Mayor

City of Stockbridge
Future Land Use Map 2024



Legend

Future Land Use Designations:

- Downtown District
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Special Purpose
- Low Density Mixed Use
- Medium Density Mixed Use
- High Density Mixed Use
- Public Institutional
- Office
- Light Industrial
- Heavy Industrial
- Transportation/Communication/Utilities
- Park/Recreation/Conservation

This is to certify that this Official City Future Land Use Map supersedes and replaces all previous versions.

This _____ day of _____, 2024

_____

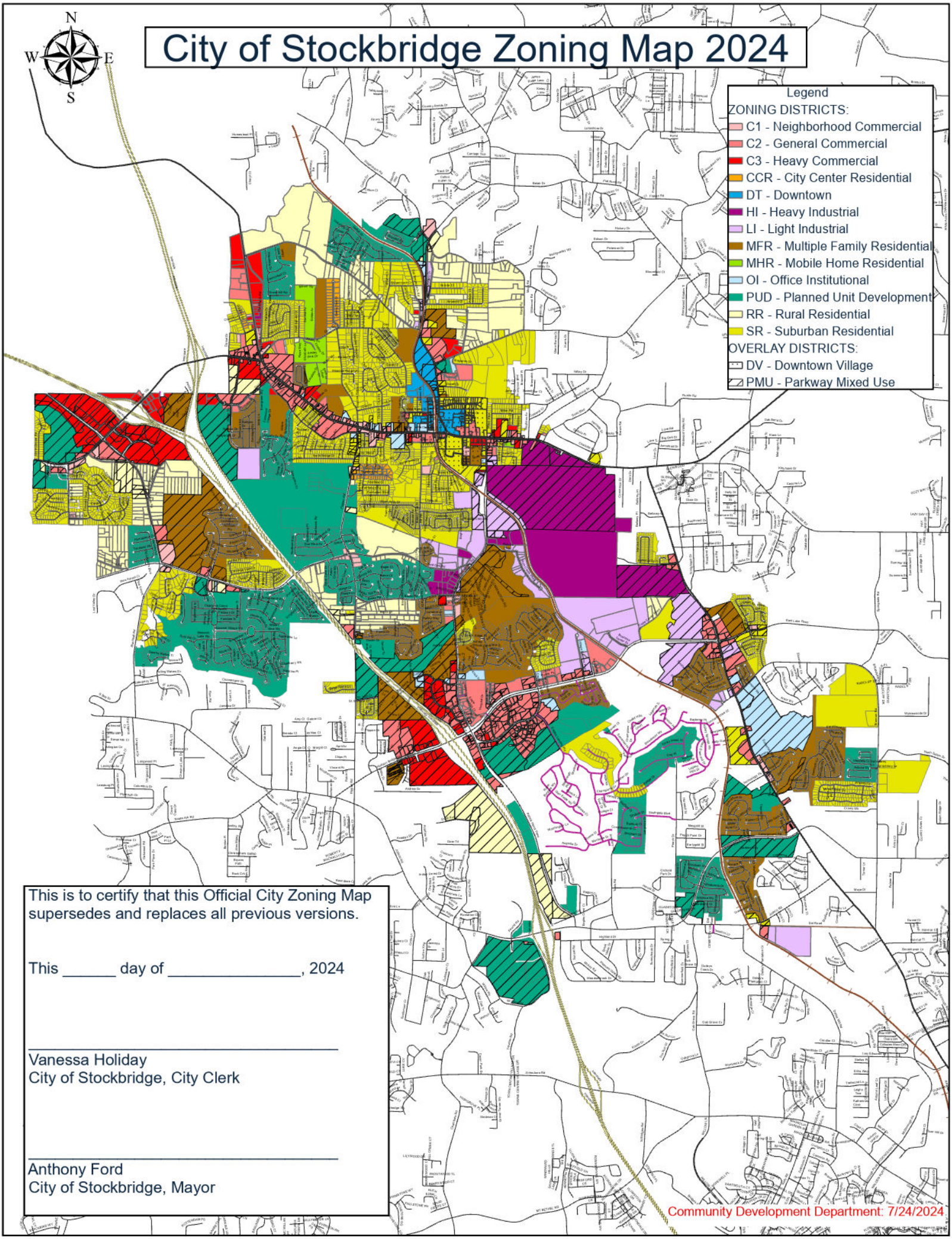
Vanessa Holiday
City of Stockbridge, City Clerk

_____

Anthony Ford
City of Stockbridge, Mayor

Community Development Department: 7/24/2024

City of Stockbridge Zoning Map 2024



This is to certify that this Official City Zoning Map supersedes and replaces all previous versions.

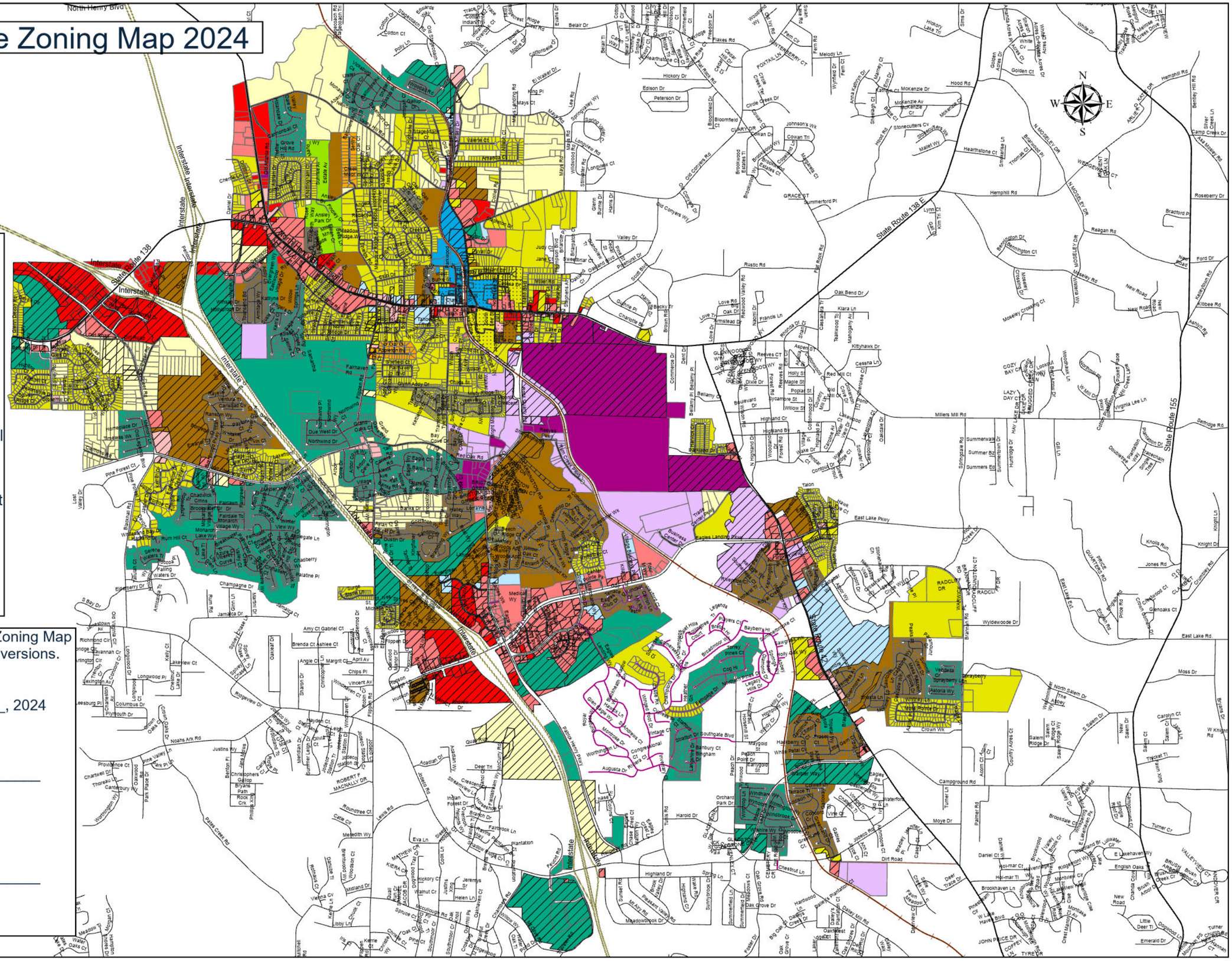
This _____ day of _____, 2024

_____
Vanessa Holiday
City of Stockbridge, City Clerk

_____
Anthony Ford
City of Stockbridge, Mayor

Community Development Department: 7/24/2024

City of Stockbridge Zoning Map 2024



Legend

ZONING DISTRICTS:

- C1 - Neighborhood Commercial
- C2 - General Commercial
- C3 - Heavy Commercial
- CCR - City Center Residential
- DT - Downtown
- HI - Heavy Industrial
- LI - Light Industrial
- MFR - Multiple Family Residential
- MHR - Mobile Home Residential
- OI - Office Institutional
- PUD - Planned Unit Development
- RR - Rural Residential
- SR - Suburban Residential

OVERLAY DISTRICTS:

- DV - Downtown Village
- PMU - Parkway Mixed Use

This is to certify that this Official City Zoning Map supersedes and replaces all previous versions.

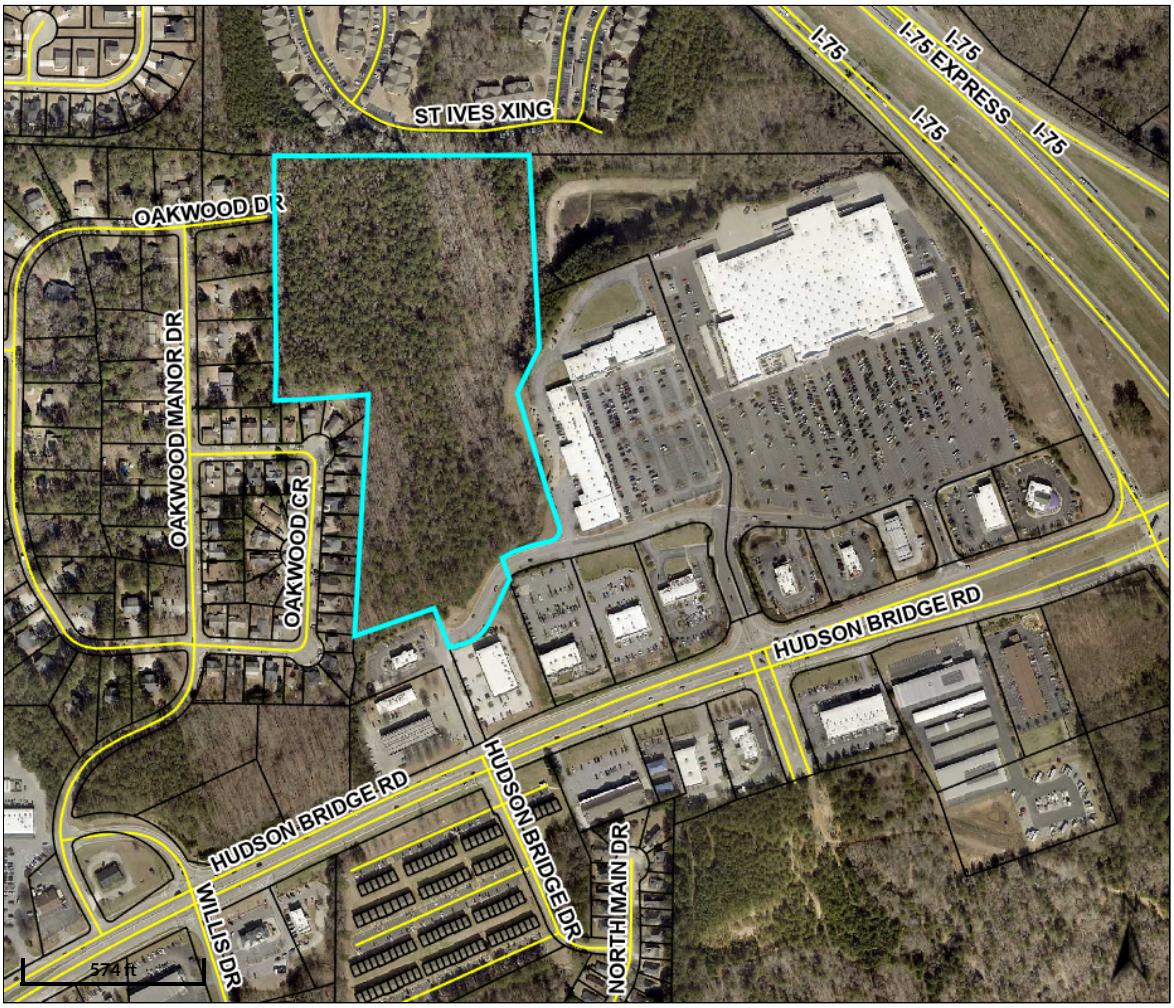
This _____ day of _____, 2024

_____
Vanessa Holiday
City of Stockbridge, City Clerk

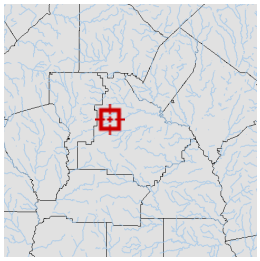
_____
Anthony Ford
City of Stockbridge, Mayor

Community Development Department: 7/24/2024

Henry County, GA



Overview



Legend

- Parcels
- Roads

Parcel ID	032-01026000	**Class**	C	**Owner**	MOUNT ZION 48 LLC 1 WOODY TRAIL MABLETON GA 30126	**Land Value:**	$1.12019e+006
Property Address		**Acreage**	20.367	**Address**		**Building Value:**	$0
District	City/Stockbridge					**Misc Value:**	$0
						Total Value:	$1120185

Last 2 Sales

Date	Price	Reason	Qual
4/29/2022	$556,000	OTHER	U
11/1/2010	$0	CORPORATE	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: 4/23/2024
Last Data Uploaded: 4/22/2024 9:15:03 PM

Developed by Schneider GEOSPATIAL

City of Stockbridge Planning and Zoning Division

Application for an Amendment to the Comprehensive Plan

Name of Applicant Lennar Georgia, LLC Phone: 770-670-2757 Date: 4/1/2024

Address of Applicant: 11560 Great Oaks Way, Suite 100 Cell #

City: Alpharetta State: GA Zip: 30022 E-mail:

Name of Agent Battle Law, PC Phone: 404-745-0045 Date:

Address of Agent: 3562 Habersham at Northlake, Bldg J, Ste 100 Cell # 404-601-7616

City: Tucker State: GA 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.

(Acknowledgement)

FROM: Medium Density Mixed Use

TO: Medium Density Residential

Property Address: 0 Hudson Bridge Drive

Nearest intersection to the property: Hudson Bridge Drive and Hudson Bridge Road

Size of Tract: 20.367 acre(s). Land Lot Number(s): 21 District(s): 6th

Property Tax Parcel Number(s):

032010260000 **(Required)**

Witness' Signature

Signature of Applicant

Jordan Battle

Printed Name of Witness

Tom Bowers

Printed Name

Notary

Signature of Agent

Notary Seal:

BATOYA CLEMENTS NOTARY PUBLIC GEORGIA EXPIRES May 4, 2024 GWINNETT COUNTY

(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:

NOTE: If the proposed development site would contain more than one property, and/or more than one property owner, please first type a list on a separate sheet of paper which identifies each property (address and/or parcel number) and its corresponding property owner(s). Then fill out a separate Property Owner's Authorization Form (provided below) for each property and each property owner.

PROPERTY OWNER'S AUTHORIZATION FORM (See NOTE above.)

The undersigned below is the PROPERTY OWNER, or one of the property owners, of the property at Hudson Bridge Road and Hudson Bridge Dri [address], with Parcel Number 032-01026000, which is the subject of this application.

Name of Property Owner: MOUNT ZION 48 LLC

Property Owner's Address: 1 WOODY TRAIL MABLETON, GA 30126

Telephone: 770-265-6934 E-mail: SVKUMAR99@hotmail.com

I swear that I am the Property Owner, or one of the Property Owners, of the property that is the subject matter of the attached application, as is shown in the tax assessors' records of Henry [County], Georgia [State].

Signature: Surender V Kumar Date: 3-22-24

The undersigned does duly authorize the person(s) and/or company who is named below to act as APPLICANT(S) in the pursuit of this application for the subject property.

Name(s) of Applicant(s): Lennar Georgia, LLC

Company/law firm (if applicable): Battle Law PC

Telephone, E-Mail, & Address: (404) 745-0045, mlb@battlelawpc.com

3562 Habersham at Northlake Rd Tucker, GA 30084

I authorize the Applicant or Applicants who are named above to act on my behalf for this application.

Surender V Kumar
Manager, SURENDER V. KUMAR
Signature of Property Owner, who swears that the information which is contained in this Property Owner's Authorization is true and correct to the best of his or her knowledge and belief.

3-22-24
Date

Levi Reece
Signature of Notary Public

Levi Reece
Printed Name of Notary Public

3/22/24
Date

Notary Public's Seal or Stamp:

LEVI REECE
My Commission Expires
NOTARY PUBLIC
06-30-2026
COBB COUNTY, GEORGIA

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 20th day of March, 2024

Tom Bowers
Applicant's Name - Printed

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 20th day of March, 2024

Sandy M Kidd
Notary Public

SANDY M KIDD
COBB County
Notary Public
Expires 07-30-2027
STATE OF GEORGIA

* 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

SURENDER V Kumar

Applicant's Attorney, if applicable - Printed

Signature of Applicant's Attorney, if applicable

Sworn to and subscribed before me this 22nd day of March 2024

Notary Public

LEVI REECE
My Commission Expires
NOTARY PUBLIC
06-30-2026
COBB COUNTY, GEORGIA

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

Proof of Pre-Application Meeting

Re: Hudson Bridge Road Chat Files Details Scheduling Assistant Recap **Attendance** Meeting Whiteboard Breakout rooms Q&A

Join Close

Wednesday, January 24, 2024 9:57 AM - 10:52 AM

Download

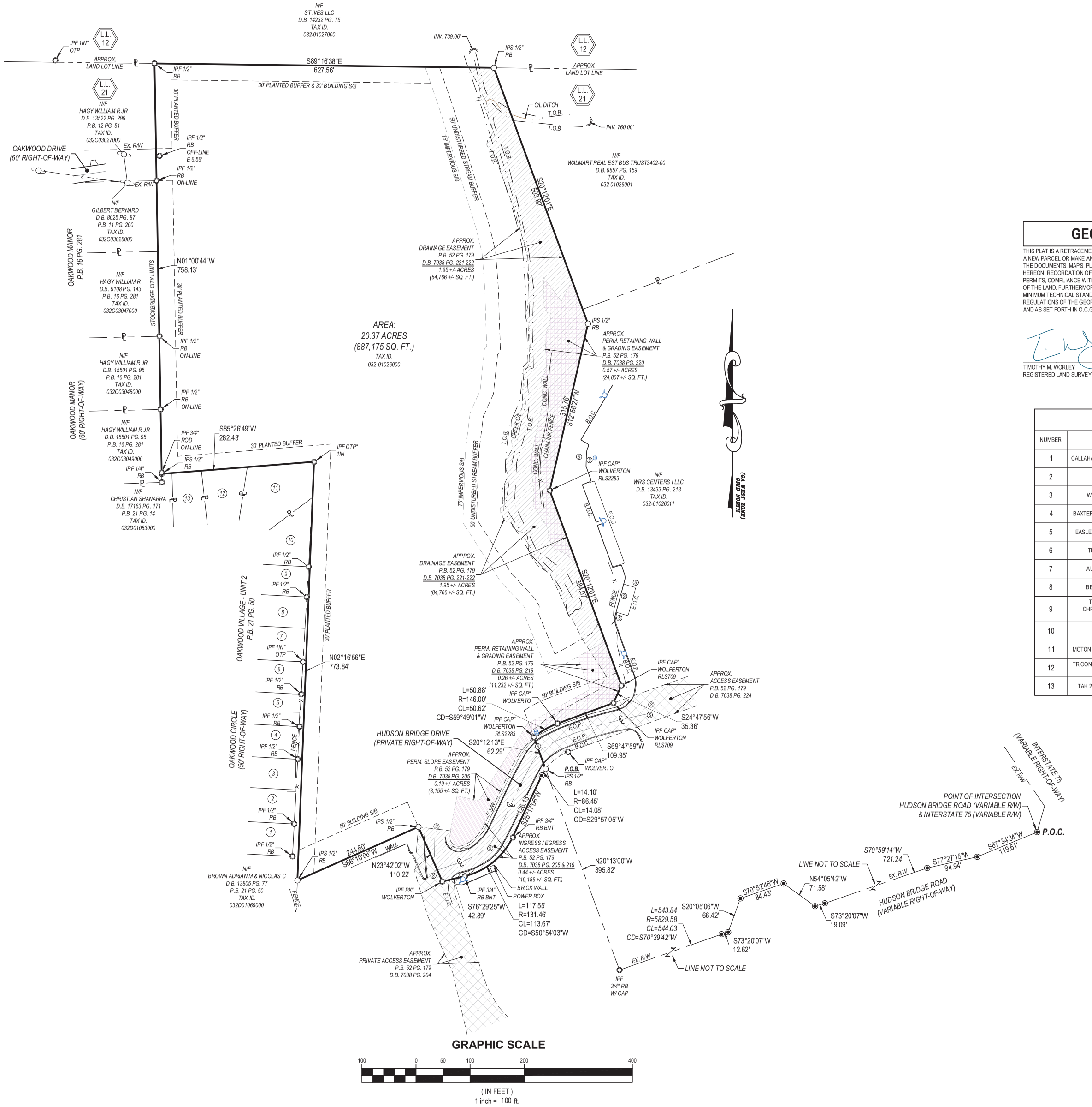
7	9:57 AM - 10:52 AM	54m 13s	49m 4s
Attended	Start and end time	Meeting duration	Average attendance time

Participants

Name	First join	Last leave	In-meeting duration	Role
Michele Battle mlb@battlelawpc.com	10:01 AM	10:52 AM	50m 21s	Organizer
SM Steve Moore smoore@moorebass.com	10:00 AM	10:52 AM	51m 40s	Presenter
RE Raven Eatmon reatmon@stockbridgega.org	10:02 AM	10:52 AM	50m 1s	Presenter
FP Frank Potts frank.potts@lennar.com	10:02 AM	10:52 AM	50m 3s	Presenter
RA Ryan Anderson randerson@stockbridgega.org	10:02 AM	10:52 AM	49m 47s	Presenter
EA Elton Alexander (Guest)	10:06 AM	10:52 AM	45m 51s	Presenter
RR Rosalynd Rawls rrawls@stockbridgega.org	10:06 AM	10:52 AM	45m 48s	Presenter

BOUNDARY SURVEY FOR:
MT. ZION 48, LLC
LAND LOT 21 ~ 6TH DISTRICT
HENRY COUNTY, GEORGIA

THIS BOX IS RESERVED FOR THE CLERK OF SUPERIOR COURT RECORDING INFORMATION.



REFERENCES

1. FINAL SUBDIVISION PLAT EASEMENTS RECORDED IN PLAT BOOK 52, PAGE 176-179 PER HENRY COUNTY RECORDS.
2. LIMITED WARRANTY DEED RECORDED IN DEED BOOK 11917, PAGE 266-269 PER HENRY COUNTY RECORDS.
3. PERMANENT RETAINING WALL & GRADING EASEMENT RECORDED IN DEED BOOK 7038, PAGE 219 PER HENRY COUNTY RECORDS.
4. DRAINAGE EASEMENT RECORDED IN DEED BOOK 7038, PAGE 221-222 PER HENRY COUNTY RECORDS.
5. ACCESS EASEMENT RECORDED IN DEED BOOK 7038, PAGE 224 PER HENRY COUNTY RECORDS.
6. PERMANENT RETAINING WALL AND GRADING EASEMENT RECORDED IN DEED BOOK 7038, PAGE 220 PER HENRY COUNTY RECORDS.
7. INGRESS / EGRESS ACCESS EASEMENT EASEMENT RECORDED IN DEED BOOK 7038, PAGE 205 & 219 PER HENRY COUNTY RECORDS.
8. PERMANENT SLOPE EASEMENT RECORDED IN DEED BOOK 7038, PAGE 205 PER HENRY COUNTY RECORDS.
9. ACCESS EASEMENT RECORDED IN DEED BOOK 7038, PAGE 204 PER HENRY COUNTY RECORDS.

FLOOD NOTE

AS SHOWN ON FLOOD INSURANCE RATE MAPS OF HENRY COUNTY, GEORGIA COMMUNITY PANEL NUMBER: 13151C0088D EFFECTIVE DATE OCTOBER 6TH, 2016, THIS PROPERTY IS NOT LOCATED IN A FEMA FLOOD HAZARD ZONE.

SURVEY NOTES

NO N.G.S. MONUMENT FOUND WITHIN 500 FEET OF ANY POINT ON THE SUBJECT PROPERTY.

ALL PROPERTY CORNERS REFERENCED AS I.P.S. INDICATES A ½" REBAR PLACED W/CAP LSF 001179 UNLESS OTHERWISE NOTED.

MOORE BASS CONSULTING AND/OR TIMOTHY M. WORLEY DO NOT GUARANTEE THAT ALL EASEMENTS AND SUB-SURFACE CONDITIONS WHICH MAY AFFECT THIS PROPERTY ARE SHOWN.

THIS DRAWING HAS BEEN GENERATED ELECTRONICALLY. THIS MEDIA SHOULD NOT CONSIDERED A CERTIFIED VALID DOCUMENT UNLESS IT HAS BEEN PROPERLY SEALED, SIGNED, AND DATED BY TIMOTHY M. WORLEY IN CONTRASTING COLOR OF INK PER O.C.G.A. 43-15-22.

THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT WHICH COULD REVEAL ENCUMBRANCES NOT SHOWN. ALL MATTERS TO TITLE ARE EXCEPTED.

THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PARTY OR ENTITY NAMED HEREON AND THE CERTIFICATION DOES NOT EXTEND TO ANY OTHERS.

THIS PLAT MAY NOT CONFORM TO THE BEARINGS AND DISTANCES RECORDED ON THE DEED AND/OR PLAT OF RECORD DUE TO SEVERAL FACTORS INCLUDING, BUT NOT LIMITED TO, THE NATURE OF THE ADVANCES IN SURVEYING TECHNOLOGY SUCH AS ELECTRONIC DISTANCE MEASURING DEVICES AND THE ADVENT OF SURVEY GRADE G.P.S. MEASUREMENT EQUIPMENT.

THIS SURVEY IS REFERENCED TO THE NORTH AMERICAN DATUM (N.A.D.) OF 1983(1994 ADJUSTMENT) FOR HORIZONTAL DATUM AND THE NORTH AMERICAN VERTICAL DATUM (N.A.V.D.) 1988 FOR THE VERTICAL DATUM. THE USE OF G.P.S. SURVEY MEASURING TECHNIQUES WERE USED FOR THESE DATUMS AND BASED ON THE POSITIONAL VALUES FOR THE VIRTUAL REFERENCE STATION NETWORK DEVELOPED BY EGPS SOLUTIONS. THE ORTHIMETRIC HEIGHTS WERE DERIVED USING THE GEOID A12.

ALL DISTANCES SHOWN HEREON ARE HORIZONTAL GROUND DISTANCES UNLESS OTHERWISE NOTED.

UTILITIES SHOWN ARE BASED ON ABOVE GROUND EVIDENCE. ADDITIONAL UTILITIES MAY EXIST ABOVE OR BELOW GROUND. NO CERTIFICATION OR GUARANTEE IS MADE AS TO THE ACCURACY OR THOROUGHNESS OF THE UTILITIES OR STRUCTURES SHOWN HEREON. PER GEORGIA LAW THE UNDERGROUND UTILITIES PROTECTION SERVICE MUST BE CALLED PRIOR TO THE COMMENCEMENT OF ANY AND ALL EARTH DISTURBING ACTIVITIES.

THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 49,634 FEET, AND AN ANGULAR ERROR OF 01" PER ANGLE. IT WAS A CLOSED LOOP TRAVERSE AND WAS ADJUSTED USING THE LEAST SQUARES METHOD.

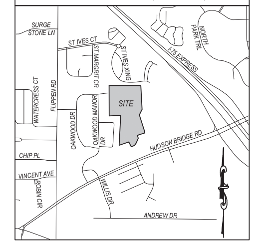
THE CLOSURE PRECISION OF THE DATA SHOWN ON THE MAP OR PLAT. "THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 1,240,152 FEET" THE CLOSURE PRECISION PLACED ON THE SURVEY SHALL BE BASED ON AN ACTUAL MAP CLOSURE THAT HAS BEEN INDEPENDENTLY CALCULATED BY THE SURVEYOR BY USING THE BEARINGS AND DISTANCES FROM THE FACE OF THE PLAT, AND SHALL NOT BE A GENERALIZATION.

ALL LOTS OR PARCELS SHOWN ON LINEAR AND ANGULAR MEASUREMENTS WERE OBTAINED USING A TRIMBLE S6 ROBOTIC TOTAL STATION & CHAMPION TKO ROVER GPS UNIT. THE FIELDWORK WAS COMPLETED MARCH 21ST, 2022 ON THIS PROJECT.

LEGEND

D.B.	DEED BOOK	E.O.P.	EDGE OF PAVEMENT
P.B.	PLAT BOOK	FH	FIRE HYDRANT
PG.	PAGE	L	LINE LABEL
LL	LAND LOT	N/F	NOW OR FORMERLY
OTP	OPEN TOP PIPE	PKS	PK NAIL SET
RB	REBAR	S.S.E.	SANITARY SEWER EASEMENT
IPF	IRON PIN FOUND	U.E.	UTILITY EASEMENT
IPS	1/2" REBAR W/C LSF 001179	REF.	REFERENCE
CTP	CRIMP TOP PIPE	C/O	SEWER CLEAN OUT
C&G	CURB & GUTTER	SQ. FT.	SQUARE FOOT
R/W	RIGHT OF WAY	FT.	FEET
N/F	NOW OR FORMERLY		IRON PIN FOUND
-E-	OVERHEAD POWER LINE		IRON PIN SET
CMP	CORRUGATED METAL PIPE		CALCULATED POINT
SWMF	STORMWATER MANAGEMENT FACILITY		POWER POLE (PP)
TBM	TEMPORARY BENCHMARK		FIRE HYDRANT (FH)
P.O.B.	POINT OF BEGINNING		WATER VALVE (WV)
P.O.C.	POINT OF COMMENCEMENT		WATER METER (WM)
RCP	REINFORCED CONCRETE PIPE		JUNCTION BOX (JB)
DIP	DUCTILE IRON PIPE		SANITARY SEWER MANHOLE (SSMH)
PVC	POLYVINYL CHLORIDE PIPE		DROP INLET (DI)
HDPE	HIGH DENSITY POLYETHYLENE PIPE		CONCRETE R/W MONUMENT FOUND (CMF)
ℙ	PROPERTY LINE		SINGLE WING CATCH BASIN (SWCB)
℄	CENTERLINE		DOUBLE WING CATCH BASIN (DWCB)
ID	IDENTIFICATION		CURB INLET (CI)
B.S.L.	BUILDING SETBACK LINE		HEADWALL (HW)
B.O.C.	BACK OF CURB		FLARED END SECTION
C	CURVE LABEL		LIGHT POST (LP)
CI	CURB INLET		YARD INLET (YI)
D.E.	DRAINAGE EASEMENT		SEWER CLEAN OUT (CO)
			AREA INLET (AI)
			LINE NOT TO SCALE

VICINITY MAP (NOT TO SCALE)



GEORGIA SURVEY CERTIFICATE

THIS PLAT IS A RETRACEMENT OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT SUBDIVIDE OR CREATE A NEW PARCEL OR MAKE ANY CHANGES TO ANY REAL PROPERTY BOUNDARIES. THE RECORDING INFORMATION OF THE DOCUMENTS, MAPS, PLATS, OR OTHER INSTRUMENTS WHICH CREATED THE PARCEL OR PARCELS ARE STATED HEREON. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.

TIMOTHY M. WORLEY
REGISTERED LAND SURVEYOR #3360 (tworley@moorebass.com)

DATE: 3/31/22

ADJOINERS CHART

NUMBER	OWNER	D.B. & PG.	P.B. & PG.	TAX ID.
1	CALLAHAN TIMOTHY J & TONDA L	15369-196	21-50	032D01070000
2	LEVY MILLICENT	14038-104	21-50	032D01071000
3	WHISNANT DANNY R	13821-321	21-50	032D01072000
4	BAXTER GALEN C & COLLEEN N	14104-293	21-14	032D01073000
5	EASLEY SHARON P & ROBIN L	8215-268	21-50	032D01074000
6	TURNER VIRGINIA N	7838-292	21-14	032D01075000
7	AUGUSTINE MARIE E	12287-255	21-50	032D01076000
8	BERNUY FRANCISCO	60160-96	21-50	032D01077000
9	THE IRA CLUB FBO CHRISTOPHER ALLEN & KIMBERLY	15610-300	21-14	032D01078000
10	CENTRIC LLC	13289-206	21-50	032D01079000
11	MOTON MELBA & NATHANIEL JR	17525-293	21-14	032D01080000
12	TRICON SFR 2020-2 BORROWER LLC	17632-95	21-14	032D01081000
13	TAH 2017-1 BORROWER LLC	15420-17	21-14	032D01082000

Moore Bass Consulting, Inc.
• Civil Engineering
• Land Surveying
• Development Consulting
• Landscape Architecture
• Environmental Permitting
www.moorebass.com
TALLAHASSEE • ATLANTA
1350 Keys Ferry Court
McDonough, GA 30253
770.914.9394

PROJECT NAME
HUDSON BRIDGE
HENRY COUNTY, GEORGIA

CLIENT NAME
MT. ZION 48, LLC
1720 PEACHTREE STREET, SUITE 150,
ATLANTA, GEORGIA 30309

REVISIONS

A3846.0001_BND

DATE	3-31-2022
CONTRACT #	A3846.0001
DRAWN BY	TMW, DC

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 copyright.

1350 KEYS FERRY COURT
McDONOUGH, GA 30253
LSF #1179

SEAL
GEORGIA REGISTERED LAND SURVEYOR No. 3360 TIMOTHY M. WORLEY
3-31-22

SHEET TITLE
BOUNDARY SURVEY

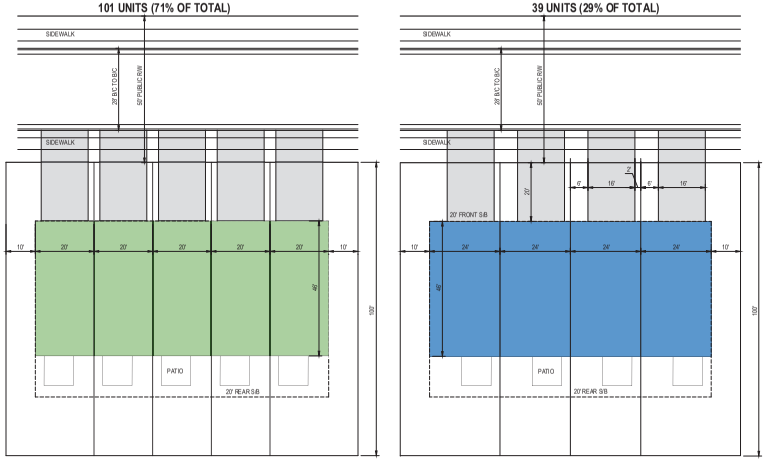
SHEET
1 OF 1

Q:\A3846.0001\Survey\Boundary\A3846.0001_BND.dwg, 1OF1, dcoppock, Mar 31, 2022 - 1:46:12pm

©Moore Bass Consulting

TOWNHOUSE UNIT DETAIL

SCALE: 1"=20'



SITE DATA			
PROJECT NAME	HUDSON BRIDGE TOWNHOMES		
SITE AREA	20.37 AC.		
TAX ID	032-01026000		
CURRENT ZONING	C-2		
PROPOSED ZONING	MFR		
PROPOSED USE	UNIT SIZE	SETBACKS	QUANTITY
FEE SIMPLE TOWNHOMES	20' WIDE	FRONT: 20', SIDE: 10', REAR: 20'	101 UNITS
FEE SIMPLE TOWNHOMES	24' WIDE	FRONT: 20', SIDE: 10', REAR: 20'	39 UNITS
		TOTAL	140 UNITS
PROPOSED DENSITY	140 UNITS / 20.37 AC.	6.87 UNITS PER ACRE	
OPEN SPACE PROVIDED	PROPOSED OVERALL OPEN SPACE		8.37 AC.
	PROPOSED OVERALL OPEN SPACE AREA AS A % OF SITE		41.1%
IMPERVIOUS AREA	10.0 AC. (49 % OF TOTAL SITE AREA)		
OFF-STREET PARKING PROVIDED:	41 SPACES		

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• Development Consulting
• Landscape Architecture
• Environmental Permitting
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TALLAHASSEE • ATLANTA
1350 Keys Ferry Court
McDonough, GA 30253
770.914.9394

PROJECT NAME: HUDSON BRIDGE TOWNHOMES STOCKBRIDGE, GA

CLIENT NAME: LENNAR GEORGIA, LLC

REVISIONS

A3551.0010-SP1

DATE 02/29/2024

CONTRACT #

DRAWN BY SDM

The Drawings, Specifications and other documents prepared by Moore Bass Consulting, Inc. (MBI) for this project are instruments of service in respect of the work subject to the Project and, unless otherwise provided, MBI shall be deemed the author of these documents and shall retain all common law, statutory and other reserved rights, including the copyright.

1350 KEYS FERRY COURT
MCDONOUGH, GA 30253
LSF #1175

SEAL

SHEET TITLE

SITE PLAN

SHEET 1.0

O:\A3551.0010 - Hudson Bridge\Engineering\Planning\A3551.0010-SP1.dwg, 22 & 24 UNITS, Monthly, Feb 29, 2024 - 9:10:25am

Lennar Homes Hudson Bridge Project Renderings

Battle Law

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 Mixed Use to Medium Density Residential

of

LENNAR GEORGIA, 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

Lennar Georgia, 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 one hundred forty (140) townhome 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 Mixed Use. The Applicant is seeking to rezone the Subject Property to MFR, while simultaneously seeking a land use amendment to Medium Density Residential.

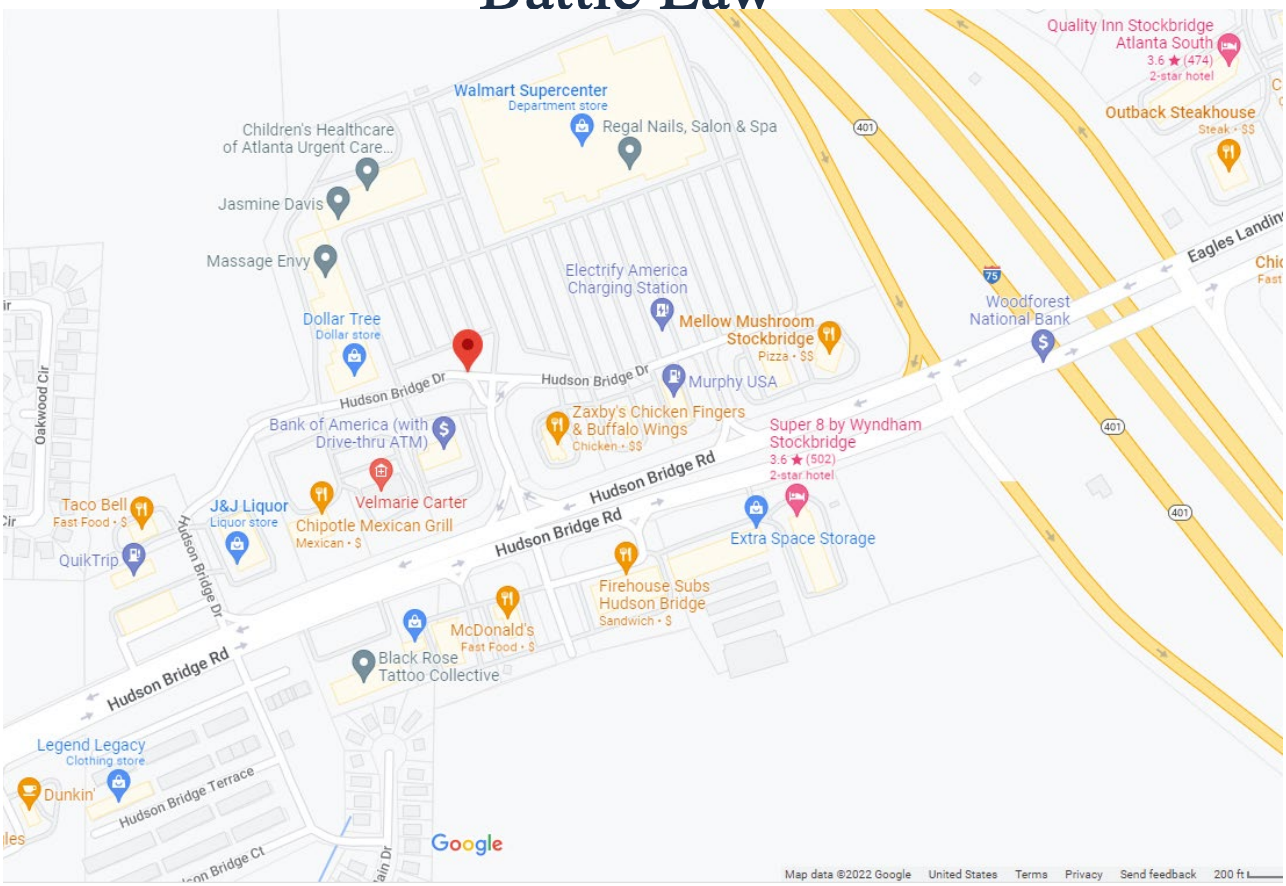
This document serves as a statement of intent, analysis of the criteria under the City of Stockbridge Unified Development Code and contains notice of constitutional allegations as a reservation of the Applicant's rights.

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;*

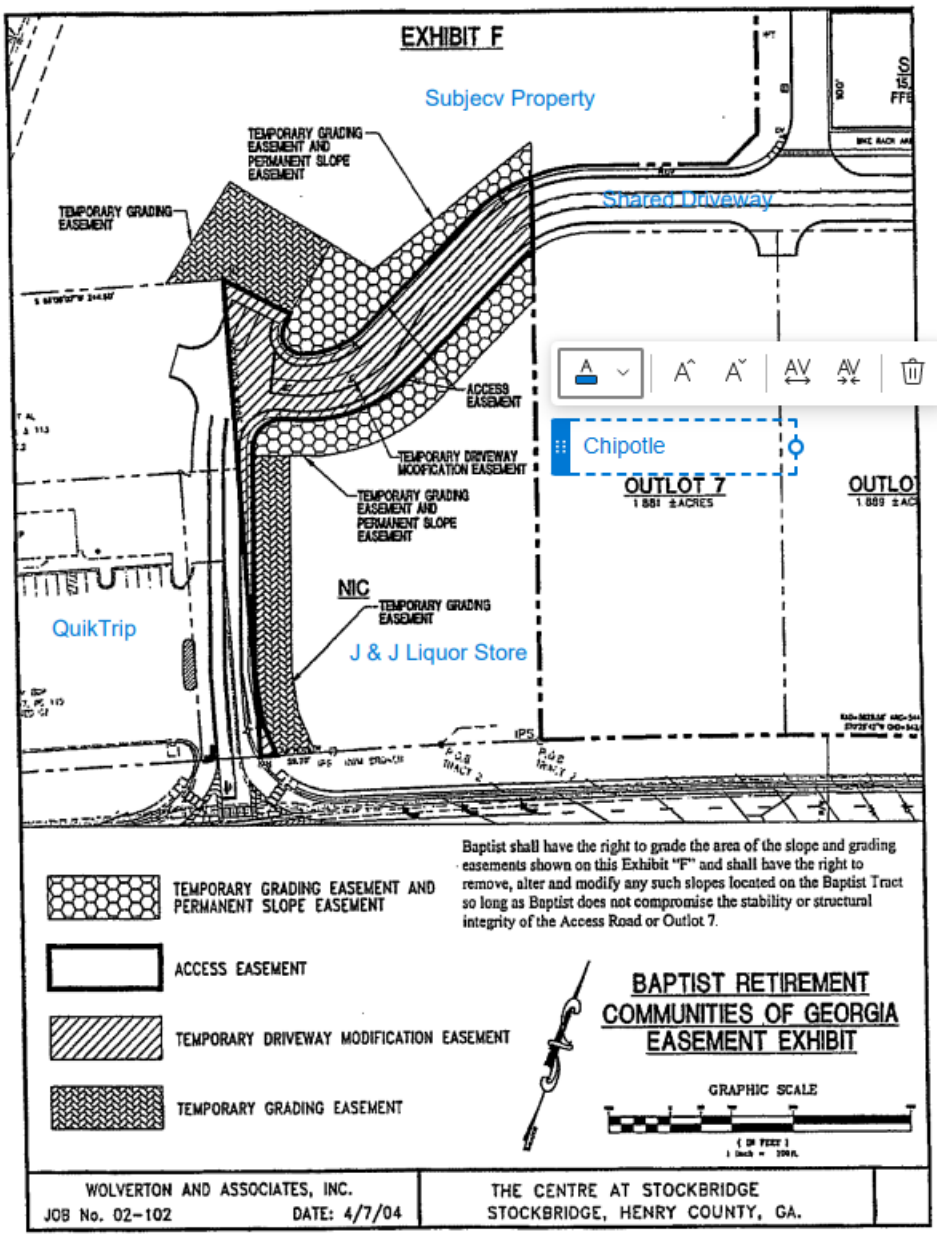
The zoning proposal will permit a use that is suitable in view of the current density and uses allowed under the Parkway Overlay District, in addition to existing uses on the adjacent and nearby property. Amongst other things, the purpose and intent of the Parkway Overlay District is "to encourage a 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.



The Subject Property is part of a 72.69 acre planned commercial/retail/residential project which was 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:

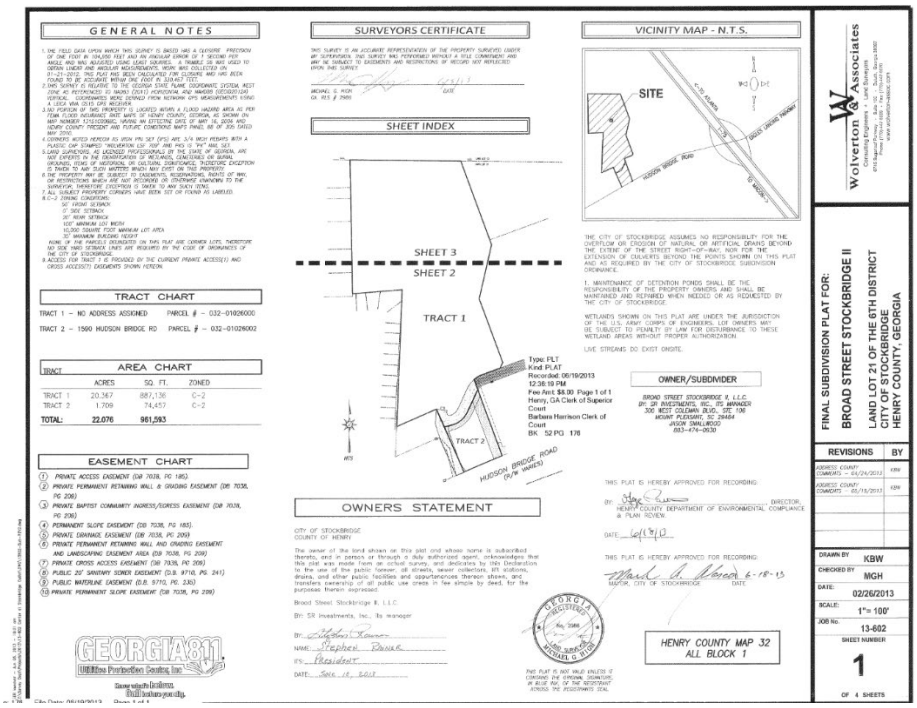
1. QuikTrip;
2. Walmart:
3. Chipotle
4. J&J Liquor;
5. Taco Bell
6. Zaxby's
7. Murphy's Gas Station
8. Mellow Mushroom
9. Arby's
10. Discount Tire; and
11. Bank of America.

BOOK 7038 PAGE 205



Battle Law

The Subject Property was originally a 22.076 acre tract of land that was subdivided in 2013 into two tracts with the intervening shared driveway for the development of a commercial outparcel.



In 2004 the 22.076 acres was owned by Baptist Retirement Communities of Georgia, Inc. ("Baptist RCG"), along with the adjacent 9.67 acres of land that has been developed as a commercial retail plaza. As part of the development of the commercial plaza Baptist RCG agreed to place a restrict covenant on the Subject Property which prohibited it from being developed for any retail purposes but allowed it to be developed for residential apartments.

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

BOOK 7038 PAGE 237

After recording return to:
Calloway Title & Escrow, LLC
Attn: David Dudley 2-1333
4800 Ashford Dunwoody Rd. Ste. 240
Atlanta, Georgia 30338

STATE OF GEORGIA)
) RESTRICTIVE COVENANT
COUNTY OF HENRY)

This Restrictive Covenant ("Covenant") is made this 28th 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:

1. 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,

https://search.gaccca.org/Imaging/HTML5Viewer.aspx?id=21021595&key1=7038&key2=237&county=75&countyname=HENRY&userid=251358&appi... 1/8

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

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 economically unfeasible.

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.

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 as the majority of the units as the anticipated market for the proposed units are young professionals, and single individuals looking for a low maintenance homeownership option.

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 Medium 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 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 CONTITUTIONAL 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.

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.

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 Henry 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.

Michele L. Battle, Esq.
Attorney for the Applicant

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

TO: City of Stockbridge Mayor and City Council
City of Stockbridge Planning Commission

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

CC: Ryan Anderson, Community Development Director
Keedra Jackson, Chief Planner

DATE: August 15, 2024

SUBJECT: **Staff Report for Comprehensive Plan Amendment Case #CP-2024-01 for Parcel #032-01026000 on Hudson Bridge Drive, In Council District 5**

I. PURPOSE

To consider a Comprehensive Plan Amendment application (#CP-2024-01) by Lennar Georgia, LLC, c/o Battle Law, P.C, to change the future land use designation of Parcel #032-01026000 on Hudson Bridge Drive from Medium-Density Mixed-Use to Medium-Density Residential to allow for the development of a townhome community with 140 units. Mount Zion 48, LLC is the current owner of the property, and it contains approximately 20.367 acres.

The applicant has also submitted two other applications for the subject property. For Rezoning Case #RZ-2024-01, the applicant requests to rezone the property from 'C-2' (General Commercial) to 'MFR' (Multiple-Family Residential). For Variance Case #VR-2024-03, the applicant requests the granting of two variances. In Variance Request #1, the applicant requests that the front yard setbacks of the townhome lots be reduced from the required 50 feet in the MFR district to 20 feet. In Variance Request #2, the applicant requests that the rear yard setbacks of the townhome lots be reduced from the required 20 feet to 10 feet.

An aerial photo of the subject property is shown after the Case Facts (Table 1) below.

II. CASE FACTS (Table 1)

DESCRIPTIVE FACTOR	FINDINGS
Proposed Development:	Townhome community with 140 fee simple units.
Parcel Identification:	032-01026000 (no address).
Parcel Acreage:	+/- 20.367 acres.
Land District and Land Lot:	District 6, Land Lot 21.
Applicant:	Lennar Georgia, c/o Battle Law, P.C.
Owner:	Mount Zion 48, LLC.
Current City Zoning:	C-2 and Parkway Mixed-Use Overlay District.
Surrounding Zoning:	• North—MFR (Multiple Family Residential). • Northwest—SR (Suburban Residential). • East—C-2 & C-3 (General Commercial & Heavy Commercial). • South—C-2 (General Commercial). • Southeast—C-2 & C-3 (General Commercial & Heavy Commercial). • West—Outside of the City. Zoned 'RD' & 'RM' (Residential-Duplex & Residential-Multifamily) by Henry County. • Southwest—Outside of the City. Zoned 'C-2' (General Commercial) by Henry County.
City Land Use Designation:	Medium-Density Mixed-Use.
Current Use:	Vacant.
Surrounding Land Uses:	• North—St. Ives Apartments. • Northwest—St. Margrit Subdivision. • East—Walmart and adjacent Centre @ Stockbridge Shopping Center. • South—Commercial uses fronting onto Hudson Bridge Road, including J & J Liquor and Western Union. • Southeast—Retail uses (Taco Bell and QuikTrip) outside the City, with access from Hudson Bridge Dr. • West—Oakwood Village Subdivision, outside 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. The 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. Site includes a portion of Hudson Bridge Drive, which was granted an easement.

AERIAL PHOTO OF SUBJECT PROPERTY

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.

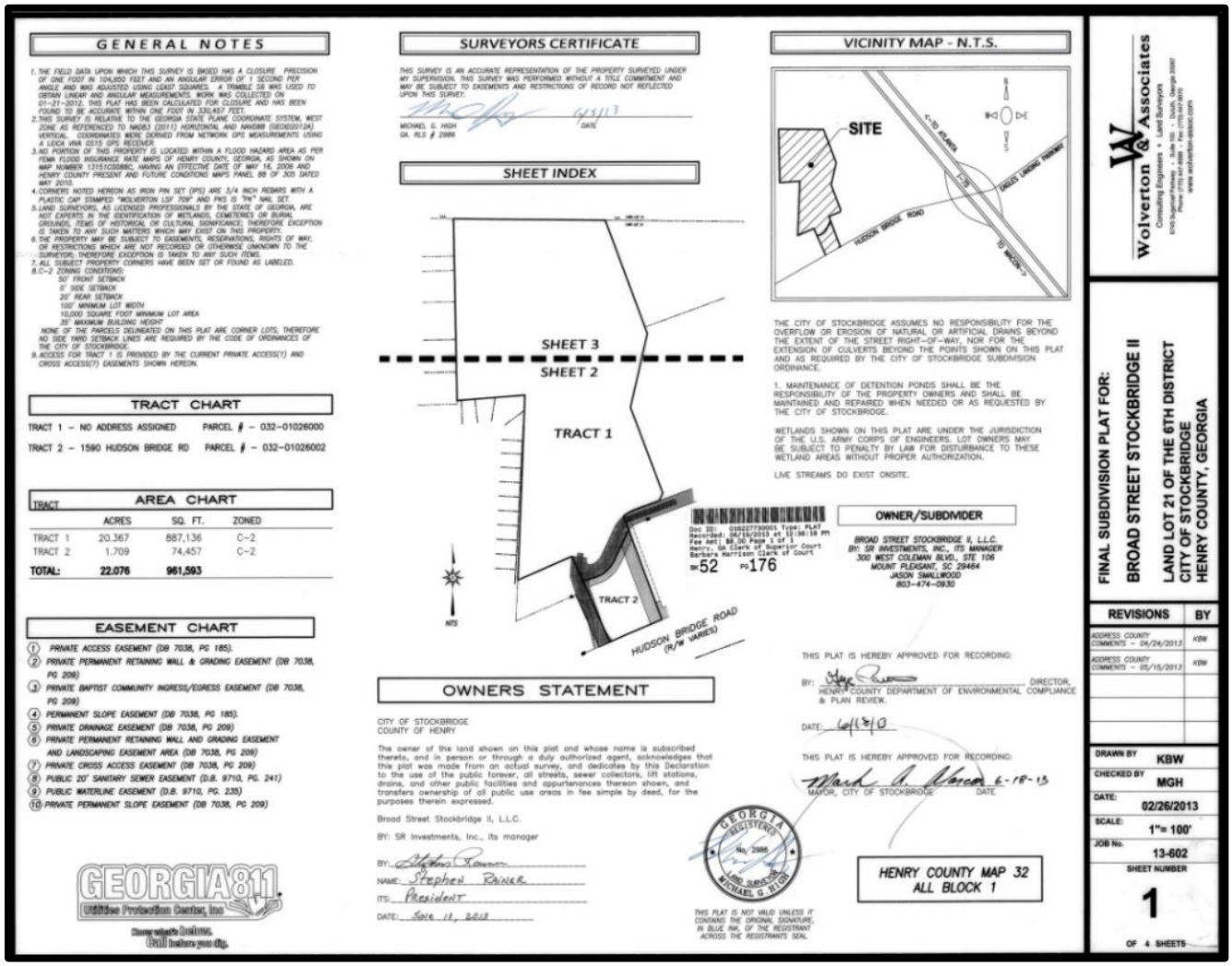
C. Previous Parcel Split and Easement Creation. Wolverton & Associates of Duluth, Georgia created a series of drawings on February 26, 2013 as part of a Final Subdivision Plat for Broad Street Stockbridge II, LLC. It showed that the subject property was split into two Tracts, with Tract 1 representing the current boundaries of the site and Tract 2 being cut off from the site. This resulted the Tract 1 (the current site) losing its access from Hudson Bridge Drive. However, ten easements were created along and adjacent to

WALMART MASTER DEVELOPMENT PLAN AREA

Hudson Bridge Drive, including an easement to allow a portion of Hudson Bridge Drive, which is a private street, and which is actually contained within the boundaries of the subject site, to be used by the public for access to the surrounding commercial properties. The fact that this portion of Hudson Bridge Drive is located within the site boundaries is confirmed today by the aerial photo of the site from the Henry County Tax Assessors' records.

D. Recent Zoning Activity: RZ-2019-04 and RZ-2020-01 by TPA Residential. A rezoning of the subject property from C-2 (General Commercial) to MUND (Mixed-Use Neighborhood Development) was sought by TPA Residential (c/o Falcon Design Consultants, LLC) in 2019 via RZ-2019-04 to allow for a mixed-use development to contain 118 townhomes plus small commercial uses. 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. TPA Residential returned to the City with a revised rezoning application via RZ-2020-01. This time, the applicant wanted to build a purely residential development, containing 147 townhomes only. GRTA determined that an updated DRI review was not required since the proposed density would be less than what the Walmart Master Development Plan called for. The Staff recommended approval with conditions, as did the Planning Commission at its June 25, 2020 meeting; but the City Council denied the case at its meeting on July 13, 2020.

PREVIOUS PARCEL SPLIT AND EASEMENT CREATION



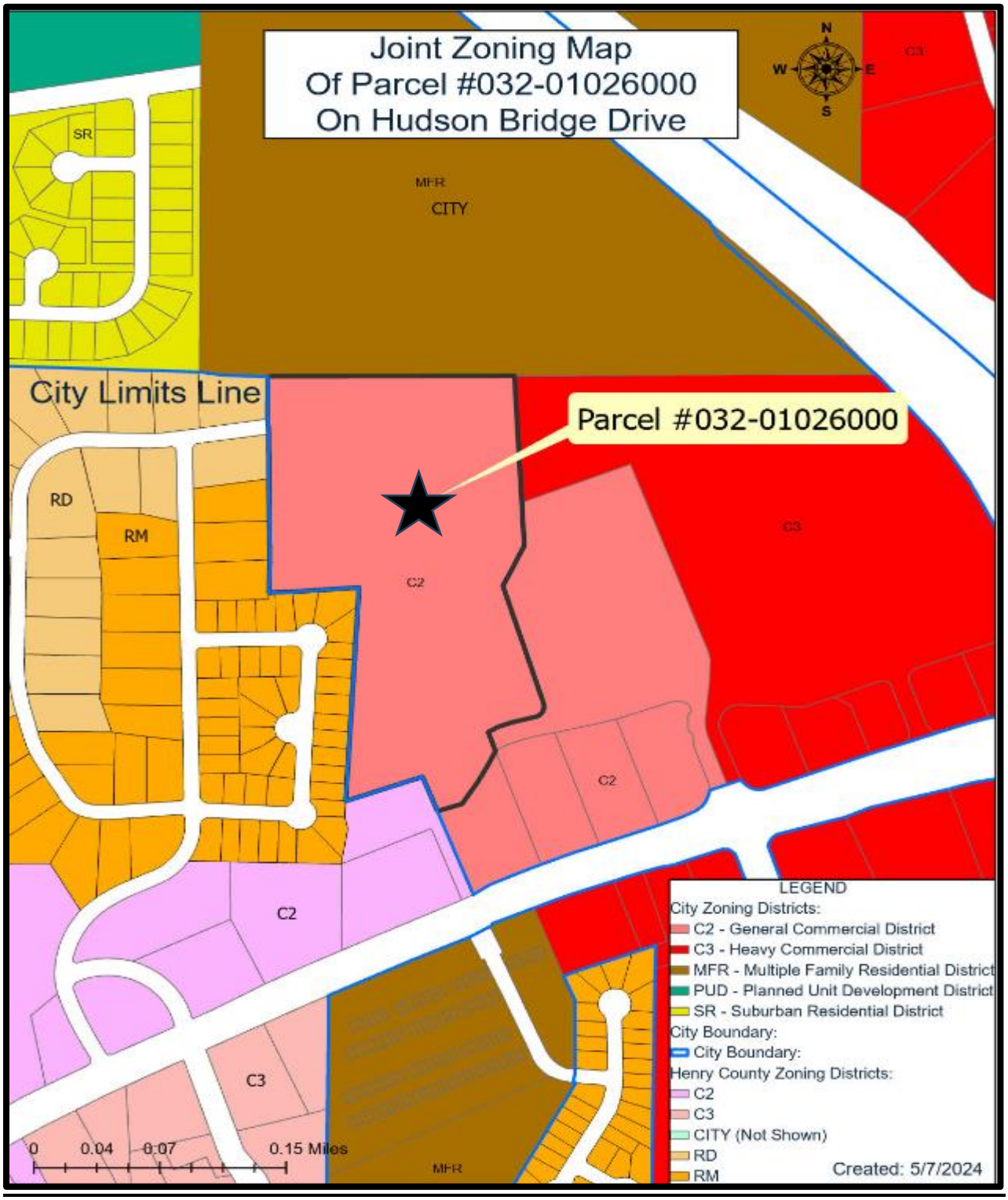
E. Recent Zoning Activity: RZ-2022-08 by Carter Acquisitions. In 2022, a new developer, Carter Acquisitions, LLC, c/o Battle Law, PC, sought to rezone the subject property via RZ-2022-08 from C-2 to MFR (Multiple Family Residential) to allow for the development of a townhome community containing 330 units. The proposed density was 16.2 units per acre, which exceeded the allowable density of 16.0 units per acre for the proposed High-Density Residential future land use designation. The applicant needed to reduce the number of units by eliminating four units to meet the maximum allowable density. But the applicant never returned with a new site plan having a reduced density. After an extended period of time, the applicant withdrew their application, along with Comprehensive Plan Amendment application #CP-2022-07.

STREET VIEW OF SOUTHWEST CORNER OF SITE

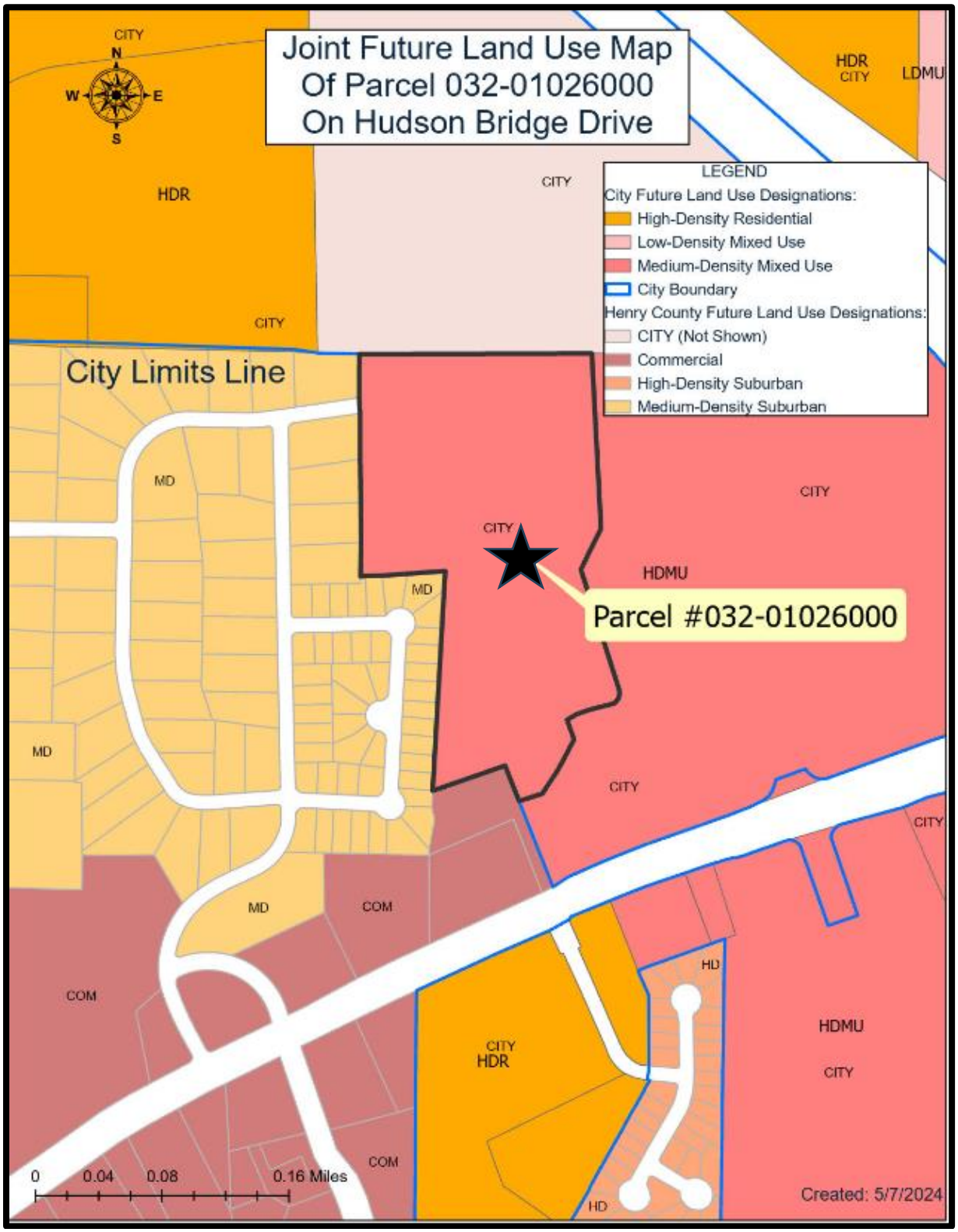
STREET VIEW OF SITE TOWARD SOUTHEAST CORNER

Shown below are the Zoning Map, the Future Land Use Map, and the Boundary Survey for the subject property.

2024 CITY OF STOCKBRIDGE ZONING MAP

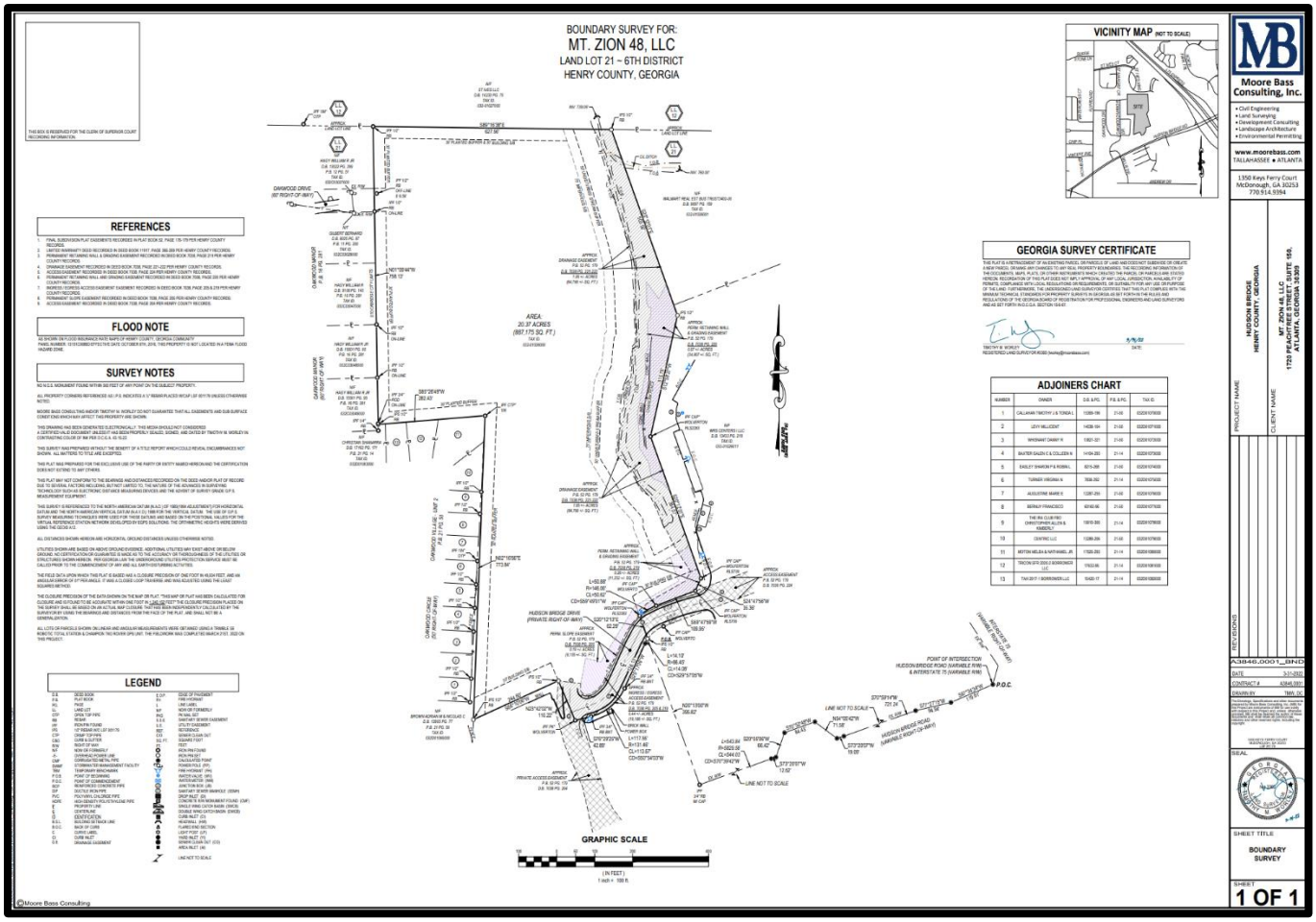


2024 CITY OF STOCKBRIDGE FUTURE LAND USE MAP



BOUNDARY SURVEY

Hudson Bridge Drive is located at the southern end of the property.



PROPOSED DEVELOPMENT

<u>A. Project Size.</u> The applicant has submitted a site plan which was prepared by Moore Bass Consulting on 02/29/24, representing Sheet #A3551.0010-SP1. Its title is “Hudson Bridge Townhomes; Stockbridge, GA.” According to an inset box, entitled “Site Data”, on the site plan, the applicant proposes to build 140 fee simple townhomes, including 101 smaller units and 39 larger units, at a density of 6.87 units per acre. The applicant would be required to designate at least 15 percent of the total site area as open space, and the applicant would substantially exceed that amount by designating about 41 percent of the site area as open space (8.37 acres of the total site area of 20.367 acres). The impervious area would be 10.0 acres, comprising 49 percent of the total site area. Forty-one (41) off-street parking spaces would be provided, which would meet the requirements. However, the required front and side yard setbacks would not be met for the requested MFR district, as is shown in the table below. The applicant has submitted a variance application to

request the reduction in the front yard setbacks of the townhome lots from the MFR District's required 50 feet to 20 feet, and to reduce the side yard setbacks (between townhome buildings) from the required 20 feet to 10 feet. The analysis of the merits of these variance requests are presented in the Staff Report for Variance Case #VR-2024-03.

Table 2--Required Versus Proposed Setbacks in the Requested MFR District

MFR District Setback Requirements:	Proposed Setbacks:	Meets MFR Requirements?
Front Yard Setbacks – 50 feet	Front Yard Setbacks – 20 feet	No
Side Yard Setbacks – 20 feet	Side Yard Setbacks – 10 feet	No
Rear Yard Setbacks – 20 feet	Rear Yard Setbacks – 20 feet	Yes

B. Site Plan Design. The submitted site plan shows that the development site would have two accesses, including the main entrance off Hudson Bridge Drive and a secondary access at Oakwood Drive to the northwest. A swimming pool, clubhouse, and guest parking would be provided near the main entrance, and a detention pond would be situated near the pool. No mail kiosk has been shown. The project entrance street would make a loop toward the rear of the property, where three other guest parking lots and an unspecified small amenity would be provided. A second detention pond would be located at the northeast rear of the property. Landscaped buffering would surround the property, although there is no indication of buffer widths. The Buffer Area Standards within Section 4.6.3A of the Stockbridge UDC requires the provision of a 25-foot zoning buffer between multifamily developments and single-family-zoned districts. Thus, this buffer should be provided along the western boundary of the property. A 50-foot undisturbed stream buffer would be designated along the eastern side of the property. No walking trails or dog parks have been indicated on the site plan.

C. Utilities Facilities. The applicant received a letter from the Henry County Water Authority, which was dated June 21, 2024, in response to the applicant's submitted application for a water and sewer availability letter. The findings and requirements of the Authority's letter are listed below, which the developer would need to comply with if RZ-2024-01 is approved.

1. Water service could be made available to the property via a water line extension.
2. Sewage treatment and sewer line capacity are available for the property, but the developer would be required to pay for an offsite sanitary sewer line extension, including the acquisition of easements, to meet the Authority's standards, and then to convey that extension to the Authority.
3. The specifications above would be effective for 365 days from the date of the letter (June 21, 2024), and any deviation in zoning that would increase the project density or usage would void the letter and require a re-evaluation.

D. Traffic Impact Study. The applicant submitted a Traffic Impact Study to the Planning & Zoning Office on June 21, 2024. It was prepared for Moore Bass Consulting, Inc. by

SEI Engineering, Inc., in collaboration with Acampora Traffic, LLC. Findings of the Study are presented in the Staff Report for RZ-2024-01. The conclusion of the Study was that the proposed development would only slightly increase traffic volumes within the vicinity of the subject property, and that no additional traffic improvements would be needed.

PROPOSED SITE PLAN -- FULL SHEET (View from the South)

AERIAL PHOTO OF THE VICINITY, OVERLAIN BY THE SITE PLAN

IV. ANALYSIS OF REQUEST

The applicant requests a Comprehensive Plan Amendment to change the subject property's future land use designation from Medium-Density Mixed-Use to Medium-Residential to allow for the construction of a 140-unit townhome development. Four factors were examined to analyze this request, as are discussed below.

The current land use designation of Medium-Density Mixed-Use is incompatible with the applicant's requested rezoning of the property to MFR (Multiple-Family Residential). Therefore, a Comprehensive Plan Amendment is required.

1. Consistency with the Comprehensive Plan. The 2024-2028 Five-Year Update to the Stockbridge Comprehensive Plan calls for the development of additional housing in the City, and the proposed townhome development would help to meet that need. The companion Future Land Use Map shows a future land use designation for the subject property of "Medium-Density Mixed-Use", which is intended for commercial areas or mixed-use developments containing mostly commercial uses. But since the applicant only proposes to include residential uses, the current land use designation of Medium-Density Mixed-Use would not be consistent with the Comprehensive Plan. The applicant has therefore requested a Comprehensive Plan amendment, via Case #CP-2024-01, to change the property's future land use designation to Medium-Density Residential for an exclusive residential development, which allows densities of 4 to 7.99 units per acre. This would include the applicant's proposed density of 6.87 units per acre.

2. Relation to the Zoning of the Property. Although the applicant's requested MFR zoning would be consistent with the property's current Medium-Density Mixed-Use future land use designation, a change to Medium-Density Residential would be more appropriate since the proposed development would only contain a residential use and no commercial uses. Further, the Medium-Density Residential specifies a density range of 4 to 7.99 units per acre, which would be appropriate for the proposed development's density of 6.87 units per acre.

3. Suitability of the Site's Location. The proposed 'Medium-Density Residential' future land use designation would be compatible with the adjacent Medium-Density Residential designation of the Oakwood Manor Subdivision to the west. Furthermore, the requested MFR rezoning of the property, which calls for multifamily uses, would be compatible with the Oakwood Manor Subdivision's Henry County zoning of 'RM' (Residential Multifamily).

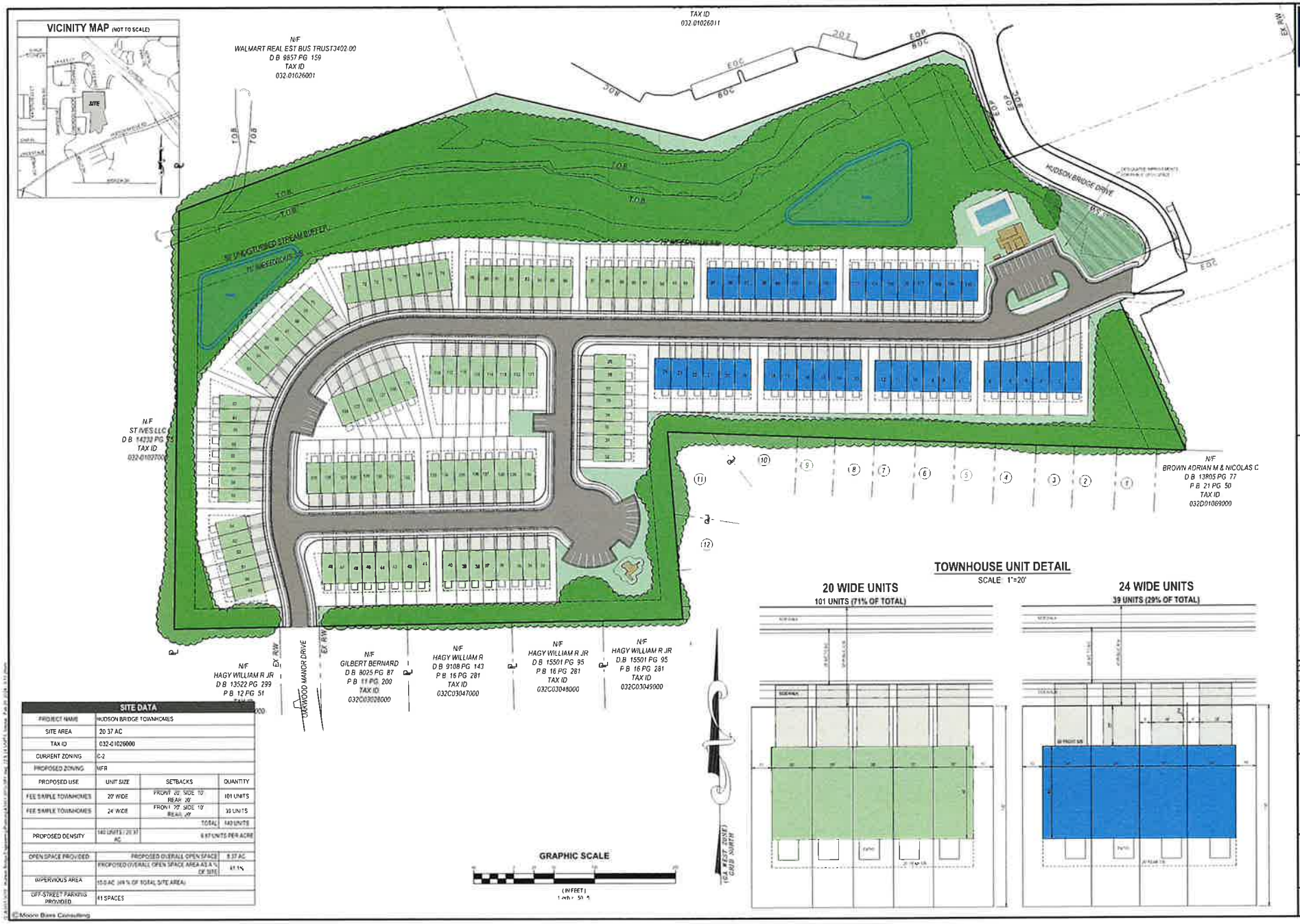
4. Maintaining the Current Land Use Designation. Due to the location of the subject property adjacent to major commercial uses along a major commercial corridor, as well as the large size of the property, it is unlikely that the types of uses that are intended for areas having the Medium-Density Mixed-Use designation would be developed on this property. Those uses include "two to three story buildings, combining street-level commercial/retail/office uses with second and third stories accommodating office or lofts/apartments/condominiums."

CONCLUSION AND RECOMMENDATION

This Staff Report has demonstrated that the requested Comprehensive Plan Amendment for Parcel #032-01026000 on the north side of Hudson Bridge Drive, via CP-2024-01, would be necessary and desirable for the subject property, in conjunction with the requested rezoning of the property to MFR via RZ-2024-01, to allow for the proposed townhome development. Therefore, the Planning and Zoning staff recommends the APPROVAL of CP-2024-01.

Lennar Homes Hudson Bridge Project Renderings

Flippen Rd
St. Ives Crossing Apartments
St Ives Ct
Rock Quarry Rd
N Park Ct
75
Walmart Supercenter
Mellow Mushroom Stockbridge
Hudson Bridge Dr
Oakwood Dr
Oakwood Manor Dr
Firehouse Subs Hudson Bridge
J&J Liquor
McDonald's
Hudson Bridge Rd
Kroger
N Main Dr
Flippen Rd
Hudson Bridge Veterinary
Willis Dr



SITE DATA			
PROJECT NAME	HUDSON BRIDGE TOWNHOMES		
SITE AREA	20 37 AC		
TAX ID	032-01026000		
CURRENT ZONING	C-2		
PROPOSED ZONING	MFR		
PROPOSED USE	UNIT SIZE	SETBACKS	QUANTITY
FEE SIMPLE TOWNHOMES	20' WIDE	FRONT 20' SIDE 10' REAR 20'	101 UNITS
FEE SIMPLE TOWNHOMES	24' WIDE	FRONT 20' SIDE 10' REAR 20'	39 UNITS
		TOTAL	140 UNITS
PROPOSED DENSITY	140 UNITS / 20 37 AC		6 87 UNITS PER ACRE
OPEN SPACE PROVIDED	PROPOSED OVERALL OPEN SPACE		8 37 AC
	PROPOSED OVERALL OPEN SPACE AREA AS A % OF SITE		41 1%
IMPERVIOUS AREA	10 0 AC (49 % OF TOTAL SITE AREA)		
OFF-STREET PARKING PROVIDED	41 SPACES		

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• Civil Engineering
• Land Surveying
• Development Consulting
• Landscape Architecture
• Environmental Permitting
www.moorebass.com
TALLAHASSEE • ATLANTA
1350 Keys Ferry Court
McDonough, GA 30253
770 914 9394

PROJECT NAME: HUDSON BRIDGE TOWNHOMES STOCKBRIDGE, GA

CLIENT NAME: LENNAR GEORGIA, LLC

REVISIONS

A35511.0010-SP1

DATE: 02/26/2024

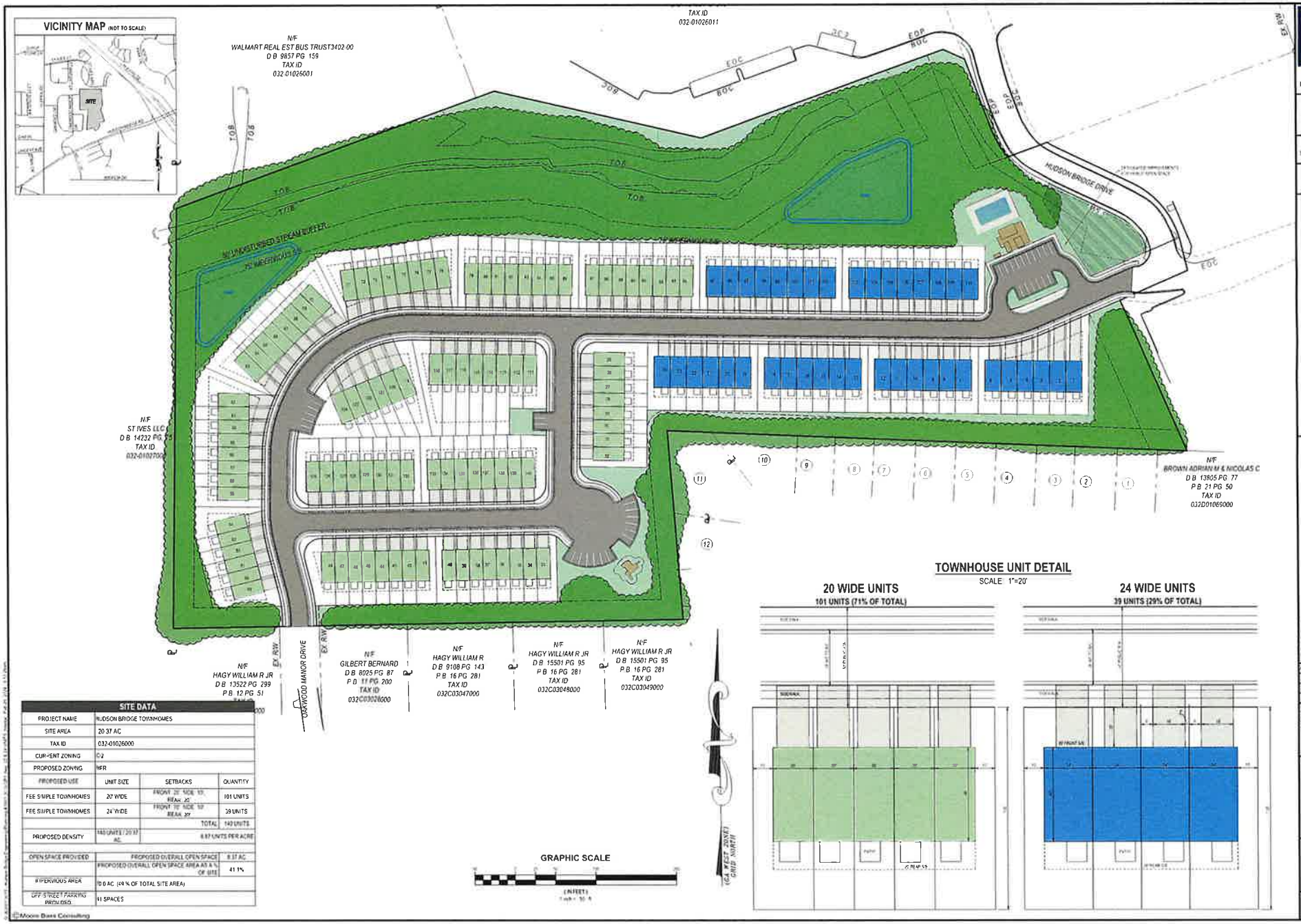
CONTRACT #

DRAWN BY: SCM

SEAL

SHEET TITLE: SITE PLAN

SHEET 1.0



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PROJECT NAME: HUDSON BRIDGE TOWNHOMES STOCKBRIDGE, GA

CLIENT NAME: LENNAR GEORGIA, LLC

REVISIONS

A3551.0010.SP1

DATE: 12/1/2021

CONTRACT #

DESIGN BY: SCM

SEAL

SHEET TITLE: SITE PLAN

SHEET: 1.0

Traffic Impact Study

Proposed Hudson Bridge Residential Townhome Development
City of Stockbridge, Georgia

June 20, 2024

SEI ENGINEERING, INC.

in collaboration with

ACAMPORA TRAFFIC, LLC

Traffic Impact Study

Proposed Hudson Bridge Residential Townhome Development
City of Stockbridge, Georgia

prepared for:

Moore Bass Consulting, Inc.
1350 Keys Ferry Ct.
McDonough, GA 30253

June 20, 2024

SEI ENGINEERING, INC.
2470 Sandy Plains Road, Suite C
Marietta, Georgia 30066
(770) 321-3936
info@sei.site

GEORGIA REGISTERED No. 22954 PROFESSIONAL ENGINEER TERESA D EPPL

in collaboration with

ACAMPORA TRAFFIC, LLC
858 Myrtle Street, NE
Atlanta, Georgia 30308
(678) 637-1763
e-mail: acamporatraffic@comcast.net

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Introduction

This study assesses the traffic impact of a proposed residential townhome development in the City of Stockbridge, Georgia. The site is located north of Hudson Bridge Road and will be served by vehicular connections to Hudson Bridge Drive and Oakwood Drive, which provides a connection to Flippen Road via Flippen Drive. The project location is shown in Figure 1. The project will consist of 140 attached residential townhomes.

The purpose of this traffic impact study is to determine existing traffic operating conditions in the vicinity of the proposed development, project future traffic volumes, assess the impact of the subject development, then develop conclusions and recommendations to mitigate the project traffic impact and ensure safe and efficient existing and future traffic conditions in the vicinity of the project.

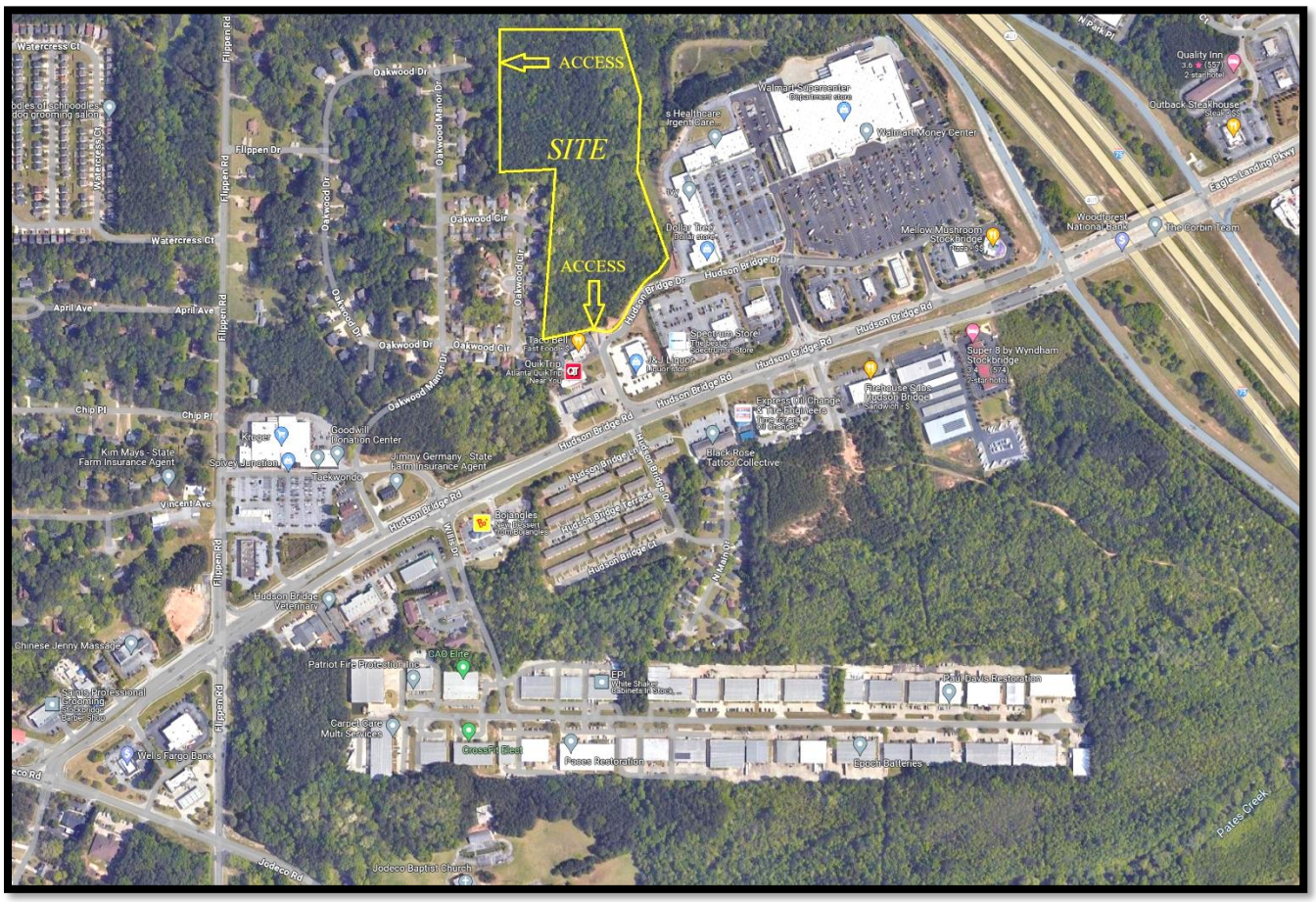

Figure 1 – Site Location Map

Existing Traffic Conditions

Existing traffic operating conditions in the vicinity of the proposed development were assessed. The following is a description of existing transportation facilities, traffic volumes, and intersection operations.

Description of Existing Roadways

Hudson Bridge Road is an east-west urban minor arterial that begins at Jodeco Road, has signalized intersections in the vicinity of the site at Flippen Road, Willis Road, Hudson Bridge Drive (which will provide access to the site), Western Connector, and then the southbound and northbound ramps to Interstate 75. Adjacent to the site, the road has two through travel lanes in each direction, with a third westbound through lane between I-75 and Western Connector. There are also exclusive turn lanes at major intersections. The terrain along Hudson Bridge Road is level to very gently rolling and the posted speed limit is 45 mph. In 2022 the Georgia DOT recorded an Annual Average Daily Traffic (AADT) volume of 23,500 vehicles per day (vpd) on Hudson Bridge Road east of Flippen Road.

Flippen Road is a two lane north-south urban minor arterial with gently rolling terrain and a posted speed limit of 45 mph. In 2022 the Georgia DOT recorded an AADT volume of 14,100 vpd on Flippen Road north of Hudson Bridge Road.

Pedestrian, Bicycle, and Transit Accessibility

There are sidewalks along both sides of Hudson Bridge Road and there are crosswalks and pedestrian crossing signals on all approaches at the signalized intersections in this vicinity. There is no sidewalk on Flippen Road. There are no dedicated bicycle lanes in the immediate vicinity. There is no regularly schedule mass transit service in this area.

Existing Traffic Volumes

Existing full turning movement peak hour traffic volume counts were collected at the following intersections in the vicinity of the site:

1. Hudson Bridge Road at Flippen Road
2. Flippen Road at Flippen Drive
3. Hudson Bridge Road at Hudson Bridge Drive
4. Hudson Bridge Drive at Western Connector
5. Hudson Bridge Road at Western Connector

The counts were collected on Thursday, May 30, 2024, from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. Area schools were in session on the day on which the counts were recorded. The locations of the traffic counts are presented in Figure 2.

Figure 2 – Traffic Volume Count Location Map

From the intersection turning movement count data, the highest four consecutive 15-minute interval volumes at each intersection, during each time period, were determined. These volumes make up the unadjusted existing weekday a.m. and p.m. peak hour traffic volumes at each intersection.

The counts were collected during summer recess in area schools, which affects typical volumes and travel patterns. The Georgia DOT provides recommended adjustment factors by month in their table 2022 Traffic Factors found on their website under Traffic Reports. For Factor Group 08 – Urban Minor/Major Arterials (ATL), the Georgia DOT recommends a monthly adjustment factor of 0.96 for May and 0.99 for June. Because most of May occurs with schools in session and June occurs with schools in recess, and the counts were collected with schools in recess, the June monthly adjustment factor was deemed to be more appropriate to apply to the May 30th counts. The 0.99 monthly adjustment factor applied to the counted volumes would reduce the volumes very slightly. In order to be conservative, and given the adjustment factor that is nearly 1.00, it was decided to use the counted data with no reduction. The existing traffic counts at each intersection are shown in Figure 3. The raw count data is found in Appendix A.

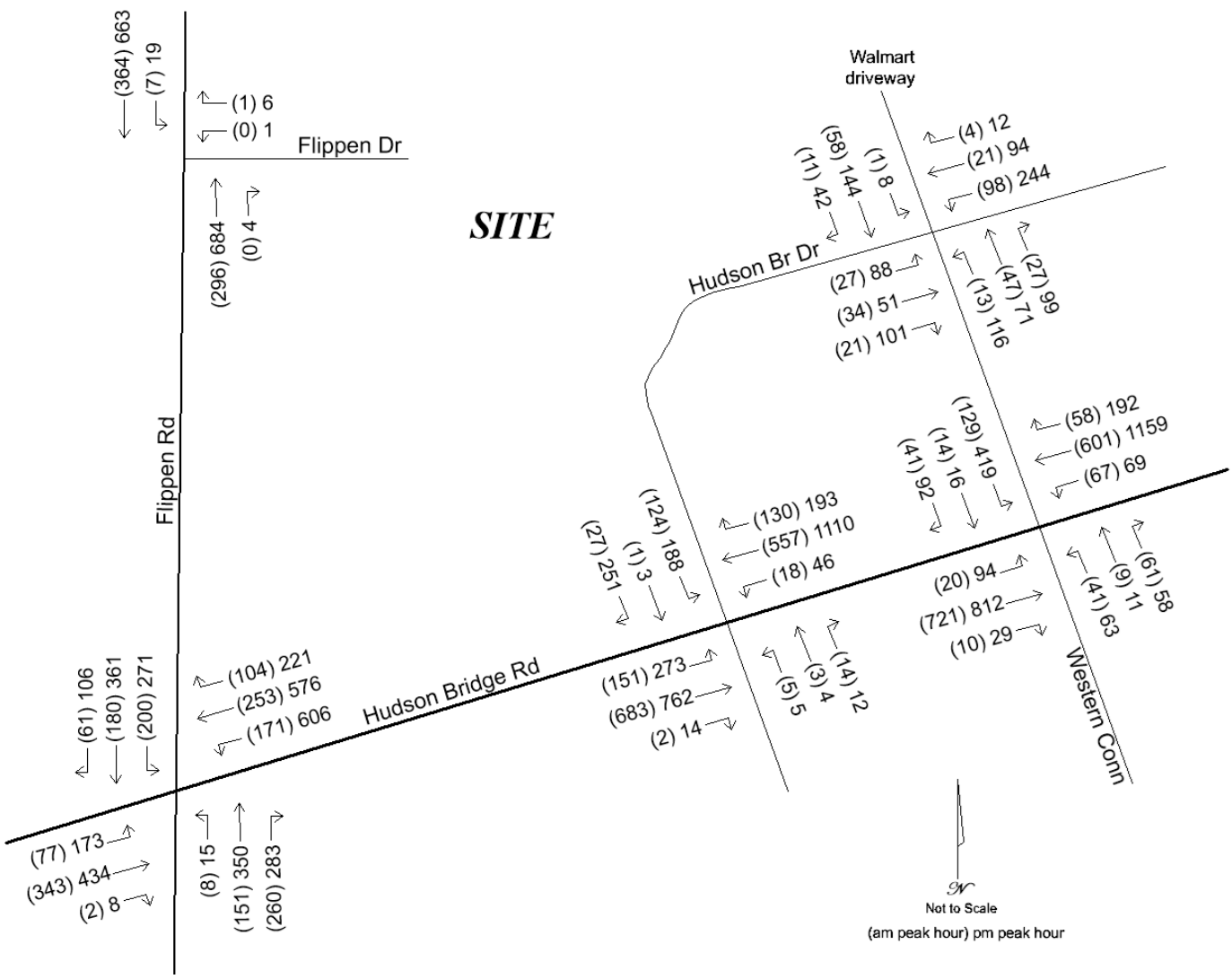

Figure 3 – Existing Weekday A.M. and P.M. Peak Hour Traffic Volumes

Existing Intersection Operations

Existing traffic operations were analyzed at the counted intersections using Synchro software, version 12, in accordance with the methodology presented in the Transportation Research Board's 2022 *Highway Capacity Manual* 7th Edition (*HCM 7*). This methodology is presented in Appendix B. The analysis was based on the existing volumes, lanes, and control. The results of the analysis are shown in Table 1. Computer printouts containing detailed results of the existing analysis are located in Appendix C. Levels of service and delays are provided for each overall intersection and for each controlled approach or movement. Locations that operate unacceptably (LOS E or LOS F) are presented in bold type.

Table 1 – Existing Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Hudson Bridge Rd at Flippen Rd (signal)	C	26.7	D	47.9
northbound approach	C	23.1	D	52.2
southbound approach	B	12.8	D	44.0
eastbound approach	D	38.1	D	51.2
westbound approach	C	34.8	D	46.4
2. Flippen Rd at Flippen Dr (side street stop)	A	0.1	A	0.3
southbound left turn	A	8.0	A	9.2
westbound approach	B	10.2	C	16.5
3. Hudson Bridge Rd at Hudson Bridge Dr (signal)	C	23.9	C	28.8
northbound approach	A	9.9	C	31.0
southbound approach	B	11.4	D	43.3
eastbound approach	C	26.1	D	36.1
westbound approach	C	24.9	B	18.6
4. Hudson Bridge Dr at Western Conn (all-way stop)	A	9.0	C	16.7
northbound approach	A	8.6	B	13.2
southbound approach	A	9.0	C	18.7
eastbound approach	A	8.7	B	14.0
westbound approach	A	9.6	C	20.0
5. Hudson Bridge Rd at Western Conn (signal)	C	25.4	C	30.0
northbound approach	C	24.9	C	32.2
southbound approach	C	31.2	D	43.8
eastbound approach	C	23.2	B	12.5
westbound approach	C	26.3	D	38.0

The existing analysis reveals acceptable traffic operations at all study locations. Therefore, no mitigation is identified for the existing condition.

No-Build Traffic Conditions

A 2029 no-build condition was developed. This represents the traffic conditions that will exist in the future at the anticipated date of full build-out and occupancy of the townhomes, but not including the townhomes' trips. The purpose of the analysis of this condition is to isolate the traffic impacts of the proposed development from background growth in volumes that is expected to occur in the area while the development is under construction.

In order to develop no-build volumes, a background growth factor was developed based on a review of historic Georgia DOT AADT traffic counts, as shown in Table 2.

Table 2 – Historic Georgia DOT Traffic Volume Counts and Annual Growth Rates

Year	Hudson Br E of Flippen	Annual Growth	Flippen N of Hudson Br	Annual Growth	Jodeco W of Spivey Chase	Annual Growth
Station ID	151-0396		151-0422		151-0223	
2018	21,800		14,500		8,200	
2019	21,900	0.5%	14,600	0.7%	8,250	0.6%
2020	20,200	-7.8%	12,800	-12.3%	7,610	-7.8%
2021	21,900	8.4%	13,800	7.8%	8,220	8.0%
2022	23,500	7.3%	14,100	2.2%	8,420	2.4%
avg growth		*1.5%*		*-0.6%*		*0.5%*

Growth in the area has fluctuated, but has been generally positive and moderate. All three Georgia DOT count stations experienced a decrease in volumes between 2019 and 2020 which is considered an anomaly due to the COVID-19 pandemic. There was positive growth at all locations the following year, which is somewhat attributable to a return to pre-pandemic levels and not necessarily new growth. Overall, growth has been low, with an annual average rate of between -0.6% to +1.5%. Based on the growth trends identified in Table 2, and taking the pandemic into consideration, it was decided that a modest background annual growth rate of 2.0% could be expected on the roads in this study while the proposed townhomes are built-out. This equates to a 10.4% increase in volumes from existing to the anticipated 2029 project buildout year. The 10.4% background growth factor was applied to the counted volumes at each study intersection to develop the 2029 no-build volumes.

Programmed Transportation Infrastructure Improvements

The Georgia DOT projects website and the Henry County Transportation Plan (CTP), 2022 Update, were reviewed for transportation projects in the vicinity of the subject development. The following programmed (scheduled and funded) or planned (anticipated) transportation infrastructure projects were identified:

Georgia DOT Project 0014482 – Western Parallel Connector – This proposed project is a new roadway in unincorporated Henry County and the City of Stockbridge along the west side of I-75 from Jonesboro Road

to Hudson Bridge Road, a distance of 3.3 miles. The project begins at the existing 4-way intersection of Jonesboro Road and Mt. Olive Road and proceeds north on the existing alignment approximately 1,600 feet before going on new location and ending at the existing intersection of Hudson Bridge Road. The roadway consists of 4-lanes (two in each direction) separated by an 18-foot raised median. This project is described as "Deferred" and, therefore, was not included in the analyses in this study.

CTP-S23 – Hudson Bridge Road – This project is listed in the CTP as a long-term (2036-2050) arterial upgrade for Hudson Bridge Road to consolidate driveways and intersections from Flippen Road to the I-75 northbound ramps. Because this project is anticipated well after the future analysis date of this study, this project was not factored into the no-build or future operational analyses.

CTP-IS07 – Intersection of Hudson Bridge Road at Flippen Road – This is listed as a long term (2036-2050) intersection safety project. Because this project is anticipated well after the future analysis date of this study, this project was not factored into the no-build or future operational analyses.

CTP-IS05 – Jodeco Road at Hudson Bridge Road – This project is a mid-term project to improve intersection safety. This intersection is not evaluated in this traffic impact study, but is in the vicinity. The no-build and future analysis in this traffic impact study assume no changes to traffic volumes or travel patterns at any study intersection due to this project.

CTP-IS08 and IS09 – Hudson Bridge Road at I-75 SB Ramps and I-75 NB Ramps – These are listed as mid-term intersection safety improvements. These intersections are beyond the scope of this traffic study.

CTP-R02 – Flippen Road Widening – This is a long-term (2036-2050) capacity project to widen Flippen Road from two to four lanes. Because this project is anticipated well after the future analysis date of this study, this project was not factored into the no-build or future operational analyses.

No-Build Intersection Operations

The no-build condition includes the no-build traffic volumes, as described above, applied to the existing lanes and control. The no-build volumes were entered into the Synchro 12 model and the 2029 no-build traffic operations were analyzed at each study intersection. The results of the no-build analysis are shown in Table 3. Computer printouts containing detailed results of the no-build analysis are located in Appendix D. Levels of service and delays are provided for each overall intersection and for each controlled approach or movement. Locations that operate unacceptably (LOS E or LOS F) are presented in bold type.

Table 3 – No-Build Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Hudson Bridge Rd at Flippen Rd (signal)	C	25.3	***E***	***63.3***
northbound approach	B	19.6	***E***	***73.0***
southbound approach	B	10.2	***E***	***57.9***
eastbound approach	D	39.0	D	53.5
westbound approach	C	34.5	***E***	***66.5***
2. Flippen Rd at Flippen Dr (side street stop)	A	0.1	A	0.3
southbound left turn	A	8.1	A	9.5
westbound approach	B	10.4	C	18.0
3. Hudson Bridge Rd at Hudson Bridge Dr (signal)	C	23.3	C	30.3
northbound approach	B	11.4	C	34.0
southbound approach	B	14.0	***E***	***59.5***
eastbound approach	C	25.0	D	35.8
westbound approach	C	24.0	B	16.6
4. Hudson Bridge Dr at Western Conn (all-way stop)	A	9.3	C	20.6
northbound approach	A	8.7	B	14.7
southbound approach	A	9.2	C	23.7
eastbound approach	A	8.9	C	15.9
westbound approach	A	10.0	D	26.2
5. Hudson Bridge Rd at Western Conn (signal)	C	24.5	C	29.9
northbound approach	C	26.9	C	34.4
southbound approach	C	31.5	D	47.7
eastbound approach	C	22.1	B	10.9
westbound approach	C	25.2	D	37.3

The no-build analysis reveals continued acceptable traffic operations at most study locations, comparable to the existing condition, with just modest increases in delays due to anticipated growth in volumes. The intersection of Hudson Bridge Road at Flippen Road drops to LOS E in the p.m. peak, but continues to operate acceptably in the a.m. The southbound approach of Hudson Bridge Drive at Hudson Bridge Road also drops to LOS E in the p.m., while the overall intersection operates acceptably in both the p.m. and the a.m. The addition of a second westbound left turn lane on Hudson Bridge Road at the Flippen Road intersection would provide the needed capacity to allow that intersection to operate well, and the adjusted signal operations to account for this extra capacity also allows the Hudson Bridge Road / Hudson Bridge Drive intersection to operate acceptably on all approaches during the p.m. peak. There is already hatched-out lane width to accommodate the second westbound left turn lane, so no road

widening would be necessary – the improvement would be a matter of restriping the existing lanes and changes to the signal phasing. Therefore, this mitigation is recommended for the no-build condition. This mitigation is considered a system improvement which should be implemented whether or not the proposed townhomes are developed.

Project Traffic Characteristics

This section describes the anticipated traffic characteristics of the proposed development, including a site description, how much traffic the project will generate, and where that traffic will travel.

Project Description

The project will consist of 140 attached residential townhomes. Vehicular connections will be made to Hudson Bridge Drive and Oakwood Drive, which provides a connection to Flippen Road via Flippen Drive. The site plan is presented in Figure 4.

Figure 4 – Townhomes Site Plan

Trip Generation

Trip generation is an estimate of the number of entering and exiting vehicular trips that will be generated by the proposed development. The volume of traffic that will be generated by the townhomes was calculated using the equations and rates in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition (the current edition). ITE Land Use 215 – Single Family Attached Housing was chosen as representative of the project. The trip generation for the project is presented in Table 4.

Table 4 – Townhomes Trip Generation

Land Use	ITE Code	Size	A.M. Peak Hour			P.M. Peak Hour			24-Hour
			In	Out	Total	In	Out	Total	2-Way
Single Family Attached	215	140 homes	17	50	67	47	33	80	1,016

The proposed townhomes will generate 67 a.m. peak hour trips, 80 p.m. peak hour trips, and 1,016 weekday trips.

Trip Distribution and Assignment

The trip distribution percentages indicate what proportion of the townhomes' trips will travel to and from various directions. The trip distribution percentages for the townhomes were developed based on the locations and proximity of likely trip origins and destinations including regional employment centers, retail and offices in the area, nearby schools, other regional trip attractors, and the major routes of travel in the area, notably the nearby interchange with I-75. The project trips, shown in Table 4, were assigned to each study intersection based on the distribution percentages. The trip distribution percentages and the a.m. and p.m. peak hour trips expected to be generated by the proposed development are shown in Figure 5.

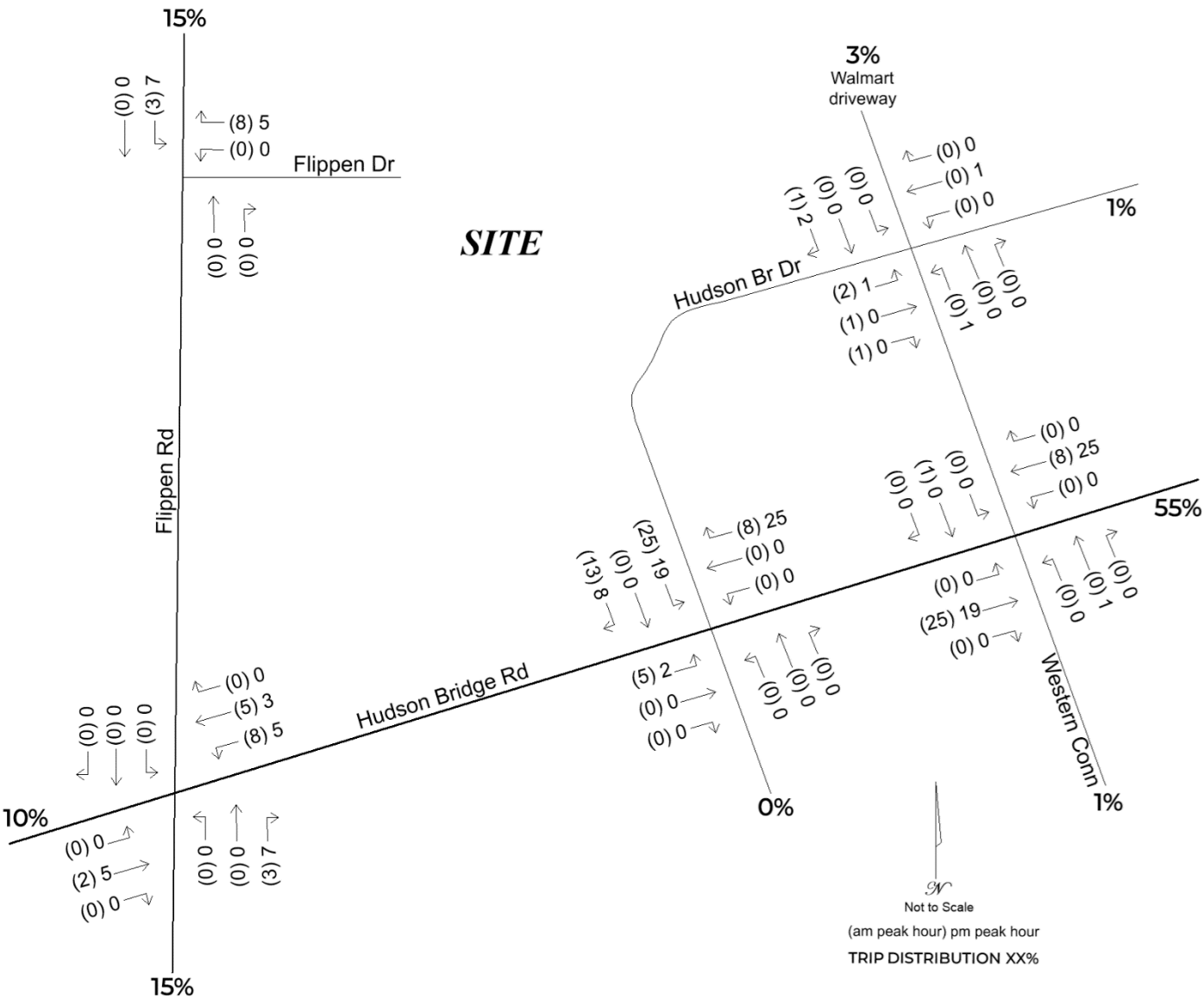

Figure 5 – Weekday A.M. and P.M. Peak Hour Project Trips and Distribution Percentages

Future Traffic Conditions

The future volumes consist of the no-build volumes plus the trips that will be generated by the proposed townhomes. The future volumes are shown in Figure 6.

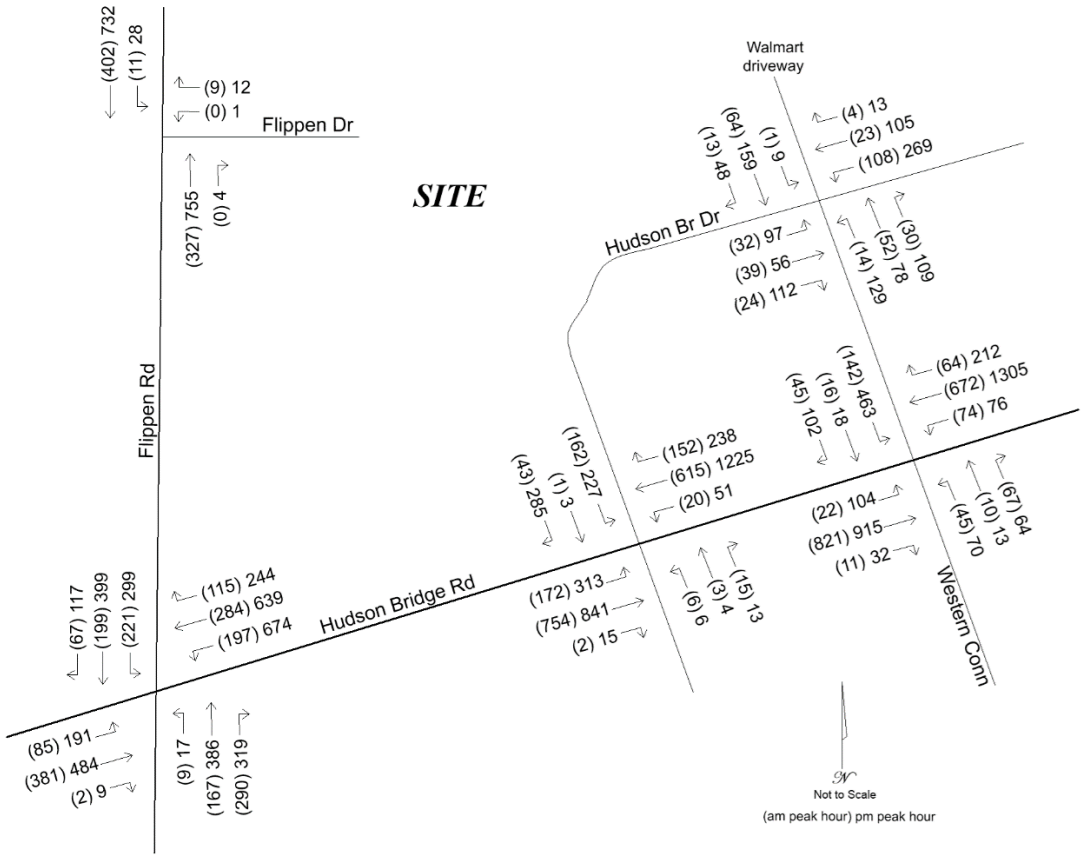

Figure 6 – Future Weekday A.M. and P.M. Peak Hour Volumes

Auxiliary Lane Requirements at Project Accesses

The project will connect to Hudson Bridge Drive, which provides access to Hudson Bridge Road, and to Oakwood Drive which provides a connection to Flippen Road. At Hudson Bridge Drive, Hudson Bridge Road has an eastbound left turn lane and a westbound right turn lane. No additional auxiliary turn lanes are necessary on Hudson Bridge Road at Hudson Bridge Drive. On Flippen Road there are no left or right turn lanes at Flippen Drive. The volumes turning into Flippen Drive at Hudson Bridge Road are very low and will continue to be low with the modest volume of project trips that will be added to that existing intersection. The future northbound right turn volume from Flippen Road into Flippen Drive is projected at 0 a.m. peak hour trips and 4 p.m. peak hour trips. The future southbound left turn volume from Flippen Road is projected at 11 a.m. peak hour trips and 28 p.m. peak hour trips. Based on the lanes and volumes at the intersections at which the project will connect to the public roadways, no changes to the auxiliary turn lanes (or lack thereof) are recommended as a consequence of the proposed townhomes project.

Future Intersection Operations

An operational analysis was performed for the anticipated future project build-out at the study intersections. Table 5 presents the results of the future analysis. Computer printouts containing detailed results of the future analysis are located in Appendix E. Levels of service and delays are provided for each overall intersection and for each controlled approach or movement. Locations that operate unacceptably (LOS E or LOS F) are presented in bold type.

Table 5 – Future Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Hudson Bridge Rd at Flippen Rd (signal)	C	25.5	***E***	***64.7***
northbound approach	C	20.1	***E***	***75.5***
southbound approach	B	10.5	***E***	***58.4***
eastbound approach	D	39.0	D	53.9
westbound approach	C	34.4	***E***	***68.1***
2. Flippen Rd at Flippen Dr (side street stop)	A	0.6	A	0.4
southbound left turn	A	8.1	A	9.5
westbound approach	B	10.7	C	17.2
3. Hudson Bridge Rd at Hudson Bridge Dr (signal)	C	23.3	C	32.7
northbound approach	B	13.2	C	34.3
southbound approach	B	16.9	***E***	***74.1***
eastbound approach	C	24.7	D	35.9
westbound approach	C	24.0	B	16.3
4. Hudson Bridge Dr at Western Conn (all-way stop)	A	9.3	C	20.8
northbound approach	A	8.8	B	14.8
southbound approach	A	9.2	C	24.1
eastbound approach	A	9.0	C	15.9
westbound approach	A	10.0	D	26.4
5. Hudson Bridge Rd at Western Conn (signal)	C	22.6	C	29.7
northbound approach	C	26.4	C	34.8
southbound approach	C	31.5	D	47.7
eastbound approach	B	17.8	B	10.6
westbound approach	C	25.6	D	37.4

The future analysis with the addition of the proposed townhomes' trips reveals a slight deterioration in operations at each study intersection. As with the no-build analysis, the Hudson Bridge Road / Flippen Road intersection operates at LOS E in the p.m. peak, as does the southbound approach of Hudson Bridge Drive at Hudson Bridge Road. The mitigation identified for the no-build analysis – the addition of a second westbound left turn lane on Hudson Bridge Road at Flippen Road – continues to be appropriate. That intersection and all approaches will operate acceptably in the future condition with the implementation of that improvement. The southbound approach of Hudson Bridge Drive would continue to operate at LOS E. However, because it is a LOS E (not LOS F) for just one time period on just one approach, and the other approaches and overall intersection will operate acceptably, no mitigation is recommended. This one approach is a side street at a busy thoroughfare. The delays are only incurred by motorists on the minor street approach and those vehicles do have the option to travel to the signal at Western Connector at Hudson Bridge Road, which operates acceptably for all approaches. Because the westbound left turn lane was recommended as a system improvement, needed in the no-build condition, no mitigation is identified as a consequence of the proposed townhomes development.

Conclusions and Recommendations

This study assesses the traffic impact of a proposed residential townhome development in Stockbridge. The site is located north of Hudson Bridge Road and will be served by vehicular connections to Hudson Bridge Drive and Oakwood Drive, which provides a connection to Flippen Road via Flippen Drive. The project will consist of 140 attached residential townhomes. The following are the findings and recommendations of this study:

1. The existing analysis reveals acceptable traffic operations at all study locations. Therefore, no mitigation is identified for the existing condition.

2. Traffic volume growth in this area has been modest. An annual growth rate of 2.0%, applied for five years, for a total of 10.4% growth, was used in developing future volume projections.

3. The no-build analysis reveals continued acceptable traffic operations at most study locations, comparable to the existing condition, with just modest increases in delays due to anticipated growth in volumes. However, the Hudson Bridge Road / Flippen Road intersection will drop to LOS E in the p.m. peak. The southbound approach of Hudson Bridge Drive at Hudson Bridge Road will also drop to LOS E in the p.m. peak. It is recommended that a second westbound left turn lane be added on Hudson Bridge Road at Flippen Road for the no-build condition. This is considered a system improvement, needed whether or not the proposed townhomes are developed.

4. The proposed townhomes will generate 67 a.m. peak hour trips, 80 p.m. peak hour trips, and 1,016 weekday trips.

5. The future analysis with the addition of the proposed townhomes' trips reveals a slight deterioration in operations at each study intersection. The mitigation identified for the no-build condition will continue to be appropriate and no additional mitigation identified as a consequence of the proposed townhomes development.

6. The project civil/site engineer should comply with all applicable design standards including sight distances, turn lane storage and taper lengths, turn radii, driveway widths, islands, angles with the adjacent roadways, and grades.

Appendix A

Traffic Count Data

Hudson Bridge Townhomes Traffic Impact Study
City of Stockbridge, Georgia

June 2024

Intersection: 1. Hudson Bridge Road at Flippen Road

Weekday A.M. Peak Hour	**Northbound Flippen Road**				**Southbound Flippen Road**				**Eastbound Hudson Bridge Road**				**Westbound Hudson Bridge Road**			
	L	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**
Counted Volumes (Thursday, May 30, 2024 8:00-9:00)	8	151	260	419	200	180	61	441	77	343	2	422	171	253	104	528
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	9	167	287	463	221	199	67	487	85	379	2	466	189	279	115	583
Hudson Bridge Townhomes Trips	0	0	3	3	0	0	0	0	0	2	0	2	8	5	0	13
2029 Build Volumes	9	167	290	466	221	199	67	487	85	381	2	468	197	284	115	596

Weekday P.M. Peak Hour	**Northbound Flippen Road**				**Southbound Flippen Road**				**Eastbound Hudson Bridge Road**				**Westbound Hudson Bridge Road**			
	L	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**
Counted Volumes (Thursday, May 30, 2024 4:45-5:45)	15	350	283	648	271	361	106	738	173	434	8	615	606	576	221	1403
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	17	386	312	715	299	399	117	815	191	479	9	679	669	636	244	1549
Hudson Bridge Townhomes Trips	0	0	7	7	0	0	0	0	0	5	0	5	5	3	0	8
2029 Build Volumes	17	386	319	722	299	399	117	815	191	484	9	684	674	639	244	1557

Hudson Bridge Townhomes Traffic Impact Study
City of Stockbridge, Georgia

June 2024

Intersection: 2. Flippen Road at Flippen Drive

Weekday A.M. Peak Hour	**Northbound Flippen Road**			**Southbound Flippen Road**				**Westbound Flippen Drive**		
	T	**R**	**Tot**	**L**	**T**	**Tot**		**L**	**R**	**Tot**
Counted Volumes (Thursday, May 30, 2024 8:00-9:00)	296	0	296	7	364	371		0	1	1
Annual Background Growth to 2029	10.4%	10.4%		10.4%	10.4%			10.4%	10.4%	
2029 No-Build Volumes	327	0	327	8	402	410		0	1	1
Hudson Bridge Townhomes Trips	0	0	0	3	0	3		0	8	8
2029 Build Volumes	327	0	327	11	402	413		0	9	9

Weekday P.M. Peak Hour	**Northbound Flippen Road**			**Southbound Flippen Road**				**Westbound Flippen Drive**		
	T	**R**	**Tot**	**L**	**T**	**Tot**		**L**	**R**	**Tot**
Counted Volumes (Thursday, May 30, 2024 4:45-5:45)	684	4	688	19	663	682		1	6	7
Annual Background Growth to 2029	10.4%	10.4%		10.4%	10.4%			10.4%	10.4%	
2029 No-Build Volumes	755	4	760	21	732	753		1	7	8
Hudson Bridge Townhomes Trips	0	0	0	7	0	7		0	5	5
2029 Build Volumes	755	4	760	28	732	760		1	12	13

Hudson Bridge Townhomes Traffic Impact Study
City of Stockbridge, Georgia

June 2024

Intersection: 3. Hudson Bridge Road at Hudson Bridge Drive

Weekday A.M. Peak Hour	**Northbound Hudson Bridge Drive**				**Southbound Hudson Bridge Drive**				**Eastbound Hudson Bridge Road**				**Westbound Hudson Bridge Road**			
	L	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**
Counted Volumes (Thursday, May 30, 2024 7:30-8:30)	5	3	14	22	124	1	27	152	151	683	2	836	18	557	130	705
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	6	3	15	24	137	1	30	168	167	754	2	923	20	615	144	778
Hudson Bridge Townhomes Trips	0	0	0	0	25	0	13	38	5	0	0	5	0	0	8	8
2029 Build Volumes	6	3	15	24	162	1	43	206	172	754	2	928	20	615	152	786

Weekday P.M. Peak Hour	**Northbound Hudson Bridge Drive**				**Southbound Hudson Bridge Drive**				**Eastbound Hudson Bridge Road**				**Westbound Hudson Bridge Road**			
	L	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**
Counted Volumes (Thursday, May 30, 2024 4:30-5:30)	5	4	12	21	188	3	251	442	273	762	14	1049	46	1110	193	1349
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	6	4	13	23	208	3	277	488	301	841	15	1158	51	1225	213	1489
Hudson Bridge Townhomes Trips	0	0	0	0	19	0	8	27	12	0	0	12	0	0	25	25
2029 Build Volumes	6	4	13	23	227	3	285	515	313	841	15	1170	51	1225	238	1514

Hudson Bridge Townhomes Traffic Impact Study
City of Stockbridge, Georgia

June 2024

Intersection: 4. Hudson Bridge Drive at Western Connector / Walmart Driveway

Weekday A.M. Peak Hour	**Northbound Western Connector**				**Southbound Walmart Driveway**				**Eastbound Hudson Bridge Drive**				**Westbound Hudson Bridge Drive**			
	L	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**
Counted Volumes (Thursday, May 30, 2024 8:00-9:00)	13	47	27	87	1	58	11	70	27	34	21	82	98	21	4	123
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	14	52	30	96	1	64	12	77	30	38	23	91	108	23	4	136
Hudson Bridge Townhomes Trips	0	0	0	0	0	0	1	1	2	1	1	4	0	0	0	0
2029 Build Volumes	14	52	30	96	1	64	13	78	32	39	24	95	108	23	4	136

Weekday P.M. Peak Hour	**Northbound Western Connector**				**Southbound Walmart Driveway**				**Eastbound Hudson Bridge Drive**				**Westbound Hudson Bridge Drive**			
	L	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**
Counted Volumes (Thursday, May 30, 2024 4:30-5:30)	116	71	99	286	8	144	42	194	88	51	101	240	244	94	12	350
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	128	78	109	316	9	159	46	214	97	56	112	265	269	104	13	386
Hudson Bridge Townhomes Trips	1	0	0	1	0	0	2	2	0	0	0	0	0	1	0	1
2029 Build Volumes	129	78	109	317	9	159	48	216	97	56	112	265	269	105	13	387

Hudson Bridge Townhomes Traffic Impact Study
City of Stockbridge, Georgia

June 2024

Intersection: 5. Hudson Bridge Road at Western Connector

Weekday A.M. Peak Hour	**Northbound Western Connector**				**Southbound Western Connector**				**Eastbound Hudson Bridge Road**				**Westbound Hudson Bridge Road**			
	L	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**
Counted Volumes (Thursday, May 30, 2024 8:00-9:00)	41	9	61	111	129	14	41	184	20	721	10	751	67	601	58	726
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	45	10	67	123	142	15	45	203	22	796	11	829	74	664	64	802
Hudson Bridge Townhomes Trips	0	0	0	0	0	1	0	1	0	25	0	25	0	8	0	8
2029 Build Volumes	45	10	67	123	142	16	45	204	22	821	11	854	74	672	64	810

Weekday P.M. Peak Hour	**Northbound Western Connector**				**Southbound Western Connector**				**Eastbound Hudson Bridge Road**				**Westbound Hudson Bridge Road**			
	L	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**
Counted Volumes (Thursday, May 30, 2024 4:30-5:30)	63	11	58	132	419	16	92	527	94	812	29	935	69	1159	192	1420
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	70	12	64	146	463	18	102	582	104	896	32	1032	76	1280	212	1568
Hudson Bridge Townhomes Trips	0	1	0	1	0	0	0	0	0	19	0	19	0	25	0	25
2029 Build Volumes	70	13	64	147	463	18	102	582	104	915	32	1051	76	1305	212	1593

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TMC Data
Hudson Bridge Rd @ Flippen Rd
Stockbridge, GA
7-9 AM | 4-6 PM

File Name : 48970001
Site Code : 48970001
Start Date : 5/30/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Flippen Rd Northbound					Flippen Rd Southbound					Hudson Bridge Rd Eastbound					Hudson Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	1	23	42	0	66	48	15	12	0	75	15	64	0	0	79	25	52	13	0	90	310
07:15 AM	1	29	67	0	97	36	23	18	0	77	8	74	1	0	83	30	47	17	0	94	351
07:30 AM	1	37	73	0	111	44	53	14	0	111	16	89	1	0	106	33	54	24	0	111	439
07:45 AM	0	29	84	0	113	52	39	11	0	102	14	93	2	0	109	30	58	29	0	117	441
Total	3	118	266	0	387	180	130	55	0	365	53	320	4	0	377	118	211	83	0	412	1541
08:00 AM	2	30	56	0	88	54	37	10	0	101	18	99	1	0	118	38	53	26	0	117	424
08:15 AM	3	33	69	0	105	57	52	21	0	130	24	74	1	0	99	43	67	27	0	137	471
08:30 AM	1	42	80	0	123	42	53	16	0	111	14	78	0	0	92	40	69	25	0	134	460
08:45 AM	2	46	55	0	103	47	38	14	0	99	21	92	0	0	113	50	64	26	0	140	455
Total	8	151	260	0	419	200	180	61	0	441	77	343	2	0	422	171	253	104	0	528	1810
*** BREAK ***																					
04:00 PM	4	70	59	0	133	69	87	19	0	175	42	100	2	0	144	114	116	46	0	276	728
04:15 PM	3	69	68	0	140	49	94	17	0	160	45	104	1	0	150	135	120	45	0	300	750
04:30 PM	3	88	61	0	152	59	88	23	0	170	38	109	0	0	147	145	130	42	0	317	786
04:45 PM	4	85	64	0	153	78	80	29	0	187	38	101	4	0	143	147	126	58	0	331	814
Total	14	312	252	0	578	255	349	88	0	692	163	414	7	0	584	541	492	191	0	1224	3078
05:00 PM	4	93	67	0	164	61	89	20	0	170	45	111	0	0	156	156	152	60	0	368	858
05:15 PM	4	90	64	0	158	62	97	26	0	185	43	115	4	0	162	159	157	57	0	373	878
05:30 PM	3	82	88	0	173	70	95	31	0	196	47	107	0	0	154	144	141	46	0	331	854
05:45 PM	5	76	65	0	146	66	90	24	0	180	34	102	1	0	137	120	122	40	0	282	745
Total	16	341	284	0	641	259	371	101	0	731	169	435	5	0	609	579	572	203	0	1354	3335
Grand Total	41	922	1062	0	2025	894	1030	305	0	2229	462	1512	18	0	1992	1409	1528	581	0	3518	9764
Apprch %	2	45.5	52.4	0		40.1	46.2	13.7	0		23.2	75.9	0.9	0		40.1	43.4	16.5	0		
Total %	0.4	9.4	10.9	0	20.7	9.2	10.5	3.1	0	22.8	4.7	15.5	0.2	0	20.4	14.4	15.6	6	0	36	

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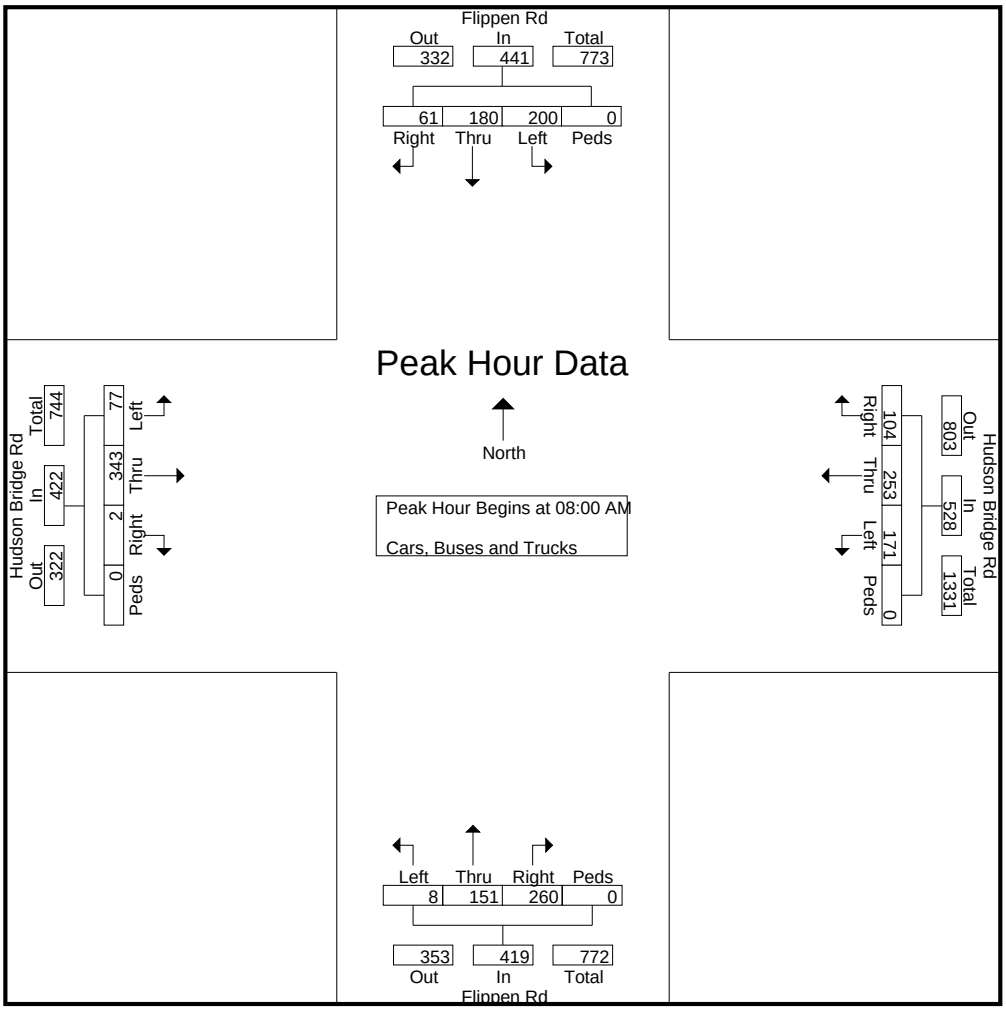
TMC Data
Hudson Bridge Rd @ Flippen Rd
Stockbridge, GA
7-9 AM | 4-6 PM

File Name : 48970001
Site Code : 48970001
Start Date : 5/30/2024
Page No : 2

	Flippen Rd Northbound					Flippen Rd Southbound					Hudson Bridge Rd Eastbound					Hudson Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	2	30	56	0	88	54	37	10	0	101	18	**99**	**1**	0	**118**	38	53	26	0	117	424
08:15 AM	**3**	33	69	0	105	**57**	52	**21**	0	**130**	**24**	74	1	0	99	43	67	**27**	0	137	**471**
08:30 AM	1	42	**80**	0	**123**	42	**53**	16	0	111	14	78	0	0	92	40	**69**	25	0	134	460
08:45 AM	2	**46**	55	0	103	47	38	14	0	99	21	92	0	0	113	**50**	64	26	0	**140**	455
Total Volume	8	151	260	0	419	200	180	61	0	441	77	343	2	0	422	171	253	104	0	528	1810
% App. Total			62.1			45.4	40.8	13.8			18.2	81.3				32.4	47.9	19.7			
PHF	.667	.821	.813	.000	.852	.877	.849	.726	.000	.848	.802	.866	.500	.000	.894	.855	.917	.963	.000	.943	.961



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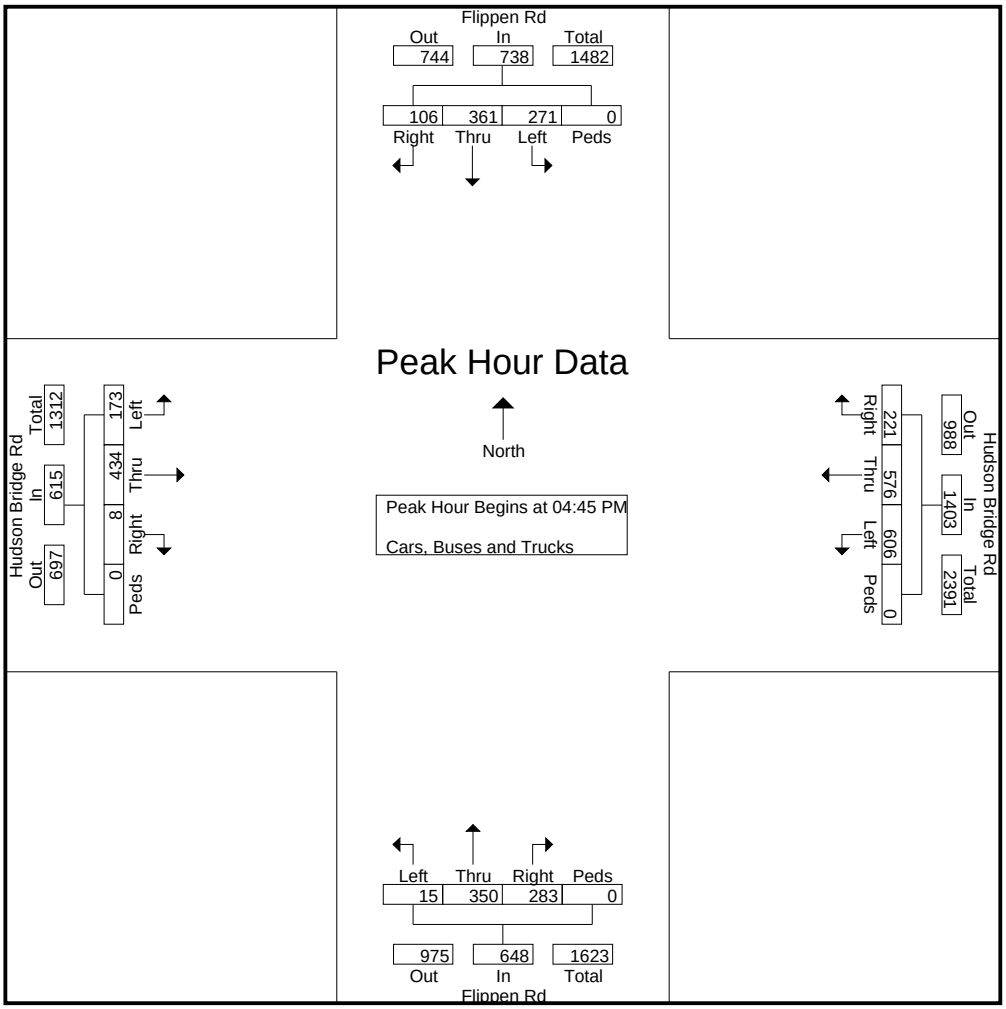
TMC Data
Hudson Bridge Rd @ Flippen Rd
Stockbridge, GA
7-9 AM | 4-6 PM

File Name : 48970001
Site Code : 48970001
Start Date : 5/30/2024
Page No : 3

	Flippen Rd Northbound					Flippen Rd Southbound					Hudson Bridge Rd Eastbound					Hudson Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	**4**	85	64	0	153	**78**	80	29	0	187	38	101	**4**	0	143	147	126	58	0	331	814
05:00 PM	4	**93**	67	0	164	61	89	20	0	170	45	111	0	0	156	156	152	**60**	0	368	858
05:15 PM	4	90	64	0	158	62	**97**	26	0	185	43	**115**	4	0	**162**	**159**	**157**	57	0	**373**	**878**
05:30 PM	3	82	**88**	0	**173**	70	95	**31**	0	**196**	**47**	107	0	0	154	144	141	46	0	331	854
Total Volume	15	350	283	0	648	271	361	106	0	738	173	434	8	0	615	606	576	221	0	1403	3404
% App. Total			43.7			36.7	48.9	14.4			28.1	70.6				43.2	41.1	15.8			
PHF	.938	.941	.804	.000	.936	.869	.930	.855	.000	.941	.920	.943	.500	.000	.949	.953	.917	.921	.000	.940	.969



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TMC Data
Flippen Rd @ Flippen Dr
Stockbridge, GA
7-9 AM | 4-6 PM

File Name : 48970002
Site Code : 48970002
Start Date : 5/30/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Flippen Rd Northbound					Flippen Rd Southbound					Eastbound					Flippen Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	56	0	0	56	2	64	0	0	66	0	0	0	0	0	0	0	0	0	0	122
07:15 AM	0	47	0	0	47	3	67	0	0	70	0	0	0	0	0	1	0	3	0	4	121
07:30 AM	0	77	1	0	78	0	94	0	0	94	0	0	0	0	0	0	0	2	0	2	174
07:45 AM	0	55	0	0	55	0	85	0	0	85	0	0	0	0	0	1	0	3	0	4	144
Total	0	235	1	0	236	5	310	0	0	315	0	0	0	0	0	2	0	8	0	10	561
08:00 AM	0	66	0	0	66	1	83	0	0	84	0	0	0	0	0	0	0	0	0	0	150
08:15 AM	0	76	0	0	76	2	98	0	0	100	0	0	0	0	0	0	0	0	0	0	176
08:30 AM	0	69	0	0	69	3	87	0	0	90	0	0	0	0	0	0	0	0	0	0	159
08:45 AM	0	85	0	0	85	1	96	0	0	97	0	0	0	0	0	0	0	1	0	1	183
Total	0	296	0	0	296	7	364	0	0	371	0	0	0	0	0	0	0	1	0	1	668
*** BREAK ***																					
04:00 PM	0	153	3	0	156	4	162	0	0	166	0	0	0	0	0	3	0	1	0	4	326
04:15 PM	0	156	1	0	157	3	146	0	0	149	0	0	0	0	0	0	0	3	0	3	309
04:30 PM	0	164	0	0	164	0	154	0	0	154	0	0	0	0	0	0	0	3	0	3	321
04:45 PM	0	164	1	0	165	5	179	0	0	184	0	0	0	0	0	1	0	2	0	3	352
Total	0	637	5	0	642	12	641	0	0	653	0	0	0	0	0	4	0	9	0	13	1308
05:00 PM	0	179	2	0	181	4	165	0	0	169	0	0	0	0	0	0	0	2	0	2	352
05:15 PM	0	173	1	0	174	5	159	0	0	164	0	0	0	0	0	0	0	1	0	1	339
05:30 PM	0	168	2	0	170	5	160	0	0	165	0	0	0	0	0	0	0	1	0	1	336
05:45 PM	0	154	2	0	156	4	183	0	0	187	0	0	0	0	0	0	0	1	0	1	344
Total	0	674	7	0	681	18	667	0	0	685	0	0	0	0	0	0	0	5	0	5	1371
Grand Total	0	1842	13	0	1855	42	1982	0	0	2024	0	0	0	0	0	6	0	23	0	29	3908
Apprch %	0	99.3	0.7	0		2.1	97.9	0	0		0	0	0	0		20.7	0	79.3	0		
Total %	0	47.1	0.3	0	47.5	1.1	50.7	0	0	51.8	0	0	0	0	0	0.2	0	0.6	0	0.7	

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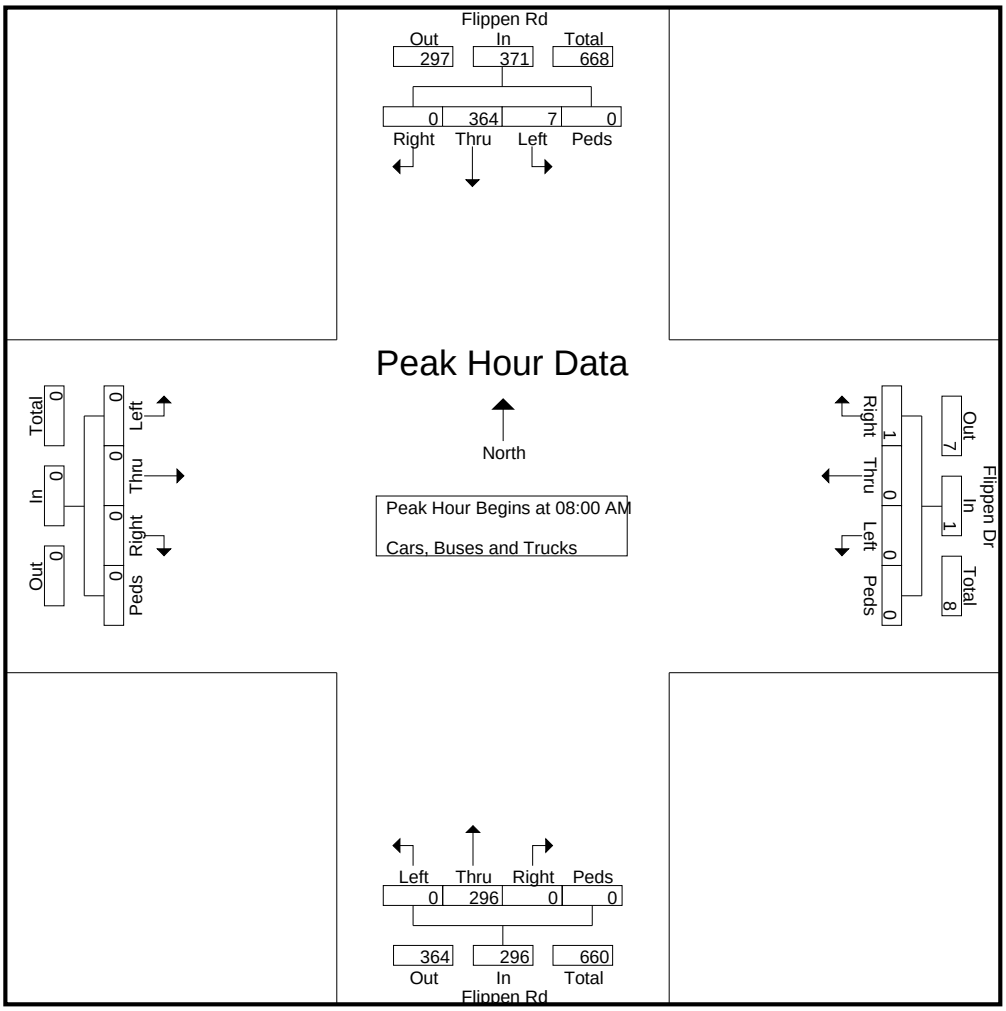
TMC Data
Flippen Rd @ Flippen Dr
Stockbridge, GA
7-9 AM | 4-6 PM

File Name : 48970002
Site Code : 48970002
Start Date : 5/30/2024

	Flippen Rd Northbound					Flippen Rd Southbound					Eastbound					Flippen Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	66	0	0	66	1	83	0	0	84	0	0	0	0	0	0	0	0	0	0	150
08:15 AM	0	76	0	0	76	2	**98**	0	0	**100**	0	0	0	0	0	0	0	0	0	0	176
08:30 AM	0	69	0	0	69	**3**	87	0	0	90	0	0	0	0	0	0	0	0	0	0	159
08:45 AM	0	**85**	0	0	**85**	1	96	0	0	97	0	0	0	0	0	0	0	**1**	0	**1**	**183**
Total Volume	0	296	0	0	296	7	364	0	0	371	0	0	0	0	0	0	0	1	0	1	668
% App. Total							98.1														
PHF	.000	.871	.000	.000	.871	.583	.929	.000	.000	.928	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.913



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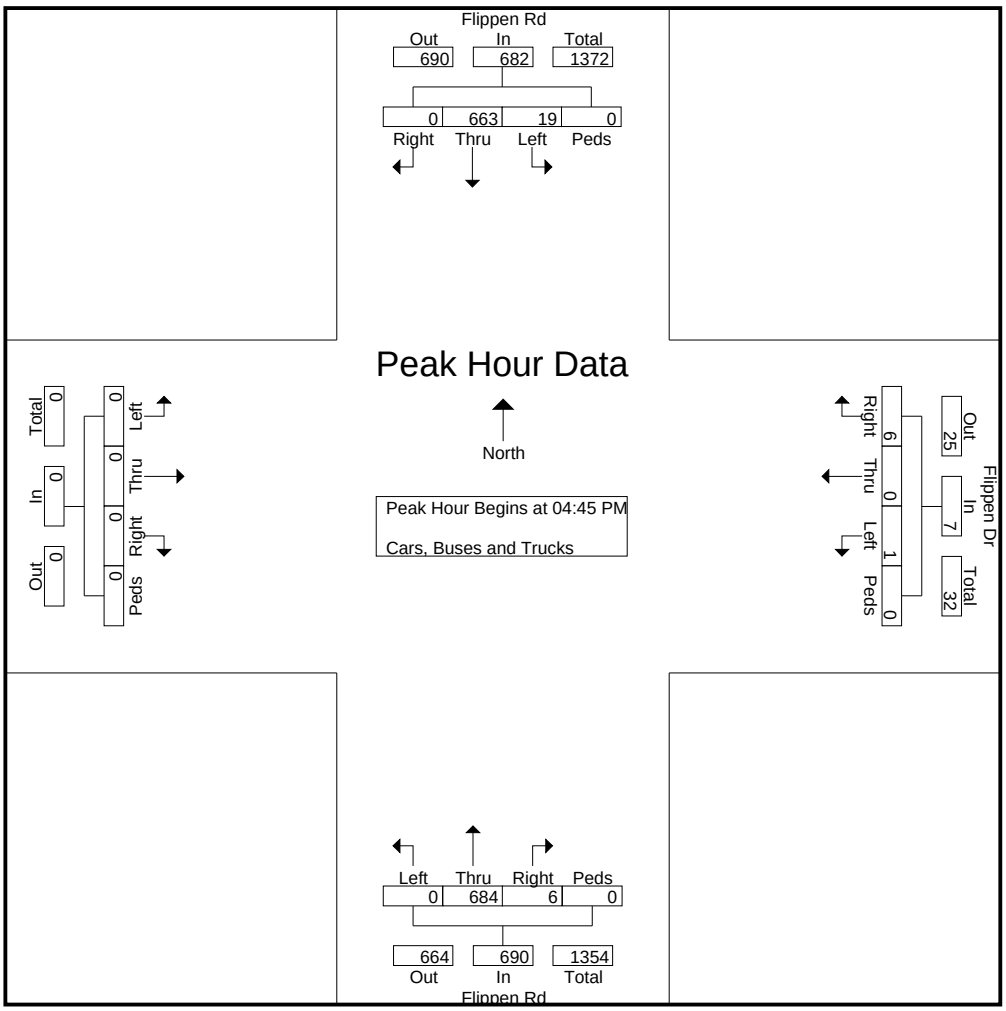
TMC Data
Flippen Rd @ Flippen Dr
Stockbridge, GA
7-9 AM | 4-6 PM

File Name : 48970002
Site Code : 48970002
Start Date : 5/30/2024
Page No : 3

	Flippen Rd Northbound					Flippen Rd Southbound					Eastbound					Flippen Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	164	1	0	165	**5**	**179**	0	0	**184**	0	0	0	0	0	**1**	0	**2**	0	**3**	**352**
05:00 PM	0	**179**	**2**	0	**181**	4	165	0	0	169	0	0	0	0	0	0	0	2	0	2	352
05:15 PM	0	173	1	0	174	5	159	0	0	164	0	0	0	0	0	0	0	1	0	1	339
05:30 PM	0	168	2	0	170	5	160	0	0	165	0	0	0	0	0	0	0	1	0	1	336
Total Volume	0	684	6	0	690	19	663	0	0	682	0	0	0	0	0	1	0	6	0	7	1379
% App. Total		99.1					97.2									14.3		85.7			
PHF	.000	.955	.750	.000	.953	.950	.926	.000	.000	.927	.000	.000	.000	.000	.000	.250	.000	.750	.000	.583	.979



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TMC Data
Hudson Bridge Rd @ Hudson Bridge Dr
Stockbridge, GA
7-9 AM | 4-6 PM

File Name : 48970003
Site Code : 48970003
Start Date : 5/30/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Hudson Bridge Dr Northbound					Hudson Bridge Dr Southbound					Hudson Bridge Rd Eastbound					Hudson Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	2	3	0	5	30	0	6	0	36	31	116	0	0	147	4	93	40	0	137	325
07:15 AM	2	0	8	0	10	21	1	4	0	26	21	168	1	0	190	0	109	21	0	130	356
07:30 AM	0	0	5	0	5	28	0	9	0	37	36	196	0	0	232	6	138	28	0	172	446
07:45 AM	2	2	7	0	11	27	1	3	0	31	30	187	0	0	217	2	131	29	0	162	421
Total	4	4	23	0	31	106	2	22	0	130	118	667	1	0	786	12	471	118	0	601	1548
08:00 AM	2	0	0	0	2	31	0	7	0	38	46	152	0	0	198	4	135	36	0	175	413
08:15 AM	1	1	2	0	4	38	0	8	0	46	39	148	2	0	189	6	153	37	0	196	435
08:30 AM	0	1	2	0	3	25	0	12	0	37	43	162	1	0	206	6	117	29	0	152	398
08:45 AM	0	1	1	0	2	46	0	12	0	58	57	165	0	0	222	3	154	26	0	183	465
Total	3	3	5	0	11	140	0	39	0	179	185	627	3	0	815	19	559	128	0	706	1711
*** BREAK ***																					
04:00 PM	0	0	1	0	1	48	1	40	0	89	59	187	2	0	248	13	257	38	0	308	646
04:15 PM	1	0	1	0	2	49	2	50	0	101	66	190	4	0	260	13	271	52	0	336	699
04:30 PM	1	2	2	0	5	43	0	63	0	106	72	178	4	0	254	10	274	53	0	337	702
04:45 PM	2	2	3	0	7	48	2	49	0	99	78	172	4	0	254	17	265	39	0	321	681
Total	4	4	7	0	15	188	5	202	0	395	275	727	14	0	1016	53	1067	182	0	1302	2728
05:00 PM	1	0	5	0	6	51	1	65	0	117	57	217	5	0	279	7	298	64	0	369	771
05:15 PM	1	0	2	0	3	46	0	74	0	120	66	195	1	0	262	12	273	37	0	322	707
05:30 PM	3	1	2	0	6	29	0	41	0	70	76	183	2	0	261	18	257	43	0	318	655
05:45 PM	1	0	2	0	3	35	2	58	0	95	61	192	0	0	253	9	231	40	0	280	631
Total	6	1	11	0	18	161	3	238	0	402	260	787	8	0	1055	46	1059	184	0	1289	2764
Grand Total	17	12	46	0	75	595	10	501	0	1106	838	2808	26	0	3672	130	3156	612	0	3898	8751
Apprch %	22.7	16	61.3	0		53.8	0.9	45.3	0		22.8	76.5	0.7	0		3.3	81	15.7	0		
Total %	0.2	0.1	0.5	0	0.9	6.8	0.1	5.7	0	12.6	9.6	32.1	0.3	0	42	1.5	36.1	7	0	44.5	

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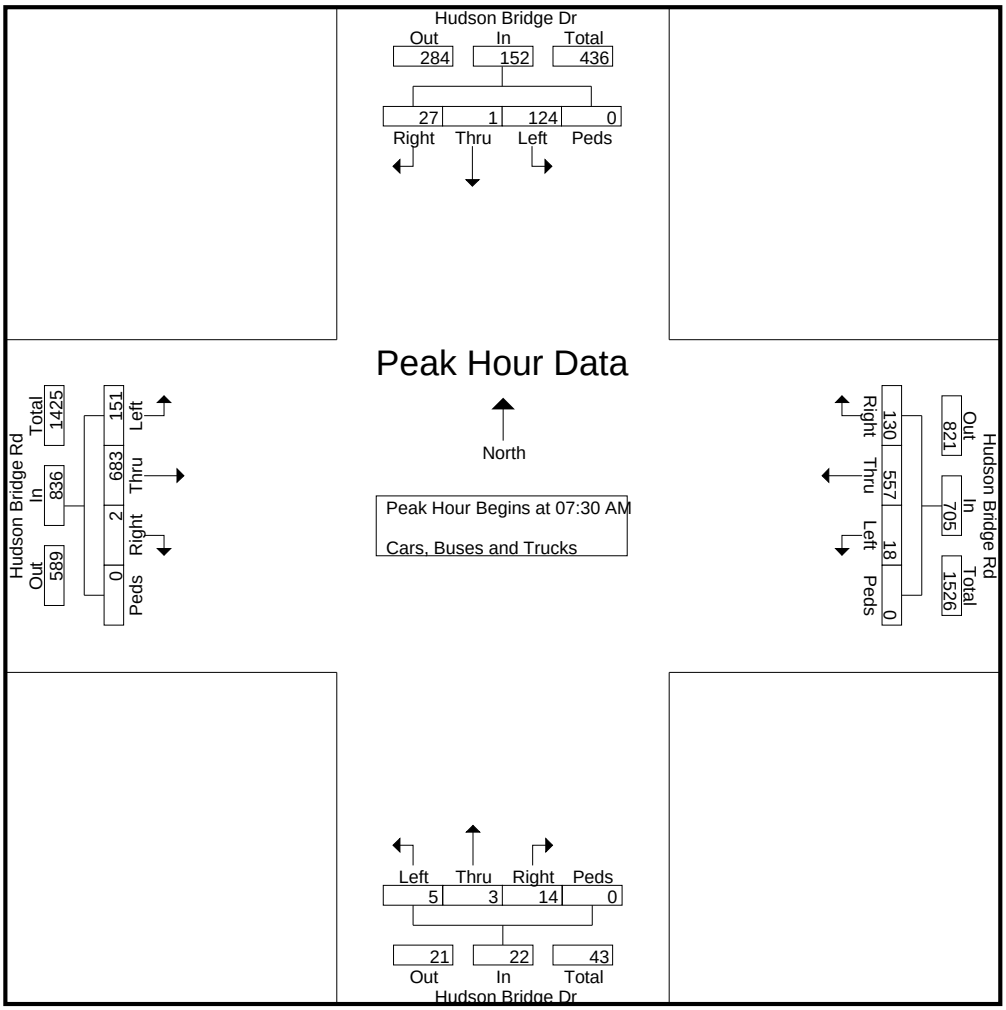
TMC Data
Hudson Bridge Rd @ Hudson Bridge Dr
Stockbridge, GA
7-9 AM | 4-6 PM

File Name : 48970003
Site Code : 48970003
Start Date : 5/30/2024
Page No : 2

	Hudson Bridge Dr Northbound					Hudson Bridge Dr Southbound					Hudson Bridge Rd Eastbound					Hudson Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	5	0	5	28	0	**9**	0	37	36	**196**	0	0	**232**	**6**	138	28	0	172	**446**
07:45 AM	**2**	**2**	**7**	0	**11**	27	**1**	3	0	31	30	187	0	0	217	2	131	29	0	162	421
08:00 AM	2	0	0	0	2	31	0	7	0	38	**46**	152	0	0	198	4	135	36	0	175	413
08:15 AM	1	1	2	0	4	**38**	0	8	0	**46**	39	148	**2**	0	189	6	**153**	**37**	0	**196**	435
Total Volume	5	3	14	0	22	124	1	27	0	152	151	683	2	0	836	18	557	130	0	705	1715
% App. Total	22.7	13.6	63.6			81.6		17.8			18.1	81.7						18.4			
PHF	.625	.375	.500	.000	.500	.816	.250	.750	.000	.826	.821	.871	.250	.000	.901	.750	.910	.878	.000	.899	.961



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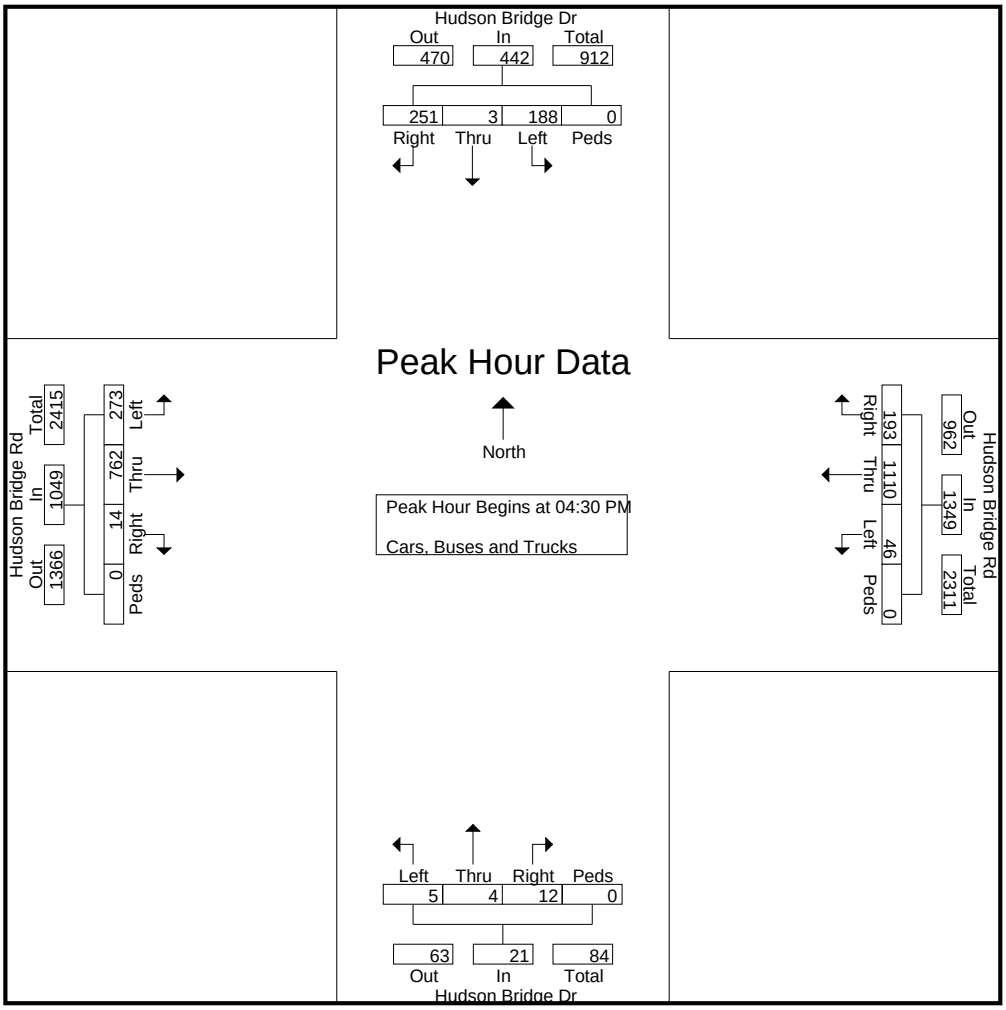
TMC Data
Hudson Bridge Rd @ Hudson Bridge Dr
Stockbridge, GA
7-9 AM | 4-6 PM

File Name : 48970003
Site Code : 48970003
Start Date : 5/30/2024
Page No : 3

	Hudson Bridge Dr Northbound					Hudson Bridge Dr Southbound					Hudson Bridge Rd Eastbound					Hudson Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	1	**2**	2	0	5	43	0	63	0	106	72	178	4	0	254	10	274	53	0	337	702
04:45 PM	**2**	2	3	0	**7**	48	**2**	49	0	99	**78**	172	4	0	254	**17**	265	39	0	321	681
05:00 PM	1	0	**5**	0	6	**51**	1	65	0	117	57	**217**	**5**	0	**279**	7	**298**	**64**	0	**369**	**771**
05:15 PM	1	0	2	0	3	46	0	**74**	0	**120**	66	195	1	0	262	12	273	37	0	322	707
Total Volume	5	4	12	0	21	188	3	251	0	442	273	762	14	0	1049	46	1110	193	0	1349	2861
% App. Total	23.8	19	57.1	0		42.5	0.7	56.8	0		26	72.6	1.3	0		3.4	82.3	14.3	0		
PHF	.625	.500	.600	.000	.750	.922	.375	.848	.000	.921	.875	.878	.700	.000	.940	.676	.931	.754	.000	.914	.928



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TMC Data
Hudson Bridge Dr @ Western Connector
Stockbridge, GA
7-9 AM | 4-6 PM

File Name : 48970004
Site Code : 48970004
Start Date : 5/30/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Western Connector Northbound					Walmart Drwy Southbound					Hudson Bridge Dr Eastbound					Hudson Bridge Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	7	5	8	0	20	0	5	0	0	5	7	2	1	0	10	7	2	0	0	9	44
07:15 AM	10	6	6	0	22	0	9	2	0	11	2	5	1	0	8	15	3	1	0	19	60
07:30 AM	3	14	4	0	21	0	13	3	0	16	6	7	3	0	16	18	9	0	0	27	80
07:45 AM	6	9	11	0	26	1	20	2	0	23	9	5	2	0	16	18	2	4	0	24	89
Total	26	34	29	0	89	1	47	7	0	55	24	19	7	0	50	58	16	5	0	79	273
08:00 AM	1	6	7	0	14	1	12	2	0	15	6	11	4	0	21	27	3	0	0	30	80
08:15 AM	4	12	5	0	21	0	16	2	0	18	8	9	3	0	20	30	7	1	0	38	97
08:30 AM	2	16	3	0	21	0	13	4	0	17	5	7	3	0	15	15	6	1	0	22	75
08:45 AM	6	13	12	0	31	0	17	3	0	20	8	7	11	0	26	26	5	2	0	33	110
Total	13	47	27	0	87	1	58	11	0	70	27	34	21	0	82	98	21	4	0	123	362
*** BREAK ***																					
04:00 PM	20	15	25	0	60	2	39	3	0	44	13	12	32	0	57	73	28	1	0	102	263
04:15 PM	25	16	23	0	64	2	36	6	0	44	15	13	28	0	56	61	23	4	0	88	252
04:30 PM	35	17	26	0	78	1	32	8	0	41	23	15	25	0	63	72	19	2	0	93	275
04:45 PM	32	15	22	0	69	2	36	10	0	48	24	13	23	0	60	60	20	1	0	81	258
Total	112	63	96	0	271	7	143	27	0	177	75	53	108	0	236	266	90	8	0	364	1048
05:00 PM	23	17	28	0	68	5	45	12	0	62	28	8	20	0	56	53	20	4	0	77	263
05:15 PM	26	22	23	0	71	0	31	12	0	43	13	15	33	0	61	59	35	5	0	99	274
05:30 PM	27	16	31	0	74	1	41	4	0	46	14	19	23	0	56	36	30	3	0	69	245
05:45 PM	28	21	23	0	72	0	41	4	0	45	18	11	24	0	53	64	25	2	0	91	261
Total	104	76	105	0	285	6	158	32	0	196	73	53	100	0	226	212	110	14	0	336	1043
Grand Total	255	220	257	0	732	15	406	77	0	498	199	159	236	0	594	634	237	31	0	902	2726
Apprch %	34.8	30.1	35.1	0		3	81.5	15.5	0		33.5	26.8	39.7	0		70.3	26.3	3.4	0		
Total %	9.4	8.1	9.4	0	26.9	0.6	14.9	2.8	0	18.3	7.3	5.8	8.7	0	21.8	23.3	8.7	1.1	0	33.1	

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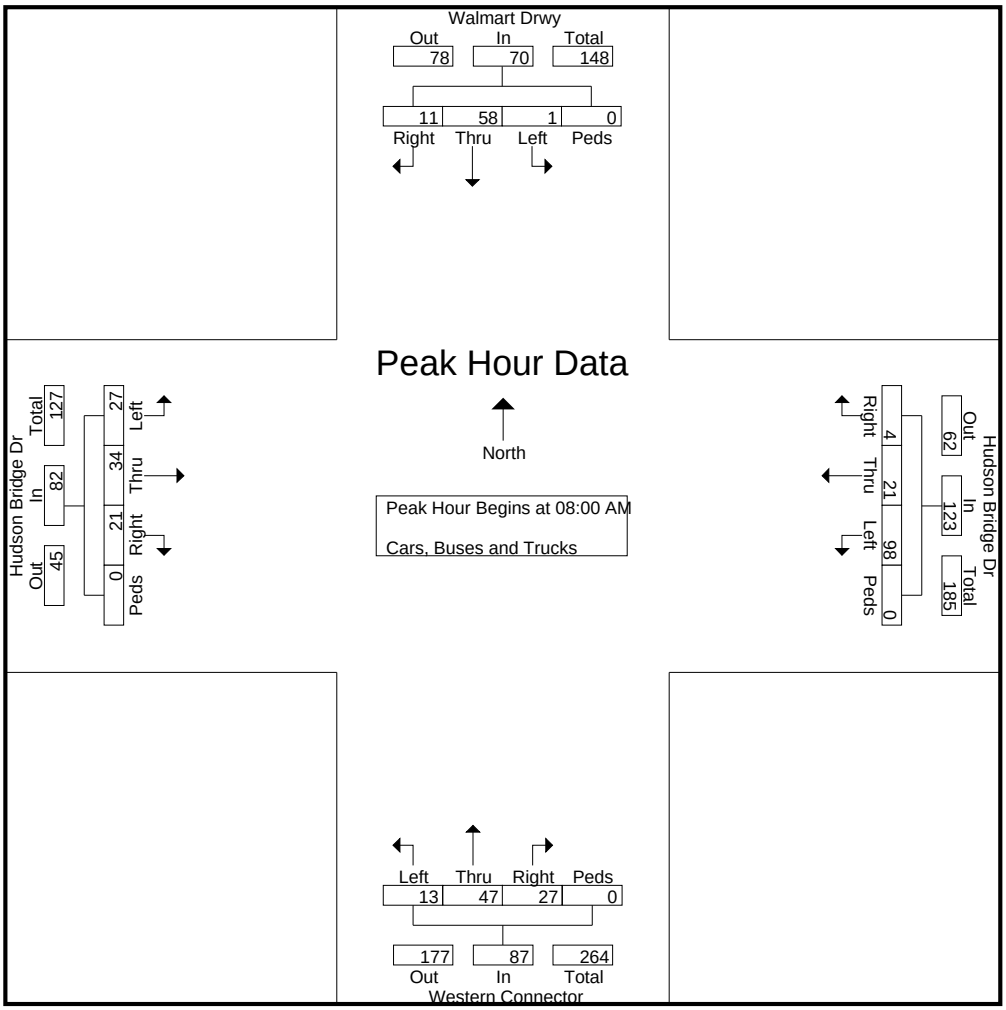
TMC Data
Hudson Bridge Dr @ Western Connector
Stockbridge, GA
7-9 AM | 4-6 PM

File Name : 48970004
Site Code : 48970004
Start Date : 5/30/2024
Page No : 2

	Western Connector Northbound					Walmart Drwy Southbound					Hudson Bridge Dr Eastbound					Hudson Bridge Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	1	6	7	0	14	**1**	12	2	0	15	6	**11**	4	0	21	27	3	0	0	30	80
08:15 AM	4	12	5	0	21	0	16	2	0	18	**8**	9	3	0	20	**30**	**7**	1	0	**38**	97
08:30 AM	2	**16**	3	0	21	0	13	**4**	0	17	5	7	3	0	15	15	6	1	0	22	75
08:45 AM	**6**	13	**12**	0	**31**	0	**17**	3	0	**20**	8	7	**11**	0	**26**	26	5	**2**	0	33	**110**
Total Volume	13	47	27	0	87	1	58	11	0	70	27	34	21	0	82	98	21	4	0	123	362
% App. Total	14.9						82.9	15.7			32.9	41.5	25.6			79.7	17.1				
PHF	.542	.734	.563	.000	.702	.250	.853	.688	.000	.875	.844	.773	.477	.000	.788	.817	.750	.500	.000	.809	.823



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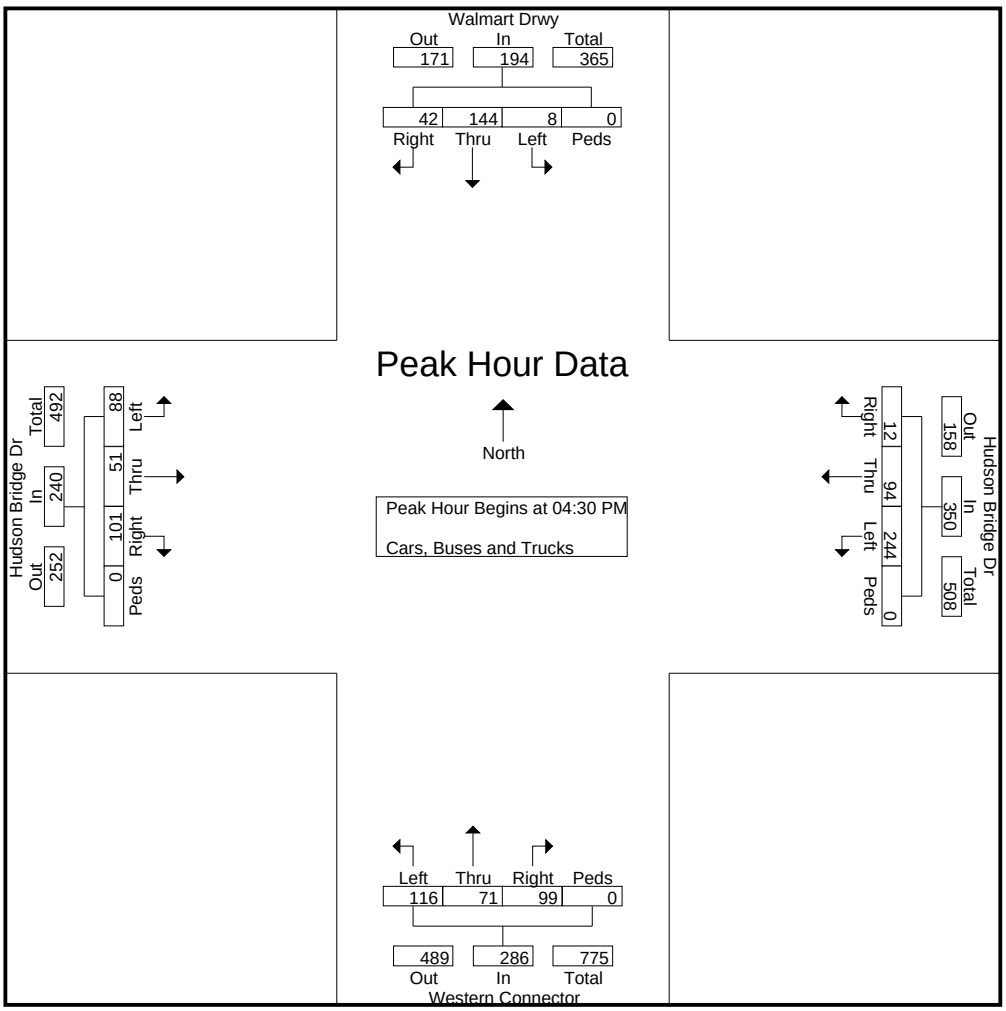
TMC Data
Hudson Bridge Dr @ Western Connector
Stockbridge, GA
7-9 AM | 4-6 PM

File Name : 48970004
Site Code : 48970004
Start Date : 5/30/2024
Page No : 3

	Western Connector Northbound					Walmart Drwy Southbound					Hudson Bridge Dr Eastbound					Hudson Bridge Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	**35**	17	26	0	**78**	1	32	8	0	41	23	**15**	25	0	**63**	**72**	19	2	0	93	**275**
04:45 PM	32	15	22	0	69	2	36	10	0	48	24	13	23	0	60	60	20	1	0	81	258
05:00 PM	23	17	**28**	0	68	**5**	**45**	**12**	0	**62**	**28**	8	20	0	56	53	20	4	0	77	263
05:15 PM	26	**22**	23	0	71	0	31	12	0	43	13	15	**33**	0	61	59	**35**	**5**	0	**99**	274
Total Volume	116	71	99	0	286	8	144	42	0	194	88	51	101	0	240	244	94	12	0	350	1070
% App. Total	40.6	24.8	34.6				74.2	21.6			36.7	21.2	42.1			69.7	26.9				
PHF	.829	.807	.884	.000	.917	.400	.800	.875	.000	.782	.786	.850	.765	.000	.952	.847	.671	.600	.000	.884	.973



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TMC Data
Hudson Bridge Rd @ Western Connector
Stockbridge, GA
7-9 AM | 4-6 PM

File Name : 48970005
Site Code : 48970005
Start Date : 5/30/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Western Connector Northbound					Western Connector Southbound					Hudson Bridge Rd Eastbound					Hudson Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
07:00 AM	6	4	11	0	21	10	1	2	0	13	3	147	2	0	152	17	115	13	9	154	340
07:15 AM	6	2	17	0	25	24	3	1	0	28	4	186	1	0	191	18	129	16	9	172	416
07:30 AM	8	1	18	0	27	23	3	11	0	37	3	215	2	0	220	15	141	18	8	182	466
07:45 AM	2	2	19	0	23	25	4	10	0	39	4	208	2	0	214	18	137	16	9	180	456
Total	22	9	65	0	96	82	11	24	0	117	14	756	7	0	777	68	522	63	35	688	1678
08:00 AM	8	1	18	0	27	29	2	11	0	42	5	176	5	0	186	23	147	8	14	192	447
08:15 AM	11	0	18	0	29	31	4	12	0	47	5	172	2	0	179	13	158	16	11	198	453
08:30 AM	12	1	13	0	26	24	3	8	0	35	5	189	1	0	195	22	139	16	13	190	446
08:45 AM	10	7	12	0	29	45	5	10	0	60	5	184	2	0	191	9	157	18	14	198	478
Total	41	9	61	0	111	129	14	41	0	184	20	721	10	0	751	67	601	58	52	778	1824
*** BREAK ***																					
04:00 PM	10	3	19	0	32	128	4	26	0	158	17	197	5	0	219	20	268	49	25	362	771
04:15 PM	14	1	9	0	24	92	3	29	0	124	19	202	6	0	227	17	283	47	27	374	749
04:30 PM	13	3	18	0	34	106	6	25	0	137	26	193	7	0	226	14	286	48	11	359	756
04:45 PM	14	0	16	0	30	107	2	25	0	134	22	197	9	0	228	20	277	52	25	374	766
Total	51	7	62	0	120	433	15	105	0	553	84	789	27	0	900	71	1114	196	88	1469	3042
05:00 PM	20	2	9	0	31	95	2	20	0	117	26	208	7	0	241	22	311	47	19	399	788
05:15 PM	16	6	15	0	37	111	6	22	0	139	20	214	6	0	240	13	285	45	19	362	778
05:30 PM	11	7	9	0	27	76	8	26	0	110	18	209	6	0	233	21	268	61	19	369	739
05:45 PM	13	8	11	0	32	108	2	27	0	137	18	205	6	0	229	13	241	41	22	317	715
Total	60	23	44	0	127	390	18	95	0	503	82	836	25	0	943	69	1105	194	79	1447	3020
Grand Total	174	48	232	0	454	1034	58	265	0	1357	200	3102	69	0	3371	275	3342	511	254	4382	9564
Apprch %	38.3	10.6	51.1	0		76.2	4.3	19.5	0		5.9	92	2	0		6.3	76.3	11.7	5.8		
Total %	1.8	0.5	2.4	0	4.7	10.8	0.6	2.8	0	14.2	2.1	32.4	0.7	0	35.2	2.9	34.9	5.3	2.7	45.8	

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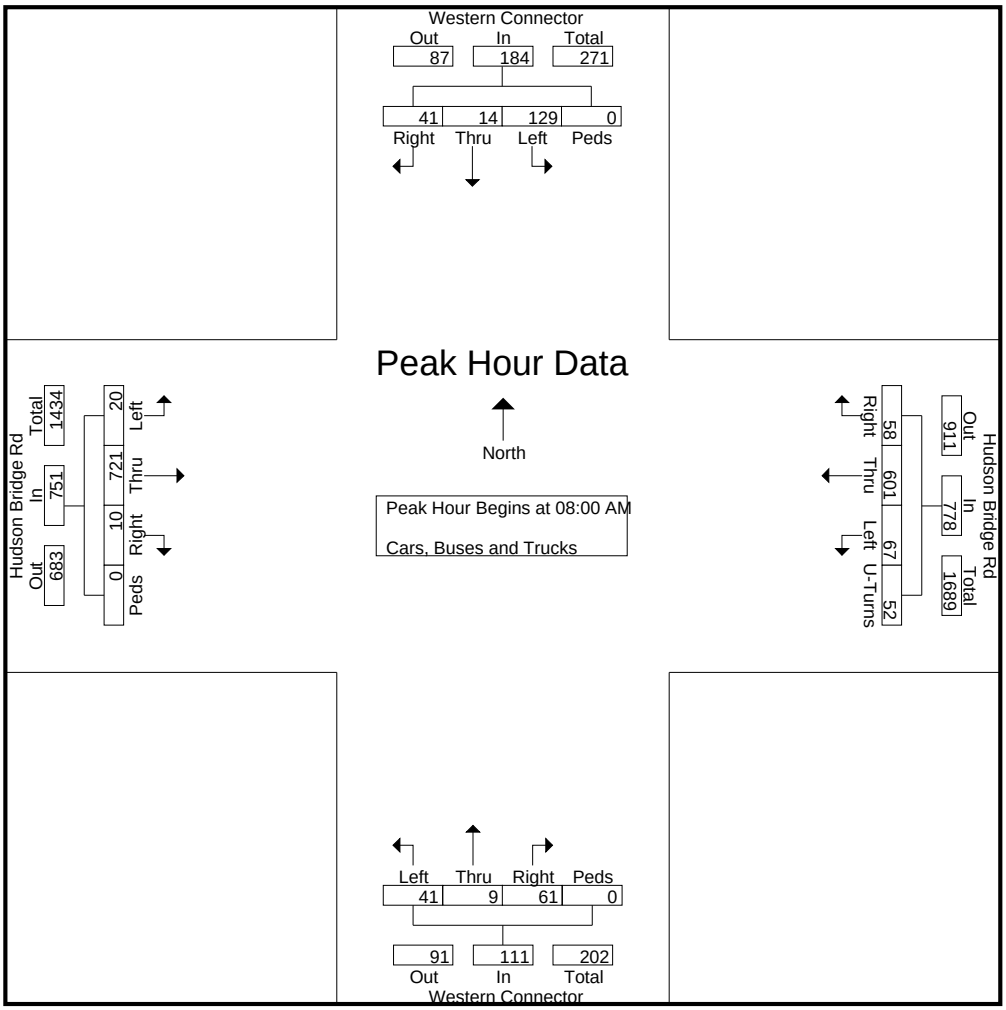
TMC Data
Hudson Bridge Rd @ Western Connector
Stockbridge, GA
7-9 AM | 4-6 PM

File Name : 48970005
Site Code : 48970005
Start Date : 5/30/2024
Page No : 2

	Western Connector Northbound					Western Connector Southbound					Hudson Bridge Rd Eastbound					Hudson Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	8	1	**18**	0	27	29	2	11	0	42	**5**	176	**5**	0	186	**23**	147	8	**14**	192	447
08:15 AM	11	0	18	0	**29**	31	4	**12**	0	47	5	172	2	0	179	13	**158**	16	11	**198**	453
08:30 AM	**12**	1	13	0	26	24	3	8	0	35	5	**189**	1	0	**195**	22	139	16	13	190	446
08:45 AM	10	**7**	12	0	29	**45**	**5**	10	0	**60**	5	184	2	0	191	9	157	**18**	14	198	**478**
Total Volume	41	9	61	0	111	129	14	41	0	184	20	721	10	0	751	67	601	58	52	778	1824
% App. Total	36.9					70.1		22.3									77.2				
PHF	.854	.321	.847	.000	.957	.717	.700	.854	.000	.767	1.00	.954	.500	.000	.963	.728	.951	.806	.929	.982	.954



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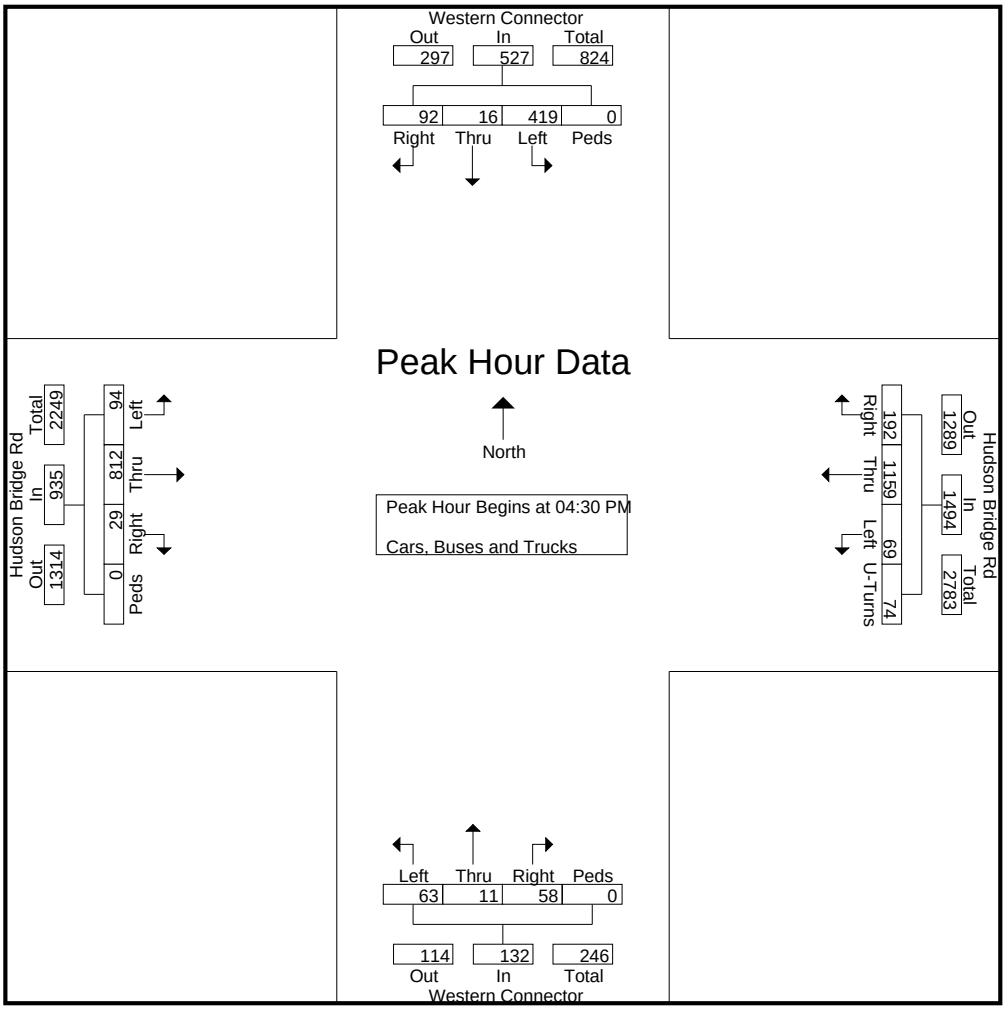
TMC Data
Hudson Bridge Rd @ Western Connector
Stockbridge, GA
7-9 AM | 4-6 PM

File Name : 48970005
Site Code : 48970005
Start Date : 5/30/2024
Page No : 3

	Western Connector Northbound					Western Connector Southbound					Hudson Bridge Rd Eastbound					Hudson Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	13	3	**18**	0	34	106	**6**	**25**	0	137	**26**	193	7	0	226	14	286	48	11	359	756
04:45 PM	14	0	16	0	30	107	2	25	0	134	22	197	**9**	0	228	20	277	**52**	**25**	374	766
05:00 PM	**20**	2	9	0	31	95	2	20	0	117	26	208	7	0	**241**	**22**	**311**	47	19	**399**	**788**
05:15 PM	16	**6**	15	0	**37**	**111**	6	22	0	**139**	20	**214**	6	0	240	13	285	45	19	362	778
Total Volume	63	11	58	0	132	419	16	92	0	527	94	812	29	0	935	69	1159	192	74	1494	3088
% App. Total	47.7	8.3	43.9	0		79.5	3	17.5	0		10.1	86.8	3.1	0		4.6	77.6	12.9	5		
PHF	.788	.458	.806	.000	.892	.944	.667	.920	.000	.948	.904	.949	.806	.000	.970	.784	.932	.923	.740	.936	.980



Appendix B

Intersection Analysis Methodology

Intersection Analysis Methodology

The methodology used for evaluating traffic operations at intersections is presented in the Transportation Research Board's 2022 *Highway Capacity Manual*, 7th Edition (HCM 7). Synchro 12 software, which emulates the HCM 7 methodology, was used for all analyses. The following is an overview of the methodology employed for the analysis of signalized intersections and roundabouts and stop-sign controlled (unsignalized) intersections. Levels of service (LOS) are assigned letters A through F. LOS A indicates operations with very low control delay while LOS F describes operations with high control delay. LOS F is considered to be unacceptable by most drivers, while LOS E is typically considered to be the limit of acceptable delay.

Signalized Intersections and Roundabouts – Level of service for a signalized intersection and a roundabout is defined in terms of control delay per vehicle. For signalized intersections and roundabouts, a composite intersection level of service is determined. The thresholds for each level of service are higher for signalized intersections and roundabouts than for unsignalized intersections. This is attributable to a variety of factors including expectation and acceptance of higher delays at signals/roundabouts, and the fact that drivers can relax when waiting at a signal as opposed to having to remain attentive as they proceed through the unsignalized intersection. The level of service criteria for signalized intersections and roundabouts are shown in Table A.

Table A – Level of Service Criteria for Signalized Intersections and Roundabouts

Control Delay (s/veh)	LOS
≤ 10	A
> 10 and ≤ 20	B
> 20 and ≤ 35	C
> 35 and ≤ 55	D
> 55 and ≤ 80	E
> 80	F

Source: Highway Capacity Manual 7

Unsignalized Intersections – Level of service for an unsignalized intersection is defined in terms of control delay per vehicle. Control delay is that portion of delay attributable to the control device and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The delays at unsignalized intersections are based on gap acceptance theory, factoring in availability of gaps, usefulness of the gaps, and the priority of right-of-way given to each traffic stream. The level of service criteria for unsignalized intersections are presented in Table B.

Table B – Level of Service Criteria for Unsignalized Intersections

Control Delay (s/veh)	LOS
0 – 10	A
> 10 and ≤ 15	B
> 15 and ≤ 25	C
> 25 and ≤ 35	D
> 35 and ≤ 50	E
> 50	F

Source: Highway Capacity Manual 7

Appendix C

Existing Intersection Operational Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	343	2	171	253	104	8	151	260	200	180	61
Future Volume (veh/h)	77	343	2	171	253	104	8	151	260	200	180	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	87	385	0	182	269	0	9	178	306	235	212	72
Peak Hour Factor	0.89	0.89	0.89	0.94	0.94	0.94	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	311	502		305	678		344	546	463	712	1115	945
Arrive On Green	0.06	0.14	0.00	0.04	0.06	0.00	0.29	0.29	0.29	0.26	0.60	0.60
Sat Flow, veh/h	1767	3526	1572	1767	3526	1572	1086	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	87	385	0	182	269	0	9	178	306	235	212	72
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1767	1763	1572	1086	1856	1572	1767	1856	1572
Q Serve(g_s), s	3.7	9.5	0.0	7.6	6.6	0.0	0.6	6.7	10.9	0.0	4.6	1.7
Cycle Q Clear(g_c), s	3.7	9.5	0.0	7.6	6.6	0.0	5.2	6.7	10.9	0.0	4.6	1.7
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	311	502		305	678		344	546	463	712	1115	945
V/C Ratio(X)	0.28	0.77		0.60	0.40		0.03	0.33	0.66	0.33	0.19	0.08
Avail Cap(c_a), veh/h	339	764		362	999		344	546	463	712	1115	945
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.69	0.69	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	37.1	0.0	29.8	37.1	0.0	26.0	24.8	13.9	18.1	8.1	7.5
Incr Delay (d2), s/veh	0.5	2.6	0.0	1.3	0.3	0.0	0.1	1.6	7.2	0.3	0.4	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	1.5	4.0	0.0	3.3	2.9	0.0	0.2	3.1	4.3	3.3	1.7	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.9	39.7	0.0	31.1	37.4	0.0	26.1	26.4	21.2	18.4	8.5	7.7
LnGrp LOS	C	D		C	D		C	C	C	B	A	A
Approach Vol, veh/h		472			451			493			519	
Approach Delay, s/veh		38.1			34.8			23.1			12.8	
Approach LOS		D			C			C			B	

Timer - Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	27.6	31.0	14.1	17.3		58.6	9.6	21.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	13.5	26.5	12.5	19.5		44.5	6.5	25.5
Max Q Clear Time (g_c+I1), s	2.0	12.9	9.6	11.5		6.6	5.7	8.6
Green Ext Time (p_c), s	0.5	1.7	0.1	1.4		1.4	0.0	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	26.7
HCM 7th LOS	C

Notes

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

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	296	0	7	364
Future Vol, veh/h	0	1	296	0	7	364
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	25	87	87	93	93
Heavy Vehicles, %	2	2	3	2	2	3
Mvmt Flow	0	4	340	0	8	391

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	747	340	0	0	340	0
Stage 1	340	-	-	-	-	-
Stage 2	406	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	381	702	-	-	1219	-
Stage 1	721	-	-	-	-	-
Stage 2	672	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	378	702	-	-	1219	-
Mov Cap-2 Maneuver	378	-	-	-	-	-
Stage 1	721	-	-	-	-	-
Stage 2	667	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.16	0	0.15
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	702	34	-
HCM Lane V/C Ratio	-	-	0.006	0.006	-
HCM Control Delay (s/veh)	-	-	10.2	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	683	2	18	557	130	5	3	14	124	1	27
Future Volume (veh/h)	151	683	2	18	557	130	5	3	14	124	1	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	168	759	2	20	619	144	10	6	28	149	1	33
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.50	0.50	0.50	0.83	0.83	0.83
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	291	1043	3	196	770	346	213	144	538	790	5	854
Arrive On Green	0.12	0.38	0.38	0.04	0.44	0.44	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1781	3607	10	1781	3526	1585	303	267	999	1318	9	1585
Grp Volume(v), veh/h	168	371	390	20	619	144	44	0	0	150	0	33
Grp Sat Flow(s),veh/h/ln	1781	1763	1854	1781	1763	1585	1569	0	0	1328	0	1585
Q Serve(g_s), s	6.3	16.2	16.2	0.8	13.7	5.6	0.0	0.0	0.0	0.0	0.0	0.9
Cycle Q Clear(g_c), s	6.3	16.2	16.2	0.8	13.7	5.6	7.1	0.0	0.0	6.9	0.0	0.9
Prop In Lane	1.00		0.01	1.00		1.00	0.23		0.64	0.99		1.00
Lane Grp Cap(c), veh/h	291	510	536	196	770	346	895	0	0	795	0	854
V/C Ratio(X)	0.58	0.73	0.73	0.10	0.80	0.42	0.05	0.00	0.00	0.19	0.00	0.04
Avail Cap(c_a), veh/h	413	793	834	286	1273	572	895	0	0	795	0	854
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	0.92	0.92	0.92	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.1	24.7	24.7	26.2	23.7	21.4	9.8	0.0	0.0	11.2	0.0	9.8
Incr Delay (d2), s/veh	1.6	1.7	1.7	0.2	1.9	0.7	0.1	0.0	0.0	0.5	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	2.5	5.8	6.1	0.3	4.3	1.8	0.4	0.0	0.0	1.7	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.6	26.4	26.3	26.4	25.5	22.1	9.9	0.0	0.0	11.7	0.0	9.9
LnGrp LOS	C	C	C	C	C	C	A			B		A
Approach Vol, veh/h		929			783			44			183	
Approach Delay, s/veh		26.1			24.9			9.9			11.4	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		53.0	6.5	30.5		53.0	12.8	24.2
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		29.5	6.5	40.5		29.5	14.5	32.5
Max Q Clear Time (g_c+I1), s		9.1	2.8	18.2		8.9	8.3	15.7
Green Ext Time (p_c), s		0.2	0.0	4.3		0.9	0.2	3.9

Intersection Summary	
HCM 7th Control Delay, s/veh	23.9
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	34	21	98	21	4	13	47	27	1	58	11
Future Vol, veh/h	27	34	21	98	21	4	13	47	27	1	58	11
Peak Hour Factor	0.79	0.79	0.79	0.81	0.81	0.81	0.70	0.70	0.70	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	43	27	121	26	5	19	67	39	1	66	13
Number of Lanes	1	1	0	1	1	0	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	2
HCM Control Delay, s/veh	8.7	9.6	8.6	9
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	62%	0%	84%	0%	84%
Vol Right, %	0%	0%	100%	0%	38%	0%	16%	0%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	47	27	27	55	98	25	1	69
LT Vol	13	0	0	27	0	98	0	1	0
Through Vol	0	47	0	0	34	0	21	0	58
RT Vol	0	0	27	0	21	0	4	0	11
Lane Flow Rate	19	67	39	34	70	121	31	1	78
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.031	0.102	0.051	0.056	0.1	0.196	0.045	0.002	0.119
Departure Headway (Hd)	5.974	5.472	4.768	5.946	5.176	5.823	5.209	6.065	5.449
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	597	652	747	600	689	615	684	588	655
Service Time	3.731	3.228	2.524	3.708	2.938	3.579	2.965	3.827	3.211
HCM Lane V/C Ratio	0.032	0.103	0.052	0.057	0.102	0.197	0.045	0.002	0.119
HCM Control Delay, s/veh	8.9	8.9	7.8	9.1	8.5	10	8.2	8.8	9
HCM Lane LOS	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.2	0.2	0.3	0.7	0.1	0	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	721	10	67	601	58	41	9	61	129	14	41
Future Volume (veh/h)	20	721	10	67	601	58	41	9	61	129	14	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	751	10	68	613	0	43	9	0	181	0	0
Peak Hour Factor	0.96	0.96	0.96	0.98	0.98	0.98	0.96	0.96	0.96	0.77	0.77	0.77
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	40	1329	597	176	1541		406	85		713	0	
Arrive On Green	0.02	0.38	0.38	0.30	0.30	0.00	0.27	0.27	0.00	0.20	0.00	0.00
Sat Flow, veh/h	1781	3526	1585	705	5066	1585	1485	311	1585	3563	0	1585
Grp Volume(v), veh/h	21	751	10	68	613	0	52	0	0	181	0	0
Grp Sat Flow(s),veh/h/ln	1781	1763	1585	705	1689	1585	1796	0	1585	1781	0	1585
Q Serve(g_s), s	1.0	15.2	0.4	8.3	8.6	0.0	2.0	0.0	0.0	3.9	0.0	0.0
Cycle Q Clear(g_c), s	1.0	15.2	0.4	23.5	8.6	0.0	2.0	0.0	0.0	3.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.83		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	40	1329	597	176	1541		491	0		713	0	
V/C Ratio(X)	0.52	0.57	0.02	0.39	0.40		0.11	0.00		0.25	0.00	
Avail Cap(c_a), veh/h	99	1567	704	200	1717		491	0		713	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.5	22.2	17.6	37.2	24.8	0.0	24.5	0.0	0.0	30.3	0.0	0.0
Incr Delay (d2), s/veh	8.0	0.3	0.0	1.4	0.2	0.0	0.4	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	5.8	0.1	1.4	3.2	0.0	0.9	0.0	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.5	22.5	17.6	38.6	25.0	0.0	24.9	0.0	0.0	31.2	0.0	0.0
LnGrp LOS	D	C	B	D	C		C			C		
Approach Vol, veh/h		782			681			52			181	
Approach Delay, s/veh		23.2			26.3			24.9			31.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	29.1	38.4	22.5	6.5	31.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	40.0	18.0	5.0	30.5
Max Q Clear Time (g_c+I1), s	4.0	17.2	5.9	3.0	25.5
Green Ext Time (p_c), s	0.1	4.9	0.4	0.0	1.9

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

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	434	8	606	576	221	15	350	283	271	361	106
Future Volume (veh/h)	173	434	8	606	576	221	15	350	283	271	361	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	182	457	0	645	613	0	16	372	301	288	384	113
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	370	529		673	1331		278	461	390	299	734	622
Arrive On Green	0.10	0.15	0.00	0.11	0.12	0.00	0.25	0.25	0.25	0.11	0.40	0.40
Sat Flow, veh/h	1767	3526	1572	1767	3526	1572	893	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	182	457	0	645	613	0	16	372	301	288	384	113
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1767	1763	1572	893	1856	1572	1767	1856	1572
Q Serve(g_s), s	9.4	13.9	0.0	34.5	17.8	0.0	1.5	20.7	19.6	11.7	17.4	5.1
Cycle Q Clear(g_c), s	9.4	13.9	0.0	34.5	17.8	0.0	2.7	20.7	19.6	11.7	17.4	5.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	370	529		673	1331		278	461	390	299	734	622
V/C Ratio(X)	0.49	0.86		0.96	0.46		0.06	0.81	0.77	0.96	0.52	0.18
Avail Cap(c_a), veh/h	403	580		674	1331		278	461	390	299	734	622
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.53	0.53	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	45.6	0.0	38.3	37.7	0.0	32.5	38.9	38.4	31.5	25.3	21.7
Incr Delay (d2), s/veh	1.0	12.0	0.0	16.2	0.1	0.0	0.4	14.1	13.7	42.2	2.7	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	6.8	0.0	19.1	8.3	0.0	0.4	10.9	8.7	8.9	7.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.1	57.7	0.0	54.5	37.9	0.0	32.9	53.0	52.2	73.8	28.0	22.3
LnGrp LOS	D	E		D	D		C	D	D	E	C	C
Approach Vol, veh/h		639			1258			689			785	
Approach Delay, s/veh		51.2			46.4			52.2			44.0	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	16.2	31.8	41.0	21.0		48.0	16.0	46.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	11.7	25.7	36.5	18.1		41.9	13.5	41.1
Max Q Clear Time (g_c+I1), s	13.7	22.7	36.5	15.9		19.4	11.4	19.8
Green Ext Time (p_c), s	0.0	1.0	0.0	0.6		2.5	0.1	3.7

Intersection Summary	
HCM 7th Control Delay, s/veh	47.9
HCM 7th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	6	684	6	19	663
Future Vol, veh/h	1	6	684	6	19	663
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	58	58	95	95	93	93
Heavy Vehicles, %	2	2	3	2	2	3
Mvmt Flow	2	10	720	6	20	713

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1477	723	0	0	726	0
Stage 1	723	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	139	426	-	-	877	-
Stage 1	480	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	133	426	-	-	877	-
Mov Cap-2 Maneuver	133	-	-	-	-	-
Stage 1	480	-	-	-	-	-
Stage 2	447	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	16.52	0	0.26
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	324	50	-
HCM Lane V/C Ratio	-	-	0.037	0.023	-
HCM Control Delay (s/veh)	-	-	16.5	9.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	273	762	14	46	1110	193	5	4	12	188	3	251
Future Volume (veh/h)	273	762	14	46	1110	193	5	4	12	188	3	251
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	290	811	15	51	1220	212	7	5	16	204	3	273
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.75	0.75	0.75	0.92	0.92	0.92
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	328	1649	30	299	1308	588	41	40	53	247	3	595
Arrive On Green	0.04	0.15	0.15	0.07	0.74	0.74	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1781	3541	65	1781	3526	1585	0	105	140	484	7	1585
Grp Volume(v), veh/h	290	404	422	51	1220	212	28	0	0	207	0	273
Grp Sat Flow(s),veh/h/ln	1781	1763	1844	1781	1763	1585	246	0	0	491	0	1585
Q Serve(g_s), s	11.9	23.1	23.1	1.9	31.9	5.2	0.0	0.0	0.0	0.0	0.0	14.3
Cycle Q Clear(g_c), s	11.9	23.1	23.1	1.9	31.9	5.2	41.3	0.0	0.0	41.3	0.0	14.3
Prop In Lane	1.00		0.04	1.00		1.00	0.25		0.57	0.99		1.00
Lane Grp Cap(c), veh/h	328	821	859	299	1308	588	133	0	0	249	0	595
V/C Ratio(X)	0.88	0.49	0.49	0.17	0.93	0.36	0.21	0.00	0.00	0.83	0.00	0.46
Avail Cap(c_a), veh/h	444	1008	1054	318	1490	670	133	0	0	249	0	595
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.50	0.50	0.50	0.63	0.63	0.63	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.6	34.6	34.6	19.9	13.0	9.6	27.5	0.0	0.0	36.6	0.0	25.9
Incr Delay (d2), s/veh	8.2	0.2	0.2	0.2	7.0	0.2	3.6	0.0	0.0	26.3	0.0	2.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	10.8	11.3	0.7	5.8	1.5	0.6	0.0	0.0	7.6	0.0	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.7	34.9	34.8	20.1	20.0	9.8	31.0	0.0	0.0	62.9	0.0	28.4
LnGrp LOS	D	C	C	C	C	A	C			E		C
Approach Vol, veh/h		1116			1483			28			480	
Approach Delay, s/veh		36.1			18.6			31.0			43.3	
Approach LOS		D			B			C			D	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		45.8	8.4	55.7		45.8	18.9	45.3
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		28.5	5.1	62.9		28.5	21.5	46.5
Max Q Clear Time (g_c+I1), s		43.3	3.9	25.1		43.3	13.9	33.9
Green Ext Time (p_c), s		0.0	0.0	5.2		0.0	0.5	6.9

Intersection Summary			
HCM 7th Control Delay, s/veh		28.8	
HCM 7th LOS		C	

Intersection	
Intersection Delay, s/veh	16.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	88	51	101	244	94	12	116	71	99	8	144	42
Future Vol, veh/h	88	51	101	244	94	12	116	71	99	8	144	42
Peak Hour Factor	0.95	0.95	0.95	0.88	0.88	0.88	0.92	0.92	0.92	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	93	54	106	277	107	14	126	77	108	10	185	54
Number of Lanes	1	1	0	1	1	0	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	2
HCM Control Delay, s/veh	14	20	13.2	18.7
HCM LOS	B	C	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	34%	0%	89%	0%	77%
Vol Right, %	0%	0%	100%	0%	66%	0%	11%	0%	23%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	116	71	99	88	152	244	106	8	186
LT Vol	116	0	0	88	0	244	0	8	0
Through Vol	0	71	0	0	51	0	94	0	144
RT Vol	0	0	99	0	101	0	12	0	42
Lane Flow Rate	126	77	108	93	160	277	120	10	238
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.295	0.17	0.215	0.219	0.334	0.619	0.249	0.024	0.521
Departure Headway (Hd)	8.432	7.919	7.201	8.499	7.513	8.038	7.449	8.546	7.869
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	425	451	496	421	477	449	481	418	455
Service Time	6.209	5.696	4.977	6.278	5.291	5.809	5.219	6.326	5.648
HCM Lane V/C Ratio	0.296	0.171	0.218	0.221	0.335	0.617	0.249	0.024	0.523
HCM Control Delay, s/veh	14.7	12.3	12	13.7	14.1	23.1	12.7	11.5	19
HCM Lane LOS	B	B	B	B	B	C	B	B	C
HCM 95th-tile Q	1.2	0.6	0.8	0.8	1.5	4.1	1	0.1	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	812	29	69	1159	192	63	11	58	419	16	92
Future Volume (veh/h)	94	812	29	69	1159	192	63	11	58	419	16	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	97	837	30	73	1233	0	71	12	0	453	0	0
Peak Hour Factor	0.97	0.97	0.97	0.94	0.94	0.94	0.89	0.89	0.89	0.95	0.95	0.95
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	121	1446	650	206	1528		403	68		729	0	
Arrive On Green	0.14	0.82	0.82	0.30	0.30	0.00	0.26	0.26	0.00	0.20	0.00	0.00
Sat Flow, veh/h	1781	3526	1585	638	5066	1585	1534	259	1585	3563	0	1585
Grp Volume(v), veh/h	97	837	30	73	1233	0	83	0	0	453	0	0
Grp Sat Flow(s),veh/h/ln	1781	1763	1585	638	1689	1585	1794	0	1585	1781	0	1585
Q Serve(g_s), s	5.8	8.9	0.4	11.1	24.7	0.0	3.9	0.0	0.0	12.7	0.0	0.0
Cycle Q Clear(g_c), s	5.8	8.9	0.4	20.0	24.7	0.0	3.9	0.0	0.0	12.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.86		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	121	1446	650	206	1528		471	0		729	0	
V/C Ratio(X)	0.80	0.58	0.05	0.35	0.81		0.18	0.00		0.62	0.00	
Avail Cap(c_a), veh/h	170	1715	771	237	1773		471	0		729	0	
HCM Platoon Ratio	2.00	2.00	2.00	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	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	46.8	6.6	5.9	37.7	35.5	0.0	31.4	0.0	0.0	39.9	0.0	0.0
Incr Delay (d2), s/veh	15.5	0.3	0.0	1.0	2.5	0.0	0.8	0.0	0.0	4.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	2.0	0.1	1.7	10.0	0.0	1.8	0.0	0.0	6.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.3	7.0	5.9	38.8	38.0	0.0	32.2	0.0	0.0	43.8	0.0	0.0
LnGrp LOS	E	A	A	D	D		C			D		
Approach Vol, veh/h		964			1306			83			453	
Approach Delay, s/veh		12.5			38.0			32.2			43.8	
Approach LOS		B			D			C			D	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	33.4	49.6	27.0	12.0	37.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.5	53.5	22.5	10.5	38.5
Max Q Clear Time (g_c+I1), s	5.9	10.9	14.7	7.8	26.7
Green Ext Time (p_c), s	0.3	6.3	1.1	0.0	6.5

Intersection Summary	
HCM 7th Control Delay, s/veh	30.0
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Appendix D

No-Build Intersection Operational Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	379	2	189	279	115	9	167	287	221	199	67
Future Volume (veh/h)	85	379	2	189	279	115	9	167	287	221	199	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	96	426	0	201	297	0	11	196	338	260	234	79
Peak Hour Factor	0.89	0.89	0.89	0.94	0.94	0.94	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	323	538		317	726		535	799	677	575	1082	917
Arrive On Green	0.06	0.15	0.00	0.04	0.07	0.00	0.43	0.43	0.43	0.10	0.58	0.58
Sat Flow, veh/h	1767	3526	1572	1767	3526	1572	1058	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	96	426	0	201	297	0	11	196	338	260	234	79
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1767	1763	1572	1058	1856	1572	1767	1856	1572
Q Serve(g_s), s	4.1	10.5	0.0	8.2	7.3	0.0	0.5	6.1	14.0	6.9	5.4	2.0
Cycle Q Clear(g_c), s	4.1	10.5	0.0	8.2	7.3	0.0	0.5	6.1	14.0	6.9	5.4	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	323	538		317	726		535	799	677	575	1082	917
V/C Ratio(X)	0.30	0.79		0.63	0.41		0.02	0.25	0.50	0.45	0.22	0.09
Avail Cap(c_a), veh/h	342	725		380	999		535	799	677	666	1082	917
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.67	0.67	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.4	36.8	0.0	29.1	36.7	0.0	14.8	16.3	18.6	11.0	9.0	8.2
Incr Delay (d2), s/veh	0.5	4.3	0.0	1.7	0.2	0.0	0.1	0.7	2.6	0.6	0.5	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.6	0.0	3.7	3.2	0.0	0.1	2.6	5.1	2.5	2.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.9	41.1	0.0	30.8	36.9	0.0	14.8	17.1	21.2	11.5	9.4	8.4
LnGrp LOS	C	D		C	D		B	B	C	B	A	A
Approach Vol, veh/h		522			498			545			573	
Approach Delay, s/veh		39.0			34.5			19.6			10.2	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	13.7	43.2	14.8	18.2		57.0	10.0	23.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	13.9	26.1	13.5	18.5		44.5	6.5	25.5
Max Q Clear Time (g_c+I1), s	8.9	16.0	10.2	12.5		7.4	6.1	9.3
Green Ext Time (p_c), s	0.3	1.7	0.2	1.3		1.6	0.0	1.5

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

Notes

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

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	327	0	8	402
Future Vol, veh/h	0	1	327	0	8	402
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	25	87	87	93	93
Heavy Vehicles, %	2	2	3	2	2	3
Mvmt Flow	0	4	376	0	9	432

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	825	376	0	0	376	0
Stage 1	376	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	342	671	-	-	1183	-
Stage 1	694	-	-	-	-	-
Stage 2	643	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	339	671	-	-	1183	-
Mov Cap-2 Maneuver	339	-	-	-	-	-
Stage 1	694	-	-	-	-	-
Stage 2	637	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.4	0	0.16
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	671	35	-
HCM Lane V/C Ratio	-	-	0.006	0.007	-
HCM Control Delay (s/veh)	-	-	10.4	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	754	2	20	615	144	6	3	15	137	1	30
Future Volume (veh/h)	167	754	2	20	615	144	6	3	15	137	1	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	186	838	2	22	683	160	12	6	30	165	1	36
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.50	0.50	0.50	0.83	0.83	0.83
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	301	1123	3	197	830	373	193	113	426	683	4	817
Arrive On Green	0.13	0.41	0.41	0.05	0.47	0.47	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	1781	3608	9	1781	3526	1585	277	220	827	1171	8	1585
Grp Volume(v), veh/h	186	409	431	22	683	160	48	0	0	166	0	36
Grp Sat Flow(s),veh/h/ln	1781	1763	1854	1781	1763	1585	1324	0	0	1179	0	1585
Q Serve(g_s), s	6.8	17.7	17.7	0.8	15.1	6.0	0.2	0.0	0.0	0.0	0.0	1.0
Cycle Q Clear(g_c), s	6.8	17.7	17.7	0.8	15.1	6.0	13.6	0.0	0.0	13.3	0.0	1.0
Prop In Lane	1.00		0.00	1.00		1.00	0.25		0.62	0.99		1.00
Lane Grp Cap(c), veh/h	301	549	577	197	830	373	732	0	0	687	0	817
V/C Ratio(X)	0.62	0.75	0.75	0.11	0.82	0.43	0.07	0.00	0.00	0.24	0.00	0.04
Avail Cap(c_a), veh/h	431	793	834	283	1234	555	732	0	0	687	0	817
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.91	0.91	0.91	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.2	23.4	23.4	25.1	22.2	19.8	11.2	0.0	0.0	13.8	0.0	10.8
Incr Delay (d2), s/veh	1.7	1.9	1.8	0.2	2.7	0.7	0.2	0.0	0.0	0.8	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	6.2	6.5	0.3	4.5	1.9	0.5	0.0	0.0	2.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.9	25.3	25.2	25.3	24.8	20.5	11.4	0.0	0.0	14.6	0.0	10.9
LnGrp LOS	C	C	C	C	C	C	B			B		B
Approach Vol, veh/h		1026			865			48			202	
Approach Delay, s/veh		25.0			24.0			11.4			14.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		50.9	6.6	32.5		50.9	13.4	25.7
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		29.5	6.5	40.5		29.5	15.5	31.5
Max Q Clear Time (g_c+I1), s		15.6	2.8	19.7		15.3	8.8	17.1
Green Ext Time (p_c), s		0.1	0.0	4.7		0.9	0.3	4.1

Intersection Summary	
HCM 7th Control Delay, s/veh	23.3
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	38	23	108	23	4	14	52	30	1	64	12
Future Vol, veh/h	30	38	23	108	23	4	14	52	30	1	64	12
Peak Hour Factor	0.79	0.79	0.79	0.81	0.81	0.81	0.70	0.70	0.70	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	48	29	133	28	5	20	74	43	1	73	14
Number of Lanes	1	1	0	1	1	0	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	2
HCM Control Delay, s/veh	8.9	10	8.7	9.2
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	62%	0%	85%	0%	84%
Vol Right, %	0%	0%	100%	0%	38%	0%	15%	0%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	52	30	30	61	108	27	1	76
LT Vol	14	0	0	30	0	108	0	1	0
Through Vol	0	52	0	0	38	0	23	0	64
RT Vol	0	0	30	0	23	0	4	0	12
Lane Flow Rate	20	74	43	38	77	133	33	1	86
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.034	0.115	0.058	0.064	0.113	0.219	0.049	0.002	0.134
Departure Headway (Hd)	6.079	5.576	4.871	6.049	5.283	5.915	5.31	6.181	5.565
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	586	639	729	589	673	604	670	575	640
Service Time	3.849	3.345	2.64	3.822	3.055	3.683	3.078	3.956	3.34
HCM Lane V/C Ratio	0.034	0.116	0.059	0.065	0.114	0.22	0.049	0.002	0.134
HCM Control Delay, s/veh	9.1	9.1	7.9	9.2	8.7	10.4	8.4	9	9.2
HCM Lane LOS	A	A	A	A	A	B	A	A	A
HCM 95th-tile Q	0.1	0.4	0.2	0.2	0.4	0.8	0.2	0	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	796	11	74	664	64	45	10	67	142	15	45
Future Volume (veh/h)	22	796	11	74	664	64	45	10	67	142	15	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	829	11	76	678	0	47	10	0	198	0	0
Peak Hour Factor	0.96	0.96	0.96	0.98	0.98	0.98	0.96	0.96	0.96	0.77	0.77	0.77
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	43	1419	638	175	1662		367	78		713	0	
Arrive On Green	0.02	0.40	0.40	0.33	0.33	0.00	0.25	0.25	0.00	0.20	0.00	0.00
Sat Flow, veh/h	1781	3526	1585	655	5066	1585	1481	315	1585	3563	0	1585
Grp Volume(v), veh/h	23	829	11	76	678	0	57	0	0	198	0	0
Grp Sat Flow(s),veh/h/ln	1781	1763	1585	655	1689	1585	1796	0	1585	1781	0	1585
Q Serve(g_s), s	1.1	16.5	0.4	10.1	9.3	0.0	2.2	0.0	0.0	4.2	0.0	0.0
Cycle Q Clear(g_c), s	1.1	16.5	0.4	26.6	9.3	0.0	2.2	0.0	0.0	4.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.82		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	43	1419	638	175	1662		445	0		713	0	
V/C Ratio(X)	0.53	0.58	0.02	0.44	0.41		0.13	0.00		0.28	0.00	
Avail Cap(c_a), veh/h	99	1567	704	182	1717		445	0		713	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.4	21.0	16.2	37.3	23.4	0.0	26.3	0.0	0.0	30.5	0.0	0.0
Incr Delay (d2), s/veh	7.7	0.4	0.0	1.7	0.2	0.0	0.6	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	6.2	0.1	1.6	3.5	0.0	1.0	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.1	21.4	16.2	39.0	23.6	0.0	26.9	0.0	0.0	31.5	0.0	0.0
LnGrp LOS	D	C	B	D	C		C			C		
Approach Vol, veh/h		863			754			57			198	
Approach Delay, s/veh		22.1			25.2			26.9			31.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		26.8		40.7		22.5	6.7	34.0
Change Period (Y+Rc), s		4.5		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		18.5		40.0		18.0	5.0	30.5
Max Q Clear Time (g_c+I1), s		4.2		18.5		6.2	3.1	28.6
Green Ext Time (p_c), s		0.2		5.4		0.5	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	24.5
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	479	9	669	636	244	17	386	312	299	399	117
Future Volume (veh/h)	191	479	9	669	636	244	17	386	312	299	399	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	201	504	0	712	677	0	18	411	332	318	424	124
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	386	564		653	1304		249	428	363	291	732	620
Arrive On Green	0.11	0.16	0.00	0.11	0.12	0.00	0.23	0.23	0.23	0.12	0.39	0.39
Sat Flow, veh/h	1767	3526	1572	1767	3526	1572	852	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	201	504	0	712	677	0	18	411	332	318	424	124
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1767	1763	1572	852	1856	1572	1767	1856	1572
Q Serve(g_s), s	10.3	15.4	0.0	35.5	19.8	0.0	1.9	24.1	22.6	13.5	19.7	5.7
Cycle Q Clear(g_c), s	10.3	15.4	0.0	35.5	19.8	0.0	3.6	24.1	22.6	13.5	19.7	5.7
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	386	564		653	1304		249	428	363	291	732	620
V/C Ratio(X)	0.52	0.89		1.09	0.52		0.07	0.96	0.91	1.09	0.58	0.20
Avail Cap(c_a), veh/h	439	577		653	1304		249	428	363	291	732	620
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.47	0.47	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	45.3	0.0	39.9	39.1	0.0	34.6	41.8	41.2	29.5	26.1	21.9
Incr Delay (d2), s/veh	1.1	16.0	0.0	52.4	0.2	0.0	0.6	34.4	29.9	80.0	3.3	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	4.3	7.7	0.0	26.0	9.3	0.0	0.4	14.7	11.4	12.0	9.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.9	61.3	0.0	92.3	39.3	0.0	35.2	76.2	71.1	109.5	29.5	22.6
LnGrp LOS	C	E		F	D		D	E	E	F	C	C
Approach Vol, veh/h		705			1389			761			866	
Approach Delay, s/veh		53.5			66.5			73.0			57.9	
Approach LOS		D			E			E			E	

Timer - Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	18.0	29.9	40.0	22.1		47.9	16.9	45.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	13.5	25.0	35.5	18.0		43.0	15.7	37.8
Max Q Clear Time (g_c+I1), s	15.5	26.1	37.5	17.4		21.7	12.3	21.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.2		2.8	0.2	3.8

Intersection Summary	
HCM 7th Control Delay, s/veh	63.3
HCM 7th LOS	E

Notes

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

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	7	755	4	21	732
Future Vol, veh/h	1	7	755	4	21	732
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	58	58	95	95	93	93
Heavy Vehicles, %	2	2	3	2	2	3
Mvmt Flow	2	12	795	4	23	787

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1629	797	0	0	799	0
Stage 1	797	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	112	387	-	-	824	-
Stage 1	444	-	-	-	-	-
Stage 2	427	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	107	387	-	-	824	-
Mov Cap-2 Maneuver	107	-	-	-	-	-
Stage 1	444	-	-	-	-	-
Stage 2	406	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	17.99	0	0.26
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	291	50	-
HCM Lane V/C Ratio	-	-	0.047	0.027	-
HCM Control Delay (s/veh)	-	-	18	9.5	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	301	841	15	51	1225	213	6	4	13	208	3	277
Future Volume (veh/h)	301	841	15	51	1225	213	6	4	13	208	3	277
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	320	895	16	56	1346	234	8	5	17	226	3	301
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.75	0.75	0.75	0.92	0.92	0.92
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	357	1817	32	306	1415	636	41	37	48	235	2	519
Arrive On Green	0.05	0.17	0.17	0.07	0.80	0.80	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1781	3544	63	1781	3526	1585	0	112	146	520	7	1585
Grp Volume(v), veh/h	320	445	466	56	1346	234	30	0	0	229	0	301
Grp Sat Flow(s),veh/h/ln	1781	1763	1844	1781	1763	1585	258	0	0	527	0	1585
Q Serve(g_s), s	13.9	25.2	25.2	2.0	35.0	4.5	0.0	0.0	0.0	0.0	0.0	17.3
Cycle Q Clear(g_c), s	13.9	25.2	25.2	2.0	35.0	4.5	36.0	0.0	0.0	36.0	0.0	17.3
Prop In Lane	1.00		0.03	1.00		1.00	0.27		0.57	0.99		1.00
Lane Grp Cap(c), veh/h	357	904	946	306	1415	636	126	0	0	238	0	519
V/C Ratio(X)	0.90	0.49	0.49	0.18	0.95	0.37	0.24	0.00	0.00	0.96	0.00	0.58
Avail Cap(c_a), veh/h	429	1029	1076	322	1554	699	126	0	0	238	0	519
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.41	0.41	0.41	0.58	0.58	0.58	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.0	32.7	32.7	18.0	9.9	6.9	29.6	0.0	0.0	41.4	0.0	30.7
Incr Delay (d2), s/veh	9.0	0.2	0.2	0.2	8.2	0.2	4.4	0.0	0.0	49.8	0.0	4.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	11.8	12.4	0.8	5.4	1.2	0.7	0.0	0.0	9.7	0.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.1	32.9	32.9	18.2	18.2	7.1	34.0	0.0	0.0	91.2	0.0	35.4
LnGrp LOS	D	C	C	B	B	A	C			F		D
Approach Vol, veh/h		1231			1636			30			530	
Approach Delay, s/veh		35.8			16.6			34.0			59.5	
Approach LOS		D			B			C			E	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		40.5	8.6	60.9		40.5	20.8	48.7
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		27.2	5.1	64.2		27.2	20.8	48.5
Max Q Clear Time (g_c+I1), s		38.0	4.0	27.2		38.0	15.9	37.0
Green Ext Time (p_c), s		0.0	0.0	6.0		0.0	0.4	7.1

Intersection Summary	
HCM 7th Control Delay, s/veh	30.3
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	20.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	97	56	112	269	104	13	128	78	109	9	159	46
Future Vol, veh/h	97	56	112	269	104	13	128	78	109	9	159	46
Peak Hour Factor	0.95	0.95	0.95	0.88	0.88	0.88	0.92	0.92	0.92	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	102	59	118	306	118	15	139	85	118	12	204	59
Number of Lanes	1	1	0	1	1	0	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	2
HCM Control Delay, s/veh	15.9	26.2	14.7	23.7
HCM LOS	C	D	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	33%	0%	89%	0%	78%
Vol Right, %	0%	0%	100%	0%	67%	0%	11%	0%	22%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	128	78	109	97	168	269	117	9	205
LT Vol	128	0	0	97	0	269	0	9	0
Through Vol	0	78	0	0	56	0	104	0	159
RT Vol	0	0	109	0	112	0	13	0	46
Lane Flow Rate	139	85	118	102	177	306	133	12	263
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.35	0.201	0.257	0.26	0.401	0.731	0.296	0.029	0.62
Departure Headway (Hd)	9.062	8.546	7.824	9.153	8.159	8.611	8.02	9.177	8.497
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	397	420	459	393	442	422	448	390	426
Service Time	6.813	6.296	5.573	6.9	5.906	6.354	5.763	6.925	6.244
HCM Lane V/C Ratio	0.35	0.202	0.257	0.26	0.4	0.725	0.297	0.031	0.617
HCM Control Delay, s/veh	16.6	13.4	13.3	15.1	16.3	31.5	14.1	12.2	24.2
HCM Lane LOS	C	B	B	C	C	D	B	B	C
HCM 95th-tile Q	1.5	0.7	1	1	1.9	5.8	1.2	0.1	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	896	32	76	1280	212	70	12	64	463	18	102
Future Volume (veh/h)	104	896	32	76	1280	212	70	12	64	463	18	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	924	33	81	1362	0	79	13	0	501	0	0
Peak Hour Factor	0.97	0.97	0.97	0.94	0.94	0.94	0.89	0.89	0.89	0.95	0.95	0.95
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	131	1549	696	217	1644		374	61		696	0	
Arrive On Green	0.15	0.88	0.88	0.32	0.32	0.00	0.24	0.24	0.00	0.20	0.00	0.00
Sat Flow, veh/h	1781	3526	1585	587	5066	1585	1540	253	1585	3563	0	1585
Grp Volume(v), veh/h	107	924	33	81	1362	0	92	0	0	501	0	0
Grp Sat Flow(s),veh/h/ln	1781	1763	1585	587	1689	1585	1793	0	1585	1781	0	1585
Q Serve(g_s), s	6.4	7.4	0.3	13.1	27.3	0.0	4.5	0.0	0.0	14.5	0.0	0.0
Cycle Q Clear(g_c), s	6.4	7.4	0.3	20.4	27.3	0.0	4.5	0.0	0.0	14.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.86		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	131	1549	696	217	1644		435	0		696	0	
V/C Ratio(X)	0.81	0.60	0.05	0.37	0.83		0.21	0.00		0.72	0.00	
Avail Cap(c_a), veh/h	157	1721	774	237	1819		435	0		696	0	
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	46.2	4.2	3.8	35.2	34.3	0.0	33.3	0.0	0.0	41.4	0.0	0.0
Incr Delay (d2), s/veh	21.6	0.4	0.0	1.1	3.1	0.0	1.1	0.0	0.0	6.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	1.5	0.1	1.9	11.1	0.0	2.1	0.0	0.0	6.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.7	4.6	3.8	36.2	37.4	0.0	34.4	0.0	0.0	47.7	0.0	0.0
LnGrp LOS	E	A	A	D	D		C			D		
Approach Vol, veh/h		1064			1443			92			501	
Approach Delay, s/veh		10.9			37.3			34.4			47.7	
Approach LOS		B			D			C			D	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	31.2	52.8	26.0	12.6	40.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	21.3	53.7	21.5	9.7	39.5
Max Q Clear Time (g_c+I1), s	6.5	9.4	16.5	8.4	29.3
Green Ext Time (p_c), s	0.3	7.3	0.9	0.0	6.4

Intersection Summary	
HCM 7th Control Delay, s/veh	29.9
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	479	9	669	636	244	17	386	312	299	399	117
Future Volume (veh/h)	191	479	9	669	636	244	17	386	312	299	399	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	201	504	0	712	677	0	18	411	332	318	424	124
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	272	584		771	978		321	543	460	379	880	746
Arrive On Green	0.11	0.17	0.00	0.07	0.09	0.00	0.29	0.29	0.29	0.14	0.47	0.47
Sat Flow, veh/h	1767	3526	1572	3428	3526	1572	852	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	201	504	0	712	677	0	18	411	332	318	424	124
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1714	1763	1572	852	1856	1572	1767	1856	1572
Q Serve(g_s), s	11.0	13.9	0.0	20.6	18.6	0.0	1.5	20.1	10.5	12.1	15.6	4.5
Cycle Q Clear(g_c), s	11.0	13.9	0.0	20.6	18.6	0.0	1.5	20.1	10.5	12.1	15.6	4.5
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	272	584		771	978		321	543	460	379	880	746
V/C Ratio(X)	0.74	0.86		0.92	0.69		0.06	0.76	0.72	0.84	0.48	0.17
Avail Cap(c_a), veh/h	272	635		771	1029		321	543	460	379	880	746
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.46	0.46	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.7	40.6	0.0	45.4	41.3	0.0	25.6	32.2	9.8	22.4	17.9	15.0
Incr Delay (d2), s/veh	10.3	11.2	0.0	9.0	0.9	0.0	0.3	9.5	9.4	15.3	1.9	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	6.7	0.0	10.3	8.8	0.0	0.3	10.0	4.3	6.2	6.7	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.0	51.8	0.0	54.4	42.1	0.0	25.9	41.7	19.2	37.7	19.8	15.5
LnGrp LOS	D	D		D	D		C	D	B	D	B	B
Approach Vol, veh/h		705			1389			761			866	
Approach Delay, s/veh		51.9			48.4			31.5			25.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	18.2	33.7	27.0	21.1		51.9	15.8	32.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	13.7	27.8	22.5	18.0		46.0	11.3	29.2
Max Q Clear Time (g_c+I1), s	14.1	22.1	22.6	15.9		17.6	13.0	20.6
Green Ext Time (p_c), s	0.0	1.9	0.0	0.6		3.0	0.0	2.7

Intersection Summary	
HCM 7th Control Delay, s/veh	40.3
HCM 7th LOS	D

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	301	841	15	51	1225	213	6	4	13	208	3	277
Future Volume (veh/h)	301	841	15	51	1225	213	6	4	13	208	3	277
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	320	895	16	56	1346	234	8	5	17	226	3	301
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.75	0.75	0.75	0.92	0.92	0.92
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	348	1778	32	388	1415	636	46	40	53	243	2	513
Arrive On Green	0.28	1.00	1.00	0.08	0.80	0.80	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1781	3544	63	1781	3526	1585	0	124	162	529	7	1585
Grp Volume(v), veh/h	320	445	466	56	1346	234	30	0	0	229	0	301
Grp Sat Flow(s),veh/h/ln	1781	1763	1844	1781	1763	1585	286	0	0	536	0	1585
Q Serve(g_s), s	11.5	0.0	0.0	1.8	31.9	4.1	0.0	0.0	0.0	0.0	0.0	15.9
Cycle Q Clear(g_c), s	11.5	0.0	0.0	1.8	31.9	4.1	32.4	0.0	0.0	32.4	0.0	15.9
Prop In Lane	1.00		0.03	1.00		1.00	0.27		0.57	0.99		1.00
Lane Grp Cap(c), veh/h	348	884	925	388	1415	636	138	0	0	245	0	513
V/C Ratio(X)	0.92	0.50	0.50	0.14	0.95	0.37	0.22	0.00	0.00	0.93	0.00	0.59
Avail Cap(c_a), veh/h	432	1007	1053	409	1534	689	138	0	0	245	0	513
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.58	0.58	0.58	0.56	0.56	0.56	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.5	0.0	0.0	15.5	9.1	6.3	26.9	0.0	0.0	37.7	0.0	28.2
Incr Delay (d2), s/veh	14.6	0.3	0.2	0.1	8.2	0.2	3.6	0.0	0.0	42.6	0.0	4.8
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	4.6	0.1	0.1	0.7	4.9	1.1	0.6	0.0	0.0	8.6	0.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.0	0.3	0.2	15.6	17.2	6.5	30.5	0.0	0.0	80.3	0.0	33.1
LnGrp LOS	C	A	A	B	B	A	C			F		C
Approach Vol, veh/h		1231			1636			30			530	
Approach Delay, s/veh		9.0			15.7			30.5			53.5	
Approach LOS		A			B			C			D	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		36.9	8.4	54.7		36.9	18.5	44.6
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		24.3	5.1	57.1		24.3	18.7	43.5
Max Q Clear Time (g_c+I1), s		34.4	3.8	2.0		34.4	13.5	33.9
Green Ext Time (p_c), s		0.0	0.0	6.1		0.0	0.4	6.3

Intersection Summary			
HCM 7th Control Delay, s/veh		19.3	
HCM 7th LOS		B	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	896	32	76	1280	212	70	12	64	463	18	102
Future Volume (veh/h)	104	896	32	76	1280	212	70	12	64	463	18	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	924	33	81	1362	0	79	13	0	501	0	0
Peak Hour Factor	0.97	0.97	0.97	0.94	0.94	0.94	0.89	0.89	0.89	0.95	0.95	0.95
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	132	1552	698	221	1625		357	59		688	0	
Arrive On Green	0.15	0.88	0.88	0.32	0.32	0.00	0.23	0.23	0.00	0.19	0.00	0.00
Sat Flow, veh/h	1781	3526	1585	587	5066	1585	1540	253	1585	3563	0	1585
Grp Volume(v), veh/h	107	924	33	81	1362	0	92	0	0	501	0	0
Grp Sat Flow(s),veh/h/ln	1781	1763	1585	587	1689	1585	1793	0	1585	1781	0	1585
Q Serve(g_s), s	5.8	6.6	0.3	11.9	25.0	0.0	4.2	0.0	0.0	13.2	0.0	0.0
Cycle Q Clear(g_c), s	5.8	6.6	0.3	18.5	25.0	0.0	4.2	0.0	0.0	13.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.86		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	132	1552	698	221	1625		416	0		688	0	
V/C Ratio(X)	0.81	0.60	0.05	0.37	0.84		0.22	0.00		0.73	0.00	
Avail Cap(c_a), veh/h	160	1696	762	236	1753		416	0		688	0	
HCM Platoon Ratio	2.00	2.00	2.00	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	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.9	3.7	3.4	32.2	31.6	0.0	31.1	0.0	0.0	37.9	0.0	0.0
Incr Delay (d2), s/veh	19.8	0.4	0.0	1.0	3.6	0.0	1.2	0.0	0.0	6.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	1.3	0.1	1.7	10.0	0.0	1.9	0.0	0.0	6.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.7	4.2	3.4	33.2	35.1	0.0	32.3	0.0	0.0	44.6	0.0	0.0
LnGrp LOS	E	A	A	C	D		C			D		
Approach Vol, veh/h		1064			1443			92			501	
Approach Delay, s/veh		9.9			35.0			32.3			44.6	
Approach LOS		A			D			C			D	

Timer - Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		27.7		48.5		23.8	11.9	36.6
Change Period (Y+Rc), s		4.5		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		19.1		48.1		19.3	9.0	34.6
Max Q Clear Time (g_c+I1), s		6.2		8.6		15.2	7.8	27.0
Green Ext Time (p_c), s		0.3		7.2		0.8	0.0	5.1

Intersection Summary	
HCM 7th Control Delay, s/veh	27.9
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Appendix E

Future Intersection Operational Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	381	2	197	284	115	9	167	290	221	199	67
Future Volume (veh/h)	85	381	2	197	284	115	9	167	290	221	199	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	96	428	0	210	302	0	11	196	341	260	234	79
Peak Hour Factor	0.89	0.89	0.89	0.94	0.94	0.94	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	326	540		324	742		530	789	668	570	1073	909
Arrive On Green	0.06	0.15	0.00	0.04	0.07	0.00	0.43	0.43	0.43	0.10	0.58	0.58
Sat Flow, veh/h	1767	3526	1572	1767	3526	1572	1058	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	96	428	0	210	302	0	11	196	341	260	234	79
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1767	1763	1572	1058	1856	1572	1767	1856	1572
Q Serve(g_s), s	4.1	10.5	0.0	8.6	7.4	0.0	0.5	6.1	14.3	7.0	5.5	2.0
Cycle Q Clear(g_c), s	4.1	10.5	0.0	8.6	7.4	0.0	0.5	6.1	14.3	7.0	5.5	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	326	540		324	742		530	789	668	570	1073	909
V/C Ratio(X)	0.29	0.79		0.65	0.41		0.02	0.25	0.51	0.46	0.22	0.09
Avail Cap(c_a), veh/h	345	725		380	999		530	789	668	660	1073	909
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.68	0.68	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.4	36.7	0.0	29.0	36.5	0.0	15.0	16.6	19.0	11.2	9.2	8.4
Incr Delay (d2), s/veh	0.5	4.4	0.0	2.1	0.2	0.0	0.1	0.8	2.8	0.6	0.5	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.6	0.0	3.9	3.2	0.0	0.1	2.6	5.2	2.5	2.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.9	41.1	0.0	31.1	36.7	0.0	15.1	17.4	21.8	11.8	9.6	8.6
LnGrp LOS	C	D		C	D		B	B	C	B	A	A
Approach Vol, veh/h		524			512			548			573	
Approach Delay, s/veh		39.0			34.4			20.1			10.5	
Approach LOS		D			C			C			B	

Timer - Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	13.8	42.8	15.2	18.3		56.5	10.0	23.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	13.9	26.1	13.5	18.5		44.5	6.5	25.5
Max Q Clear Time (g_c+I1), s	9.0	16.3	10.6	12.5		7.5	6.1	9.4
Green Ext Time (p_c), s	0.3	1.7	0.2	1.3		1.6	0.0	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	25.5
HCM 7th LOS	C

Notes

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

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	9	327	0	11	402
Future Vol, veh/h	0	9	327	0	11	402
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	25	87	87	93	93
Heavy Vehicles, %	2	2	3	2	2	3
Mvmt Flow	0	36	376	0	12	432

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	832	376	0	0	376	0
Stage 1	376	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	339	671	-	-	1183	-
Stage 1	694	-	-	-	-	-
Stage 2	638	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	335	671	-	-	1183	-
Mov Cap-2 Maneuver	335	-	-	-	-	-
Stage 1	694	-	-	-	-	-
Stage 2	630	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.67	0	0.22
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	671	48	-
HCM Lane V/C Ratio	-	-	0.054	0.01	-
HCM Control Delay (s/veh)	-	-	10.7	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	754	2	20	615	152	6	3	15	162	1	43
Future Volume (veh/h)	172	754	2	20	615	152	6	3	15	162	1	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	191	838	2	22	683	169	12	6	30	195	1	52
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.50	0.50	0.50	0.83	0.83	0.83
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	305	1131	3	199	831	374	144	89	305	556	3	813
Arrive On Green	0.13	0.42	0.42	0.05	0.47	0.47	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1781	3608	9	1781	3526	1585	183	174	595	929	5	1585
Grp Volume(v), veh/h	191	409	431	22	683	169	48	0	0	196	0	52
Grp Sat Flow(s),veh/h/ln	1781	1763	1854	1781	1763	1585	952	0	0	934	0	1585
Q Serve(g_s), s	6.9	17.6	17.6	0.8	15.0	6.4	0.6	0.0	0.0	0.0	0.0	1.5
Cycle Q Clear(g_c), s	6.9	17.6	17.6	0.8	15.0	6.4	24.9	0.0	0.0	24.5	0.0	1.5
Prop In Lane	1.00		0.00	1.00		1.00	0.25		0.62	0.99		1.00
Lane Grp Cap(c), veh/h	305	553	581	199	831	374	538	0	0	559	0	813
V/C Ratio(X)	0.63	0.74	0.74	0.11	0.82	0.45	0.09	0.00	0.00	0.35	0.00	0.06
Avail Cap(c_a), veh/h	431	793	834	286	1234	555	538	0	0	559	0	813
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	0.91	0.91	0.91	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.1	23.1	23.1	25.0	22.2	19.9	12.9	0.0	0.0	16.6	0.0	11.0
Incr Delay (d2), s/veh	1.7	1.8	1.7	0.2	2.6	0.8	0.3	0.0	0.0	1.7	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	2.7	6.2	6.5	0.3	4.5	2.0	0.5	0.0	0.0	3.2	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.8	25.0	24.9	25.3	24.8	20.7	13.2	0.0	0.0	18.4	0.0	11.2
LnGrp LOS	C	C	C	C	C	C	B			B		B
Approach Vol, veh/h		1031			874			48			248	
Approach Delay, s/veh		24.7			24.0			13.2			16.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		50.7	6.6	32.7		50.7	13.6	25.7
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		29.5	6.5	40.5		29.5	15.5	31.5
Max Q Clear Time (g_c+I1), s		26.9	2.8	19.6		26.5	8.9	17.0
Green Ext Time (p_c), s		0.0	0.0	4.8		0.4	0.3	4.2

Intersection Summary	
HCM 7th Control Delay, s/veh	23.3
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	39	24	108	23	4	14	52	30	1	64	13
Future Vol, veh/h	32	39	24	108	23	4	14	52	30	1	64	13
Peak Hour Factor	0.79	0.79	0.79	0.81	0.81	0.81	0.70	0.70	0.70	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	49	30	133	28	5	20	74	43	1	73	15
Number of Lanes	1	1	0	1	1	0	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	2
HCM Control Delay, s/veh	9	10	8.8	9.2
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	62%	0%	85%	0%	83%
Vol Right, %	0%	0%	100%	0%	38%	0%	15%	0%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	52	30	32	63	108	27	1	77
LT Vol	14	0	0	32	0	108	0	1	0
Through Vol	0	52	0	0	39	0	23	0	64
RT Vol	0	0	30	0	24	0	4	0	13
Lane Flow Rate	20	74	43	41	80	133	33	1	88
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.034	0.115	0.058	0.068	0.117	0.22	0.049	0.002	0.135
Departure Headway (Hd)	6.097	5.594	4.89	6.053	5.284	5.931	5.326	6.196	5.573
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	584	637	726	588	673	603	668	574	639
Service Time	3.867	3.364	2.659	3.826	3.056	3.697	3.091	3.973	3.349
HCM Lane V/C Ratio	0.034	0.116	0.059	0.07	0.119	0.221	0.049	0.002	0.138
HCM Control Delay, s/veh	9.1	9.1	8	9.3	8.8	10.4	8.4	9	9.2
HCM Lane LOS	A	A	A	A	A	B	A	A	A
HCM 95th-tile Q	0.1	0.4	0.2	0.2	0.4	0.8	0.2	0	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	821	11	74	672	64	45	10	67	142	16	45
Future Volume (veh/h)	22	821	11	74	672	64	45	10	67	142	16	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	855	11	76	686	0	47	10	0	199	0	0
Peak Hour Factor	0.96	0.96	0.96	0.98	0.98	0.98	0.96	0.96	0.96	0.77	0.77	0.77
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	43	1395	627	177	1628		377	80		713	0	
Arrive On Green	0.03	0.53	0.53	0.32	0.32	0.00	0.25	0.25	0.00	0.20	0.00	0.00
Sat Flow, veh/h	1781	3526	1585	639	5066	1585	1481	315	1585	3563	0	1585
Grp Volume(v), veh/h	23	855	11	76	686	0	57	0	0	199	0	0
Grp Sat Flow(s),veh/h/ln	1781	1763	1585	639	1689	1585	1796	0	1585	1781	0	1585
Q Serve(g_s), s	1.1	15.3	0.3	10.3	9.6	0.0	2.2	0.0	0.0	4.3	0.0	0.0
Cycle Q Clear(g_c), s	1.1	15.3	0.3	25.6	9.6	0.0	2.2	0.0	0.0	4.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.82		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	43	1395	627	177	1628		457	0		713	0	
V/C Ratio(X)	0.53	0.61	0.02	0.43	0.42		0.12	0.00		0.28	0.00	
Avail Cap(c_a), veh/h	99	1567	704	188	1717		457	0		713	0	
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.0	16.5	13.0	36.7	24.0	0.0	25.8	0.0	0.0	30.5	0.0	0.0
Incr Delay (d2), s/veh	7.7	0.5	0.0	1.6	0.2	0.0	0.6	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.9	0.1	1.6	3.6	0.0	1.0	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.7	17.0	13.0	38.4	24.1	0.0	26.4	0.0	0.0	31.5	0.0	0.0
LnGrp LOS	D	B	B	D	C		C			C		
Approach Vol, veh/h		889			762			57			199	
Approach Delay, s/veh		17.8			25.6			26.4			31.5	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	27.4	40.1	22.5	6.7	33.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	40.0	18.0	5.0	30.5
Max Q Clear Time (g_c+I1), s	4.2	17.3	6.3	3.1	27.6
Green Ext Time (p_c), s	0.2	5.7	0.5	0.0	1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	22.6
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	484	9	674	639	244	17	386	319	299	399	117
Future Volume (veh/h)	191	484	9	674	639	244	17	386	319	299	399	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	201	509	0	717	680	0	18	411	339	318	424	124
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	386	568		653	1308		248	427	361	290	730	619
Arrive On Green	0.11	0.16	0.00	0.11	0.12	0.00	0.23	0.23	0.23	0.12	0.39	0.39
Sat Flow, veh/h	1767	3526	1572	1767	3526	1572	852	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	201	509	0	717	680	0	18	411	339	318	424	124
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1767	1763	1572	852	1856	1572	1767	1856	1572
Q Serve(g_s), s	10.3	15.6	0.0	35.5	19.9	0.0	1.9	24.1	23.3	13.5	19.8	5.7
Cycle Q Clear(g_c), s	10.3	15.6	0.0	35.5	19.9	0.0	3.6	24.1	23.3	13.5	19.8	5.7
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	386	568		653	1308		248	427	361	290	730	619
V/C Ratio(X)	0.52	0.90		1.10	0.52		0.07	0.96	0.94	1.10	0.58	0.20
Avail Cap(c_a), veh/h	439	577		653	1308		248	427	361	290	730	619
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.47	0.47	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.7	45.2	0.0	39.9	39.1	0.0	34.7	41.9	41.6	29.5	26.2	22.0
Incr Delay (d2), s/veh	1.1	16.5	0.0	55.6	0.2	0.0	0.6	35.4	33.9	81.3	3.4	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	4.3	7.9	0.0	26.6	9.3	0.0	0.4	14.9	12.0	12.1	9.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.8	61.8	0.0	95.6	39.3	0.0	35.3	77.3	75.5	110.8	29.6	22.7
LnGrp LOS	C	E		F	D		D	E	E	F	C	C
Approach Vol, veh/h		710			1397			768			866	
Approach Delay, s/veh		53.9			68.1			75.5			58.4	
Approach LOS		D			E			E			E	

Timer - Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	18.0	29.8	40.0	22.2		47.8	16.9	45.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	13.5	25.0	35.5	18.0		43.0	15.7	37.8
Max Q Clear Time (g_c+I1), s	15.5	26.1	37.5	17.6		21.8	12.3	21.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1		2.8	0.2	3.8

Intersection Summary	
HCM 7th Control Delay, s/veh	64.7
HCM 7th LOS	E

Notes

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

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	12	755	4	28	732
Future Vol, veh/h	1	12	755	4	28	732
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	58	58	95	95	93	93
Heavy Vehicles, %	2	2	3	2	2	3
Mvmt Flow	2	21	795	4	30	787

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1644	797	0	0	799	0
Stage 1	797	-	-	-	-	-
Stage 2	847	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	110	387	-	-	824	-
Stage 1	444	-	-	-	-	-
Stage 2	420	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	102	387	-	-	824	-
Mov Cap-2 Maneuver	102	-	-	-	-	-
Stage 1	444	-	-	-	-	-
Stage 2	393	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	17.15	0	0.35
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	319	66	-
HCM Lane V/C Ratio	-	-	0.07	0.037	-
HCM Control Delay (s/veh)	-	-	17.2	9.5	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	313	841	15	51	1225	238	6	4	13	227	3	285
Future Volume (veh/h)	313	841	15	51	1225	238	6	4	13	227	3	285
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	333	895	16	56	1346	262	8	5	17	247	3	310
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.75	0.75	0.75	0.92	0.92	0.92
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	369	1843	33	311	1416	637	41	37	48	232	2	507
Arrive On Green	0.05	0.17	0.17	0.07	0.80	0.80	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1781	3544	63	1781	3526	1585	0	114	150	522	6	1585
Grp Volume(v), veh/h	333	445	466	56	1346	262	30	0	0	250	0	310
Grp Sat Flow(s),veh/h/ln	1781	1763	1844	1781	1763	1585	264	0	0	529	0	1585
Q Serve(g_s), s	14.7	25.1	25.1	2.0	34.9	5.3	0.0	0.0	0.0	0.0	0.0	18.2
Cycle Q Clear(g_c), s	14.7	25.1	25.1	2.0	34.9	5.3	35.2	0.0	0.0	35.2	0.0	18.2
Prop In Lane	1.00		0.03	1.00		1.00	0.27		0.57	0.99		1.00
Lane Grp Cap(c), veh/h	369	917	959	311	1416	637	126	0	0	234	0	507
V/C Ratio(X)	0.90	0.49	0.49	0.18	0.95	0.41	0.24	0.00	0.00	1.07	0.00	0.61
Avail Cap(c_a), veh/h	429	1029	1076	327	1554	699	126	0	0	234	0	507
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.40	0.40	0.40	0.57	0.57	0.57	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.8	32.3	32.3	17.9	9.9	7.0	29.9	0.0	0.0	42.3	0.0	31.6
Incr Delay (d2), s/veh	9.6	0.2	0.2	0.2	8.1	0.2	4.4	0.0	0.0	77.9	0.0	5.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	11.8	12.3	0.8	5.3	1.4	0.7	0.0	0.0	11.6	0.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.3	32.4	32.4	18.0	18.0	7.2	34.3	0.0	0.0	120.2	0.0	37.0
LnGrp LOS	D	C	C	B	B	A	C			F		D
Approach Vol, veh/h		1244			1664			30			560	
Approach Delay, s/veh		35.9			16.3			34.3			74.1	
Approach LOS		D			B			C			E	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		39.7	8.6	61.7		39.7	21.6	48.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		27.2	5.1	64.2		27.2	20.8	48.5				
Max Q Clear Time (g_c+I1), s		37.2	4.0	27.1		37.2	16.7	36.9				
Green Ext Time (p_c), s		0.0	0.0	6.0		0.0	0.4	7.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			32.7									
HCM 7th LOS			C									

Intersection	
Intersection Delay, s/veh	20.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	97	56	112	269	105	13	129	78	109	9	159	48
Future Vol, veh/h	97	56	112	269	105	13	129	78	109	9	159	48
Peak Hour Factor	0.95	0.95	0.95	0.88	0.88	0.88	0.92	0.92	0.92	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	102	59	118	306	119	15	140	85	118	12	204	62
Number of Lanes	1	1	0	1	1	0	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	2
HCM Control Delay, s/veh	15.9	26.4	14.8	24.1
HCM LOS	C	D	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	33%	0%	89%	0%	77%
Vol Right, %	0%	0%	100%	0%	67%	0%	11%	0%	23%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	129	78	109	97	168	269	118	9	207
LT Vol	129	0	0	97	0	269	0	9	0
Through Vol	0	78	0	0	56	0	105	0	159
RT Vol	0	0	109	0	112	0	13	0	48
Lane Flow Rate	140	85	118	102	177	306	134	12	265
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.354	0.202	0.258	0.26	0.402	0.733	0.3	0.029	0.627
Departure Headway (Hd)	9.086	8.57	7.847	9.179	8.185	8.632	8.041	9.192	8.506
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	397	419	457	391	440	419	447	390	425
Service Time	6.835	6.318	5.595	6.931	5.937	6.378	5.787	6.943	6.257
HCM Lane V/C Ratio	0.353	0.203	0.258	0.261	0.402	0.73	0.3	0.031	0.624
HCM Control Delay, s/veh	16.8	13.5	13.3	15.1	16.4	31.7	14.2	12.2	24.6
HCM Lane LOS	C	B	B	C	C	D	B	B	C
HCM 95th-tile Q	1.6	0.7	1	1	1.9	5.8	1.2	0.1	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	915	32	76	1305	212	70	13	64	463	18	102
Future Volume (veh/h)	104	915	32	76	1305	212	70	13	64	463	18	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	943	33	81	1388	0	79	15	0	501	0	0
Peak Hour Factor	0.97	0.97	0.97	0.94	0.94	0.94	0.89	0.89	0.89	0.95	0.95	0.95
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	131	1561	702	217	1662		361	68		696	0	
Arrive On Green	0.15	0.89	0.89	0.33	0.33	0.00	0.24	0.24	0.00	0.20	0.00	0.00
Sat Flow, veh/h	1781	3526	1585	576	5066	1585	1509	286	1585	3563	0	1585
Grp Volume(v), veh/h	107	943	33	81	1388	0	94	0	0	501	0	0
Grp Sat Flow(s),veh/h/ln	1781	1763	1585	576	1689	1585	1795	0	1585	1781	0	1585
Q Serve(g_s), s	6.4	7.2	0.3	13.3	27.9	0.0	4.6	0.0	0.0	14.5	0.0	0.0
Cycle Q Clear(g_c), s	6.4	7.2	0.3	20.5	27.9	0.0	4.6	0.0	0.0	14.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.84		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	131	1561	702	217	1662		429	0		696	0	
V/C Ratio(X)	0.81	0.60	0.05	0.37	0.83		0.22	0.00		0.72	0.00	
Avail Cap(c_a), veh/h	157	1721	774	234	1819		429	0		696	0	
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	46.2	3.9	3.5	34.8	34.2	0.0	33.6	0.0	0.0	41.4	0.0	0.0
Incr Delay (d2), s/veh	21.6	0.5	0.0	1.1	3.3	0.0	1.2	0.0	0.0	6.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	1.5	0.1	1.9	11.3	0.0	2.2	0.0	0.0	6.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.7	4.4	3.5	35.9	37.5	0.0	34.8	0.0	0.0	47.7	0.0	0.0
LnGrp LOS	E	A	A	D	D		C			D		
Approach Vol, veh/h		1083			1469			94			501	
Approach Delay, s/veh		10.6			37.4			34.8			47.7	
Approach LOS		B			D			C			D	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	30.8	53.2	26.0	12.6	40.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	21.3	53.7	21.5	9.7	39.5
Max Q Clear Time (g_c+I1), s	6.6	9.2	16.5	8.4	29.9
Green Ext Time (p_c), s	0.3	7.5	0.9	0.0	6.2

Intersection Summary	
HCM 7th Control Delay, s/veh	29.7
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	484	9	674	639	244	17	386	319	299	399	117
Future Volume (veh/h)	191	484	9	674	639	244	17	386	319	299	399	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	201	509	0	717	680	0	18	411	339	318	424	124
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	286	587		771	954		320	541	458	378	878	744
Arrive On Green	0.12	0.17	0.00	0.07	0.09	0.00	0.29	0.29	0.29	0.14	0.47	0.47
Sat Flow, veh/h	1767	3526	1572	3428	3526	1572	852	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	201	509	0	717	680	0	18	411	339	318	424	124
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1714	1763	1572	852	1856	1572	1767	1856	1572
Q Serve(g_s), s	11.0	14.1	0.0	20.8	18.8	0.0	1.5	20.2	10.8	12.1	15.6	4.5
Cycle Q Clear(g_c), s	11.0	14.1	0.0	20.8	18.8	0.0	1.5	20.2	10.8	12.1	15.6	4.5
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	286	587		771	954		320	541	458	378	878	744
V/C Ratio(X)	0.70	0.87		0.93	0.71		0.06	0.76	0.74	0.84	0.48	0.17
Avail Cap(c_a), veh/h	286	635		771	1001		320	541	458	378	878	744
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.44	0.44	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.6	40.6	0.0	45.5	41.8	0.0	25.6	32.3	9.9	22.5	18.0	15.1
Incr Delay (d2), s/veh	7.6	11.5	0.0	9.3	1.0	0.0	0.3	9.7	10.3	15.7	1.9	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	6.8	0.0	10.4	8.9	0.0	0.3	10.1	4.5	6.3	6.7	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.1	52.1	0.0	54.8	42.8	0.0	26.0	41.9	20.1	38.2	19.9	15.5
LnGrp LOS	D	D		D	D		C	D	C	D	B	B
Approach Vol, veh/h		710			1397			768			866	
Approach Delay, s/veh		51.3			48.9			31.9			26.0	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	18.2	33.6	27.0	21.2		51.8	16.6	31.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	13.7	27.8	22.5	18.0		46.0	12.1	28.4
Max Q Clear Time (g_c+I1), s	14.1	22.2	22.8	16.1		17.6	13.0	20.8
Green Ext Time (p_c), s	0.0	1.9	0.0	0.6		3.0	0.0	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	40.6
HCM 7th LOS	D

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	313	841	15	51	1225	238	6	4	13	227	3	285
Future Volume (veh/h)	313	841	15	51	1225	238	6	4	13	227	3	285
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	333	895	16	56	1346	262	8	5	17	247	3	310
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.75	0.75	0.75	0.92	0.92	0.92
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	368	1818	33	334	1408	633	46	40	52	238	2	495
Arrive On Green	0.10	0.34	0.34	0.08	0.80	0.80	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1781	3544	63	1781	3526	1585	0	128	168	533	6	1585
Grp Volume(v), veh/h	333	445	466	56	1346	262	30	0	0	250	0	310
Grp Sat Flow(s),veh/h/ln	1781	1763	1844	1781	1763	1585	296	0	0	540	0	1585
Q Serve(g_s), s	13.0	20.0	20.0	1.8	32.5	5.0	0.0	0.0	0.0	0.0	0.0	16.7
Cycle Q Clear(g_c), s	13.0	20.0	20.0	1.8	32.5	5.0	31.2	0.0	0.0	31.2	0.0	16.7
Prop In Lane	1.00		0.03	1.00		1.00	0.27		0.57	0.99		1.00
Lane Grp Cap(c), veh/h	368	904	946	334	1408	633	138	0	0	240	0	495
V/C Ratio(X)	0.90	0.49	0.49	0.17	0.96	0.41	0.22	0.00	0.00	1.04	0.00	0.63
Avail Cap(c_a), veh/h	407	968	1012	355	1498	674	138	0	0	240	0	495
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.57	0.56	0.56	0.56	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.5	22.5	22.5	16.0	9.3	6.5	27.4	0.0	0.0	39.0	0.0	29.4
Incr Delay (d2), s/veh	14.2	0.2	0.2	0.1	9.0	0.2	3.6	0.0	0.0	69.1	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	9.6	8.5	8.9	0.7	5.1	1.3	0.6	0.0	0.0	10.6	0.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.6	22.8	22.8	16.1	18.3	6.8	31.0	0.0	0.0	108.2	0.0	35.3
LnGrp LOS	D	C	C	B	B	A	C			F		D
Approach Vol, veh/h		1244			1664			30			560	
Approach Delay, s/veh		28.3			16.4			31.0			67.8	
Approach LOS		C			B			C			E	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		35.7	8.4	55.8		35.7	19.8	44.4
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		26.5	5.1	54.9		26.5	17.5	42.5
Max Q Clear Time (g_c+I1), s		33.2	3.8	22.0		33.2	15.0	34.5
Green Ext Time (p_c), s		0.0	0.0	5.9		0.0	0.3	5.5

Intersection Summary	
HCM 7th Control Delay, s/veh	29.0
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	915	32	76	1305	212	70	13	64	463	18	102
Future Volume (veh/h)	104	915	32	76	1305	212	70	13	64	463	18	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	943	33	81	1388	0	79	15	0	501	0	0
Peak Hour Factor	0.97	0.97	0.97	0.94	0.94	0.94	0.89	0.89	0.89	0.95	0.95	0.95
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	132	1574	708	225	1657		340	65		688	0	
Arrive On Green	0.15	0.89	0.89	0.33	0.33	0.00	0.23	0.23	0.00	0.19	0.00	0.00
Sat Flow, veh/h	1781	3526	1585	576	5066	1585	1509	286	1585	3563	0	1585
Grp Volume(v), veh/h	107	943	33	81	1388	0	94	0	0	501	0	0
Grp Sat Flow(s),veh/h/ln	1781	1763	1585	576	1689	1585	1795	0	1585	1781	0	1585
Q Serve(g_s), s	5.8	6.1	0.2	12.0	25.4	0.0	4.3	0.0	0.0	13.2	0.0	0.0
Cycle Q Clear(g_c), s	5.8	6.1	0.2	18.2	25.4	0.0	4.3	0.0	0.0	13.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.84		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	132	1574	708	225	1657		405	0		688	0	
V/C Ratio(X)	0.81	0.60	0.05	0.36	0.84		0.23	0.00		0.73	0.00	
Avail Cap(c_a), veh/h	160	1720	774	240	1788		405	0		688	0	
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.9	3.3	3.0	31.4	31.2	0.0	31.7	0.0	0.0	37.9	0.0	0.0
Incr Delay (d2), s/veh	19.6	0.4	0.0	1.0	3.5	0.0	1.3	0.0	0.0	6.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	1.2	0.1	1.6	10.2	0.0	2.0	0.0	0.0	6.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.5	3.7	3.0	32.3	34.6	0.0	33.0	0.0	0.0	44.6	0.0	0.0
LnGrp LOS	E	A	A	C	C		C			D		
Approach Vol, veh/h		1083			1469			94			501	
Approach Delay, s/veh		9.4			34.5			33.0			44.6	
Approach LOS		A			C			C			D	

Timer - Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		27.0		49.2		23.8	11.9	37.2
Change Period (Y+Rc), s		4.5		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		18.4		48.8		19.3	9.0	35.3
Max Q Clear Time (g_c+I1), s		6.3		8.1		15.2	7.8	27.4
Green Ext Time (p_c), s		0.3		7.4		0.8	0.0	5.3

Intersection Summary	
HCM 7th Control Delay, s/veh	27.4
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Henry County Water Authority
Engineering Division

June 21, 2024

Re: Water and Sewer Services - Availability

Proposed Development:	**Townhomes**
Property Information:	**Hudson Bridge Road (Parcel No. 032-01026000)**
	LL 21; District 6; 20.37+/- acres
Proposed Zoning:	**Multi-Family Residential**
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, an offsite sanitary sewer line extension is required at the developer's expense. The offsite sewer line extension may require acquisition of easements at the developer's expense.***

Additionally, the private system option will require easement acquisition, inspection indicating the system meets HCWA standards, and conveying the existing private extension to HCWA 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.

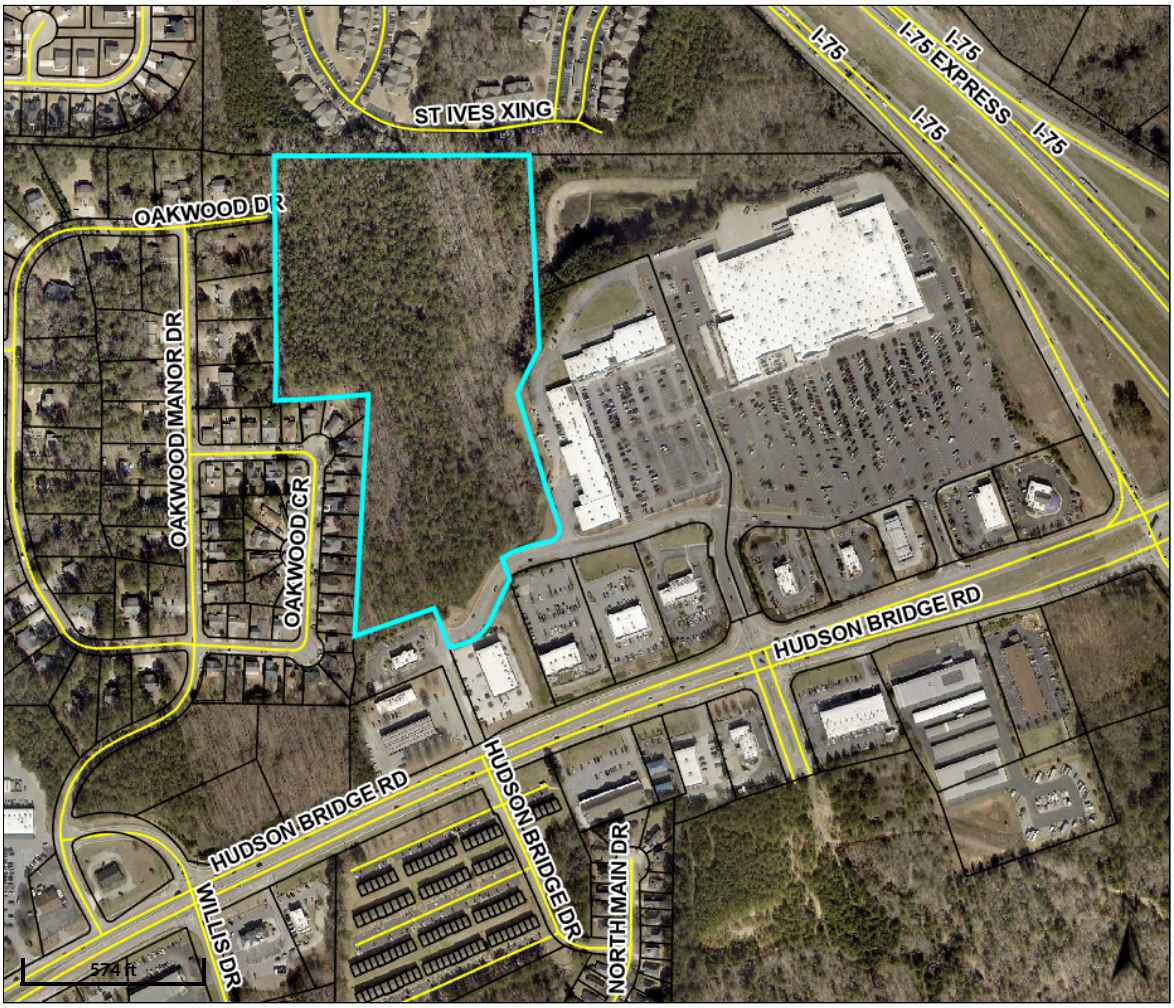
The Authority will reevaluate the availability of water and sewer services to the property at the time that the development plans are submitted. If there are any additional requirements, or if water or sewer capacity is not available, you will be notified in writing.

This letter was prepared with information submitted to HCWA on a Site Plan dated 06/11/2024 prepared by Moore Bass Consulting, Inc.

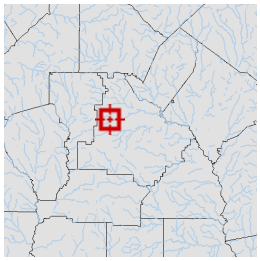
Digitally signed
by Scott Sage, P.E.
Date: 2024.06.21
09:12:38 -04'00'

Scott Sage, P. E.
Engineering Division Manager
Henry County Water Authority

Henry County, GA



Overview



Legend

- Parcels
- Roads

Parcel ID	032-01026000	**Class**	C	**Owner**	MOUNT ZION 48 LLC 1 WOODY TRAIL MABLETON GA 30126	**Land Value:**	$1.12019e+006
Property Address		**Acreage**	20.367	**Address**		**Building Value:**	$0
District	City/Stockbridge					**Misc Value:**	$0
						Total Value:	$1120185

Last 2 Sales

Date	Price	Reason	Qual
4/29/2022	$556,000	OTHER	U
11/1/2010	$0	CORPORATE	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: 4/23/2024
Last Data Uploaded: 4/22/2024 9:15:03 PM

Developed by Schneider GEOSPATIAL

Lennar Homes Hudson Bridge Project Renderings

City of Stockbridge Planning and Zoning Division
Rezoning Application

Name of Applicant: Lennar Georgia LLC Phone: (770) 670-2757 Date: 4/1/2024

Address Applicant: 11560 Great Oaks Way, Suite 100 Fax _____ Cell # _____

City: Alpharetta State: GA Zip: 30022 E-mail: frank.potts@lennar.com

Name of Agent: Battle Law PC Phone: (404) 745-0045 Date: _____

Address Agent: 3562 Habersham at Northlake Rd Fax _____ Cell # _____

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: _____

Nearest intersection to the property: Hudson Bridge Road and Hudson Bridge Drive
(Street Address)

Size of Tract: 20.367 acre(s), Land Lot Number(s): _____, District(s): _____

Property Tax Parcel Number(s): 032-01026000 **(Required)**

Witness' Signature

Signature of Applicant

Lee Estocks
Printed Name of Witness

Tom Bowers
Printed Name of Applicant

Notary

Signature of Agent

NOTARY STAMP

SANDY M KIDD
COBB County
Notary Public
Expires 07-30-2021
STATE OF GEORGIA

(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: _____

NOTE: If the proposed development site would contain more than one property, and/or more than one property owner, please first type a list on a separate sheet of paper which identifies each property (address and/or parcel number) and its corresponding property owner(s). Then fill out a separate Property Owner's Authorization Form (provided below) for each property and each property owner.

PROPERTY OWNER'S AUTHORIZATION FORM (See NOTE above.)

The undersigned below is the PROPERTY OWNER, or one of the property owners, of the property at Hudson Bridge Road and Hudson Bridge Dri [address], with Parcel Number 032-01026000, which is the subject of this application.

Name of Property Owner: MOUNT ZION 48 LLC

Property Owner's Address: 1 WOODY TRAIL MABLETON, GA 30126

Telephone: 770-265-6934 E-mail: SVKUMAR99@hotmail.com

I swear that I am the Property Owner, or one of the Property Owners, of the property that is the subject matter of the attached application, as is shown in the tax assessors' records of Henry [County], Georgia [State].

Signature: Surender V Kumar Date: 3-22-24

The undersigned does duly authorize the person(s) and/or company who is named below to act as APPLICANT(S) in the pursuit of this application for the subject property.

Name(s) of Applicant(s): Lennar Georgia, LLC

Company/law firm (if applicable): Battle Law PC

Telephone, E-Mail, & Address: (404) 745-0045, mlb@battlelawpc.com

3562 Habersham at Northlake Rd Tucker, GA 30084

I authorize the Applicant or Applicants who are named above to act on my behalf for this application.

Surender V Kumar
Manager, SURENDER V. KUMAR
Signature of Property Owner, who swears that the information which is contained in this Property Owner's Authorization is true and correct to the best of his or her knowledge and belief.

3-22-24
Date

Levi Reece
Signature of Notary Public

Levi Reece
Printed Name of Notary Public

3/22/24
Date

Notary Public's Seal or Stamp:

LEVI REECE
My Commission Expires
NOTARY PUBLIC
06-30-2026
COBB COUNTY, GEORGIA

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 20th day of March, 2024

Tom Bowers
Applicant's Name - Printed

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 20th day of March, 2024

Sandy M Kidd
Notary Public

SANDY M KIDD
COBB County
Notary Public
Expires 07-30-2027
STATE OF GEORGIA

* 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

SURENDER V Kumar

Applicant's Attorney, if applicable - Printed

Signature of Applicant's Attorney, if applicable

Sworn to and subscribed before me this 22nd day of March 2024

Notary Public

LEVI REECE
My Commission Expires
NOTARY PUBLIC
06-30-2026
COBB COUNTY, GEORGIA

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

Proof of Pre-Application Meeting

Re: Hudson Bridge Road Chat Files Details Scheduling Assistant Recap **Attendance** Meeting Whiteboard Breakout rooms Q&A

Join Close

Wednesday, January 24, 2024 9:57 AM - 10:52 AM

Download

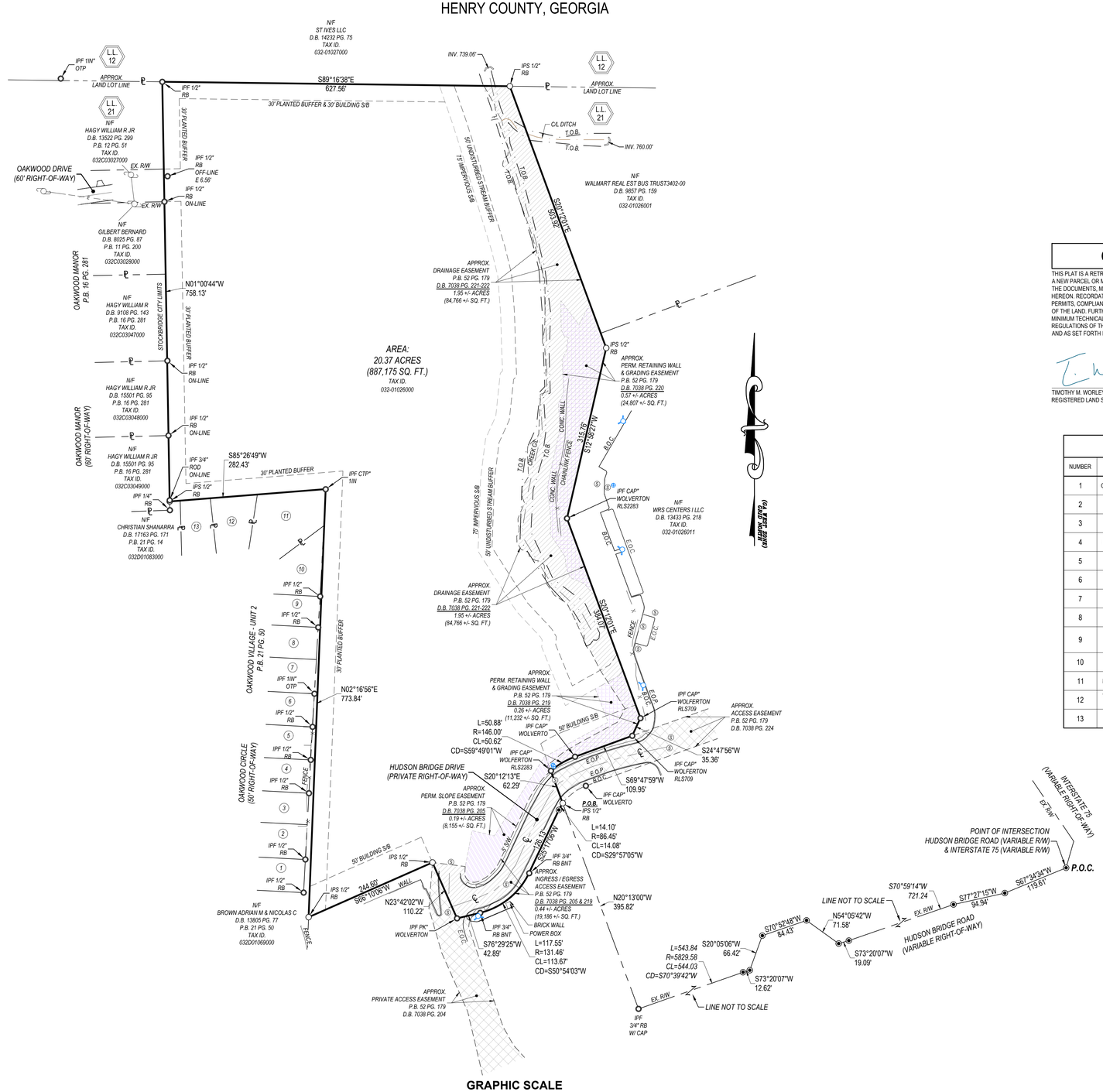
7	9:57 AM - 10:52 AM	54m 13s	49m 4s
Attended	Start and end time	Meeting duration	Average attendance time

Participants

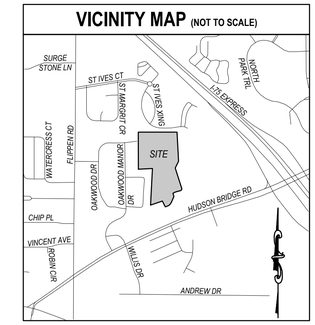
Name	First join	Last leave	In-meeting duration	Role
Michele Battle mlb@battlelawpc.com	10:01 AM	10:52 AM	50m 21s	Organizer
SM Steve Moore smoore@moorebass.com	10:00 AM	10:52 AM	51m 40s	Presenter
RE Raven Eatmon reatmon@stockbridgega.org	10:02 AM	10:52 AM	50m 1s	Presenter
FP Frank Potts frank.potts@lennar.com	10:02 AM	10:52 AM	50m 3s	Presenter
RA Ryan Anderson randerson@stockbridgega.org	10:02 AM	10:52 AM	49m 47s	Presenter
EA Elton Alexander (Guest)	10:06 AM	10:52 AM	45m 51s	Presenter
RR Rosalynd Rawls rrawls@stockbridgega.org	10:06 AM	10:52 AM	45m 48s	Presenter

THIS BOX IS RESERVED FOR THE CLERK OF SUPERIOR COURT RECORDING INFORMATION.

BOUNDARY SURVEY FOR:
MT. ZION 48, LLC
LAND LOT 21 ~ 6TH DISTRICT
HENRY COUNTY, GEORGIA



VICINITY MAP (NOT TO SCALE)



REFERENCES

1. FINAL SUBDIVISION PLAT EASEMENTS RECORDED IN PLAT BOOK 52, PAGE 176-179 PER HENRY COUNTY RECORDS.
2. LIMITED WARRANTY DEED RECORDED IN DEED BOOK 11917, PAGE 266-269 PER HENRY COUNTY RECORDS.
3. PERMANENT RETAINING WALL & GRADING EASEMENT RECORDED IN DEED BOOK 7038, PAGE 219 PER HENRY COUNTY RECORDS.
4. DRAINAGE EASEMENT RECORDED IN DEED BOOK 7038, PAGE 221-222 PER HENRY COUNTY RECORDS.
5. ACCESS EASEMENT RECORDED IN DEED BOOK 7038, PAGE 224 PER HENRY COUNTY RECORDS.
6. PERMANENT RETAINING WALL AND GRADING EASEMENT RECORDED IN DEED BOOK 7038, PAGE 220 PER HENRY COUNTY RECORDS.
7. INGRESS / EGRESS ACCESS EASEMENT EASEMENT RECORDED IN DEED BOOK 7038, PAGE 205 & 219 PER HENRY COUNTY RECORDS.
8. PERMANENT SLOPE EASEMENT RECORDED IN DEED BOOK 7038, PAGE 205 PER HENRY COUNTY RECORDS.
9. ACCESS EASEMENT RECORDED IN DEED BOOK 7038, PAGE 204 PER HENRY COUNTY RECORDS.

FLOOD NOTE

AS SHOWN ON FLOOD INSURANCE RATE MAPS OF HENRY COUNTY, GEORGIA COMMUNITY PANEL NUMBER: 13151C0088D EFFECTIVE DATE OCTOBER 6TH, 2016, THIS PROPERTY IS NOT LOCATED IN A FEMA FLOOD HAZARD ZONE.

SURVEY NOTES

NO N.G.S. MONUMENT FOUND WITHIN 500 FEET OF ANY POINT ON THE SUBJECT PROPERTY.

ALL PROPERTY CORNERS REFERENCED AS I.P.S. INDICATES A ½" REBAR PLACED W/CAP LSF 001179 UNLESS OTHERWISE NOTED.

MOORE BASS CONSULTING AND/OR TIMOTHY M. WORLEY DO NOT GUARANTEE THAT ALL EASEMENTS AND SUB-SURFACE CONDITIONS WHICH MAY AFFECT THIS PROPERTY ARE SHOWN.

THIS DRAWING HAS BEEN GENERATED ELECTRONICALLY. THIS MEDIA SHOULD NOT CONSIDERED A CERTIFIED VALID DOCUMENT UNLESS IT HAS BEEN PROPERLY SEALED, SIGNED, AND DATED BY TIMOTHY M. WORLEY IN CONTRASTING COLOR OF INK PER O.C.G.A. 43-15-22.

THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT WHICH COULD REVEAL ENCUMBRANCES NOT SHOWN. ALL MATTERS TO TITLE ARE EXCEPTED.

THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PARTY OR ENTITY NAMED HEREON AND THE CERTIFICATION DOES NOT EXTEND TO ANY OTHERS.

THIS PLAT MAY NOT CONFORM TO THE BEARINGS AND DISTANCES RECORDED ON THE DEED AND/OR PLAT OF RECORD DUE TO SEVERAL FACTORS INCLUDING, BUT NOT LIMITED TO, THE NATURE OF THE ADVANCES IN SURVEYING TECHNOLOGY SUCH AS ELECTRONIC DISTANCE MEASURING DEVICES AND THE ADVENT OF SURVEY GRADE G.P.S. MEASUREMENT EQUIPMENT.

THIS SURVEY IS REFERENCED TO THE NORTH AMERICAN DATUM (N.A.D.) OF 1983(1994 ADJUSTMENT) FOR HORIZONTAL DATUM AND THE NORTH AMERICAN VERTICAL DATUM (N.A.V.D.) 1988 FOR THE VERTICAL DATUM. THE USE OF G.P.S. SURVEY MEASURING TECHNIQUES WERE USED FOR THESE DATUMS AND BASED ON THE POSITIONAL VALUES FOR THE VIRTUAL REFERENCE STATION NETWORK DEVELOPED BY EGPS SOLUTIONS. THE ORTHIMETRIC HEIGHTS WERE DERIVED USING THE GEOID A12.

ALL DISTANCES SHOWN HEREON ARE HORIZONTAL GROUND DISTANCES UNLESS OTHERWISE NOTED.

UTILITIES SHOWN ARE BASED ON ABOVE GROUND EVIDENCE. ADDITIONAL UTILITIES MAY EXIST ABOVE OR BELOW GROUND. NO CERTIFICATION OR GUARANTEE IS MADE AS TO THE ACCURACY OR THOROUGHNESS OF THE UTILITIES OR STRUCTURES SHOWN HEREON. PER GEORGIA LAW THE UNDERGROUND UTILITIES PROTECTION SERVICE MUST BE CALLED PRIOR TO THE COMMENCEMENT OF ANY AND ALL EARTH DISTURBING ACTIVITIES.

THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 49,634 FEET, AND AN ANGULAR ERROR OF 01" PER ANGLE. IT WAS A CLOSED LOOP TRAVERSE AND WAS ADJUSTED USING THE LEAST SQUARES METHOD.

THE CLOSURE PRECISION OF THE DATA SHOWN ON THE MAP OR PLAT. "THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 1,240,152 FEET" THE CLOSURE PRECISION PLACED ON THE SURVEY SHALL BE BASED ON AN ACTUAL MAP CLOSURE THAT HAS BEEN INDEPENDENTLY CALCULATED BY THE SURVEYOR BY USING THE BEARINGS AND DISTANCES FROM THE FACE OF THE PLAT, AND SHALL NOT BE A GENERALIZATION.

ALL LOTS OR PARCELS SHOWN ON LINEAR AND ANGULAR MEASUREMENTS WERE OBTAINED USING A TRIMBLE S6 ROBOTIC TOTAL STATION & CHAMPION TKO ROVER GPS UNIT. THE FIELDWORK WAS COMPLETED MARCH 21ST, 2022 ON THIS PROJECT.

LEGEND

D.B.	DEED BOOK	E.O.P.	EDGE OF PAVEMENT
P.B.	PLAT BOOK	FH	FIRE HYDRANT
PG.	PAGE	L	LINE LABEL
LL	LAND LOT	N/F	NOW OR FORMERLY
OTP	OPEN TOP PIPE	PKS	PK NAIL SET
RB	REBAR	S.S.E.	SANITARY SEWER EASEMENT
IPF	IRON PIN FOUND	U.E.	UTILITY EASEMENT
IPS	1/2" REBAR W/C LSF 001179	REF.	REFERENCE
CTP	CRIMP TOP PIPE	C/O	SEWER CLEAN OUT
C&G	CURB & GUTTER	SQ. FT.	SQUARE FOOT
R/W	RIGHT OF WAY	FT.	FEET
N/F	NOW OR FORMERLY		IRON PIN FOUND
-E-	OVERHEAD POWER LINE		IRON PIN SET
CMP	CORRUGATED METAL PIPE		CALCULATED POINT
SWMF	STORMWATER MANAGEMENT FACILITY		POWER POLE (PP)
TBM	TEMPORARY BENCHMARK		FIRE HYDRANT (FH)
P.O.B.	POINT OF BEGINNING		WATER VALVE (WV)
P.O.C.	POINT OF COMMENCEMENT		WATER METER (WM)
RCP	REINFORCED CONCRETE PIPE		JUNCTION BOX (JB)
DIP	DUCTILE IRON PIPE		SANITARY SEWER MANHOLE (SSMH)
PVC	POLYVINYL CHLORIDE PIPE		DROP INLET (DI)
HDPE	HIGH DENSITY POLYETHYLENE PIPE		CONCRETE R/W MONUMENT FOUND (CMF)
℄	PROPERTY LINE		SINGLE WING CATCH BASIN (SWCB)
℄	CENTERLINE		DOUBLE WING CATCH BASIN (DWCB)
ID	IDENTIFICATION		CURB INLET (CI)
B.S.L.	BUILDING SETBACK LINE		HEADWALL (HW)
B.O.C.	BACK OF CURB		FLARED END SECTION
C	CURVE LABEL		LIGHT POST (LP)
CI	CURB INLET		YARD INLET (YI)
D.E.	DRAINAGE EASEMENT		SEWER CLEAN OUT (CO)
			AREA INLET (AI)
			LINE NOT TO SCALE

GEORGIA SURVEY CERTIFICATE

THIS PLAT IS A RETRACEMENT OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT SUBDIVIDE OR CREATE A NEW PARCEL OR MAKE ANY CHANGES TO ANY REAL PROPERTY BOUNDARIES. THE RECORDING INFORMATION OF THE DOCUMENTS, MAPS, PLATS, OR OTHER INSTRUMENTS WHICH CREATED THE PARCEL OR PARCELS ARE STATED HEREON. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEY'S IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.

TIMOTHY M. WORLEY
REGISTERED LAND SURVEYOR #3360 (tworley@moorebass.com)

DATE: 3/31/22

ADJOINERS CHART

NUMBER	OWNER	D.B. & PG.	P.B. & PG.	TAX ID.
1	CALLAHAN TIMOTHY J & TONDA L	15369-196	21-50	032D01070000
2	LEVY MILLICENT	14038-104	21-50	032D01071000
3	WHISNANT DANNY R	13821-321	21-50	032D01072000
4	BAXTER GALEN C & COLLEEN N	14104-293	21-14	032D01073000
5	EASLEY SHARON P & ROBIN L	8215-268	21-50	032D01074000
6	TURNER VIRGINIA N	7838-292	21-14	032D01075000
7	AUGUSTINE MARIE E	12287-255	21-50	032D01076000
8	BERNUY FRANCISCO	60160-96	21-50	032D01077000
9	THE IRA CLUB FBO CHRISTOPHER ALLEN & KIMBERLY	15610-300	21-14	032D01078000
10	CENTRIC LLC	13289-206	21-50	032D01079000
11	MOTON MELBA & NATHANIEL JR	17525-293	21-14	032D01080000
12	TRICON SFR 2020-2 BORROWER LLC	17632-95	21-14	032D01081000
13	TAH 2017-1 BORROWER LLC	15420-17	21-14	032D01082000

Moore Bass Consulting, Inc.
• Civil Engineering
• Land Surveying
• Development Consulting
• Landscape Architecture
• Environmental Permitting
www.moorebass.com
TALLAHASSEE • ATLANTA
1350 Keys Ferry Court
McDonough, GA 30253
770.914.9394

PROJECT NAME: HUDSON BRIDGE HENRY COUNTY, GEORGIA

CLIENT NAME: MT. ZION 48, LLC 1720 PEACHTREE STREET, SUITE 150, ATLANTA, GEORGIA 30309

REVISIONS

A3846.0001_BND

DATE	3-31-2022
CONTRACT #	A3846.0001
DRAWN BY	TMW, DC

The Drawings, Specifications and other documents prepared by Moore Bass Consulting, Inc. (MB) for this project are instruments of service in respect to the 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 copyright.

1350 KEYS FERRY COURT
McDONOUGH, GA 30253
LSF #1179

SEAL

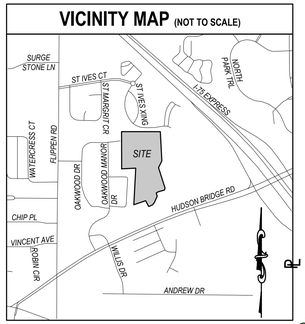
GEORGIA REGISTERED No. 3360 LAND SURVEYOR TIMOTHY M. WORLEY 3-31-22

SHEET TITLE: BOUNDARY SURVEY

SHEET 1 OF 1

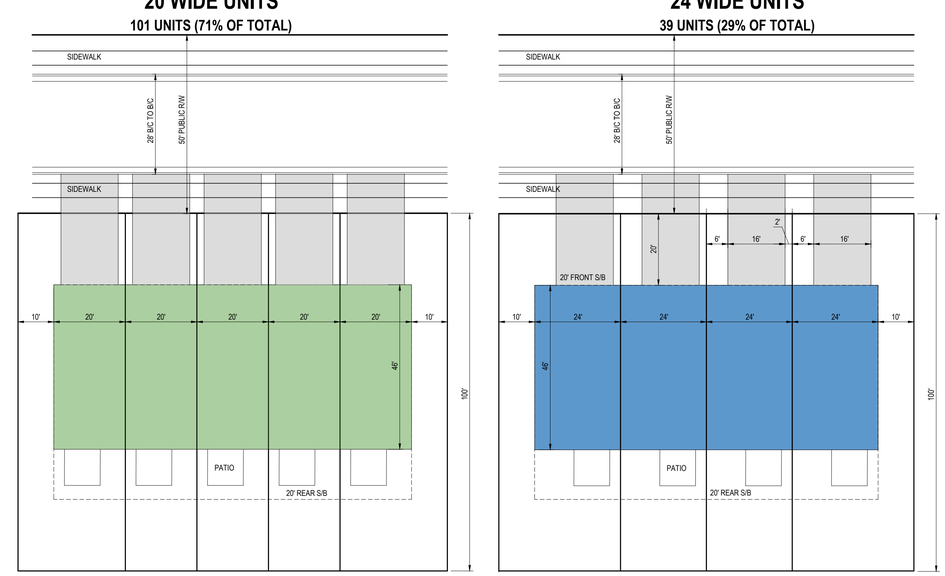
©Moore Bass Consulting

O:\A3846.0001\Survey\Boundary\A3846.0001_BND.dwg, 1CF1, dcospock, Mar 31, 2022 - 1:46:12pm



TOWNHOUSE UNIT DETAIL

SCALE: 1"=20'



SITE DATA			
PROJECT NAME	HUDSON BRIDGE TOWNHOMES		
SITE AREA	20.37 AC.		
TAX ID	032-01026000		
CURRENT ZONING	C-2		
PROPOSED ZONING	MFR		
PROPOSED USE	UNIT SIZE	SETBACKS	QUANTITY
FEE SIMPLE TOWNHOMES	20' WIDE	FRONT: 20', SIDE: 10', REAR: 20'	101 UNITS
FEE SIMPLE TOWNHOMES	24' WIDE	FRONT: 20', SIDE: 10', REAR: 20'	39 UNITS
		TOTAL	140 UNITS
PROPOSED DENSITY	140 UNITS / 20.37 AC.	6.87 UNITS PER ACRE	
OPEN SPACE PROVIDED	PROPOSED OVERALL OPEN SPACE		8.37 AC.
	PROPOSED OVERALL OPEN SPACE AREA AS A % OF SITE		41.1%
IMPERVIOUS AREA	10.0 AC. (49 % OF TOTAL SITE AREA)		
OFF-STREET PARKING PROVIDED:	41 SPACES		

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

©Moore Bass Consulting

Q:\A3551.0010 - Hudson Bridge\Engineering\Planning\A3551.0010-SP1.dwg, 22 & 24 UNITS, blaytor, Feb 29, 2024 - 9:10:29am

Moore Bass Consulting, Inc.
• Civil Engineering
• Land Surveying
• Development Consulting
• Landscape Architecture
• Environmental Permitting
www.moorebass.com
TALLAHASSEE • ATLANTA
1350 Keys Ferry Court
McDonough, GA 30253
770.914.9394

PROJECT NAME
HUDSON BRIDGE TOWNHOMES
STOCKBRIDGE, GA

CLIENT NAME
LENNAR GEORGIA, LLC

REVISIONS

A3551.0010-SP1

DATE 02/29/2024

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 copyright.

1350 KEYS FERRY COURT
McDONOUGH, GA 30253
LSF #1170

SEAL

SHEET TITLE
SITE PLAN

SHEET
1.0

Lennar Homes Hudson Bridge Project Renderings

Battle Law

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 Medium Density Residential

of

LENNAR GEORGIA, 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

Lennar Georgia, 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 one hundred forty (140) townhome 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 Mixed Use. The Applicant is seeking to rezone the Subject Property to MFR, while simultaneously seeking a land use amendment to Medium Density Residential.

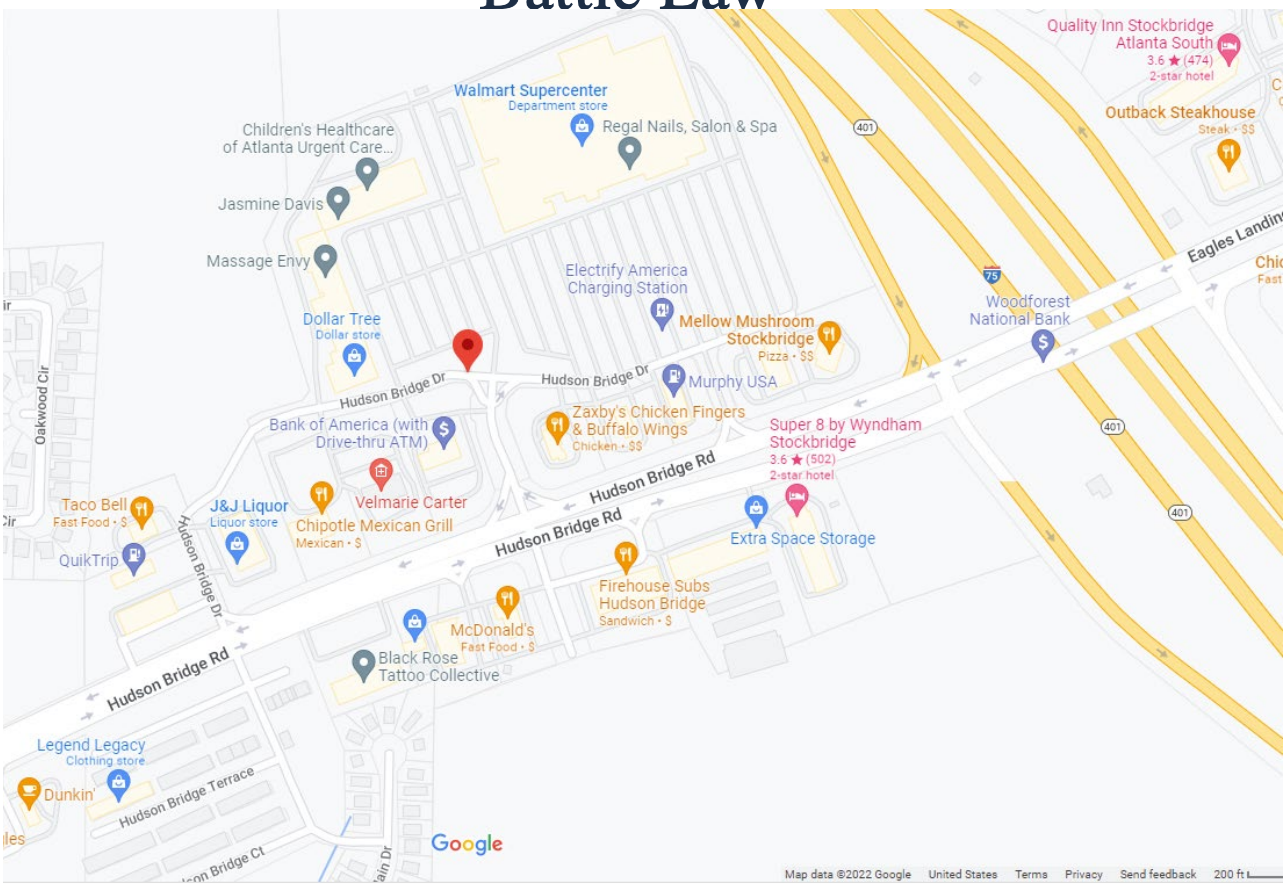
This document serves as a statement of intent, analysis of the criteria under the City of Stockbridge Unified Development Code and contains notice of constitutional allegations as a reservation of the Applicant's rights.

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;*

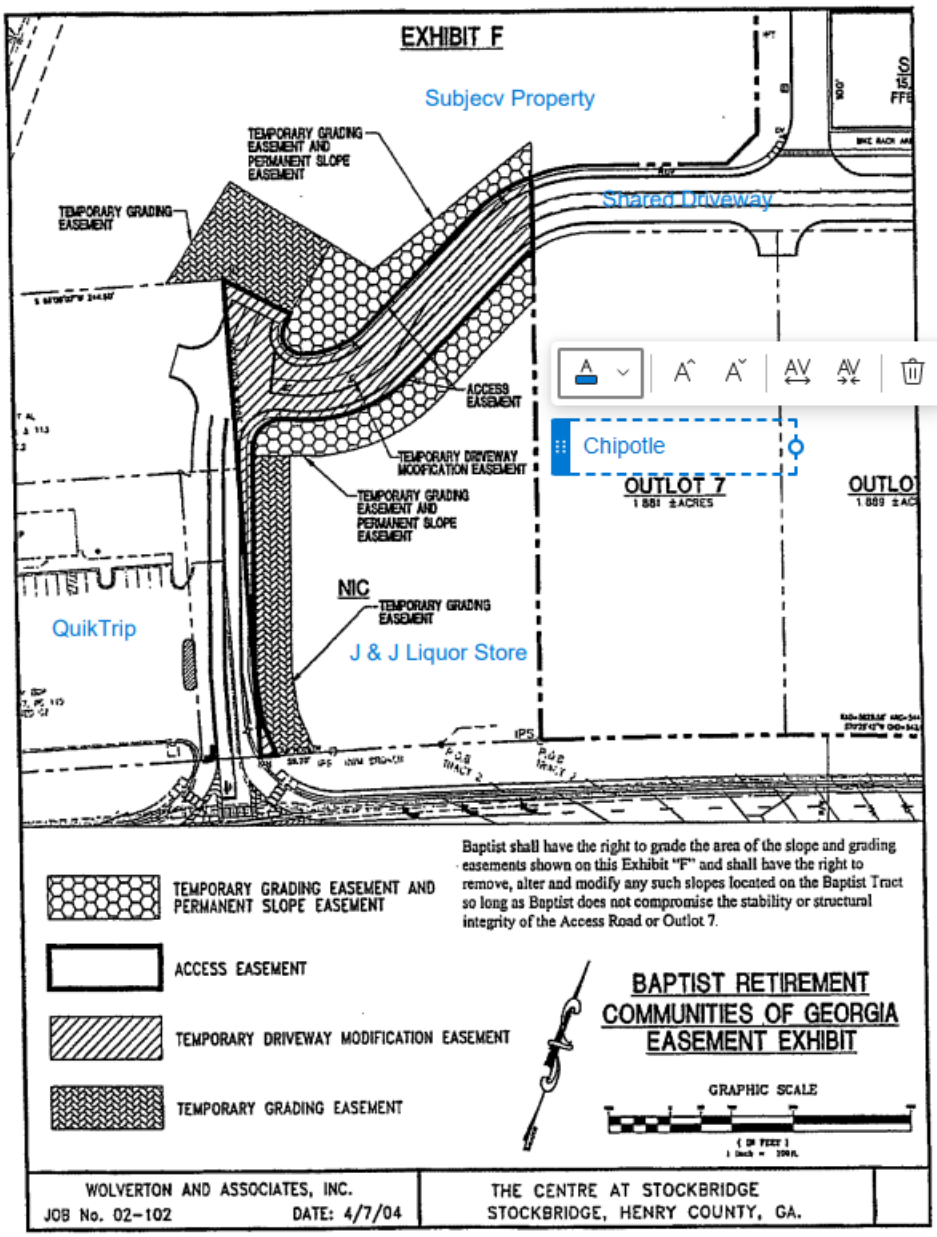
The zoning proposal will permit a use that is suitable in view of the current density and uses allowed under the Parkway Overlay District, in addition to existing uses on the adjacent and nearby property. Amongst other things, the purpose and intent of the Parkway Overlay District is "to encourage a 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.



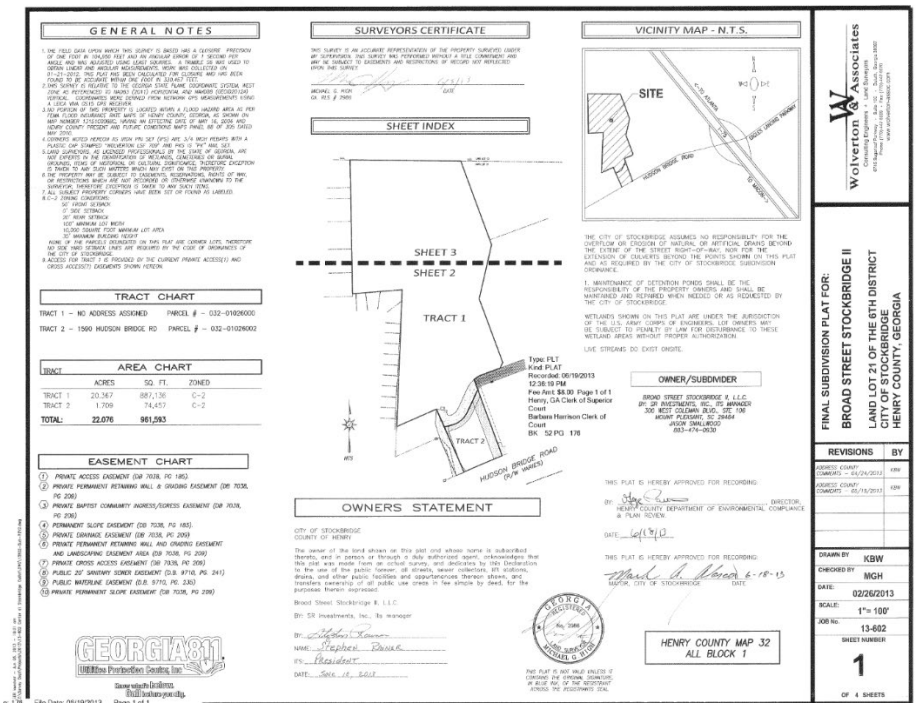
The Subject Property is part of a 72.69 acre planned commercial/retail/residential project which was been developed by multiple owners. Hudson Bridge Drive is a private street which provides shared access to excess of 20 stores, including the following businesses:

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.

BOOK 7038 PAGE 205



The Subject Property was originally a 22.076 acre tract of land that was subdivided in 2013 into two tracts with the intervening shared driveway for the development of a commercial outparcel.



In 2004 the 22.076 acres was owned by Baptist Retirement Communities of Georgia, Inc. ("Baptist RCG"), along with the adjacent 9.67 acres of land that has been developed as a commercial retail plaza. As part of the development of the commercial plaza Baptist RCG agreed to place a restrict covenant on the Subject Property which prohibited it from being developed for any retail purposes but allowed it to be developed for residential apartments.

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

BOOK 7038 PAGE 237

After recording return to:
Calloway Title & Escrow, LLC
Attn: David Dudley 2-1333
4800 Ashford Dunwoody Rd. Ste. 240
Atlanta, Georgia 30338

STATE OF GEORGIA)
) RESTRICTIVE COVENANT
COUNTY OF HENRY)

This Restrictive Covenant ("Covenant") is made this 28th 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:

1. 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,

https://search.gaccca.org/Imaging/HTML5Viewer.aspx?id=21021595&key1=7038&key2=237&county=75&countyname=HENRY&userid=251358&appi... 1/8

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

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 economically unfeasible.

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.

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 as the majority of the units as the anticipated market for the proposed units are young professionals, and single individuals looking for a low maintenance homeownership option.

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 Medium 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 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 CONTITUTIONAL 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.

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.

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 Henry 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.

Michele L. Battle, Esq.
Attorney for the Applicant

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

TO: City of Stockbridge Mayor and City Council
City of Stockbridge Planning Commission

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

CC: Ryan Anderson, Community Development Director
Keedra Jackson, Chief Planner

DATE: August 15, 2024

SUBJECT: Staff Report for Rezoning Case #RZ-2024-01--Parcel #032-01026000 on Hudson Bridge Drive, in Council District 5

I. PURPOSE

To consider a rezoning application (Rezoning Case #RZ-2024-01) by Lennar Georgia, 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 townhome community with 140 units. Mount Zion 48, LLC is the current owner of the property, and it contains approximately 20.367 acres.

The applicant has also submitted two other applications for the subject property. For Comprehensive Plan Amendment Case #CP-2024-01, the applicant requests that the property's future land use designation be changed from Medium-Density Mixed-Use to Medium-Density Residential. For Variance Case #VR-2024-03, the applicant requests the granting of two variances. In Variance Request #1, the applicant requests that the front yard setbacks of the townhome lots be reduced from the required 50 feet in the MFR district to 20 feet. In Variance Request #2, the applicant requests that the rear yard setbacks of the townhome lots be reduced from the required 20 feet to 10 feet.

An aerial photo of the subject property is shown after the Case Facts (Table 1) below.

II. CASE FACTS (Table 1)

DESCRIPTIVE FACTOR	FINDINGS
Proposed Development:	Townhome community with 140 fee simple units.
Parcel Identification:	032-01026000 (no address).
Parcel Acreage:	+/- 20.367 acres.
Land District and Land Lot:	District 6, Land Lot 21.
Applicant:	Lennar Georgia, c/o Battle Law, P.C.

Owner:	Mount Zion 48, LLC.
Current City Zoning:	C-2 and Parkway Mixed-Use Overlay District.
Surrounding Zoning:	• North—MFR (Multiple Family Residential). • Northwest—SR (Suburban Residential). • East—C-2 & C-3 (General Commercial & Heavy Commercial). • South—C-2 (General Commercial). • Southeast—C-2 & C-3 (General Commercial & Heavy Commercial). • West—Outside of the City. Zoned 'RD' & 'RM' (Residential-Duplex & Residential-Multifamily) by Henry County. • Southwest—Outside of the City. Zoned 'C-2' (General Commercial) by Henry County.
City Land Use Designation:	Medium-Density Mixed-Use.
Current Use:	Vacant.
Surrounding Land Uses:	• North—St. Ives Apartments. • Northwest—St. Margrit Subdivision. • East—Walmart and adjacent Centre @ Stockbridge Shopping Center. • South—Commercial uses fronting onto Hudson Bridge Road, including J & J Liquor and Western Union. • Southeast—Retail uses (Taco Bell and QuikTrip) outside the City, with access from Hudson Bridge Dr. • West—Oakwood Village Subdivision, outside 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. The 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. Site includes a portion of Hudson Bridge Drive, which was granted an easement.

AERIAL PHOTO OF SUBJECT PROPERTY

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. Previous Parcel Split and Easement Creation. 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. It showed that the subject property was split into two Tracts, with Tract 1 representing the current boundaries of the site and Tract 2 being cut off from the site. This resulted the Tract 1 (the current site) losing its access from Hudson Bridge Drive. However, ten easements were created along and adjacent to

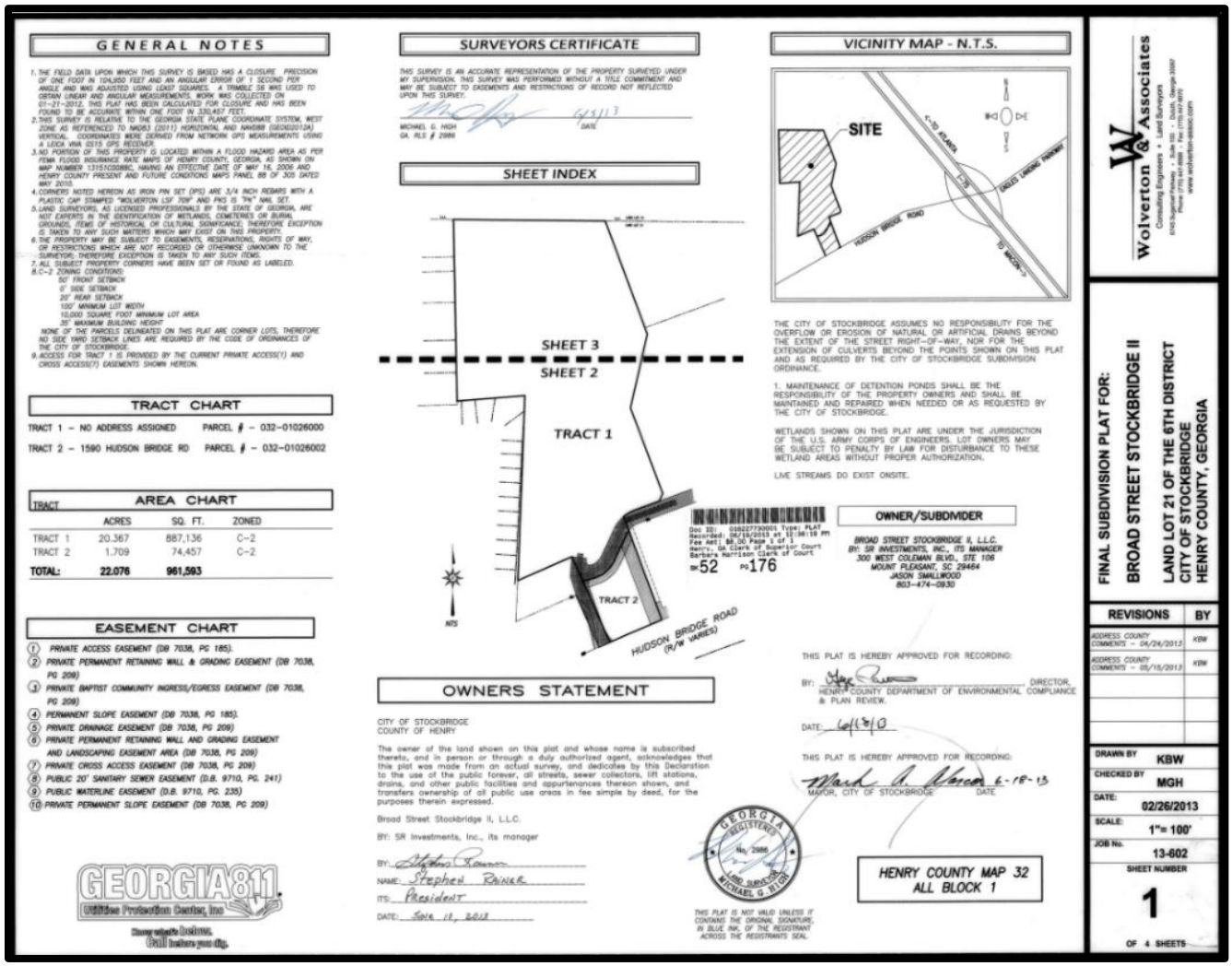
WALMART MASTER DEVELOPMENT PLAN AREA

Hudson Bridge Drive, including an easement to allow a portion of Hudson Bridge Drive, which is a private street, and which is actually contained within the boundaries of the subject site, to be used by the public for access to the surrounding commercial properties. The fact that this portion of Hudson Bridge Drive is located within the site boundaries is confirmed today by the aerial photo of the site from the Henry County Tax Assessors' records.

D. Recent Zoning Activity: RZ-2019-04 and RZ-2020-01 by TPA Residential. A rezoning of the subject property from C-2 (General Commercial) to MUND (Mixed-Use

Neighborhood Development) was sought by TPA Residential (c/o Falcon Design Consultants, LLC) in 2019 via RZ-2019-04 to allow for a mixed-use development to contain 118 townhomes plus small commercial uses. 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. TPA Residential returned to the City with a revised rezoning application via RZ-2020-01. This time, the applicant wanted to build a purely residential development, containing 147 townhomes only. GRTA determined that an updated DRI review was not required since the proposed density would be less than what the Walmart Master Development Plan called for. The Staff recommended approval with conditions, as did the Planning Commission at its June 25, 2020 meeting; but the City Council denied the case at its meeting on July 13, 2020.

PREVIOUS PARCEL SPLIT AND EASEMENT CREATION



E. Recent Zoning Activity: RZ-2022-08 by Carter Acquisitions. In 2022, a new developer, Carter Acquisitions, LLC, c/o Battle Law, PC, sought to rezone the subject

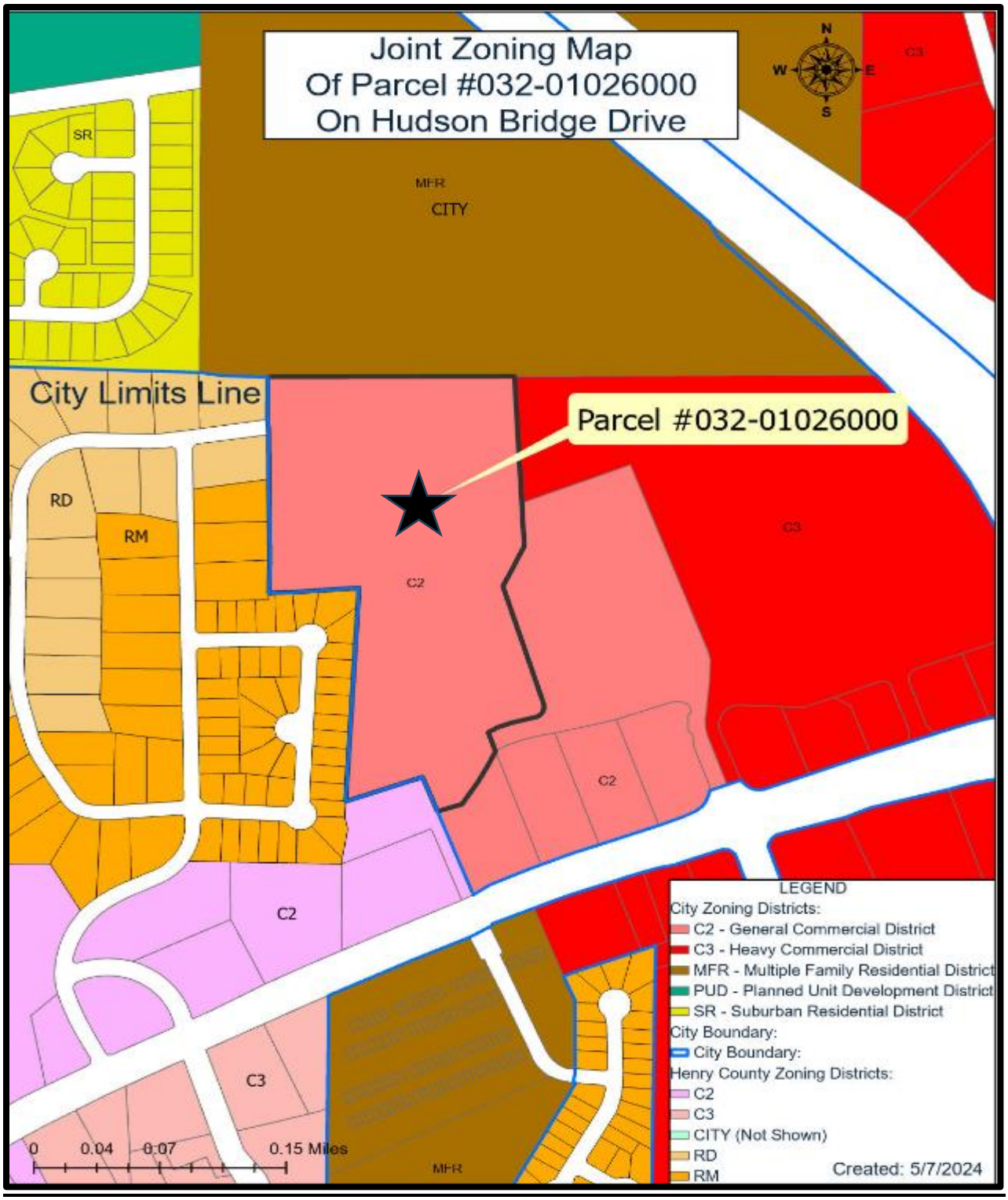
property via RZ-2022-08 from C-2 to MFR (Multiple Family Residential) to allow for the development of a townhome community containing 330 units. The proposed density was 16.2 units per acre, which exceeded the allowable density of 16.0 units per acre for the proposed High-Density Residential future land use designation. The applicant needed to reduce the number of units by eliminating four units to meet the maximum allowable density. But the applicant never returned with a new site plan having a reduced density. After an extended period of time, the applicant withdrew their application, along with Comprehensive Plan Amendment application #CP-2022-07.

STREET VIEW OF SOUTHWEST CORNER OF SITE

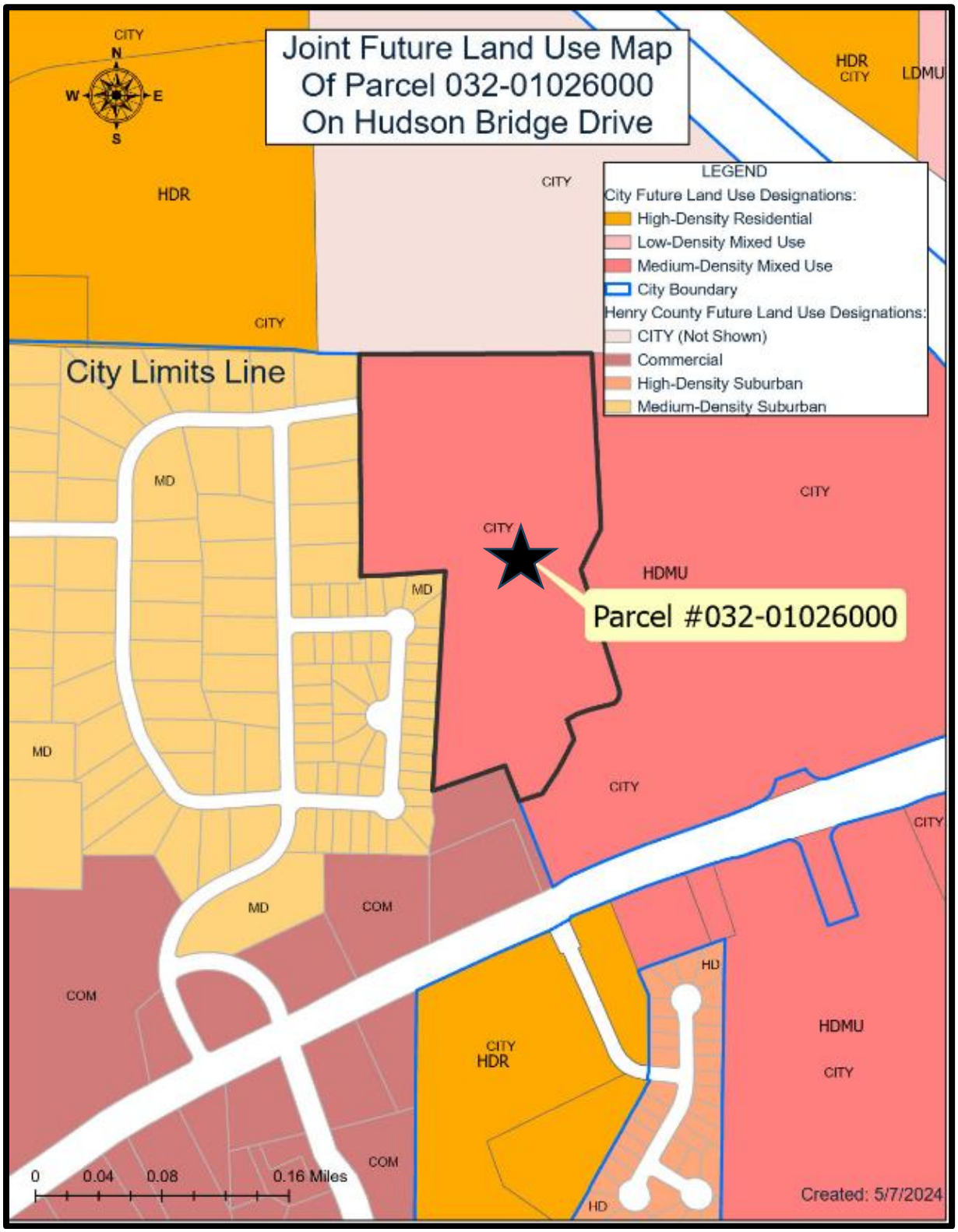
STREET VIEW OF SITE TOWARD SOUTHEAST CORNER

Shown below are the Zoning Map, the Future Land Use Map, and the Boundary Survey for the subject property.

2024 CITY OF STOCKBRIDGE ZONING MAP

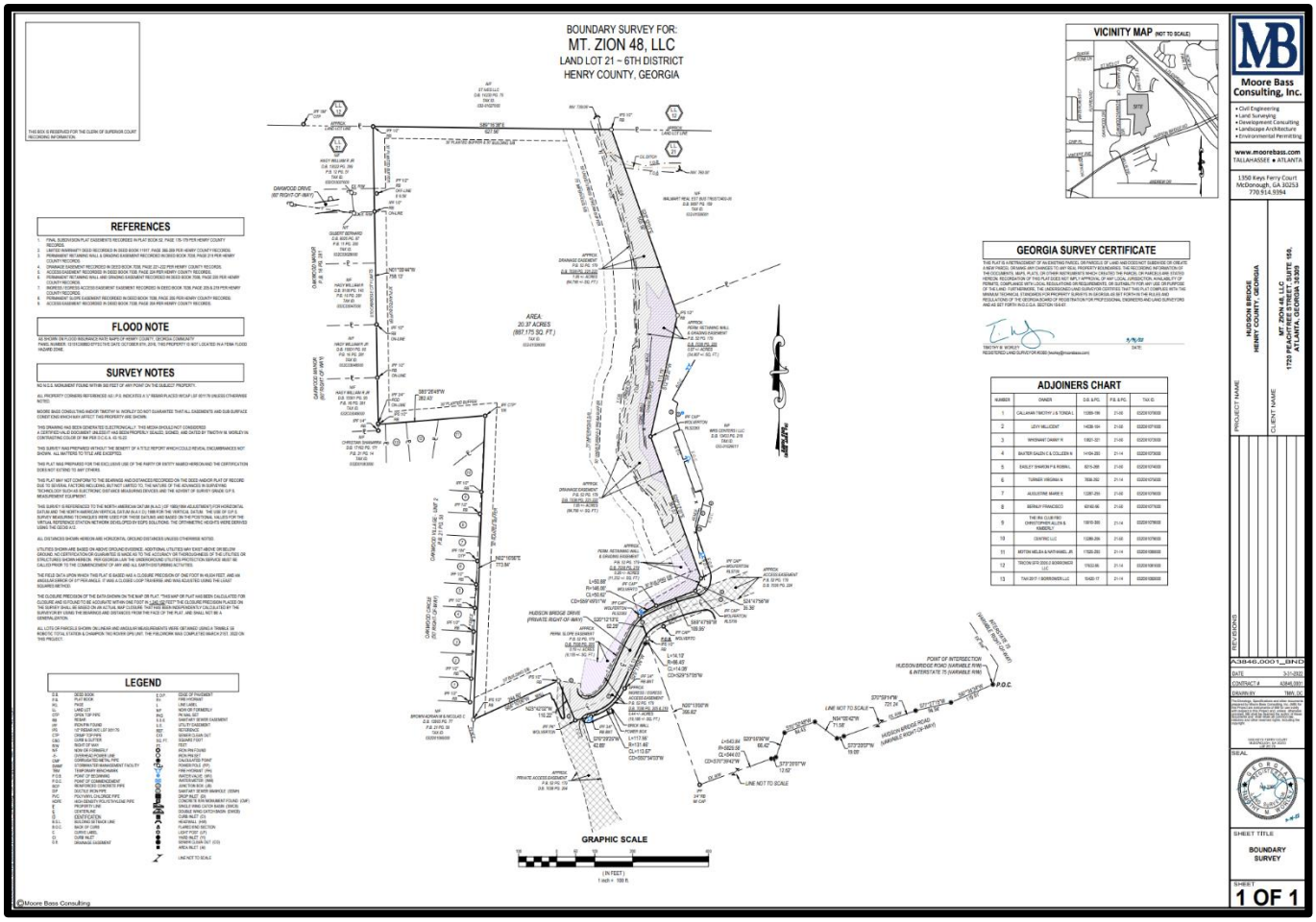

Joint Zoning Map
Of Parcel #032-01026000
On Hudson Bridge Drive
N
W
E
S
SR
MFR
CITY
C3
City Limits Line
Parcel #032-01026000
RD
RM
C2
C3
C2
C2
C3
MFR
0
0.04
0.07
0.15 Miles
LEGEND
City Zoning Districts:
C2 - General Commercial District
C3 - Heavy Commercial District
MFR - Multiple Family Residential District
PUD - Planned Unit Development District
SR - Suburban Residential District
City Boundary:
City Boundary:
Henry County Zoning Districts:
C2
C3
CITY (Not Shown)
RD
RM
Created: 5/7/2024

2024 CITY OF STOCKBRIDGE FUTURE LAND USE MAP



BOUNDARY SURVEY

Hudson Bridge Drive is located at the southern end of the property.



PROPOSED DEVELOPMENT

A. Project Size. The applicant has submitted a site plan which was prepared by Moore Bass Consulting on 02/29/24, representing Sheet #A3551.0010-SP1. Its title is “Hudson Bridge Townhomes; Stockbridge, GA.” According to an inset box, entitled “Site Data”, on the site plan, the applicant proposes to build 140 fee simple townhomes, including 101 smaller units and 39 larger units, at a density of 6.87 units per acre. The applicant would be required to designate at least 15 percent of the total site area as open space, and the applicant would substantially exceed that amount by designating about 41 percent of the site area as open space (8.37 acres of the total site area of 20.367 acres). The impervious area would be 10.0 acres, comprising 49 percent of the total site area. Forty-one (41) off-street parking spaces would be provided, which would meet the requirements. However, the required front and side yard setbacks would not be met for the requested MFR district, as is shown in the table below. The applicant has submitted a variance application to

request the reduction in the front yard setbacks of the townhome lots from the MFR District's required 50 feet to 20 feet, and to reduce the side yard setbacks (between townhome buildings) from the required 20 feet to 10 feet. The analysis of the merits of these variance requests are presented in the Staff Report for Variance Case #VR-2024-03.

Table 2--Required Versus Proposed Setbacks in the Requested MFR District

MFR District Setback Requirements:	Proposed Setbacks:	Meets MFR Requirements?
Front Yard Setbacks – 50 feet	Front Yard Setbacks – 20 feet	No
Side Yard Setbacks – 20 feet	Side Yard Setbacks – 10 feet	No
Rear Yard Setbacks – 20 feet	Rear Yard Setbacks – 20 feet	Yes

B. Site Plan Design. The submitted site plan shows that the development site would have two accesses, including the main entrance off Hudson Bridge Drive and a secondary access at Oakwood Drive to the northwest. A swimming pool, clubhouse, and guest parking would be provided near the main entrance, and a detention pond would be situated near the pool. No mail kiosk has been shown. The project entrance street would make a loop toward the rear of the property, where three other guest parking lots and an unspecified small amenity would be provided. A second detention pond would be located at the northeast rear of the property. Landscaped buffering would surround the property, although there is no indication of buffer widths. The Buffer Area Standards within Section 4.6.3A of the Stockbridge UDC requires the provision of a 25-foot zoning buffer between multifamily developments and single-family-zoned districts. Thus, this buffer should be provided along the western boundary of the property. A 50-foot undisturbed stream buffer would be designated along the eastern side of the property. No walking trails or dog parks have been indicated on the site plan.

C. Utilities Facilities. The applicant received a letter from the Henry County Water Authority, which was dated June 21, 2024, in response to the applicant's submitted application for a water and sewer availability letter. The findings and requirements of the Authority's letter are listed below, which the developer would need to comply with if RZ-2024-01 is approved.

1. Water service could be made available to the property via a water line extension.
2. Sewage treatment and sewer line capacity are available for the property, but the developer would be required to pay for an offsite sanitary sewer line extension, including the acquisition of easements, to meet the Authority's standards, and then to convey that extension to the Authority.
3. The specifications above would be effective for 365 days from the date of the letter (June 21, 2024), and any deviation in zoning that would increase the project density or usage would void the letter and require a re-evaluation.

D. Traffic Impact Study. The applicant submitted a Traffic Impact Study to the Planning & Zoning Office on June 21, 2024. It was prepared for Moore Bass Consulting, Inc. by

SEI Engineering, Inc., in collaboration with Acampora Traffic, LLC. The study evaluated existing traffic conditions within the vicinity of the subject property, used a standard growth factor to make projections on future traffic conditions in the vicinity if the proposed development does not occur (the “no-build” scenario). After that, the study made traffic projections based on anticipated future traffic conditions plus the expected addition of new traffic from the proposed townhome development, and also considering the effects of the completion of various planned road improvements to be made by Georgia DOT in the vicinity. Traffic counts were collected at five intersections near the subject property on May 30, 2024, when area schools were in recess. The counts were taken during the morning (7-9 AM) and afternoon (4-6 PM) peak hours. The study stated that acceptable traffic conditions were found at all of the traffic count locations.

In the no-build scenario, most of the intersections that were studied appeared to operate in a satisfactory manner, except for the afternoon peak hour for the intersection of Hudson Bridge Drive at Hudson Bridge Road, as well as Hudson Bridge Road at Flippen Road, which would both operate at Level of Service E. This situation could be improved by adding a second westbound turn lane toward Flippen Road. Additional roadway pavement is already available for such purpose, so it only needs to be restriped (in conjunction with alterations to the timing of the traffic signal at the intersection of Hudson Bridge Road and Flippen Road). The study recommended that this improvement take place whether or not the proposed townhomes are built.

The Traffic Impact Study projected that the proposed 140 townhomes on the subject property would generate 1,016 trips per weekday, including 67 trips during the morning peak hour and 80 trips during the afternoon peak hour. These data are presented in the table below, with a further breakdown of the numbers of AM and PM trips being generated going in and out of the proposed development.

Table 3--Projected Numbers of Trips
For the Proposed 140-Unit Townhome Development

AM Peak, Going In .	AM Peak, Going Out	AM Peak, Total	PM Peak, Going In	PM Peak, Going Out	PM Peak, Total	24-Hour 2-Way Total
17	50	67	47	33	80	1,016

Future traffic operations in the vicinity, with the addition of trips from the proposed townhome development, would have “a slight deterioration in operations at each study intersection.” As with the no-build scenario, the intersections of Hudson Bridge Drive with Flippen Road and with Hudson Bridge Drive would operate at Level of Service E during the PM peak hour if the townhomes are built. But since the Hudson Bridge Road/Hudson Bridge Drive Intersection features a side street which would operate poorly only for the southbound direction during the PM peak hour, the Study did not recommend that any traffic improvements be made, especially since drivers at that intersection would have the option of travelling to the traffic signal at the Hudson Bridge Road / Western Parallel Connector Intersection to make turns. The addition of a westbound left-turn lane from

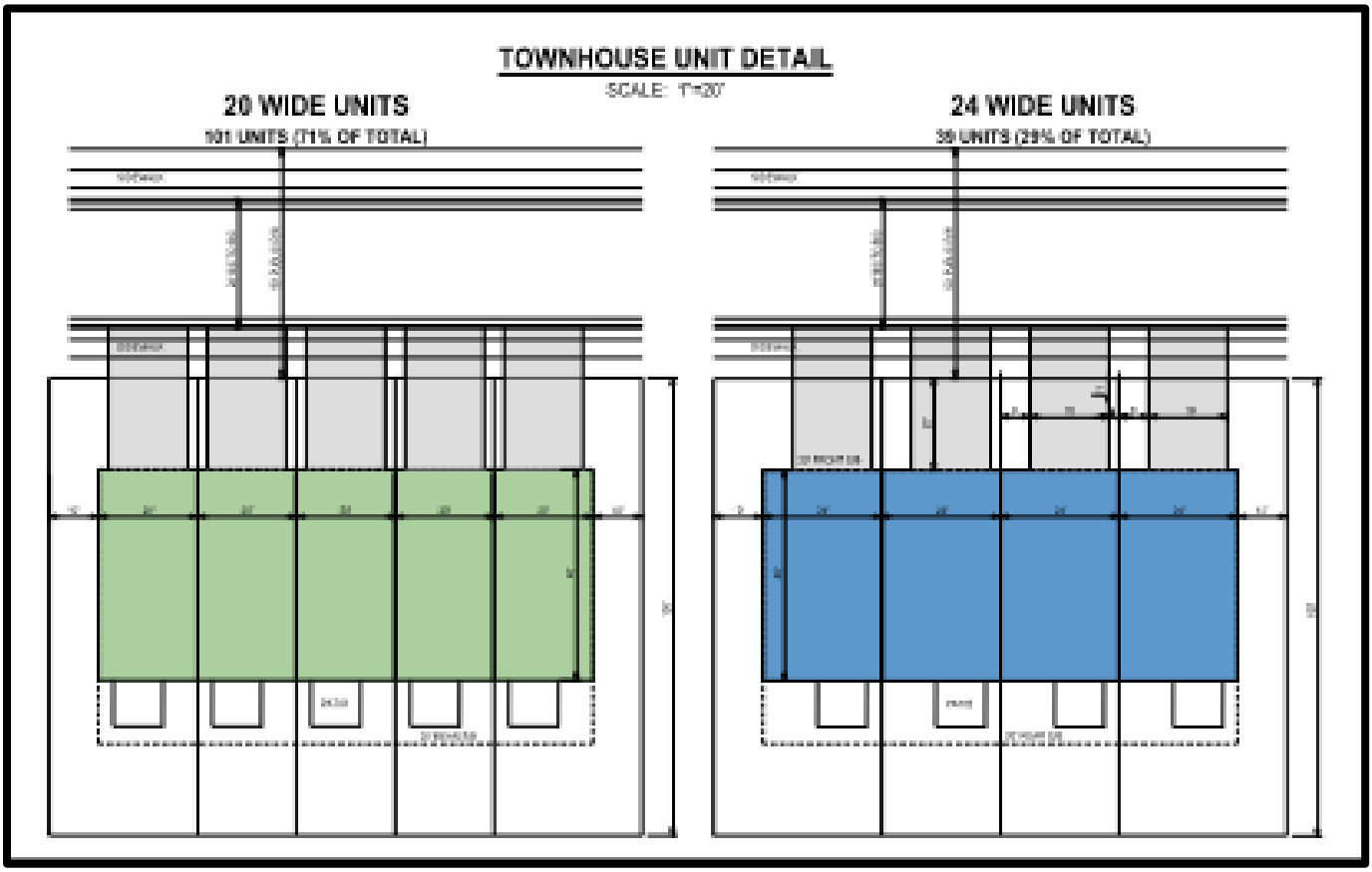
Hudson Bridge Road to Flippen Road was recommended, whether or not the townhomes are developed.

E. Townhome Lots, Buildings, and Designs. An inset on the applicant's site plan shows that the proposed townhome lots would have a depth of 100 feet. The smaller townhome lots would be 20 feet wide and would be located toward the rear of the property, while the larger townhome lots would be 24 feet wide and would be located at the front of the property. The requested MFR zoning district requires front yard setbacks of 50 feet, but the townhome lots drawings show distances of only 20 feet from the fronts of the buildings to the right-of-way lines. For this reason, the applicant has requested a variance to reduce the front yard setbacks to only 20 feet. The MFR district also requires a minimum spacing of 20 feet between townhome buildings, but the applicant has requested a variance to reduce the side yard setbacks of the townhome lots to 10 feet. The proposed townhome renderings from the applicant, which are shown below, indicate that the smaller townhome buildings would have one-car garages and the larger townhome buildings would have two-car garages.

PROPOSED SITE PLAN -- FULL SHEET (View from the South)

AERIAL PHOTO OF THE VICINITY, OVERLAIN BY THE SITE PLAN

PROPOSED SITE PLAN – TOWNHOME LOT DETAILS



NOTES: All 140 townhome lots would be 100 feet deep. There would be 101 larger lots (71% of the total) and 39 smaller lots (29% of the total). The larger townhome units would be 24 feet wide and have two-car garages, while the smaller townhome units would be 20 feet wide and have one-car garages.

RENDERINGS OF PROPOSED TOWNHOME BUILDINGS

Smaller Townhome Buildings (20 Feet Wide) with One-Car Garages:

Larger Townhome Buildings (24 Feet Wide) with Two-Car Garages:

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 2024-2028 Five-Year Update to the Stockbridge Comprehensive Plan calls for the development of additional housing in the City, and the proposed townhome development would help to meet that need. The companion Future Land Use Map shows a future land use designation for the subject property of "Medium-Density Mixed-Use", to include both residential and commercial uses. But since the applicant only proposes to include residential uses, the applicant has requested a Comprehensive Plan amendment application, comprising Case #CP-2024-01, to change the property's future land use designation to Medium-Density Residential, which allows densities of 4 to 7.99 units per acre, which includes the applicant's proposed density of 6.87 units per acre. The consistency of the proposed development with the Comprehensive Plan is further discussed within the staff report for CP-2024-01.

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 townhome development is not permissible under the property's existing C-2 zoning. The MFR district permits townhome development, as does the PMU (Parkway Mixed-Use Overlay District), wherein the property lies. 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. Further, the subject property is part of the Walmart Master Plan area, and the property originally extended to Hudson Bridge Road but was later subdivided into two tracts, thereby removing its direct access to Hudson Bridge Road.

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 potential new customers from the proposed townhome development, thereby increasing their business revenues. In addition, the new townhome 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 the 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. The developer should take appropriate steps to protect this environmentally-sensitive area, and to facilitate drainage.

STANDARD #5 --The impacts of the proposed development upon adjacent property owners, should the request be granted. To protect the residents of the existing Oakwood Manor Subdivision to the west, the secondary access that is shown at the northwest corner of the site, onto Oakwood Drive, it is recommended that the secondary access be designated for emergency access only, with a locked gate. To meet the requirements of the Buffer Area Standards in Section 4.6.3 of the UDC, a 25-foot-wide zoning buffer should be provided along the western property line, plus a fence and tall trees. The proposed development is likely to be a positive impact on the adjacent commercial businesses, whereby the new townhome residents could represent new customers at those businesses, thereby bringing additional revenues to the businesses.

STANDARD #6 -- The potential impact of the rezoning on City infrastructure, including the water and sewage system. The applicant obtained a letter from the Henry County Water Authority, which was dated June 21, 2024. While water service could be made available with a water line extension, the developer would need to pay for an offsite sanitary sewer line extension, including the acquisition of easements, and then convey that extension to the Authority. Further, if any zoning or site plan changes occurred within 365 days of the date of the letter, then the specifications of the letter would be void and a re-evaluation would be required. The developer would therefore need to meet the stated requirements upon any approval of the rezoning of the subject property.

STANDARD #7 -- The impact of the proposed amendment on adjacent thoroughfares and pedestrian and vehicular circulation and traffic volumes. The submitted site plan shows that the proposed development would have two accesses. The main access would be via Hudson Bridge Drive at the southern end of the property, 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 that the City acknowledged that the use of the

created easement along Hudson Bridge Drive for access into the subject site could also serve as the means for access to Hudson Bridge Road. Traffic from the site would be able to utilize two nearby traffic signals on Hudson Bridge Road. The closest one is located at Hudson Bridge Drive, adjacent to the existing QuikTrip store and Taco Bell restaurant; and the second one is located at the Walmart driveway entrance. 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 submitted site plan also shows the provision of a secondary access to the northwest, to connect with Oakwood Drive. However, to prevent any adverse traffic impacts on the adjacent Oakwood Manor Subdivision, this should be designated as an emergency access only, with a gate.

The applicant submitted a Traffic Impact Study, which was prepared on June 20, 2024. Traffic counts were taken on May 30, 2024 at five nearby intersections, when area schools were in recess. The findings of the Study indicated that traffic conditions are acceptable at most of the intersections, and that they would only have a "slight deterioration" if the proposed townhomes were constructed on the subject property. Although the Hudson Bridge Drive/Flippen Road Intersection would operate at Level of Service E, with or without the townhomes, this could be improved if an additional westbound, left-turn lane were to be provided in the westbound approach to the intersection. Extra pavement is already available for this improvement, and it only needs to be restriped, along with modifications begin made to the signal timing at that intersection. While southbound traffic from the proposed development would incur substantial delays on Hudson Bridge Drive during the afternoon peak hour, drivers could lessen their delays by instead using the traffic signal at the Hudson Bridge Drive/Western Parallel Connector. The Study therefore did not recommend that any other traffic improvements be made.

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 Walmart Master Plan called for a multifamily development containing at least 200 units, but the proposed development would have only 140 units. Townhomes would 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 zoning 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 townhome 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 for the reasons that are listed below. Conversely, this Analysis has shown that the proposed townhomes would be a reasonable use.

1. The intent of the restrictive covenant by the Baptist Retirement Communities of Georgia was for the subject property to be prohibited from retail use.

2. 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.

3. 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.

4. 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.

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) via RZ-2024-01 to allow for the development of a townhome community be **APPROVED WITH CONDITIONS.** Such approval should be contingent upon the developer meeting the following nine (9) zoning conditions:

1. **Comprehensive Plan Amendment –** This requested rezoning shall not be approved unless the applicant's requested Comprehensive Plan Amendment, via CP-2024-01, to change the subject property's land use designation from Medium-Density Mixed-Use to Medium-Density Residential, is approved before, or simultaneously with, the approval of RZ-2024-01.

2. **Site Plan:**

   a. **Revised Site Plan --** The subject property shall be developed according to a revised site plan which is similar to, but including the required variances, to the site plan which was prepared by Moore Bass Consulting on 02/29/24, representing Sheet #A3551.0010-SP1. Its title is "Hudson Bridge Townhomes; Stockbridge, GA." Any major deviations in the number of residential units, the density, or the overall site design shall require City Council approval.

   b. **Site Accesses—**This shall be a gated community, with both site accesses having gates plus flock cameras for security purposes. In addition, the proposed secondary access to Oakwood Drive shall be reserved for use by emergency vehicles only. All of this information shall be noted on the site plan.

   c. **Internal Streets –** All internal streets shall be of widths that are acceptable to the

Fire Marshal.

d. Internal Sidewalks – All internal streets shall have sidewalks on both sides of the streets, which are at least eight (8) feet wide.

e. Amenities and Related Facilities – The revised site plan shall include a mail kiosk, an 8-foot-wide multi-use path or walking trail, and a dog park, plus appropriate additional amenities for a community of this size, such as a grill area, a playground, a shuffleboard court, a tennis court, a pickleball court, etc.

f. Central Trash Facility -- The revised site plan shall indicate the location of one or more central trash facilities.

g. Bedroom Information -- The revised site plan shall provide a breakdown of the number of units by the number of bedrooms, as well as the sizes of the bedrooms (for parking space requirements).

h. Parking – Sufficient parking shall be provided to meet the requirements of the Unified Development Code (UDC).

i. Western Buffer, Fence, and Tall Trees – The developer shall provide the required 25-foot zoning buffer along the western side of the property, adjacent to the Oakwood Manor Subdivision, along with the installation of a fence and tall trees.

3. One-Car Garage Townhome Units:

a. Only 20 percent of the total townhome units shall have one-car garages.

b. All one-car garage units shall have full brick elevations.

4. External Sidewalk -- The existing sidewalk along Hudson Bridge Drive shall be extended into the main project entrance.

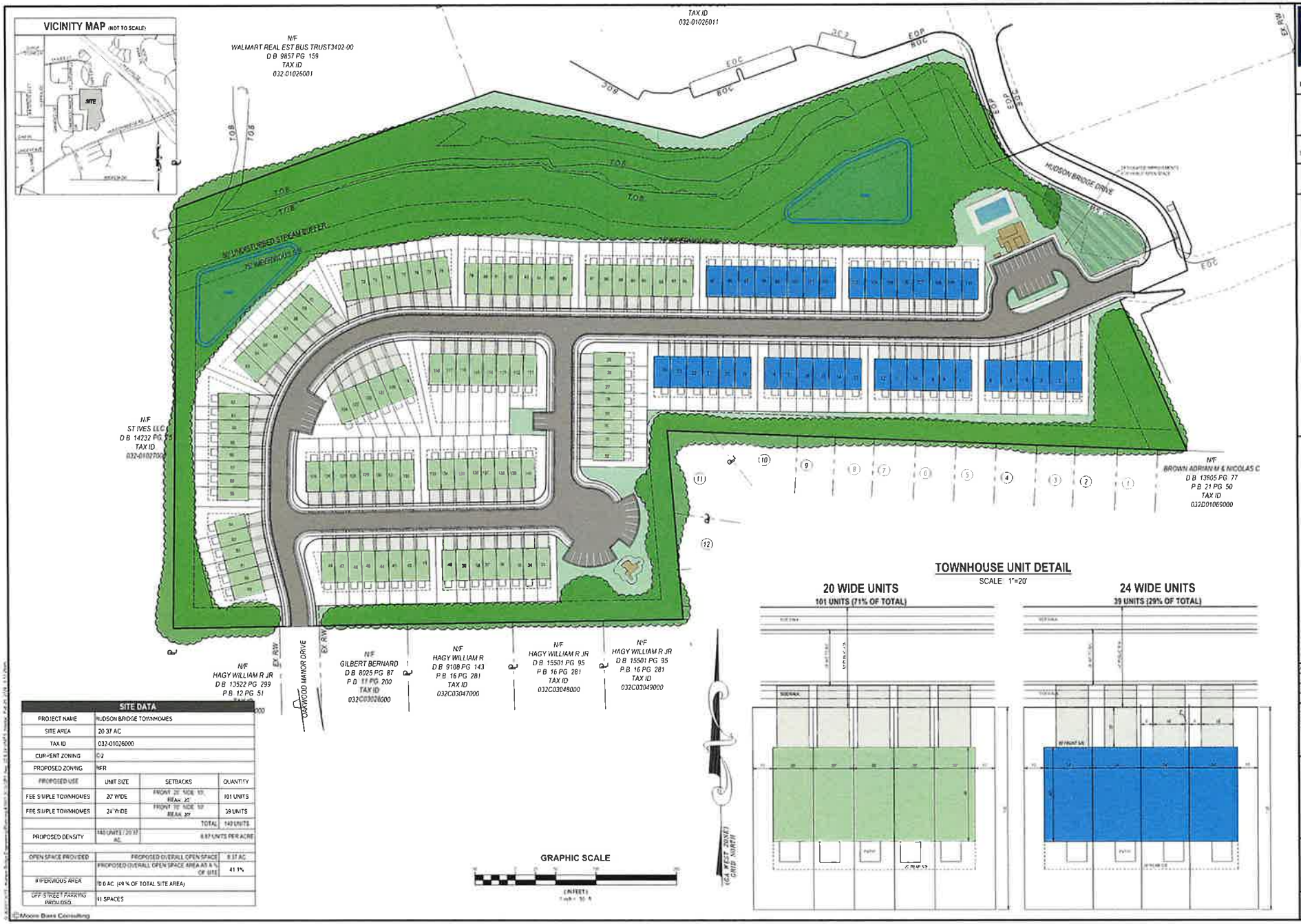
5. Water and Sewer Facilities -- The developer shall comply with all requirements of the Henry County Water Authority in providing adequate water and sewer facilities to the subject site to serve the proposed townhome development.

6. 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.

7. Easements -- The developer shall comply with the specifications of all easement agreements pertaining to the portion of Hudson Bridge Drive which lies within and adjacent to the subject property.

9. Property Maintenance -- A townhome association shall be established, or a property management company shall be secured, for the purpose of maintaining all common areas of the site.

Flippen Rd
St. Ives Crossing Apartments
St Ives Ct
Rock Quarry Rd
N Park Ct
75
Walmart Supercenter
Mellow Mushroom Stockbridge
Hudson Bridge Dr
Oakwood Dr
Oakwood Manor Dr
Firehouse Subs Hudson Bridge
J&J Liquor
McDonald's
Hudson Bridge Rd
Kroger
N Main Dr
Flippen Rd
Hudson Bridge Veterinary
Willis Dr



SITE DATA			
PROJECT NAME	HUDSON BRIDGE TOWNHOMES		
SITE AREA	20 37 AC		
TAX ID	032-01026000		
CURRENT ZONING	C-2		
PROPOSED ZONING	MFR		
PROPOSED USE	UNIT SIZE	SETBACKS	QUANTITY
FEE SIMPLE TOWNHOMES	20' WIDE	FRONT 20' SIDE 10' REAR 20'	101 UNITS
FEE SIMPLE TOWNHOMES	24' WIDE	FRONT 20' SIDE 10' REAR 20'	39 UNITS
		TOTAL	140 UNITS
PROPOSED DENSITY	140 UNITS / 20 37 AC		6 87 UNITS PER ACRE
OPEN SPACE PROVIDED	PROPOSED OVERALL OPEN SPACE		8 37 AC
	PROPOSED OVERALL OPEN SPACE AREA AS A % OF SITE		41 1%
IMPERVIOUS AREA	10 0 AC (49 % OF TOTAL SITE AREA)		
OFF STREET PARKING PROVIDED	41 SPACES		

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• Landscape Architecture
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1350 Keys Ferry Court
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770 914 9394

PROJECT NAME: HUDSON BRIDGE TOWNHOMES STOCKBRIDGE, GA

CLIENT NAME: LENNAR GEORGIA, LLC

REVISIONS

A3551.0010.SP1

DATE: 12/1/2021

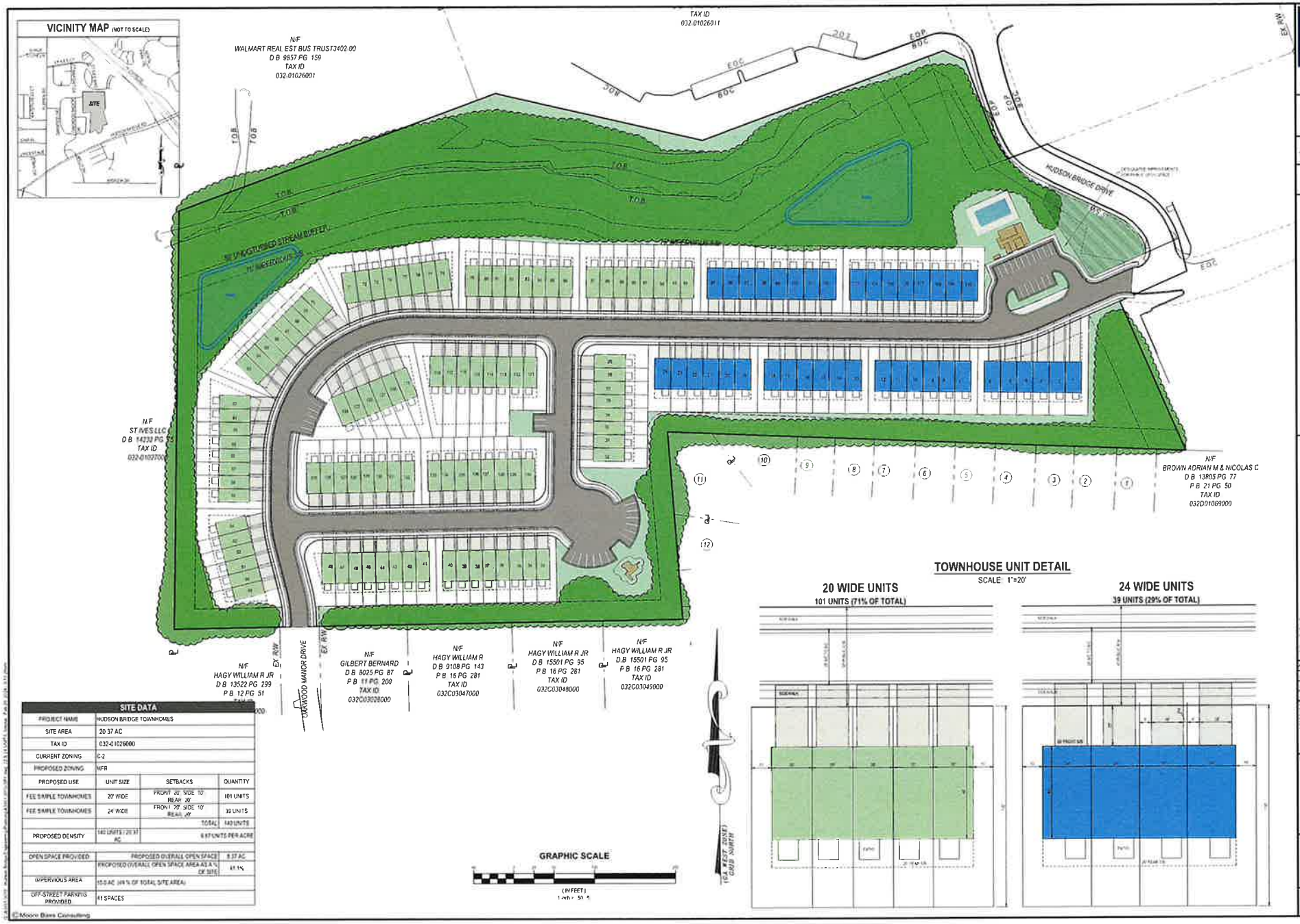
CONTRACT #

DESIGN BY: SCM

SEAL

SHEET TITLE: SITE PLAN

SHEET: 1.0



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PROJECT NAME: HUDSON BRIDGE TOWNHOMES STOCKBRIDGE, GA

CLIENT NAME: LENNAR GEORGIA, LLC

REVISIONS

A35511.0010-SP1

DATE: 02/26/2024

CONTRACT #

DRAWN BY: SCM

SEAL

SHEET TITLE: SITE PLAN

SHEET 1.0

Traffic Impact Study

Proposed Hudson Bridge Residential Townhome Development
City of Stockbridge, Georgia

June 20, 2024

SEI ENGINEERING, INC.

in collaboration with

ACAMPORA TRAFFIC, LLC

Traffic Impact Study

Proposed Hudson Bridge Residential Townhome Development
City of Stockbridge, Georgia

prepared for:

Moore Bass Consulting, Inc.
1350 Keys Ferry Ct.
McDonough, GA 30253

June 20, 2024

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Introduction

This study assesses the traffic impact of a proposed residential townhome development in the City of Stockbridge, Georgia. The site is located north of Hudson Bridge Road and will be served by vehicular connections to Hudson Bridge Drive and Oakwood Drive, which provides a connection to Flippen Road via Flippen Drive. The project location is shown in Figure 1. The project will consist of 140 attached residential townhomes.

The purpose of this traffic impact study is to determine existing traffic operating conditions in the vicinity of the proposed development, project future traffic volumes, assess the impact of the subject development, then develop conclusions and recommendations to mitigate the project traffic impact and ensure safe and efficient existing and future traffic conditions in the vicinity of the project.

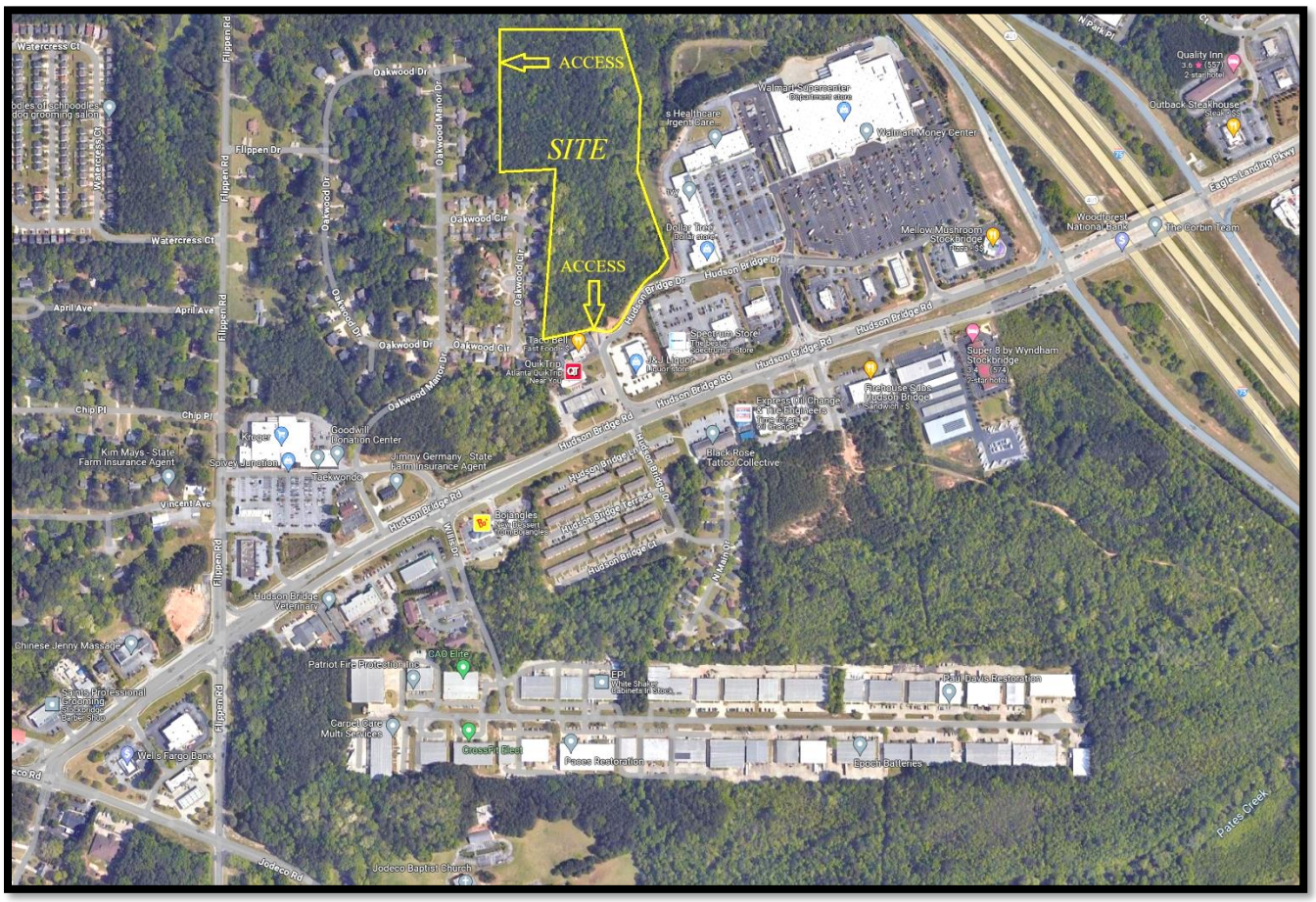

Figure 1 – Site Location Map

Existing Traffic Conditions

Existing traffic operating conditions in the vicinity of the proposed development were assessed. The following is a description of existing transportation facilities, traffic volumes, and intersection operations.

Description of Existing Roadways

Hudson Bridge Road is an east-west urban minor arterial that begins at Jodeco Road, has signalized intersections in the vicinity of the site at Flippen Road, Willis Road, Hudson Bridge Drive (which will provide access to the site), Western Connector, and then the southbound and northbound ramps to Interstate 75. Adjacent to the site, the road has two through travel lanes in each direction, with a third westbound through lane between I-75 and Western Connector. There are also exclusive turn lanes at major intersections. The terrain along Hudson Bridge Road is level to very gently rolling and the posted speed limit is 45 mph. In 2022 the Georgia DOT recorded an Annual Average Daily Traffic (AADT) volume of 23,500 vehicles per day (vpd) on Hudson Bridge Road east of Flippen Road.

Flippen Road is a two lane north-south urban minor arterial with gently rolling terrain and a posted speed limit of 45 mph. In 2022 the Georgia DOT recorded an AADT volume of 14,100 vpd on Flippen Road north of Hudson Bridge Road.

Pedestrian, Bicycle, and Transit Accessibility

There are sidewalks along both sides of Hudson Bridge Road and there are crosswalks and pedestrian crossing signals on all approaches at the signalized intersections in this vicinity. There is no sidewalk on Flippen Road. There are no dedicated bicycle lanes in the immediate vicinity. There is no regularly schedule mass transit service in this area.

Existing Traffic Volumes

Existing full turning movement peak hour traffic volume counts were collected at the following intersections in the vicinity of the site:

1. Hudson Bridge Road at Flippen Road
2. Flippen Road at Flippen Drive
3. Hudson Bridge Road at Hudson Bridge Drive
4. Hudson Bridge Drive at Western Connector
5. Hudson Bridge Road at Western Connector

The counts were collected on Thursday, May 30, 2024, from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. Area schools were in session on the day on which the counts were recorded. The locations of the traffic counts are presented in Figure 2.

Figure 2 – Traffic Volume Count Location Map

From the intersection turning movement count data, the highest four consecutive 15-minute interval volumes at each intersection, during each time period, were determined. These volumes make up the unadjusted existing weekday a.m. and p.m. peak hour traffic volumes at each intersection.

The counts were collected during summer recess in area schools, which affects typical volumes and travel patterns. The Georgia DOT provides recommended adjustment factors by month in their table 2022 Traffic Factors found on their website under Traffic Reports. For Factor Group 08 – Urban Minor/Major Arterials (ATL), the Georgia DOT recommends a monthly adjustment factor of 0.96 for May and 0.99 for June. Because most of May occurs with schools in session and June occurs with schools in recess, and the counts were collected with schools in recess, the June monthly adjustment factor was deemed to be more appropriate to apply to the May 30th counts. The 0.99 monthly adjustment factor applied to the counted volumes would reduce the volumes very slightly. In order to be conservative, and given the adjustment factor that is nearly 1.00, it was decided to use the counted data with no reduction. The existing traffic counts at each intersection are shown in Figure 3. The raw count data is found in Appendix A.

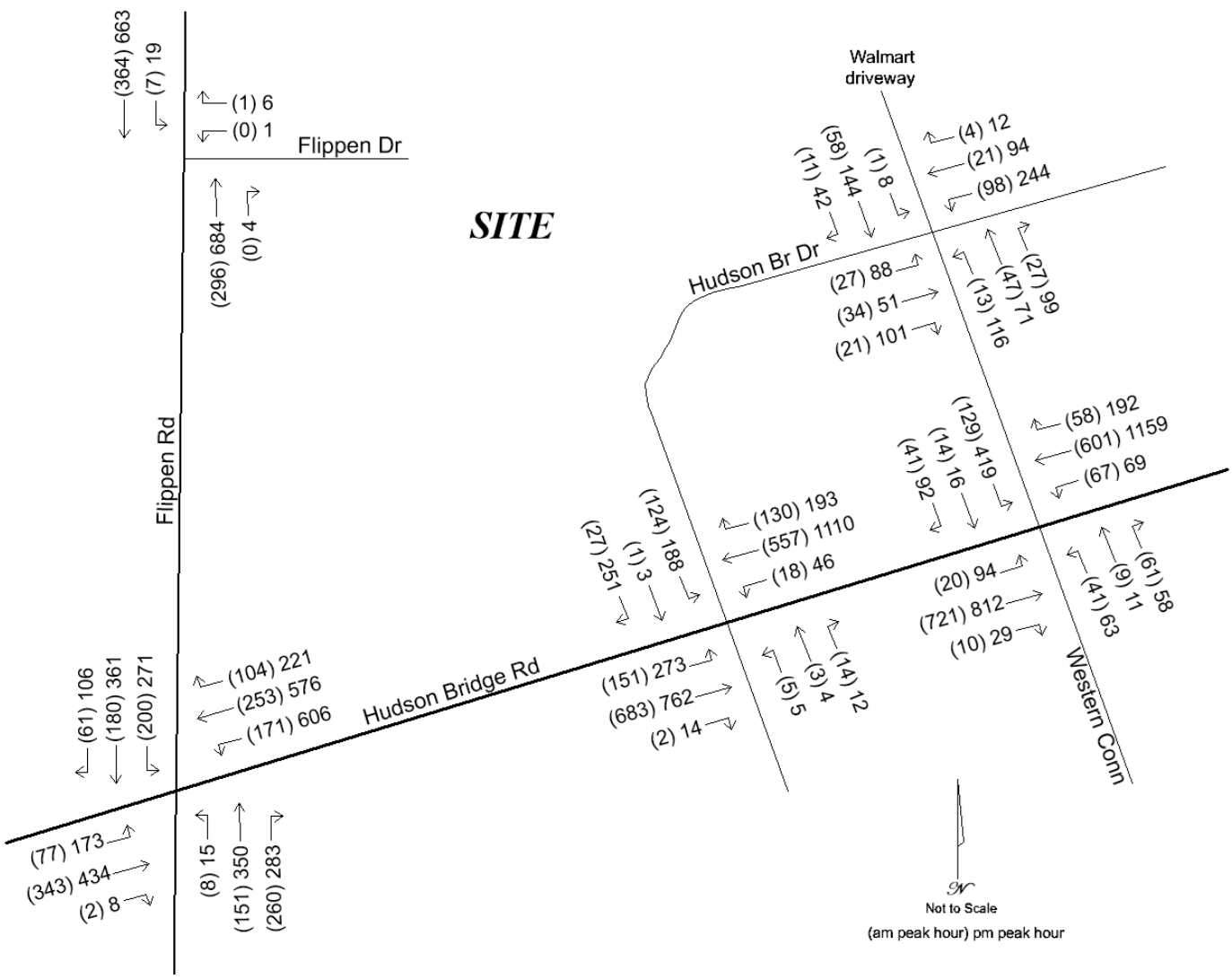

Figure 3 – Existing Weekday A.M. and P.M. Peak Hour Traffic Volumes

Existing Intersection Operations

Existing traffic operations were analyzed at the counted intersections using Synchro software, version 12, in accordance with the methodology presented in the Transportation Research Board's 2022 *Highway Capacity Manual* 7th Edition (*HCM 7*). This methodology is presented in Appendix B. The analysis was based on the existing volumes, lanes, and control. The results of the analysis are shown in Table 1. Computer printouts containing detailed results of the existing analysis are located in Appendix C. Levels of service and delays are provided for each overall intersection and for each controlled approach or movement. Locations that operate unacceptably (LOS E or LOS F) are presented in bold type.

Table 1 – Existing Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Hudson Bridge Rd at Flippen Rd (signal)	C	26.7	D	47.9
northbound approach	C	23.1	D	52.2
southbound approach	B	12.8	D	44.0
eastbound approach	D	38.1	D	51.2
westbound approach	C	34.8	D	46.4
2. Flippen Rd at Flippen Dr (side street stop)	A	0.1	A	0.3
southbound left turn	A	8.0	A	9.2
westbound approach	B	10.2	C	16.5
3. Hudson Bridge Rd at Hudson Bridge Dr (signal)	C	23.9	C	28.8
northbound approach	A	9.9	C	31.0
southbound approach	B	11.4	D	43.3
eastbound approach	C	26.1	D	36.1
westbound approach	C	24.9	B	18.6
4. Hudson Bridge Dr at Western Conn (all-way stop)	A	9.0	C	16.7
northbound approach	A	8.6	B	13.2
southbound approach	A	9.0	C	18.7
eastbound approach	A	8.7	B	14.0
westbound approach	A	9.6	C	20.0
5. Hudson Bridge Rd at Western Conn (signal)	C	25.4	C	30.0
northbound approach	C	24.9	C	32.2
southbound approach	C	31.2	D	43.8
eastbound approach	C	23.2	B	12.5
westbound approach	C	26.3	D	38.0

The existing analysis reveals acceptable traffic operations at all study locations. Therefore, no mitigation is identified for the existing condition.

No-Build Traffic Conditions

A 2029 no-build condition was developed. This represents the traffic conditions that will exist in the future at the anticipated date of full build-out and occupancy of the townhomes, but not including the townhomes' trips. The purpose of the analysis of this condition is to isolate the traffic impacts of the proposed development from background growth in volumes that is expected to occur in the area while the development is under construction.

In order to develop no-build volumes, a background growth factor was developed based on a review of historic Georgia DOT AADT traffic counts, as shown in Table 2.

Table 2 – Historic Georgia DOT Traffic Volume Counts and Annual Growth Rates

Year	Hudson Br E of Flippen	Annual Growth	Flippen N of Hudson Br	Annual Growth	Jodeco W of Spivey Chase	Annual Growth
Station ID	151-0396		151-0422		151-0223	
2018	21,800		14,500		8,200	
2019	21,900	0.5%	14,600	0.7%	8,250	0.6%
2020	20,200	-7.8%	12,800	-12.3%	7,610	-7.8%
2021	21,900	8.4%	13,800	7.8%	8,220	8.0%
2022	23,500	7.3%	14,100	2.2%	8,420	2.4%
avg growth		*1.5%*		*-0.6%*		*0.5%*

Growth in the area has fluctuated, but has been generally positive and moderate. All three Georgia DOT count stations experienced a decrease in volumes between 2019 and 2020 which is considered an anomaly due to the COVID-19 pandemic. There was positive growth at all locations the following year, which is somewhat attributable to a return to pre-pandemic levels and not necessarily new growth. Overall, growth has been low, with an annual average rate of between -0.6% to +1.5%. Based on the growth trends identified in Table 2, and taking the pandemic into consideration, it was decided that a modest background annual growth rate of 2.0% could be expected on the roads in this study while the proposed townhomes are built-out. This equates to a 10.4% increase in volumes from existing to the anticipated 2029 project buildout year. The 10.4% background growth factor was applied to the counted volumes at each study intersection to develop the 2029 no-build volumes.

Programmed Transportation Infrastructure Improvements

The Georgia DOT projects website and the Henry County Transportation Plan (CTP), 2022 Update, were reviewed for transportation projects in the vicinity of the subject development. The following programmed (scheduled and funded) or planned (anticipated) transportation infrastructure projects were identified:

Georgia DOT Project 0014482 – Western Parallel Connector – This proposed project is a new roadway in unincorporated Henry County and the City of Stockbridge along the west side of I-75 from Jonesboro Road

to Hudson Bridge Road, a distance of 3.3 miles. The project begins at the existing 4-way intersection of Jonesboro Road and Mt. Olive Road and proceeds north on the existing alignment approximately 1,600 feet before going on new location and ending at the existing intersection of Hudson Bridge Road. The roadway consists of 4-lanes (two in each direction) separated by an 18-foot raised median. This project is described as "Deferred" and, therefore, was not included in the analyses in this study.

CTP-S23 – Hudson Bridge Road – This project is listed in the CTP as a long-term (2036-2050) arterial upgrade for Hudson Bridge Road to consolidate driveways and intersections from Flippen Road to the I-75 northbound ramps. Because this project is anticipated well after the future analysis date of this study, this project was not factored into the no-build or future operational analyses.

CTP-IS07 – Intersection of Hudson Bridge Road at Flippen Road – This is listed as a long term (2036-2050) intersection safety project. Because this project is anticipated well after the future analysis date of this study, this project was not factored into the no-build or future operational analyses.

CTP-IS05 – Jodeco Road at Hudson Bridge Road – This project is a mid-term project to improve intersection safety. This intersection is not evaluated in this traffic impact study, but is in the vicinity. The no-build and future analysis in this traffic impact study assume no changes to traffic volumes or travel patterns at any study intersection due to this project.

CTP-IS08 and IS09 – Hudson Bridge Road at I-75 SB Ramps and I-75 NB Ramps – These are listed as mid-term intersection safety improvements. These intersections are beyond the scope of this traffic study.

CTP-R02 – Flippen Road Widening – This is a long-term (2036-2050) capacity project to widen Flippen Road from two to four lanes. Because this project is anticipated well after the future analysis date of this study, this project was not factored into the no-build or future operational analyses.

No-Build Intersection Operations

The no-build condition includes the no-build traffic volumes, as described above, applied to the existing lanes and control. The no-build volumes were entered into the Synchro 12 model and the 2029 no-build traffic operations were analyzed at each study intersection. The results of the no-build analysis are shown in Table 3. Computer printouts containing detailed results of the no-build analysis are located in Appendix D. Levels of service and delays are provided for each overall intersection and for each controlled approach or movement. Locations that operate unacceptably (LOS E or LOS F) are presented in bold type.

Table 3 – No-Build Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Hudson Bridge Rd at Flippen Rd (signal)	C	25.3	***E***	***63.3***
northbound approach	B	19.6	***E***	***73.0***
southbound approach	B	10.2	***E***	***57.9***
eastbound approach	D	39.0	D	53.5
westbound approach	C	34.5	***E***	***66.5***
2. Flippen Rd at Flippen Dr (side street stop)	A	0.1	A	0.3
southbound left turn	A	8.1	A	9.5
westbound approach	B	10.4	C	18.0
3. Hudson Bridge Rd at Hudson Bridge Dr (signal)	C	23.3	C	30.3
northbound approach	B	11.4	C	34.0
southbound approach	B	14.0	***E***	***59.5***
eastbound approach	C	25.0	D	35.8
westbound approach	C	24.0	B	16.6
4. Hudson Bridge Dr at Western Conn (all-way stop)	A	9.3	C	20.6
northbound approach	A	8.7	B	14.7
southbound approach	A	9.2	C	23.7
eastbound approach	A	8.9	C	15.9
westbound approach	A	10.0	D	26.2
5. Hudson Bridge Rd at Western Conn (signal)	C	24.5	C	29.9
northbound approach	C	26.9	C	34.4
southbound approach	C	31.5	D	47.7
eastbound approach	C	22.1	B	10.9
westbound approach	C	25.2	D	37.3

The no-build analysis reveals continued acceptable traffic operations at most study locations, comparable to the existing condition, with just modest increases in delays due to anticipated growth in volumes. The intersection of Hudson Bridge Road at Flippen Road drops to LOS E in the p.m. peak, but continues to operate acceptably in the a.m. The southbound approach of Hudson Bridge Drive at Hudson Bridge Road also drops to LOS E in the p.m., while the overall intersection operates acceptably in both the p.m. and the a.m. The addition of a second westbound left turn lane on Hudson Bridge Road at the Flippen Road intersection would provide the needed capacity to allow that intersection to operate well, and the adjusted signal operations to account for this extra capacity also allows the Hudson Bridge Road / Hudson Bridge Drive intersection to operate acceptably on all approaches during the p.m. peak. There is already hatched-out lane width to accommodate the second westbound left turn lane, so no road

widening would be necessary – the improvement would be a matter of restriping the existing lanes and changes to the signal phasing. Therefore, this mitigation is recommended for the no-build condition. This mitigation is considered a system improvement which should be implemented whether or not the proposed townhomes are developed.

Project Traffic Characteristics

This section describes the anticipated traffic characteristics of the proposed development, including a site description, how much traffic the project will generate, and where that traffic will travel.

Project Description

The project will consist of 140 attached residential townhomes. Vehicular connections will be made to Hudson Bridge Drive and Oakwood Drive, which provides a connection to Flippen Road via Flippen Drive. The site plan is presented in Figure 4.

Figure 4 – Townhomes Site Plan

Trip Generation

Trip generation is an estimate of the number of entering and exiting vehicular trips that will be generated by the proposed development. The volume of traffic that will be generated by the townhomes was calculated using the equations and rates in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition (the current edition). ITE Land Use 215 – Single Family Attached Housing was chosen as representative of the project. The trip generation for the project is presented in Table 4.

Table 4 – Townhomes Trip Generation

Land Use	ITE Code	Size	A.M. Peak Hour			P.M. Peak Hour			24-Hour
			In	Out	Total	In	Out	Total	2-Way
Single Family Attached	215	140 homes	17	50	67	47	33	80	1,016

The proposed townhomes will generate 67 a.m. peak hour trips, 80 p.m. peak hour trips, and 1,016 weekday trips.

Trip Distribution and Assignment

The trip distribution percentages indicate what proportion of the townhomes' trips will travel to and from various directions. The trip distribution percentages for the townhomes were developed based on the locations and proximity of likely trip origins and destinations including regional employment centers, retail and offices in the area, nearby schools, other regional trip attractors, and the major routes of travel in the area, notably the nearby interchange with I-75. The project trips, shown in Table 4, were assigned to each study intersection based on the distribution percentages. The trip distribution percentages and the a.m. and p.m. peak hour trips expected to be generated by the proposed development are shown in Figure 5.

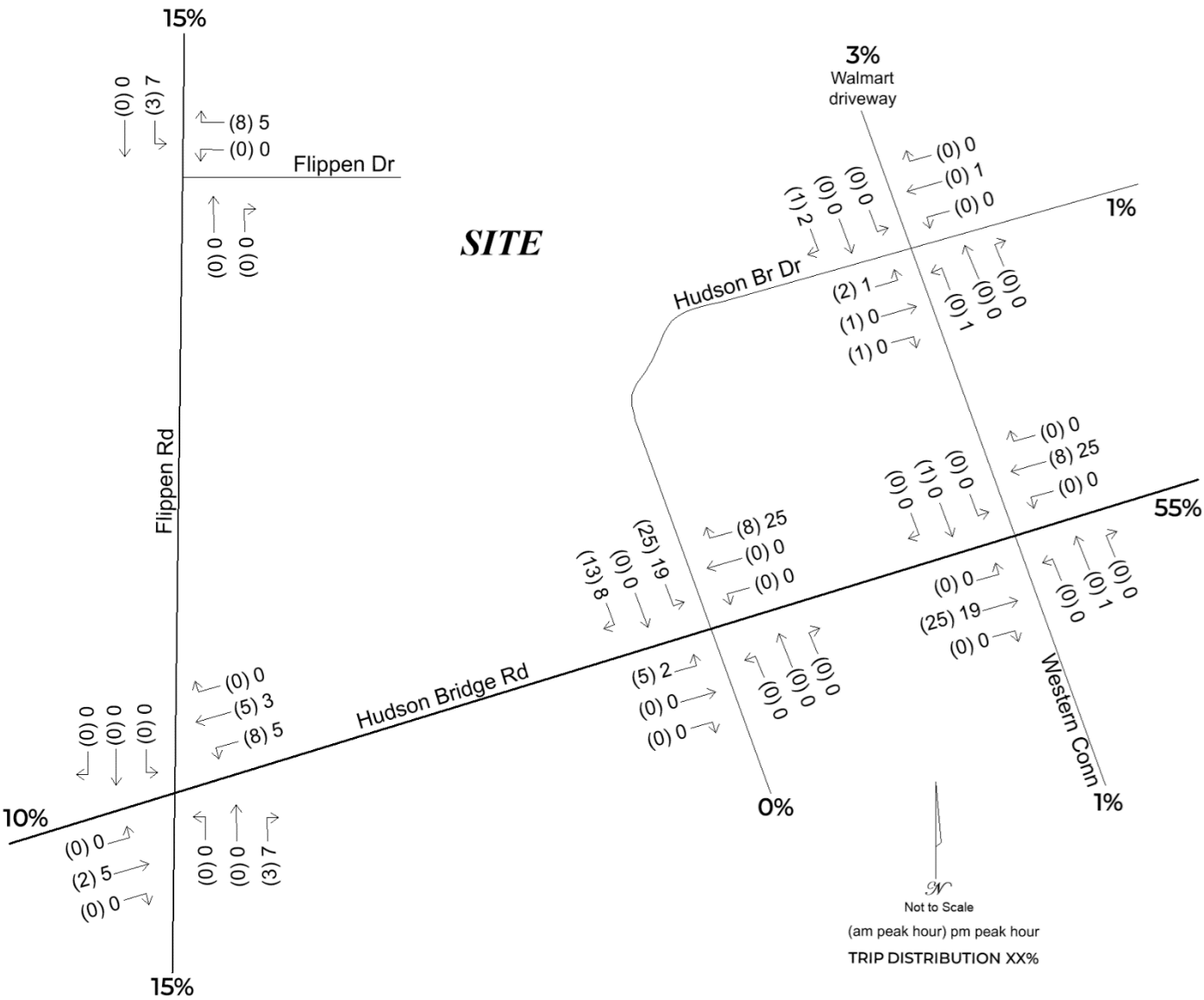

Figure 5 – Weekday A.M. and P.M. Peak Hour Project Trips and Distribution Percentages

Future Traffic Conditions

The future volumes consist of the no-build volumes plus the trips that will be generated by the proposed townhomes. The future volumes are shown in Figure 6.

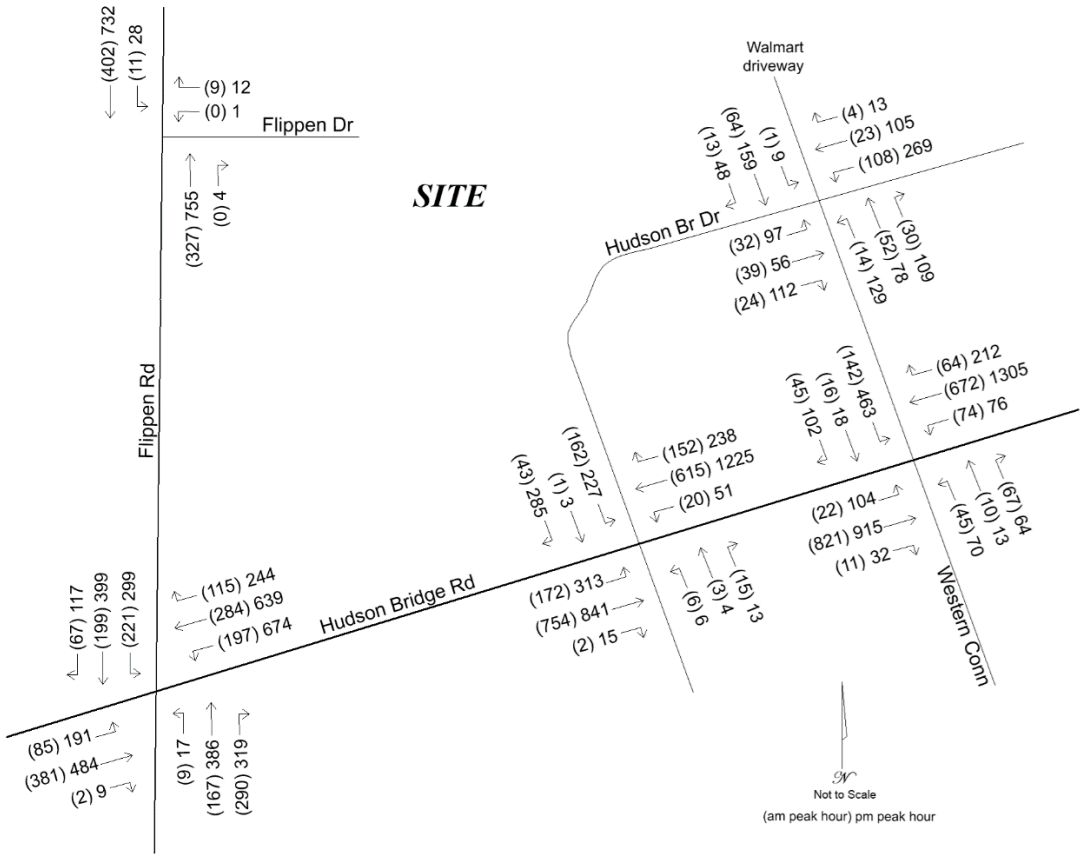

Figure 6 – Future Weekday A.M. and P.M. Peak Hour Volumes

Auxiliary Lane Requirements at Project Accesses

The project will connect to Hudson Bridge Drive, which provides access to Hudson Bridge Road, and to Oakwood Drive which provides a connection to Flippen Road. At Hudson Bridge Drive, Hudson Bridge Road has an eastbound left turn lane and a westbound right turn lane. No additional auxiliary turn lanes are necessary on Hudson Bridge Road at Hudson Bridge Drive. On Flippen Road there are no left or right turn lanes at Flippen Drive. The volumes turning into Flippen Drive at Hudson Bridge Road are very low and will continue to be low with the modest volume of project trips that will be added to that existing intersection. The future northbound right turn volume from Flippen Road into Flippen Drive is projected at 0 a.m. peak hour trips and 4 p.m. peak hour trips. The future southbound left turn volume from Flippen Road is projected at 11 a.m. peak hour trips and 28 p.m. peak hour trips. Based on the lanes and volumes at the intersections at which the project will connect to the public roadways, no changes to the auxiliary turn lanes (or lack thereof) are recommended as a consequence of the proposed townhomes project.

Future Intersection Operations

An operational analysis was performed for the anticipated future project build-out at the study intersections. Table 5 presents the results of the future analysis. Computer printouts containing detailed results of the future analysis are located in Appendix E. Levels of service and delays are provided for each overall intersection and for each controlled approach or movement. Locations that operate unacceptably (LOS E or LOS F) are presented in bold type.

Table 5 – Future Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Hudson Bridge Rd at Flippen Rd (signal)	C	25.5	***E***	***64.7***
northbound approach	C	20.1	***E***	***75.5***
southbound approach	B	10.5	***E***	***58.4***
eastbound approach	D	39.0	D	53.9
westbound approach	C	34.4	***E***	***68.1***
2. Flippen Rd at Flippen Dr (side street stop)	A	0.6	A	0.4
southbound left turn	A	8.1	A	9.5
westbound approach	B	10.7	C	17.2
3. Hudson Bridge Rd at Hudson Bridge Dr (signal)	C	23.3	C	32.7
northbound approach	B	13.2	C	34.3
southbound approach	B	16.9	***E***	***74.1***
eastbound approach	C	24.7	D	35.9
westbound approach	C	24.0	B	16.3
4. Hudson Bridge Dr at Western Conn (all-way stop)	A	9.3	C	20.8
northbound approach	A	8.8	B	14.8
southbound approach	A	9.2	C	24.1
eastbound approach	A	9.0	C	15.9
westbound approach	A	10.0	D	26.4
5. Hudson Bridge Rd at Western Conn (signal)	C	22.6	C	29.7
northbound approach	C	26.4	C	34.8
southbound approach	C	31.5	D	47.7
eastbound approach	B	17.8	B	10.6
westbound approach	C	25.6	D	37.4

The future analysis with the addition of the proposed townhomes' trips reveals a slight deterioration in operations at each study intersection. As with the no-build analysis, the Hudson Bridge Road / Flippen Road intersection operates at LOS E in the p.m. peak, as does the southbound approach of Hudson Bridge Drive at Hudson Bridge Road. The mitigation identified for the no-build analysis – the addition of a second westbound left turn lane on Hudson Bridge Road at Flippen Road – continues to be appropriate. That intersection and all approaches will operate acceptably in the future condition with the implementation of that improvement. The southbound approach of Hudson Bridge Drive would continue to operate at LOS E. However, because it is a LOS E (not LOS F) for just one time period on just one approach, and the other approaches and overall intersection will operate acceptably, no mitigation is recommended. This one approach is a side street at a busy thoroughfare. The delays are only incurred by motorists on the minor street approach and those vehicles do have the option to travel to the signal at Western Connector at Hudson Bridge Road, which operates acceptably for all approaches. Because the westbound left turn lane was recommended as a system improvement, needed in the no-build condition, no mitigation is identified as a consequence of the proposed townhomes development.

Conclusions and Recommendations

This study assesses the traffic impact of a proposed residential townhome development in Stockbridge. The site is located north of Hudson Bridge Road and will be served by vehicular connections to Hudson Bridge Drive and Oakwood Drive, which provides a connection to Flippen Road via Flippen Drive. The project will consist of 140 attached residential townhomes. The following are the findings and recommendations of this study:

1. The existing analysis reveals acceptable traffic operations at all study locations. Therefore, no mitigation is identified for the existing condition.

2. Traffic volume growth in this area has been modest. An annual growth rate of 2.0%, applied for five years, for a total of 10.4% growth, was used in developing future volume projections.

3. The no-build analysis reveals continued acceptable traffic operations at most study locations, comparable to the existing condition, with just modest increases in delays due to anticipated growth in volumes. However, the Hudson Bridge Road / Flippen Road intersection will drop to LOS E in the p.m. peak. The southbound approach of Hudson Bridge Drive at Hudson Bridge Road will also drop to LOS E in the p.m. peak. It is recommended that a second westbound left turn lane be added on Hudson Bridge Road at Flippen Road for the no-build condition. This is considered a system improvement, needed whether or not the proposed townhomes are developed.

4. The proposed townhomes will generate 67 a.m. peak hour trips, 80 p.m. peak hour trips, and 1,016 weekday trips.

5. The future analysis with the addition of the proposed townhomes' trips reveals a slight deterioration in operations at each study intersection. The mitigation identified for the no-build condition will continue to be appropriate and no additional mitigation identified as a consequence of the proposed townhomes development.

6. The project civil/site engineer should comply with all applicable design standards including sight distances, turn lane storage and taper lengths, turn radii, driveway widths, islands, angles with the adjacent roadways, and grades.

Appendix A

Traffic Count Data

Hudson Bridge Townhomes Traffic Impact Study
City of Stockbridge, Georgia

June 2024

Intersection: 1. Hudson Bridge Road at Flippen Road

Weekday A.M. Peak Hour	**Northbound Flippen Road**				**Southbound Flippen Road**				**Eastbound Hudson Bridge Road**				**Westbound Hudson Bridge Road**			
	L	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**
Counted Volumes (Thursday, May 30, 2024 8:00-9:00)	8	151	260	419	200	180	61	441	77	343	2	422	171	253	104	528
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	9	167	287	463	221	199	67	487	85	379	2	466	189	279	115	583
Hudson Bridge Townhomes Trips	0	0	3	3	0	0	0	0	0	2	0	2	8	5	0	13
2029 Build Volumes	9	167	290	466	221	199	67	487	85	381	2	468	197	284	115	596

Weekday P.M. Peak Hour	**Northbound Flippen Road**				**Southbound Flippen Road**				**Eastbound Hudson Bridge Road**				**Westbound Hudson Bridge Road**			
	L	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**
Counted Volumes (Thursday, May 30, 2024 4:45-5:45)	15	350	283	648	271	361	106	738	173	434	8	615	606	576	221	1403
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	17	386	312	715	299	399	117	815	191	479	9	679	669	636	244	1549
Hudson Bridge Townhomes Trips	0	0	7	7	0	0	0	0	0	5	0	5	5	3	0	8
2029 Build Volumes	17	386	319	722	299	399	117	815	191	484	9	684	674	639	244	1557

Hudson Bridge Townhomes Traffic Impact Study
City of Stockbridge, Georgia

June 2024

Intersection: 2. Flippen Road at Flippen Drive

Weekday A.M. Peak Hour	**Northbound Flippen Road**			**Southbound Flippen Road**				**Westbound Flippen Drive**		
	T	**R**	**Tot**	**L**	**T**	**Tot**		**L**	**R**	**Tot**
Counted Volumes (Thursday, May 30, 2024 8:00-9:00)	296	0	296	7	364	371		0	1	1
Annual Background Growth to 2029	10.4%	10.4%		10.4%	10.4%			10.4%	10.4%	
2029 No-Build Volumes	327	0	327	8	402	410		0	1	1
Hudson Bridge Townhomes Trips	0	0	0	3	0	3		0	8	8
2029 Build Volumes	327	0	327	11	402	413		0	9	9

Weekday P.M. Peak Hour	**Northbound Flippen Road**			**Southbound Flippen Road**				**Westbound Flippen Drive**		
	T	**R**	**Tot**	**L**	**T**	**Tot**		**L**	**R**	**Tot**
Counted Volumes (Thursday, May 30, 2024 4:45-5:45)	684	4	688	19	663	682		1	6	7
Annual Background Growth to 2029	10.4%	10.4%		10.4%	10.4%			10.4%	10.4%	
2029 No-Build Volumes	755	4	760	21	732	753		1	7	8
Hudson Bridge Townhomes Trips	0	0	0	7	0	7		0	5	5
2029 Build Volumes	755	4	760	28	732	760		1	12	13

Hudson Bridge Townhomes Traffic Impact Study
City of Stockbridge, Georgia

June 2024

Intersection: 3. Hudson Bridge Road at Hudson Bridge Drive

Weekday A.M. Peak Hour	**Northbound Hudson Bridge Drive**				**Southbound Hudson Bridge Drive**				**Eastbound Hudson Bridge Road**				**Westbound Hudson Bridge Road**			
	L	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**
Counted Volumes (Thursday, May 30, 2024 7:30-8:30)	5	3	14	22	124	1	27	152	151	683	2	836	18	557	130	705
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	6	3	15	24	137	1	30	168	167	754	2	923	20	615	144	778
Hudson Bridge Townhomes Trips	0	0	0	0	25	0	13	38	5	0	0	5	0	0	8	8
2029 Build Volumes	6	3	15	24	162	1	43	206	172	754	2	928	20	615	152	786

Weekday P.M. Peak Hour	**Northbound Hudson Bridge Drive**				**Southbound Hudson Bridge Drive**				**Eastbound Hudson Bridge Road**				**Westbound Hudson Bridge Road**			
	L	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**
Counted Volumes (Thursday, May 30, 2024 4:30-5:30)	5	4	12	21	188	3	251	442	273	762	14	1049	46	1110	193	1349
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	6	4	13	23	208	3	277	488	301	841	15	1158	51	1225	213	1489
Hudson Bridge Townhomes Trips	0	0	0	0	19	0	8	27	12	0	0	12	0	0	25	25
2029 Build Volumes	6	4	13	23	227	3	285	515	313	841	15	1170	51	1225	238	1514

Hudson Bridge Townhomes Traffic Impact Study
City of Stockbridge, Georgia

June 2024

Intersection: 4. Hudson Bridge Drive at Western Connector / Walmart Driveway

Weekday A.M. Peak Hour	**Northbound Western Connector**				**Southbound Walmart Driveway**				**Eastbound Hudson Bridge Drive**				**Westbound Hudson Bridge Drive**			
	L	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**
Counted Volumes (Thursday, May 30, 2024 8:00-9:00)	13	47	27	87	1	58	11	70	27	34	21	82	98	21	4	123
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	14	52	30	96	1	64	12	77	30	38	23	91	108	23	4	136
Hudson Bridge Townhomes Trips	0	0	0	0	0	0	1	1	2	1	1	4	0	0	0	0
2029 Build Volumes	14	52	30	96	1	64	13	78	32	39	24	95	108	23	4	136

Weekday P.M. Peak Hour	**Northbound Western Connector**				**Southbound Walmart Driveway**				**Eastbound Hudson Bridge Drive**				**Westbound Hudson Bridge Drive**			
	L	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**
Counted Volumes (Thursday, May 30, 2024 4:30-5:30)	116	71	99	286	8	144	42	194	88	51	101	240	244	94	12	350
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	128	78	109	316	9	159	46	214	97	56	112	265	269	104	13	386
Hudson Bridge Townhomes Trips	1	0	0	1	0	0	2	2	0	0	0	0	0	1	0	1
2029 Build Volumes	129	78	109	317	9	159	48	216	97	56	112	265	269	105	13	387

Hudson Bridge Townhomes Traffic Impact Study
City of Stockbridge, Georgia

June 2024

Intersection: 5. Hudson Bridge Road at Western Connector

Weekday A.M. Peak Hour	**Northbound Western Connector**				**Southbound Western Connector**				**Eastbound Hudson Bridge Road**				**Westbound Hudson Bridge Road**			
	L	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**
Counted Volumes (Thursday, May 30, 2024 8:00-9:00)	41	9	61	111	129	14	41	184	20	721	10	751	67	601	58	726
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	45	10	67	123	142	15	45	203	22	796	11	829	74	664	64	802
Hudson Bridge Townhomes Trips	0	0	0	0	0	1	0	1	0	25	0	25	0	8	0	8
2029 Build Volumes	45	10	67	123	142	16	45	204	22	821	11	854	74	672	64	810

Weekday P.M. Peak Hour	**Northbound Western Connector**				**Southbound Western Connector**				**Eastbound Hudson Bridge Road**				**Westbound Hudson Bridge Road**			
	L	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**
Counted Volumes (Thursday, May 30, 2024 4:30-5:30)	63	11	58	132	419	16	92	527	94	812	29	935	69	1159	192	1420
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	70	12	64	146	463	18	102	582	104	896	32	1032	76	1280	212	1568
Hudson Bridge Townhomes Trips	0	1	0	1	0	0	0	0	0	19	0	19	0	25	0	25
2029 Build Volumes	70	13	64	147	463	18	102	582	104	915	32	1051	76	1305	212	1593

Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159

TMC Data
Hudson Bridge Rd @ Flippen Rd
Stockbridge, GA
7-9 AM | 4-6 PM

File Name : 48970001
Site Code : 48970001
Start Date : 5/30/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Flippen Rd Northbound					Flippen Rd Southbound					Hudson Bridge Rd Eastbound					Hudson Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	1	23	42	0	66	48	15	12	0	75	15	64	0	0	79	25	52	13	0	90	310
07:15 AM	1	29	67	0	97	36	23	18	0	77	8	74	1	0	83	30	47	17	0	94	351
07:30 AM	1	37	73	0	111	44	53	14	0	111	16	89	1	0	106	33	54	24	0	111	439
07:45 AM	0	29	84	0	113	52	39	11	0	102	14	93	2	0	109	30	58	29	0	117	441
Total	3	118	266	0	387	180	130	55	0	365	53	320	4	0	377	118	211	83	0	412	1541
08:00 AM	2	30	56	0	88	54	37	10	0	101	18	99	1	0	118	38	53	26	0	117	424
08:15 AM	3	33	69	0	105	57	52	21	0	130	24	74	1	0	99	43	67	27	0	137	471
08:30 AM	1	42	80	0	123	42	53	16	0	111	14	78	0	0	92	40	69	25	0	134	460
08:45 AM	2	46	55	0	103	47	38	14	0	99	21	92	0	0	113	50	64	26	0	140	455
Total	8	151	260	0	419	200	180	61	0	441	77	343	2	0	422	171	253	104	0	528	1810
*** BREAK ***																					
04:00 PM	4	70	59	0	133	69	87	19	0	175	42	100	2	0	144	114	116	46	0	276	728
04:15 PM	3	69	68	0	140	49	94	17	0	160	45	104	1	0	150	135	120	45	0	300	750
04:30 PM	3	88	61	0	152	59	88	23	0	170	38	109	0	0	147	145	130	42	0	317	786
04:45 PM	4	85	64	0	153	78	80	29	0	187	38	101	4	0	143	147	126	58	0	331	814
Total	14	312	252	0	578	255	349	88	0	692	163	414	7	0	584	541	492	191	0	1224	3078
05:00 PM	4	93	67	0	164	61	89	20	0	170	45	111	0	0	156	156	152	60	0	368	858
05:15 PM	4	90	64	0	158	62	97	26	0	185	43	115	4	0	162	159	157	57	0	373	878
05:30 PM	3	82	88	0	173	70	95	31	0	196	47	107	0	0	154	144	141	46	0	331	854
05:45 PM	5	76	65	0	146	66	90	24	0	180	34	102	1	0	137	120	122	40	0	282	745
Total	16	341	284	0	641	259	371	101	0	731	169	435	5	0	609	579	572	203	0	1354	3335
Grand Total	41	922	1062	0	2025	894	1030	305	0	2229	462	1512	18	0	1992	1409	1528	581	0	3518	9764
Apprch %	2	45.5	52.4	0		40.1	46.2	13.7	0		23.2	75.9	0.9	0		40.1	43.4	16.5	0		
Total %	0.4	9.4	10.9	0	20.7	9.2	10.5	3.1	0	22.8	4.7	15.5	0.2	0	20.4	14.4	15.6	6	0	36	

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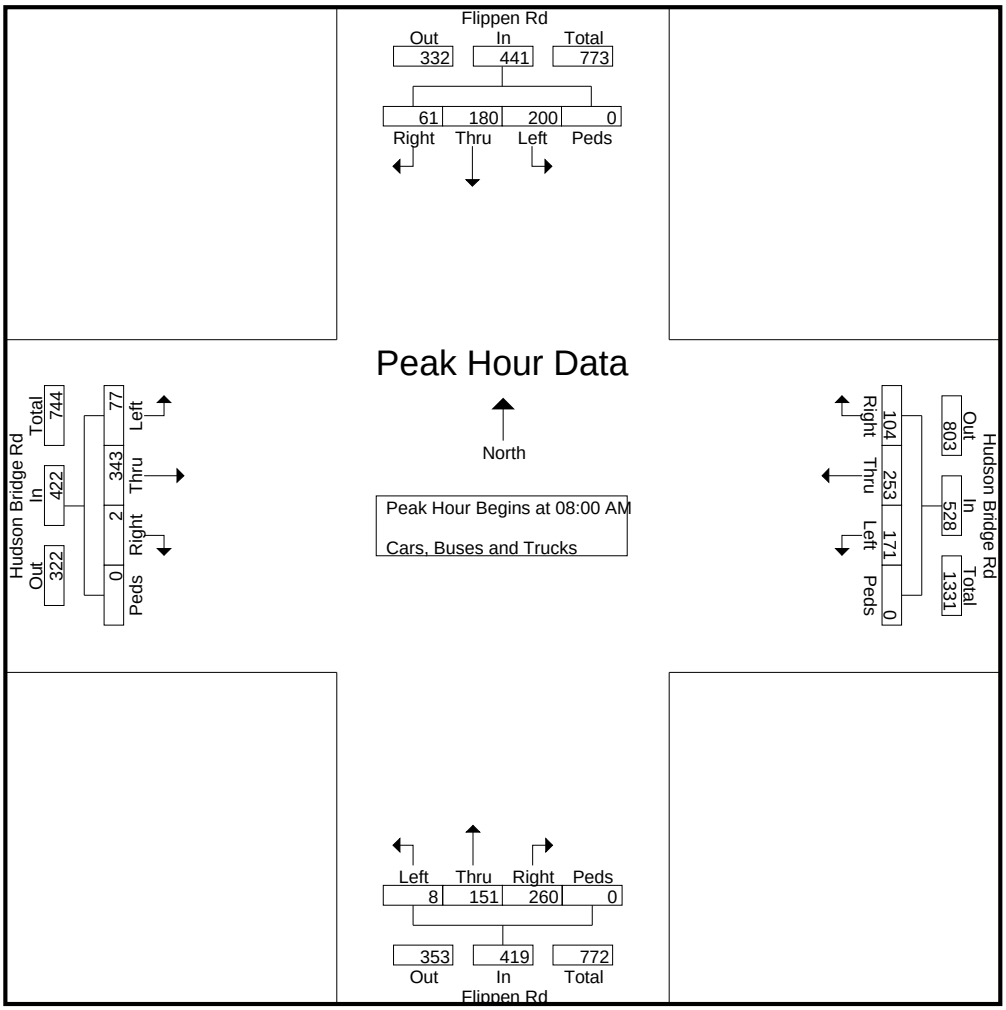
TMC Data
Hudson Bridge Rd @ Flippen Rd
Stockbridge, GA
7-9 AM | 4-6 PM

File Name : 48970001
Site Code : 48970001
Start Date : 5/30/2024
Page No : 2

	Flippen Rd Northbound					Flippen Rd Southbound					Hudson Bridge Rd Eastbound					Hudson Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	2	30	56	0	88	54	37	10	0	101	18	**99**	**1**	0	**118**	38	53	26	0	117	424
08:15 AM	**3**	33	69	0	105	**57**	52	**21**	0	**130**	**24**	74	1	0	99	43	67	**27**	0	137	**471**
08:30 AM	1	42	**80**	0	**123**	42	**53**	16	0	111	14	78	0	0	92	40	**69**	25	0	134	460
08:45 AM	2	**46**	55	0	103	47	38	14	0	99	21	92	0	0	113	**50**	64	26	0	**140**	455
Total Volume	8	151	260	0	419	200	180	61	0	441	77	343	2	0	422	171	253	104	0	528	1810
% App. Total			62.1			45.4	40.8	13.8			18.2	81.3				32.4	47.9	19.7			
PHF	.667	.821	.813	.000	.852	.877	.849	.726	.000	.848	.802	.866	.500	.000	.894	.855	.917	.963	.000	.943	.961



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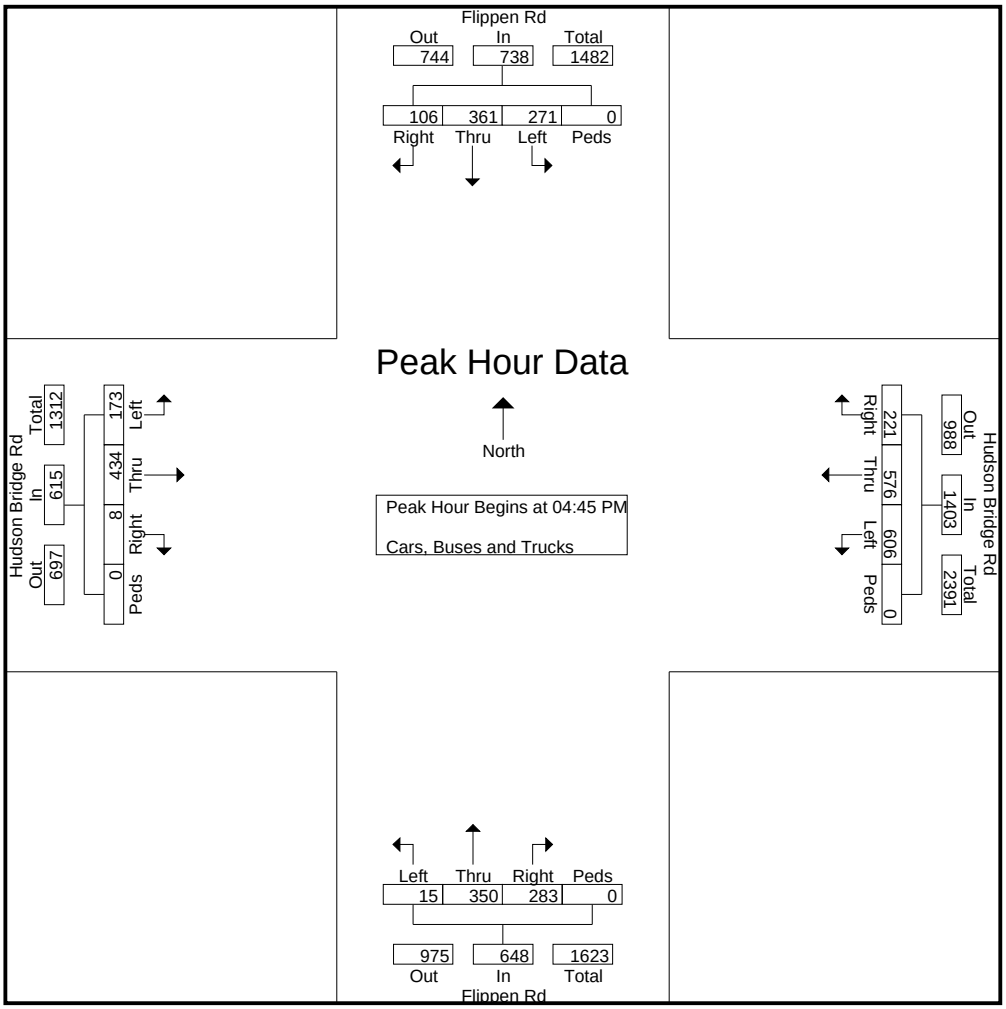
TMC Data
Hudson Bridge Rd @ Flippen Rd
Stockbridge, GA
7-9 AM | 4-6 PM

File Name : 48970001
Site Code : 48970001
Start Date : 5/30/2024
Page No : 3

	Flippen Rd Northbound					Flippen Rd Southbound					Hudson Bridge Rd Eastbound					Hudson Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	**4**	85	64	0	153	**78**	80	29	0	187	38	101	**4**	0	143	147	126	58	0	331	814
05:00 PM	4	**93**	67	0	164	61	89	20	0	170	45	111	0	0	156	156	152	**60**	0	368	858
05:15 PM	4	90	64	0	158	62	**97**	26	0	185	43	**115**	4	0	**162**	**159**	**157**	57	0	**373**	**878**
05:30 PM	3	82	**88**	0	**173**	70	95	**31**	0	**196**	**47**	107	0	0	154	144	141	46	0	331	854
Total Volume	15	350	283	0	648	271	361	106	0	738	173	434	8	0	615	606	576	221	0	1403	3404
% App. Total			43.7			36.7	48.9	14.4			28.1	70.6				43.2	41.1	15.8			
PHF	.938	.941	.804	.000	.936	.869	.930	.855	.000	.941	.920	.943	.500	.000	.949	.953	.917	.921	.000	.940	.969



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TMC Data
Flippen Rd @ Flippen Dr
Stockbridge, GA
7-9 AM | 4-6 PM

File Name : 48970002
Site Code : 48970002
Start Date : 5/30/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Flippen Rd Northbound					Flippen Rd Southbound					Eastbound					Flippen Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	56	0	0	56	2	64	0	0	66	0	0	0	0	0	0	0	0	0	0	122
07:15 AM	0	47	0	0	47	3	67	0	0	70	0	0	0	0	0	1	0	3	0	4	121
07:30 AM	0	77	1	0	78	0	94	0	0	94	0	0	0	0	0	0	0	2	0	2	174
07:45 AM	0	55	0	0	55	0	85	0	0	85	0	0	0	0	0	1	0	3	0	4	144
Total	0	235	1	0	236	5	310	0	0	315	0	0	0	0	0	2	0	8	0	10	561
08:00 AM	0	66	0	0	66	1	83	0	0	84	0	0	0	0	0	0	0	0	0	0	150
08:15 AM	0	76	0	0	76	2	98	0	0	100	0	0	0	0	0	0	0	0	0	0	176
08:30 AM	0	69	0	0	69	3	87	0	0	90	0	0	0	0	0	0	0	0	0	0	159
08:45 AM	0	85	0	0	85	1	96	0	0	97	0	0	0	0	0	0	0	1	0	1	183
Total	0	296	0	0	296	7	364	0	0	371	0	0	0	0	0	0	0	1	0	1	668
*** BREAK ***																					
04:00 PM	0	153	3	0	156	4	162	0	0	166	0	0	0	0	0	3	0	1	0	4	326
04:15 PM	0	156	1	0	157	3	146	0	0	149	0	0	0	0	0	0	0	3	0	3	309
04:30 PM	0	164	0	0	164	0	154	0	0	154	0	0	0	0	0	0	0	3	0	3	321
04:45 PM	0	164	1	0	165	5	179	0	0	184	0	0	0	0	0	1	0	2	0	3	352
Total	0	637	5	0	642	12	641	0	0	653	0	0	0	0	0	4	0	9	0	13	1308
05:00 PM	0	179	2	0	181	4	165	0	0	169	0	0	0	0	0	0	0	2	0	2	352
05:15 PM	0	173	1	0	174	5	159	0	0	164	0	0	0	0	0	0	0	1	0	1	339
05:30 PM	0	168	2	0	170	5	160	0	0	165	0	0	0	0	0	0	0	1	0	1	336
05:45 PM	0	154	2	0	156	4	183	0	0	187	0	0	0	0	0	0	0	1	0	1	344
Total	0	674	7	0	681	18	667	0	0	685	0	0	0	0	0	0	0	5	0	5	1371
Grand Total	0	1842	13	0	1855	42	1982	0	0	2024	0	0	0	0	0	6	0	23	0	29	3908
Apprch %	0	99.3	0.7	0		2.1	97.9	0	0		0	0	0	0		20.7	0	79.3	0		
Total %	0	47.1	0.3	0	47.5	1.1	50.7	0	0	51.8	0	0	0	0	0	0.2	0	0.6	0	0.7	

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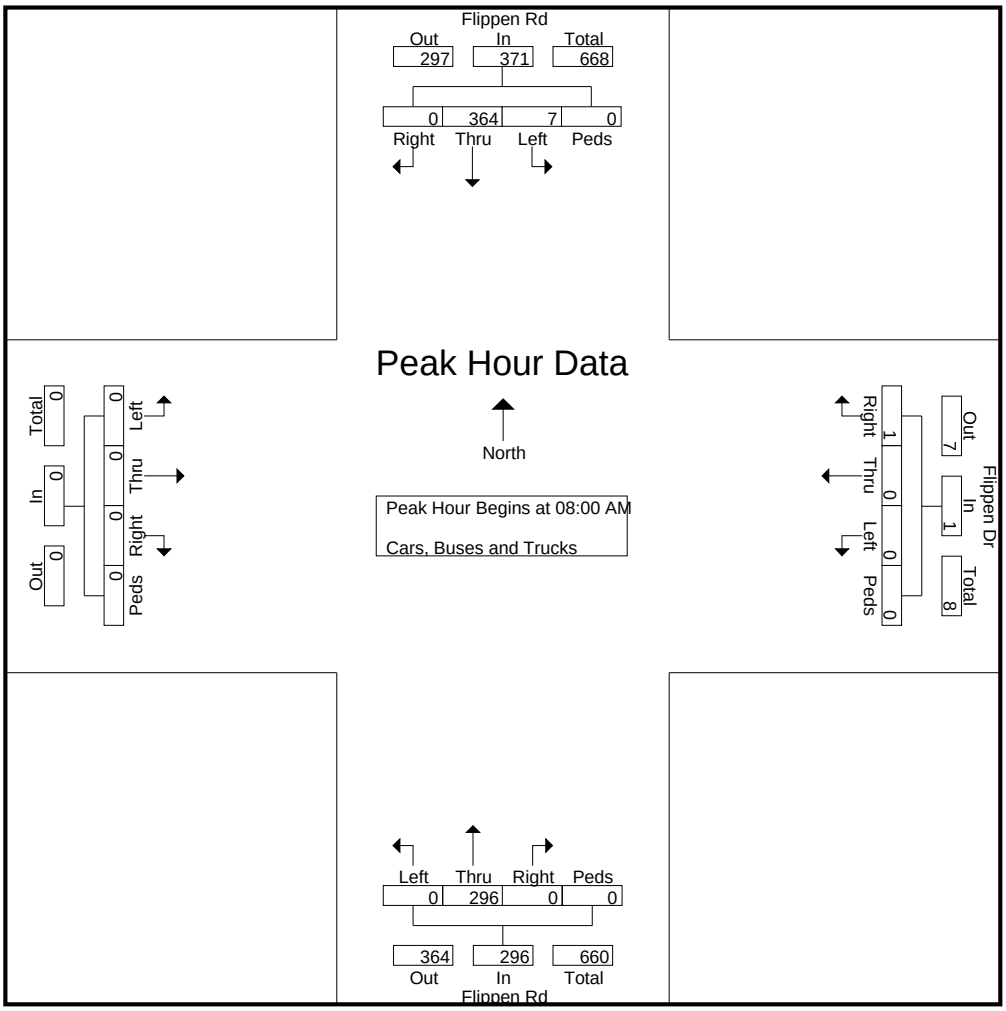
TMC Data
Flippen Rd @ Flippen Dr
Stockbridge, GA
7-9 AM | 4-6 PM

File Name : 48970002
Site Code : 48970002
Start Date : 5/30/2024

	Flippen Rd Northbound					Flippen Rd Southbound					Eastbound					Flippen Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	66	0	0	66	1	83	0	0	84	0	0	0	0	0	0	0	0	0	0	150
08:15 AM	0	76	0	0	76	2	**98**	0	0	**100**	0	0	0	0	0	0	0	0	0	0	176
08:30 AM	0	69	0	0	69	**3**	87	0	0	90	0	0	0	0	0	0	0	0	0	0	159
08:45 AM	0	**85**	0	0	**85**	1	96	0	0	97	0	0	0	0	0	0	0	**1**	0	**1**	**183**
Total Volume	0	296	0	0	296	7	364	0	0	371	0	0	0	0	0	0	0	1	0	1	668
% App. Total							98.1														
PHF	.000	.871	.000	.000	.871	.583	.929	.000	.000	.928	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.913



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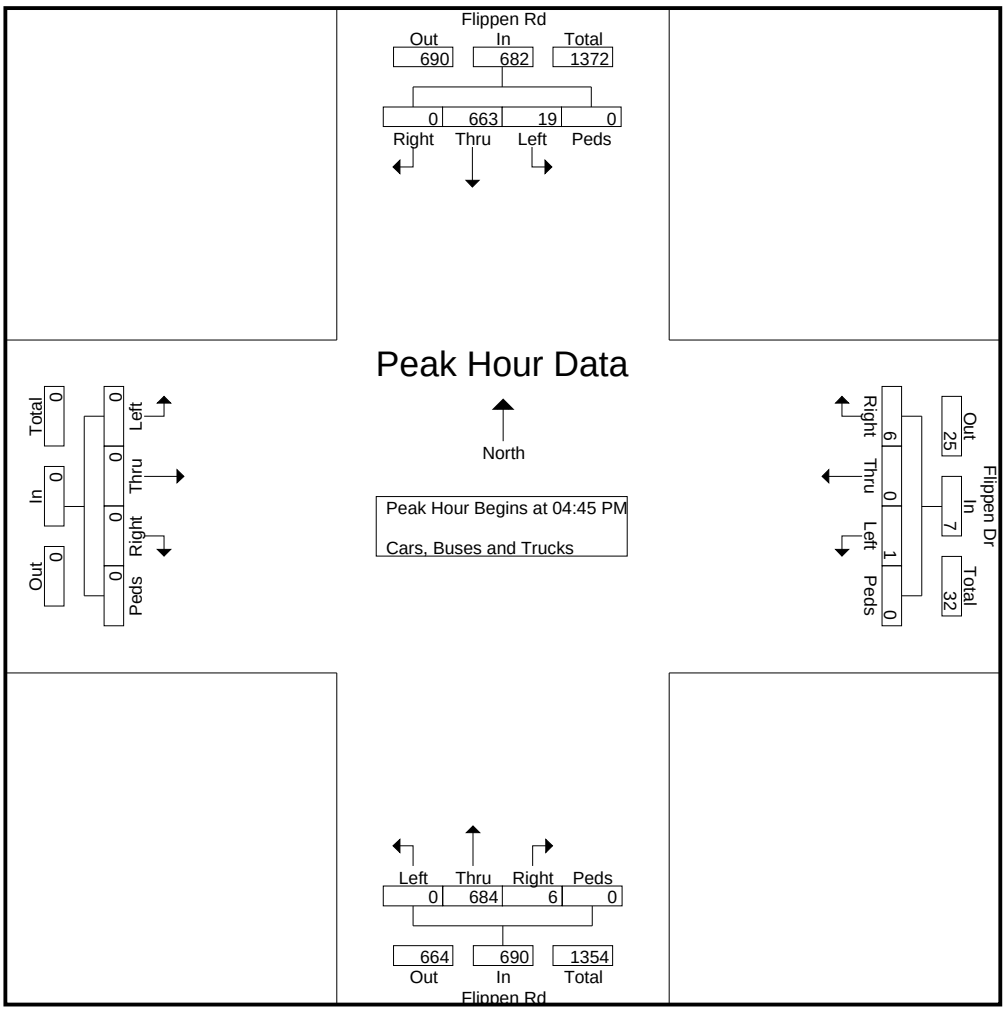
TMC Data
Flippen Rd @ Flippen Dr
Stockbridge, GA
7-9 AM | 4-6 PM

File Name : 48970002
Site Code : 48970002
Start Date : 5/30/2024
Page No : 3

	Flippen Rd Northbound					Flippen Rd Southbound					Eastbound					Flippen Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	164	1	0	165	**5**	**179**	0	0	**184**	0	0	0	0	0	**1**	0	**2**	0	**3**	**352**
05:00 PM	0	**179**	**2**	0	**181**	4	165	0	0	169	0	0	0	0	0	0	0	2	0	2	352
05:15 PM	0	173	1	0	174	5	159	0	0	164	0	0	0	0	0	0	0	1	0	1	339
05:30 PM	0	168	2	0	170	5	160	0	0	165	0	0	0	0	0	0	0	1	0	1	336
Total Volume	0	684	6	0	690	19	663	0	0	682	0	0	0	0	0	1	0	6	0	7	1379
% App. Total		99.1					97.2									14.3		85.7			
PHF	.000	.955	.750	.000	.953	.950	.926	.000	.000	.927	.000	.000	.000	.000	.000	.250	.000	.750	.000	.583	.979



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TMC Data
Hudson Bridge Rd @ Hudson Bridge Dr
Stockbridge, GA
7-9 AM | 4-6 PM

File Name : 48970003
Site Code : 48970003
Start Date : 5/30/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Hudson Bridge Dr Northbound					Hudson Bridge Dr Southbound					Hudson Bridge Rd Eastbound					Hudson Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	2	3	0	5	30	0	6	0	36	31	116	0	0	147	4	93	40	0	137	325
07:15 AM	2	0	8	0	10	21	1	4	0	26	21	168	1	0	190	0	109	21	0	130	356
07:30 AM	0	0	5	0	5	28	0	9	0	37	36	196	0	0	232	6	138	28	0	172	446
07:45 AM	2	2	7	0	11	27	1	3	0	31	30	187	0	0	217	2	131	29	0	162	421
Total	4	4	23	0	31	106	2	22	0	130	118	667	1	0	786	12	471	118	0	601	1548
08:00 AM	2	0	0	0	2	31	0	7	0	38	46	152	0	0	198	4	135	36	0	175	413
08:15 AM	1	1	2	0	4	38	0	8	0	46	39	148	2	0	189	6	153	37	0	196	435
08:30 AM	0	1	2	0	3	25	0	12	0	37	43	162	1	0	206	6	117	29	0	152	398
08:45 AM	0	1	1	0	2	46	0	12	0	58	57	165	0	0	222	3	154	26	0	183	465
Total	3	3	5	0	11	140	0	39	0	179	185	627	3	0	815	19	559	128	0	706	1711
*** BREAK ***																					
04:00 PM	0	0	1	0	1	48	1	40	0	89	59	187	2	0	248	13	257	38	0	308	646
04:15 PM	1	0	1	0	2	49	2	50	0	101	66	190	4	0	260	13	271	52	0	336	699
04:30 PM	1	2	2	0	5	43	0	63	0	106	72	178	4	0	254	10	274	53	0	337	702
04:45 PM	2	2	3	0	7	48	2	49	0	99	78	172	4	0	254	17	265	39	0	321	681
Total	4	4	7	0	15	188	5	202	0	395	275	727	14	0	1016	53	1067	182	0	1302	2728
05:00 PM	1	0	5	0	6	51	1	65	0	117	57	217	5	0	279	7	298	64	0	369	771
05:15 PM	1	0	2	0	3	46	0	74	0	120	66	195	1	0	262	12	273	37	0	322	707
05:30 PM	3	1	2	0	6	29	0	41	0	70	76	183	2	0	261	18	257	43	0	318	655
05:45 PM	1	0	2	0	3	35	2	58	0	95	61	192	0	0	253	9	231	40	0	280	631
Total	6	1	11	0	18	161	3	238	0	402	260	787	8	0	1055	46	1059	184	0	1289	2764
Grand Total	17	12	46	0	75	595	10	501	0	1106	838	2808	26	0	3672	130	3156	612	0	3898	8751
Apprch %	22.7	16	61.3	0		53.8	0.9	45.3	0		22.8	76.5	0.7	0		3.3	81	15.7	0		
Total %	0.2	0.1	0.5	0	0.9	6.8	0.1	5.7	0	12.6	9.6	32.1	0.3	0	42	1.5	36.1	7	0	44.5	

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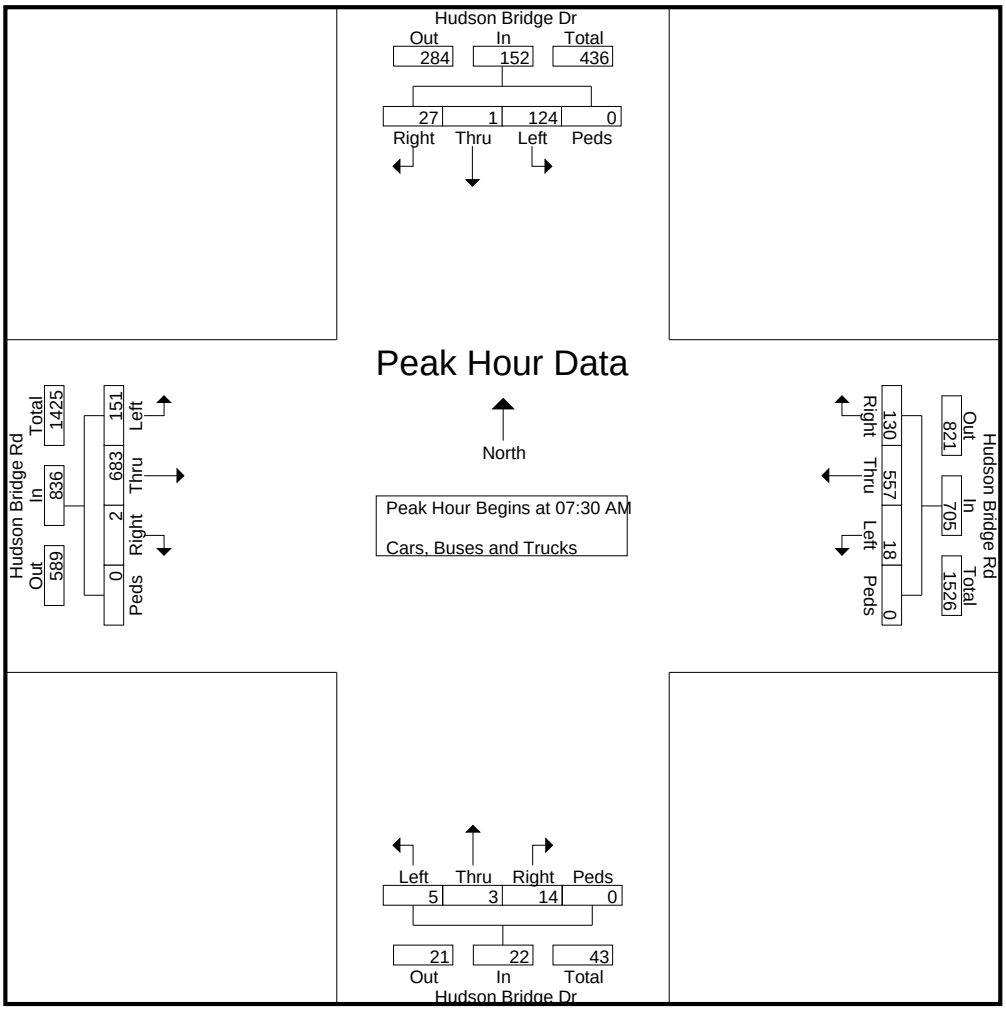
TMC Data
Hudson Bridge Rd @ Hudson Bridge Dr
Stockbridge, GA
7-9 AM | 4-6 PM

File Name : 48970003
Site Code : 48970003
Start Date : 5/30/2024
Page No : 2

	Hudson Bridge Dr Northbound					Hudson Bridge Dr Southbound					Hudson Bridge Rd Eastbound					Hudson Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	5	0	5	28	0	**9**	0	37	36	**196**	0	0	**232**	**6**	138	28	0	172	**446**
07:45 AM	**2**	**2**	**7**	0	**11**	27	**1**	3	0	31	30	187	0	0	217	2	131	29	0	162	421
08:00 AM	2	0	0	0	2	31	0	7	0	38	**46**	152	0	0	198	4	135	36	0	175	413
08:15 AM	1	1	2	0	4	**38**	0	8	0	**46**	39	148	**2**	0	189	6	**153**	**37**	0	**196**	435
Total Volume	5	3	14	0	22	124	1	27	0	152	151	683	2	0	836	18	557	130	0	705	1715
% App. Total	22.7	13.6	63.6			81.6		17.8			18.1	81.7						18.4			
PHF	.625	.375	.500	.000	.500	.816	.250	.750	.000	.826	.821	.871	.250	.000	.901	.750	.910	.878	.000	.899	.961



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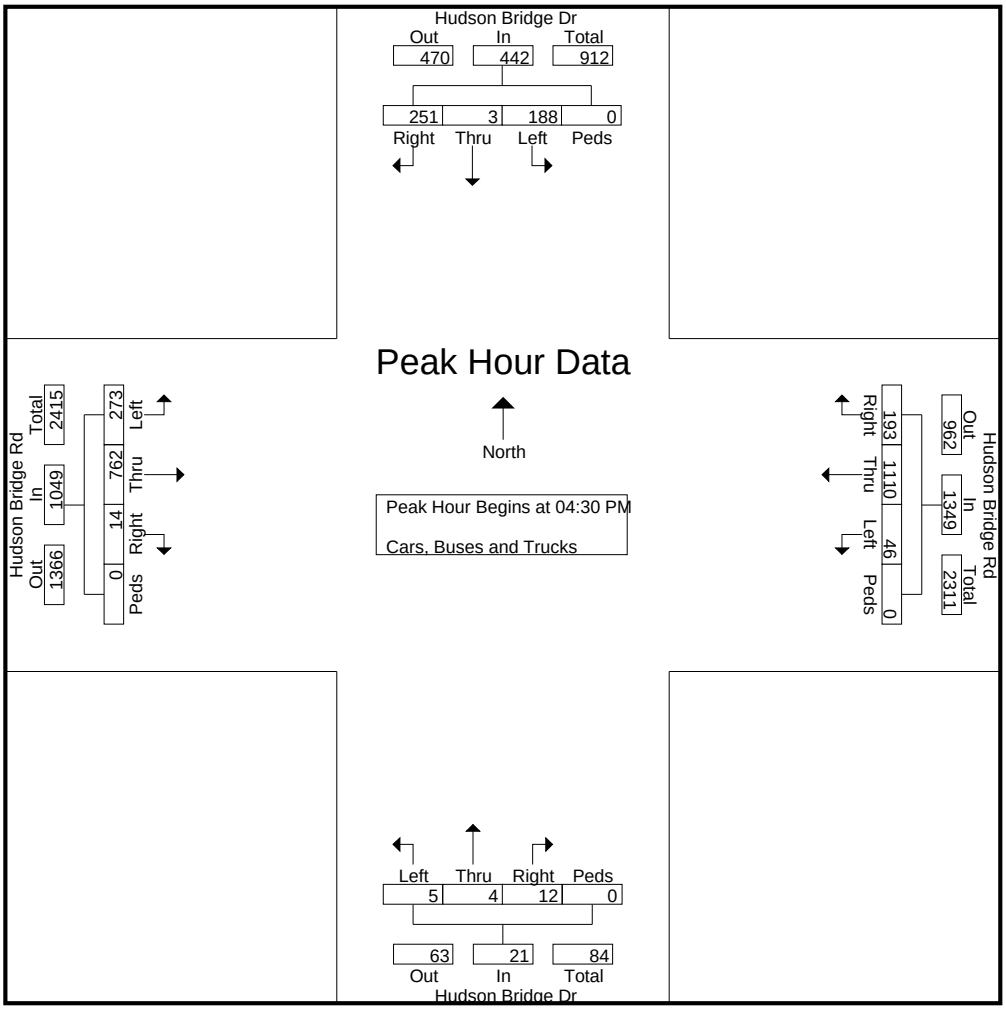
TMC Data
Hudson Bridge Rd @ Hudson Bridge Dr
Stockbridge, GA
7-9 AM | 4-6 PM

File Name : 48970003
Site Code : 48970003
Start Date : 5/30/2024
Page No : 3

	Hudson Bridge Dr Northbound					Hudson Bridge Dr Southbound					Hudson Bridge Rd Eastbound					Hudson Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	1	**2**	2	0	5	43	0	63	0	106	72	178	4	0	254	10	274	53	0	337	702
04:45 PM	**2**	2	3	0	**7**	48	**2**	49	0	99	**78**	172	4	0	254	**17**	265	39	0	321	681
05:00 PM	1	0	**5**	0	6	**51**	1	65	0	117	57	**217**	**5**	0	**279**	7	**298**	**64**	0	**369**	**771**
05:15 PM	1	0	2	0	3	46	0	**74**	0	**120**	66	195	1	0	262	12	273	37	0	322	707
Total Volume	5	4	12	0	21	188	3	251	0	442	273	762	14	0	1049	46	1110	193	0	1349	2861
% App. Total	23.8	19	57.1	0		42.5	0.7	56.8	0		26	72.6	1.3	0		3.4	82.3	14.3	0		
PHF	.625	.500	.600	.000	.750	.922	.375	.848	.000	.921	.875	.878	.700	.000	.940	.676	.931	.754	.000	.914	.928



Reliable Traffic Data Services

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TMC Data
Hudson Bridge Dr @ Western Connector
Stockbridge, GA
7-9 AM | 4-6 PM

File Name : 48970004
Site Code : 48970004
Start Date : 5/30/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Western Connector Northbound					Walmart Drwy Southbound					Hudson Bridge Dr Eastbound					Hudson Bridge Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	7	5	8	0	20	0	5	0	0	5	7	2	1	0	10	7	2	0	0	9	44
07:15 AM	10	6	6	0	22	0	9	2	0	11	2	5	1	0	8	15	3	1	0	19	60
07:30 AM	3	14	4	0	21	0	13	3	0	16	6	7	3	0	16	18	9	0	0	27	80
07:45 AM	6	9	11	0	26	1	20	2	0	23	9	5	2	0	16	18	2	4	0	24	89
Total	26	34	29	0	89	1	47	7	0	55	24	19	7	0	50	58	16	5	0	79	273
08:00 AM	1	6	7	0	14	1	12	2	0	15	6	11	4	0	21	27	3	0	0	30	80
08:15 AM	4	12	5	0	21	0	16	2	0	18	8	9	3	0	20	30	7	1	0	38	97
08:30 AM	2	16	3	0	21	0	13	4	0	17	5	7	3	0	15	15	6	1	0	22	75
08:45 AM	6	13	12	0	31	0	17	3	0	20	8	7	11	0	26	26	5	2	0	33	110
Total	13	47	27	0	87	1	58	11	0	70	27	34	21	0	82	98	21	4	0	123	362
*** BREAK ***																					
04:00 PM	20	15	25	0	60	2	39	3	0	44	13	12	32	0	57	73	28	1	0	102	263
04:15 PM	25	16	23	0	64	2	36	6	0	44	15	13	28	0	56	61	23	4	0	88	252
04:30 PM	35	17	26	0	78	1	32	8	0	41	23	15	25	0	63	72	19	2	0	93	275
04:45 PM	32	15	22	0	69	2	36	10	0	48	24	13	23	0	60	60	20	1	0	81	258
Total	112	63	96	0	271	7	143	27	0	177	75	53	108	0	236	266	90	8	0	364	1048
05:00 PM	23	17	28	0	68	5	45	12	0	62	28	8	20	0	56	53	20	4	0	77	263
05:15 PM	26	22	23	0	71	0	31	12	0	43	13	15	33	0	61	59	35	5	0	99	274
05:30 PM	27	16	31	0	74	1	41	4	0	46	14	19	23	0	56	36	30	3	0	69	245
05:45 PM	28	21	23	0	72	0	41	4	0	45	18	11	24	0	53	64	25	2	0	91	261
Total	104	76	105	0	285	6	158	32	0	196	73	53	100	0	226	212	110	14	0	336	1043
Grand Total	255	220	257	0	732	15	406	77	0	498	199	159	236	0	594	634	237	31	0	902	2726
Apprch %	34.8	30.1	35.1	0		3	81.5	15.5	0		33.5	26.8	39.7	0		70.3	26.3	3.4	0		
Total %	9.4	8.1	9.4	0	26.9	0.6	14.9	2.8	0	18.3	7.3	5.8	8.7	0	21.8	23.3	8.7	1.1	0	33.1	

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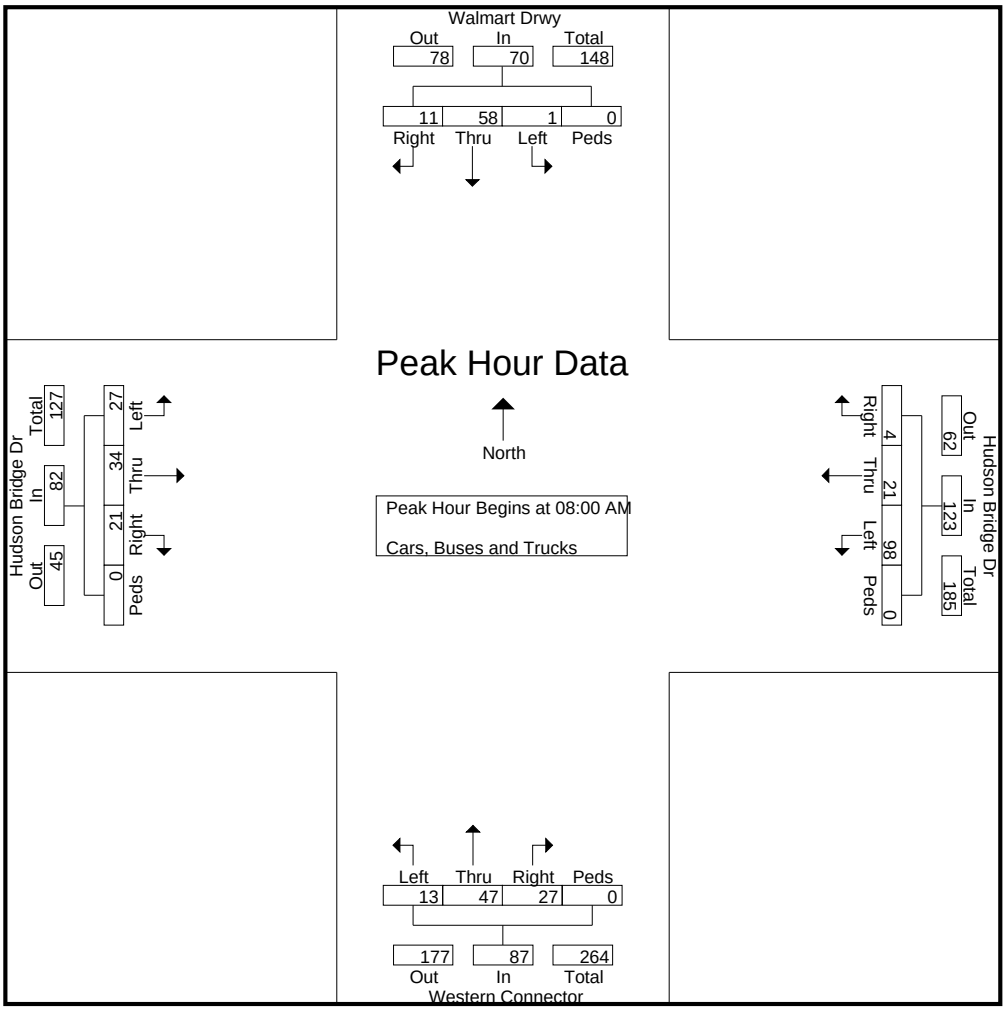
TMC Data
Hudson Bridge Dr @ Western Connector
Stockbridge, GA
7-9 AM | 4-6 PM

File Name : 48970004
Site Code : 48970004
Start Date : 5/30/2024
Page No : 2

	Western Connector Northbound					Walmart Drwy Southbound					Hudson Bridge Dr Eastbound					Hudson Bridge Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	1	6	7	0	14	**1**	12	2	0	15	6	**11**	4	0	21	27	3	0	0	30	80
08:15 AM	4	12	5	0	21	0	16	2	0	18	**8**	9	3	0	20	**30**	**7**	1	0	**38**	97
08:30 AM	2	**16**	3	0	21	0	13	**4**	0	17	5	7	3	0	15	15	6	1	0	22	75
08:45 AM	**6**	13	**12**	0	**31**	0	**17**	3	0	**20**	8	7	**11**	0	**26**	26	5	**2**	0	33	**110**
Total Volume	13	47	27	0	87	1	58	11	0	70	27	34	21	0	82	98	21	4	0	123	362
% App. Total	14.9						82.9	15.7			32.9	41.5	25.6			79.7	17.1				
PHF	.542	.734	.563	.000	.702	.250	.853	.688	.000	.875	.844	.773	.477	.000	.788	.817	.750	.500	.000	.809	.823



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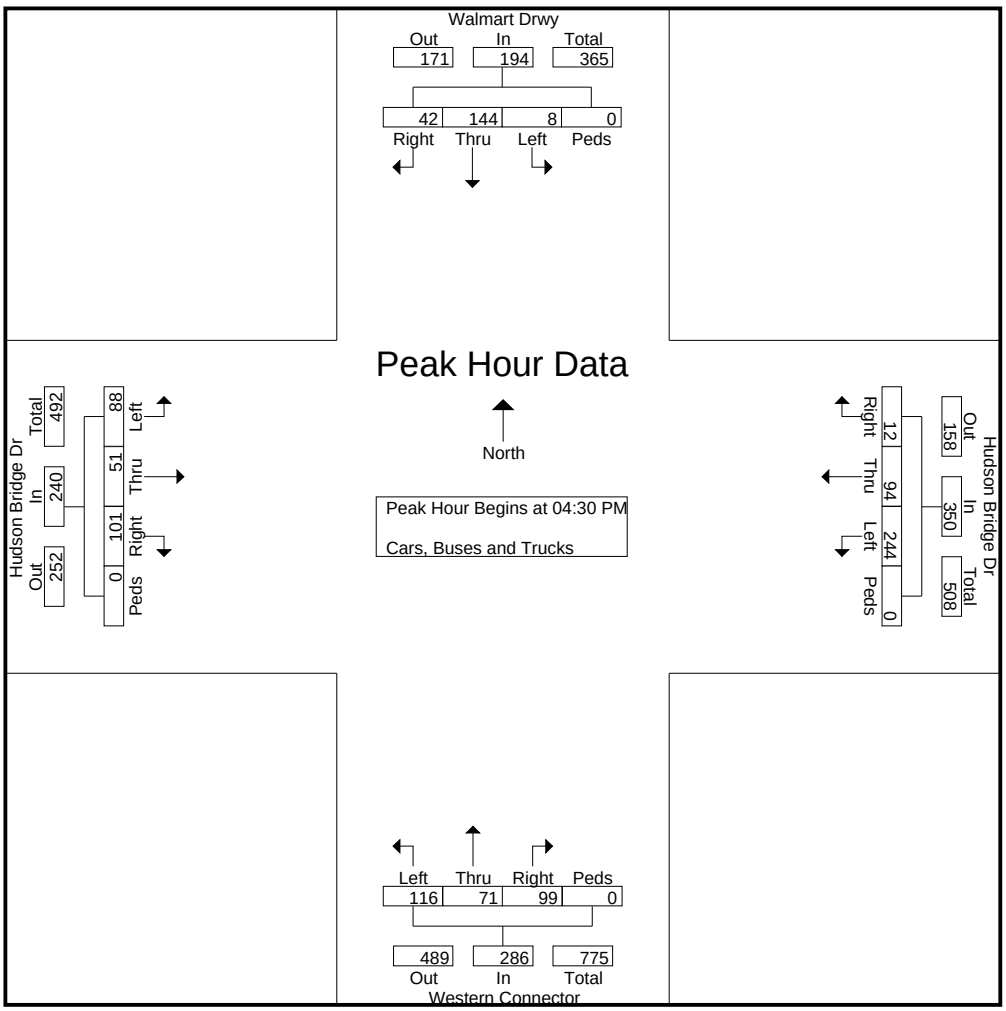
TMC Data
Hudson Bridge Dr @ Western Connector
Stockbridge, GA
7-9 AM | 4-6 PM

File Name : 48970004
Site Code : 48970004
Start Date : 5/30/2024
Page No : 3

	Western Connector Northbound					Walmart Drwy Southbound					Hudson Bridge Dr Eastbound					Hudson Bridge Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	**35**	17	26	0	**78**	1	32	8	0	41	23	**15**	25	0	**63**	**72**	19	2	0	93	**275**
04:45 PM	32	15	22	0	69	2	36	10	0	48	24	13	23	0	60	60	20	1	0	81	258
05:00 PM	23	17	**28**	0	68	**5**	**45**	**12**	0	**62**	**28**	8	20	0	56	53	20	4	0	77	263
05:15 PM	26	**22**	23	0	71	0	31	12	0	43	13	15	**33**	0	61	59	**35**	**5**	0	**99**	274
Total Volume	116	71	99	0	286	8	144	42	0	194	88	51	101	0	240	244	94	12	0	350	1070
% App. Total	40.6	24.8	34.6				74.2	21.6			36.7	21.2	42.1			69.7	26.9				
PHF	.829	.807	.884	.000	.917	.400	.800	.875	.000	.782	.786	.850	.765	.000	.952	.847	.671	.600	.000	.884	.973



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TMC Data
Hudson Bridge Rd @ Western Connector
Stockbridge, GA
7-9 AM | 4-6 PM

File Name : 48970005
Site Code : 48970005
Start Date : 5/30/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Western Connector Northbound					Western Connector Southbound					Hudson Bridge Rd Eastbound					Hudson Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
07:00 AM	6	4	11	0	21	10	1	2	0	13	3	147	2	0	152	17	115	13	9	154	340
07:15 AM	6	2	17	0	25	24	3	1	0	28	4	186	1	0	191	18	129	16	9	172	416
07:30 AM	8	1	18	0	27	23	3	11	0	37	3	215	2	0	220	15	141	18	8	182	466
07:45 AM	2	2	19	0	23	25	4	10	0	39	4	208	2	0	214	18	137	16	9	180	456
Total	22	9	65	0	96	82	11	24	0	117	14	756	7	0	777	68	522	63	35	688	1678
08:00 AM	8	1	18	0	27	29	2	11	0	42	5	176	5	0	186	23	147	8	14	192	447
08:15 AM	11	0	18	0	29	31	4	12	0	47	5	172	2	0	179	13	158	16	11	198	453
08:30 AM	12	1	13	0	26	24	3	8	0	35	5	189	1	0	195	22	139	16	13	190	446
08:45 AM	10	7	12	0	29	45	5	10	0	60	5	184	2	0	191	9	157	18	14	198	478
Total	41	9	61	0	111	129	14	41	0	184	20	721	10	0	751	67	601	58	52	778	1824
*** BREAK ***																					
04:00 PM	10	3	19	0	32	128	4	26	0	158	17	197	5	0	219	20	268	49	25	362	771
04:15 PM	14	1	9	0	24	92	3	29	0	124	19	202	6	0	227	17	283	47	27	374	749
04:30 PM	13	3	18	0	34	106	6	25	0	137	26	193	7	0	226	14	286	48	11	359	756
04:45 PM	14	0	16	0	30	107	2	25	0	134	22	197	9	0	228	20	277	52	25	374	766
Total	51	7	62	0	120	433	15	105	0	553	84	789	27	0	900	71	1114	196	88	1469	3042
05:00 PM	20	2	9	0	31	95	2	20	0	117	26	208	7	0	241	22	311	47	19	399	788
05:15 PM	16	6	15	0	37	111	6	22	0	139	20	214	6	0	240	13	285	45	19	362	778
05:30 PM	11	7	9	0	27	76	8	26	0	110	18	209	6	0	233	21	268	61	19	369	739
05:45 PM	13	8	11	0	32	108	2	27	0	137	18	205	6	0	229	13	241	41	22	317	715
Total	60	23	44	0	127	390	18	95	0	503	82	836	25	0	943	69	1105	194	79	1447	3020
Grand Total	174	48	232	0	454	1034	58	265	0	1357	200	3102	69	0	3371	275	3342	511	254	4382	9564
Apprch %	38.3	10.6	51.1	0		76.2	4.3	19.5	0		5.9	92	2	0		6.3	76.3	11.7	5.8		
Total %	1.8	0.5	2.4	0	4.7	10.8	0.6	2.8	0	14.2	2.1	32.4	0.7	0	35.2	2.9	34.9	5.3	2.7	45.8	

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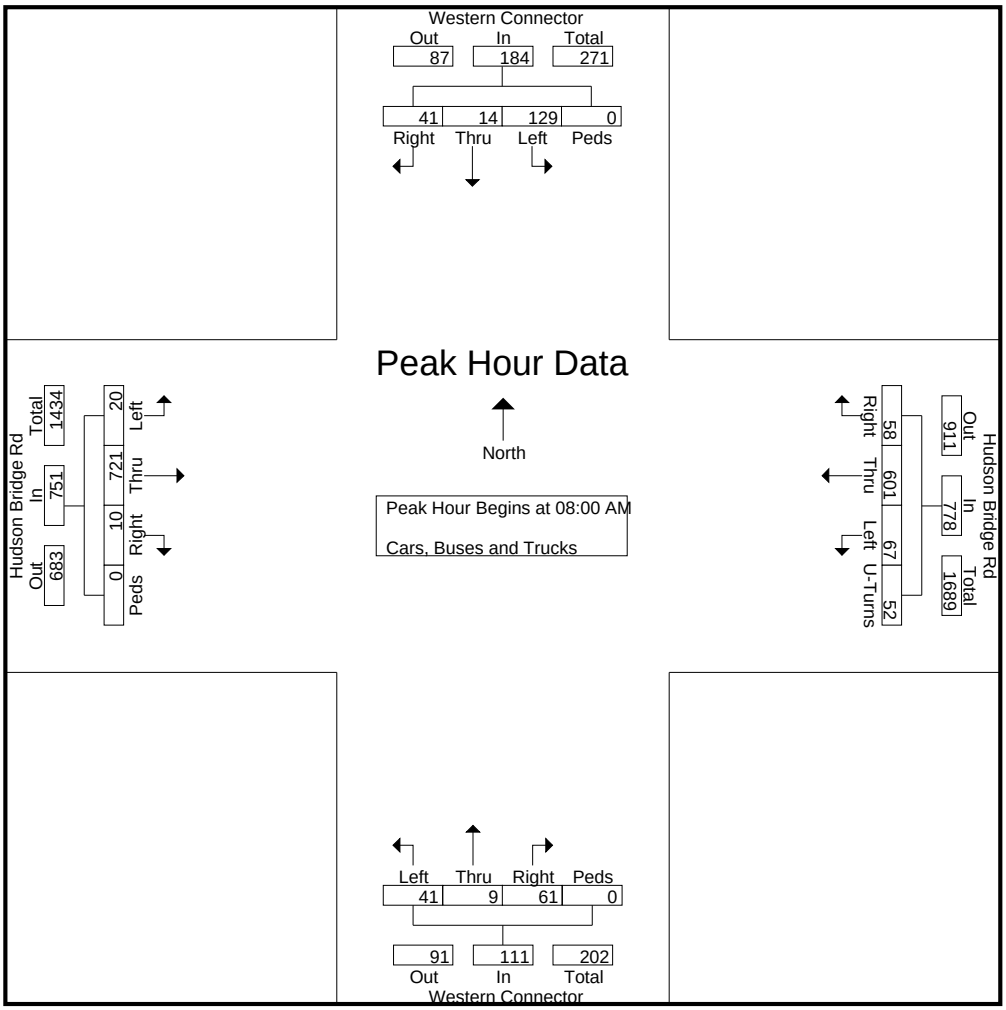
TMC Data
Hudson Bridge Rd @ Western Connector
Stockbridge, GA
7-9 AM | 4-6 PM

File Name : 48970005
Site Code : 48970005
Start Date : 5/30/2024
Page No : 2

	Western Connector Northbound					Western Connector Southbound					Hudson Bridge Rd Eastbound					Hudson Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	8	1	**18**	0	27	29	2	11	0	42	**5**	176	**5**	0	186	**23**	147	8	**14**	192	447
08:15 AM	11	0	18	0	**29**	31	4	**12**	0	47	5	172	2	0	179	13	**158**	16	11	**198**	453
08:30 AM	**12**	1	13	0	26	24	3	8	0	35	5	**189**	1	0	**195**	22	139	16	13	190	446
08:45 AM	10	**7**	12	0	29	**45**	**5**	10	0	**60**	5	184	2	0	191	9	157	**18**	14	198	**478**
Total Volume	41	9	61	0	111	129	14	41	0	184	20	721	10	0	751	67	601	58	52	778	1824
% App. Total	36.9					70.1		22.3									77.2				
PHF	.854	.321	.847	.000	.957	.717	.700	.854	.000	.767	1.00	.954	.500	.000	.963	.728	.951	.806	.929	.982	.954



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Hudson Bridge Rd @ Western Connector
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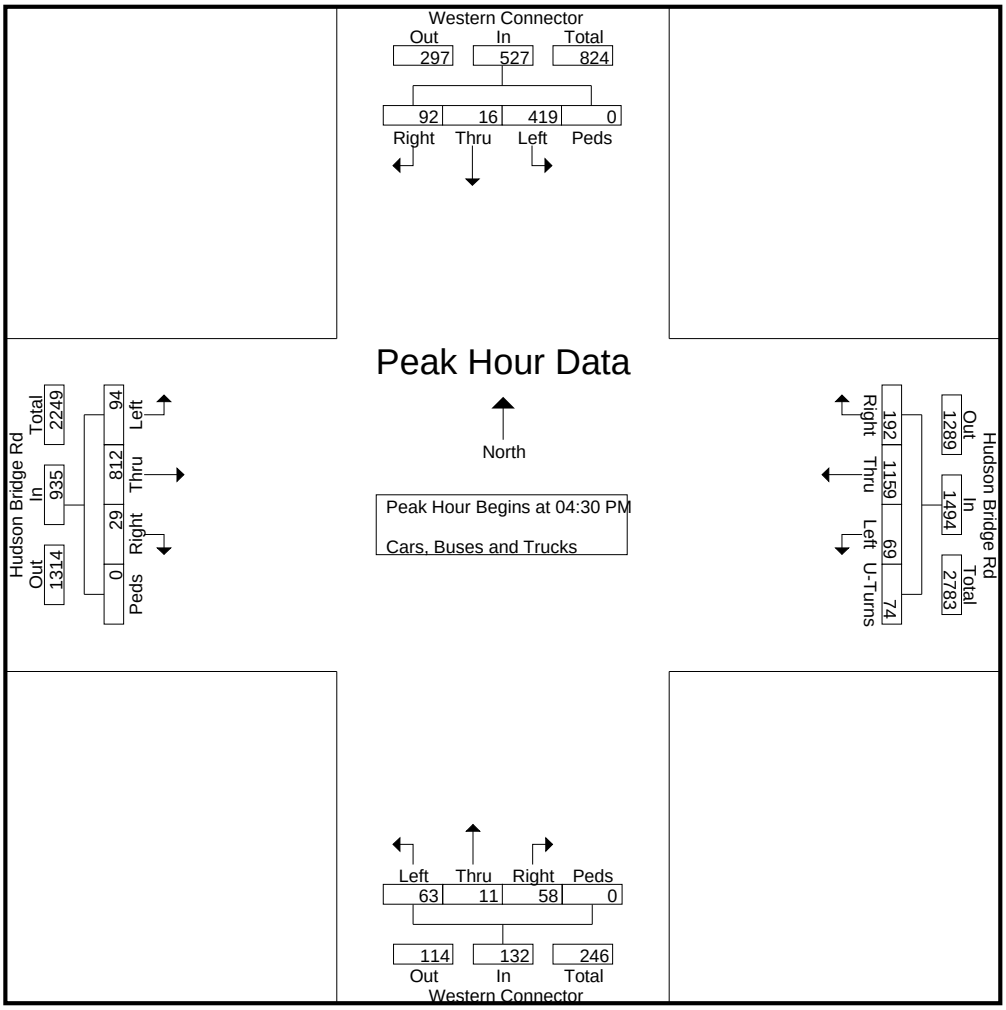
7-9 AM | 4-6 PM

File Name : 48970005
Site Code : 48970005
Start Date : 5/30/2024
Page No : 3

	Western Connector Northbound					Western Connector Southbound					Hudson Bridge Rd Eastbound					Hudson Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	13	3	**18**	0	34	106	**6**	**25**	0	137	**26**	193	7	0	226	14	286	48	11	359	756
04:45 PM	14	0	16	0	30	107	2	25	0	134	22	197	**9**	0	228	20	277	**52**	**25**	374	766
05:00 PM	**20**	2	9	0	31	95	2	20	0	117	26	208	7	0	**241**	**22**	**311**	47	19	**399**	**788**
05:15 PM	16	**6**	15	0	**37**	**111**	6	22	0	**139**	20	**214**	6	0	240	13	285	45	19	362	778
Total Volume	63	11	58	0	132	419	16	92	0	527	94	812	29	0	935	69	1159	192	74	1494	3088
% App. Total	47.7	8.3	43.9	0		79.5	3	17.5	0		10.1	86.8	3.1	0		4.6	77.6	12.9	5		
PHF	.788	.458	.806	.000	.892	.944	.667	.920	.000	.948	.904	.949	.806	.000	.970	.784	.932	.923	.740	.936	.980



Appendix B

Intersection Analysis Methodology

Intersection Analysis Methodology

The methodology used for evaluating traffic operations at intersections is presented in the Transportation Research Board's 2022 *Highway Capacity Manual*, 7th Edition (HCM 7). Synchro 12 software, which emulates the HCM 7 methodology, was used for all analyses. The following is an overview of the methodology employed for the analysis of signalized intersections and roundabouts and stop-sign controlled (unsignalized) intersections. Levels of service (LOS) are assigned letters A through F. LOS A indicates operations with very low control delay while LOS F describes operations with high control delay. LOS F is considered to be unacceptable by most drivers, while LOS E is typically considered to be the limit of acceptable delay.

Signalized Intersections and Roundabouts – Level of service for a signalized intersection and a roundabout is defined in terms of control delay per vehicle. For signalized intersections and roundabouts, a composite intersection level of service is determined. The thresholds for each level of service are higher for signalized intersections and roundabouts than for unsignalized intersections. This is attributable to a variety of factors including expectation and acceptance of higher delays at signals/roundabouts, and the fact that drivers can relax when waiting at a signal as opposed to having to remain attentive as they proceed through the unsignalized intersection. The level of service criteria for signalized intersections and roundabouts are shown in Table A.

Table A – Level of Service Criteria for Signalized Intersections and Roundabouts

Control Delay (s/veh)	LOS
≤ 10	A
> 10 and ≤ 20	B
> 20 and ≤ 35	C
> 35 and ≤ 55	D
> 55 and ≤ 80	E
> 80	F

Source: Highway Capacity Manual 7

Unsignalized Intersections – Level of service for an unsignalized intersection is defined in terms of control delay per vehicle. Control delay is that portion of delay attributable to the control device and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The delays at unsignalized intersections are based on gap acceptance theory, factoring in availability of gaps, usefulness of the gaps, and the priority of right-of-way given to each traffic stream. The level of service criteria for unsignalized intersections are presented in Table B.

Table B – Level of Service Criteria for Unsignalized Intersections

Control Delay (s/veh)	LOS
0 – 10	A
> 10 and ≤ 15	B
> 15 and ≤ 25	C
> 25 and ≤ 35	D
> 35 and ≤ 50	E
> 50	F

Source: Highway Capacity Manual 7

Appendix C

Existing Intersection Operational Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	343	2	171	253	104	8	151	260	200	180	61
Future Volume (veh/h)	77	343	2	171	253	104	8	151	260	200	180	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	87	385	0	182	269	0	9	178	306	235	212	72
Peak Hour Factor	0.89	0.89	0.89	0.94	0.94	0.94	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	311	502		305	678		344	546	463	712	1115	945
Arrive On Green	0.06	0.14	0.00	0.04	0.06	0.00	0.29	0.29	0.29	0.26	0.60	0.60
Sat Flow, veh/h	1767	3526	1572	1767	3526	1572	1086	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	87	385	0	182	269	0	9	178	306	235	212	72
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1767	1763	1572	1086	1856	1572	1767	1856	1572
Q Serve(g_s), s	3.7	9.5	0.0	7.6	6.6	0.0	0.6	6.7	10.9	0.0	4.6	1.7
Cycle Q Clear(g_c), s	3.7	9.5	0.0	7.6	6.6	0.0	5.2	6.7	10.9	0.0	4.6	1.7
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	311	502		305	678		344	546	463	712	1115	945
V/C Ratio(X)	0.28	0.77		0.60	0.40		0.03	0.33	0.66	0.33	0.19	0.08
Avail Cap(c_a), veh/h	339	764		362	999		344	546	463	712	1115	945
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.69	0.69	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	37.1	0.0	29.8	37.1	0.0	26.0	24.8	13.9	18.1	8.1	7.5
Incr Delay (d2), s/veh	0.5	2.6	0.0	1.3	0.3	0.0	0.1	1.6	7.2	0.3	0.4	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	1.5	4.0	0.0	3.3	2.9	0.0	0.2	3.1	4.3	3.3	1.7	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.9	39.7	0.0	31.1	37.4	0.0	26.1	26.4	21.2	18.4	8.5	7.7
LnGrp LOS	C	D		C	D		C	C	C	B	A	A
Approach Vol, veh/h		472			451			493			519	
Approach Delay, s/veh		38.1			34.8			23.1			12.8	
Approach LOS		D			C			C			B	

Timer - Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	27.6	31.0	14.1	17.3		58.6	9.6	21.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	13.5	26.5	12.5	19.5		44.5	6.5	25.5
Max Q Clear Time (g_c+I1), s	2.0	12.9	9.6	11.5		6.6	5.7	8.6
Green Ext Time (p_c), s	0.5	1.7	0.1	1.4		1.4	0.0	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	26.7
HCM 7th LOS	C

Notes

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

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	296	0	7	364
Future Vol, veh/h	0	1	296	0	7	364
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	25	87	87	93	93
Heavy Vehicles, %	2	2	3	2	2	3
Mvmt Flow	0	4	340	0	8	391

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	747	340	0	0	340	0
Stage 1	340	-	-	-	-	-
Stage 2	406	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	381	702	-	-	1219	-
Stage 1	721	-	-	-	-	-
Stage 2	672	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	378	702	-	-	1219	-
Mov Cap-2 Maneuver	378	-	-	-	-	-
Stage 1	721	-	-	-	-	-
Stage 2	667	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.16	0	0.15
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	702	34	-
HCM Lane V/C Ratio	-	-	0.006	0.006	-
HCM Control Delay (s/veh)	-	-	10.2	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	683	2	18	557	130	5	3	14	124	1	27
Future Volume (veh/h)	151	683	2	18	557	130	5	3	14	124	1	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	168	759	2	20	619	144	10	6	28	149	1	33
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.50	0.50	0.50	0.83	0.83	0.83
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	291	1043	3	196	770	346	213	144	538	790	5	854
Arrive On Green	0.12	0.38	0.38	0.04	0.44	0.44	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1781	3607	10	1781	3526	1585	303	267	999	1318	9	1585
Grp Volume(v), veh/h	168	371	390	20	619	144	44	0	0	150	0	33
Grp Sat Flow(s),veh/h/ln	1781	1763	1854	1781	1763	1585	1569	0	0	1328	0	1585
Q Serve(g_s), s	6.3	16.2	16.2	0.8	13.7	5.6	0.0	0.0	0.0	0.0	0.0	0.9
Cycle Q Clear(g_c), s	6.3	16.2	16.2	0.8	13.7	5.6	7.1	0.0	0.0	6.9	0.0	0.9
Prop In Lane	1.00		0.01	1.00		1.00	0.23		0.64	0.99		1.00
Lane Grp Cap(c), veh/h	291	510	536	196	770	346	895	0	0	795	0	854
V/C Ratio(X)	0.58	0.73	0.73	0.10	0.80	0.42	0.05	0.00	0.00	0.19	0.00	0.04
Avail Cap(c_a), veh/h	413	793	834	286	1273	572	895	0	0	795	0	854
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	0.92	0.92	0.92	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.1	24.7	24.7	26.2	23.7	21.4	9.8	0.0	0.0	11.2	0.0	9.8
Incr Delay (d2), s/veh	1.6	1.7	1.7	0.2	1.9	0.7	0.1	0.0	0.0	0.5	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	2.5	5.8	6.1	0.3	4.3	1.8	0.4	0.0	0.0	1.7	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.6	26.4	26.3	26.4	25.5	22.1	9.9	0.0	0.0	11.7	0.0	9.9
LnGrp LOS	C	C	C	C	C	C	A			B		A
Approach Vol, veh/h		929			783			44			183	
Approach Delay, s/veh		26.1			24.9			9.9			11.4	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		53.0	6.5	30.5		53.0	12.8	24.2
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		29.5	6.5	40.5		29.5	14.5	32.5
Max Q Clear Time (g_c+I1), s		9.1	2.8	18.2		8.9	8.3	15.7
Green Ext Time (p_c), s		0.2	0.0	4.3		0.9	0.2	3.9

Intersection Summary	
HCM 7th Control Delay, s/veh	23.9
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	34	21	98	21	4	13	47	27	1	58	11
Future Vol, veh/h	27	34	21	98	21	4	13	47	27	1	58	11
Peak Hour Factor	0.79	0.79	0.79	0.81	0.81	0.81	0.70	0.70	0.70	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	43	27	121	26	5	19	67	39	1	66	13
Number of Lanes	1	1	0	1	1	0	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	2
HCM Control Delay, s/veh	8.7	9.6	8.6	9
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	62%	0%	84%	0%	84%
Vol Right, %	0%	0%	100%	0%	38%	0%	16%	0%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	47	27	27	55	98	25	1	69
LT Vol	13	0	0	27	0	98	0	1	0
Through Vol	0	47	0	0	34	0	21	0	58
RT Vol	0	0	27	0	21	0	4	0	11
Lane Flow Rate	19	67	39	34	70	121	31	1	78
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.031	0.102	0.051	0.056	0.1	0.196	0.045	0.002	0.119
Departure Headway (Hd)	5.974	5.472	4.768	5.946	5.176	5.823	5.209	6.065	5.449
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	597	652	747	600	689	615	684	588	655
Service Time	3.731	3.228	2.524	3.708	2.938	3.579	2.965	3.827	3.211
HCM Lane V/C Ratio	0.032	0.103	0.052	0.057	0.102	0.197	0.045	0.002	0.119
HCM Control Delay, s/veh	8.9	8.9	7.8	9.1	8.5	10	8.2	8.8	9
HCM Lane LOS	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.2	0.2	0.3	0.7	0.1	0	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	721	10	67	601	58	41	9	61	129	14	41
Future Volume (veh/h)	20	721	10	67	601	58	41	9	61	129	14	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	751	10	68	613	0	43	9	0	181	0	0
Peak Hour Factor	0.96	0.96	0.96	0.98	0.98	0.98	0.96	0.96	0.96	0.77	0.77	0.77
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	40	1329	597	176	1541		406	85		713	0	
Arrive On Green	0.02	0.38	0.38	0.30	0.30	0.00	0.27	0.27	0.00	0.20	0.00	0.00
Sat Flow, veh/h	1781	3526	1585	705	5066	1585	1485	311	1585	3563	0	1585
Grp Volume(v), veh/h	21	751	10	68	613	0	52	0	0	181	0	0
Grp Sat Flow(s),veh/h/ln	1781	1763	1585	705	1689	1585	1796	0	1585	1781	0	1585
Q Serve(g_s), s	1.0	15.2	0.4	8.3	8.6	0.0	2.0	0.0	0.0	3.9	0.0	0.0
Cycle Q Clear(g_c), s	1.0	15.2	0.4	23.5	8.6	0.0	2.0	0.0	0.0	3.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.83		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	40	1329	597	176	1541		491	0		713	0	
V/C Ratio(X)	0.52	0.57	0.02	0.39	0.40		0.11	0.00		0.25	0.00	
Avail Cap(c_a), veh/h	99	1567	704	200	1717		491	0		713	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.5	22.2	17.6	37.2	24.8	0.0	24.5	0.0	0.0	30.3	0.0	0.0
Incr Delay (d2), s/veh	8.0	0.3	0.0	1.4	0.2	0.0	0.4	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	5.8	0.1	1.4	3.2	0.0	0.9	0.0	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.5	22.5	17.6	38.6	25.0	0.0	24.9	0.0	0.0	31.2	0.0	0.0
LnGrp LOS	D	C	B	D	C		C			C		
Approach Vol, veh/h		782			681			52			181	
Approach Delay, s/veh		23.2			26.3			24.9			31.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	29.1	38.4	22.5	6.5	31.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	40.0	18.0	5.0	30.5
Max Q Clear Time (g_c+I1), s	4.0	17.2	5.9	3.0	25.5
Green Ext Time (p_c), s	0.1	4.9	0.4	0.0	1.9

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

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	434	8	606	576	221	15	350	283	271	361	106
Future Volume (veh/h)	173	434	8	606	576	221	15	350	283	271	361	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	182	457	0	645	613	0	16	372	301	288	384	113
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	370	529		673	1331		278	461	390	299	734	622
Arrive On Green	0.10	0.15	0.00	0.11	0.12	0.00	0.25	0.25	0.25	0.11	0.40	0.40
Sat Flow, veh/h	1767	3526	1572	1767	3526	1572	893	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	182	457	0	645	613	0	16	372	301	288	384	113
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1767	1763	1572	893	1856	1572	1767	1856	1572
Q Serve(g_s), s	9.4	13.9	0.0	34.5	17.8	0.0	1.5	20.7	19.6	11.7	17.4	5.1
Cycle Q Clear(g_c), s	9.4	13.9	0.0	34.5	17.8	0.0	2.7	20.7	19.6	11.7	17.4	5.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	370	529		673	1331		278	461	390	299	734	622
V/C Ratio(X)	0.49	0.86		0.96	0.46		0.06	0.81	0.77	0.96	0.52	0.18
Avail Cap(c_a), veh/h	403	580		674	1331		278	461	390	299	734	622
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.53	0.53	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	45.6	0.0	38.3	37.7	0.0	32.5	38.9	38.4	31.5	25.3	21.7
Incr Delay (d2), s/veh	1.0	12.0	0.0	16.2	0.1	0.0	0.4	14.1	13.7	42.2	2.7	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	6.8	0.0	19.1	8.3	0.0	0.4	10.9	8.7	8.9	7.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.1	57.7	0.0	54.5	37.9	0.0	32.9	53.0	52.2	73.8	28.0	22.3
LnGrp LOS	D	E		D	D		C	D	D	E	C	C
Approach Vol, veh/h		639			1258			689			785	
Approach Delay, s/veh		51.2			46.4			52.2			44.0	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	16.2	31.8	41.0	21.0		48.0	16.0	46.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	11.7	25.7	36.5	18.1		41.9	13.5	41.1
Max Q Clear Time (g_c+I1), s	13.7	22.7	36.5	15.9		19.4	11.4	19.8
Green Ext Time (p_c), s	0.0	1.0	0.0	0.6		2.5	0.1	3.7

Intersection Summary	
HCM 7th Control Delay, s/veh	47.9
HCM 7th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	6	684	6	19	663
Future Vol, veh/h	1	6	684	6	19	663
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	58	58	95	95	93	93
Heavy Vehicles, %	2	2	3	2	2	3
Mvmt Flow	2	10	720	6	20	713

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1477	723	0	0	726	0
Stage 1	723	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	139	426	-	-	877	-
Stage 1	480	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	133	426	-	-	877	-
Mov Cap-2 Maneuver	133	-	-	-	-	-
Stage 1	480	-	-	-	-	-
Stage 2	447	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	16.52	0	0.26
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	324	50	-
HCM Lane V/C Ratio	-	-	0.037	0.023	-
HCM Control Delay (s/veh)	-	-	16.5	9.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	273	762	14	46	1110	193	5	4	12	188	3	251
Future Volume (veh/h)	273	762	14	46	1110	193	5	4	12	188	3	251
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	290	811	15	51	1220	212	7	5	16	204	3	273
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.75	0.75	0.75	0.92	0.92	0.92
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	328	1649	30	299	1308	588	41	40	53	247	3	595
Arrive On Green	0.04	0.15	0.15	0.07	0.74	0.74	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1781	3541	65	1781	3526	1585	0	105	140	484	7	1585
Grp Volume(v), veh/h	290	404	422	51	1220	212	28	0	0	207	0	273
Grp Sat Flow(s),veh/h/ln	1781	1763	1844	1781	1763	1585	246	0	0	491	0	1585
Q Serve(g_s), s	11.9	23.1	23.1	1.9	31.9	5.2	0.0	0.0	0.0	0.0	0.0	14.3
Cycle Q Clear(g_c), s	11.9	23.1	23.1	1.9	31.9	5.2	41.3	0.0	0.0	41.3	0.0	14.3
Prop In Lane	1.00		0.04	1.00		1.00	0.25		0.57	0.99		1.00
Lane Grp Cap(c), veh/h	328	821	859	299	1308	588	133	0	0	249	0	595
V/C Ratio(X)	0.88	0.49	0.49	0.17	0.93	0.36	0.21	0.00	0.00	0.83	0.00	0.46
Avail Cap(c_a), veh/h	444	1008	1054	318	1490	670	133	0	0	249	0	595
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.50	0.50	0.50	0.63	0.63	0.63	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.6	34.6	34.6	19.9	13.0	9.6	27.5	0.0	0.0	36.6	0.0	25.9
Incr Delay (d2), s/veh	8.2	0.2	0.2	0.2	7.0	0.2	3.6	0.0	0.0	26.3	0.0	2.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	10.8	11.3	0.7	5.8	1.5	0.6	0.0	0.0	7.6	0.0	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.7	34.9	34.8	20.1	20.0	9.8	31.0	0.0	0.0	62.9	0.0	28.4
LnGrp LOS	D	C	C	C	C	A	C			E		C
Approach Vol, veh/h		1116			1483			28			480	
Approach Delay, s/veh		36.1			18.6			31.0			43.3	
Approach LOS		D			B			C			D	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		45.8	8.4	55.7		45.8	18.9	45.3
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		28.5	5.1	62.9		28.5	21.5	46.5
Max Q Clear Time (g_c+I1), s		43.3	3.9	25.1		43.3	13.9	33.9
Green Ext Time (p_c), s		0.0	0.0	5.2		0.0	0.5	6.9

Intersection Summary			
HCM 7th Control Delay, s/veh		28.8	
HCM 7th LOS		C	

Intersection	
Intersection Delay, s/veh	16.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	88	51	101	244	94	12	116	71	99	8	144	42
Future Vol, veh/h	88	51	101	244	94	12	116	71	99	8	144	42
Peak Hour Factor	0.95	0.95	0.95	0.88	0.88	0.88	0.92	0.92	0.92	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	93	54	106	277	107	14	126	77	108	10	185	54
Number of Lanes	1	1	0	1	1	0	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	2
HCM Control Delay, s/veh	14	20	13.2	18.7
HCM LOS	B	C	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	34%	0%	89%	0%	77%
Vol Right, %	0%	0%	100%	0%	66%	0%	11%	0%	23%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	116	71	99	88	152	244	106	8	186
LT Vol	116	0	0	88	0	244	0	8	0
Through Vol	0	71	0	0	51	0	94	0	144
RT Vol	0	0	99	0	101	0	12	0	42
Lane Flow Rate	126	77	108	93	160	277	120	10	238
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.295	0.17	0.215	0.219	0.334	0.619	0.249	0.024	0.521
Departure Headway (Hd)	8.432	7.919	7.201	8.499	7.513	8.038	7.449	8.546	7.869
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	425	451	496	421	477	449	481	418	455
Service Time	6.209	5.696	4.977	6.278	5.291	5.809	5.219	6.326	5.648
HCM Lane V/C Ratio	0.296	0.171	0.218	0.221	0.335	0.617	0.249	0.024	0.523
HCM Control Delay, s/veh	14.7	12.3	12	13.7	14.1	23.1	12.7	11.5	19
HCM Lane LOS	B	B	B	B	B	C	B	B	C
HCM 95th-tile Q	1.2	0.6	0.8	0.8	1.5	4.1	1	0.1	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	812	29	69	1159	192	63	11	58	419	16	92
Future Volume (veh/h)	94	812	29	69	1159	192	63	11	58	419	16	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	97	837	30	73	1233	0	71	12	0	453	0	0
Peak Hour Factor	0.97	0.97	0.97	0.94	0.94	0.94	0.89	0.89	0.89	0.95	0.95	0.95
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	121	1446	650	206	1528		403	68		729	0	
Arrive On Green	0.14	0.82	0.82	0.30	0.30	0.00	0.26	0.26	0.00	0.20	0.00	0.00
Sat Flow, veh/h	1781	3526	1585	638	5066	1585	1534	259	1585	3563	0	1585
Grp Volume(v), veh/h	97	837	30	73	1233	0	83	0	0	453	0	0
Grp Sat Flow(s),veh/h/ln	1781	1763	1585	638	1689	1585	1794	0	1585	1781	0	1585
Q Serve(g_s), s	5.8	8.9	0.4	11.1	24.7	0.0	3.9	0.0	0.0	12.7	0.0	0.0
Cycle Q Clear(g_c), s	5.8	8.9	0.4	20.0	24.7	0.0	3.9	0.0	0.0	12.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.86		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	121	1446	650	206	1528		471	0		729	0	
V/C Ratio(X)	0.80	0.58	0.05	0.35	0.81		0.18	0.00		0.62	0.00	
Avail Cap(c_a), veh/h	170	1715	771	237	1773		471	0		729	0	
HCM Platoon Ratio	2.00	2.00	2.00	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	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	46.8	6.6	5.9	37.7	35.5	0.0	31.4	0.0	0.0	39.9	0.0	0.0
Incr Delay (d2), s/veh	15.5	0.3	0.0	1.0	2.5	0.0	0.8	0.0	0.0	4.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	2.0	0.1	1.7	10.0	0.0	1.8	0.0	0.0	6.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.3	7.0	5.9	38.8	38.0	0.0	32.2	0.0	0.0	43.8	0.0	0.0
LnGrp LOS	E	A	A	D	D		C			D		
Approach Vol, veh/h		964			1306			83			453	
Approach Delay, s/veh		12.5			38.0			32.2			43.8	
Approach LOS		B			D			C			D	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	33.4	49.6	27.0	12.0	37.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.5	53.5	22.5	10.5	38.5
Max Q Clear Time (g_c+I1), s	5.9	10.9	14.7	7.8	26.7
Green Ext Time (p_c), s	0.3	6.3	1.1	0.0	6.5

Intersection Summary	
HCM 7th Control Delay, s/veh	30.0
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Appendix D

No-Build Intersection Operational Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	379	2	189	279	115	9	167	287	221	199	67
Future Volume (veh/h)	85	379	2	189	279	115	9	167	287	221	199	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	96	426	0	201	297	0	11	196	338	260	234	79
Peak Hour Factor	0.89	0.89	0.89	0.94	0.94	0.94	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	323	538		317	726		535	799	677	575	1082	917
Arrive On Green	0.06	0.15	0.00	0.04	0.07	0.00	0.43	0.43	0.43	0.10	0.58	0.58
Sat Flow, veh/h	1767	3526	1572	1767	3526	1572	1058	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	96	426	0	201	297	0	11	196	338	260	234	79
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1767	1763	1572	1058	1856	1572	1767	1856	1572
Q Serve(g_s), s	4.1	10.5	0.0	8.2	7.3	0.0	0.5	6.1	14.0	6.9	5.4	2.0
Cycle Q Clear(g_c), s	4.1	10.5	0.0	8.2	7.3	0.0	0.5	6.1	14.0	6.9	5.4	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	323	538		317	726		535	799	677	575	1082	917
V/C Ratio(X)	0.30	0.79		0.63	0.41		0.02	0.25	0.50	0.45	0.22	0.09
Avail Cap(c_a), veh/h	342	725		380	999		535	799	677	666	1082	917
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.67	0.67	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.4	36.8	0.0	29.1	36.7	0.0	14.8	16.3	18.6	11.0	9.0	8.2
Incr Delay (d2), s/veh	0.5	4.3	0.0	1.7	0.2	0.0	0.1	0.7	2.6	0.6	0.5	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.6	0.0	3.7	3.2	0.0	0.1	2.6	5.1	2.5	2.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.9	41.1	0.0	30.8	36.9	0.0	14.8	17.1	21.2	11.5	9.4	8.4
LnGrp LOS	C	D		C	D		B	B	C	B	A	A
Approach Vol, veh/h		522			498			545			573	
Approach Delay, s/veh		39.0			34.5			19.6			10.2	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	13.7	43.2	14.8	18.2		57.0	10.0	23.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	13.9	26.1	13.5	18.5		44.5	6.5	25.5
Max Q Clear Time (g_c+I1), s	8.9	16.0	10.2	12.5		7.4	6.1	9.3
Green Ext Time (p_c), s	0.3	1.7	0.2	1.3		1.6	0.0	1.5

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

Notes

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

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	327	0	8	402
Future Vol, veh/h	0	1	327	0	8	402
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	25	87	87	93	93
Heavy Vehicles, %	2	2	3	2	2	3
Mvmt Flow	0	4	376	0	9	432

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	825	376	0	0	376	0
Stage 1	376	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	342	671	-	-	1183	-
Stage 1	694	-	-	-	-	-
Stage 2	643	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	339	671	-	-	1183	-
Mov Cap-2 Maneuver	339	-	-	-	-	-
Stage 1	694	-	-	-	-	-
Stage 2	637	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.4	0	0.16
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	671	35	-
HCM Lane V/C Ratio	-	-	0.006	0.007	-
HCM Control Delay (s/veh)	-	-	10.4	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	754	2	20	615	144	6	3	15	137	1	30
Future Volume (veh/h)	167	754	2	20	615	144	6	3	15	137	1	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	186	838	2	22	683	160	12	6	30	165	1	36
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.50	0.50	0.50	0.83	0.83	0.83
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	301	1123	3	197	830	373	193	113	426	683	4	817
Arrive On Green	0.13	0.41	0.41	0.05	0.47	0.47	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	1781	3608	9	1781	3526	1585	277	220	827	1171	8	1585
Grp Volume(v), veh/h	186	409	431	22	683	160	48	0	0	166	0	36
Grp Sat Flow(s),veh/h/ln	1781	1763	1854	1781	1763	1585	1324	0	0	1179	0	1585
Q Serve(g_s), s	6.8	17.7	17.7	0.8	15.1	6.0	0.2	0.0	0.0	0.0	0.0	1.0
Cycle Q Clear(g_c), s	6.8	17.7	17.7	0.8	15.1	6.0	13.6	0.0	0.0	13.3	0.0	1.0
Prop In Lane	1.00		0.00	1.00		1.00	0.25		0.62	0.99		1.00
Lane Grp Cap(c), veh/h	301	549	577	197	830	373	732	0	0	687	0	817
V/C Ratio(X)	0.62	0.75	0.75	0.11	0.82	0.43	0.07	0.00	0.00	0.24	0.00	0.04
Avail Cap(c_a), veh/h	431	793	834	283	1234	555	732	0	0	687	0	817
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.91	0.91	0.91	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.2	23.4	23.4	25.1	22.2	19.8	11.2	0.0	0.0	13.8	0.0	10.8
Incr Delay (d2), s/veh	1.7	1.9	1.8	0.2	2.7	0.7	0.2	0.0	0.0	0.8	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	6.2	6.5	0.3	4.5	1.9	0.5	0.0	0.0	2.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.9	25.3	25.2	25.3	24.8	20.5	11.4	0.0	0.0	14.6	0.0	10.9
LnGrp LOS	C	C	C	C	C	C	B			B		B
Approach Vol, veh/h		1026			865			48			202	
Approach Delay, s/veh		25.0			24.0			11.4			14.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		50.9	6.6	32.5		50.9	13.4	25.7
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		29.5	6.5	40.5		29.5	15.5	31.5
Max Q Clear Time (g_c+I1), s		15.6	2.8	19.7		15.3	8.8	17.1
Green Ext Time (p_c), s		0.1	0.0	4.7		0.9	0.3	4.1

Intersection Summary	
HCM 7th Control Delay, s/veh	23.3
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	38	23	108	23	4	14	52	30	1	64	12
Future Vol, veh/h	30	38	23	108	23	4	14	52	30	1	64	12
Peak Hour Factor	0.79	0.79	0.79	0.81	0.81	0.81	0.70	0.70	0.70	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	48	29	133	28	5	20	74	43	1	73	14
Number of Lanes	1	1	0	1	1	0	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	2
HCM Control Delay, s/veh	8.9	10	8.7	9.2
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	62%	0%	85%	0%	84%
Vol Right, %	0%	0%	100%	0%	38%	0%	15%	0%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	52	30	30	61	108	27	1	76
LT Vol	14	0	0	30	0	108	0	1	0
Through Vol	0	52	0	0	38	0	23	0	64
RT Vol	0	0	30	0	23	0	4	0	12
Lane Flow Rate	20	74	43	38	77	133	33	1	86
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.034	0.115	0.058	0.064	0.113	0.219	0.049	0.002	0.134
Departure Headway (Hd)	6.079	5.576	4.871	6.049	5.283	5.915	5.31	6.181	5.565
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	586	639	729	589	673	604	670	575	640
Service Time	3.849	3.345	2.64	3.822	3.055	3.683	3.078	3.956	3.34
HCM Lane V/C Ratio	0.034	0.116	0.059	0.065	0.114	0.22	0.049	0.002	0.134
HCM Control Delay, s/veh	9.1	9.1	7.9	9.2	8.7	10.4	8.4	9	9.2
HCM Lane LOS	A	A	A	A	A	B	A	A	A
HCM 95th-tile Q	0.1	0.4	0.2	0.2	0.4	0.8	0.2	0	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	796	11	74	664	64	45	10	67	142	15	45
Future Volume (veh/h)	22	796	11	74	664	64	45	10	67	142	15	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	829	11	76	678	0	47	10	0	198	0	0
Peak Hour Factor	0.96	0.96	0.96	0.98	0.98	0.98	0.96	0.96	0.96	0.77	0.77	0.77
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	43	1419	638	175	1662		367	78		713	0	
Arrive On Green	0.02	0.40	0.40	0.33	0.33	0.00	0.25	0.25	0.00	0.20	0.00	0.00
Sat Flow, veh/h	1781	3526	1585	655	5066	1585	1481	315	1585	3563	0	1585
Grp Volume(v), veh/h	23	829	11	76	678	0	57	0	0	198	0	0
Grp Sat Flow(s),veh/h/ln	1781	1763	1585	655	1689	1585	1796	0	1585	1781	0	1585
Q Serve(g_s), s	1.1	16.5	0.4	10.1	9.3	0.0	2.2	0.0	0.0	4.2	0.0	0.0
Cycle Q Clear(g_c), s	1.1	16.5	0.4	26.6	9.3	0.0	2.2	0.0	0.0	4.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.82		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	43	1419	638	175	1662		445	0		713	0	
V/C Ratio(X)	0.53	0.58	0.02	0.44	0.41		0.13	0.00		0.28	0.00	
Avail Cap(c_a), veh/h	99	1567	704	182	1717		445	0		713	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.4	21.0	16.2	37.3	23.4	0.0	26.3	0.0	0.0	30.5	0.0	0.0
Incr Delay (d2), s/veh	7.7	0.4	0.0	1.7	0.2	0.0	0.6	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	6.2	0.1	1.6	3.5	0.0	1.0	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.1	21.4	16.2	39.0	23.6	0.0	26.9	0.0	0.0	31.5	0.0	0.0
LnGrp LOS	D	C	B	D	C		C			C		
Approach Vol, veh/h		863			754			57			198	
Approach Delay, s/veh		22.1			25.2			26.9			31.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		26.8		40.7		22.5	6.7	34.0
Change Period (Y+Rc), s		4.5		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		18.5		40.0		18.0	5.0	30.5
Max Q Clear Time (g_c+I1), s		4.2		18.5		6.2	3.1	28.6
Green Ext Time (p_c), s		0.2		5.4		0.5	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	24.5
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	479	9	669	636	244	17	386	312	299	399	117
Future Volume (veh/h)	191	479	9	669	636	244	17	386	312	299	399	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	201	504	0	712	677	0	18	411	332	318	424	124
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	386	564		653	1304		249	428	363	291	732	620
Arrive On Green	0.11	0.16	0.00	0.11	0.12	0.00	0.23	0.23	0.23	0.12	0.39	0.39
Sat Flow, veh/h	1767	3526	1572	1767	3526	1572	852	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	201	504	0	712	677	0	18	411	332	318	424	124
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1767	1763	1572	852	1856	1572	1767	1856	1572
Q Serve(g_s), s	10.3	15.4	0.0	35.5	19.8	0.0	1.9	24.1	22.6	13.5	19.7	5.7
Cycle Q Clear(g_c), s	10.3	15.4	0.0	35.5	19.8	0.0	3.6	24.1	22.6	13.5	19.7	5.7
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	386	564		653	1304		249	428	363	291	732	620
V/C Ratio(X)	0.52	0.89		1.09	0.52		0.07	0.96	0.91	1.09	0.58	0.20
Avail Cap(c_a), veh/h	439	577		653	1304		249	428	363	291	732	620
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.47	0.47	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	45.3	0.0	39.9	39.1	0.0	34.6	41.8	41.2	29.5	26.1	21.9
Incr Delay (d2), s/veh	1.1	16.0	0.0	52.4	0.2	0.0	0.6	34.4	29.9	80.0	3.3	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	4.3	7.7	0.0	26.0	9.3	0.0	0.4	14.7	11.4	12.0	9.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.9	61.3	0.0	92.3	39.3	0.0	35.2	76.2	71.1	109.5	29.5	22.6
LnGrp LOS	C	E		F	D		D	E	E	F	C	C
Approach Vol, veh/h		705			1389			761			866	
Approach Delay, s/veh		53.5			66.5			73.0			57.9	
Approach LOS		D			E			E			E	

Timer - Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	18.0	29.9	40.0	22.1		47.9	16.9	45.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	13.5	25.0	35.5	18.0		43.0	15.7	37.8
Max Q Clear Time (g_c+I1), s	15.5	26.1	37.5	17.4		21.7	12.3	21.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.2		2.8	0.2	3.8

Intersection Summary	
HCM 7th Control Delay, s/veh	63.3
HCM 7th LOS	E

Notes

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

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	7	755	4	21	732
Future Vol, veh/h	1	7	755	4	21	732
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	58	58	95	95	93	93
Heavy Vehicles, %	2	2	3	2	2	3
Mvmt Flow	2	12	795	4	23	787

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1629	797	0	0	799	0
Stage 1	797	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	112	387	-	-	824	-
Stage 1	444	-	-	-	-	-
Stage 2	427	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	107	387	-	-	824	-
Mov Cap-2 Maneuver	107	-	-	-	-	-
Stage 1	444	-	-	-	-	-
Stage 2	406	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	17.99	0	0.26
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	291	50	-
HCM Lane V/C Ratio	-	-	0.047	0.027	-
HCM Control Delay (s/veh)	-	-	18	9.5	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	301	841	15	51	1225	213	6	4	13	208	3	277
Future Volume (veh/h)	301	841	15	51	1225	213	6	4	13	208	3	277
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	320	895	16	56	1346	234	8	5	17	226	3	301
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.75	0.75	0.75	0.92	0.92	0.92
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	357	1817	32	306	1415	636	41	37	48	235	2	519
Arrive On Green	0.05	0.17	0.17	0.07	0.80	0.80	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1781	3544	63	1781	3526	1585	0	112	146	520	7	1585
Grp Volume(v), veh/h	320	445	466	56	1346	234	30	0	0	229	0	301
Grp Sat Flow(s),veh/h/ln	1781	1763	1844	1781	1763	1585	258	0	0	527	0	1585
Q Serve(g_s), s	13.9	25.2	25.2	2.0	35.0	4.5	0.0	0.0	0.0	0.0	0.0	17.3
Cycle Q Clear(g_c), s	13.9	25.2	25.2	2.0	35.0	4.5	36.0	0.0	0.0	36.0	0.0	17.3
Prop In Lane	1.00		0.03	1.00		1.00	0.27		0.57	0.99		1.00
Lane Grp Cap(c), veh/h	357	904	946	306	1415	636	126	0	0	238	0	519
V/C Ratio(X)	0.90	0.49	0.49	0.18	0.95	0.37	0.24	0.00	0.00	0.96	0.00	0.58
Avail Cap(c_a), veh/h	429	1029	1076	322	1554	699	126	0	0	238	0	519
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.41	0.41	0.41	0.58	0.58	0.58	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.0	32.7	32.7	18.0	9.9	6.9	29.6	0.0	0.0	41.4	0.0	30.7
Incr Delay (d2), s/veh	9.0	0.2	0.2	0.2	8.2	0.2	4.4	0.0	0.0	49.8	0.0	4.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	11.8	12.4	0.8	5.4	1.2	0.7	0.0	0.0	9.7	0.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.1	32.9	32.9	18.2	18.2	7.1	34.0	0.0	0.0	91.2	0.0	35.4
LnGrp LOS	D	C	C	B	B	A	C			F		D
Approach Vol, veh/h		1231			1636			30			530	
Approach Delay, s/veh		35.8			16.6			34.0			59.5	
Approach LOS		D			B			C			E	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		40.5	8.6	60.9		40.5	20.8	48.7
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		27.2	5.1	64.2		27.2	20.8	48.5
Max Q Clear Time (g_c+I1), s		38.0	4.0	27.2		38.0	15.9	37.0
Green Ext Time (p_c), s		0.0	0.0	6.0		0.0	0.4	7.1

Intersection Summary	
HCM 7th Control Delay, s/veh	30.3
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	20.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	97	56	112	269	104	13	128	78	109	9	159	46
Future Vol, veh/h	97	56	112	269	104	13	128	78	109	9	159	46
Peak Hour Factor	0.95	0.95	0.95	0.88	0.88	0.88	0.92	0.92	0.92	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	102	59	118	306	118	15	139	85	118	12	204	59
Number of Lanes	1	1	0	1	1	0	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	2
HCM Control Delay, s/veh	15.9	26.2	14.7	23.7
HCM LOS	C	D	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	33%	0%	89%	0%	78%
Vol Right, %	0%	0%	100%	0%	67%	0%	11%	0%	22%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	128	78	109	97	168	269	117	9	205
LT Vol	128	0	0	97	0	269	0	9	0
Through Vol	0	78	0	0	56	0	104	0	159
RT Vol	0	0	109	0	112	0	13	0	46
Lane Flow Rate	139	85	118	102	177	306	133	12	263
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.35	0.201	0.257	0.26	0.401	0.731	0.296	0.029	0.62
Departure Headway (Hd)	9.062	8.546	7.824	9.153	8.159	8.611	8.02	9.177	8.497
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	397	420	459	393	442	422	448	390	426
Service Time	6.813	6.296	5.573	6.9	5.906	6.354	5.763	6.925	6.244
HCM Lane V/C Ratio	0.35	0.202	0.257	0.26	0.4	0.725	0.297	0.031	0.617
HCM Control Delay, s/veh	16.6	13.4	13.3	15.1	16.3	31.5	14.1	12.2	24.2
HCM Lane LOS	C	B	B	C	C	D	B	B	C
HCM 95th-tile Q	1.5	0.7	1	1	1.9	5.8	1.2	0.1	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	896	32	76	1280	212	70	12	64	463	18	102
Future Volume (veh/h)	104	896	32	76	1280	212	70	12	64	463	18	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	924	33	81	1362	0	79	13	0	501	0	0
Peak Hour Factor	0.97	0.97	0.97	0.94	0.94	0.94	0.89	0.89	0.89	0.95	0.95	0.95
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	131	1549	696	217	1644		374	61		696	0	
Arrive On Green	0.15	0.88	0.88	0.32	0.32	0.00	0.24	0.24	0.00	0.20	0.00	0.00
Sat Flow, veh/h	1781	3526	1585	587	5066	1585	1540	253	1585	3563	0	1585
Grp Volume(v), veh/h	107	924	33	81	1362	0	92	0	0	501	0	0
Grp Sat Flow(s),veh/h/ln	1781	1763	1585	587	1689	1585	1793	0	1585	1781	0	1585
Q Serve(g_s), s	6.4	7.4	0.3	13.1	27.3	0.0	4.5	0.0	0.0	14.5	0.0	0.0
Cycle Q Clear(g_c), s	6.4	7.4	0.3	20.4	27.3	0.0	4.5	0.0	0.0	14.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.86		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	131	1549	696	217	1644		435	0		696	0	
V/C Ratio(X)	0.81	0.60	0.05	0.37	0.83		0.21	0.00		0.72	0.00	
Avail Cap(c_a), veh/h	157	1721	774	237	1819		435	0		696	0	
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	46.2	4.2	3.8	35.2	34.3	0.0	33.3	0.0	0.0	41.4	0.0	0.0
Incr Delay (d2), s/veh	21.6	0.4	0.0	1.1	3.1	0.0	1.1	0.0	0.0	6.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	1.5	0.1	1.9	11.1	0.0	2.1	0.0	0.0	6.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.7	4.6	3.8	36.2	37.4	0.0	34.4	0.0	0.0	47.7	0.0	0.0
LnGrp LOS	E	A	A	D	D		C			D		
Approach Vol, veh/h		1064			1443			92			501	
Approach Delay, s/veh		10.9			37.3			34.4			47.7	
Approach LOS		B			D			C			D	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	31.2	52.8	26.0	12.6	40.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	21.3	53.7	21.5	9.7	39.5
Max Q Clear Time (g_c+I1), s	6.5	9.4	16.5	8.4	29.3
Green Ext Time (p_c), s	0.3	7.3	0.9	0.0	6.4

Intersection Summary	
HCM 7th Control Delay, s/veh	29.9
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	479	9	669	636	244	17	386	312	299	399	117
Future Volume (veh/h)	191	479	9	669	636	244	17	386	312	299	399	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	201	504	0	712	677	0	18	411	332	318	424	124
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	272	584		771	978		321	543	460	379	880	746
Arrive On Green	0.11	0.17	0.00	0.07	0.09	0.00	0.29	0.29	0.29	0.14	0.47	0.47
Sat Flow, veh/h	1767	3526	1572	3428	3526	1572	852	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	201	504	0	712	677	0	18	411	332	318	424	124
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1714	1763	1572	852	1856	1572	1767	1856	1572
Q Serve(g_s), s	11.0	13.9	0.0	20.6	18.6	0.0	1.5	20.1	10.5	12.1	15.6	4.5
Cycle Q Clear(g_c), s	11.0	13.9	0.0	20.6	18.6	0.0	1.5	20.1	10.5	12.1	15.6	4.5
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	272	584		771	978		321	543	460	379	880	746
V/C Ratio(X)	0.74	0.86		0.92	0.69		0.06	0.76	0.72	0.84	0.48	0.17
Avail Cap(c_a), veh/h	272	635		771	1029		321	543	460	379	880	746
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.46	0.46	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.7	40.6	0.0	45.4	41.3	0.0	25.6	32.2	9.8	22.4	17.9	15.0
Incr Delay (d2), s/veh	10.3	11.2	0.0	9.0	0.9	0.0	0.3	9.5	9.4	15.3	1.9	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	6.7	0.0	10.3	8.8	0.0	0.3	10.0	4.3	6.2	6.7	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.0	51.8	0.0	54.4	42.1	0.0	25.9	41.7	19.2	37.7	19.8	15.5
LnGrp LOS	D	D		D	D		C	D	B	D	B	B
Approach Vol, veh/h		705			1389			761			866	
Approach Delay, s/veh		51.9			48.4			31.5			25.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	18.2	33.7	27.0	21.1		51.9	15.8	32.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	13.7	27.8	22.5	18.0		46.0	11.3	29.2
Max Q Clear Time (g_c+I1), s	14.1	22.1	22.6	15.9		17.6	13.0	20.6
Green Ext Time (p_c), s	0.0	1.9	0.0	0.6		3.0	0.0	2.7

Intersection Summary	
HCM 7th Control Delay, s/veh	40.3
HCM 7th LOS	D

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	301	841	15	51	1225	213	6	4	13	208	3	277
Future Volume (veh/h)	301	841	15	51	1225	213	6	4	13	208	3	277
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	320	895	16	56	1346	234	8	5	17	226	3	301
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.75	0.75	0.75	0.92	0.92	0.92
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	348	1778	32	388	1415	636	46	40	53	243	2	513
Arrive On Green	0.28	1.00	1.00	0.08	0.80	0.80	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1781	3544	63	1781	3526	1585	0	124	162	529	7	1585
Grp Volume(v), veh/h	320	445	466	56	1346	234	30	0	0	229	0	301
Grp Sat Flow(s),veh/h/ln	1781	1763	1844	1781	1763	1585	286	0	0	536	0	1585
Q Serve(g_s), s	11.5	0.0	0.0	1.8	31.9	4.1	0.0	0.0	0.0	0.0	0.0	15.9
Cycle Q Clear(g_c), s	11.5	0.0	0.0	1.8	31.9	4.1	32.4	0.0	0.0	32.4	0.0	15.9
Prop In Lane	1.00		0.03	1.00		1.00	0.27		0.57	0.99		1.00
Lane Grp Cap(c), veh/h	348	884	925	388	1415	636	138	0	0	245	0	513
V/C Ratio(X)	0.92	0.50	0.50	0.14	0.95	0.37	0.22	0.00	0.00	0.93	0.00	0.59
Avail Cap(c_a), veh/h	432	1007	1053	409	1534	689	138	0	0	245	0	513
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.58	0.58	0.58	0.56	0.56	0.56	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.5	0.0	0.0	15.5	9.1	6.3	26.9	0.0	0.0	37.7	0.0	28.2
Incr Delay (d2), s/veh	14.6	0.3	0.2	0.1	8.2	0.2	3.6	0.0	0.0	42.6	0.0	4.8
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	4.6	0.1	0.1	0.7	4.9	1.1	0.6	0.0	0.0	8.6	0.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.0	0.3	0.2	15.6	17.2	6.5	30.5	0.0	0.0	80.3	0.0	33.1
LnGrp LOS	C	A	A	B	B	A	C			F		C
Approach Vol, veh/h		1231			1636			30			530	
Approach Delay, s/veh		9.0			15.7			30.5			53.5	
Approach LOS		A			B			C			D	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		36.9	8.4	54.7		36.9	18.5	44.6
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		24.3	5.1	57.1		24.3	18.7	43.5
Max Q Clear Time (g_c+I1), s		34.4	3.8	2.0		34.4	13.5	33.9
Green Ext Time (p_c), s		0.0	0.0	6.1		0.0	0.4	6.3

Intersection Summary			
HCM 7th Control Delay, s/veh		19.3	
HCM 7th LOS		B	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	896	32	76	1280	212	70	12	64	463	18	102
Future Volume (veh/h)	104	896	32	76	1280	212	70	12	64	463	18	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	924	33	81	1362	0	79	13	0	501	0	0
Peak Hour Factor	0.97	0.97	0.97	0.94	0.94	0.94	0.89	0.89	0.89	0.95	0.95	0.95
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	132	1552	698	221	1625		357	59		688	0	
Arrive On Green	0.15	0.88	0.88	0.32	0.32	0.00	0.23	0.23	0.00	0.19	0.00	0.00
Sat Flow, veh/h	1781	3526	1585	587	5066	1585	1540	253	1585	3563	0	1585
Grp Volume(v), veh/h	107	924	33	81	1362	0	92	0	0	501	0	0
Grp Sat Flow(s),veh/h/ln	1781	1763	1585	587	1689	1585	1793	0	1585	1781	0	1585
Q Serve(g_s), s	5.8	6.6	0.3	11.9	25.0	0.0	4.2	0.0	0.0	13.2	0.0	0.0
Cycle Q Clear(g_c), s	5.8	6.6	0.3	18.5	25.0	0.0	4.2	0.0	0.0	13.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.86		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	132	1552	698	221	1625		416	0		688	0	
V/C Ratio(X)	0.81	0.60	0.05	0.37	0.84		0.22	0.00		0.73	0.00	
Avail Cap(c_a), veh/h	160	1696	762	236	1753		416	0		688	0	
HCM Platoon Ratio	2.00	2.00	2.00	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	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.9	3.7	3.4	32.2	31.6	0.0	31.1	0.0	0.0	37.9	0.0	0.0
Incr Delay (d2), s/veh	19.8	0.4	0.0	1.0	3.6	0.0	1.2	0.0	0.0	6.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	1.3	0.1	1.7	10.0	0.0	1.9	0.0	0.0	6.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.7	4.2	3.4	33.2	35.1	0.0	32.3	0.0	0.0	44.6	0.0	0.0
LnGrp LOS	E	A	A	C	D		C			D		
Approach Vol, veh/h		1064			1443			92			501	
Approach Delay, s/veh		9.9			35.0			32.3			44.6	
Approach LOS		A			D			C			D	

Timer - Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		27.7		48.5		23.8	11.9	36.6
Change Period (Y+Rc), s		4.5		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		19.1		48.1		19.3	9.0	34.6
Max Q Clear Time (g_c+I1), s		6.2		8.6		15.2	7.8	27.0
Green Ext Time (p_c), s		0.3		7.2		0.8	0.0	5.1

Intersection Summary	
HCM 7th Control Delay, s/veh	27.9
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Appendix E

Future Intersection Operational Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	381	2	197	284	115	9	167	290	221	199	67
Future Volume (veh/h)	85	381	2	197	284	115	9	167	290	221	199	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	96	428	0	210	302	0	11	196	341	260	234	79
Peak Hour Factor	0.89	0.89	0.89	0.94	0.94	0.94	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	326	540		324	742		530	789	668	570	1073	909
Arrive On Green	0.06	0.15	0.00	0.04	0.07	0.00	0.43	0.43	0.43	0.10	0.58	0.58
Sat Flow, veh/h	1767	3526	1572	1767	3526	1572	1058	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	96	428	0	210	302	0	11	196	341	260	234	79
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1767	1763	1572	1058	1856	1572	1767	1856	1572
Q Serve(g_s), s	4.1	10.5	0.0	8.6	7.4	0.0	0.5	6.1	14.3	7.0	5.5	2.0
Cycle Q Clear(g_c), s	4.1	10.5	0.0	8.6	7.4	0.0	0.5	6.1	14.3	7.0	5.5	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	326	540		324	742		530	789	668	570	1073	909
V/C Ratio(X)	0.29	0.79		0.65	0.41		0.02	0.25	0.51	0.46	0.22	0.09
Avail Cap(c_a), veh/h	345	725		380	999		530	789	668	660	1073	909
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.68	0.68	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.4	36.7	0.0	29.0	36.5	0.0	15.0	16.6	19.0	11.2	9.2	8.4
Incr Delay (d2), s/veh	0.5	4.4	0.0	2.1	0.2	0.0	0.1	0.8	2.8	0.6	0.5	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.6	0.0	3.9	3.2	0.0	0.1	2.6	5.2	2.5	2.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.9	41.1	0.0	31.1	36.7	0.0	15.1	17.4	21.8	11.8	9.6	8.6
LnGrp LOS	C	D		C	D		B	B	C	B	A	A
Approach Vol, veh/h		524			512			548			573	
Approach Delay, s/veh		39.0			34.4			20.1			10.5	
Approach LOS		D			C			C			B	

Timer - Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	13.8	42.8	15.2	18.3		56.5	10.0	23.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	13.9	26.1	13.5	18.5		44.5	6.5	25.5
Max Q Clear Time (g_c+I1), s	9.0	16.3	10.6	12.5		7.5	6.1	9.4
Green Ext Time (p_c), s	0.3	1.7	0.2	1.3		1.6	0.0	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	25.5
HCM 7th LOS	C

Notes

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

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	9	327	0	11	402
Future Vol, veh/h	0	9	327	0	11	402
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	25	87	87	93	93
Heavy Vehicles, %	2	2	3	2	2	3
Mvmt Flow	0	36	376	0	12	432

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	832	376	0	0	376	0
Stage 1	376	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	339	671	-	-	1183	-
Stage 1	694	-	-	-	-	-
Stage 2	638	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	335	671	-	-	1183	-
Mov Cap-2 Maneuver	335	-	-	-	-	-
Stage 1	694	-	-	-	-	-
Stage 2	630	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.67	0	0.22
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	671	48	-
HCM Lane V/C Ratio	-	-	0.054	0.01	-
HCM Control Delay (s/veh)	-	-	10.7	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	754	2	20	615	152	6	3	15	162	1	43
Future Volume (veh/h)	172	754	2	20	615	152	6	3	15	162	1	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	191	838	2	22	683	169	12	6	30	195	1	52
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.50	0.50	0.50	0.83	0.83	0.83
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	305	1131	3	199	831	374	144	89	305	556	3	813
Arrive On Green	0.13	0.42	0.42	0.05	0.47	0.47	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1781	3608	9	1781	3526	1585	183	174	595	929	5	1585
Grp Volume(v), veh/h	191	409	431	22	683	169	48	0	0	196	0	52
Grp Sat Flow(s),veh/h/ln	1781	1763	1854	1781	1763	1585	952	0	0	934	0	1585
Q Serve(g_s), s	6.9	17.6	17.6	0.8	15.0	6.4	0.6	0.0	0.0	0.0	0.0	1.5
Cycle Q Clear(g_c), s	6.9	17.6	17.6	0.8	15.0	6.4	24.9	0.0	0.0	24.5	0.0	1.5
Prop In Lane	1.00		0.00	1.00		1.00	0.25		0.62	0.99		1.00
Lane Grp Cap(c), veh/h	305	553	581	199	831	374	538	0	0	559	0	813
V/C Ratio(X)	0.63	0.74	0.74	0.11	0.82	0.45	0.09	0.00	0.00	0.35	0.00	0.06
Avail Cap(c_a), veh/h	431	793	834	286	1234	555	538	0	0	559	0	813
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	0.91	0.91	0.91	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.1	23.1	23.1	25.0	22.2	19.9	12.9	0.0	0.0	16.6	0.0	11.0
Incr Delay (d2), s/veh	1.7	1.8	1.7	0.2	2.6	0.8	0.3	0.0	0.0	1.7	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	2.7	6.2	6.5	0.3	4.5	2.0	0.5	0.0	0.0	3.2	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.8	25.0	24.9	25.3	24.8	20.7	13.2	0.0	0.0	18.4	0.0	11.2
LnGrp LOS	C	C	C	C	C	C	B			B		B
Approach Vol, veh/h		1031			874			48			248	
Approach Delay, s/veh		24.7			24.0			13.2			16.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		50.7	6.6	32.7		50.7	13.6	25.7
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		29.5	6.5	40.5		29.5	15.5	31.5
Max Q Clear Time (g_c+I1), s		26.9	2.8	19.6		26.5	8.9	17.0
Green Ext Time (p_c), s		0.0	0.0	4.8		0.4	0.3	4.2

Intersection Summary	
HCM 7th Control Delay, s/veh	23.3
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	39	24	108	23	4	14	52	30	1	64	13
Future Vol, veh/h	32	39	24	108	23	4	14	52	30	1	64	13
Peak Hour Factor	0.79	0.79	0.79	0.81	0.81	0.81	0.70	0.70	0.70	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	49	30	133	28	5	20	74	43	1	73	15
Number of Lanes	1	1	0	1	1	0	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	2
HCM Control Delay, s/veh	9	10	8.8	9.2
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	62%	0%	85%	0%	83%
Vol Right, %	0%	0%	100%	0%	38%	0%	15%	0%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	52	30	32	63	108	27	1	77
LT Vol	14	0	0	32	0	108	0	1	0
Through Vol	0	52	0	0	39	0	23	0	64
RT Vol	0	0	30	0	24	0	4	0	13
Lane Flow Rate	20	74	43	41	80	133	33	1	88
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.034	0.115	0.058	0.068	0.117	0.22	0.049	0.002	0.135
Departure Headway (Hd)	6.097	5.594	4.89	6.053	5.284	5.931	5.326	6.196	5.573
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	584	637	726	588	673	603	668	574	639
Service Time	3.867	3.364	2.659	3.826	3.056	3.697	3.091	3.973	3.349
HCM Lane V/C Ratio	0.034	0.116	0.059	0.07	0.119	0.221	0.049	0.002	0.138
HCM Control Delay, s/veh	9.1	9.1	8	9.3	8.8	10.4	8.4	9	9.2
HCM Lane LOS	A	A	A	A	A	B	A	A	A
HCM 95th-tile Q	0.1	0.4	0.2	0.2	0.4	0.8	0.2	0	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	821	11	74	672	64	45	10	67	142	16	45
Future Volume (veh/h)	22	821	11	74	672	64	45	10	67	142	16	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	855	11	76	686	0	47	10	0	199	0	0
Peak Hour Factor	0.96	0.96	0.96	0.98	0.98	0.98	0.96	0.96	0.96	0.77	0.77	0.77
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	43	1395	627	177	1628		377	80		713	0	
Arrive On Green	0.03	0.53	0.53	0.32	0.32	0.00	0.25	0.25	0.00	0.20	0.00	0.00
Sat Flow, veh/h	1781	3526	1585	639	5066	1585	1481	315	1585	3563	0	1585
Grp Volume(v), veh/h	23	855	11	76	686	0	57	0	0	199	0	0
Grp Sat Flow(s),veh/h/ln	1781	1763	1585	639	1689	1585	1796	0	1585	1781	0	1585
Q Serve(g_s), s	1.1	15.3	0.3	10.3	9.6	0.0	2.2	0.0	0.0	4.3	0.0	0.0
Cycle Q Clear(g_c), s	1.1	15.3	0.3	25.6	9.6	0.0	2.2	0.0	0.0	4.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.82		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	43	1395	627	177	1628		457	0		713	0	
V/C Ratio(X)	0.53	0.61	0.02	0.43	0.42		0.12	0.00		0.28	0.00	
Avail Cap(c_a), veh/h	99	1567	704	188	1717		457	0		713	0	
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.0	16.5	13.0	36.7	24.0	0.0	25.8	0.0	0.0	30.5	0.0	0.0
Incr Delay (d2), s/veh	7.7	0.5	0.0	1.6	0.2	0.0	0.6	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.9	0.1	1.6	3.6	0.0	1.0	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.7	17.0	13.0	38.4	24.1	0.0	26.4	0.0	0.0	31.5	0.0	0.0
LnGrp LOS	D	B	B	D	C		C			C		
Approach Vol, veh/h		889			762			57			199	
Approach Delay, s/veh		17.8			25.6			26.4			31.5	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	27.4	40.1	22.5	6.7	33.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	40.0	18.0	5.0	30.5
Max Q Clear Time (g_c+I1), s	4.2	17.3	6.3	3.1	27.6
Green Ext Time (p_c), s	0.2	5.7	0.5	0.0	1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	22.6
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	484	9	674	639	244	17	386	319	299	399	117
Future Volume (veh/h)	191	484	9	674	639	244	17	386	319	299	399	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	201	509	0	717	680	0	18	411	339	318	424	124
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	386	568		653	1308		248	427	361	290	730	619
Arrive On Green	0.11	0.16	0.00	0.11	0.12	0.00	0.23	0.23	0.23	0.12	0.39	0.39
Sat Flow, veh/h	1767	3526	1572	1767	3526	1572	852	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	201	509	0	717	680	0	18	411	339	318	424	124
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1767	1763	1572	852	1856	1572	1767	1856	1572
Q Serve(g_s), s	10.3	15.6	0.0	35.5	19.9	0.0	1.9	24.1	23.3	13.5	19.8	5.7
Cycle Q Clear(g_c), s	10.3	15.6	0.0	35.5	19.9	0.0	3.6	24.1	23.3	13.5	19.8	5.7
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	386	568		653	1308		248	427	361	290	730	619
V/C Ratio(X)	0.52	0.90		1.10	0.52		0.07	0.96	0.94	1.10	0.58	0.20
Avail Cap(c_a), veh/h	439	577		653	1308		248	427	361	290	730	619
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.47	0.47	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.7	45.2	0.0	39.9	39.1	0.0	34.7	41.9	41.6	29.5	26.2	22.0
Incr Delay (d2), s/veh	1.1	16.5	0.0	55.6	0.2	0.0	0.6	35.4	33.9	81.3	3.4	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	4.3	7.9	0.0	26.6	9.3	0.0	0.4	14.9	12.0	12.1	9.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.8	61.8	0.0	95.6	39.3	0.0	35.3	77.3	75.5	110.8	29.6	22.7
LnGrp LOS	C	E		F	D		D	E	E	F	C	C
Approach Vol, veh/h		710			1397			768			866	
Approach Delay, s/veh		53.9			68.1			75.5			58.4	
Approach LOS		D			E			E			E	

Timer - Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	18.0	29.8	40.0	22.2		47.8	16.9	45.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	13.5	25.0	35.5	18.0		43.0	15.7	37.8
Max Q Clear Time (g_c+I1), s	15.5	26.1	37.5	17.6		21.8	12.3	21.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1		2.8	0.2	3.8

Intersection Summary	
HCM 7th Control Delay, s/veh	64.7
HCM 7th LOS	E

Notes

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

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	12	755	4	28	732
Future Vol, veh/h	1	12	755	4	28	732
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	58	58	95	95	93	93
Heavy Vehicles, %	2	2	3	2	2	3
Mvmt Flow	2	21	795	4	30	787

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1644	797	0	0	799	0
Stage 1	797	-	-	-	-	-
Stage 2	847	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	110	387	-	-	824	-
Stage 1	444	-	-	-	-	-
Stage 2	420	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	102	387	-	-	824	-
Mov Cap-2 Maneuver	102	-	-	-	-	-
Stage 1	444	-	-	-	-	-
Stage 2	393	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	17.15	0	0.35
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	319	66	-
HCM Lane V/C Ratio	-	-	0.07	0.037	-
HCM Control Delay (s/veh)	-	-	17.2	9.5	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	313	841	15	51	1225	238	6	4	13	227	3	285
Future Volume (veh/h)	313	841	15	51	1225	238	6	4	13	227	3	285
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	333	895	16	56	1346	262	8	5	17	247	3	310
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.75	0.75	0.75	0.92	0.92	0.92
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	369	1843	33	311	1416	637	41	37	48	232	2	507
Arrive On Green	0.05	0.17	0.17	0.07	0.80	0.80	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1781	3544	63	1781	3526	1585	0	114	150	522	6	1585
Grp Volume(v), veh/h	333	445	466	56	1346	262	30	0	0	250	0	310
Grp Sat Flow(s),veh/h/ln	1781	1763	1844	1781	1763	1585	264	0	0	529	0	1585
Q Serve(g_s), s	14.7	25.1	25.1	2.0	34.9	5.3	0.0	0.0	0.0	0.0	0.0	18.2
Cycle Q Clear(g_c), s	14.7	25.1	25.1	2.0	34.9	5.3	35.2	0.0	0.0	35.2	0.0	18.2
Prop In Lane	1.00		0.03	1.00		1.00	0.27		0.57	0.99		1.00
Lane Grp Cap(c), veh/h	369	917	959	311	1416	637	126	0	0	234	0	507
V/C Ratio(X)	0.90	0.49	0.49	0.18	0.95	0.41	0.24	0.00	0.00	1.07	0.00	0.61
Avail Cap(c_a), veh/h	429	1029	1076	327	1554	699	126	0	0	234	0	507
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.40	0.40	0.40	0.57	0.57	0.57	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.8	32.3	32.3	17.9	9.9	7.0	29.9	0.0	0.0	42.3	0.0	31.6
Incr Delay (d2), s/veh	9.6	0.2	0.2	0.2	8.1	0.2	4.4	0.0	0.0	77.9	0.0	5.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	11.8	12.3	0.8	5.3	1.4	0.7	0.0	0.0	11.6	0.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.3	32.4	32.4	18.0	18.0	7.2	34.3	0.0	0.0	120.2	0.0	37.0
LnGrp LOS	D	C	C	B	B	A	C			F		D
Approach Vol, veh/h		1244			1664			30			560	
Approach Delay, s/veh		35.9			16.3			34.3			74.1	
Approach LOS		D			B			C			E	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		39.7	8.6	61.7		39.7	21.6	48.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		27.2	5.1	64.2		27.2	20.8	48.5				
Max Q Clear Time (g_c+I1), s		37.2	4.0	27.1		37.2	16.7	36.9				
Green Ext Time (p_c), s		0.0	0.0	6.0		0.0	0.4	7.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			32.7									
HCM 7th LOS			C									

Intersection	
Intersection Delay, s/veh	20.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	97	56	112	269	105	13	129	78	109	9	159	48
Future Vol, veh/h	97	56	112	269	105	13	129	78	109	9	159	48
Peak Hour Factor	0.95	0.95	0.95	0.88	0.88	0.88	0.92	0.92	0.92	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	102	59	118	306	119	15	140	85	118	12	204	62
Number of Lanes	1	1	0	1	1	0	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	2
HCM Control Delay, s/veh	15.9	26.4	14.8	24.1
HCM LOS	C	D	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	33%	0%	89%	0%	77%
Vol Right, %	0%	0%	100%	0%	67%	0%	11%	0%	23%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	129	78	109	97	168	269	118	9	207
LT Vol	129	0	0	97	0	269	0	9	0
Through Vol	0	78	0	0	56	0	105	0	159
RT Vol	0	0	109	0	112	0	13	0	48
Lane Flow Rate	140	85	118	102	177	306	134	12	265
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.354	0.202	0.258	0.26	0.402	0.733	0.3	0.029	0.627
Departure Headway (Hd)	9.086	8.57	7.847	9.179	8.185	8.632	8.041	9.192	8.506
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	397	419	457	391	440	419	447	390	425
Service Time	6.835	6.318	5.595	6.931	5.937	6.378	5.787	6.943	6.257
HCM Lane V/C Ratio	0.353	0.203	0.258	0.261	0.402	0.73	0.3	0.031	0.624
HCM Control Delay, s/veh	16.8	13.5	13.3	15.1	16.4	31.7	14.2	12.2	24.6
HCM Lane LOS	C	B	B	C	C	D	B	B	C
HCM 95th-tile Q	1.6	0.7	1	1	1.9	5.8	1.2	0.1	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	915	32	76	1305	212	70	13	64	463	18	102
Future Volume (veh/h)	104	915	32	76	1305	212	70	13	64	463	18	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	943	33	81	1388	0	79	15	0	501	0	0
Peak Hour Factor	0.97	0.97	0.97	0.94	0.94	0.94	0.89	0.89	0.89	0.95	0.95	0.95
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	131	1561	702	217	1662		361	68		696	0	
Arrive On Green	0.15	0.89	0.89	0.33	0.33	0.00	0.24	0.24	0.00	0.20	0.00	0.00
Sat Flow, veh/h	1781	3526	1585	576	5066	1585	1509	286	1585	3563	0	1585
Grp Volume(v), veh/h	107	943	33	81	1388	0	94	0	0	501	0	0
Grp Sat Flow(s),veh/h/ln	1781	1763	1585	576	1689	1585	1795	0	1585	1781	0	1585
Q Serve(g_s), s	6.4	7.2	0.3	13.3	27.9	0.0	4.6	0.0	0.0	14.5	0.0	0.0
Cycle Q Clear(g_c), s	6.4	7.2	0.3	20.5	27.9	0.0	4.6	0.0	0.0	14.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.84		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	131	1561	702	217	1662		429	0		696	0	
V/C Ratio(X)	0.81	0.60	0.05	0.37	0.83		0.22	0.00		0.72	0.00	
Avail Cap(c_a), veh/h	157	1721	774	234	1819		429	0		696	0	
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	46.2	3.9	3.5	34.8	34.2	0.0	33.6	0.0	0.0	41.4	0.0	0.0
Incr Delay (d2), s/veh	21.6	0.5	0.0	1.1	3.3	0.0	1.2	0.0	0.0	6.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	1.5	0.1	1.9	11.3	0.0	2.2	0.0	0.0	6.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.7	4.4	3.5	35.9	37.5	0.0	34.8	0.0	0.0	47.7	0.0	0.0
LnGrp LOS	E	A	A	D	D		C			D		
Approach Vol, veh/h		1083			1469			94			501	
Approach Delay, s/veh		10.6			37.4			34.8			47.7	
Approach LOS		B			D			C			D	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	30.8	53.2	26.0	12.6	40.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	21.3	53.7	21.5	9.7	39.5
Max Q Clear Time (g_c+I1), s	6.6	9.2	16.5	8.4	29.9
Green Ext Time (p_c), s	0.3	7.5	0.9	0.0	6.2

Intersection Summary	
HCM 7th Control Delay, s/veh	29.7
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	484	9	674	639	244	17	386	319	299	399	117
Future Volume (veh/h)	191	484	9	674	639	244	17	386	319	299	399	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	201	509	0	717	680	0	18	411	339	318	424	124
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	286	587		771	954		320	541	458	378	878	744
Arrive On Green	0.12	0.17	0.00	0.07	0.09	0.00	0.29	0.29	0.29	0.14	0.47	0.47
Sat Flow, veh/h	1767	3526	1572	3428	3526	1572	852	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	201	509	0	717	680	0	18	411	339	318	424	124
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1714	1763	1572	852	1856	1572	1767	1856	1572
Q Serve(g_s), s	11.0	14.1	0.0	20.8	18.8	0.0	1.5	20.2	10.8	12.1	15.6	4.5
Cycle Q Clear(g_c), s	11.0	14.1	0.0	20.8	18.8	0.0	1.5	20.2	10.8	12.1	15.6	4.5
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	286	587		771	954		320	541	458	378	878	744
V/C Ratio(X)	0.70	0.87		0.93	0.71		0.06	0.76	0.74	0.84	0.48	0.17
Avail Cap(c_a), veh/h	286	635		771	1001		320	541	458	378	878	744
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.44	0.44	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.6	40.6	0.0	45.5	41.8	0.0	25.6	32.3	9.9	22.5	18.0	15.1
Incr Delay (d2), s/veh	7.6	11.5	0.0	9.3	1.0	0.0	0.3	9.7	10.3	15.7	1.9	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	6.8	0.0	10.4	8.9	0.0	0.3	10.1	4.5	6.3	6.7	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.1	52.1	0.0	54.8	42.8	0.0	26.0	41.9	20.1	38.2	19.9	15.5
LnGrp LOS	D	D		D	D		C	D	C	D	B	B
Approach Vol, veh/h		710			1397			768			866	
Approach Delay, s/veh		51.3			48.9			31.9			26.0	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	18.2	33.6	27.0	21.2		51.8	16.6	31.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	13.7	27.8	22.5	18.0		46.0	12.1	28.4
Max Q Clear Time (g_c+I1), s	14.1	22.2	22.8	16.1		17.6	13.0	20.8
Green Ext Time (p_c), s	0.0	1.9	0.0	0.6		3.0	0.0	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	40.6
HCM 7th LOS	D

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	313	841	15	51	1225	238	6	4	13	227	3	285
Future Volume (veh/h)	313	841	15	51	1225	238	6	4	13	227	3	285
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	333	895	16	56	1346	262	8	5	17	247	3	310
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.75	0.75	0.75	0.92	0.92	0.92
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	368	1818	33	334	1408	633	46	40	52	238	2	495
Arrive On Green	0.10	0.34	0.34	0.08	0.80	0.80	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1781	3544	63	1781	3526	1585	0	128	168	533	6	1585
Grp Volume(v), veh/h	333	445	466	56	1346	262	30	0	0	250	0	310
Grp Sat Flow(s),veh/h/ln	1781	1763	1844	1781	1763	1585	296	0	0	540	0	1585
Q Serve(g_s), s	13.0	20.0	20.0	1.8	32.5	5.0	0.0	0.0	0.0	0.0	0.0	16.7
Cycle Q Clear(g_c), s	13.0	20.0	20.0	1.8	32.5	5.0	31.2	0.0	0.0	31.2	0.0	16.7
Prop In Lane	1.00		0.03	1.00		1.00	0.27		0.57	0.99		1.00
Lane Grp Cap(c), veh/h	368	904	946	334	1408	633	138	0	0	240	0	495
V/C Ratio(X)	0.90	0.49	0.49	0.17	0.96	0.41	0.22	0.00	0.00	1.04	0.00	0.63
Avail Cap(c_a), veh/h	407	968	1012	355	1498	674	138	0	0	240	0	495
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.57	0.56	0.56	0.56	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.5	22.5	22.5	16.0	9.3	6.5	27.4	0.0	0.0	39.0	0.0	29.4
Incr Delay (d2), s/veh	14.2	0.2	0.2	0.1	9.0	0.2	3.6	0.0	0.0	69.1	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	9.6	8.5	8.9	0.7	5.1	1.3	0.6	0.0	0.0	10.6	0.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.6	22.8	22.8	16.1	18.3	6.8	31.0	0.0	0.0	108.2	0.0	35.3
LnGrp LOS	D	C	C	B	B	A	C			F		D
Approach Vol, veh/h		1244			1664			30			560	
Approach Delay, s/veh		28.3			16.4			31.0			67.8	
Approach LOS		C			B			C			E	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		35.7	8.4	55.8		35.7	19.8	44.4
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		26.5	5.1	54.9		26.5	17.5	42.5
Max Q Clear Time (g_c+I1), s		33.2	3.8	22.0		33.2	15.0	34.5
Green Ext Time (p_c), s		0.0	0.0	5.9		0.0	0.3	5.5

Intersection Summary	
HCM 7th Control Delay, s/veh	29.0
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	915	32	76	1305	212	70	13	64	463	18	102
Future Volume (veh/h)	104	915	32	76	1305	212	70	13	64	463	18	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	943	33	81	1388	0	79	15	0	501	0	0
Peak Hour Factor	0.97	0.97	0.97	0.94	0.94	0.94	0.89	0.89	0.89	0.95	0.95	0.95
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	132	1574	708	225	1657		340	65		688	0	
Arrive On Green	0.15	0.89	0.89	0.33	0.33	0.00	0.23	0.23	0.00	0.19	0.00	0.00
Sat Flow, veh/h	1781	3526	1585	576	5066	1585	1509	286	1585	3563	0	1585
Grp Volume(v), veh/h	107	943	33	81	1388	0	94	0	0	501	0	0
Grp Sat Flow(s),veh/h/ln	1781	1763	1585	576	1689	1585	1795	0	1585	1781	0	1585
Q Serve(g_s), s	5.8	6.1	0.2	12.0	25.4	0.0	4.3	0.0	0.0	13.2	0.0	0.0
Cycle Q Clear(g_c), s	5.8	6.1	0.2	18.2	25.4	0.0	4.3	0.0	0.0	13.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.84		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	132	1574	708	225	1657		405	0		688	0	
V/C Ratio(X)	0.81	0.60	0.05	0.36	0.84		0.23	0.00		0.73	0.00	
Avail Cap(c_a), veh/h	160	1720	774	240	1788		405	0		688	0	
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.9	3.3	3.0	31.4	31.2	0.0	31.7	0.0	0.0	37.9	0.0	0.0
Incr Delay (d2), s/veh	19.6	0.4	0.0	1.0	3.5	0.0	1.3	0.0	0.0	6.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	1.2	0.1	1.6	10.2	0.0	2.0	0.0	0.0	6.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.5	3.7	3.0	32.3	34.6	0.0	33.0	0.0	0.0	44.6	0.0	0.0
LnGrp LOS	E	A	A	C	C		C			D		
Approach Vol, veh/h		1083			1469			94			501	
Approach Delay, s/veh		9.4			34.5			33.0			44.6	
Approach LOS		A			C			C			D	

Timer - Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		27.0		49.2		23.8	11.9	37.2
Change Period (Y+Rc), s		4.5		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		18.4		48.8		19.3	9.0	35.3
Max Q Clear Time (g_c+I1), s		6.3		8.1		15.2	7.8	27.4
Green Ext Time (p_c), s		0.3		7.4		0.8	0.0	5.3

Intersection Summary	
HCM 7th Control Delay, s/veh	27.4
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Henry County Water Authority
Engineering Division

June 21, 2024

Re: Water and Sewer Services - Availability

Proposed Development:	**Townhomes**
Property Information:	**Hudson Bridge Road (Parcel No. 032-01026000)**
	LL 21; District 6; 20.37+/- acres
Proposed Zoning:	**Multi-Family Residential**
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, an offsite sanitary sewer line extension is required at the developer's expense. The offsite sewer line extension may require acquisition of easements at the developer's expense.***

Additionally, the private system option will require easement acquisition, inspection indicating the system meets HCWA standards, and conveying the existing private extension to HCWA 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.

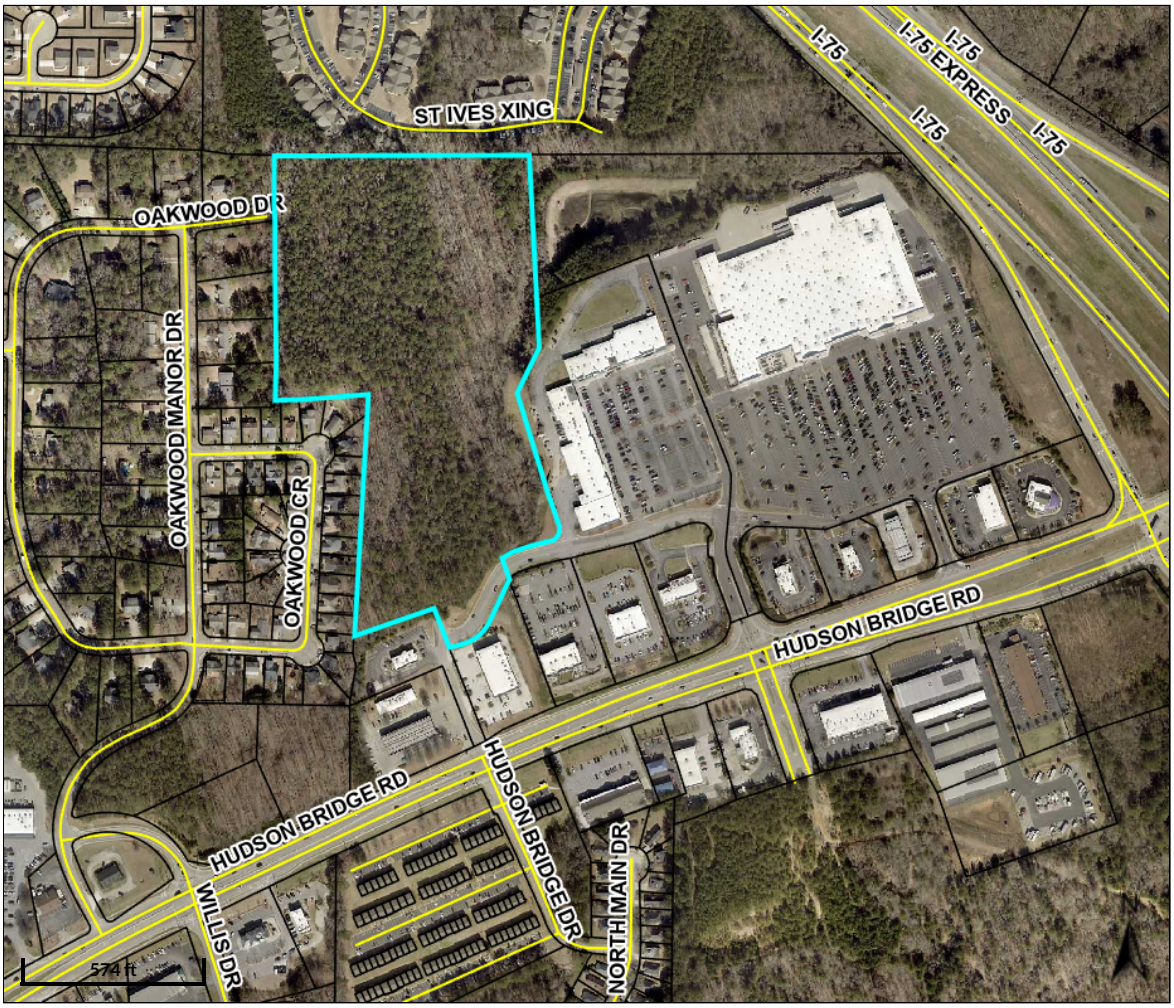
The Authority will reevaluate the availability of water and sewer services to the property at the time that the development plans are submitted. If there are any additional requirements, or if water or sewer capacity is not available, you will be notified in writing.

This letter was prepared with information submitted to HCWA on a Site Plan dated 06/11/2024 prepared by Moore Bass Consulting, Inc.

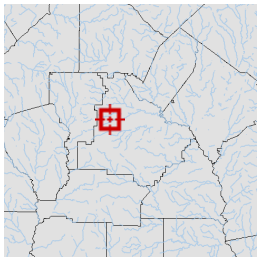
Digitally signed
by Scott Sage, P.E.
Date: 2024.06.21
09:12:38 -04'00'

Scott Sage, P. E.
Engineering Division Manager
Henry County Water Authority

Henry County, GA



Overview



Legend

- Parcels
- Roads

Parcel ID	032-01026000	**Class**	C	**Owner**	MOUNT ZION 48 LLC 1 WOODY TRAIL MABLETON GA 30126	**Land Value:**	$1.12019e+006
Property Address		**Acreage**	20.367	**Address**		**Building Value:**	$0
District	City/Stockbridge					**Misc Value:**	$0
						Total Value:	$1120185

Last 2 Sales

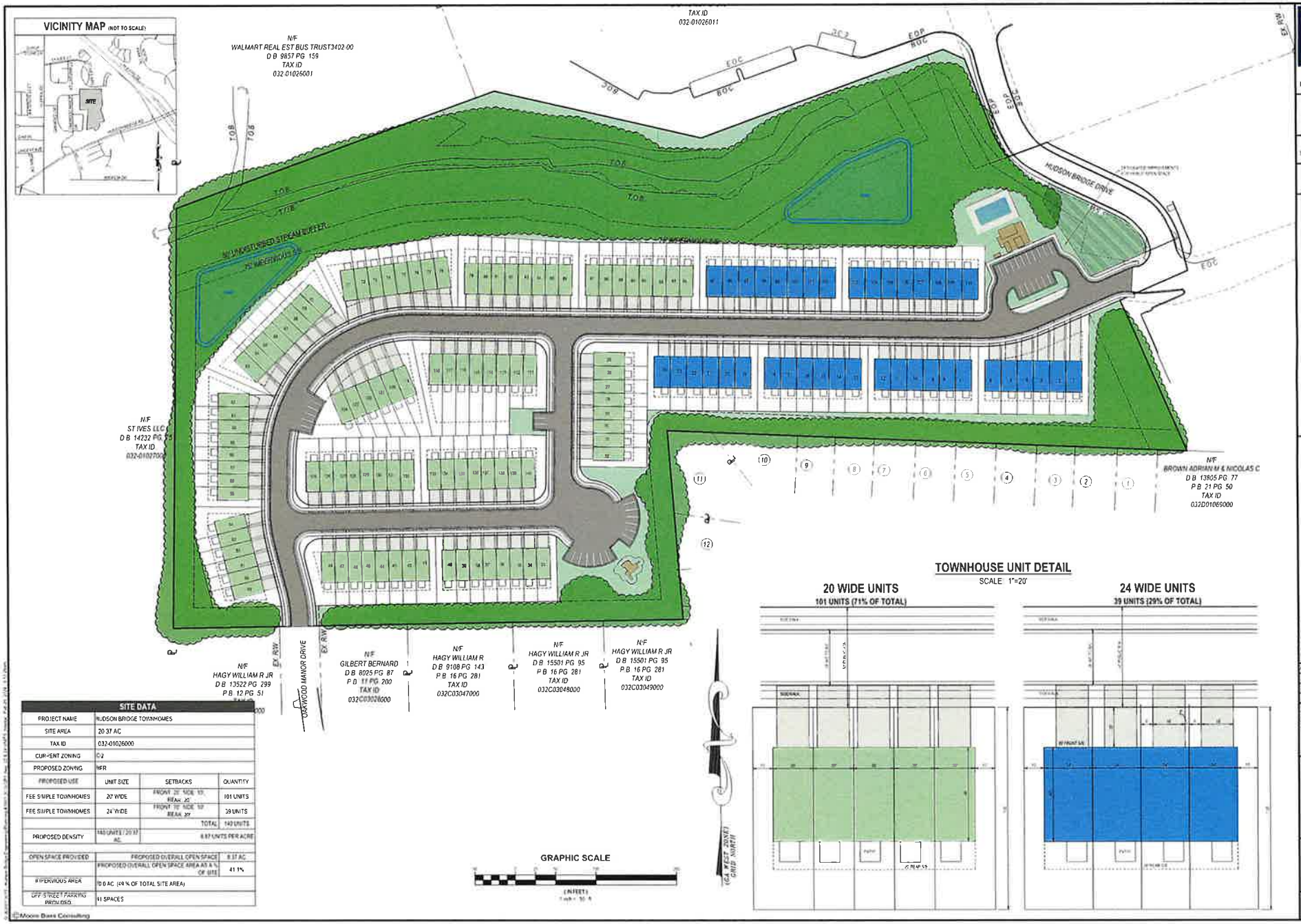
Date	Price	Reason	Qual
4/29/2022	$556,000	OTHER	U
11/1/2010	$0	CORPORATE	U

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: 4/23/2024
Last Data Uploaded: 4/22/2024 9:15:03 PM

Developed by Schneider GEOSPATIAL

Lennar Homes Hudson Bridge Project Renderings



SITE DATA			
PROJECT NAME	HUDSON BRIDGE TOWNHOMES		
SITE AREA	20 37 AC		
TAX ID	032-01026000		
CURRENT ZONING	C-2		
PROPOSED ZONING	MFR		
PROPOSED USE	UNIT SIZE	SETBACKS	QUANTITY
FEE SIMPLE TOWNHOMES	20' WIDE	FRONT 20' SIDE 10' REAR 20'	101 UNITS
FEE SIMPLE TOWNHOMES	24' WIDE	FRONT 20' SIDE 10' REAR 20'	39 UNITS
		TOTAL	140 UNITS
PROPOSED DENSITY	140 UNITS / 20 37 AC		6 87 UNITS PER ACRE
OPEN SPACE PROVIDED	PROPOSED OVERALL OPEN SPACE		8 37 AC
	PROPOSED OVERALL OPEN SPACE AREA AS A % OF SITE		41 1%
IMPERVIOUS AREA	10 0 AC (49 % OF TOTAL SITE AREA)		
OFF STREET PARKING PROVIDED	41 SPACES		

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• Landscape Architecture
• Environmental Permitting
www.moorebass.com
TALLAHASSEE • ATLANTA
1350 Keys Ferry Court
McDonough, GA 30253
770 914 9394

PROJECT NAME: HUDSON BRIDGE TOWNHOMES STOCKBRIDGE, GA

CLIENT NAME: LENNAR GEORGIA, LLC

REVISIONS

A3551.0010.SP1

DATE: 12/1/2021

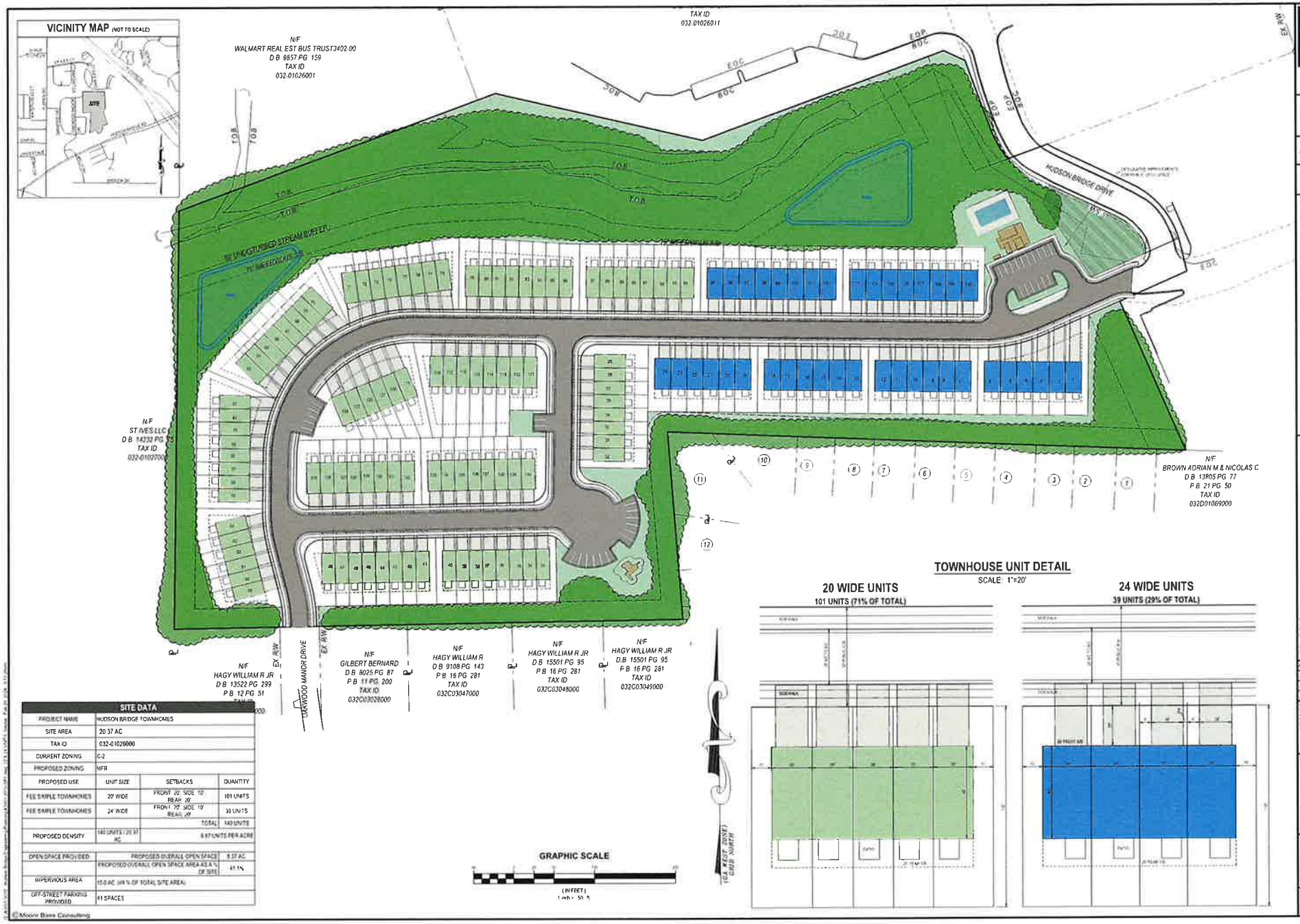
CONTRACT #

DESIGN BY: SCM

SEAL

SHEET TITLE: SITE PLAN

SHEET: 1.0



SITE DATA			
PROJECT NAME	HUDSON BRIDGE TOWNHOMES		
SITE AREA	20 37 AC		
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1350 Keys Ferry Court
McDonough, GA 30253
770 914 9394

PROJECT NAME: HUDSON BRIDGE TOWNHOMES STOCKBRIDGE, GA

CLIENT NAME: LENNAR GEORGIA, LLC

REVISIONS

A35511.0010-SP1

DATE: 02/26/2024

CONTRACT #

DRAWN BY: SCM

SEAL

SHEET TITLE: SITE PLAN

SHEET 1.0

Flippen Rd
St. Ives Crossing Apartments
St Ives Ct
Rock Quarry Rd
N Park Ct
75
Walmart Supercenter
Mellow Mushroom Stockbridge
Hudson Bridge Dr
Oakwood Dr
Oakwood Manor Dr
Firehouse Subs Hudson Bridge
J&J Liquor
McDonald's
Hudson Bridge Rd
Kroger
N Main Dr
Flippen Rd
Hudson Bridge Veterinary
Willis Dr

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

City of Stockbridge Community Development Department--4602 North Henry Blvd.; Stockbridge, GA 30281 770-389-7900

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
321 Taylor Drive
Stockbridge, GA 30281

Sewer Department tel.: (678) 833-3301

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

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/INTIAL
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).***	

City of Stockbridge Community Development Department--4602 North Henry Blvd.; Stockbridge, GA 30281 770-389-7900

APPLICATION CHECKLIST

DOCUMENTS AND QUANTITIES REQUIRED

ALL PERTINENT ITEMS ARE DUE AT THE TIME OF FILING.
NO INCOMPLETE APPLICATION WILL BE ACCEPTED.

ITEM #	REQUIRED ITEM	NUMBER OF COPIES	CHECK √
1.	PRE-APPLICATION REVIEW FORM	1 Digital, 1 Hard Copy	
2.	APPLICATION FORM	1 Digital, 1 Hard Copy	
3.	LEGAL DESCRIPTIONS	1 Digital, 1 Hard Copy	
4.	SITE PLAN & SURVEY	1 Digital Copy – 4 hard Copies	
5.	DEVELOPMENT RENDERINGS AND ELEVATIONS	1 Digital Copy – 1 Hard Copy	
6.	LETTERS OF INTENT	1 Digital, 1 Hard Copy	
7.	ADJACENT PROPERTY OWNERS/NEIGHBORHOOD ASSOCIATION LETTERS	1 Digital, 1 Hard Copy	
8.	DEPARTMENTAL SIGN-OFF LETTERS	1 Digital, 1 Hard Copy	
9.	DISCLOSURE FORM	1 Digital, 1 Hard Copy	

Re: Hudson Bridge Road Chat Files Details Scheduling Assistant Recap **Attendance** Meeting Whiteboard Breakout rooms Q&A

Join Close

Wednesday, January 24, 2024 9:57 AM - 10:52 AM

Download

7	9:57 AM - 10:52 AM	54m 13s	49m 4s
Attended	Start and end time	Meeting duration	Average attendance time

Participants

Name	First join	Last leave	In-meeting duration	Role
Michele Battle mlb@battlelawpc.com	10:01 AM	10:52 AM	50m 21s	Organizer
SM Steve Moore smoore@moorebass.com	10:00 AM	10:52 AM	51m 40s	Presenter
RE Raven Eatmon reatmon@stockbridgega.org	10:02 AM	10:52 AM	50m 1s	Presenter
FP Frank Potts frank.potts@lennar.com	10:02 AM	10:52 AM	50m 3s	Presenter
RA Ryan Anderson randerson@stockbridgega.org	10:02 AM	10:52 AM	49m 47s	Presenter
EA Elton Alexander (Guest)	10:06 AM	10:52 AM	45m 51s	Presenter
RR Rosalynd Rawls rrawls@stockbridgega.org	10:06 AM	10:52 AM	45m 48s	Presenter

City of Stockbridge Planning and Zoning Division
Variance Application

Name of Applicant Lennar Georgia LLC c/o Battle Law, P.C. Phone: 770-670-2757 Date: 5/14/2024

Address Applicant: 11560 Great Oaks Way, Suite 100 Fax _____ Pager/Cell # _____

City: Alpharetta State: GA Zip: 30022 E-mail: frank.potts@lennar.com

Name of Agent Battle Law, P.C. Phone: 404-601-7616 ext. 1 Date: 5/14/2024

Address Agent: 3562 Habersham at Northlake Fax _____ Pager/Cell # _____

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 VARIANCE FOR THE PROPERTY.

Variance(s) being requested Reduce front yard setback from 50 feet to 20 feet.

Reduce side yard setback between buildings from 15 feet to 10 feet.

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.

Michele Battle
Acknowledgement

Address of Property: _____

Nearest intersection to the property: Hudson Bridge Road and Hudson Bridge Drive
(Street Address)

Size of Tract: 20.367 acre(s), Land Lot Number(s): _____, District(s): _____

Property Tax Parcel Number(s): 032-01026000 **(Required)**

Witness' Signature

Signature of Applicant

Joseph Hall
Printed Name of Witness

Lennar Georgia LLC by: Tom Bowers
Printed Name of Applicant

Ashley Roby McClintock
Notary

Signature of Agent

NOTARY STAMP:

ASHLEY ROBY MCCLINTOCK
MY COMMISSION EXPIRES
JANUARY 16 2027
FORSYTH COUNTY, GA
NOTARY PUBLIC

(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 20th day of March, 2024

Tom Bowers
Applicant's Name - Printed

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 20th day of March, 2024

Sandy M Kidd
Notary Public

SANDY M KIDD
COBB County
Notary Public
Expires 07-30-2027
STATE OF GEORGIA

* 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

SURENDER V Kumar

Applicant's Attorney, if applicable - Printed

Signature of Applicant's Attorney, if applicable

Sworn to and subscribed before me this 22nd day of March 2024

Notary Public

LEVI REECE
My Commission Expires
NOTARY PUBLIC
06-30-2026
COBB COUNTY, GEORGIA

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

NOTE: If the proposed development site would contain more than one property, and/or more than one property owner, please first type a list on a separate sheet of paper which identifies each property (address and/or parcel number) and its corresponding property owner(s). Then fill out a separate Property Owner's Authorization Form (provided below) for each property and each property owner.

PROPERTY OWNER'S AUTHORIZATION FORM (See NOTE above.)

The undersigned below is the PROPERTY OWNER, or one of the property owners, of the property at Hudson Bridge Road and Hudson Bridge Dri [address], with Parcel Number 032-01026000, which is the subject of this application.

Name of Property Owner: MOUNT ZION 48 LLC

Property Owner's Address: 1 WOODY TRAIL MABLETON, GA 30126

Telephone: 770-265-6934 E-mail: SVKUMAR99@hotmail.com

I swear that I am the Property Owner, or one of the Property Owners, of the property that is the subject matter of the attached application, as is shown in the tax assessors' records of Henry [County], Georgia [State].

Signature: Surender V Kumar Date: 3-22-24

The undersigned does duly authorize the person(s) and/or company who is named below to act as APPLICANT(S) in the pursuit of this application for the subject property.

Name(s) of Applicant(s): Lennar Georgia, LLC

Company/law firm (if applicable): Battle Law PC

Telephone, E-Mail, & Address: (404) 745-0045, mlb@battlelawpc.com

3562 Habersham at Northlake Rd Tucker, GA 30084

I authorize the Applicant or Applicants who are named above to act on my behalf for this application.

Surender V Kumar
Manager, SURENDER V. KUMAR
Signature of Property Owner, who swears that the information which is contained in this Property Owner's Authorization is true and correct to the best of his or her knowledge and belief.

3-22-24
Date

Levi Reece
Signature of Notary Public

Levi Reece
Printed Name of Notary Public

3/22/24
Date

Notary Public's Seal or Stamp:

LEVI REECE
My Commission Expires
NOTARY PUBLIC
06-30-2026
COBB COUNTY, GEORGIA

Battle Law

STATEMENT OF INTENT

and

Other Materials Required by
The City of Stockbridge Zoning Ordinance
For
A Variance to
Reduce the Front Yard Setback from 50 Feet to 20 Feet and Reduce the Side Yard Setback
Between Buildings from 15 Feet to 10 Feet

of

Lennar Georgia LLC
c/o Battle Law, P.C.

for

+/-20.367 Acres of Land
Being Near Hudson Bridge Road and Hudson Bridge Drive
City of Stockbridge, Georgia, and
Parcel No. 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

Lennar Georgia LLC (the "Applicant") is seeking to develop on +/- 20.367 acres of land being Tax Parcel No. 032-01026000, having frontage on Hudson Bridge Drive (the "Subject Property") with townhomes. The Applicant is seeking a variance of the Subject Property to reduce the front yard setback from fifty (50) feet to twenty (20) feet and reduce the side yard setback between buildings from fifteen (15) feet to ten (10) feet.

This document serves as a statement of intent analysis of the criteria under the City of Stockbridge Zoning Ordinance. It contains notice of constitutional allegations as a reservation of the Applicant's rights.

II. CITY OF STOCKBRIDGE VARIANCE CRITERIA

Under the City of Stockbridge's Zoning Ordinance, a variance may be granted only upon a finding by the mayor and city council that all of the following conditions are met:

A. *Extraordinary and exceptional circumstances pertaining to the particular piece of property in question exist due to its size, shape, or topography that are not found on other properties in the same zoning district;*

The Subject Property is both encumbered by a stream along the eastern side, and has an odd shape that makes development difficult. The combination of these two extraordinary circumstances combine to create a hardship on the Applicant. The variance requests will allow the Applicant to enjoy rights enjoyed by others in the same zoning district by enabling the Applicant to build outside of the stream buffer and take advantage of the available space after considering the subject property's complex shape.

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;*

A literal interpretation of the provisions of this code would deprive the Applicant of rights commonly enjoyed by owners of properties in the same zoning district. Several other townhome developers have requested the same variances the Applicant requests today and have received them. Furthermore, those other developers have sought rezonings to the zoning district the Applicant is seeking. So, those other developers enjoy rights the Applicant would not enjoy should this variance application be denied. On the other hand, should this variance application be approved, the Applicant would enjoy similar rights to other developers in the same zoning district.

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;*

The variance request will not confer upon the property owner any special privileges that are denied to other property owners in the same zoning district. As discussed above, other developers in the same zoning district have sought the same variances the Applicant is seeking today. Those other developers enjoy the benefits of the variances. Therefore, granting this variance request will grant the Applicant rights enjoyed by other developers rather than conferring a special right not enjoyed by others.

D. *The variance will be consistent with the purpose and intent of this unified development code, will be compatible with uses on neighboring properties, and will serve the public welfare;*

The variance will be consistent with the purpose and intent of this unified development code and will be compatible with uses on neighboring properties.

E. *The extraordinary circumstances are not the result of actions of the Applicant;*

The shape of the Subject Property and the existence of the stream buffer are not the results of the Applicant's actions.

F. *The variance is the minimum relief that will allow the legal use of the land, building or structure; and*

The variance is the minimum relief that will allow the legal use of the land.

G. *The variance is not a request to permit a use of land, buildings or structures that is prohibited in the same zoning district.*

The variance request is not one that would permit a use of land, buildings, or structures that is prohibited in the zoning district. This variance request accompanies a comprehensive land use amendment and a Rezoning application that will allow for the proposed townhomes. The variance request does not seek to allow the use.

III. CONCLUSION

For the foregoing reasons, the Applicant hereby requests that the application for a variance to reduce the front yard setback from fifty (50) feet to twenty (20) feet and reduce the side yard setback between buildings from fifteen (15) feet to ten (10) feet be approved. The Applicant welcomes any questions and feedback from the planning staff.

IV. NOTICE OF CONSTITUTIONAL ALLEGATIONS AND PRESERVATION OF CONTITUTIONAL 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.

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, grant the variance, 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 Variance 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 variance 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.

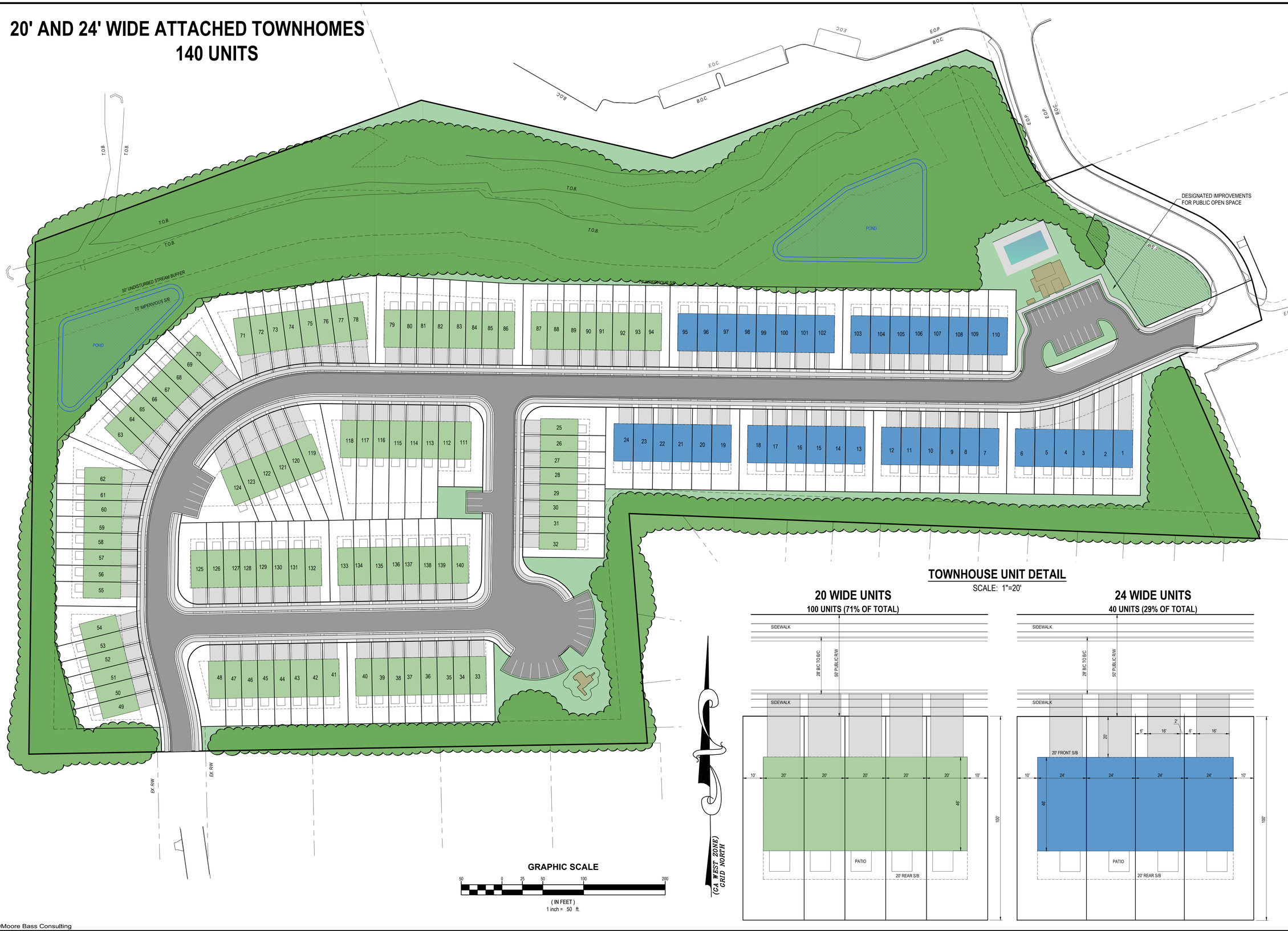
A refusal to allow the land use amendment and/or variance in question would be invalid inasmuch as it would be denied pursuant to an ordinance which is not in compliance with the Zoning

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.

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 Henry 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.

Michele L. Battle, Esq.
Attorney for the Applicant

20' AND 24' WIDE ATTACHED TOWNHOMES
140 UNITS



Moore Bass Consulting, Inc.

- Civil Engineering
- Land Surveying
- Development Consulting
- Landscape Architecture
- Environmental Permitting

www.moorebass.com
TALLAHASSEE • ATLANTA

1350 Keys Ferry Court
McDonough, GA 30253
770.914.9394

PROJECT NAME: HUDSON BRIDGE TOWNHOMES STOCKBRIDGE, GA

CLIENT NAME: LENNAR

REVISIONS

A3551.0010-SP1

DATE: 12-20-2023

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 copyright.

1350 KEYS FERRY COURT
McDONOUGH, GA 30253
LSF #1179

SEAL

SHEET TITLE

CONCEPTUAL SITE PLAN

SHEET

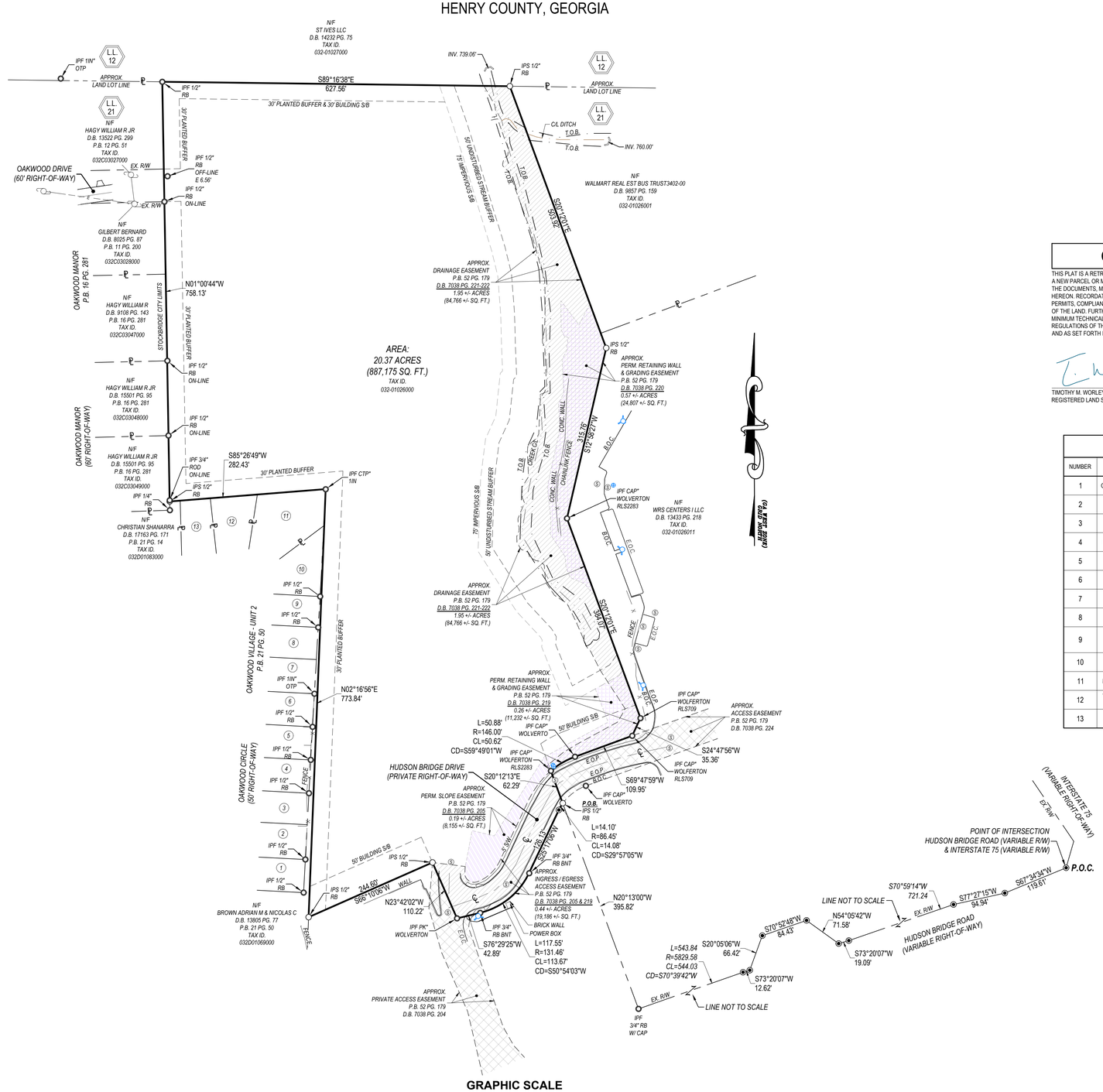
1

Q:\A3551.0010 - Hudson Bridge\Engineering\Planning\A3551.0010-SP1.dwg, 22 & 24 UNITS, smoore, Jan 18, 2024 - 11:35:32am

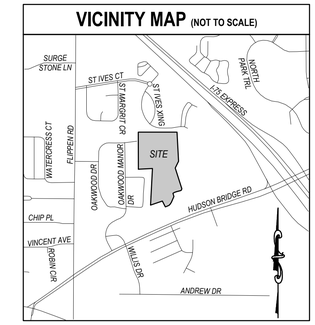
©Moore Bass Consulting

THIS BOX IS RESERVED FOR THE CLERK OF SUPERIOR COURT RECORDING INFORMATION.

BOUNDARY SURVEY FOR:
MT. ZION 48, LLC
LAND LOT 21 ~ 6TH DISTRICT
HENRY COUNTY, GEORGIA



VICINITY MAP (NOT TO SCALE)



REFERENCES

1. FINAL SUBDIVISION PLAT EASEMENTS RECORDED IN PLAT BOOK 52, PAGE 176-179 PER HENRY COUNTY RECORDS.
2. LIMITED WARRANTY DEED RECORDED IN DEED BOOK 11917, PAGE 266-269 PER HENRY COUNTY RECORDS.
3. PERMANENT RETAINING WALL & GRADING EASEMENT RECORDED IN DEED BOOK 7038, PAGE 219 PER HENRY COUNTY RECORDS.
4. DRAINAGE EASEMENT RECORDED IN DEED BOOK 7038, PAGE 221-222 PER HENRY COUNTY RECORDS.
5. ACCESS EASEMENT RECORDED IN DEED BOOK 7038, PAGE 224 PER HENRY COUNTY RECORDS.
6. PERMANENT RETAINING WALL AND GRADING EASEMENT RECORDED IN DEED BOOK 7038, PAGE 220 PER HENRY COUNTY RECORDS.
7. INGRESS / EGRESS ACCESS EASEMENT EASEMENT RECORDED IN DEED BOOK 7038, PAGE 205 & 219 PER HENRY COUNTY RECORDS.
8. PERMANENT SLOPE EASEMENT RECORDED IN DEED BOOK 7038, PAGE 205 PER HENRY COUNTY RECORDS.
9. ACCESS EASEMENT RECORDED IN DEED BOOK 7038, PAGE 204 PER HENRY COUNTY RECORDS.

FLOOD NOTE

AS SHOWN ON FLOOD INSURANCE RATE MAPS OF HENRY COUNTY, GEORGIA COMMUNITY PANEL NUMBER: 13151C0088D EFFECTIVE DATE OCTOBER 6TH, 2016, THIS PROPERTY IS NOT LOCATED IN A FEMA FLOOD HAZARD ZONE.

SURVEY NOTES

NO N.G.S. MONUMENT FOUND WITHIN 500 FEET OF ANY POINT ON THE SUBJECT PROPERTY.

ALL PROPERTY CORNERS REFERENCED AS I.P.S. INDICATES A ½" REBAR PLACED W/CAP LSF 001179 UNLESS OTHERWISE NOTED.

MOORE BASS CONSULTING AND/OR TIMOTHY M. WORLEY DO NOT GUARANTEE THAT ALL EASEMENTS AND SUB-SURFACE CONDITIONS WHICH MAY AFFECT THIS PROPERTY ARE SHOWN.

THIS DRAWING HAS BEEN GENERATED ELECTRONICALLY. THIS MEDIA SHOULD NOT CONSIDERED A CERTIFIED VALID DOCUMENT UNLESS IT HAS BEEN PROPERLY SEALED, SIGNED, AND DATED BY TIMOTHY M. WORLEY IN CONTRASTING COLOR OF INK PER O.C.G.A. 43-15-22.

THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT WHICH COULD REVEAL ENCUMBRANCES NOT SHOWN. ALL MATTERS TO TITLE ARE EXCEPTED.

THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PARTY OR ENTITY NAMED HEREON AND THE CERTIFICATION DOES NOT EXTEND TO ANY OTHERS.

THIS PLAT MAY NOT CONFORM TO THE BEARINGS AND DISTANCES RECORDED ON THE DEED AND/OR PLAT OF RECORD DUE TO SEVERAL FACTORS INCLUDING, BUT NOT LIMITED TO, THE NATURE OF THE ADVANCES IN SURVEYING TECHNOLOGY SUCH AS ELECTRONIC DISTANCE MEASURING DEVICES AND THE ADVENT OF SURVEY GRADE G.P.S. MEASUREMENT EQUIPMENT.

THIS SURVEY IS REFERENCED TO THE NORTH AMERICAN DATUM (N.A.D.) OF 1983(1994 ADJUSTMENT) FOR HORIZONTAL DATUM AND THE NORTH AMERICAN VERTICAL DATUM (N.A.V.D.) 1988 FOR THE VERTICAL DATUM. THE USE OF G.P.S. SURVEY MEASURING TECHNIQUES WERE USED FOR THESE DATUMS AND BASED ON THE POSITIONAL VALUES FOR THE VIRTUAL REFERENCE STATION NETWORK DEVELOPED BY EGPS SOLUTIONS. THE ORTHIMETRIC HEIGHTS WERE DERIVED USING THE GEOID A12.

ALL DISTANCES SHOWN HEREON ARE HORIZONTAL GROUND DISTANCES UNLESS OTHERWISE NOTED.

UTILITIES SHOWN ARE BASED ON ABOVE GROUND EVIDENCE. ADDITIONAL UTILITIES MAY EXIST ABOVE OR BELOW GROUND. NO CERTIFICATION OR GUARANTEE IS MADE AS TO THE ACCURACY OR THOROUGHNESS OF THE UTILITIES OR STRUCTURES SHOWN HEREON. PER GEORGIA LAW THE UNDERGROUND UTILITIES PROTECTION SERVICE MUST BE CALLED PRIOR TO THE COMMENCEMENT OF ANY AND ALL EARTH DISTURBING ACTIVITIES.

THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 49,634 FEET, AND AN ANGULAR ERROR OF 01" PER ANGLE. IT WAS A CLOSED LOOP TRAVERSE AND WAS ADJUSTED USING THE LEAST SQUARES METHOD.

THE CLOSURE PRECISION OF THE DATA SHOWN ON THE MAP OR PLAT. "THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 1,240,152 FEET" THE CLOSURE PRECISION PLACED ON THE SURVEY SHALL BE BASED ON AN ACTUAL MAP CLOSURE THAT HAS BEEN INDEPENDENTLY CALCULATED BY THE SURVEYOR BY USING THE BEARINGS AND DISTANCES FROM THE FACE OF THE PLAT, AND SHALL NOT BE A GENERALIZATION.

ALL LOTS OR PARCELS SHOWN ON LINEAR AND ANGULAR MEASUREMENTS WERE OBTAINED USING A TRIMBLE S6 ROBOTIC TOTAL STATION & CHAMPION TKO ROVER GPS UNIT. THE FIELDWORK WAS COMPLETED MARCH 21ST, 2022 ON THIS PROJECT.

LEGEND

D.B.	DEED BOOK	E.O.P.	EDGE OF PAVEMENT
P.B.	PLAT BOOK	FH	FIRE HYDRANT
PG.	PAGE	L	LINE LABEL
LL	LAND LOT	N/F	NOW OR FORMERLY
OTP	OPEN TOP PIPE	PKS	PK NAIL SET
RB	REBAR	S.S.E.	SANITARY SEWER EASEMENT
IPF	IRON PIN FOUND	U.E.	UTILITY EASEMENT
IPS	1/2" REBAR W/C LSF 001179	REF.	REFERENCE
CTP	CRIMP TOP PIPE	C/O	SEWER CLEAN OUT
C&G	CURB & GUTTER	SQ. FT.	SQUARE FOOT
R/W	RIGHT OF WAY	FT.	FEET
N/F	NOW OR FORMERLY		IRON PIN FOUND
-E-	OVERHEAD POWER LINE		IRON PIN SET
CMP	CORRUGATED METAL PIPE		CALCULATED POINT
SWMF	STORMWATER MANAGEMENT FACILITY		POWER POLE (PP)
TBM	TEMPORARY BENCHMARK		FIRE HYDRANT (FH)
P.O.B.	POINT OF BEGINNING		WATER VALVE (WV)
P.O.C.	POINT OF COMMENCEMENT		WATER METER (WM)
RCP	REINFORCED CONCRETE PIPE		JUNCTION BOX (JB)
DIP	DUCTILE IRON PIPE		SANITARY SEWER MANHOLE (SSMH)
PVC	POLYVINYL CHLORIDE PIPE		DROP INLET (DI)
HDPE	HIGH DENSITY POLYETHYLENE PIPE		CONCRETE R/W MONUMENT FOUND (CMF)
℄	PROPERTY LINE		SINGLE WING CATCH BASIN (SWCB)
℄	CENTERLINE		DOUBLE WING CATCH BASIN (DWCB)
ID	IDENTIFICATION		CURB INLET (CI)
B.S.L.	BUILDING SETBACK LINE		HEADWALL (HW)
B.O.C.	BACK OF CURB		FLARED END SECTION
C	CURVE LABEL		LIGHT POST (LP)
CI	CURB INLET		YARD INLET (YI)
D.E.	DRAINAGE EASEMENT		SEWER CLEAN OUT (CO)
			AREA INLET (AI)
			LINE NOT TO SCALE

GEORGIA SURVEY CERTIFICATE

THIS PLAT IS A RETRACEMENT OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT SUBDIVIDE OR CREATE A NEW PARCEL OR MAKE ANY CHANGES TO ANY REAL PROPERTY BOUNDARIES. THE RECORDING INFORMATION OF THE DOCUMENTS, MAPS, PLATS, OR OTHER INSTRUMENTS WHICH CREATED THE PARCEL OR PARCELS ARE STATED HEREON. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEY'S IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.

TIMOTHY M. WORLEY
REGISTERED LAND SURVEYOR #3360 (tworley@moorebass.com)

DATE: 3/31/22

ADJOINERS CHART

NUMBER	OWNER	D.B. & PG.	P.B. & PG.	TAX ID.
1	CALLAHAN TIMOTHY J & TONDA L	15369-196	21-50	032D01070000
2	LEVY MILLICENT	14038-104	21-50	032D01071000
3	WHISNANT DANNY R	13821-321	21-50	032D01072000
4	BAXTER GALEN C & COLLEEN N	14104-293	21-14	032D01073000
5	EASLEY SHARON P & ROBIN L	8215-268	21-50	032D01074000
6	TURNER VIRGINIA N	7838-292	21-14	032D01075000
7	AUGUSTINE MARIE E	12287-255	21-50	032D01076000
8	BERNUY FRANCISCO	60160-96	21-50	032D01077000
9	THE IRA CLUB FBO CHRISTOPHER ALLEN & KIMBERLY	15610-300	21-14	032D01078000
10	CENTRIC LLC	13289-206	21-50	032D01079000
11	MOTON MELBA & NATHANIEL JR	17525-293	21-14	032D01080000
12	TRICON SFR 2020-2 BORROWER LLC	17632-95	21-14	032D01081000
13	TAH 2017-1 BORROWER LLC	15420-17	21-14	032D01082000

Moore Bass Consulting, Inc.
• Civil Engineering
• Land Surveying
• Development Consulting
• Landscape Architecture
• Environmental Permitting
www.moorebass.com
TALLAHASSEE • ATLANTA
1350 Keys Ferry Court
McDonough, GA 30253
770.914.9394

PROJECT NAME: HUDSON BRIDGE HENRY COUNTY, GEORGIA

CLIENT NAME: MT. ZION 48, LLC 1720 PEACHTREE STREET, SUITE 150, ATLANTA, GEORGIA 30309

REVISIONS

A3846.0001_BND

DATE	3-31-2022
CONTRACT #	A3846.0001
DRAWN BY	TMW, DC

The Drawings, Specifications and other documents prepared by Moore Bass Consulting, Inc. (MB) for this project are instruments of service in respect to the 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 copyright.

1350 KEYS FERRY COURT
McDONOUGH, GA 30253
LSF #1179

SEAL

GEORGIA REGISTERED No. 3360 LAND SURVEYOR TIMOTHY M. WORLEY 3-31-22

SHEET TITLE: BOUNDARY SURVEY

SHEET 1 OF 1

©Moore Bass Consulting

O:\A3846.0001\Survey\Boundary\A3846.0001_BND.dwg, 1CF1, dcospock, Mar 31, 2022 - 1:46:12pm

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

TO: City of Stockbridge Mayor and City Council
City of Stockbridge Planning Commission

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

CC: Ryan Anderson, Community Development Director
Keedra Jackson, Chief Planner

DATE: August 15, 2024

SUBJECT: Staff Report for Variance Case #VR-2024-03--Parcel #032-01026000 on Hudson Bridge Drive, in Council District 5

I. PURPOSE

To consider a variance application (Variance Case #VR-2024-03) by Lennar Georgia, LLC, c/o Battle Law, P.C, to request the granting of two variances for Parcel #032-01026000 on Hudson Bridge Drive to allow for the development of a townhome community with 140 units. Mount Zion 48, LLC is the current owner of the property, and it contains approximately 20.367 acres. In Variance Request #1, the applicant requests that the front yard setbacks of the townhome lots be reduced from the required 50 feet in the MFR district to 20 feet. In Variance Request #2, the applicant requests that the side yard setbacks of the townhome lots (between townhome buildings) be reduced from the required 15 feet to 10 feet.

The applicant has also submitted two other applications for the subject property. For Comprehensive Plan Amendment Case #CP-2024-01, the applicant requests that the property's future land use designation be changed from Medium-Density Mixed-Use to Medium-Density Residential. For Rezoning Case #RZ-2024-01, the applicant requests that the property be rezoned from 'C-2' (General Commercial) to 'MFR' (Multiple-Family Residential).

An aerial photo of the subject property is shown after the Case Facts (Table 1) below.

II. CASE FACTS (Table 1)

DESCRIPTIVE FACTOR	FINDINGS
Proposed Development:	Townhome community with 140 fee simple units.
Parcel Identification:	032-01026000 (no address).
Parcel Acreage:	+/- 20.367 acres.
Land District and Land Lot:	District 6, Land Lot 21.
Applicant:	Lennar Georgia, c/o Battle Law, P.C.
Owner:	Mount Zion 48, LLC.
Current City Zoning:	C-2 and Parkway Mixed-Use Overlay District.
Surrounding Zoning:	• North—MFR (Multiple Family Residential). • Northwest—SR (Suburban Residential). • East—C-2 & C-3 (General Commercial & Heavy Commercial). • South—C-2 (General Commercial). • Southeast—C-2 & C-3 (General Commercial & Heavy Commercial). • West—Outside of the City. Zoned 'RD' & 'RM' (Residential-Duplex & Residential-Multifamily) by Henry County. • Southwest—Outside of the City. Zoned 'C-2' (General Commercial) by Henry County.
City Land Use Designation:	Medium-Density Mixed-Use.
Current Use:	Vacant.
Surrounding Land Uses:	• North—St. Ives Apartments. • Northwest—St. Margrit Subdivision. • East—Walmart and adjacent Centre @ Stockbridge Shopping Center. • South—Commercial uses fronting onto Hudson Bridge Road, including J & J Liquor and Western Union. • Southeast—Retail uses (Taco Bell and QuikTrip) outside the City, with access from Hudson Bridge Dr. • West—Oakwood Village Subdivision, outside 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. The 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. Site includes a portion of Hudson Bridge Drive, which was granted an easement.

AERIAL PHOTO OF SUBJECT PROPERTY

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.

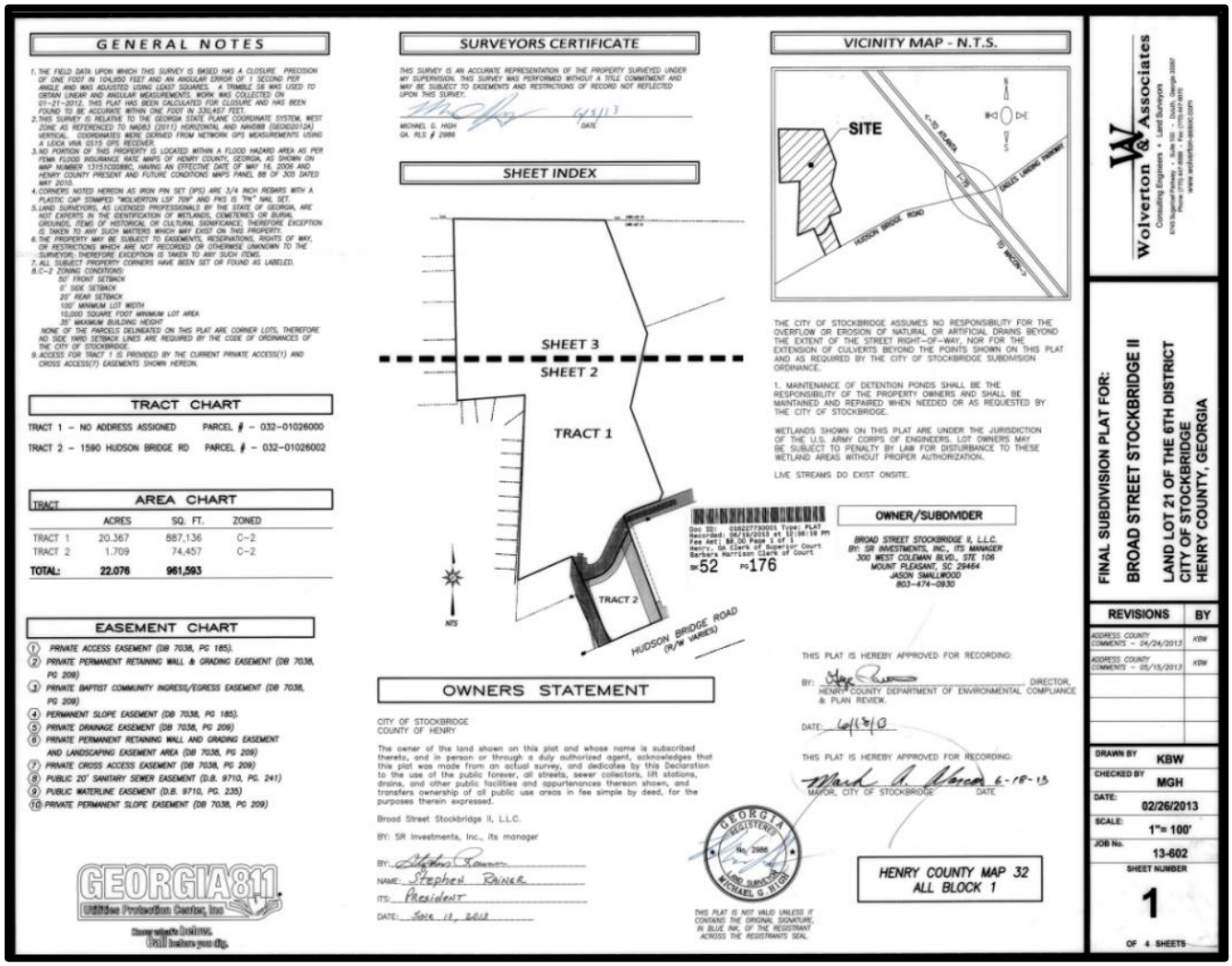
C. Previous Parcel Split and Easement Creation. Wolverton & Associates of Duluth, Georgia created a series of drawings on February 26, 2013 as part of a Final Subdivision Plat for Broad Street Stockbridge II, LLC. It showed that the subject property was split into two Tracts, with Tract 1 representing the current boundaries of the site and Tract 2 being cut off from the site. This resulted the Tract 1 (the current site) losing its access from Hudson Bridge Drive. However, ten easements were created along and adjacent to

WALMART MASTER DEVELOPMENT PLAN AREA

Hudson Bridge Drive, including an easement to allow a portion of Hudson Bridge Drive, which is a private street, and which is actually contained within the boundaries of the subject site, to be used by the public for access to the surrounding commercial properties. The fact that this portion of Hudson Bridge Drive is located within the site boundaries is confirmed today by the aerial photo of the site from the Henry County Tax Assessors' records.

D. Recent Zoning Activity: RZ-2019-04 and RZ-2020-01 by TPA Residential. A rezoning of the subject property from C-2 (General Commercial) to MUND (Mixed-Use Neighborhood Development) was sought by TPA Residential (c/o Falcon Design Consultants, LLC) in 2019 via RZ-2019-04 to allow for a mixed-use development to contain 118 townhomes plus small commercial uses. 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. TPA Residential returned to the City with a revised rezoning application via RZ-2020-01. This time, the applicant wanted to build a purely residential development, containing 147 townhomes only. GRTA determined that an updated DRI review was not required since the proposed density would be less than what the Walmart Master Development Plan called for. The Staff recommended approval with conditions, as did the Planning Commission at its June 25, 2020 meeting; but the City Council denied the case at its meeting on July 13, 2020.

PREVIOUS PARCEL SPLIT AND EASEMENT CREATION



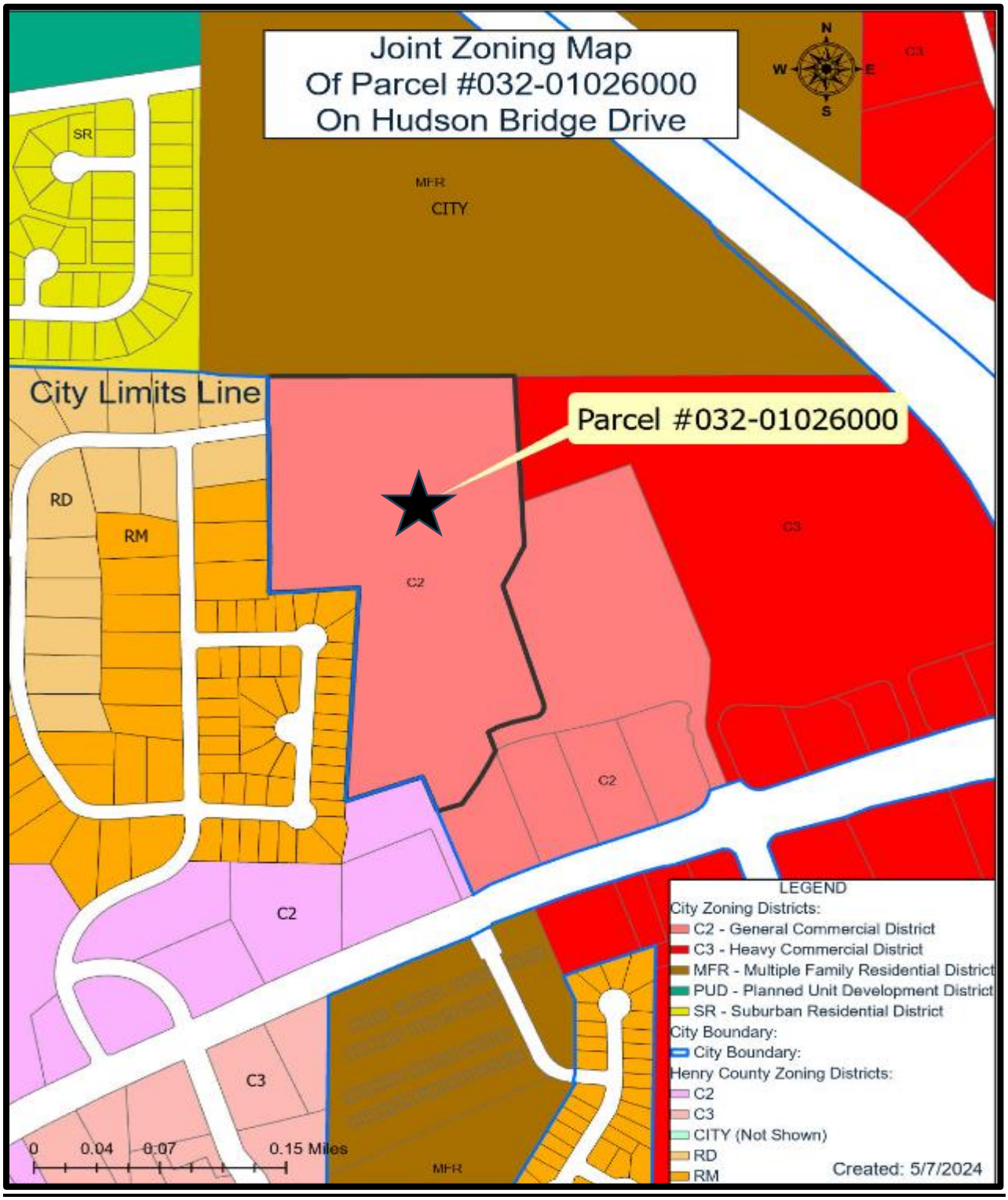
E. Recent Zoning Activity: RZ-2022-08 by Carter Acquisitions. In 2022, a new developer, Carter Acquisitions, LLC, c/o Battle Law, PC, sought to rezone the subject property via RZ-2022-08 from C-2 to MFR (Multiple Family Residential) to allow for the development of a townhome community containing 330 units. The proposed density was 16.2 units per acre, which exceeded the allowable density of 16.0 units per acre for the proposed High-Density Residential future land use designation. The applicant needed to reduce the number of units by eliminating four units to meet the maximum allowable density. But the applicant never returned with a new site plan having a reduced density. After an extended period of time, the applicant withdrew their application, along with Comprehensive Plan Amendment application #CP-2022-07.

STREET VIEW OF SOUTHWEST CORNER OF SITE

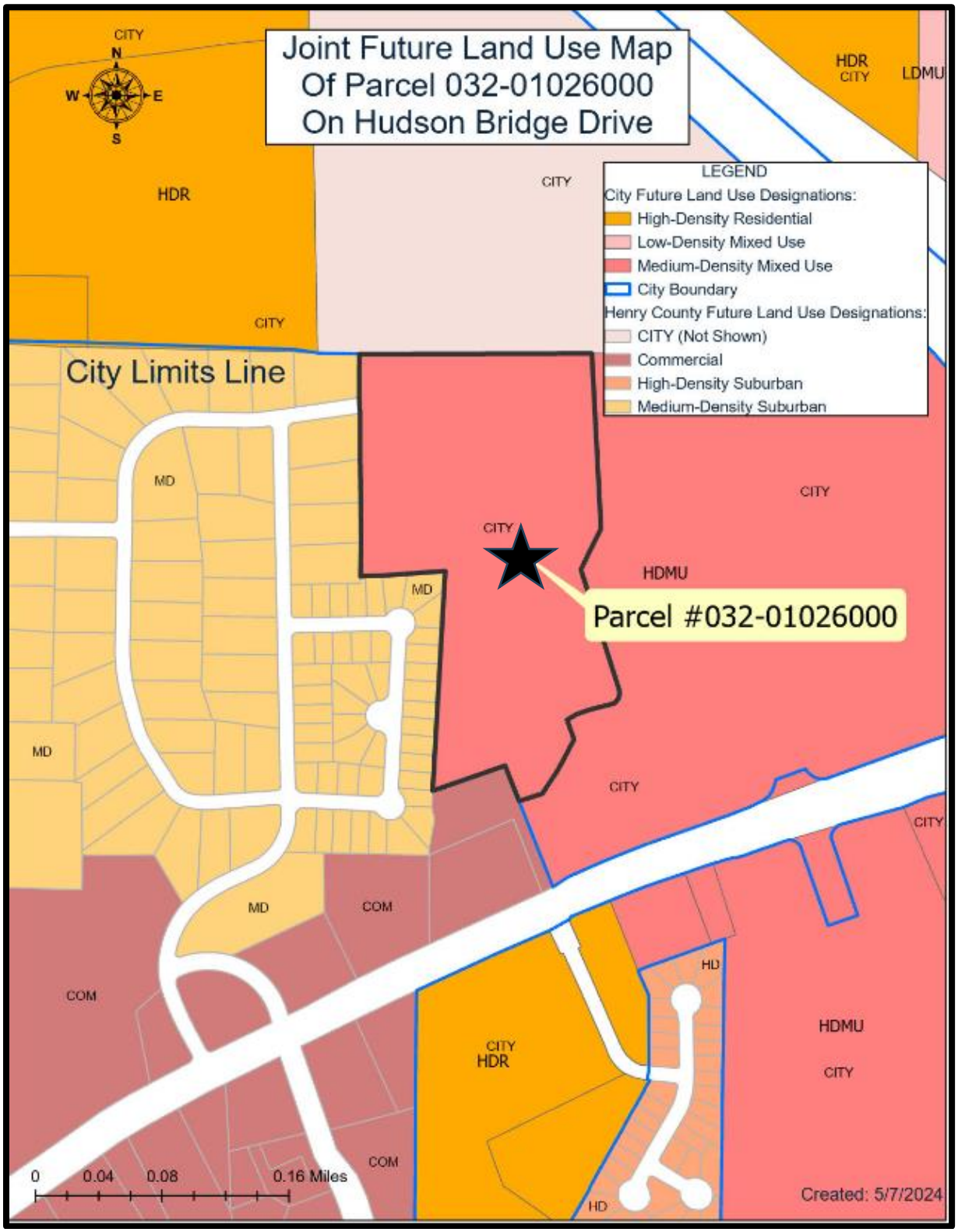
STREET VIEW OF SITE TOWARD SOUTHEAST CORNER

Shown below are the Zoning Map, the Future Land Use Map, and the Boundary Survey for the subject property.

2024 CITY OF STOCKBRIDGE ZONING MAP

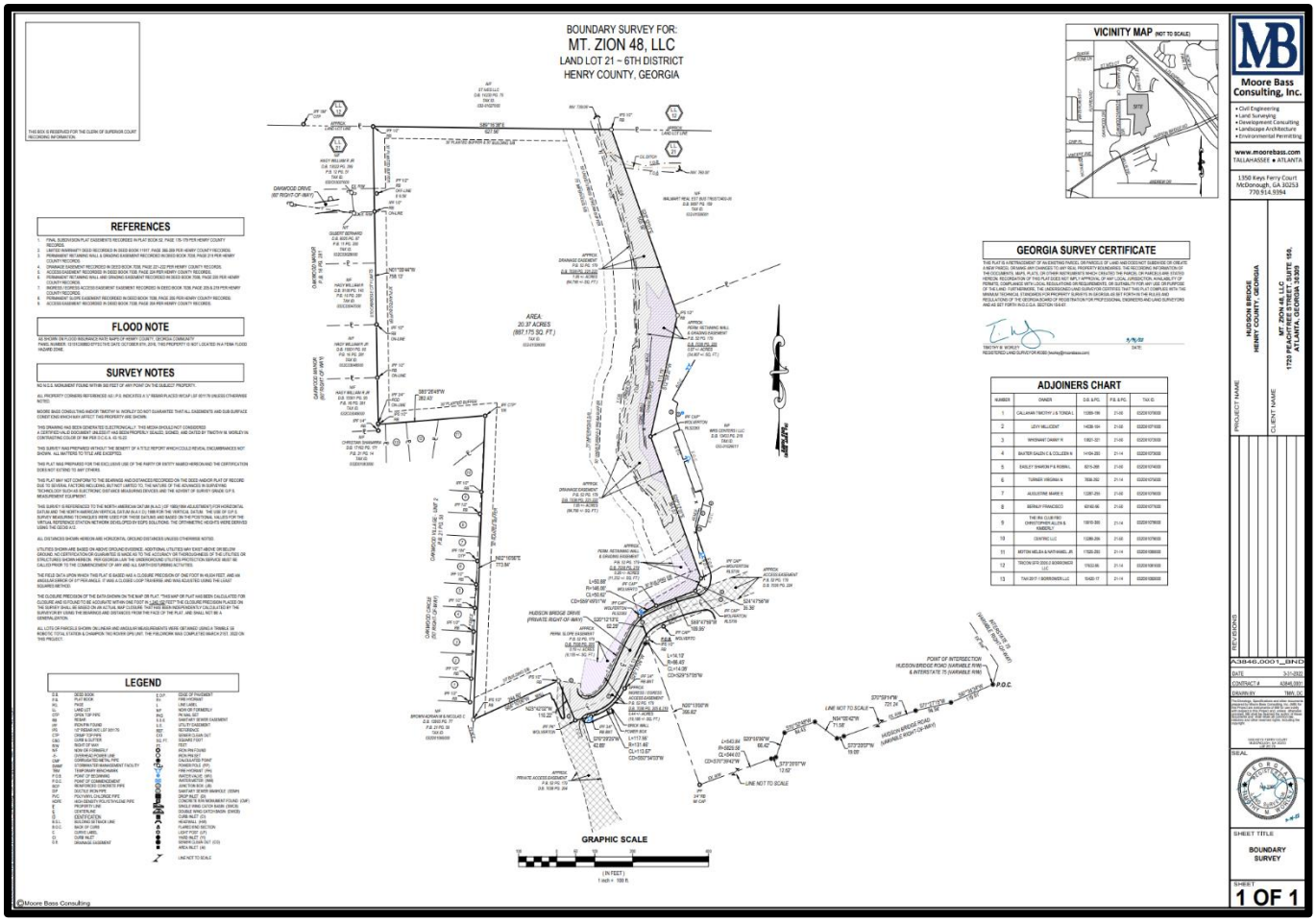


2024 CITY OF STOCKBRIDGE FUTURE LAND USE MAP



BOUNDARY SURVEY

Hudson Bridge Drive is located at the southern end of the property.



PROPOSED DEVELOPMENT

<u>A. Project Size.</u> The applicant has submitted a site plan which was prepared by Moore Bass Consulting on 02/29/24, representing Sheet #A3551.0010-SP1. Its title is “Hudson Bridge Townhomes; Stockbridge, GA.” According to an inset box, entitled “Site Data”, on the site plan, the applicant proposes to build 140 fee simple townhomes, including 101 smaller units and 39 larger units, at a density of 6.87 units per acre. The applicant would be required to designate at least 15 percent of the total site area as open space, and the applicant would substantially exceed that amount by designating about 41 percent of the site area as open space (8.37 acres of the total site area of 20.367 acres). The impervious area would be 10.0 acres, comprising 49 percent of the total site area. Forty-one (41) off-street parking spaces would be provided, which would meet the requirements. However, the required front and side yard setbacks would not be met for the requested MFR district, as is shown in the table below. The applicant has submitted a variance application to

request the reduction in the front yard setbacks of the townhome lots from the MFR District's required 50 feet to 20 feet, and to reduce the side yard setbacks (between townhome buildings) from the required 20 feet to 10 feet. The analysis of the merits of these variance requests are presented in the Staff Report for Variance Case #VR-2024-03.

Table 2--Required Versus Proposed Setbacks in the Requested MFR District

MFR District Setback Requirements:	Proposed Setbacks:	Meets MFR Requirements?
Front Yard Setbacks – 50 feet	Front Yard Setbacks – 20 feet	No
Side Yard Setbacks – 20 feet	Side Yard Setbacks – 10 feet	No
Rear Yard Setbacks – 20 feet	Rear Yard Setbacks – 20 feet	Yes

B. Site Plan Design. The submitted site plan shows that the development site would have two accesses, including the main entrance off Hudson Bridge Drive and a secondary access at Oakwood Drive to the northwest. A swimming pool, clubhouse, and guest parking would be provided near the main entrance, and a detention pond would be situated near the pool. No mail kiosk has been shown. The project entrance street would make a loop toward the rear of the property, where three other guest parking lots and an unspecified small amenity would be provided. A second detention pond would be located at the northeast rear of the property. Landscaped buffering would surround the property, although there is no indication of buffer widths. The Buffer Area Standards within Section 4.6.3A of the Stockbridge UDC requires the provision of a 25-foot zoning buffer between multifamily developments and single-family-zoned districts. Thus, this buffer should be provided along the western boundary of the property. A 50-foot undisturbed stream buffer would be designated along the eastern side of the property. No walking trails or dog parks have been indicated on the site plan.

C. Utilities Facilities. The applicant received a letter from the Henry County Water Authority, which was dated June 21, 2024, in response to the applicant's submitted application for a water and sewer availability letter. The findings and requirements of the Authority's letter are listed below, which the developer would need to comply with if RZ-2024-01 is approved.

1. Water service could be made available to the property via a water line extension.
2. Sewage treatment and sewer line capacity are available for the property, but the developer would be required to pay for an offsite sanitary sewer line extension, including the acquisition of easements, to meet the Authority's standards, and then to convey that extension to the Authority.
3. The specifications above would be effective for 365 days from the date of the letter (June 21, 2024), and any deviation in zoning that would increase the project density or usage would void the letter and require a re-evaluation.

D. Traffic Impact Study. The applicant submitted a Traffic Impact Study to the Planning & Zoning Office on June 21, 2024. It was prepared for Moore Bass Consulting, Inc. by

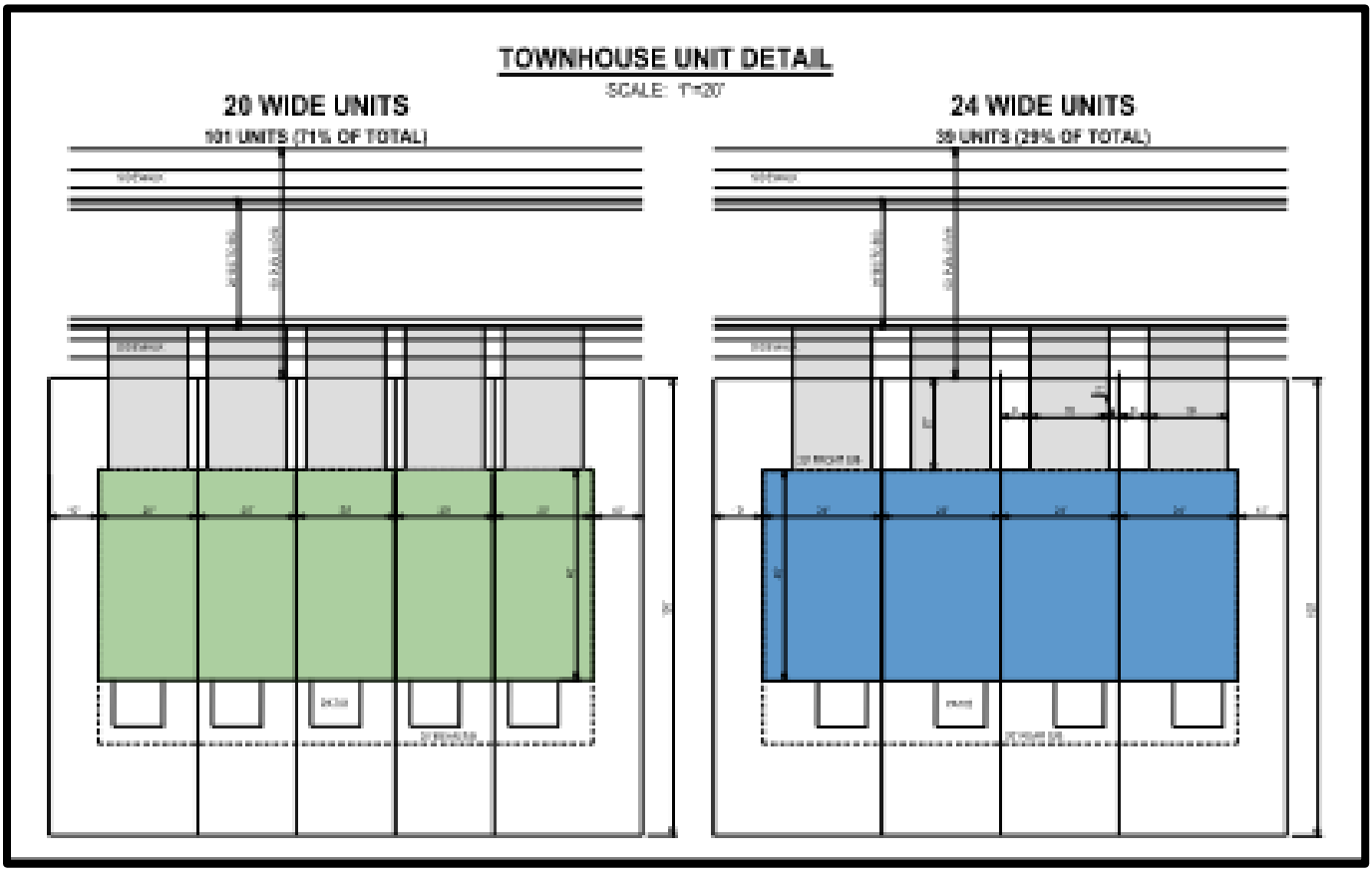
SEI Engineering, Inc., in collaboration with Acampora Traffic, LLC. Findings of the Study are presented in the Staff Report for RZ-2024-01. The conclusion of the Study was that the proposed development would only slightly increase traffic volumes within the vicinity of the subject property, and that no additional traffic improvements would be needed.

E. Townhome Lots, Buildings, and Designs. An inset on the applicant's site plan shows that the proposed townhome lots would have a depth of 100 feet. The smaller townhome lots would be 20 feet wide and would be located toward the rear of the property, while the larger townhome lots would be 24 feet wide and would be located at the front of the property. The requested MFR zoning district requires front yard setbacks of 50 feet, but the townhome lots drawings show distances of only 20 feet from the fronts of the buildings to the right-of-way lines. For this reason, the applicant has requested a variance to reduce the front yard setbacks to only 20 feet. The MFR district also requires a minimum spacing of 20 feet between townhome buildings, but the applicant has requested a variance to reduce the side yard setbacks of the townhome lots to 10 feet. The proposed townhome renderings from the applicant, which are shown below, indicate that the smaller townhome buildings would have one-car garages and the larger townhome buildings would have two-car garages.

PROPOSED SITE PLAN -- FULL SHEET (View from the South)

AERIAL PHOTO OF THE VICINITY, OVERLAIN BY THE SITE PLAN

PROPOSED SITE PLAN – TOWNHOME LOT DETAILS



NOTES: All 140 townhome lots would be 100 feet deep. There would be 101 larger lots (71% of the total) and 39 smaller lots (29% of the total). The larger townhome units would be 24 feet wide and have two-car garages, while the smaller townhome units would be 20 feet wide and have one-car garages.

RENDERINGS OF PROPOSED TOWNHOME BUILDINGS

Smaller Townhome Buildings (20 Feet Wide) with One-Car Garages:

Larger Townhome Buildings (24 Feet Wide) with Two-Car Garages:

IV. ANALYSES OF VARIANCE REQUESTS

Section 10.1.3 of the Stockbridge Unified Development Code (UDE) lists the criteria which are to be considered for deciding variances. A variance may be granted only upon a finding by the Mayor and City Council that all of eight identified conditions would be met. These eight conditions will be discussed in the analysis below for each of the applicant's two requested variances.

1. Analysis of Variance Request #1. For Variance Request #1, the applicant requests that the front yard setbacks of the townhome lots be reduced from the required 50 feet in the MFR district to 20 feet.

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 subject property does have an unusual shape, and the presence of a creek, wetlands, and a steep drop-off in the southeastern corner of the property make certain areas of the property unbuildable. This limits the remaining available land on which to build, resulting in fewer units being built than would otherwise be the case. However, the applicant's application has not stated why such a large reduction in the front yard setbacks is needed for each lot—from 50 feet down to 20 feet. From the "Townhouse Detail" inset drawing on the submitted site plan, it appears that there would be only about 5 feet between the proposed 20-foot driveway setback and the sidewalk. Since standard parking spaces are 20 feet long, parked vehicles could protrude into that 5-foot area, which could be undesirable for pedestrians.

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.*

While the Stockbridge City Council has approved reductions in the front yard setbacks of the townhome lots for other properties in the MFR district, in the past five years, the City Council has not approved any variances for a front yard setback reduction down to just 20 feet. Reductions down to 25 feet have been granted only a few times. Further, an ordinance is currently pending before the Stockbridge City Council to make revisions to the MFR district regulations. Included within that ordinance is a staff recommendation that the required front yard setbacks within the MFR district be at least 30 feet. The applicant has not provided any justification for reducing the front yard setbacks to less than 30 feet.

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.

Since the requested front-yard variance reduction would be down to only 20 feet, this would be a greater reduction than has been granted for other properties in MFR districts

in the City. The granting of Variance Request #1 would therefore cause the applicant to enjoy a special privilege, with no apparent urgent need being given to do so, in terms of the design of the proposed development.

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.*

There is no apparent reason for granting a front-yard setback reduction down to 20 feet, thus its consistency with the purposes and intent of the UDC cannot be determined. Further, such a reduction would not be compatible with the single-family neighboring properties to the west, in the Oakwood Manor Subdivision, and any potential benefits to the public welfare are unknown.

Criterion "E"—*The extraordinary circumstances are not the result of actions of the applicant.*

The physical characteristics of the subject property (the presence of a creek, floodplain areas, and steep topography) are not the result of any actions of the applicant. Their presence, though, does not automatically justify a front-yard setback variance reduction down to 20 feet.

Criterion "F"—*The variance is the minimum relief that will allow the legal use of the land, building or structure.*

Without the granting of Variance Request #1, the land could still be used for building a smaller townhome development with larger but fewer townhome lots.

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.*

The applicant is not requesting the granting of Variance Request #1 to allow any types of uses on the existing vacant land that are prohibited within the applicant's requested MFR zoning district.

2. Analysis of Variance Request #2. For Variance Request #2, the applicant requests that the side yard setbacks of the townhome lots be reduced from the required 15 feet to 10 feet.

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 subject property does have an unusual shape, and the presence of a creek, wetlands, and a steep drop-off in the southeastern corner of the property make certain areas of the

property unbuildable. This limits the remaining available land on which to build, resulting in fewer units being built than would otherwise be the case. However, the applicant's application has not stated why the reduction in the side-yard setbacks would be needed. Presumably, it would just be to allow more townhome units to be built on the property.

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.*

Within the past five years, the Stockbridge City Council has approved reductions in the side yard setbacks of townhome lots for other properties in the MFR district. However, the applicant has not demonstrated why any side-yard setback reductions are needed in designing the proposed development.

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.*

The granting of Variance Request #2 may not be viewed as a special privilege, compared to owners of other properties within the MFR zoning district, since other property owners have been granted similar variance requests.

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.*

There is no apparent reason for granting a side-yard setback reduction down to 10 feet from the required 15 feet, thus its consistency with the purposes and intent of the UDC cannot be determined. However, this reduction of only 5 feet would not be significant, and no potential detriments to the public welfare have been identified.

Criterion "E"—*The extraordinary circumstances are not the result of actions of the applicant.*

The physical characteristics of the subject property (the presence of a creek, floodplain areas, and steep topography) are not the result of any actions of the applicant. Their presence, though, does not automatically justify a side-yard setback variance reduction down to 10 feet. However, no apparent harm in doing so has been identified.

Criterion "F"— *The variance is the minimum relief that will allow the legal use of the land, building or structure.*

Without the granting of Variance Request #2, the land could still be used for building a smaller townhome development with larger but fewer townhome lots.

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.*

The applicant is not requesting the granting of Variance Request #2 to allow any types of uses on the existing vacant land that are prohibited within the applicant's requested MFR zoning district.

V. CONCLUSIONS

The applicant has cited a general need for setback reductions on the subject property due to the unusual shape of the property, as well as the presence of a creek, floodplains, and steep topography. The granting of the two requested variances would presumably allow a greater number of townhomes to be built on the property. But the specific justifications for the requested variances, in terms of designing the site plan, have not been given. For Variance Request #1, the applicant is requesting a greater front-yard setback reduction (down to only 20 feet) than has been granted to any other MFR district applicants within the past five years. For Variance Request #2, the requested side-yard setback reduction would not be significant, and although no specific justification has been given by the applicant for doing so, no evident harm in granting this request has been identified, either.

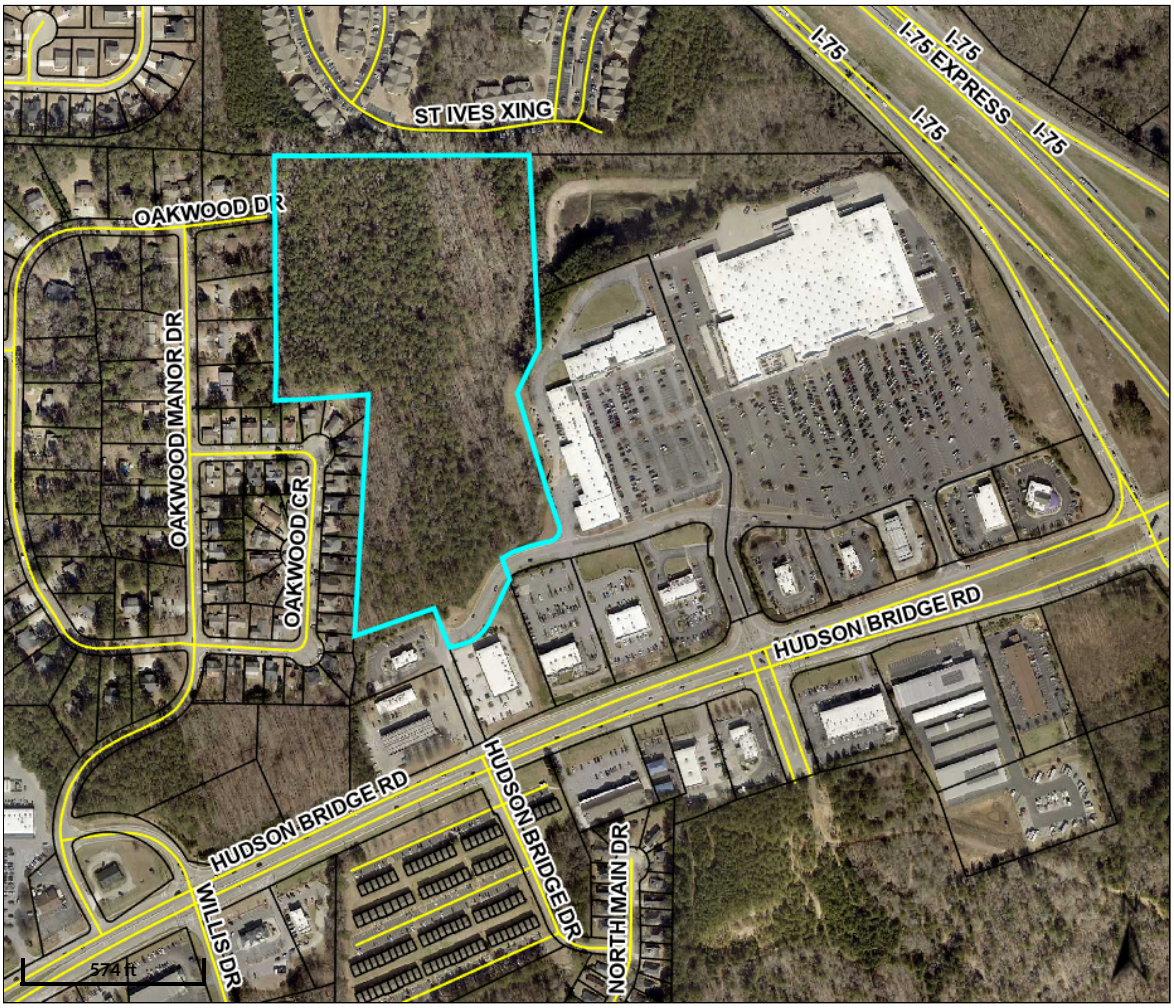
VI. RECOMMENDATIONS

1. **For Variance Request #1,** the Planning & Zoning Staff makes two recommendations, as follows:

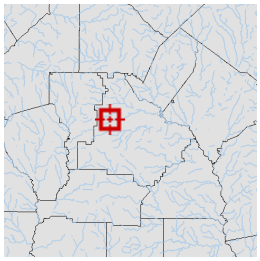
   a. The **denial** of the applicant's request to reduce the front yard setbacks of the townhome lots from the required 50 feet down to only 20 feet in the MFR zoning district.
   b. The **approval** of a reduction in the front yard setbacks of the townhome lots to 30 feet.

2. **For Variance Request #2,** the Planning & Zoning Staff recommends the **approval** of this request to reduce the side yard setbacks from the required 15 feet to 10 feet for the proposed townhome lots.

Henry County, GA



Overview



Legend

- Parcels
- Roads

Parcel ID	032-01026000	**Class**	C	**Owner**	MOUNT ZION 48 LLC 1 WOODY TRAIL MABLETON GA 30126	**Land Value:**	$1.12019e+006
Property Address		**Acreage**	20.367	**Address**		**Building Value:**	$0
District	City/Stockbridge					**Misc Value:**	$0
						Total Value:	$1120185

Last 2 Sales

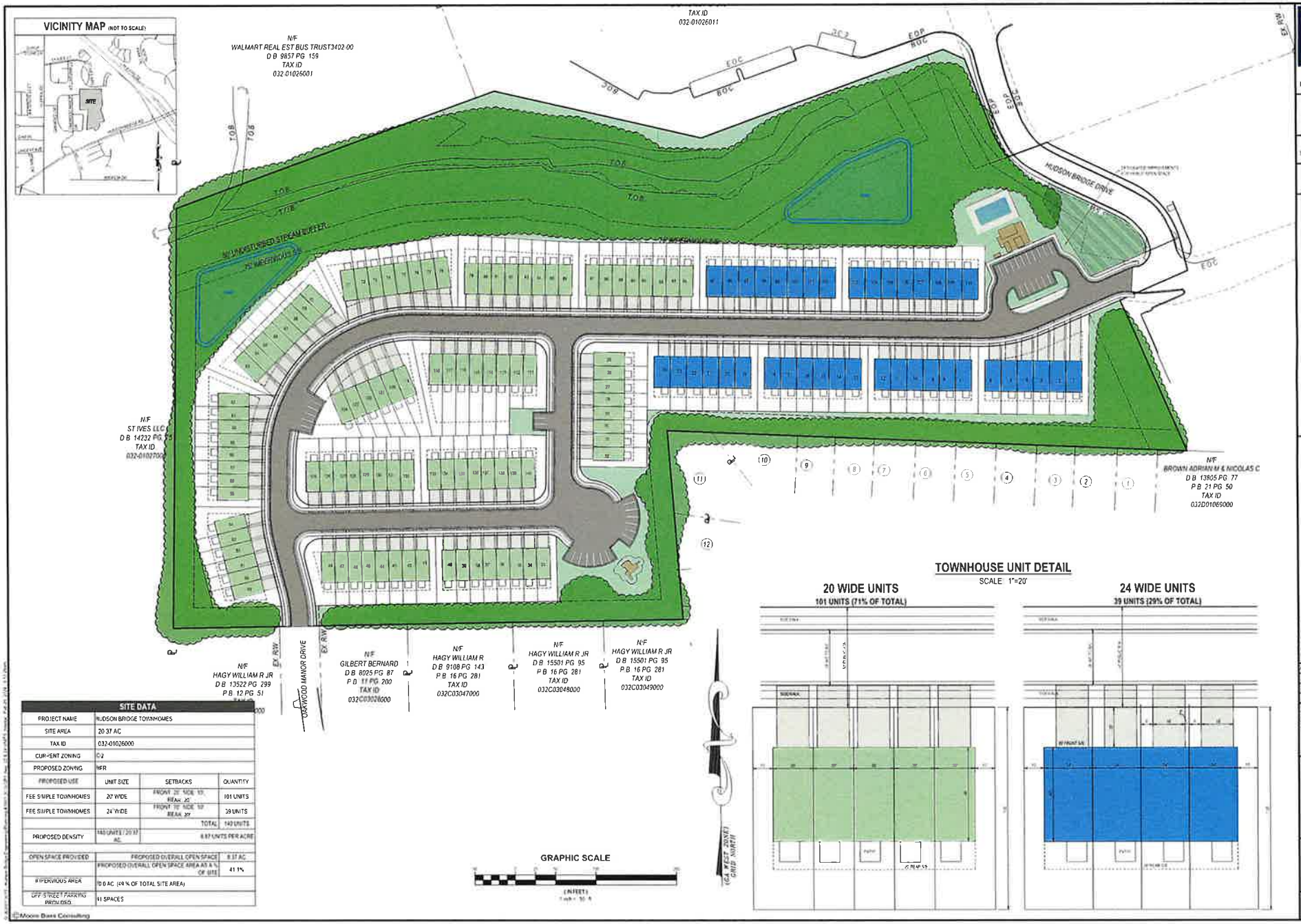
Date	Price	Reason	Qual
4/29/2022	$556,000	OTHER	U
11/1/2010	$0	CORPORATE	U

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: 4/23/2024
Last Data Uploaded: 4/22/2024 9:15:03 PM

Developed by Schneider GEOSPATIAL

Lennar Homes Hudson Bridge Project Renderings



SITE DATA			
PROJECT NAME	HUDSON BRIDGE TOWNHOMES		
SITE AREA	20 37 AC		
TAX ID	032-01026000		
CURRENT ZONING	C-2		
PROPOSED ZONING	MFR		
PROPOSED USE	UNIT SIZE	SETBACKS	QUANTITY
FEE SIMPLE TOWNHOMES	20' WIDE	FRONT 20' SIDE 10' REAR 20'	101 UNITS
FEE SIMPLE TOWNHOMES	24' WIDE	FRONT 20' SIDE 10' REAR 20'	39 UNITS
		TOTAL	140 UNITS
PROPOSED DENSITY	140 UNITS / 20 37 AC		6 87 UNITS PER ACRE
OPEN SPACE PROVIDED	PROPOSED OVERALL OPEN SPACE		8 37 AC
	PROPOSED OVERALL OPEN SPACE AREA AS A % OF SITE		41 1%
IMPERVIOUS AREA	10 0 AC (49 % OF TOTAL SITE AREA)		
OFF STREET PARKING PROVIDED	41 SPACES		

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• Civil Engineering
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• Landscape Architecture
• Environmental Permitting
www.moorebass.com
TALLAHASSEE • ATLANTA
1350 Keys Ferry Court
McDonough, GA 30253
770 914 9394

PROJECT NAME: HUDSON BRIDGE TOWNHOMES STOCKBRIDGE, GA

CLIENT NAME: LENNAR GEORGIA, LLC

REVISIONS

A3551.0010.SP1

DATE: 12/1/2021

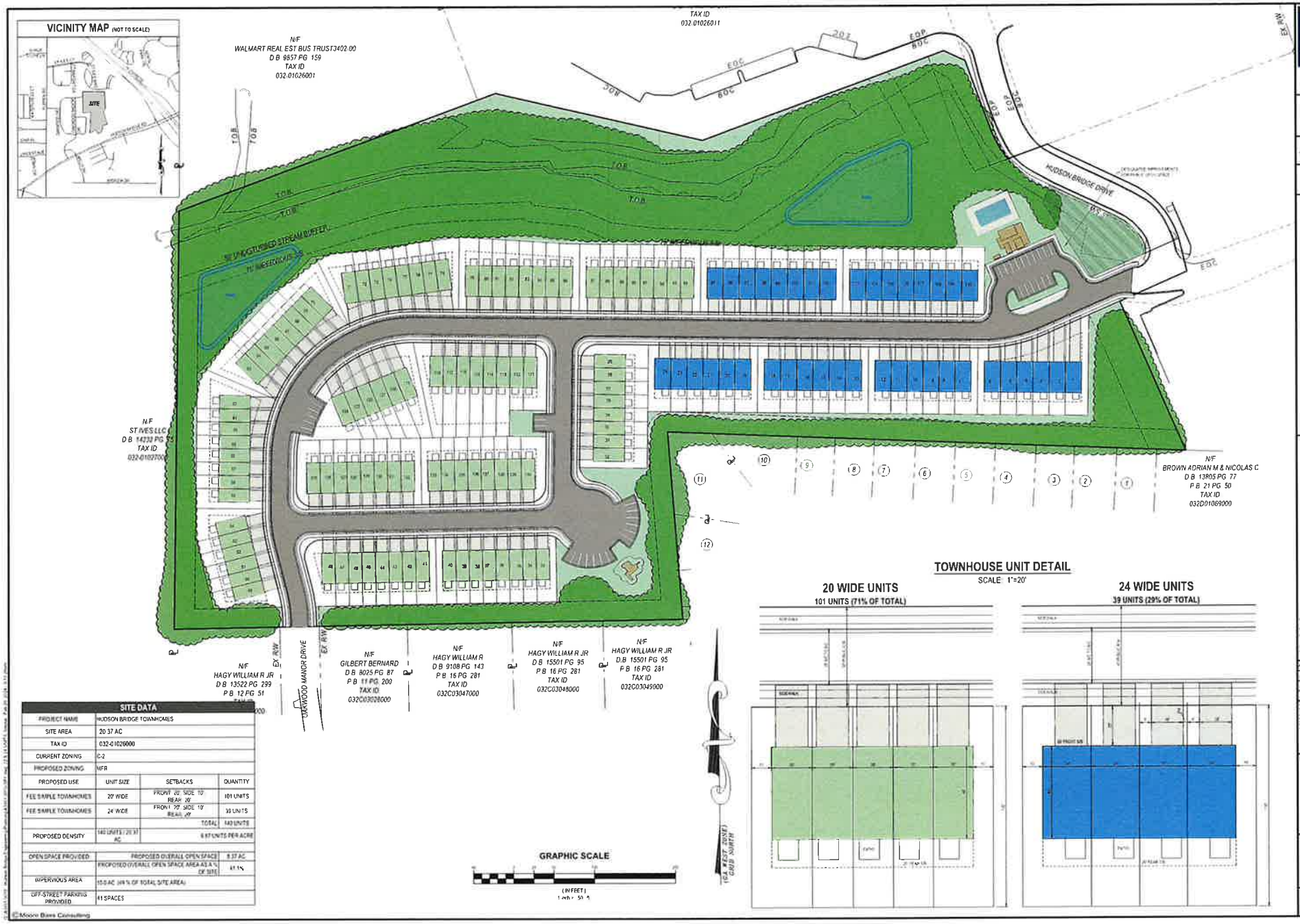
CONTRACT #

DESIGN BY: SCM

SEAL

SHEET TITLE: SITE PLAN

SHEET: 1.0



SITE DATA			
PROJECT NAME	HUDSON BRIDGE TOWNHOMES		
SITE AREA	20 37 AC		
TAX ID	032-01026000		
CURRENT ZONING	C-2		
PROPOSED ZONING	MFR		
PROPOSED USE	UNIT SIZE	SETBACKS	QUANTITY
FEE SIMPLE TOWNHOMES	20' WIDE	FRONT 20' SIDE 10' REAR 20'	101 UNITS
FEE SIMPLE TOWNHOMES	24' WIDE	FRONT 20' SIDE 10' REAR 20'	39 UNITS
		TOTAL	140 UNITS
PROPOSED DENSITY	140 UNITS / 20 37 AC		6 87 UNITS PER ACRE
OPEN SPACE PROVIDED	PROPOSED OVERALL OPEN SPACE		8 37 AC
	PROPOSED OVERALL OPEN SPACE AREA AS A % OF SITE		41 1%
IMPERVIOUS AREA	10 0 AC (49 % OF TOTAL SITE AREA)		
OFF-STREET PARKING PROVIDED	41 SPACES		

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TALLAHASSEE • ATLANTA
1350 Keys Ferry Court
McDonough, GA 30253
770 914 9394

PROJECT NAME: HUDSON BRIDGE TOWNHOMES STOCKBRIDGE, GA

CLIENT NAME: LENNAR GEORGIA, LLC

REVISIONS

A35511.0010-SP1

DATE: 02/26/2024

CONTRACT #

DRAWN BY: SCM

SEAL

SHEET TITLE: SITE PLAN

SHEET 1.0

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

City of Stockbridge Community Development Department--4602 North Henry Blvd.; Stockbridge, GA 30281 770-389-7900

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
321 Taylor Drive
Stockbridge, GA 30281

Sewer Department tel.: (678) 833-3301

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

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/INTIAL
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).***	

City of Stockbridge Community Development Department--4602 North Henry Blvd.; Stockbridge, GA 30281 770-389-7900

APPLICATION CHECKLIST

DOCUMENTS AND QUANTITIES REQUIRED

ALL PERTINENT ITEMS ARE DUE AT THE TIME OF FILING.
NO INCOMPLETE APPLICATION WILL BE ACCEPTED.

ITEM #	REQUIRED ITEM	NUMBER OF COPIES	CHECK √
1.	PRE-APPLICATION REVIEW FORM	1 Digital, 1 Hard Copy	
2.	APPLICATION FORM	1 Digital, 1 Hard Copy	
3.	LEGAL DESCRIPTIONS	1 Digital, 1 Hard Copy	
4.	SITE PLAN & SURVEY	1 Digital Copy – 4 hard Copies	
5.	DEVELOPMENT RENDERINGS AND ELEVATIONS	1 Digital Copy – 1 Hard Copy	
6.	LETTERS OF INTENT	1 Digital, 1 Hard Copy	
7.	ADJACENT PROPERTY OWNERS/NEIGHBORHOOD ASSOCIATION LETTERS	1 Digital, 1 Hard Copy	
8.	DEPARTMENTAL SIGN-OFF LETTERS	1 Digital, 1 Hard Copy	
9.	DISCLOSURE FORM	1 Digital, 1 Hard Copy	

Re: Hudson Bridge Road Chat Files Details Scheduling Assistant Recap **Attendance** Meeting Whiteboard Breakout rooms Q&A

Join Close

Wednesday, January 24, 2024 9:57 AM - 10:52 AM

Download

7	9:57 AM - 10:52 AM	54m 13s	49m 4s
Attended	Start and end time	Meeting duration	Average attendance time

Participants

Name	First join	Last leave	In-meeting duration	Role
Michele Battle mlb@battlelawpc.com	10:01 AM	10:52 AM	50m 21s	Organizer
SM Steve Moore smoore@moorebass.com	10:00 AM	10:52 AM	51m 40s	Presenter
RE Raven Eatmon reatmon@stockbridgega.org	10:02 AM	10:52 AM	50m 1s	Presenter
FP Frank Potts frank.potts@lennar.com	10:02 AM	10:52 AM	50m 3s	Presenter
RA Ryan Anderson randerson@stockbridgega.org	10:02 AM	10:52 AM	49m 47s	Presenter
EA Elton Alexander (Guest)	10:06 AM	10:52 AM	45m 51s	Presenter
RR Rosalynd Rawls rrawls@stockbridgega.org	10:06 AM	10:52 AM	45m 48s	Presenter

City of Stockbridge Planning and Zoning Division
Variance Application

Name of Applicant Lennar Georgia LLC c/o Battle Law, P.C. Phone: 770-670-2757 Date: 5/14/2024

Address Applicant: 11560 Great Oaks Way, Suite 100 Fax _____ Pager/Cell # _____

City: Alpharetta State: GA Zip: 30022 E-mail: frank.potts@lennar.com

Name of Agent Battle Law, P.C. Phone: 404-601-7616 ext. 1 Date: 5/14/2024

Address Agent: 3562 Habersham at Northlake Fax _____ Pager/Cell # _____

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 VARIANCE FOR THE PROPERTY.

Variance(s) being requested Reduce front yard setback from 50 feet to 20 feet.

Reduce side yard setback between buildings from 15 feet to 10 feet.

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.

Michele Battle
Acknowledgement

Address of Property: _____

Nearest intersection to the property: Hudson Bridge Road and Hudson Bridge Drive
(Street Address)

Size of Tract: 20.367 acre(s), Land Lot Number(s): _____, District(s): _____

Property Tax Parcel Number(s): 032-01026000 **(Required)**

Witness' Signature

Signature of Applicant

Joseph Hall
Printed Name of Witness

Lennar Georgia LLC by: Tom Bowers
Printed Name of Applicant

Ashley Roby McClintock
Notary

Signature of Agent

NOTARY STAMP:

ASHLEY ROBY MCCLINTOCK
MY COMMISSION EXPIRES
JANUARY 16 2027
FORSYTH COUNTY, GA
NOTARY PUBLIC

(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 20th day of March, 2024

Tom Bowers
Applicant's Name - Printed

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 20th day of March, 2024

Sandy M Kidd
Notary Public

SANDY M KIDD
COBB County
Notary Public
Expires 07-30-2027
STATE OF GEORGIA

* 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

SURENDER V Kumar

Applicant's Attorney, if applicable - Printed

Signature of Applicant's Attorney, if applicable

Sworn to and subscribed before me this 22nd day of March 2024

Notary Public

LEVI REECE
My Commission Expires
NOTARY PUBLIC
06-30-2026
COBB COUNTY, GEORGIA

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

NOTE: If the proposed development site would contain more than one property, and/or more than one property owner, please first type a list on a separate sheet of paper which identifies each property (address and/or parcel number) and its corresponding property owner(s). Then fill out a separate Property Owner's Authorization Form (provided below) for each property and each property owner.

PROPERTY OWNER'S AUTHORIZATION FORM (See NOTE above.)

The undersigned below is the PROPERTY OWNER, or one of the property owners, of the property at Hudson Bridge Road and Hudson Bridge Dri [address], with Parcel Number 032-01026000, which is the subject of this application.

Name of Property Owner: MOUNT ZION 48 LLC

Property Owner's Address: 1 WOODY TRAIL MABLETON, GA 30126

Telephone: 770-265-6934 E-mail: SVKUMAR99@hotmail.com

I swear that I am the Property Owner, or one of the Property Owners, of the property that is the subject matter of the attached application, as is shown in the tax assessors' records of Henry [County], Georgia [State].

Signature: Surender V Kumar Date: 3-22-24

The undersigned does duly authorize the person(s) and/or company who is named below to act as APPLICANT(S) in the pursuit of this application for the subject property.

Name(s) of Applicant(s): Lennar Georgia, LLC

Company/law firm (if applicable): Battle Law PC

Telephone, E-Mail, & Address: (404) 745-0045, mlb@battlelawpc.com

3562 Habersham at Northlake Rd Tucker, GA 30084

I authorize the Applicant or Applicants who are named above to act on my behalf for this application.

Surender V Kumar
Manager, SURENDER V. KUMAR
Signature of Property Owner, who swears that the information which is contained in this Property Owner's Authorization is true and correct to the best of his or her knowledge and belief.

3-22-24
Date

Levi Reece
Signature of Notary Public

Levi Reece
Printed Name of Notary Public

3/22/24
Date

Notary Public's Seal or Stamp:

LEVI REECE
My Commission Expires
NOTARY PUBLIC
06-30-2026
COBB COUNTY, GEORGIA

Battle Law

STATEMENT OF INTENT

and

Other Materials Required by
The City of Stockbridge Zoning Ordinance
For
A Variance to
Reduce the Front Yard Setback from 50 Feet to 20 Feet and Reduce the Side Yard Setback
Between Buildings from 15 Feet to 10 Feet

of

Lennar Georgia LLC
c/o Battle Law, P.C.

for

+/-20.367 Acres of Land
Being Near Hudson Bridge Road and Hudson Bridge Drive
City of Stockbridge, Georgia, and
Parcel No. 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

Lennar Georgia LLC (the "Applicant") is seeking to develop on +/- 20.367 acres of land being Tax Parcel No. 032-01026000, having frontage on Hudson Bridge Drive (the "Subject Property") with townhomes. The Applicant is seeking a variance of the Subject Property to reduce the front yard setback from fifty (50) feet to twenty (20) feet and reduce the side yard setback between buildings from fifteen (15) feet to ten (10) feet.

This document serves as a statement of intent analysis of the criteria under the City of Stockbridge Zoning Ordinance. It contains notice of constitutional allegations as a reservation of the Applicant's rights.

II. CITY OF STOCKBRIDGE VARIANCE CRITERIA

Under the City of Stockbridge's Zoning Ordinance, a variance may be granted only upon a finding by the mayor and city council that all of the following conditions are met:

A. *Extraordinary and exceptional circumstances pertaining to the particular piece of property in question exist due to its size, shape, or topography that are not found on other properties in the same zoning district;*

The Subject Property is both encumbered by a stream along the eastern side, and has an odd shape that makes development difficult. The combination of these two extraordinary circumstances combine to create a hardship on the Applicant. The variance requests will allow the Applicant to enjoy rights enjoyed by others in the same zoning district by enabling the Applicant to build outside of the stream buffer and take advantage of the available space after considering the subject property's complex shape.

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;*

A literal interpretation of the provisions of this code would deprive the Applicant of rights commonly enjoyed by owners of properties in the same zoning district. Several other townhome developers have requested the same variances the Applicant requests today and have received them. Furthermore, those other developers have sought rezonings to the zoning district the Applicant is seeking. So, those other developers enjoy rights the Applicant would not enjoy should this variance application be denied. On the other hand, should this variance application be approved, the Applicant would enjoy similar rights to other developers in the same zoning district.

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;*

The variance request will not confer upon the property owner any special privileges that are denied to other property owners in the same zoning district. As discussed above, other developers in the same zoning district have sought the same variances the Applicant is seeking today. Those other developers enjoy the benefits of the variances. Therefore, granting this variance request will grant the Applicant rights enjoyed by other developers rather than conferring a special right not enjoyed by others.

D. *The variance will be consistent with the purpose and intent of this unified development code, will be compatible with uses on neighboring properties, and will serve the public welfare;*

The variance will be consistent with the purpose and intent of this unified development code and will be compatible with uses on neighboring properties.

E. *The extraordinary circumstances are not the result of actions of the Applicant;*

The shape of the Subject Property and the existence of the stream buffer are not the results of the Applicant's actions.

F. *The variance is the minimum relief that will allow the legal use of the land, building or structure; and*

The variance is the minimum relief that will allow the legal use of the land.

G. *The variance is not a request to permit a use of land, buildings or structures that is prohibited in the same zoning district.*

The variance request is not one that would permit a use of land, buildings, or structures that is prohibited in the zoning district. This variance request accompanies a comprehensive land use amendment and a Rezoning application that will allow for the proposed townhomes. The variance request does not seek to allow the use.

III. CONCLUSION

For the foregoing reasons, the Applicant hereby requests that the application for a variance to reduce the front yard setback from fifty (50) feet to twenty (20) feet and reduce the side yard setback between buildings from fifteen (15) feet to ten (10) feet be approved. The Applicant welcomes any questions and feedback from the planning staff.

IV. NOTICE OF CONSTITUTIONAL ALLEGATIONS AND PRESERVATION OF CONTITUTIONAL 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.

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, grant the variance, 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 Variance 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 variance 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.

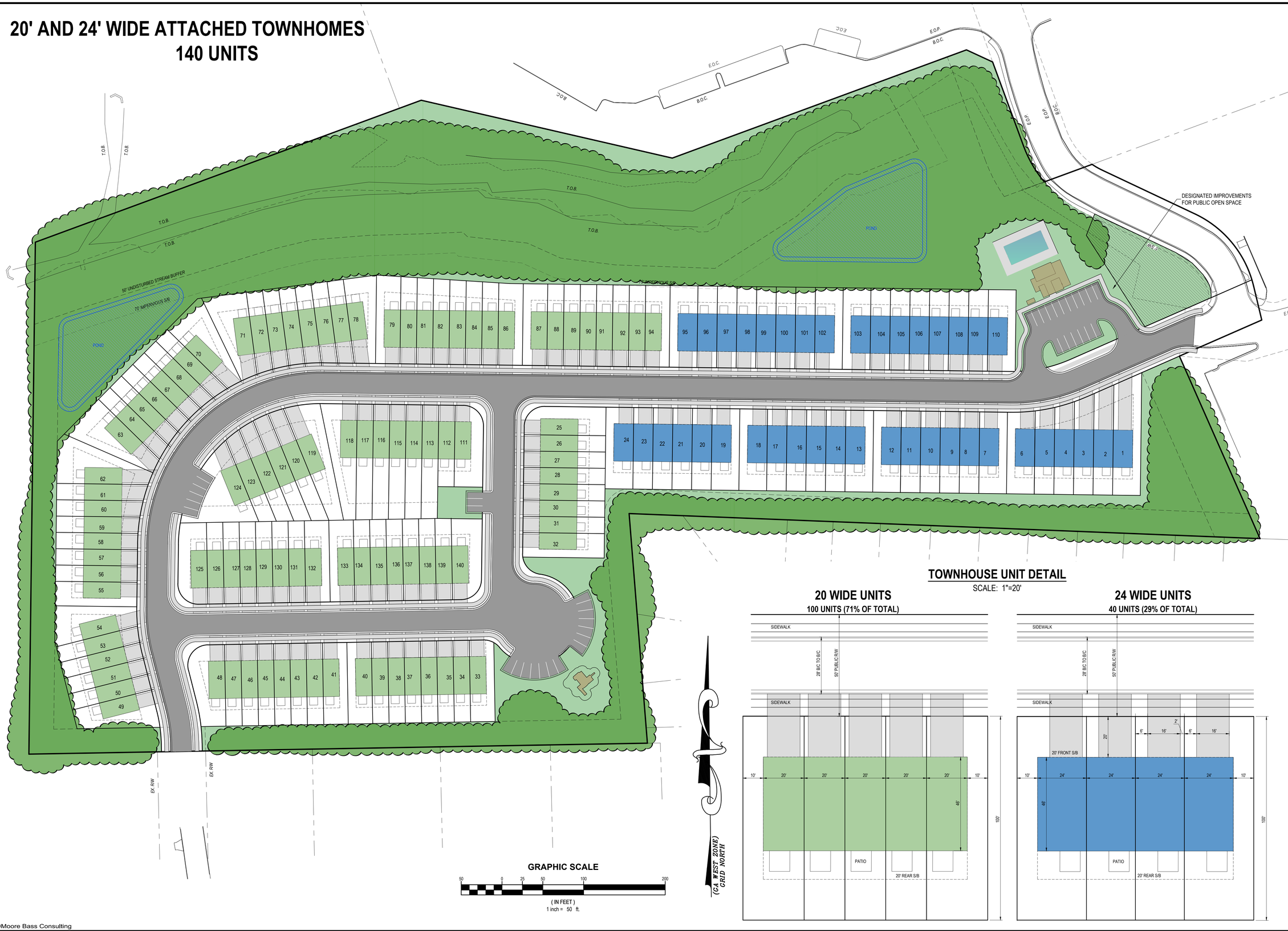
A refusal to allow the land use amendment and/or variance in question would be invalid inasmuch as it would be denied pursuant to an ordinance which is not in compliance with the Zoning

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.

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 Henry 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.

Michele L. Battle, Esq.
Attorney for the Applicant

20' AND 24' WIDE ATTACHED TOWNHOMES
140 UNITS



Moore Bass Consulting, Inc.

- Civil Engineering
- Land Surveying
- Development Consulting
- Landscape Architecture
- Environmental Permitting

www.moorebass.com
TALLAHASSEE • ATLANTA

1350 Keys Ferry Court
McDonough, GA 30253
770.914.9394

PROJECT NAME: HUDSON BRIDGE TOWNHOMES STOCKBRIDGE, GA

CLIENT NAME: LENNAR

REVISIONS

A3551.0010-SP1

DATE: 12-20-2023

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 copyright.

1350 KEYS FERRY COURT
McDONOUGH, GA 30253
LSF #1179

SEAL

SHEET TITLE

CONCEPTUAL SITE PLAN

SHEET

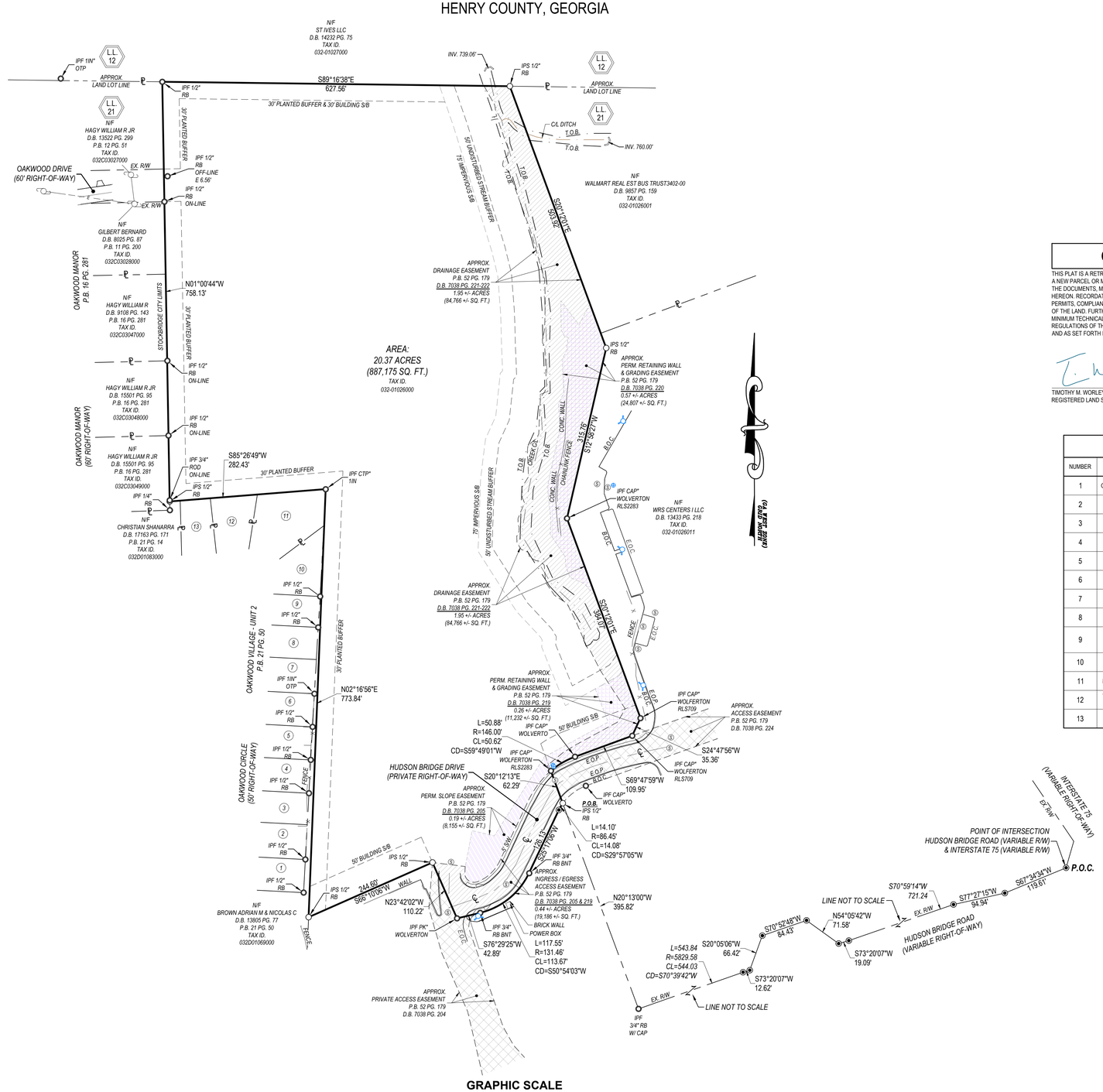
1

Q:\A3551.0010 - Hudson Bridge\Engineering\Planning\A3551.0010-SP1.dwg, 22 & 24 UNITS, smoore, Jan 18, 2024 - 11:35:32am

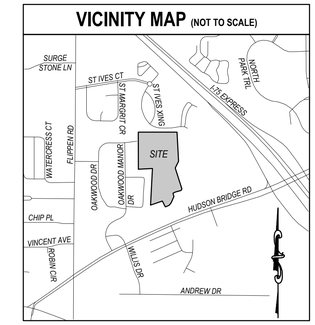
©Moore Bass Consulting

THIS BOX IS RESERVED FOR THE CLERK OF SUPERIOR COURT RECORDING INFORMATION.

BOUNDARY SURVEY FOR:
MT. ZION 48, LLC
LAND LOT 21 ~ 6TH DISTRICT
HENRY COUNTY, GEORGIA



VICINITY MAP (NOT TO SCALE)



REFERENCES

1. FINAL SUBDIVISION PLAT EASEMENTS RECORDED IN PLAT BOOK 52, PAGE 176-179 PER HENRY COUNTY RECORDS.
2. LIMITED WARRANTY DEED RECORDED IN DEED BOOK 11917, PAGE 266-269 PER HENRY COUNTY RECORDS.
3. PERMANENT RETAINING WALL & GRADING EASEMENT RECORDED IN DEED BOOK 7038, PAGE 219 PER HENRY COUNTY RECORDS.
4. DRAINAGE EASEMENT RECORDED IN DEED BOOK 7038, PAGE 221-222 PER HENRY COUNTY RECORDS.
5. ACCESS EASEMENT RECORDED IN DEED BOOK 7038, PAGE 224 PER HENRY COUNTY RECORDS.
6. PERMANENT RETAINING WALL AND GRADING EASEMENT RECORDED IN DEED BOOK 7038, PAGE 220 PER HENRY COUNTY RECORDS.
7. INGRESS / EGRESS ACCESS EASEMENT EASEMENT RECORDED IN DEED BOOK 7038, PAGE 205 & 219 PER HENRY COUNTY RECORDS.
8. PERMANENT SLOPE EASEMENT RECORDED IN DEED BOOK 7038, PAGE 205 PER HENRY COUNTY RECORDS.
9. ACCESS EASEMENT RECORDED IN DEED BOOK 7038, PAGE 204 PER HENRY COUNTY RECORDS.

FLOOD NOTE

AS SHOWN ON FLOOD INSURANCE RATE MAPS OF HENRY COUNTY, GEORGIA COMMUNITY PANEL NUMBER: 13151C0088D EFFECTIVE DATE OCTOBER 6TH, 2016, THIS PROPERTY IS NOT LOCATED IN A FEMA FLOOD HAZARD ZONE.

SURVEY NOTES

NO N.G.S. MONUMENT FOUND WITHIN 500 FEET OF ANY POINT ON THE SUBJECT PROPERTY.

ALL PROPERTY CORNERS REFERENCED AS I.P.S. INDICATES A ½" REBAR PLACED W/CAP LSF 001179 UNLESS OTHERWISE NOTED.

MOORE BASS CONSULTING AND/OR TIMOTHY M. WORLEY DO NOT GUARANTEE THAT ALL EASEMENTS AND SUB-SURFACE CONDITIONS WHICH MAY AFFECT THIS PROPERTY ARE SHOWN.

THIS DRAWING HAS BEEN GENERATED ELECTRONICALLY. THIS MEDIA SHOULD NOT CONSIDERED A CERTIFIED VALID DOCUMENT UNLESS IT HAS BEEN PROPERLY SEALED, SIGNED, AND DATED BY TIMOTHY M. WORLEY IN CONTRASTING COLOR OF INK PER O.C.G.A. 43-15-22.

THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT WHICH COULD REVEAL ENCUMBRANCES NOT SHOWN. ALL MATTERS TO TITLE ARE EXCEPTED.

THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PARTY OR ENTITY NAMED HEREON AND THE CERTIFICATION DOES NOT EXTEND TO ANY OTHERS.

THIS PLAT MAY NOT CONFORM TO THE BEARINGS AND DISTANCES RECORDED ON THE DEED AND/OR PLAT OF RECORD DUE TO SEVERAL FACTORS INCLUDING, BUT NOT LIMITED TO, THE NATURE OF THE ADVANCES IN SURVEYING TECHNOLOGY SUCH AS ELECTRONIC DISTANCE MEASURING DEVICES AND THE ADVENT OF SURVEY GRADE G.P.S. MEASUREMENT EQUIPMENT.

THIS SURVEY IS REFERENCED TO THE NORTH AMERICAN DATUM (N.A.D.) OF 1983(1994 ADJUSTMENT) FOR HORIZONTAL DATUM AND THE NORTH AMERICAN VERTICAL DATUM (N.A.V.D.) 1988 FOR THE VERTICAL DATUM. THE USE OF G.P.S. SURVEY MEASURING TECHNIQUES WERE USED FOR THESE DATUMS AND BASED ON THE POSITIONAL VALUES FOR THE VIRTUAL REFERENCE STATION NETWORK DEVELOPED BY EGPS SOLUTIONS. THE ORTHIMETRIC HEIGHTS WERE DERIVED USING THE GEOID A12.

ALL DISTANCES SHOWN HEREON ARE HORIZONTAL GROUND DISTANCES UNLESS OTHERWISE NOTED.

UTILITIES SHOWN ARE BASED ON ABOVE GROUND EVIDENCE. ADDITIONAL UTILITIES MAY EXIST ABOVE OR BELOW GROUND. NO CERTIFICATION OR GUARANTEE IS MADE AS TO THE ACCURACY OR THOROUGHNESS OF THE UTILITIES OR STRUCTURES SHOWN HEREON. PER GEORGIA LAW THE UNDERGROUND UTILITIES PROTECTION SERVICE MUST BE CALLED PRIOR TO THE COMMENCEMENT OF ANY AND ALL EARTH DISTURBING ACTIVITIES.

THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 49,634 FEET, AND AN ANGULAR ERROR OF 01" PER ANGLE. IT WAS A CLOSED LOOP TRAVERSE AND WAS ADJUSTED USING THE LEAST SQUARES METHOD.

THE CLOSURE PRECISION OF THE DATA SHOWN ON THE MAP OR PLAT. "THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 1,240,152 FEET" THE CLOSURE PRECISION PLACED ON THE SURVEY SHALL BE BASED ON AN ACTUAL MAP CLOSURE THAT HAS BEEN INDEPENDENTLY CALCULATED BY THE SURVEYOR BY USING THE BEARINGS AND DISTANCES FROM THE FACE OF THE PLAT, AND SHALL NOT BE A GENERALIZATION.

ALL LOTS OR PARCELS SHOWN ON LINEAR AND ANGULAR MEASUREMENTS WERE OBTAINED USING A TRIMBLE S6 ROBOTIC TOTAL STATION & CHAMPION TKO ROVER GPS UNIT. THE FIELDWORK WAS COMPLETED MARCH 21ST, 2022 ON THIS PROJECT.

LEGEND

D.B.	DEED BOOK	E.O.P.	EDGE OF PAVEMENT
P.B.	PLAT BOOK	FH	FIRE HYDRANT
PG.	PAGE	L	LINE LABEL
LL	LAND LOT	N/F	NOW OR FORMERLY
OTP	OPEN TOP PIPE	PKS	PK NAIL SET
RB	REBAR	S.S.E.	SANITARY SEWER EASEMENT
IPF	IRON PIN FOUND	U.E.	UTILITY EASEMENT
IPS	1/2" REBAR W/C LSF 001179	REF.	REFERENCE
CTP	CRIMP TOP PIPE	C/O	SEWER CLEAN OUT
C&G	CURB & GUTTER	SQ. FT.	SQUARE FOOT
R/W	RIGHT OF WAY	FT.	FEET
N/F	NOW OR FORMERLY		IRON PIN FOUND
-E-	OVERHEAD POWER LINE		IRON PIN SET
CMP	CORRUGATED METAL PIPE		CALCULATED POINT
SWMF	STORMWATER MANAGEMENT FACILITY		POWER POLE (PP)
TBM	TEMPORARY BENCHMARK		FIRE HYDRANT (FH)
P.O.B.	POINT OF BEGINNING		WATER VALVE (WV)
P.O.C.	POINT OF COMMENCEMENT		WATER METER (WM)
RCP	REINFORCED CONCRETE PIPE		JUNCTION BOX (JB)
DIP	DUCTILE IRON PIPE		SANITARY SEWER MANHOLE (SSMH)
PVC	POLYVINYL CHLORIDE PIPE		DROP INLET (DI)
HDPE	HIGH DENSITY POLYETHYLENE PIPE		CONCRETE R/W MONUMENT FOUND (CMF)
℄	PROPERTY LINE		SINGLE WING CATCH BASIN (SWCB)
℄	CENTERLINE		DOUBLE WING CATCH BASIN (DWCB)
ID	IDENTIFICATION		CURB INLET (CI)
B.S.L.	BUILDING SETBACK LINE		HEADWALL (HW)
B.O.C.	BACK OF CURB		FLARED END SECTION
C	CURVE LABEL		LIGHT POST (LP)
CI	CURB INLET		YARD INLET (YI)
D.E.	DRAINAGE EASEMENT		SEWER CLEAN OUT (CO)
			AREA INLET (AI)
			LINE NOT TO SCALE

GEORGIA SURVEY CERTIFICATE

THIS PLAT IS A RETRACEMENT OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT SUBDIVIDE OR CREATE A NEW PARCEL OR MAKE ANY CHANGES TO ANY REAL PROPERTY BOUNDARIES. THE RECORDING INFORMATION OF THE DOCUMENTS, MAPS, PLATS, OR OTHER INSTRUMENTS WHICH CREATED THE PARCEL OR PARCELS ARE STATED HEREON. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEY'S IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.

TIMOTHY M. WORLEY
REGISTERED LAND SURVEYOR #3360 (tworley@moorebass.com)

DATE: 3/31/22

ADJOINERS CHART

NUMBER	OWNER	D.B. & PG.	P.B. & PG.	TAX ID.
1	CALLAHAN TIMOTHY J & TONDA L	15369-196	21-50	032D01070000
2	LEVY MILLICENT	14038-104	21-50	032D01071000
3	WHISNANT DANNY R	13821-321	21-50	032D01072000
4	BAXTER GALEN C & COLLEEN N	14104-293	21-14	032D01073000
5	EASLEY SHARON P & ROBIN L	8215-268	21-50	032D01074000
6	TURNER VIRGINIA N	7838-292	21-14	032D01075000
7	AUGUSTINE MARIE E	12287-255	21-50	032D01076000
8	BERNUY FRANCISCO	60160-96	21-50	032D01077000
9	THE IRA CLUB FBO CHRISTOPHER ALLEN & KIMBERLY	15610-300	21-14	032D01078000
10	CENTRIC LLC	13289-206	21-50	032D01079000
11	MOTON MELBA & NATHANIEL JR	17525-293	21-14	032D01080000
12	TRICON SFR 2020-2 BORROWER LLC	17632-95	21-14	032D01081000
13	TAH 2017-1 BORROWER LLC	15420-17	21-14	032D01082000

Moore Bass Consulting, Inc.
• Civil Engineering
• Land Surveying
• Development Consulting
• Landscape Architecture
• Environmental Permitting
www.moorebass.com
TALLAHASSEE • ATLANTA
1350 Keys Ferry Court
McDonough, GA 30253
770.914.9394

PROJECT NAME: HUDSON BRIDGE HENRY COUNTY, GEORGIA

CLIENT NAME: MT. ZION 48, LLC 1720 PEACHTREE STREET, SUITE 150, ATLANTA, GEORGIA 30309

REVISIONS

A3846.0001_BND

DATE	3-31-2022
CONTRACT #	A3846.0001
DRAWN BY	TMW, DC

The Drawings, Specifications and other documents prepared by Moore Bass Consulting, Inc. (MB) for this project are instruments of service in respect to the 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 copyright.

1350 KEYS FERRY COURT
McDONOUGH, GA 30253
LSF #1179

SEAL

GEORGIA REGISTERED No. 3360 LAND SURVEYOR TIMOTHY M. WORLEY 3-31-22

SHEET TITLE: BOUNDARY SURVEY

SHEET 1 OF 1

©Moore Bass Consulting

O:\A3846.0001\Survey\Boundary\A3846.0001_BND.dwg, 1CF1, dcospock, Mar 31, 2022 - 1:46:12pm

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

TO: City of Stockbridge Mayor and City Council
City of Stockbridge Planning Commission

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

CC: Ryan Anderson, Community Development Director
Keedra Jackson, Chief Planner

DATE: August 15, 2024

SUBJECT: Staff Report for Variance Case #VR-2024-03--Parcel #032-01026000 on Hudson Bridge Drive, in Council District 5

I. PURPOSE

To consider a variance application (Variance Case #VR-2024-03) by Lennar Georgia, LLC, c/o Battle Law, P.C, to request the granting of two variances for Parcel #032-01026000 on Hudson Bridge Drive to allow for the development of a townhome community with 140 units. Mount Zion 48, LLC is the current owner of the property, and it contains approximately 20.367 acres. In Variance Request #1, the applicant requests that the front yard setbacks of the townhome lots be reduced from the required 50 feet in the MFR district to 20 feet. In Variance Request #2, the applicant requests that the side yard setbacks of the townhome lots (between townhome buildings) be reduced from the required 15 feet to 10 feet.

The applicant has also submitted two other applications for the subject property. For Comprehensive Plan Amendment Case #CP-2024-01, the applicant requests that the property's future land use designation be changed from Medium-Density Mixed-Use to Medium-Density Residential. For Rezoning Case #RZ-2024-01, the applicant requests that the property be rezoned from 'C-2' (General Commercial) to 'MFR' (Multiple-Family Residential).

An aerial photo of the subject property is shown after the Case Facts (Table 1) below.

II. CASE FACTS (Table 1)

DESCRIPTIVE FACTOR	FINDINGS
Proposed Development:	Townhome community with 140 fee simple units.
Parcel Identification:	032-01026000 (no address).
Parcel Acreage:	+/- 20.367 acres.
Land District and Land Lot:	District 6, Land Lot 21.
Applicant:	Lennar Georgia, c/o Battle Law, P.C.
Owner:	Mount Zion 48, LLC.
Current City Zoning:	C-2 and Parkway Mixed-Use Overlay District.
Surrounding Zoning:	• North—MFR (Multiple Family Residential). • Northwest—SR (Suburban Residential). • East—C-2 & C-3 (General Commercial & Heavy Commercial). • South—C-2 (General Commercial). • Southeast—C-2 & C-3 (General Commercial & Heavy Commercial). • West—Outside of the City. Zoned 'RD' & 'RM' (Residential-Duplex & Residential-Multifamily) by Henry County. • Southwest—Outside of the City. Zoned 'C-2' (General Commercial) by Henry County.
City Land Use Designation:	Medium-Density Mixed-Use.
Current Use:	Vacant.
Surrounding Land Uses:	• North—St. Ives Apartments. • Northwest—St. Margrit Subdivision. • East—Walmart and adjacent Centre @ Stockbridge Shopping Center. • South—Commercial uses fronting onto Hudson Bridge Road, including J & J Liquor and Western Union. • Southeast—Retail uses (Taco Bell and QuikTrip) outside the City, with access from Hudson Bridge Dr. • West—Oakwood Village Subdivision, outside 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. The 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. Site includes a portion of Hudson Bridge Drive, which was granted an easement.

AERIAL PHOTO OF SUBJECT PROPERTY

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.

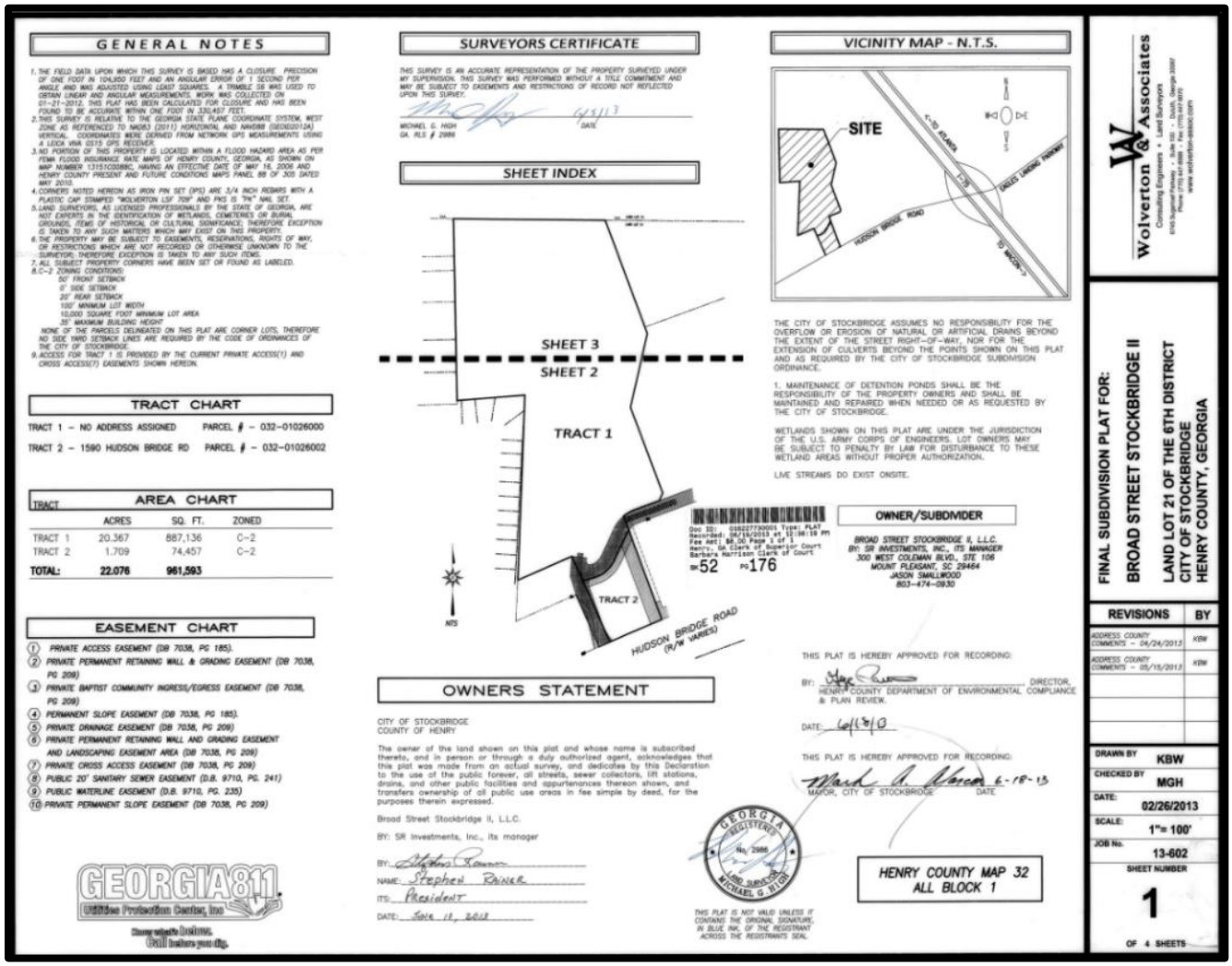
C. Previous Parcel Split and Easement Creation. Wolverton & Associates of Duluth, Georgia created a series of drawings on February 26, 2013 as part of a Final Subdivision Plat for Broad Street Stockbridge II, LLC. It showed that the subject property was split into two Tracts, with Tract 1 representing the current boundaries of the site and Tract 2 being cut off from the site. This resulted the Tract 1 (the current site) losing its access from Hudson Bridge Drive. However, ten easements were created along and adjacent to

WALMART MASTER DEVELOPMENT PLAN AREA

Hudson Bridge Drive, including an easement to allow a portion of Hudson Bridge Drive, which is a private street, and which is actually contained within the boundaries of the subject site, to be used by the public for access to the surrounding commercial properties. The fact that this portion of Hudson Bridge Drive is located within the site boundaries is confirmed today by the aerial photo of the site from the Henry County Tax Assessors' records.

D. Recent Zoning Activity: RZ-2019-04 and RZ-2020-01 by TPA Residential. A rezoning of the subject property from C-2 (General Commercial) to MUND (Mixed-Use Neighborhood Development) was sought by TPA Residential (c/o Falcon Design Consultants, LLC) in 2019 via RZ-2019-04 to allow for a mixed-use development to contain 118 townhomes plus small commercial uses. 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. TPA Residential returned to the City with a revised rezoning application via RZ-2020-01. This time, the applicant wanted to build a purely residential development, containing 147 townhomes only. GRTA determined that an updated DRI review was not required since the proposed density would be less than what the Walmart Master Development Plan called for. The Staff recommended approval with conditions, as did the Planning Commission at its June 25, 2020 meeting; but the City Council denied the case at its meeting on July 13, 2020.

PREVIOUS PARCEL SPLIT AND EASEMENT CREATION



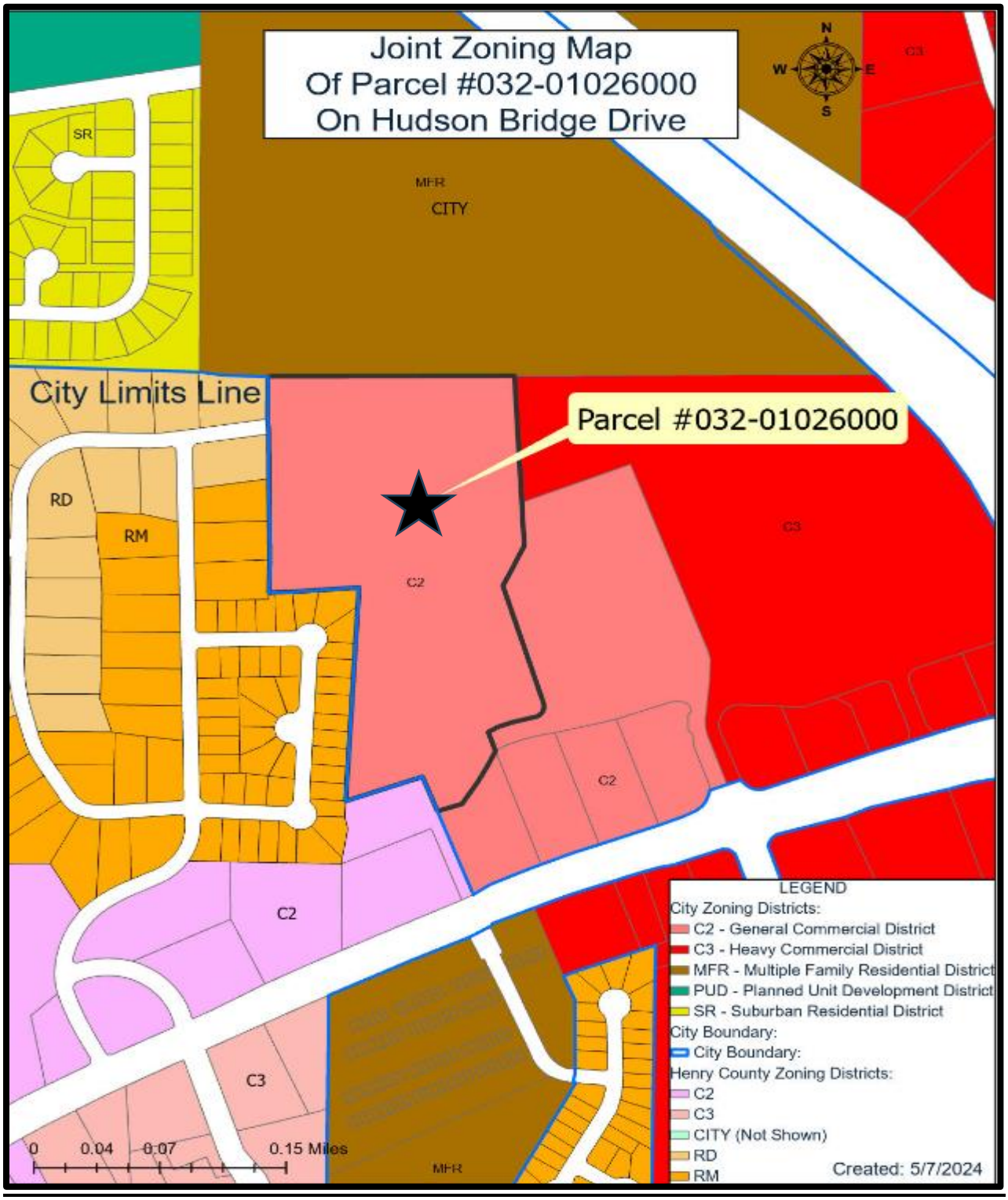
E. Recent Zoning Activity: RZ-2022-08 by Carter Acquisitions. In 2022, a new developer, Carter Acquisitions, LLC, c/o Battle Law, PC, sought to rezone the subject property via RZ-2022-08 from C-2 to MFR (Multiple Family Residential) to allow for the development of a townhome community containing 330 units. The proposed density was 16.2 units per acre, which exceeded the allowable density of 16.0 units per acre for the proposed High-Density Residential future land use designation. The applicant needed to reduce the number of units by eliminating four units to meet the maximum allowable density. But the applicant never returned with a new site plan having a reduced density. After an extended period of time, the applicant withdrew their application, along with Comprehensive Plan Amendment application #CP-2022-07.

STREET VIEW OF SOUTHWEST CORNER OF SITE

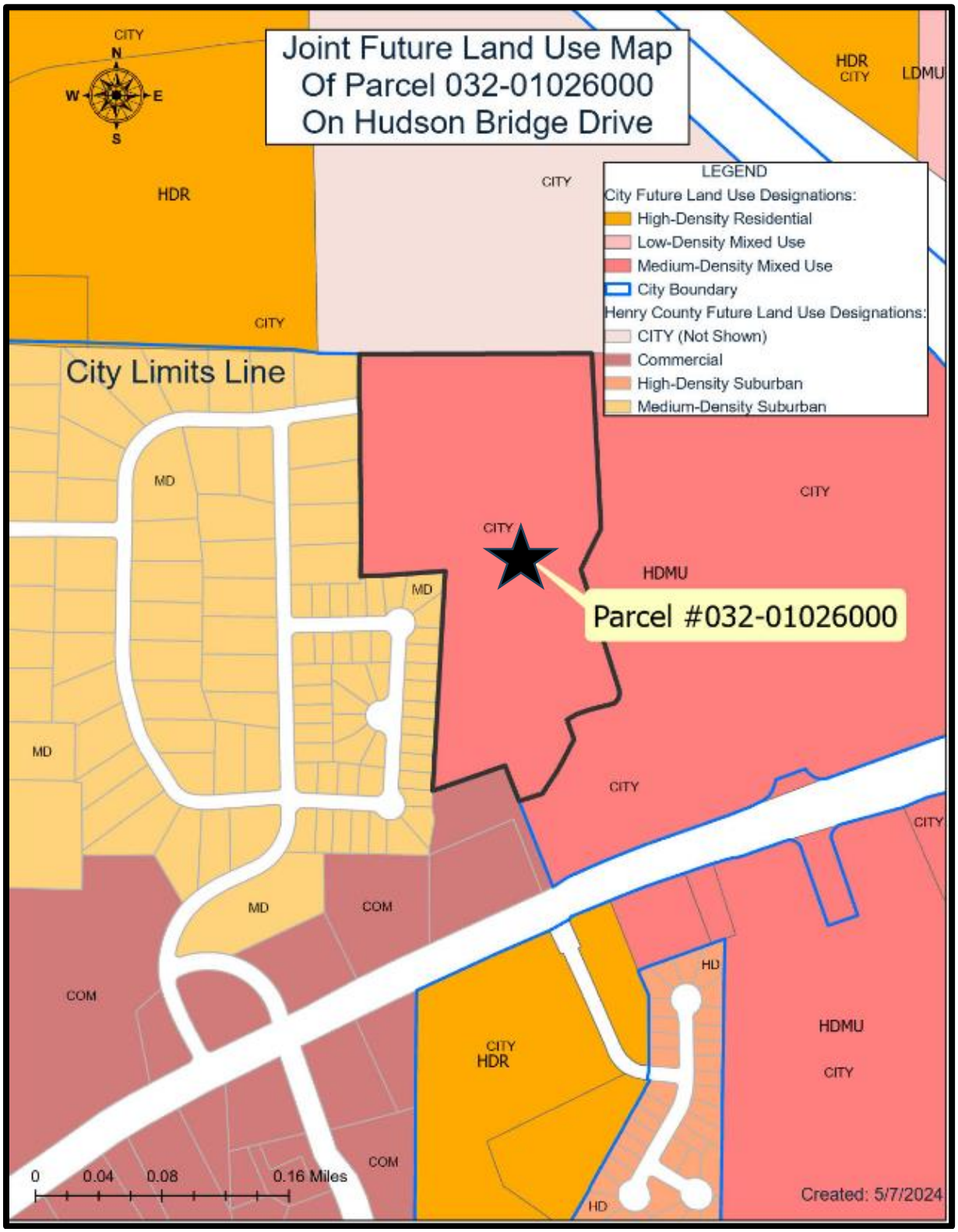
STREET VIEW OF SITE TOWARD SOUTHEAST CORNER

Shown below are the Zoning Map, the Future Land Use Map, and the Boundary Survey for the subject property.

2024 CITY OF STOCKBRIDGE ZONING MAP

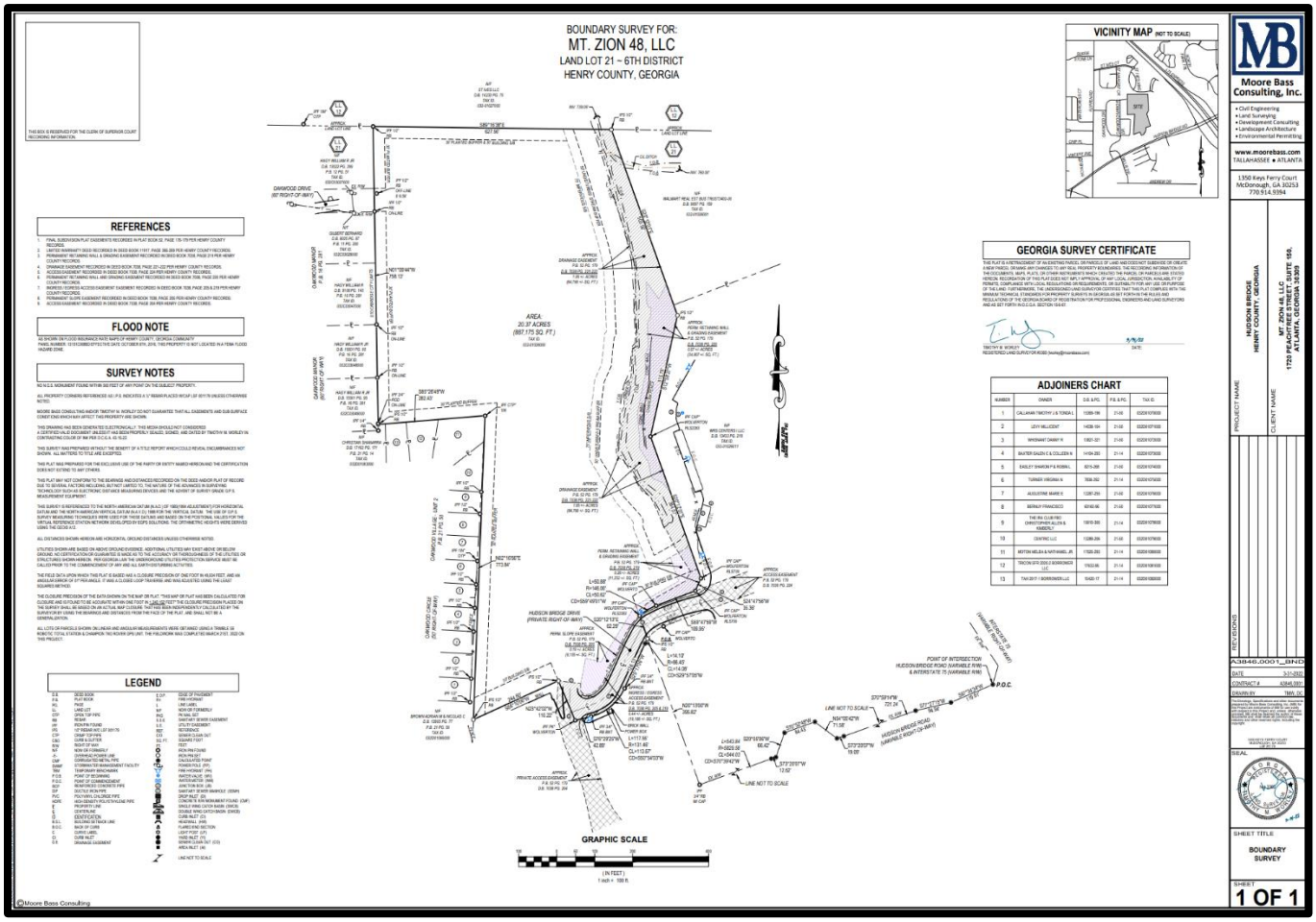


2024 CITY OF STOCKBRIDGE FUTURE LAND USE MAP



BOUNDARY SURVEY

Hudson Bridge Drive is located at the southern end of the property.



PROPOSED DEVELOPMENT

<u>A. Project Size.</u> The applicant has submitted a site plan which was prepared by Moore Bass Consulting on 02/29/24, representing Sheet #A3551.0010-SP1. Its title is “Hudson Bridge Townhomes; Stockbridge, GA.” According to an inset box, entitled “Site Data”, on the site plan, the applicant proposes to build 140 fee simple townhomes, including 101 smaller units and 39 larger units, at a density of 6.87 units per acre. The applicant would be required to designate at least 15 percent of the total site area as open space, and the applicant would substantially exceed that amount by designating about 41 percent of the site area as open space (8.37 acres of the total site area of 20.367 acres). The impervious area would be 10.0 acres, comprising 49 percent of the total site area. Forty-one (41) off-street parking spaces would be provided, which would meet the requirements. However, the required front and side yard setbacks would not be met for the requested MFR district, as is shown in the table below. The applicant has submitted a variance application to

request the reduction in the front yard setbacks of the townhome lots from the MFR District's required 50 feet to 20 feet, and to reduce the side yard setbacks (between townhome buildings) from the required 20 feet to 10 feet. The analysis of the merits of these variance requests are presented in the Staff Report for Variance Case #VR-2024-03.

Table 2--Required Versus Proposed Setbacks in the Requested MFR District

MFR District Setback Requirements:	Proposed Setbacks:	Meets MFR Requirements?
Front Yard Setbacks – 50 feet	Front Yard Setbacks – 20 feet	No
Side Yard Setbacks – 20 feet	Side Yard Setbacks – 10 feet	No
Rear Yard Setbacks – 20 feet	Rear Yard Setbacks – 20 feet	Yes

B. Site Plan Design. The submitted site plan shows that the development site would have two accesses, including the main entrance off Hudson Bridge Drive and a secondary access at Oakwood Drive to the northwest. A swimming pool, clubhouse, and guest parking would be provided near the main entrance, and a detention pond would be situated near the pool. No mail kiosk has been shown. The project entrance street would make a loop toward the rear of the property, where three other guest parking lots and an unspecified small amenity would be provided. A second detention pond would be located at the northeast rear of the property. Landscaped buffering would surround the property, although there is no indication of buffer widths. The Buffer Area Standards within Section 4.6.3A of the Stockbridge UDC requires the provision of a 25-foot zoning buffer between multifamily developments and single-family-zoned districts. Thus, this buffer should be provided along the western boundary of the property. A 50-foot undisturbed stream buffer would be designated along the eastern side of the property. No walking trails or dog parks have been indicated on the site plan.

C. Utilities Facilities. The applicant received a letter from the Henry County Water Authority, which was dated June 21, 2024, in response to the applicant's submitted application for a water and sewer availability letter. The findings and requirements of the Authority's letter are listed below, which the developer would need to comply with if RZ-2024-01 is approved.

1. Water service could be made available to the property via a water line extension.
2. Sewage treatment and sewer line capacity are available for the property, but the developer would be required to pay for an offsite sanitary sewer line extension, including the acquisition of easements, to meet the Authority's standards, and then to convey that extension to the Authority.
3. The specifications above would be effective for 365 days from the date of the letter (June 21, 2024), and any deviation in zoning that would increase the project density or usage would void the letter and require a re-evaluation.

D. Traffic Impact Study. The applicant submitted a Traffic Impact Study to the Planning & Zoning Office on June 21, 2024. It was prepared for Moore Bass Consulting, Inc. by

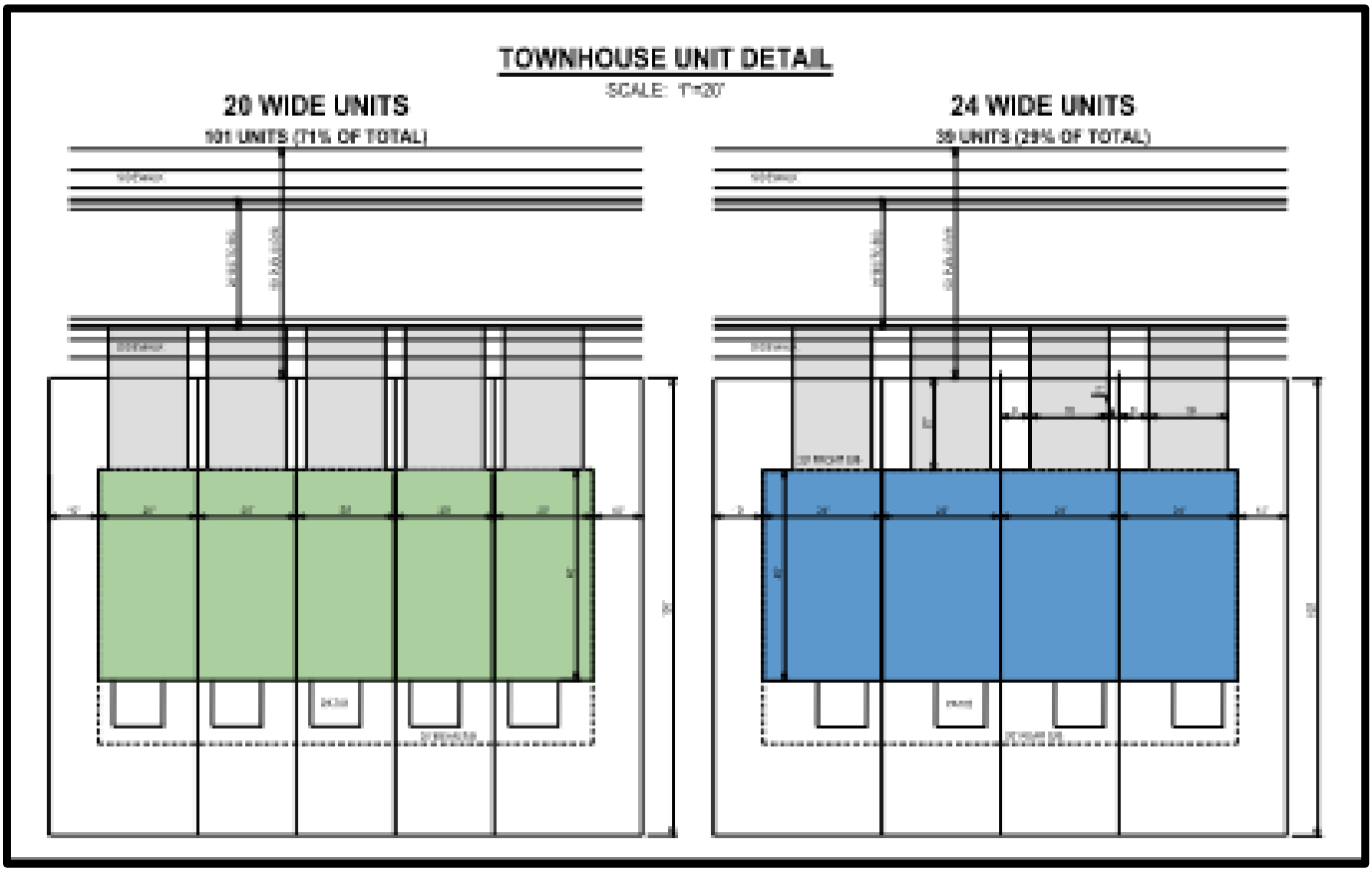
SEI Engineering, Inc., in collaboration with Acampora Traffic, LLC. Findings of the Study are presented in the Staff Report for RZ-2024-01. The conclusion of the Study was that the proposed development would only slightly increase traffic volumes within the vicinity of the subject property, and that no additional traffic improvements would be needed.

E. Townhome Lots, Buildings, and Designs. An inset on the applicant's site plan shows that the proposed townhome lots would have a depth of 100 feet. The smaller townhome lots would be 20 feet wide and would be located toward the rear of the property, while the larger townhome lots would be 24 feet wide and would be located at the front of the property. The requested MFR zoning district requires front yard setbacks of 50 feet, but the townhome lots drawings show distances of only 20 feet from the fronts of the buildings to the right-of-way lines. For this reason, the applicant has requested a variance to reduce the front yard setbacks to only 20 feet. The MFR district also requires a minimum spacing of 20 feet between townhome buildings, but the applicant has requested a variance to reduce the side yard setbacks of the townhome lots to 10 feet. The proposed townhome renderings from the applicant, which are shown below, indicate that the smaller townhome buildings would have one-car garages and the larger townhome buildings would have two-car garages.

PROPOSED SITE PLAN -- FULL SHEET (View from the South)

AERIAL PHOTO OF THE VICINITY, OVERLAIN BY THE SITE PLAN

PROPOSED SITE PLAN – TOWNHOME LOT DETAILS



NOTES: All 140 townhome lots would be 100 feet deep. There would be 101 larger lots (71% of the total) and 39 smaller lots (29% of the total). The larger townhome units would be 24 feet wide and have two-car garages, while the smaller townhome units would be 20 feet wide and have one-car garages.

RENDERINGS OF PROPOSED TOWNHOME BUILDINGS

Smaller Townhome Buildings (20 Feet Wide) with One-Car Garages:

Larger Townhome Buildings (24 Feet Wide) with Two-Car Garages:

IV. ANALYSES OF VARIANCE REQUESTS

Section 10.1.3 of the Stockbridge Unified Development Code (UDE) lists the criteria which are to be considered for deciding variances. A variance may be granted only upon a finding by the Mayor and City Council that all of eight identified conditions would be met. These eight conditions will be discussed in the analysis below for each of the applicant's two requested variances.

1. Analysis of Variance Request #1. For Variance Request #1, the applicant requests that the front yard setbacks of the townhome lots be reduced from the required 50 feet in the MFR district to 20 feet.

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 subject property does have an unusual shape, and the presence of a creek, wetlands, and a steep drop-off in the southeastern corner of the property make certain areas of the property unbuildable. This limits the remaining available land on which to build, resulting in fewer units being built than would otherwise be the case. However, the applicant's application has not stated why such a large reduction in the front yard setbacks is needed for each lot—from 50 feet down to 20 feet. From the "Townhouse Detail" inset drawing on the submitted site plan, it appears that there would be only about 5 feet between the proposed 20-foot driveway setback and the sidewalk. Since standard parking spaces are 20 feet long, parked vehicles could protrude into that 5-foot area, which could be undesirable for pedestrians.

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.*

While the Stockbridge City Council has approved reductions in the front yard setbacks of the townhome lots for other properties in the MFR district, in the past five years, the City Council has not approved any variances for a front yard setback reduction down to just 20 feet. Reductions down to 25 feet have been granted only a few times. Further, an ordinance is currently pending before the Stockbridge City Council to make revisions to the MFR district regulations. Included within that ordinance is a staff recommendation that the required front yard setbacks within the MFR district be at least 30 feet. The applicant has not provided any justification for reducing the front yard setbacks to less than 30 feet.

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.

Since the requested front-yard variance reduction would be down to only 20 feet, this would be a greater reduction than has been granted for other properties in MFR districts

in the City. The granting of Variance Request #1 would therefore cause the applicant to enjoy a special privilege, with no apparent urgent need being given to do so, in terms of the design of the proposed development.

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.*

There is no apparent reason for granting a front-yard setback reduction down to 20 feet, thus its consistency with the purposes and intent of the UDC cannot be determined. Further, such a reduction would not be compatible with the single-family neighboring properties to the west, in the Oakwood Manor Subdivision, and any potential benefits to the public welfare are unknown.

Criterion "E"—*The extraordinary circumstances are not the result of actions of the applicant.*

The physical characteristics of the subject property (the presence of a creek, floodplain areas, and steep topography) are not the result of any actions of the applicant. Their presence, though, does not automatically justify a front-yard setback variance reduction down to 20 feet.

Criterion "F"—*The variance is the minimum relief that will allow the legal use of the land, building or structure.*

Without the granting of Variance Request #1, the land could still be used for building a smaller townhome development with larger but fewer townhome lots.

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.*

The applicant is not requesting the granting of Variance Request #1 to allow any types of uses on the existing vacant land that are prohibited within the applicant's requested MFR zoning district.

2. Analysis of Variance Request #2. For Variance Request #2, the applicant requests that the side yard setbacks of the townhome lots be reduced from the required 15 feet to 10 feet.

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 subject property does have an unusual shape, and the presence of a creek, wetlands, and a steep drop-off in the southeastern corner of the property make certain areas of the

property unbuildable. This limits the remaining available land on which to build, resulting in fewer units being built than would otherwise be the case. However, the applicant's application has not stated why the reduction in the side-yard setbacks would be needed. Presumably, it would just be to allow more townhome units to be built on the property.

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.*

Within the past five years, the Stockbridge City Council has approved reductions in the side yard setbacks of townhome lots for other properties in the MFR district. However, the applicant has not demonstrated why any side-yard setback reductions are needed in designing the proposed development.

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.*

The granting of Variance Request #2 may not be viewed as a special privilege, compared to owners of other properties within the MFR zoning district, since other property owners have been granted similar variance requests.

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.*

There is no apparent reason for granting a side-yard setback reduction down to 10 feet from the required 15 feet, thus its consistency with the purposes and intent of the UDC cannot be determined. However, this reduction of only 5 feet would not be significant, and no potential detriments to the public welfare have been identified.

Criterion "E"—*The extraordinary circumstances are not the result of actions of the applicant.*

The physical characteristics of the subject property (the presence of a creek, floodplain areas, and steep topography) are not the result of any actions of the applicant. Their presence, though, does not automatically justify a side-yard setback variance reduction down to 10 feet. However, no apparent harm in doing so has been identified.

Criterion "F"— *The variance is the minimum relief that will allow the legal use of the land, building or structure.*

Without the granting of Variance Request #2, the land could still be used for building a smaller townhome development with larger but fewer townhome lots.

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.*

The applicant is not requesting the granting of Variance Request #2 to allow any types of uses on the existing vacant land that are prohibited within the applicant's requested MFR zoning district.

V. CONCLUSIONS

The applicant has cited a general need for setback reductions on the subject property due to the unusual shape of the property, as well as the presence of a creek, floodplains, and steep topography. The granting of the two requested variances would presumably allow a greater number of townhomes to be built on the property. But the specific justifications for the requested variances, in terms of designing the site plan, have not been given. For Variance Request #1, the applicant is requesting a greater front-yard setback reduction (down to only 20 feet) than has been granted to any other MFR district applicants within the past five years. For Variance Request #2, the requested side-yard setback reduction would not be significant, and although no specific justification has been given by the applicant for doing so, no evident harm in granting this request has been identified, either.

VI. RECOMMENDATIONS

1. **For Variance Request #1,** the Planning & Zoning Staff makes two recommendations, as follows:

   a. The **denial** of the applicant's request to reduce the front yard setbacks of the townhome lots from the required 50 feet down to only 20 feet in the MFR zoning district.
   b. The **approval** of a reduction in the front yard setbacks of the townhome lots to 30 feet.

2. **For Variance Request #2,** the Planning & Zoning Staff recommends the **approval** of this request to reduce the side yard setbacks from the required 15 feet to 10 feet for the proposed townhome lots.

Henry County, GA

Overview

Legend

- Parcels
- Roads

Parcel ID	070-01001000	**Class**	C	**Owner**	LI ROUTE 23 LLC	**Land Value:**	$202,500
Property Address	2612 HIGHWAY 42 N	**Acreage**	3.0	**Address**	2680 HWY 42 N MCDONOUGH GA 30253	**Building Value:**	$0
District	City/Stockbridge					**Misc Value:**	$0
						Total Value:	$202,500

Last 2 Sales

Date	Price	Reason	Qual
5/25/2017	$0	CORPORATE	U
4/28/2017	$360,000	CONTIGUOUS PROPERTY	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: 7/1/2024
Last Data Uploaded: 7/1/2024 1:45:40 AM

Developed by Schneider GEOSPATIAL

Henry County, GA

Overview

Legend

- Parcels
- Roads

Parcel ID	069-01009000	**Class**	C	**Owner**	LI ROUTE 23 LLC	**Land Value:**	$671,600
Property Address		**Acreage**	9.95	**Address**	2680 HWY 42 N MCDONOUGH GA 30253	**Building Value:**	$0
District	City/Stockbridge					**Misc Value:**	$0
						Total Value:	$671,600

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EQUIPMENT USED ROBOTIC GEOMAX ZOOM 90 & SPECTRA GEOSPATIAL SP85 GPS UNIT

THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT

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BASED ON THE INFORMATION SHOWN ON THE FLOOD HAZARD BOUNDARY MAPS FURNISHED BY FEMA, IT IS MY OPINION THAT THE PROPERTY SHOWN HEREON IS OUTSIDE THE 100-YEAR FLOOD HAZARD AREA.

PANEL# 13151C0089D & 13151C0093D DATED 10/6/2016

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P.O.R.	POINT OF REFERENCE
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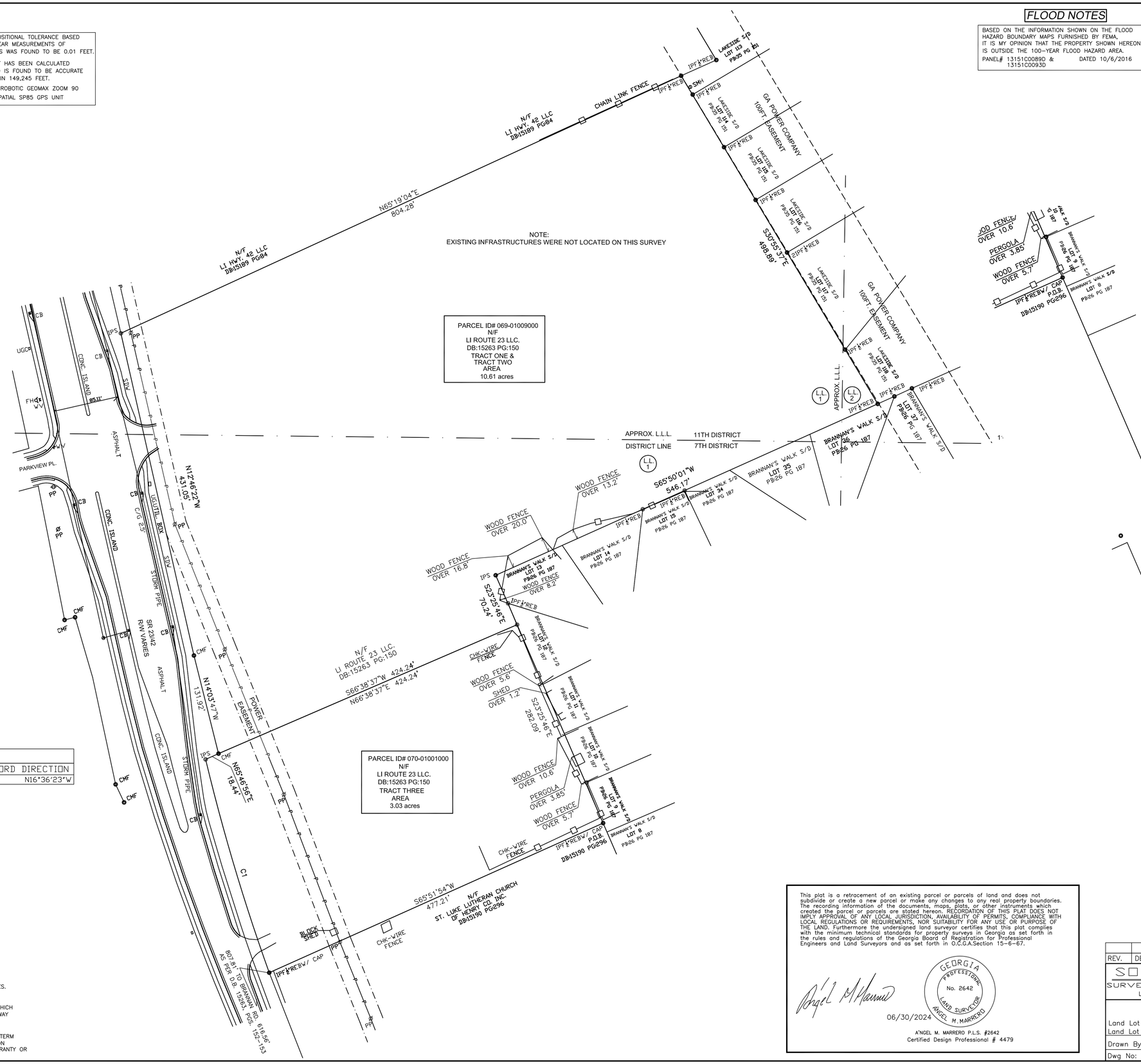
GA WEST



P.O.R. DETAIL

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6. THIS SURVEY WAS PREPARED WITHOUT BENEFIT OF A TITLE REPORT WHICH MAY REVEAL ADDITIONAL CONVEYANCES, EASEMENTS OR RIGHTS-OF-WAY NOT SHOWN HEREON.

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GEORGIA PROFESSIONAL No. 2642 LAND SURVEYOR ANGEL M. MARRERO

06/30/2024

A'NGEL M. MARRERO P.L.S. #2642
Certified Design Professional # 4479

60' 0' 60' 120'
Scale: 1" =60'

REV.	DESCRIPTION	DATE

SOUTHSIDE SURVEYING & PLANNING LSF000831
#155 WESTRIDGE PKWY SUITE 212 MCDONOUGH, GA 30253 Phone: (770) 320-8009
1/1

RETRACEMENT SURVEY FOR:
LI ROUTE 23 LLC.
Land Lot 1 7TH Dist.
Land Lot 1 & 2 11TH Dist.
CITY OF STOCKBRIDGE
Henry County, GA

Drawn By: AMM
Scale: 1"=60'
Dwg No: 2-240640A
Date: 06/30/2024

City of Stockbridge Planning and Zoning Division

Application for an Amendment to the Comprehensive Plan

Name of Applicant LI ROUTE 23, LLC. Phone: 678-796-8672 Date: 07-01-24

Address of Applicant: 2680 HWY. 42 N. Cell #

City: MCDONOUGH State: GA Zip: 30253 E-mail:

Name of Agent George Harper- Paramount Eng. Phone: 770-473-9576 Date: 07-01-24

Address of Agent: 11 E. Broad St. Cell #

City: Newnan State: GA Zip: 30263 E-mail: george@paramountengineering.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:

FROM: LOW DENSITY MIXED USE

TO: MEDIUM DENSITY RESIDENTIAL

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)

Property Address: HWY 42 N.

Nearest intersection to the property: Parkview Place

Size of Tract: 13.64 acre(s). Land Lot Number(s): 1 & 2 . District(s): 7,11

Property Tax Parcel Number(s):
069-01009000, 070-01001000 **(Required)**

Witness' Signature

Signature of Applicant

Printed Name of Witness

Printed Name of Applicant

Notary

Signature of Agent

Notary expires 12/29/24

Notary Seal:

SHARON MOORE NOTARY PUBLIC WHITFIELD COUNTY, GEORGIA

(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:

Survey Written Description
Parcel ID #069-01009000 & 070-01001000
#2612 SR 23/42N

All that tract or parcel of land lying and being in Land Lots 1 and 2 of the 11th District and Land Lot1 of the 7th District of Henry County, Georgia (City of Stockbridge Ga.) and being more particularly described as follows:

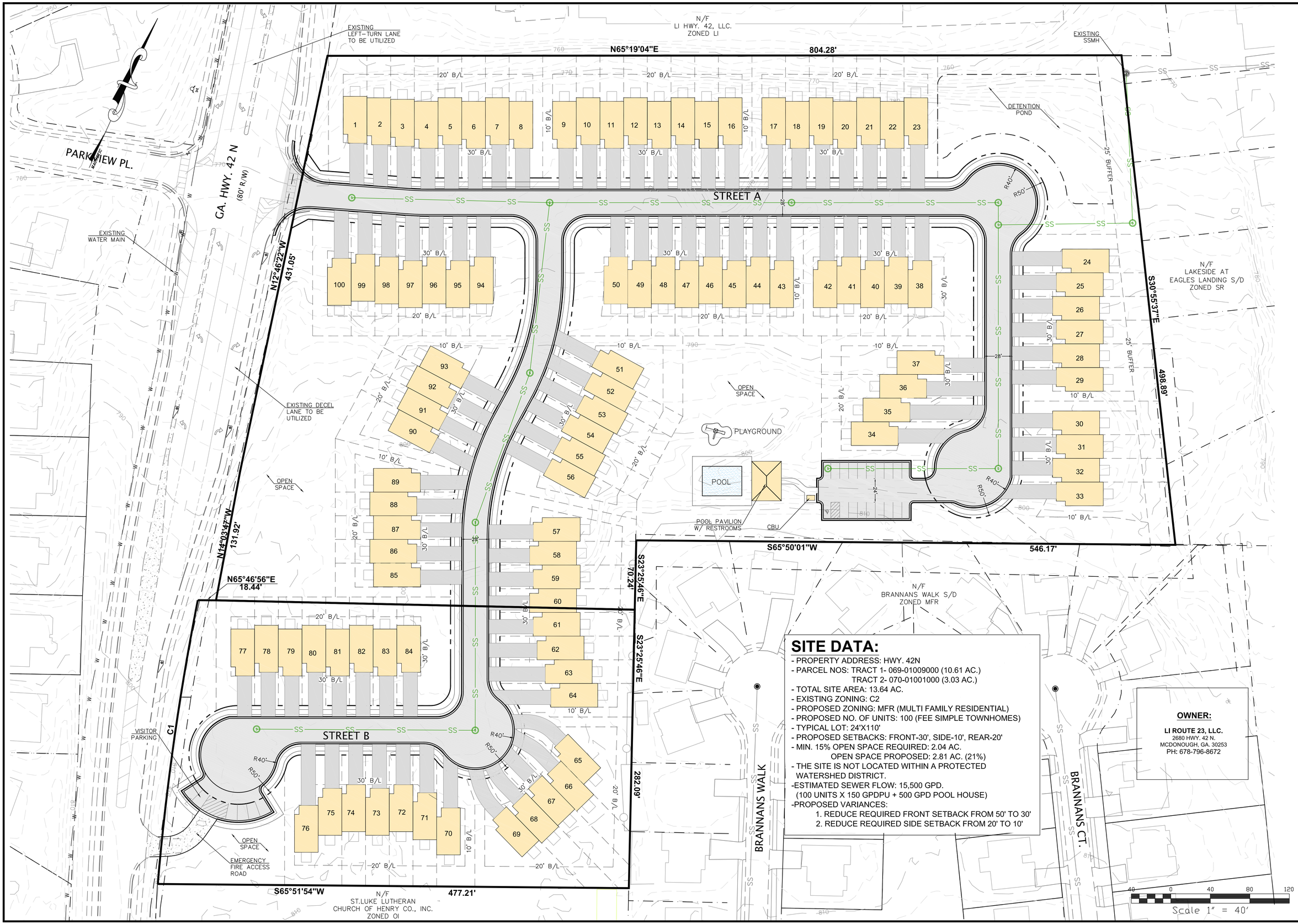
Commencing at the existing Intersection of The Northerly R/W of Brannan Road (80' R/W), and The Westerly Boundary Line of Brannan's Walk Subdivision (Plat Book 26, Pg. 187); Thence N 23°25'46" W a distance of 616.56' to an IPF (1/2" rebar w/cap), this point being **THE POINT OF BEGINNING (P.O.B):**

FROM THE POINT OF BEGINNING (P.O.B):

Thence S 65°51'54" W a distance of 477.21' to an IPF (1/2" rebar w/cap), this point also being 807.81' along existing R/W of S/R42 to Brannan Rd. (D.B. 15263, Pgs. 150-153) ; Thence around a curve to the right (C-1) having a radius of 2,650.09' a length of 290.47' a chord bearing of N 06°36'23" W a distance of 290.31' to an IPs (1/2" rebar); Thence N 65°46'56" E a distance of 18.44' to a CMF (concrete monument found); Thence N 14°03'47" W a distance of 131.92' to a CMF (concrete monument found); Thence N 12°46'22" W a distance of 431.05' to an IPS (1/2" rebar); Thence N 65°19'04"E a distance of 804.28' an IPF (1/2" rebar);); Thence S 30°55'57" E a distance of 498.89' to an IPF (1/2" rebar)); Thence S 65°50'01" W a distance of 546.17' to an IPS (1/2" rebar); Thence S 23°25'46"E a distance of 282.09' to a point, this point being **THE POINT OF BEGINNING (P.O.B).**

Containing 13.64 acres

Together with all easements recorded or unrecorded.



SITE DATA:

- PROPERTY ADDRESS: HWY. 42N
- PARCEL NOS: TRACT 1- 069-01009000 (10.61 AC.)
  TRACT 2- 070-01001000 (3.03 AC.)
- TOTAL SITE AREA: 13.64 AC.
- EXISTING ZONING: C2
- PROPOSED ZONING: MFR (MULTI FAMILY RESIDENTIAL)
- PROPOSED NO. OF UNITS: 100 (FEE SIMPLE TOWNHOMES)
- TYPICAL LOT: 24'X110'
- PROPOSED SETBACKS: FRONT-30', SIDE-10', REAR-20'
- MIN. 15% OPEN SPACE REQUIRED: 2.04 AC.
  OPEN SPACE PROPOSED: 2.81 AC. (21%)
- THE SITE IS NOT LOCATED WITHIN A PROTECTED WATERSHED DISTRICT.
- ESTIMATED SEWER FLOW: 15,500 GPD.
  (100 UNITS X 150 GPDPU + 500 GPD POOL HOUSE)
- PROPOSED VARIANCES:
  1. REDUCE REQUIRED FRONT SETBACK FROM 50' TO 30'
  2. REDUCE REQUIRED SIDE SETBACK FROM 20' TO 10'

OWNER:

LI ROUTE 23, LLC.
2680 HWY. 42 N.
MCDONOUGH, GA. 30253
PH: 678-796-8672

Paramount ENGINEERING, INC
PH: (770)-473-9576
11 E. BROAD ST.
NEWNAN, GA. 30263
george@paramountengineering.com

GEORGIA REGISTERED No. 29411 PROFESSIONAL ENGINEER GEORGE P. HARPER III
GSWCC NO. 09374

REV.	DATE:	DESCRIPTION:

DRAWING NO:

PROJECT: HWY. 42 TOWNHOMES

SHEET: REZONING SITE PLAN

LL 1 — 7TH DISTRICT — CITY OF STOCKBRIDGE

DATE: 06-10-24 — DRAWN BY: GPH — SCALE: 1" = 40'

SHEET 1

SITE DATA:

- PROPERTY ADDRESS: HWY. 42N
- PARCEL NOS: 069-01009000, 070-01001000
- TOTAL SITE AREA: 12.95 AC.
- EXISTING ZONING: C2
- PROPOSED ZONING: MFR (MULTI FAMILY RESIDENTIAL)
- PROPOSED NO. OF UNITS: 100 (FEE SIMPLE TOWNHOMES)
- TYPICAL LOT: 24'X110'
- PROPOSED SETBACKS: FRONT-30', SIDE-10', REAR-20'
- THE SITE IS NOT LOCATED WITHIN A PROTECTED WATERSHED DISTRICT.

-ESTIMATED SEWER FLOW: 15,500 GPD.
(100 UNITS X 150 GPDPU + 500 GPD POOL HOUSE)

-PROPOSED VARIANCES:
1. REDUCE REQUIRED FRONT SETBACK FROM 50' TO 30'
2. REDUCE REQUIRED SIDE SETBACK FROM 20' TO 10'

Paramount ENGINEERING, INC
PH: (770)-473-9576
11 E. BROAD ST.
NEWNAN, GA. 30263
george@paramountengineering.com

GEORGIA REGISTERED No. 29411 PROFESSIONAL ENGINEER GEORGE P. HARPER III

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PANEL# 13151C0089D & 13151C0093D DATED 10/6/2016

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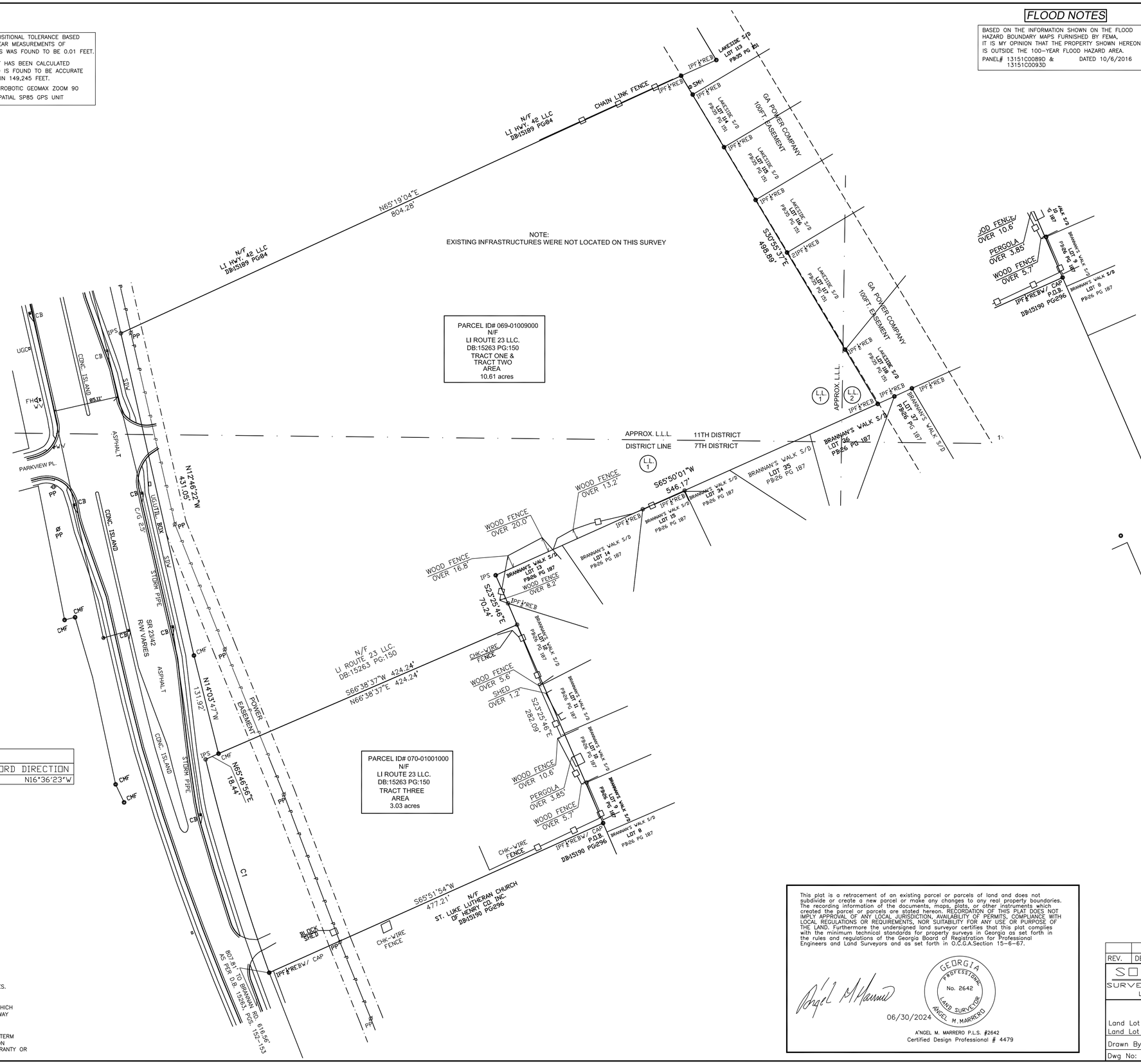
GRID NORTH
GA WEST



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This plat is a retracement of an existing parcel or parcels of land and does not subdivide or create a new parcel or make any changes to any real property boundaries. The recording information of the documents, maps, plats, or other instruments which created the parcel or parcels are stated hereon. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, NOR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. Furthermore the undersigned land surveyor certifies that this plat complies with the minimum technical standards for property surveys in Georgia as set forth in the rules and regulations of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in O.C.G.A.Section 15-6-67.

GEORGIA PROFESSIONAL No. 2642 LAND SURVEYOR ANGEL M. MARRERO

06/30/2024

A'NGEL M. MARRERO P.L.S. #2642
Certified Design Professional # 4479

60' 0' 60' 120'
Scale: 1" =60'

REV.	DESCRIPTION	DATE

SOUTHSIDE SURVEYING & PLANNING LSF000831
#155 WESTRIDGE PKWY SUITE 212 MCDONOUGH, GA 30253 Phone: (770) 320-8009
1/1

RETRACEMENT SURVEY FOR:
LI ROUTE 23 LLC.
Land Lot 1 7TH Dist.
Land Lot 1 & 2 11TH Dist.
CITY OF STOCKBRIDGE
Henry County, GA

Drawn By: AMM
Scale: 1"=60'
Dwg No: 2-240640A
Date: 06/30/2024

Paramount
ENGINEERING, LLC

July 1, 2024

City of Stockbridge
Community Development Dept.
4602 North Henry Blvd.
Stockbridge, GA. 30281

Re: Letter of Intent- Rezoning for Hwy. 42 Townhomes

To Whom It May Concern:

This letter is in reference to the rezoning application for the Hwy. 42 Townhomes located on Hwy. 42N in Stockbridge, Georgia. The application is requesting the parcels 069-01009000 & 070-01001000 located at Hwy. 42N. from C2 to MFR for the development of a 100 unit fee simple style townhome subdivision.

If you have any questions feel free to call me at (770) 473-9576.

Sincerely,

George P. Harper III, P.E.

June 17, 2024

Henry County Water Authority
Engineering Division
100 Westridge Industrial Blvd.
McDonough, GA. 30253

Re: Letter of Intent- Water & Sewer Availability for Hwy. 42 Townhomes

To Whom It May Concern:

This letter is in reference to the water and sewer availability application for the Hwy. 42 Townhomes located on Hwy. 42N in Stockbridge, Georgia. The application is requesting water and sewer availability for the development of a 100 unit fee simple style townhome subdivision. The application to the City of Stockbridge is to rezone the property from C2 to MFR. The project is scheduled to begin construction within the next 8 months.

If you have any questions feel free to call me at (770) 473-9576.

Sincerely,

George P. Harper III, P.E.

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 1 day of July 2024

George Harper

Applicant's Name - Printed

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 1 day of July 2024

SHARON MOORE NOTARY PUBLIC HENRY COUNTY GEORGIA

Notary Public

My Commission expires 12/29/24

* 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
N/A	N/A	N/A

We certify that the foregoing information is true and correct, this 25th day of June, 2024

Linda C Clark
Applicant's Name - Printed

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 25 day of June 2024

Adria Smallwood
Notary Public

ADRIA SMALLWOOD
MY COMMISSION EXPIRES
NOTARY
PUBLIC
10/18/2027
HENRY COUNTY
GEORGIA

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

NOTE: If the proposed development site would contain more than one property, and/or more than one property owner, please first type a list on a separate sheet of paper which identifies each property (address and/or parcel number) and its corresponding property owner(s). Then fill out a separate Property Owner's Authorization Form (provided below) for each property and each property owner.

PROPERTY OWNER'S AUTHORIZATION FORM (See NOTE above.)

The undersigned below is the PROPERTY OWNER, or one of the property owners, of the property at Hwy 42 N. [address], with Parcel Number 069-01009000 & 070-01001000, which is the subject of this application.

Name of Property Owner: LI Route 23, LLC.

Property Owner's Address: 2680 Hwy. 42 N, McDonough, GA. 30253

Telephone: 678-786-8672 E-mail: linda@lindawood.com

I swear that I am the Property Owner, or one of the Property Owners, of the property that is the subject matter of the attached application, as is shown in the tax assessors' records of Henry [County], Georgia [State].

Signature: [signature] Date: 06/25/2024

The undersigned does duly authorize the person(s) and/or company who is named below to act as APPLICANT(S) in the pursuit of this application for the subject property.

Name(s) of Applicant(s): George Harper

Company/law firm (if applicable): Paramount Engineering, Inc.

Telephone, E-Mail, & Address: 11 E. Broad St., Newnan, GA. 30263 Ph: 770-473-9576

Email: george@paramountengineering.com

I authorize the Applicant or Applicants who are named above to act on my behalf for this application.

[signature]

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

06/25/2024
Date

[signature]

Signature of Notary Public

Adria Smallwood

Printed Name of Notary Public

6/25/2024
Date

Notary Public's Seal or Stamp:

ADRIA SMALLWOOD
MY COMMISSION EXPIRES
NOTARY
PUBLIC
10/18/2027
HENRY COUNTY,
GEORGIA

TO: Planning Commission; Mayor/Council

FROM: Gordon Linton, Planner I

CC: R. Ryan Anderson, Community Development Director
Keedra Jackson, Chief Planner

DATE: August 15, 2024 (Planning Commission)

September 9, 2024 (Mayor and Council)

Subject: CP-2024-06 for 2612 Highway 42 North and Parcel # 069-01009000

I. PURPOSE

To Consider a Comprehensive Plan Amendment application to change the current future land use designation of two parcels that are located on the eastern side of Highway 42 North and south of Eagles Landing Parkway from Low-Density Mixed-Use to Medium-Density Residential to allow for the construction of a townhome development. The applicant is LI Route 23, LLC and the agent is George Harper of Paramount Engineering. The property contains two parcels, as are listed below, with 13.64 +/- total acres within the Stockbridge City Limits.

- Parcel #069-01009000 – Contains 10.61 +/- acres in Land Lots 1 & 2 of Districts 7 & 11.
- Parcel #070-01001000 (2612 Highway 42 North) — Contains 3.03 +/- acres In Land Lot 1 of District 7.

The applicant also simultaneously submitted two other applications to the City of Stockbridge as are listed below:

- **Rezoning (RZ-2024-06)** – The applicant requests to rezone the two parcels from 'C-2' (General Commercial) to 'MFR' (Multiple-Family Residential).
- **Variance (VR-2024-02)** – The applicant submitted two variances on the subject property which are as follows:
    1. **Variance Request #1:** reduce the front yard setbacks of the townhome lots from the required 50 feet to 30 feet
    2. **Variance Request #2:** reduce the side yard setbacks of the townhome lots, between buildings, from the required 15 feet to 10 feet.

II. Background

Proposed Development	Townhome development with 100 units
Site Address	2612 Highway 42 North; 069-01009000
Parcel Identification	#069-01009000; #070-01001000
Parcel Acreage	13.64 +/- acres
Applicant	LI Route 23, LLC
Agent	George Harper of Paramount Engineering
Owner	LI Route 23, LLC
Current Future Land Use Designation	Low-Density Mixed-Use
Proposed Future Land Use Designation	Medium-Density Residential
Number of Proposed Units Per Acre	7.33 units per acre
Current Use	The site is currently vacant and wooded with an existing deceleration lane and entrance on the right.

SURROUNDING LAND USE DESIGNATIONS

Location	Existing Land Use	Existing Future Land Use Designation
Property to the North	C & C Fence Elite Collision CVS Eagles Peak Shopping Center	Low-Density Mixed-Use

Property to the South	St Luke Lutheran Church Cannon-Cleveland Funeral Directors	Low-Density Mixed-Use
Property to the East	Brannan's Walk Lakeside At Eagle's Landing	Low-Density Mixed-Use High Density Residential
Property to the West	Parkside at Eagle's Landing Parkside Plaza Parkside Office Plaza Marathon Gas Station	High Density Residential Low-Density Mixed-Use Low-Density Mixed-Use Low-Density Mixed-Use

SURROUNDING LAND USE DENSITIES

Name of Subdivision/Development	Units	Estimate Density Per Acres
Brannan's Walk	46	4 units per acre
Lakeside At Eagle's Landing	90	3 units per acre
Parkside at Eagle's Landing	214	3 units per acre
Highway 42 Townhomes	**100**	**7 units per acre**

III. Findings of Facts

1. The applicant has requested to rezone the two parcels from C-2 (General Commercial) to MFR (Multiple-Family Residential).

2. The applicant submitted two variances (VR-2024-02) on the subject property which are as follows:

a) **Variance Request #1**: reduce the front yard setbacks of the townhome lots from the required 50 feet to 30 feet

b) **Variance Request #2**: reduce the side yard setbacks of the townhome lots, between buildings, from the required 15 feet to 10 feet.

3. The surrounding land use designations that are in the vicinity of the area are as follows: Low Density Mixed Use and High Density Residential.

4. The two parcels are part of the Parkway Mixed-Use Overlay District.

5. The existing deceleration lane at the subject property was completed in 2002.

6. The larger parcel was rezoned from RA (Residential-Agricultural) to C-2 (General Commercial) on May 6, 1997, as part of a larger property.

IV. Maps, Site Plan, and Renderings

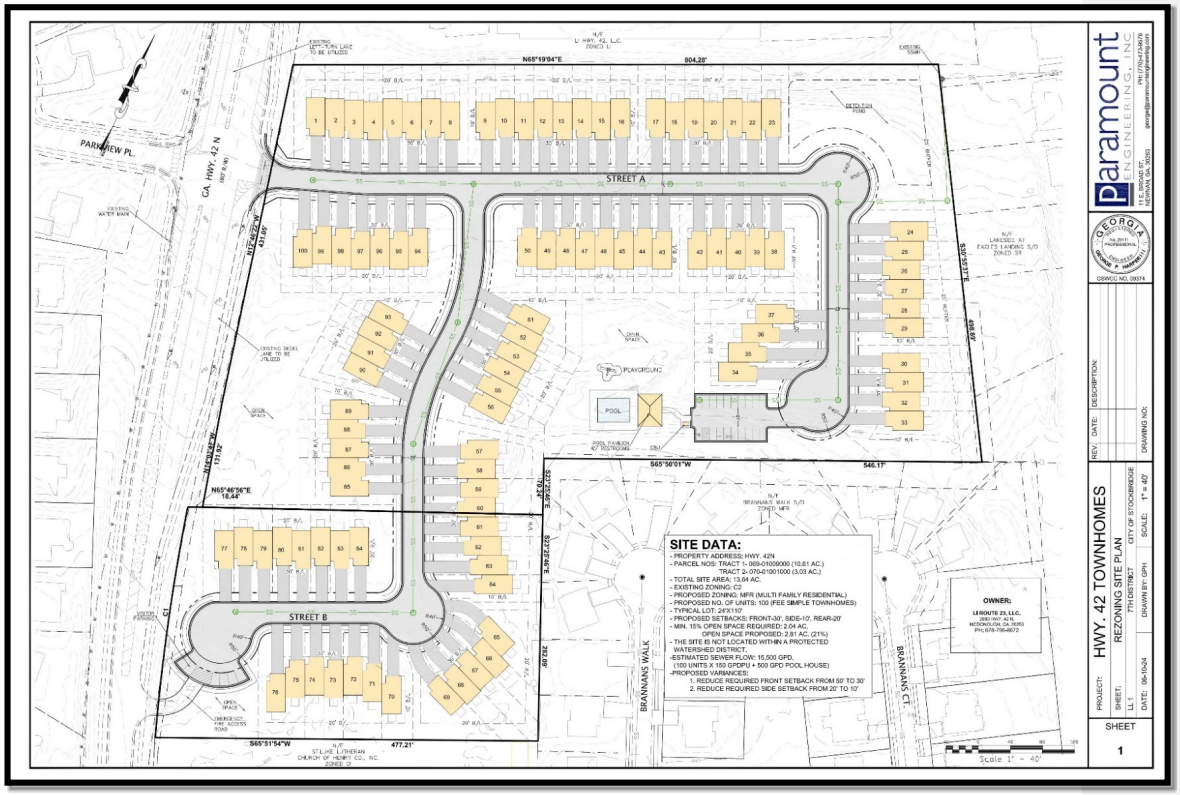
Vicinity Map of 2612 Highway 42 North; 069-01009000

#CP-2024-06 for 2612 Highway 42 North; 069-01009000

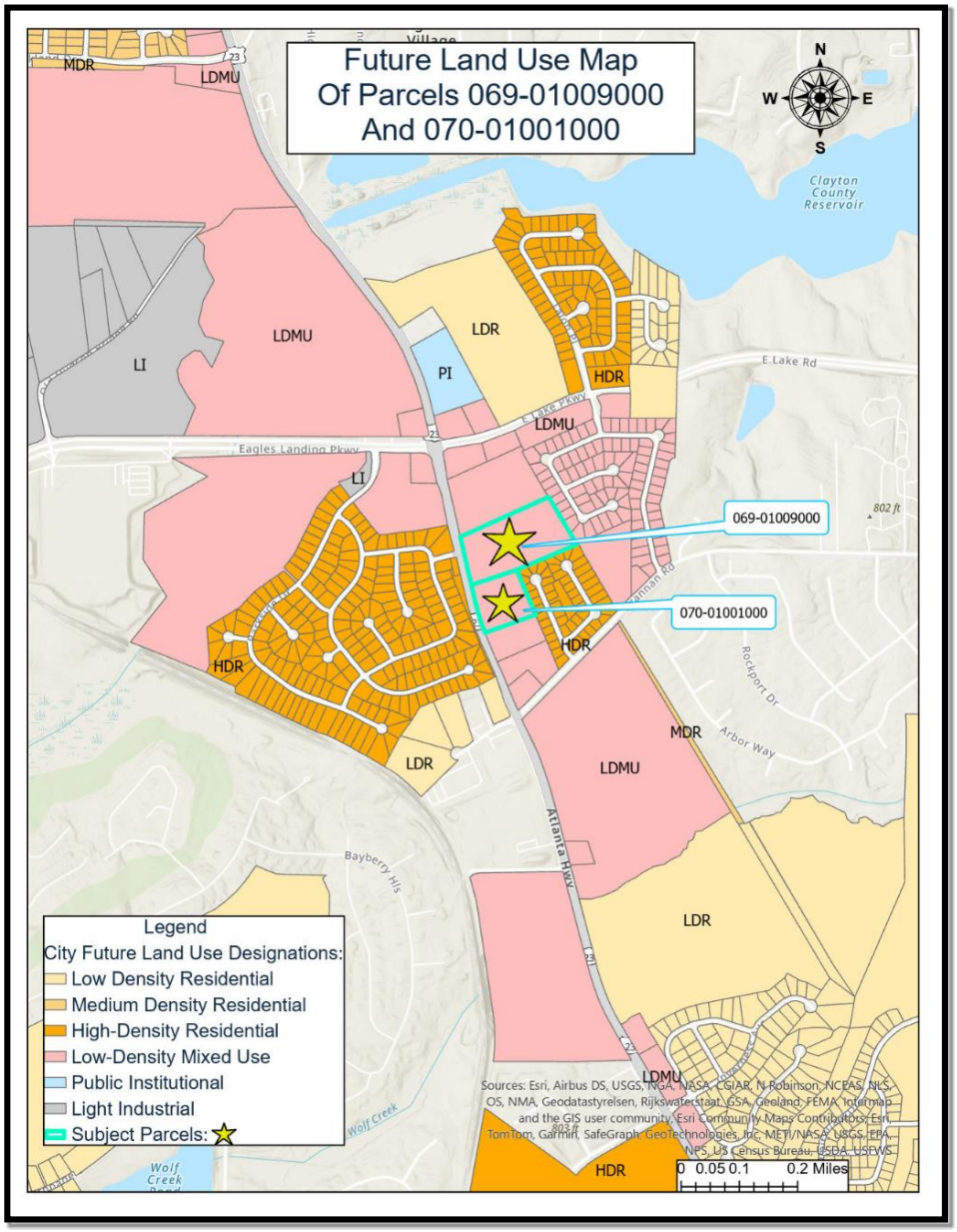
Aerial Photo with Site Plan

#CP-2024-06 for 2612 Highway 42 North; 069-01009000

Site Plan of Highway 42 Townhomes



Future Land Use Map of 2612 Highway 42 North; 069-01009000



Surrounding Land Use Density Map for 2612 Highway 42 North; 069-01009000

V. Analysis

Project Description

The applicant, LI Route 23, LLC., is proposing to build a townhome development with 100 units with a density of 7 units per acre on the eastern side of Highway 42 North and south of Eagles Landing Parkway. The size of the proposed townhomes is 24' (H) x 110 (W), which is 2,640 square feet. The proposed townhome development will include the following amenities: pool, pool pavilion with restrooms, a playground, a community mailbox, and 2.81 acres of open space. The proposed townhome development will also include six parking spaces for the visitors and 19 parking spaces close to the pool area. The proposed townhome development will include a 25-foot buffer along the eastern boundary line adjacent to the Lakeside at Eagles Landing subdivision. In addition, the proposed development will be gated, and will include a five-foot sidewalk on both sides of the internal streets. The proposed townhome development will utilize the existing deceleration lane located on Highway 42 North and will install an emergency access road on Highway 42 North. In addition, the proposed townhome development will have main access from the Parkview Place subdivision.

Commented [KJ1]: This font is different from the font under "Analysis of Request"

Currently, the two parcels have a current future land use designation of Low-Density Mixed-Use, which is not compatible with the requested MFR (Multiple-Family Residential) zoning district. Therefore, the applicant has requested to change the future land use designation from Low-Density Mixed-Use to Medium-Density Residential. Page 49 of the 2024 Comprehensive Plan provides a list of compatible zoning districts, which includes the requested MFR (Multiple-Family Residential) zoning district.

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.**

   Currently, the two parcels have a current future land use designation of Low-Density Mixed-Use, which is not compatible with the requested MFR (Multiple-Family Residential) zoning district. Therefore, the applicant has requested to change the future land use designation from Low-Density Mixed-Use to Medium-Density Residential. Page 49 of the 2024 Comprehensive Plan provides a list of compatible zoning districts, which includes the requested MFR (Multiple-Family Residential) zoning district.

   The City of Stockbridge 2024 Comprehensive Plan states that the future land use designation of Medium-Density Residential are for properties that have a density range of 4 to 7.99 units per acre. Since the proposed townhome development has a density of 7.33 units per acre, it meets the required density range of the Medium-Density Residential future land use designation. In addition, the proposed townhome

development meets the intent of the Medium-Density Residential future land use designation, which states on Page 49

- "This designation is intended for residential developments which include single-family, detached homes on lots ranging from 10,000 – 30,000 square feet, including parcels zoned for single family attached and detached homes, as well as duplex residential developments and mobile home/manufactured home developments."

Lastly, the proposed townhome development is consistent with the policy goals of the 2024 Comprehensive Plan on pages 42-44 that are listed below:

Community Goals and Policies (page 42-44)	To provide a variety of housing choices to suit the changing needs and lifestyles of City residents. **(Housing Goal)**
	Provide a mixture of housing options to attract young professionals, singles, and small families. **(Housing Policy)**
	To attract new, diverse residents **(Population Goal)**
	Maintain a family friendly environment and focus on attracting and retaining young adults. **(Population Policy)**
	To establish land use designations that meet the needs of the City and are consistent with the new UDC. **(Future Land Use Goal)**

2. Relation to the Zoning of the Property.

In addition to the requested future land use designation of Medium-Density Residential, the applicant is requesting to rezone the two parcels from C-2 (General Commercial) to MFR (Multiple-Family Residential) Page 49 of the 2024 Comprehensive Plan

provides a list of compatible zoning districts, which includes the requested MFR (Multiple-Family Residential) zoning district.

3. Suitability of the Site's Location.

The applicant is currently proposing 100 units on 13.64 acres with a density rate of 7.33 dwelling units per acre. Regarding the surrounding densities of the vicinity of the area, the development has a higher density than the nearby subdivisions, which ranges from 3 to 4 units per acre. The proposed townhome meets the required density range of the Medium-Density Residential future land use designation.

4. Maintaining the Current Land Use Designation.

Although the two parcels have a current future land use designation of Low-Density Mixed Use, the proposed future land use designation of Medum-Density Residential would be more appropriate for the two parcels due to the surrounding future land use designations of both High Density Residential and Low Density Residential. The proposed Medum-Density Residential will also support a variety of housing choices, which includes the proposed townhomes.

By adopting a Medium-Density Residential designation, the parcels would serve as a great transition between these differing densities, fostering a more balanced community.

IV. STAFF RECOMMENDATION

This Staff Report has demonstrated that the requested Comprehensive Plan Amendment via CP-2024-06 is consistent with the 2024 Comprehensive Plan in conjunction with the requested rezoning of RZ-2024-06 to change the zoning district from C-2 (General Commercial) to MFR (Multiple-Family Residential), and with the requested variances of VR-2024-02. Therefore, the Planning and Zoning staff recommends **APPROVAL**.

SITE DATA:

- PROPERTY ADDRESS: HWY. 42N
- PARCEL NOS: 069-01009000, 070-01001000
- TOTAL SITE AREA: 12.95 AC.
- EXISTING ZONING: C2
- PROPOSED ZONING: MFR (MULTI FAMILY RESIDENTIAL)
- PROPOSED NO. OF UNITS: 100 (FEE SIMPLE TOWNHOMES)
- TYPICAL LOT: 24'X110'
- PROPOSED SETBACKS: FRONT-30', SIDE-10', REAR-20'
- THE SITE IS NOT LOCATED WITHIN A PROTECTED WATERSHED DISTRICT.

-ESTIMATED SEWER FLOW: 15,500 GPD.
(100 UNITS X 150 GPDPU + 500 GPD POOL HOUSE)

-PROPOSED VARIANCES:
1. REDUCE REQUIRED FRONT SETBACK FROM 50' TO 30'
2. REDUCE REQUIRED SIDE SETBACK FROM 20' TO 10'

Paramount ENGINEERING, INC
PH: (770)-473-9576
11 E. BROAD ST.
NEWNAN, GA. 30263
george@paramountengineering.com

GEORGIA REGISTERED No. 29411 PROFESSIONAL ENGINEER GEORGE P. HARPER III

GSWCC NO. 09374

REV.	DATE:	DESCRIPTION:

DRAWING NO:

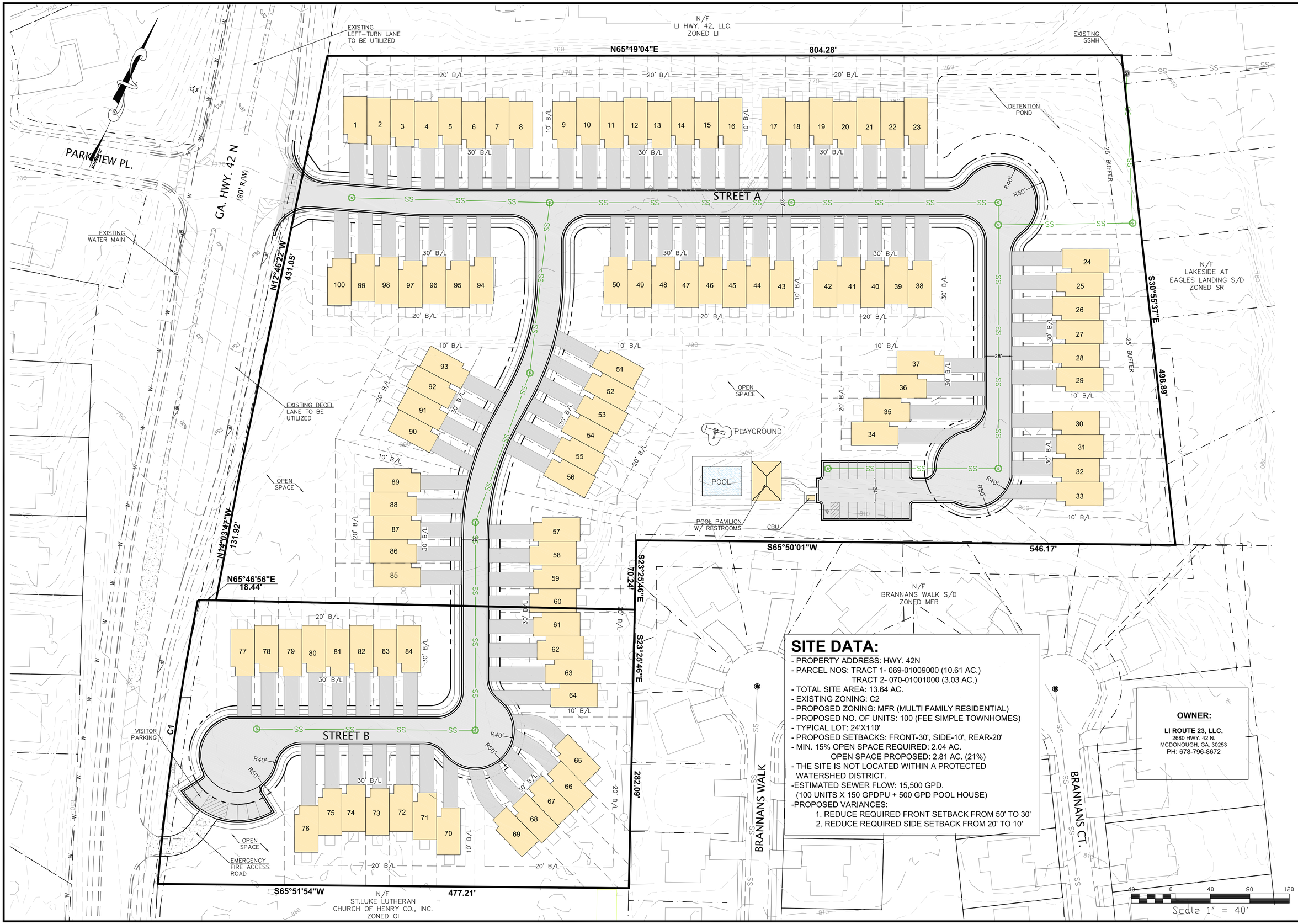
PROJECT: HWY. 42 TOWNHOMES

SHEET: REZONING SITE PLAN

LL 1 | 7TH DISTRICT | CITY OF STOCKBRIDGE

DATE: 06-10-24 | DRAWN BY: GPH | SCALE: 1" = 40'

SHEET 1



SITE DATA:

- PROPERTY ADDRESS: HWY. 42N
- PARCEL NOS: TRACT 1- 069-01009000 (10.61 AC.)
  TRACT 2- 070-01001000 (3.03 AC.)
- TOTAL SITE AREA: 13.64 AC.
- EXISTING ZONING: C2
- PROPOSED ZONING: MFR (MULTI FAMILY RESIDENTIAL)
- PROPOSED NO. OF UNITS: 100 (FEE SIMPLE TOWNHOMES)
- TYPICAL LOT: 24'X110'
- PROPOSED SETBACKS: FRONT-30', SIDE-10', REAR-20'
- MIN. 15% OPEN SPACE REQUIRED: 2.04 AC.
  OPEN SPACE PROPOSED: 2.81 AC. (21%)
- THE SITE IS NOT LOCATED WITHIN A PROTECTED WATERSHED DISTRICT.
- ESTIMATED SEWER FLOW: 15,500 GPD.
  (100 UNITS X 150 GPDPU + 500 GPD POOL HOUSE)
- PROPOSED VARIANCES:
  1. REDUCE REQUIRED FRONT SETBACK FROM 50' TO 30'
  2. REDUCE REQUIRED SIDE SETBACK FROM 20' TO 10'

OWNER:

LI ROUTE 23, LLC.
2680 HWY. 42 N.
MCDONOUGH, GA. 30253
PH: 678-796-8672

Paramount ENGINEERING, INC
PH: (770)-473-9576
11 E. BROAD ST.
NEWNAN, GA. 30263
george@paramountengineering.com

GEORGIA REGISTERED No. 29411 PROFESSIONAL ENGINEER GEORGE P. HARPER III
GSWCC NO. 09374

REV.	DATE:	DESCRIPTION:

DRAWING NO:

PROJECT: HWY. 42 TOWNHOMES

SHEET: REZONING SITE PLAN

LL 1 — 7TH DISTRICT — CITY OF STOCKBRIDGE

DATE: 06-10-24 — DRAWN BY: GPH — SCALE: 1" = 40'

SHEET 1

SITE DATA:

- PROPERTY ADDRESS: HWY. 42N
- PARCEL NOS: 069-01009000, 070-01001000
- TOTAL SITE AREA: 12.95 AC.
- EXISTING ZONING: C2
- PROPOSED ZONING: MFR (MULTI FAMILY RESIDENTIAL)
- PROPOSED NO. OF UNITS: 100 (FEE SIMPLE TOWNHOMES)
- TYPICAL LOT: 24'X110'
- PROPOSED SETBACKS: FRONT-30', SIDE-10', REAR-20'
- THE SITE IS NOT LOCATED WITHIN A PROTECTED WATERSHED DISTRICT.

-ESTIMATED SEWER FLOW: 15,500 GPD.
(100 UNITS X 150 GPDPU + 500 GPD POOL HOUSE)

-PROPOSED VARIANCES:
1. REDUCE REQUIRED FRONT SETBACK FROM 50' TO 30'
2. REDUCE REQUIRED SIDE SETBACK FROM 20' TO 10'

Paramount ENGINEERING, INC
PH: (770)-473-9576
11 E. BROAD ST.
NEWNAN, GA. 30263
george@paramountengineering.com

GEORGIA REGISTERED No. 29411 PROFESSIONAL ENGINEER GEORGE P. HARPER III

GSWCC NO. 09374

REV.	DATE:	DESCRIPTION:

DRAWING NO:

PROJECT: HWY. 42 TOWNHOMES

SHEET: REZONING SITE PLAN

LL 1 | 7TH DISTRICT | CITY OF STOCKBRIDGE

DATE: 06-10-24 | DRAWN BY: GPH | SCALE: 1" = 40'

SHEET 1

Henry County, GA

Overview

Legend

- Parcels
- Roads

Parcel ID	070-01001000	**Class**	C	**Owner**	LI ROUTE 23 LLC	**Land Value:**	$202,500
Property Address	2612 HIGHWAY 42 N	**Acreage**	3.0	**Address**	2680 HWY 42 N MCDONOUGH GA 30253	**Building Value:**	$0
District	City/Stockbridge					**Misc Value:**	$0
						Total Value:	$202,500

Last 2 Sales

Date	Price	Reason	Qual
5/25/2017	$0	CORPORATE	U
4/28/2017	$360,000	CONTIGUOUS PROPERTY	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: 7/1/2024
Last Data Uploaded: 7/1/2024 1:45:40 AM

Developed by Schneider GEOSPATIAL

Henry County, GA

Overview

Legend

- Parcels
- Roads

Parcel ID	069-01009000	**Class**	C	**Owner**	LI ROUTE 23 LLC	**Land Value:**	$671,600
Property Address		**Acreage**	9.95	**Address**	2680 HWY 42 N MCDONOUGH GA 30253	**Building Value:**	$0
District	City/Stockbridge					**Misc Value:**	$0
						Total Value:	$671,600

Last 2 Sales

Date	Price	Reason	Qual
5/25/2017	$0	CORPORATE	U
4/28/2017	$360,000	CONTIGUOUS PROPERTY	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: 7/1/2024
Last Data Uploaded: 7/1/2024 1:45:40 AM

Developed by Schneider GEOSPATIAL

THE CALCULATED POSITIONAL TOLERANCE BASED ON REDUNDANT LINEAR MEASUREMENTS OF OBSERVED POSITIONS WAS FOUND TO BE 0.01 FEET.

THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 149,245 FEET.

EQUIPMENT USED ROBOTIC GEOMAX ZOOM 90 & SPECTRA GEOSPATIAL SP85 GPS UNIT

THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT

FLOOD NOTES

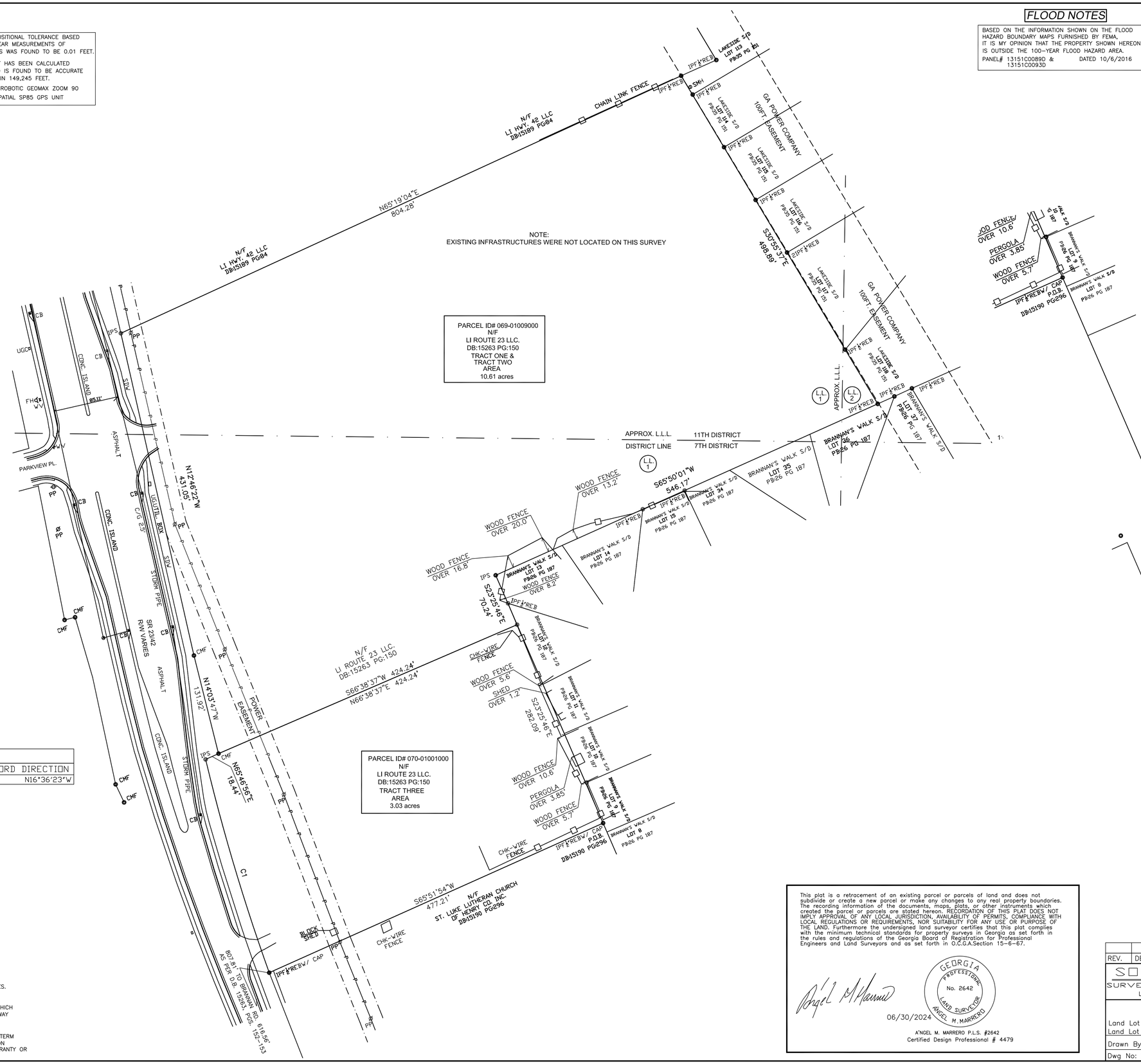
BASED ON THE INFORMATION SHOWN ON THE FLOOD HAZARD BOUNDARY MAPS FURNISHED BY FEMA, IT IS MY OPINION THAT THE PROPERTY SHOWN HEREON IS OUTSIDE THE 100-YEAR FLOOD HAZARD AREA.

PANEL# 13151C0089D & 13151C0093D DATED 10/6/2016

LEGENDS OF SYMBOLS

P.O.B.	POINT OF BEGINNING
P.O.R.	POINT OF REFERENCE
GM	GAS MARKER/GAS METER
OOTP	OPEN TOP PIPE
OIPF	IRON PIN FOUND
OIPS	IRON PIN SET 1/2"ø REBAR W/ CAP
C/G	CURB AND GUTTER
P/L	PROPERTY LINE
R/W	RIGHT-OF-WAY
L.L.L.	LAND LOT LINE
CMF	CONCRETE MONUMENT FOUND
POL	POINT ON LINE
B.O.C.	BACK OF CURB
FNC	FENCE CORNER
EP	EDGE OF PAVEMENT
PC	PROPERTY CORNER
LP	LIGHT POLE
PP	POWER POLE
GW	GUY WIRE
JB	EXISTING JUNCTION BOX
WV	EXISTING WATER VALVE
FH	EXSITING FIRE HYDRANT
T.B.M.	TEMPORARY BENCH MARK
B.F.E.	BASE FLOOD ELEVATION
M.F.E.	MINIMUM FLOOR ELEVATION
HW	HEADWALL
SWCB	SINGLE WALL CATCH BASIN
DWCB	DOUBLE WALL CATCH BASIN
OS	OUTLET STRUCUTRE (RISER)
DI	DROP INLET
WM	WATER METER
W	WATERLINE
SS	SANITARY SEWER LINE
OVP	OVERHEAD POWERLINE
UFO	UNDERGROUND FIBER OPTICS
G	GASLINE
LS	LANDSCAPING
PKS (F)	PK NAIL SET (FOUND)
EX-MH	EXISTING SANITARY SEWER MANHOLE
SSMH	SANITARY SEWER MANHOLE
S.S.E.	SANITARY EASEMENT
C/O	CLEAN-OUT
FDC	FIRE DEPARTMENT CONNECTOR
C.L.F.	CHAIN LINK FENCE
D.E.	DRAINAGE EASEMENT
R.R.E.	RAIL ROAD EASEMENT
H	HEIGHT
UE	UNDERGROUND ELECTRIC
AC	AIRCONDITION UNITS

GRID NORTH
GA WEST



P.O.R. DETAIL

CURVE TABLE				
CURVE	LENGTH	RADIUS	CHORD	CHORD DIRECTION
C1	290.47	2650.09	290.31	N16°36'23"W

GENERAL NOTES

1. TOGETHER WITH ALL EASEMENTS RECORDED OR UNRECORDED.
2. LAST DATE OF FIELD SURVEY 06/28/2024
3. ALL LINEAR DISTANCES SHOWN ON PLAT SHALL BE HORIZONTAL.
4. INFORMATION REGARDING THE PRESENCE, SIZE, AND LOCATION OF UNDERGROUND UTILITIES IS SHOWN HEREON. THE INFORMATION IS BASED ON THE LOCATION OF ABOVE GROUND APPURTENANCES, AVAILABLE SITE PLANS, AND PAINT PLACED BY UNDERGROUND SERVICES. "NO CERTIFICATION IS MADE AS TO THE ACCURACY"
5. ALL BEARINGS AND DISTANCES WERE MEASURED AND USED.
6. THIS SURVEY WAS PREPARED WITHOUT BENEFIT OF A TITLE REPORT WHICH MAY REVEAL ADDITIONAL CONVEYANCES, EASEMENTS OR RIGHTS-OF-WAY NOT SHOWN HEREON.

** PURSUANT TO RULE 180-6.09 OF THE GEORGIA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS, THE TERM "CERTIFY" OR "CERTIFICATION" MEANS TO DECLARE A PROFESSIONAL OPINION REGARDING THOSE FACTS OR FINDINGS AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EITHER EXPRESSED OR IMPLIED.

This plat is a retracement of an existing parcel or parcels of land and does not subdivide or create a new parcel or make any changes to any real property boundaries. The recording information of the documents, maps, plats, or other instruments which created the parcel or parcels are stated hereon. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, NOR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. Furthermore the undersigned land surveyor certifies that this plat complies with the minimum technical standards for property surveys in Georgia as set forth in the rules and regulations of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in O.C.G.A.Section 15-6-67.

GEORGIA PROFESSIONAL No. 2642 LAND SURVEYOR ANGEL M. MARRERO

06/30/2024

A'NGEL M. MARRERO P.L.S. #2642
Certified Design Professional # 4479

60' 0' 60' 120'
Scale: 1" =60'

REV.	DESCRIPTION	DATE

SOUTHSIDE SURVEYING & PLANNING LSF000831
#155 WESTRIDGE PKWY SUITE 212 MCDONOUGH, GA 30253 Phone: (770) 320-8009
1/1

RETRACEMENT SURVEY FOR:
LI ROUTE 23 LLC.
Land Lot 1 7TH Dist.
Land Lot 1 & 2 11TH Dist.
CITY OF STOCKBRIDGE
Henry County, GA

Drawn By: AMM
Scale: 1"=60'
Dwg No: 2-240640A
Date: 06/30/2024

SITE DATA:

- PROPERTY ADDRESS: HWY. 42N
- PARCEL NOS: 069-01009000, 070-01001000
- TOTAL SITE AREA: 12.95 AC.
- EXISTING ZONING: C2
- PROPOSED ZONING: MFR (MULTI FAMILY RESIDENTIAL)
- PROPOSED NO. OF UNITS: 100 (FEE SIMPLE TOWNHOMES)
- TYPICAL LOT: 24'X110'
- PROPOSED SETBACKS: FRONT-30', SIDE-10', REAR-20'
- THE SITE IS NOT LOCATED WITHIN A PROTECTED WATERSHED DISTRICT.

-ESTIMATED SEWER FLOW: 15,500 GPD.
(100 UNITS X 150 GPDPU + 500 GPD POOL HOUSE)

-PROPOSED VARIANCES:
1. REDUCE REQUIRED FRONT SETBACK FROM 50' TO 30'
2. REDUCE REQUIRED SIDE SETBACK FROM 20' TO 10'

Paramount ENGINEERING, INC
PH: (770)-473-9576
11 E. BROAD ST.
NEWNAN, GA. 30263
george@paramountengineering.com

GEORGIA REGISTERED No. 29411 PROFESSIONAL ENGINEER GEORGE P. HARPER III

GSWCC NO. 09374

REV.	DATE:	DESCRIPTION:

DRAWING NO:

PROJECT: HWY. 42 TOWNHOMES

SHEET: REZONING SITE PLAN

LL 1 | 7TH DISTRICT | CITY OF STOCKBRIDGE

DATE: 06-10-24 | DRAWN BY: GPH | SCALE: 1" = 40'

SHEET 1

City of Stockbridge Planning and Zoning Division
Rezoning Application

Name of Applicant LI ROUTE 23, LLC. Phone: 678-796-8672 Date: 07-01-24

Address Applicant: 2680 HWY. 42N. Fax Cell #

City: MCDONOUGH State: GA Zip: 30253 E-mail:

Name of Agent George Harper- Paramount Eng. Phone: 770-473-9576 Date: 06-21-24

Address Agent: 11 E. Broad St. Fax Cell #

City: Newnan State: GA Zip: 30263 E-mail: george@paramountengineering.c

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

Rezone Parcel Nos. 069-01009000 & 07-01001000

from C2 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: Hwy. 42 N.

Nearest intersection to the property: Parkview Place
(Street Address)

Size of Tract: 13.64 AC. acre(s), Land Lot Number(s): 1 & 2, District(s): 7th & 11th.

Property Tax Parcel Number(s): 069-01009000 & 07-01001000 **(Required)**

Witness' Signature

Signature of Applicant

Robbie L. Moore
Printed Name of Witness

Linda e Clark
Printed Name of Applicant

Adria Smallwood
Notary

Signature of Agent

NOTARY STAMP:

ADRIA SMALLWOOD
MY COMMISSION EXPIRES
NOTARY
PUBLIC
10/18/2027
HENRY COUNTY,
GEORGIA

(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:

Survey Written Description
Parcel ID #069-01009000 & 070-01001000
#2612 SR 23/42N

All that tract or parcel of land lying and being in Land Lots 1 and 2 of the 11th District and Land Lot1 of the 7th District of Henry County, Georgia (City of Stockbridge Ga.) and being more particularly described as follows:

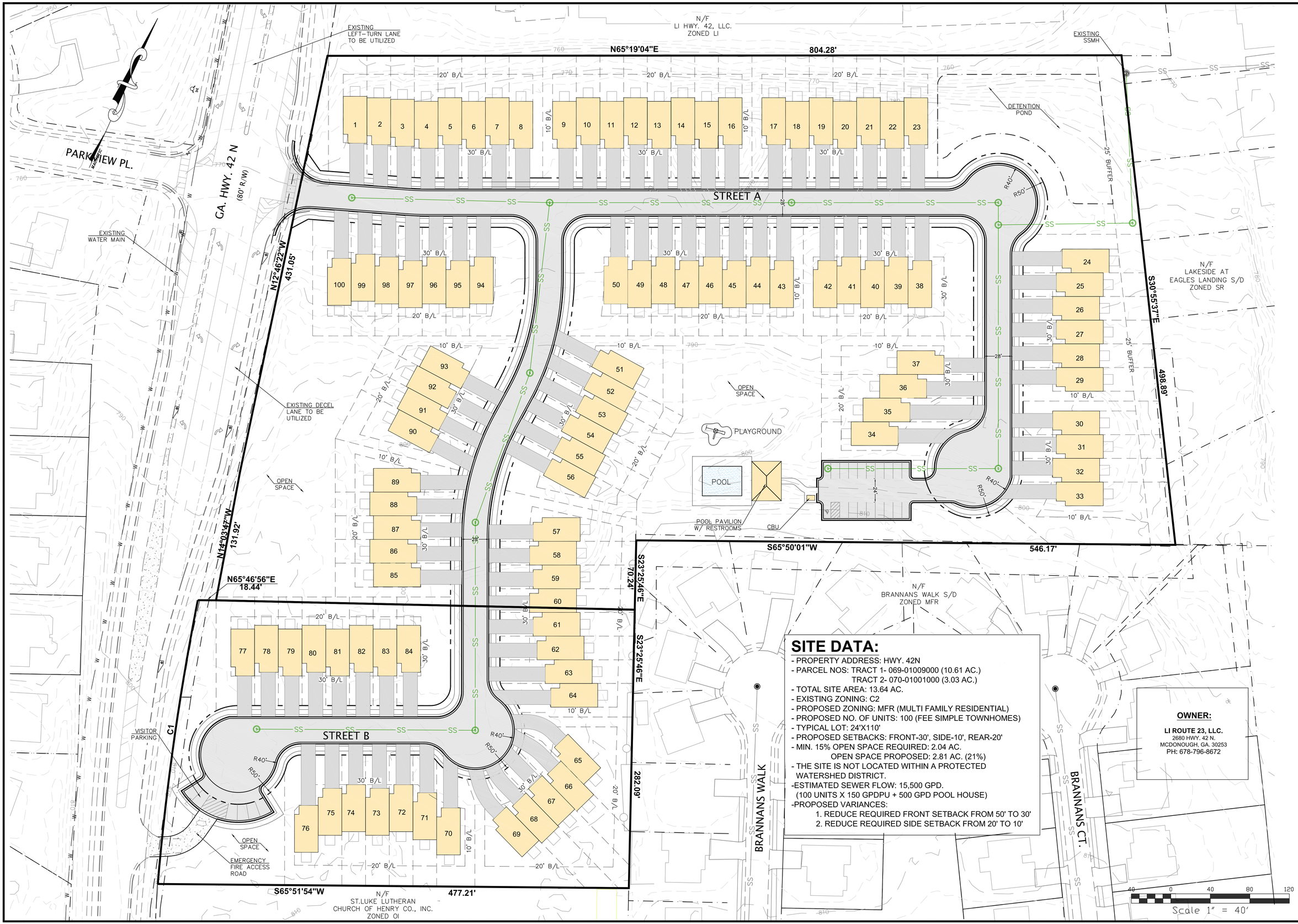
Commencing at the existing Intersection of The Northerly R/W of Brannan Road (80' R/W), and The Westerly Boundary Line of Brannan's Walk Subdivision (Plat Book 26, Pg. 187); Thence N 23°25'46" W a distance of 616.56' to an IPF (1/2" rebar w/cap), this point being **THE POINT OF BEGINNING (P.O.B):**

FROM THE POINT OF BEGINNING (P.O.B):

Thence S 65°51'54" W a distance of 477.21' to an IPF (1/2" rebar w/cap), this point also being 807.81' along existing R/W of S/R42 to Brannan Rd. (D.B. 15263, Pgs. 150-153) ; Thence around a curve to the right (C-1) having a radius of 2,650.09' a length of 290.47' a chord bearing of N 06°36'23" W a distance of 290.31' to an IPs (1/2" rebar); Thence N 65°46'56" E a distance of 18.44' to a CMF (concrete monument found); Thence N 14°03'47" W a distance of 131.92' to a CMF (concrete monument found); Thence N 12°46'22" W a distance of 431.05' to an IPS (1/2" rebar); Thence N 65°19'04"E a distance of 804.28' an IPF (1/2" rebar);); Thence S 30°55'57" E a distance of 498.89' to an IPF (1/2" rebar)); Thence S 65°50'01" W a distance of 546.17' to an IPS (1/2" rebar); Thence S 23°25'46"E a distance of 282.09' to a point, this point being **THE POINT OF BEGINNING (P.O.B).**

Containing 13.64 acres

Together with all easements recorded or unrecorded.



SITE DATA:

- PROPERTY ADDRESS: HWY. 42N
- PARCEL NOS: TRACT 1- 069-01009000 (10.61 AC.)
  TRACT 2- 070-01001000 (3.03 AC.)
- TOTAL SITE AREA: 13.64 AC.
- EXISTING ZONING: C2
- PROPOSED ZONING: MFR (MULTI FAMILY RESIDENTIAL)
- PROPOSED NO. OF UNITS: 100 (FEE SIMPLE TOWNHOMES)
- TYPICAL LOT: 24'X110'
- PROPOSED SETBACKS: FRONT-30', SIDE-10', REAR-20'
- MIN. 15% OPEN SPACE REQUIRED: 2.04 AC.
  OPEN SPACE PROPOSED: 2.81 AC. (21%)
- THE SITE IS NOT LOCATED WITHIN A PROTECTED WATERSHED DISTRICT.
- ESTIMATED SEWER FLOW: 15,500 GPD.
  (100 UNITS X 150 GPDPU + 500 GPD POOL HOUSE)
- PROPOSED VARIANCES:
  1. REDUCE REQUIRED FRONT SETBACK FROM 50' TO 30'
  2. REDUCE REQUIRED SIDE SETBACK FROM 20' TO 10'

OWNER:

LI ROUTE 23, LLC.
2680 HWY. 42 N.
MCDONOUGH, GA. 30253
PH: 678-796-8672

Paramount ENGINEERING, INC
PH: (770)-473-9576
11 E. BROAD ST.
NEWNAN, GA. 30263
george@paramountengineering.com

GEORGIA REGISTERED No. 29411 PROFESSIONAL ENGINEER GEORGE P. HARPER III
GSWCC NO. 09374

REV.	DATE:	DESCRIPTION:

DRAWING NO:

PROJECT: HWY. 42 TOWNHOMES

SHEET: REZONING SITE PLAN

LL 1 — 7TH DISTRICT — CITY OF STOCKBRIDGE

DATE: 06-10-24 — DRAWN BY: GPH — SCALE: 1" = 40'

SHEET 1

SITE DATA:

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- PARCEL NOS: 069-01009000, 070-01001000
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- PROPOSED NO. OF UNITS: 100 (FEE SIMPLE TOWNHOMES)
- TYPICAL LOT: 24'X110'
- PROPOSED SETBACKS: FRONT-30', SIDE-10', REAR-20'
- THE SITE IS NOT LOCATED WITHIN A PROTECTED WATERSHED DISTRICT.

-ESTIMATED SEWER FLOW: 15,500 GPD.
(100 UNITS X 150 GPDPU + 500 GPD POOL HOUSE)

-PROPOSED VARIANCES:
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Paramount ENGINEERING, INC
PH: (770)-473-9576
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PROJECT: HWY. 42 TOWNHOMES

SHEET: REZONING SITE PLAN

LL 1 | 7TH DISTRICT | CITY OF STOCKBRIDGE

DATE: 06-10-24 | DRAWN BY: GPH | SCALE: 1" = 40'

SHEET 1

THE CALCULATED POSITIONAL TOLERANCE BASED ON REDUNDANT LINEAR MEASUREMENTS OF OBSERVED POSITIONS WAS FOUND TO BE 0.01 FEET.

THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 149,245 FEET.

EQUIPMENT USED ROBOTIC GEOMAX ZOOM 90 & SPECTRA GEOSPATIAL SP85 GPS UNIT

THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT

FLOOD NOTES

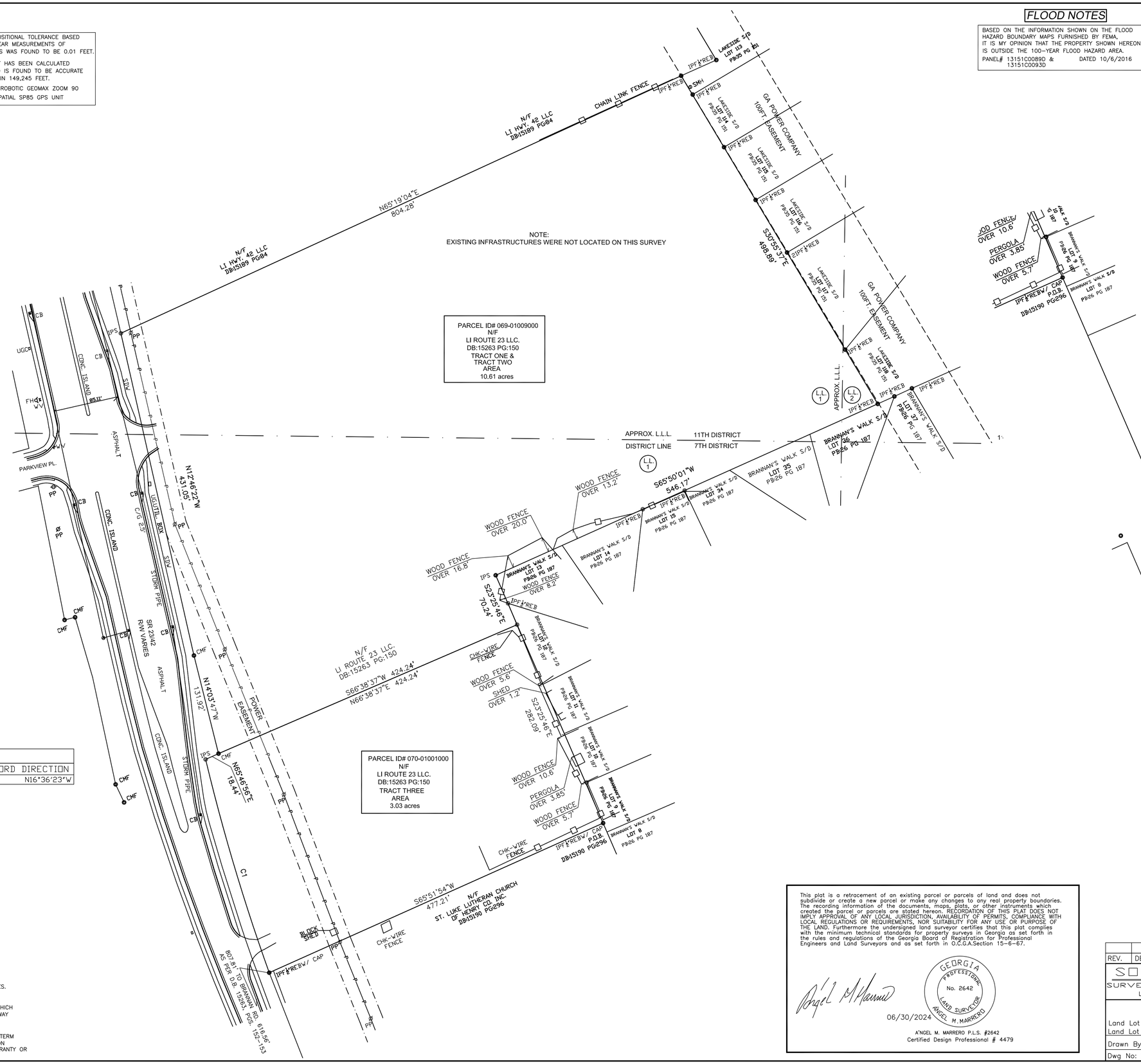
BASED ON THE INFORMATION SHOWN ON THE FLOOD HAZARD BOUNDARY MAPS FURNISHED BY FEMA, IT IS MY OPINION THAT THE PROPERTY SHOWN HEREON IS OUTSIDE THE 100-YEAR FLOOD HAZARD AREA.

PANEL# 13151C0089D & 13151C0093D DATED 10/6/2016

LEGENDS OF SYMBOLS

P.O.B.	POINT OF BEGINNING
P.O.R.	POINT OF REFERENCE
GM	GAS MARKER/GAS METER
OOTP	OPEN TOP PIPE
OIPF	IRON PIN FOUND
OIPS	IRON PIN SET 1/2"ø REBAR W/ CAP
C/G	CURB AND GUTTER
P/L	PROPERTY LINE
R/W	RIGHT-OF-WAY
L.L.L.	LAND LOT LINE
CMF	CONCRETE MONUMENT FOUND
POL	POINT ON LINE
B.O.C.	BACK OF CURB
FNC	FENCE CORNER
EP	EDGE OF PAVEMENT
PC	PROPERTY CORNER
LP	LIGHT POLE
PP	POWER POLE
GW	GUY WIRE
JB	EXISTING JUNCTION BOX
WV	EXISTING WATER VALVE
FH	EXSITING FIRE HYDRANT
T.B.M.	TEMPORARY BENCH MARK
B.F.E.	BASE FLOOD ELEVATION
M.F.E.	MINIMUM FLOOR ELEVATION
HW	HEADWALL
SWCB	SINGLE WALL CATCH BASIN
DWCB	DOUBLE WALL CATCH BASIN
OS	OUTLET STRUCUTRE (RISER)
DI	DROP INLET
WM	WATER METER
W	WATERLINE
SS	SANITARY SEWER LINE
OVP	OVERHEAD POWERLINE
UFO	UNDERGROUND FIBER OPTICS
G	GASLINE
LS	LANDSCAPING
PKS (F)	PK NAIL SET (FOUND)
EX-MH	EXISTING SANITARY SEWER MANHOLE
SSMH	SANITARY SEWER MANHOLE
S.S.E.	SANITARY EASEMENT
C/O	CLEAN-OUT
FDC	FIRE DEPARTMENT CONNECTOR
C.L.F.	CHAIN LINK FENCE
D.E.	DRAINAGE EASEMENT
R.R.E.	RAIL ROAD EASEMENT
H	HEIGHT
UE	UNDERGROUND ELECTRIC
AC	AIRCONDITION UNITS

GRID NORTH
GA WEST



P.O.R. DETAIL

CURVE TABLE				
CURVE	LENGTH	RADIUS	CHORD	CHORD DIRECTION
C1	290.47	2650.09	290.31	N16°36'23"W

GENERAL NOTES

1. TOGETHER WITH ALL EASEMENTS RECORDED OR UNRECORDED.
2. LAST DATE OF FIELD SURVEY 06/28/2024
3. ALL LINEAR DISTANCES SHOWN ON PLAT SHALL BE HORIZONTAL.
4. INFORMATION REGARDING THE PRESENCE, SIZE, AND LOCATION OF UNDERGROUND UTILITIES IS SHOWN HEREON. THE INFORMATION IS BASED ON THE LOCATION OF ABOVE GROUND APPURTENANCES, AVAILABLE SITE PLANS, AND PAINT PLACED BY UNDERGROUND SERVICES. "NO CERTIFICATION IS MADE AS TO THE ACCURACY"
5. ALL BEARINGS AND DISTANCES WERE MEASURED AND USED.
6. THIS SURVEY WAS PREPARED WITHOUT BENEFIT OF A TITLE REPORT WHICH MAY REVEAL ADDITIONAL CONVEYANCES, EASEMENTS OR RIGHTS-OF-WAY NOT SHOWN HEREON.

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GEORGIA PROFESSIONAL No. 2642 LAND SURVEYOR ANGEL M. MARRERO

06/30/2024

A'NGEL M. MARRERO P.L.S. #2642
Certified Design Professional # 4479

60' 0' 60' 120'
Scale: 1" =60'

REV.	DESCRIPTION	DATE

SOUTHSIDE SURVEYING & PLANNING LSF000831
#155 WESTRIDGE PKWY SUITE 212 MCDONOUGH, GA 30253 Phone: (770) 320-8009
1/1

RETRACEMENT SURVEY FOR:
LI ROUTE 23 LLC.
Land Lot 1 7TH Dist.
Land Lot 1 & 2 11TH Dist.
CITY OF STOCKBRIDGE
Henry County, GA

Drawn By: AMM
Scale: 1"=60'
Dwg No: 2-240640A
Date: 06/30/2024

Paramount
ENGINEERING, LLC

July 1, 2024

City of Stockbridge
Community Development Dept.
4602 North Henry Blvd.
Stockbridge, GA. 30281

Re: Letter of Intent- Rezoning for Hwy. 42 Townhomes

To Whom It May Concern:

This letter is in reference to the rezoning application for the Hwy. 42 Townhomes located on Hwy. 42N in Stockbridge, Georgia. The application is requesting the parcels 069-01009000 & 070-01001000 located at Hwy. 42N. from C2 to MFR for the development of a 100 unit fee simple style townhome subdivision.

If you have any questions feel free to call me at (770) 473-9576.

Sincerely,

George P. Harper III, P.E.

June 17, 2024

Henry County Water Authority
Engineering Division
100 Westridge Industrial Blvd.
McDonough, GA. 30253

Re: Letter of Intent- Water & Sewer Availability for Hwy. 42 Townhomes

To Whom It May Concern:

This letter is in reference to the water and sewer availability application for the Hwy. 42 Townhomes located on Hwy. 42N in Stockbridge, Georgia. The application is requesting water and sewer availability for the development of a 100 unit fee simple style townhome subdivision. The application to the City of Stockbridge is to rezone the property from C2 to MFR. The project is scheduled to begin construction within the next 8 months.

If you have any questions feel free to call me at (770) 473-9576.

Sincerely,

George P. Harper III, P.E.

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 1 day of July 2024

George Harper

Applicant's Name - Printed

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 1 day of July 2024

SHARON MOORE NOTARY PUBLIC HENRY COUNTY GEORGIA

Notary Public

My Commission expires 12/29/24

* 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
N/A	N/A	N/A

We certify that the foregoing information is true and correct, this 25th day of June, 2024

Linda C Clark
Applicant's Name - Printed

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 25 day of June 2024

Adria Smallwood
Notary Public

ADRIA SMALLWOOD
MY COMMISSION EXPIRES
NOTARY
PUBLIC
10/18/2027
HENRY COUNTY
GEORGIA

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

NOTE: If the proposed development site would contain more than one property, and/or more than one property owner, please first type a list on a separate sheet of paper which identifies each property (address and/or parcel number) and its corresponding property owner(s). Then fill out a separate Property Owner's Authorization Form (provided below) for each property and each property owner.

PROPERTY OWNER'S AUTHORIZATION FORM (See NOTE above.)

The undersigned below is the PROPERTY OWNER, or one of the property owners, of the property at Hwy 42 N. [address], with Parcel Number 069-01009000 & 070-01001000, which is the subject of this application.

Name of Property Owner: LI Route 23, LLC.

Property Owner's Address: 2680 Hwy. 42 N, McDonough, GA. 30253

Telephone: 678-786-8672 E-mail: linda@lindawood.com

I swear that I am the Property Owner, or one of the Property Owners, of the property that is the subject matter of the attached application, as is shown in the tax assessors' records of Henry [County], Georgia [State].

Signature: [signature] Date: 06/25/2024

The undersigned does duly authorize the person(s) and/or company who is named below to act as APPLICANT(S) in the pursuit of this application for the subject property.

Name(s) of Applicant(s): George Harper

Company/law firm (if applicable): Paramount Engineering, Inc.

Telephone, E-Mail, & Address: 11 E. Broad St., Newnan, GA. 30263 Ph: 770-473-9576

Email: george@paramountengineering.com

I authorize the Applicant or Applicants who are named above to act on my behalf for this application.

[signature]

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

06/25/2024
Date

[signature]

Signature of Notary Public

Adria Smallwood

Printed Name of Notary Public

6/25/2024
Date

Notary Public's Seal or Stamp:

ADRIA SMALLWOOD
MY COMMISSION EXPIRES
NOTARY
PUBLIC
10/18/2027
HENRY COUNTY,
GEORGIA

Stockbridge

Where Community Connects

TO: Planning Commission; Mayor and Council

FROM: Gordon Linton, Planner I

CC: R. Ryan Anderson, Community Development Director
Keedra Jackson, Chief Planner

DATE: August 15, 2024 (Planning Commission)

September 9, 2024 (Mayor and Council)

Subject: #RZ-2024-06 For 2612 Highway 42 North and Parcel # 069-01009000

I. PURPOSE

To consider a rezoning request to rezone two parcels on the east side of Highway 42 North and south of Eagles Landing Parkway, from 'C-2' (General Commercial) to 'MFR' (Multiple-Family Residential) to allow for the construction of a townhome development. The applicant is LI Route 23, LLC and the agent is George Harper of Paramount Engineering. The property contains two parcels, as are listed below, with 13.64 +/- total acres within the Stockbridge City Limits.

- Parcel #069-01009000 – Contains 10.61 +/- acres in Land Lots 1 & 2 of Districts 7 & 11.
- Parcel #070-01001000 (2612 Highway 42 North) — Contains 3.03 +/- acres In Land Lot 1 of District 7.

The applicant also simultaneously submitted two other applications to the City of Stockbridge as are listed below:

- **Comprehensive Plan Amendment (CP-2024-06)** – The applicant requests to change the current future land use designation from Low-Density Mixed-Use to Medium-Density Residential.
- **Variance (VR-2024-02)** – The applicant submitted three variances on the subject property which are as follows:
    1. **Variance Request #1:** reduce the front yard setbacks of the townhome lots from the required 50 feet to 30 feet
    2. **Variance Request #2:** reduce the side yard setbacks of the townhome lots, between buildings, from the required 15 feet to 10 feet.

II. Background

Proposed Development	Townhome development with 100 units
Site Address	2612 Highway 42 North; 069-01009000
Parcel Identification	#069-01009000; #070-01001000
Parcel Acreage	13.64 +/- acres
Applicant	LI Route 23, LLC
Agent:	George Harper of Paramount Engineering
Owner:	LI Route 23, LLC
Current Zoning	C-2 (General Commercial)
Current Use	The site is currently vacant and wooded with an existing deceleration lane and entrance on the right.

SURROUNDING LAND USE AND ZONING

Location	Existing Zoning	Existing Land Use
Property to the North	C & C Fence Elite Collision CVS Eagles Peak Shopping Center	LI (Light Industrial District) LI (Light Industrial District) C-2 (General Commercial) C-2 (General Commercial)

Property to the South	St Luke Lutheran Church Cannon-Cleveland Funeral Directors	OI (Office Institutional) C-2 (General Commercial)
Property to the East	Brannan's Walk Lakeside At Eagle's Landing	MFR (Multiple-Family Residential) SR (Suburban Residential)
Property to the West	Parkside at Eagle's Landing Parkside Plaza Parkside Office Plaza Marathon Gas Station	MFR (Multiple-Family Residential) C-2 (General Commercial) C-2 (General Commercial) C-2 (General Commercial)

III. Finding of Facts

1. The vicinity of the area is both commercial and residential with the following zoning districts: LI (Light Industrial District), SR (Suburban Residential), MFR (Multiple-Family Residential), O-I (Office Institutional), and C-2 (General Commercial).

2. The larger parcel was rezoned from RA (Residential-Agricultural) to C-2 (General Commercial) on May 6, 1997, as part of a larger property.

3. The existing deceleration lane at the subject property was completed in 2002.

4. The applicant has requested a Comprehensive Plan Amendment (CP-2024-06) to change the future land use designation from Low-Density Mixed-Use to Medium-Density Residential.

5. The applicant submitted two variances (VR-2024-02) on the subject property which are as follows:

    a) **Variance Request #1**: reduce the front yard setbacks of the townhome lots from the required 50 feet to 30 feet

    b) **Variance Request #2**: reduce the side yard setbacks of the townhome lots, between buildings, from the required 15 feet to 10 feet.

6. The two parcels are part of the Parkway Mixed-Use Overlay District.

7. The subject property has frontage on Highway 42 North, which is considered a minor arterial

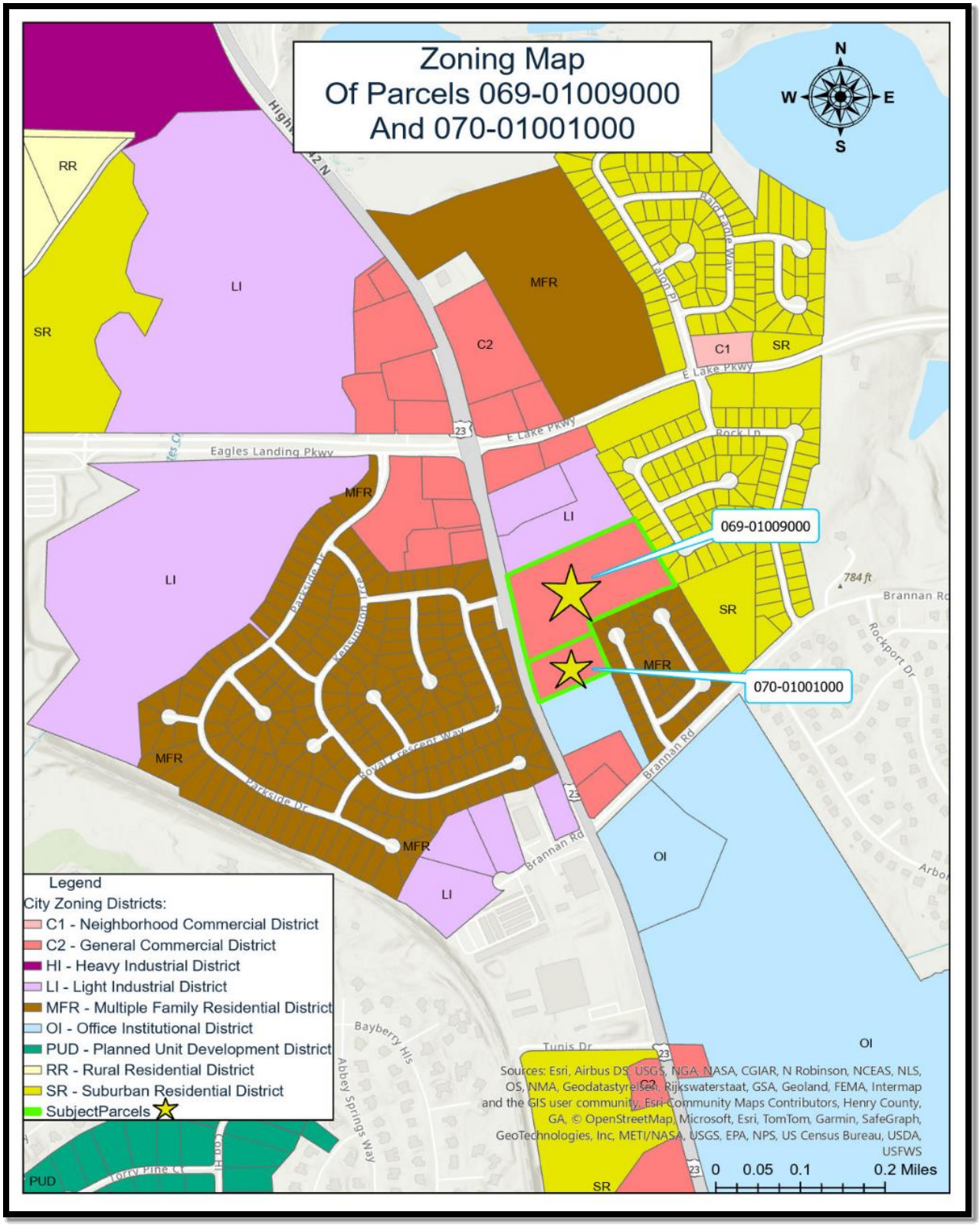
road.

IV. Maps, Site Plan, and Renderings

Vicinity Map

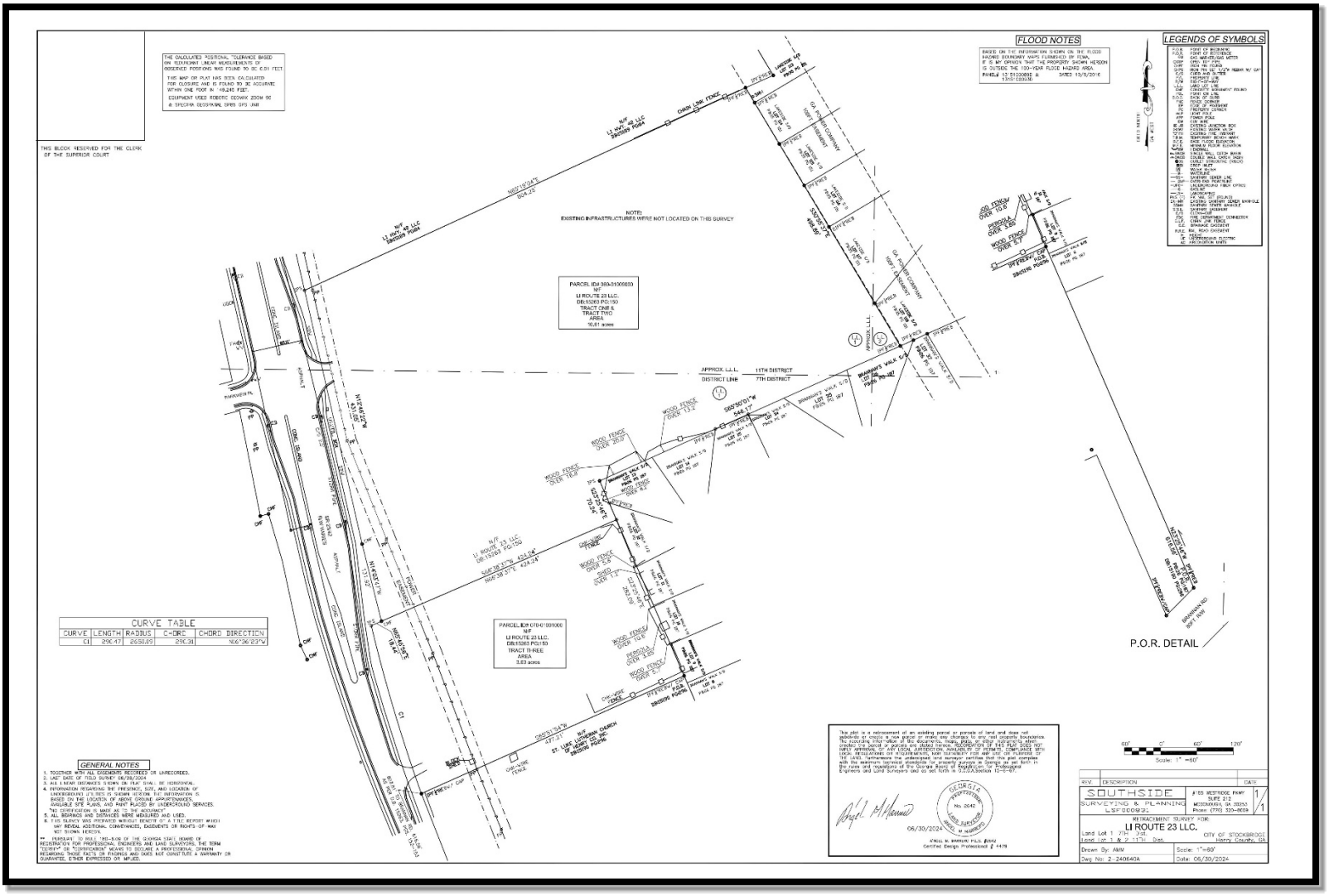
Aerial Photo with Site Plan

Zoning Map of 2612 Highway 42 North; 069-01009000

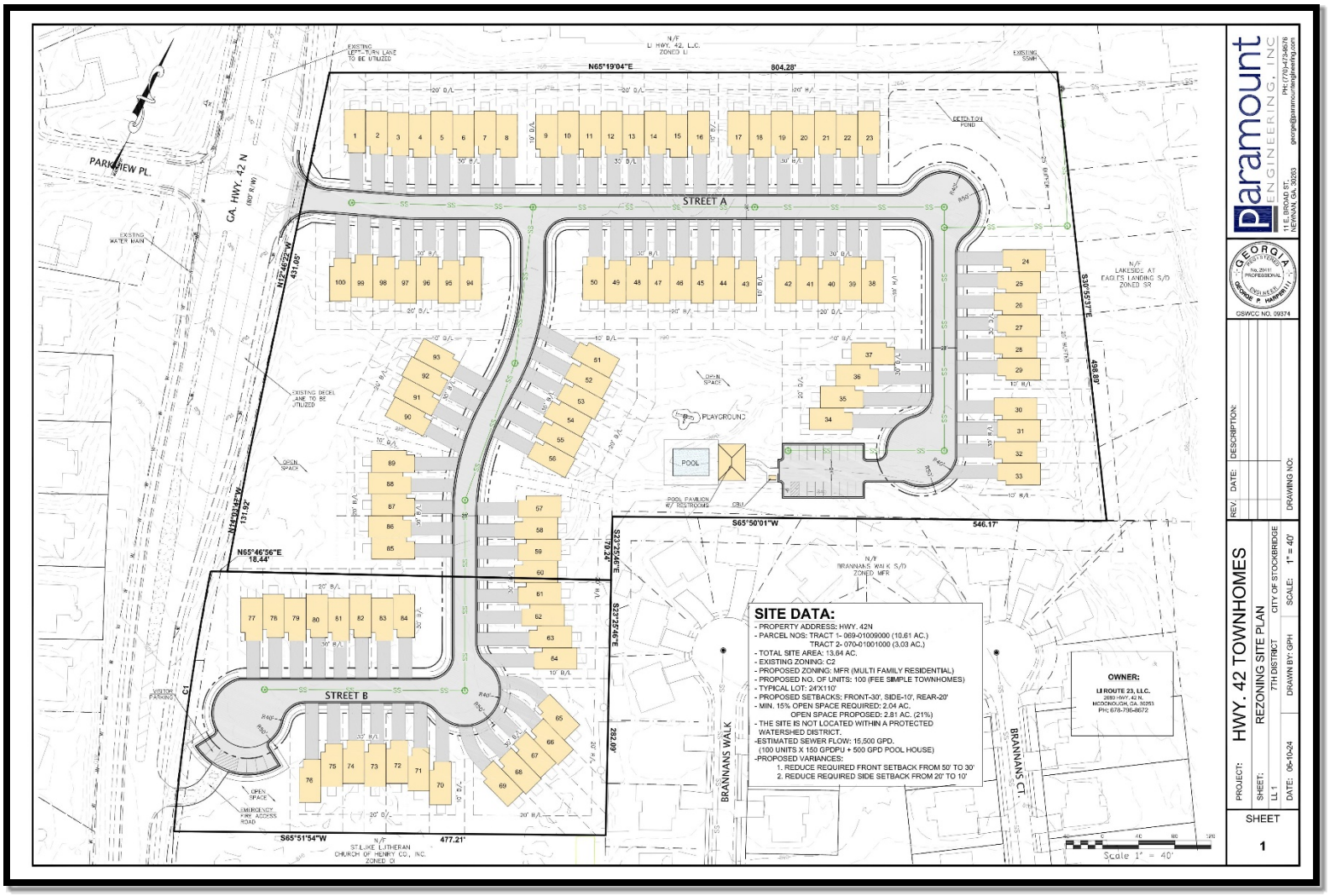


Location of 2612 Highway 42 North and 069-01009000 in the Parkway Mixed Use Overlay District

Survey of 2612 Highway 42 North; 069-01009000



Site Plan of Highway 42 Townhomes



Development Data Information of Highway 42 Townhomes

SITE DATA:

- PROPERTY ADDRESS: HWY. 42N
- PARCEL NOS: TRACT 1- 069-01009000 (10.61 AC.)
  TRACT 2- 070-01001000 (3.03 AC.)
- TOTAL SITE AREA: 13.64 AC.
- EXISTING ZONING: C2
- PROPOSED ZONING: MFR (MULTI FAMILY RESIDENTIAL)
- PROPOSED NO. OF UNITS: 100 (FEE SIMPLE TOWNHOMES)
- TYPICAL LOT: 24'X110'
- PROPOSED SETBACKS: FRONT-30', SIDE-10', REAR-20'
- MIN. 15% OPEN SPACE REQUIRED: 2.04 AC.
  OPEN SPACE PROPOSED: 2.81 AC. (21%)
- THE SITE IS NOT LOCATED WITHIN A PROTECTED WATERSHED DISTRICT.
- ESTIMATED SEWER FLOW: 15,500 GPD.
  (100 UNITS X 150 GPDPU + 500 GPD POOL HOUSE)
- PROPOSED VARIANCES:
  1. REDUCE REQUIRED FRONT SETBACK FROM 50' TO 30'
  2. REDUCE REQUIRED SIDE SETBACK FROM 20' TO 10'

Renderings of Highway 42 Townhomes

V. Analysis

Project Description

The applicant, LI Route 23, LLC., is proposing to build a townhome development with 100 units with a density of 7 units per acre on the eastern side of Highway 42 North and south of Eagles Landing Parkway. The size of the proposed townhomes is 24' (H) x 110 (W), which is 2,640 square feet. The proposed townhome development will include the following amenities: pool, pool pavilion with restrooms, a playground, a community mailbox, and 2.81 acres of open space. The proposed townhome development will also include six parking spaces for the visitors and 19 parking spaces close to the pool area. The proposed townhome development will include a 25-foot buffer along the eastern boundary line adjacent to the Lakeside at Eagles Landing subdivision. In addition, the proposed development will be gated, and will include a five-foot sidewalk on both sides of the internal streets. The proposed townhome development will utilize the existing deceleration lane located on Highway 42 North and will install an emergency access road on Highway 42 North. In addition, the proposed townhome development will have main access from the Parkview Place subdivision.

Currently, the two parcels are zoned C-2 (General Commercial). However, the C-2 zoning district provides a list of permitted uses, which does not include townhomes. Therefore, the applicant has requested to rezone the two parcels from C-2 (General Commercial) to MFR (Multiple-Family Residential). Section 2.4.4. of the Stockbridge Unified Development Code provides a list of permitted uses, which includes townhomes.

Staff Analysis

The applicant requests a **Rezoning** under the City of Stockbridge Unified Development Code Section **(Sec. 9.2.1 C):**

The Planning Commission and the City Council shall consider the following standards in considering any proposal that would result in a change to the text or map of this UDC, giving due weight or priority to those factors that are appropriate to the circumstances of each proposal.

ANALYSIS OF REQUEST

1. **Consistency with the Comprehensive Plan.**

   The two parcels currently have a future land use designation of Low-Density Mixed-Use, which is not compatible with the requested zoning of the MFR (Multiple-Family Residential) zoning district. Therefore, the applicant has requested a Comprehensive Plan Amendment to change the current future land use designation from Low-Density Mixed-Use to Medium-Density Residential.

   Page 49 of the 2024 Comprehensive Plan provides a list of zoning districts that are compatible with the requested Medium Density Residential future land use designation, which includes the proposed MFR (Multiple-Family Residential) zoning district. Furthermore, the proposed density of 7.33 units per acre meets the required range of the requested future land use designation

of Medium-Density Residential which is 4 to 7.99 units per acre. In addition, the proposed townhomes meet the intent of the requested future land use designation of Medium-Density Residential, which states that it is "intended for residential developments which include single-family, detached homes on lots ranging from 10,000 – 30,000 square feet, including parcels zoned for single family attached and detached homes, as well as duplex residential developments and mobile home/manufactured home developments."

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 Zoning Code.**

The proposed townhome development meets the purpose and intent of the Stockbridge Unified Development Code. Section 1.4 of the Stockbridge Unified Development Code provides a list of objectives to accomplish which is listed below:

I. Encourage the most appropriate and best use of land, buildings, and other structures throughout the city.

The two parcels are currently part of the Parkway Mixed-Use Overlay District. The proposed townhome development meets the overall purpose and intent of the Parkway Mixed-Use Overlay District. Section 2.5.2 of the Stockbridge Unified Development Code provides a list of objectives, which includes the following:

1. To promote the general health, safety, and welfare of the community where residents and visitors can live, work, eat, and play.

8. To encourage innovative development projects that set standards for landscaping, open space, community design, and public amenities.

Section 2.4.4 of the Stockbridge Unified Development Code provides a list of permitted uses that are found in the requested MFR zoning district, which includes townhomes. The requested townhome development meets the intent of the requested MFR zoning district, which is found in Section 2.4.4 A of the Stockbridge Unified Development Code:

- "The intent of the Multiple Family Residential District is to allow the development of multiple family residences served by public water and sewer systems. The provisions that regulate this land use district provides for the development of residential neighborhoods in a high-density urban development environment with access provided on streets that are classified as collector streets of higher."

Furthermore, the two parcels have frontage on Highway 42 North, which is considered a minor arterial road according to the GDOT Functional Road Classification, which aligns with Section 2.4.4. A of the Stockbridge Unified Development Code. Section 2.4.4. of the Stockbridge Unified Development Code states that "The city should promote an average density of fourteen (14) dwelling units per acre or higher." Since the proposed density of the proposed townhomes is 7.33 units per acre, it would meet the allowable density of the requested MFR zoning district.

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 requested rezoning of the subject property from C-2 (General Commercial) to MFR (Multiple-Family Residential) will have a positive effect on the vicinity of the area in various ways. The addition of the proposed townhomes will provide an alternative type of housing for first-time homebuyers who are interested in buying townhomes. The vicinity of the area is surrounded by subdivisions that lack townhomes, creating an area that is dominated by single-family homes. Thus, the addition of the proposed townhomes creates a variety of choices for homebuyers. The addition of the townhome development would further align with the intent of the 2024 Comprehensive Plan, which recommends high-density developments within the city limits of Stockbridge.

   The addition of the proposed townhomes can benefit the surrounding businesses in the vicinity of the area. The proposed townhomes could result in the increase of customers for the nearby shopping center.

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 site appears to be suitable for the proposed townhomes. Any issues with regard to the physical conditions of the subject property will be addressed during the plan review process. In addition, any issues regarding the buffering, topography, drainage, access, and the size and shape of the subject properties will be addressed during the plan review process.

5. **The impact upon adjacent property owners should the request be granted.**

   Currently, the two parcels are currently undeveloped, However, the addition of the proposed townhomes could result in a minimal increase of traffic on Highway 42 North. According to the Georgia Department of Transportation Traffic Data Counts, the average daily count on Highway 42 North was 17,200 in 2023. The proposed townhomes will not have any access to the adjacent subdivisions. In addition, a 25-foot buffer would be provided adjacent to the nearby Lakeside at Eagles Landing subdivision, which will ensure privacy for the nearby homeowners.

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

   A letter from the Henry County Water Authority dated July 11, 2024, states that water and sewer service is provided at this location.

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

   The subject property has frontage on Highway 42, which is considered a minor arterial road. The townhome development will utilize the existing deceleration lane that is located on Highway 42 North and will also have main access on Parkview Place. While the addition of townhomes might slightly increase traffic on Highway 42 North, the increase is expected to be minimal. Given the current average daily traffic count of 17,200, the additional traffic from the

townhomes is unlikely to significantly affect congestion.

8. **The merits of the requested change in zoning are 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 applicant's request to rezone the subject properties from C-2 (General Commercial) to MFR (Multiple-Family Residential) aligns with the overall intent of the Stockbridge Unified Development Code. Furthermore, the proposed townhome development meets the policies and goals of the 2024 Comprehensive Plan. In addition, the proposed townhome development meets the overall intent of both the MFR (Multiple-Family Residential) zoning district and the Parkway Mixed-Use Overlay District.

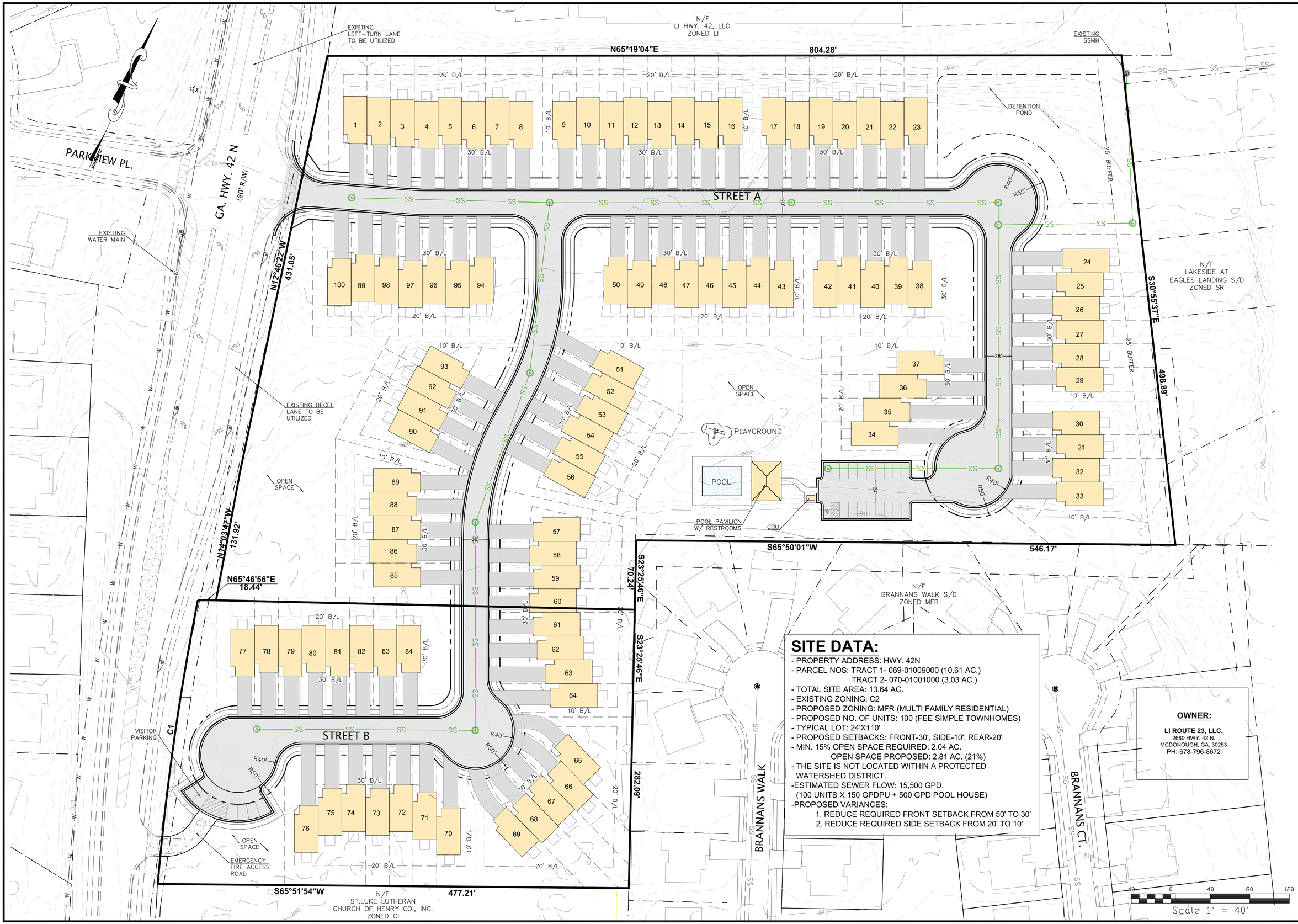
9. **The ability of the subject land to be developed as it is presently zoned.**

   The two parcels are currently zoned C-2 (General Commercial). Therefore, any land use that is permitted under Section 2.4.9. of the Stockbridge Unified Development Code could be developed on the subject properties.

VI. STAFF RECOMMENDATION

Staff recommends approval with the following conditions:

1. Flock cameras will be located at the entrance of the proposed townhome development.
2. A 25 foot buffer shall be established alongside the northern and southern portion of the subject property.
3. A mandatory HOA shall be established.
4. The units shall not exceed 100 units.
5. The rental shall not exceed 10% of the proposed townhome development.
6. A mail kiosk shall be established.
7. The renderings shown with the submitted application on July 1, 2024 shall be followed. (The brick is shown on the front and the side is showing hardi-plank siding.)



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  (100 UNITS X 150 GPDPU + 500 GPD POOL HOUSE)
- PROPOSED VARIANCES:
  1. REDUCE REQUIRED FRONT SETBACK FROM 50' TO 30'
  2. REDUCE REQUIRED SIDE SETBACK FROM 20' TO 10'

OWNER:

LI ROUTE 23, LLC.
2680 HWY. 42 N.
MCDONOUGH, GA. 30253
PH: 678-796-8672

Paramount ENGINEERING, INC
PH: (770)-473-9576
11 E. BROAD ST.
NEWNAN, GA. 30263
george@paramountengineering.com

GEORGIA REGISTERED No. 29411 PROFESSIONAL ENGINEER GEORGE P. HARPER III
GSWCC NO. 09374

REV.	DATE:	DESCRIPTION:

DRAWING NO:

PROJECT: HWY. 42 TOWNHOMES

SHEET: REZONING SITE PLAN

LL 1 — 7TH DISTRICT — CITY OF STOCKBRIDGE

DATE: 06-10-24 — DRAWN BY: GPH — SCALE: 1" = 40'

SHEET 1

SITE DATA:

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LL 1 | 7TH DISTRICT | CITY OF STOCKBRIDGE

DATE: 06-10-24 | DRAWN BY: GPH | SCALE: 1" = 40'

SHEET 1

June 17, 2024

Henry County Water Authority
Engineering Division
100 Westridge Industrial Blvd.
McDonough, GA. 30253

Re: Letter of Intent- Water & Sewer Availability for Hwy. 42 Townhomes

To Whom It May Concern:

This letter is in reference to the water and sewer availability application for the Hwy. 42 Townhomes located on Hwy. 42N in Stockbridge, Georgia. The application is requesting water and sewer availability for the development of a 100 unit fee simple style townhome subdivision. The application to the City of Stockbridge is to rezone the property from C2 to MFR. The project is scheduled to begin construction within the next 8 months.

If you have any questions feel free to call me at (770) 473-9576.

Sincerely,

George P. Harper III, P.E.

Henry County, GA

Overview

Legend

- Parcels
- Roads

Parcel ID	070-01001000	**Class**	C	**Owner**	LI ROUTE 23 LLC	**Land Value:**	$202,500
Property Address	2612 HIGHWAY 42 N	**Acreage**	3.0	**Address**	2680 HWY 42 N MCDONOUGH GA 30253	**Building Value:**	$0
District	City/Stockbridge					**Misc Value:**	$0
						Total Value:	$202,500

Last 2 Sales

Date	Price	Reason	Qual
5/25/2017	$0	CORPORATE	U
4/28/2017	$360,000	CONTIGUOUS PROPERTY	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: 7/1/2024
Last Data Uploaded: 7/1/2024 1:45:40 AM

Developed by Schneider GEOSPATIAL

Henry County, GA

Overview

Legend

- Parcels
- Roads

Parcel ID	069-01009000	**Class**	C	**Owner**	LI ROUTE 23 LLC	**Land Value:**	$671,600
Property Address		**Acreage**	9.95	**Address**	2680 HWY 42 N MCDONOUGH GA 30253	**Building Value:**	$0
District	City/Stockbridge					**Misc Value:**	$0
						Total Value:	$671,600

Last 2 Sales

Date	Price	Reason	Qual
5/25/2017	$0	CORPORATE	U
4/28/2017	$360,000	CONTIGUOUS PROPERTY	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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Developed by Schneider GEOSPATIAL

THE CALCULATED POSITIONAL TOLERANCE BASED ON REDUNDANT LINEAR MEASUREMENTS OF OBSERVED POSITIONS WAS FOUND TO BE 0.01 FEET.

THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 149,245 FEET.

EQUIPMENT USED ROBOTIC GEOMAX ZOOM 90 & SPECTRA GEOSPATIAL SP85 GPS UNIT

THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT

FLOOD NOTES

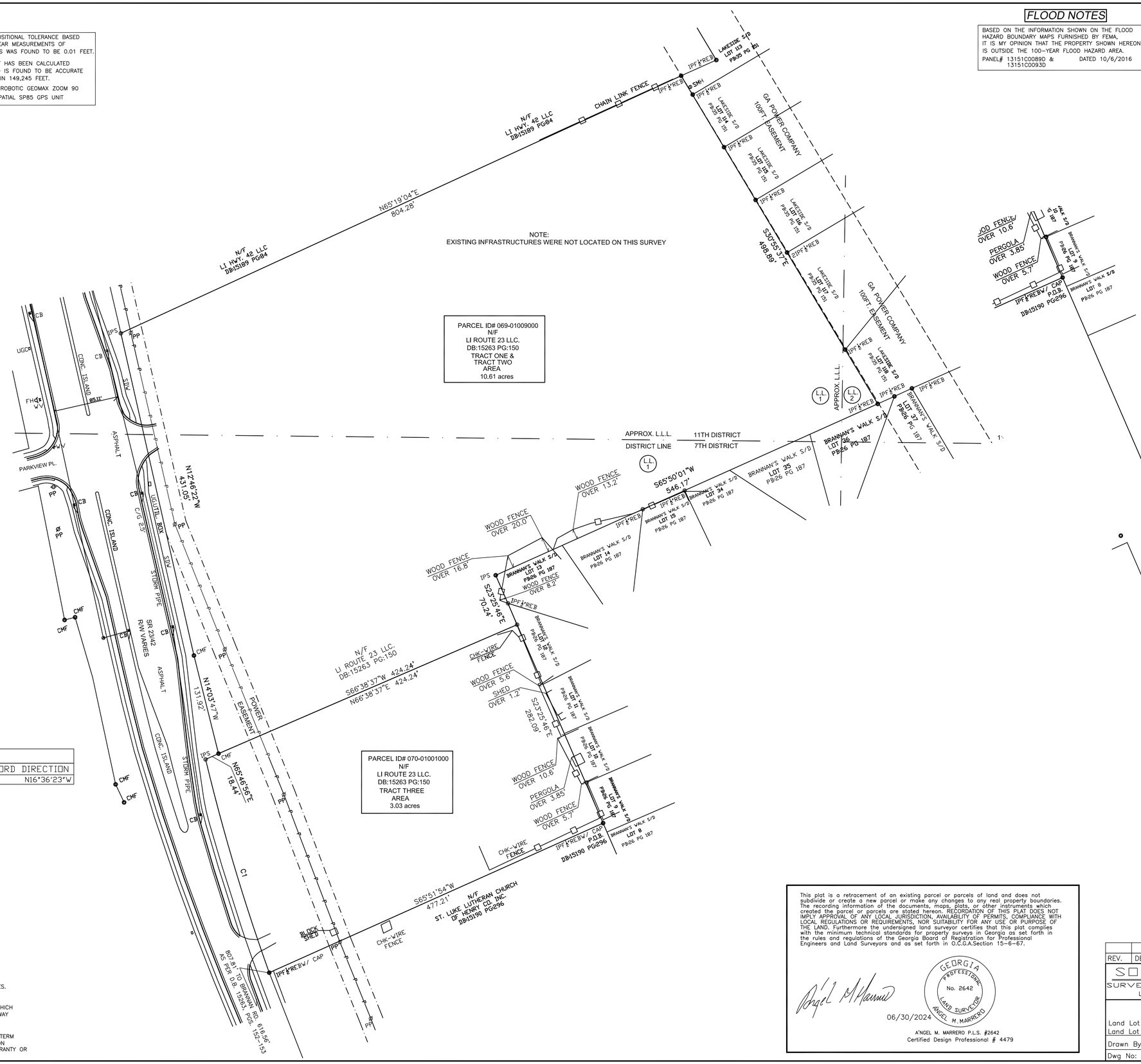
BASED ON THE INFORMATION SHOWN ON THE FLOOD HAZARD BOUNDARY MAPS FURNISHED BY FEMA, IT IS MY OPINION THAT THE PROPERTY SHOWN HEREON IS OUTSIDE THE 100-YEAR FLOOD HAZARD AREA.

PANEL# 13151C0089D & 13151C0093D DATED 10/6/2016

LEGENDS OF SYMBOLS

P.O.B.	POINT OF BEGINNING
P.O.R.	POINT OF REFERENCE
GM	GAS MARKER/GAS METER
OOTP	OPEN TOP PIPE
OIPF	IRON PIN FOUND
OIPS	IRON PIN SET 1/2"ø REBAR W/ CAP
C/G	CURB AND GUTTER
P/L	PROPERTY LINE
R/W	RIGHT-OF-WAY
L.L.L.	LAND LOT LINE
CMF	CONCRETE MONUMENT FOUND
POL	POINT ON LINE
B.O.C.	BACK OF CURB
FNC	FENCE CORNER
EP	EDGE OF PAVEMENT
PC	PROPERTY CORNER
LP	LIGHT POLE
PP	POWER POLE
GW	GUY WIRE
JB	EXISTING JUNCTION BOX
WV	EXISTING WATER VALVE
FH	EXSITING FIRE HYDRANT
T.B.M.	TEMPORARY BENCH MARK
B.F.E.	BASE FLOOD ELEVATION
M.F.E.	MINIMUM FLOOR ELEVATION
HW	HEADWALL
SWCB	SINGLE WALL CATCH BASIN
DWCB	DOUBLE WALL CATCH BASIN
OS	OUTLET STRUCUTRE (RISER)
DI	DROP INLET
WM	WATER METER
W	WATERLINE
SS	SANITARY SEWER LINE
OVP	OVERHEAD POWERLINE
UFO	UNDERGROUND FIBER OPTICS
G	GASLINE
LS	LANDSCAPING
PKS (F)	PK NAIL SET (FOUND)
EX-MH	EXISTING SANITARY SEWER MANHOLE
SSMH	SANITARY SEWER MANHOLE
S.S.E.	SANITARY EASEMENT
C/O	CLEAN-OUT
FDC	FIRE DEPARTMENT CONNECTOR
C.L.F.	CHAIN LINK FENCE
D.E.	DRAINAGE EASEMENT
R.R.E.	RAIL ROAD EASEMENT
H	HEIGHT
UE	UNDERGROUND ELECTRIC
AC	AIRCONDITION UNITS

GRID NORTH
GA WEST



P.O.R. DETAIL

CURVE TABLE				
CURVE	LENGTH	RADIUS	CHORD	CHORD DIRECTION
C1	290.47	2650.09	290.31	N16°36'23"W

GENERAL NOTES

1. TOGETHER WITH ALL EASEMENTS RECORDED OR UNRECORDED.
2. LAST DATE OF FIELD SURVEY 06/28/2024
3. ALL LINEAR DISTANCES SHOWN ON PLAT SHALL BE HORIZONTAL.
4. INFORMATION REGARDING THE PRESENCE, SIZE, AND LOCATION OF UNDERGROUND UTILITIES IS SHOWN HEREON. THE INFORMATION IS BASED ON THE LOCATION OF ABOVE GROUND APPURTENANCES, AVAILABLE SITE PLANS, AND PAINT PLACED BY UNDERGROUND SERVICES. "NO CERTIFICATION IS MADE AS TO THE ACCURACY"
5. ALL BEARINGS AND DISTANCES WERE MEASURED AND USED.
6. THIS SURVEY WAS PREPARED WITHOUT BENEFIT OF A TITLE REPORT WHICH MAY REVEAL ADDITIONAL CONVEYANCES, EASEMENTS OR RIGHTS-OF-WAY NOT SHOWN HEREON.

** PURSUANT TO RULE 180-6.09 OF THE GEORGIA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS, THE TERM "CERTIFY" OR "CERTIFICATION" MEANS TO DECLARE A PROFESSIONAL OPINION REGARDING THOSE FACTS OR FINDINGS AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EITHER EXPRESSED OR IMPLIED.

This plat is a retracement of an existing parcel or parcels of land and does not subdivide or create a new parcel or make any changes to any real property boundaries. The recording information of the documents, maps, plats, or other instruments which created the parcel or parcels are stated hereon. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, NOR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. Furthermore the undersigned land surveyor certifies that this plat complies with the minimum technical standards for property surveys in Georgia as set forth in the rules and regulations of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in O.C.G.A.Section 15-6-67.

GEORGIA PROFESSIONAL No. 2642 LAND SURVEYOR ANGEL M. MARRERO

06/30/2024

A'NGEL M. MARRERO P.L.S. #2642
Certified Design Professional # 4479

60' 0' 60' 120'
Scale: 1" =60'

REV.	DESCRIPTION	DATE

SOUTHSIDE SURVEYING & PLANNING LSF000831
#155 WESTRIDGE PKWY SUITE 212 MCDONOUGH, GA 30253 Phone: (770) 320-8009
1/1

RETRACEMENT SURVEY FOR:
LI ROUTE 23 LLC.
Land Lot 1 7TH Dist.
Land Lot 1 & 2 11TH Dist.
CITY OF STOCKBRIDGE
Henry County, GA

Drawn By: AMM
Scale: 1"=60'
Dwg No: 2-240640A
Date: 06/30/2024

SITE DATA:

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(100 UNITS X 150 GPDPU + 500 GPD POOL HOUSE)

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GEORGIA REGISTERED No. 29411 PROFESSIONAL ENGINEER GEORGE P. HARPER III

GSWCC NO. 09374

REV.	DATE:	DESCRIPTION:

DRAWING NO:

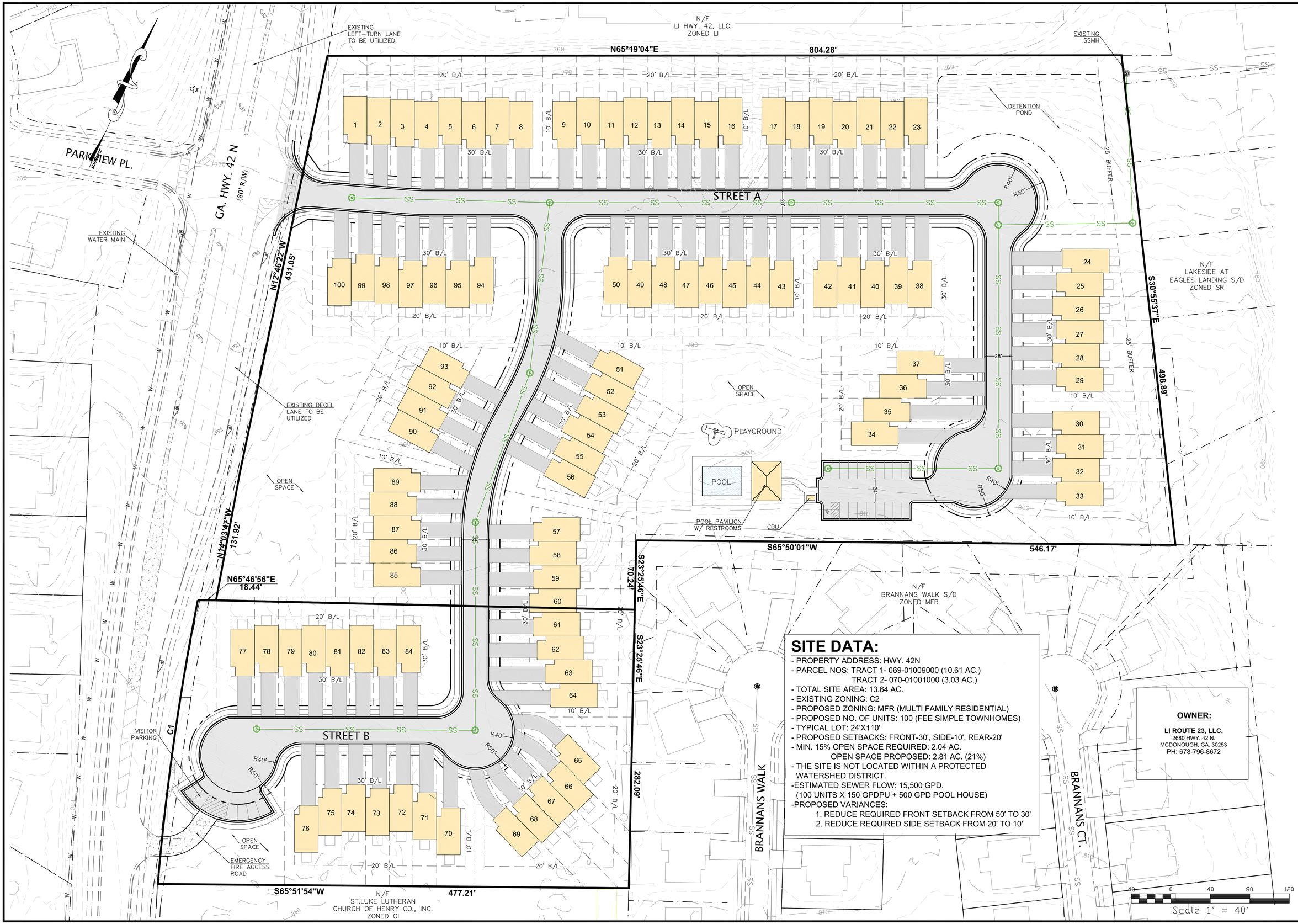
PROJECT: HWY. 42 TOWNHOMES

SHEET: REZONING SITE PLAN

LL 1 | 7TH DISTRICT | CITY OF STOCKBRIDGE

DATE: 06-10-24 | DRAWN BY: GPH | SCALE: 1" = 40'

SHEET 1



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PH: (770)-473-9576
11 E. BROAD ST.
NEWNAN, GA. 30263
george@paramountengineering.com

GEORGIA REGISTERED No. 29411 PROFESSIONAL ENGINEER GEORGE P. HARPER III
GSWCC NO. 09374

REV.	DATE:	DESCRIPTION:

DRAWING NO:

PROJECT: HWY. 42 TOWNHOMES

SHEET: REZONING SITE PLAN

LL 1 — 7TH DISTRICT — CITY OF STOCKBRIDGE

DATE: 06-10-24 — DRAWN BY: GPH — SCALE: 1" = 40'

SHEET 1

SITE DATA:

- PROPERTY ADDRESS: HWY. 42N
- PARCEL NOS: 069-01009000, 070-01001000
- TOTAL SITE AREA: 12.95 AC.
- EXISTING ZONING: C2
- PROPOSED ZONING: MFR (MULTI FAMILY RESIDENTIAL)
- PROPOSED NO. OF UNITS: 100 (FEE SIMPLE TOWNHOMES)
- TYPICAL LOT: 24'X110'
- PROPOSED SETBACKS: FRONT-30', SIDE-10', REAR-20'
- THE SITE IS NOT LOCATED WITHIN A PROTECTED WATERSHED DISTRICT.

-ESTIMATED SEWER FLOW: 15,500 GPD.
(100 UNITS X 150 GPDPU + 500 GPD POOL HOUSE)

-PROPOSED VARIANCES:
1. REDUCE REQUIRED FRONT SETBACK FROM 50' TO 30'
2. REDUCE REQUIRED SIDE SETBACK FROM 20' TO 10'

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SHEET 1

City of Stockbridge Planning and Zoning Division
Variance Application

Name of Applicant: LI ROUTE 20, LLC. Phone: 678-796-8672 Date: 07-01-24

Address Applicant: 2680 HWY. 42 N. Fax _____ Pager/Cell # _____

City: MCDONOUGH State: GA Zip: 30253 E-mail: _____

Name of Agent: George Harper- Paramount Eng. Phone: 770-473-9576 Date: 06-21-24

Address Agent: 11 E. Broad St. Fax _____ Pager/Cell # _____

City: Newnan State: GA Zip: 30263 E-mail: george@paramountengineering.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: Ch.2.4.4(c)- Front Setback reduction from 50' to 30' & side setback reduction from 15' to 10' (to match the min. 20' between buildings)

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: HWY. 42 N.

Nearest intersection to the property: Hwy 42 N. & Parkview Place
(Street Address)

Size of Tract: 13.64 AC. acre(s), Land Lot Number(s): 1 & 2, District(s): 7th & 11th

Property Tax Parcel Number(s): 069-01009000 & 07-01001000 **(Required)**

Witness Signature

Robbie L. Moore
Printed Name of Witness

Adria Smallwood
Notary

Signature of Applicant

Linda C Clark
Printed Name of Applicant

Adria Smallwood
Signature of Agent

NOTARY STAMP

ADRIA SMALLWOOD
MY COMMISSION EXPIRES
NOTARY
PUBLIC
10/18/2027
HENRY COUNTY
GEORGIA

(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: _____

Survey Written Description
Parcel ID #069-01009000 & 070-01001000
#2612 SR 23/42N

All that tract or parcel of land lying and being in Land Lots 1 and 2 of the 11th District and Land Lot1 of the 7th District of Henry County, Georgia (City of Stockbridge Ga.) and being more particularly described as follows:

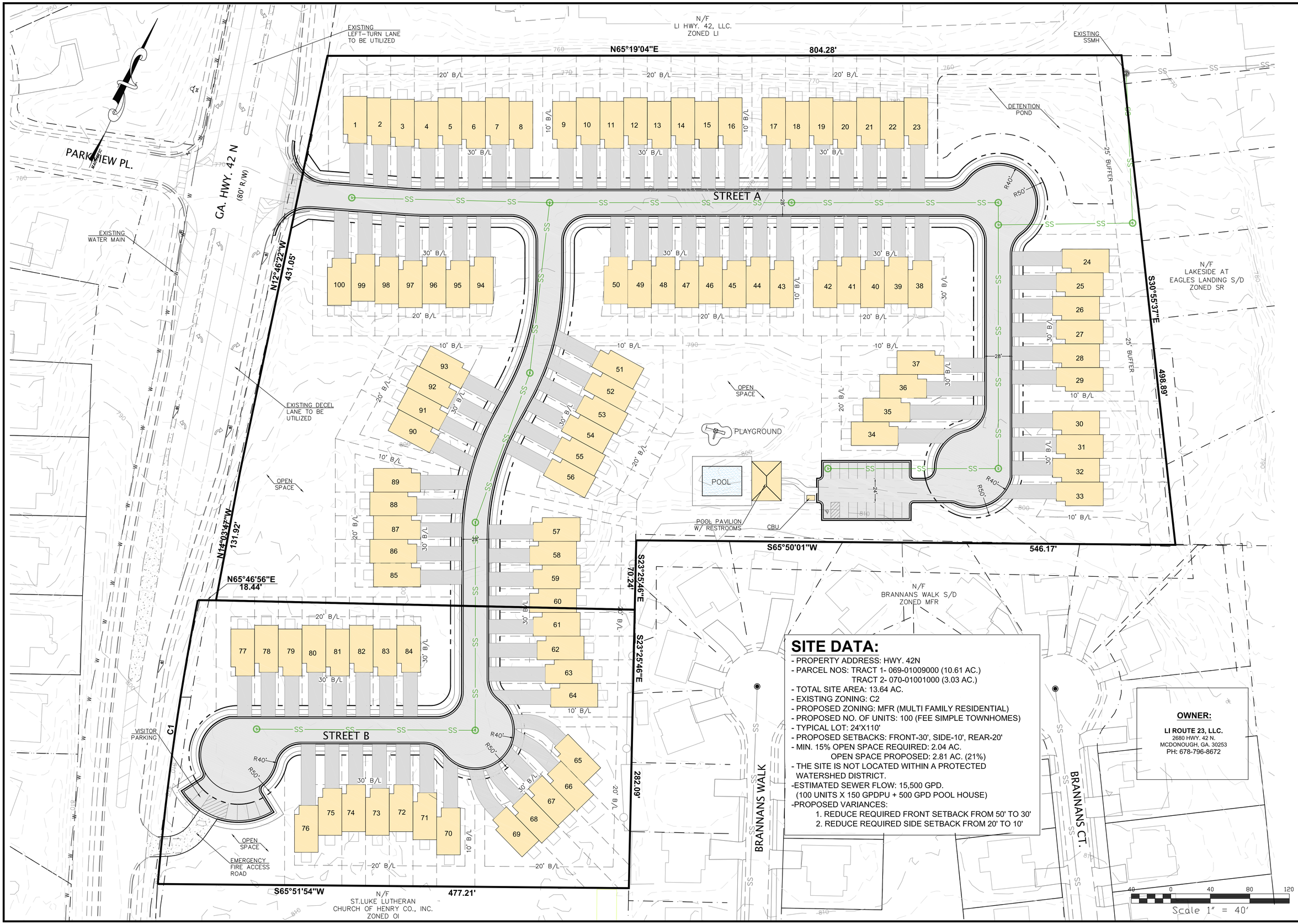
Commencing at the existing Intersection of The Northerly R/W of Brannan Road (80' R/W), and The Westerly Boundary Line of Brannan's Walk Subdivision (Plat Book 26, Pg. 187); Thence N 23°25'46" W a distance of 616.56' to an IPF (1/2" rebar w/cap), this point being **THE POINT OF BEGINNING (P.O.B):**

FROM THE POINT OF BEGINNING (P.O.B):

Thence S 65°51'54" W a distance of 477.21' to an IPF (1/2" rebar w/cap), this point also being 807.81' along existing R/W of S/R42 to Brannan Rd. (D.B. 15263, Pgs. 150-153) ; Thence around a curve to the right (C-1) having a radius of 2,650.09' a length of 290.47' a chord bearing of N 06°36'23" W a distance of 290.31' to an IPs (1/2" rebar); Thence N 65°46'56" E a distance of 18.44' to a CMF (concrete monument found); Thence N 14°03'47" W a distance of 131.92' to a CMF (concrete monument found); Thence N 12°46'22" W a distance of 431.05' to an IPS (1/2" rebar); Thence N 65°19'04"E a distance of 804.28' an IPF (1/2" rebar);); Thence S 30°55'57" E a distance of 498.89' to an IPF (1/2" rebar)); Thence S 65°50'01" W a distance of 546.17' to an IPS (1/2" rebar); Thence S 23°25'46"E a distance of 282.09' to a point, this point being **THE POINT OF BEGINNING (P.O.B).**

Containing 13.64 acres

Together with all easements recorded or unrecorded.



SITE DATA:

- PROPERTY ADDRESS: HWY. 42N
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  TRACT 2- 070-01001000 (3.03 AC.)
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- PROPOSED ZONING: MFR (MULTI FAMILY RESIDENTIAL)
- PROPOSED NO. OF UNITS: 100 (FEE SIMPLE TOWNHOMES)
- TYPICAL LOT: 24'X110'
- PROPOSED SETBACKS: FRONT-30', SIDE-10', REAR-20'
- MIN. 15% OPEN SPACE REQUIRED: 2.04 AC.
  OPEN SPACE PROPOSED: 2.81 AC. (21%)
- THE SITE IS NOT LOCATED WITHIN A PROTECTED WATERSHED DISTRICT.
- ESTIMATED SEWER FLOW: 15,500 GPD.
  (100 UNITS X 150 GPDPU + 500 GPD POOL HOUSE)
- PROPOSED VARIANCES:
  1. REDUCE REQUIRED FRONT SETBACK FROM 50' TO 30'
  2. REDUCE REQUIRED SIDE SETBACK FROM 20' TO 10'

OWNER:

LI ROUTE 23, LLC.
2680 HWY. 42 N.
MCDONOUGH, GA. 30253
PH: 678-796-8672

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THE CALCULATED POSITIONAL TOLERANCE BASED ON REDUNDANT LINEAR MEASUREMENTS OF OBSERVED POSITIONS WAS FOUND TO BE 0.01 FEET.

THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 149,245 FEET.

EQUIPMENT USED ROBOTIC GEOMAX ZOOM 90 & SPECTRA GEOSPATIAL SP85 GPS UNIT

THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT

FLOOD NOTES

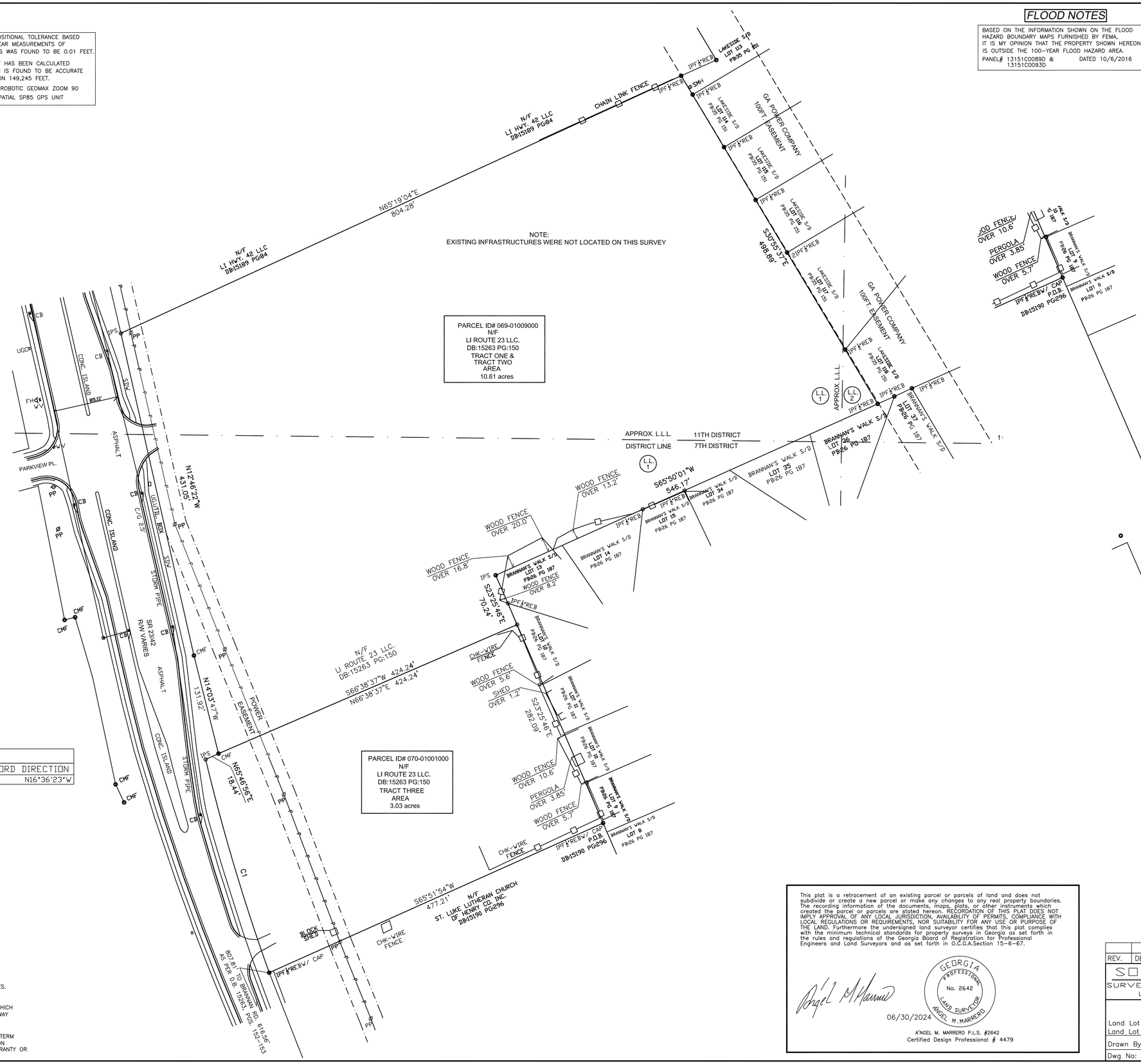
BASED ON THE INFORMATION SHOWN ON THE FLOOD HAZARD BOUNDARY MAPS FURNISHED BY FEMA, IT IS MY OPINION THAT THE PROPERTY SHOWN HEREON IS OUTSIDE THE 100-YEAR FLOOD HAZARD AREA.

PANEL# 13151C0089D & 13151C0093D DATED 10/6/2016

LEGENDS OF SYMBOLS

P.O.B.	POINT OF BEGINNING
P.O.R.	POINT OF REFERENCE
GM	GAS MARKER/GAS METER
OOTP	OPEN TOP PIPE
OIPF	IRON PIN FOUND
OIPS	IRON PIN SET 1/2"ø REBAR W/ CAP
C/G	CURB AND GUTTER
P/L	PROPERTY LINE
R/W	RIGHT-OF-WAY
L.L.L.	LAND LOT LINE
CMF	CONCRETE MONUMENT FOUND
POL	POINT ON LINE
B.O.C.	BACK OF CURB
FNC	FENCE CORNER
EP	EDGE OF PAVEMENT
PC	PROPERTY CORNER
LP	LIGHT POLE
PP	POWER POLE
GW	GUY WIRE
JB	EXISTING JUNCTION BOX
WV	EXISTING WATER VALVE
FH	EXSITING FIRE HYDRANT
T.B.M.	TEMPORARY BENCH MARK
B.F.E.	BASE FLOOD ELEVATION
M.F.E.	MINIMUM FLOOR ELEVATION
HW	HEADWALL
SWCB	SINGLE WALL CATCH BASIN
DWCB	DOUBLE WALL CATCH BASIN
OS	OUTLET STRUCUTRE (RISER)
DI	DROP INLET
WM	WATER METER
W	WATERLINE
SS	SANITARY SEWER LINE
OVP	OVERHEAD POWERLINE
UFO	UNDERGROUND FIBER OPTICS
G	GASLINE
LS	LANDSCAPING
PKS (F)	PK NAIL SET (FOUND)
EX-MH	EXISTING SANITARY SEWER MANHOLE
SSMH	SANITARY SEWER MANHOLE
S.S.E.	SANITARY EASEMENT
C/O	CLEAN-OUT
FDC	FIRE DEPARTMENT CONNECTOR
C.L.F.	CHAIN LINK FENCE
D.E.	DRAINAGE EASEMENT
R.R.E.	RAIL ROAD EASEMENT
H	HEIGHT
UE	UNDERGROUND ELECTRIC
AC	AIRCONDITION UNITS

GRID NORTH
GA WEST



P.O.R. DETAIL

CURVE TABLE				
CURVE	LENGTH	RADIUS	CHORD	CHORD DIRECTION
C1	290.47	2650.09	290.31	N16°36'23"W

GENERAL NOTES

1. TOGETHER WITH ALL EASEMENTS RECORDED OR UNRECORDED.
2. LAST DATE OF FIELD SURVEY 06/28/2024
3. ALL LINEAR DISTANCES SHOWN ON PLAT SHALL BE HORIZONTAL.
4. INFORMATION REGARDING THE PRESENCE, SIZE, AND LOCATION OF UNDERGROUND UTILITIES IS SHOWN HEREON. THE INFORMATION IS BASED ON THE LOCATION OF ABOVE GROUND APPURTENANCES, AVAILABLE SITE PLANS, AND PAINT PLACED BY UNDERGROUND SERVICES. "NO CERTIFICATION IS MADE AS TO THE ACCURACY"
5. ALL BEARINGS AND DISTANCES WERE MEASURED AND USED.
6. THIS SURVEY WAS PREPARED WITHOUT BENEFIT OF A TITLE REPORT WHICH MAY REVEAL ADDITIONAL CONVEYANCES, EASEMENTS OR RIGHTS-OF-WAY NOT SHOWN HEREON.

** PURSUANT TO RULE 180-6.09 OF THE GEORGIA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS, THE TERM "CERTIFY" OR "CERTIFICATION" MEANS TO DECLARE A PROFESSIONAL OPINION REGARDING THOSE FACTS OR FINDINGS AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EITHER EXPRESSED OR IMPLIED.

This plat is a retracement of an existing parcel or parcels of land and does not subdivide or create a new parcel or make any changes to any real property boundaries. The recording information of the documents, maps, plats, or other instruments which created the parcel or parcels are stated hereon. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, NOR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. Furthermore the undersigned land surveyor certifies that this plat complies with the minimum technical standards for property surveys in Georgia as set forth in the rules and regulations of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in O.C.G.A.Section 15-6-67.

GEORGIA PROFESSIONAL No. 2642 LAND SURVEYOR ANGEL M. MARRERO

06/30/2024

A'NGEL M. MARRERO P.L.S. #2642
Certified Design Professional # 4479

60' 0' 60' 120'
Scale: 1" =60'

REV.	DESCRIPTION	DATE

SOUTHSIDE SURVEYING & PLANNING LSF000831
#155 WESTRIDGE PKWY SUITE 212 MCDONOUGH, GA 30253 Phone: (770) 320-8009
1/1

RETRACEMENT SURVEY FOR:
LI ROUTE 23 LLC.
Land Lot 1 7TH Dist.
Land Lot 1 & 2 11TH Dist.
CITY OF STOCKBRIDGE
Henry County, GA

Drawn By: AMM
Scale: 1"=60'
Dwg No: 2-240640A
Date: 06/30/2024

Paramount
ENGINEERING, LLC

July 1, 2024

City of Stockbridge
Community Development Dept.
4602 North Henry Blvd.
Stockbridge, GA. 30281

Re: Letter of Intent- Rezoning for Hwy. 42 Townhomes

To Whom It May Concern:

This letter is in reference to the rezoning application for the Hwy. 42 Townhomes located on Hwy. 42N in Stockbridge, Georgia. The application is requesting the parcels 069-01009000 & 070-01001000 located at Hwy. 42N. from C2 to MFR for the development of a 100 unit fee simple style townhome subdivision.

If you have any questions feel free to call me at (770) 473-9576.

Sincerely,

George P. Harper III, P.E.

June 17, 2024

Henry County Water Authority
Engineering Division
100 Westridge Industrial Blvd.
McDonough, GA. 30253

Re: Letter of Intent- Water & Sewer Availability for Hwy. 42 Townhomes

To Whom It May Concern:

This letter is in reference to the water and sewer availability application for the Hwy. 42 Townhomes located on Hwy. 42N in Stockbridge, Georgia. The application is requesting water and sewer availability for the development of a 100 unit fee simple style townhome subdivision. The application to the City of Stockbridge is to rezone the property from C2 to MFR. The project is scheduled to begin construction within the next 8 months.

If you have any questions feel free to call me at (770) 473-9576.

Sincerely,

George P. Harper III, P.E.

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 1 day of July 2024

George Harper

Applicant's Name - Printed

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 1 day of July 2024

SHARON MOORE NOTARY PUBLIC HENRY COUNTY GEORGIA

Notary Public

My Commission expires 12/29/24

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

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(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
N/A	N/A	N/A

We certify that the foregoing information is true and correct, this 25th day of June, 2024

Linda C Clark
Applicant's Name - Printed

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 25 day of June 2024

Adria Smallwood
Notary Public

ADRIA SMALLWOOD
MY COMMISSION EXPIRES
NOTARY
PUBLIC
10/18/2027
HENRY COUNTY
GEORGIA

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

NOTE: If the proposed development site would contain more than one property, and/or more than one property owner, please first type a list on a separate sheet of paper which identifies each property (address and/or parcel number) and its corresponding property owner(s). Then fill out a separate Property Owner's Authorization Form (provided below) for each property and each property owner.

PROPERTY OWNER'S AUTHORIZATION FORM (See NOTE above.)

The undersigned below is the PROPERTY OWNER, or one of the property owners, of the property at Hwy 42 N. [address], with Parcel Number 069-01009000 & 070-01001000, which is the subject of this application.

Name of Property Owner: LI Route 23, LLC.

Property Owner's Address: 2680 Hwy. 42 N, McDonough, GA. 30253

Telephone: 678-786-8672 E-mail: linda@lindawood.com

I swear that I am the Property Owner, or one of the Property Owners, of the property that is the subject matter of the attached application, as is shown in the tax assessors' records of Henry [County], Georgia [State].

Signature: [signature] Date: 06/25/2024

The undersigned does duly authorize the person(s) and/or company who is named below to act as APPLICANT(S) in the pursuit of this application for the subject property.

Name(s) of Applicant(s): George Harper

Company/law firm (if applicable): Paramount Engineering, Inc.

Telephone, E-Mail, & Address: 11 E. Broad St., Newnan, GA. 30263 Ph: 770-473-9576

Email: george@paramountengineering.com

I authorize the Applicant or Applicants who are named above to act on my behalf for this application.

[signature]

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

06/25/2024
Date

[signature]

Signature of Notary Public

Adria Smallwood

Printed Name of Notary Public

6/25/2024
Date

Notary Public's Seal or Stamp:

ADRIA SMALLWOOD
MY COMMISSION EXPIRES
NOTARY
PUBLIC
10/18/2027
HENRY COUNTY,
GEORGIA

Stockbridge
Where Community Connects

TO: Planning Commission; Mayor and Council

FROM: Gordon Linton, Planner I

CC: R. Ryan Anderson, Community Development Director
Keedra Jackson, Chief Planner

DATE: June 20, 2024 (Planning Commission)

July 8, 2024 (Mayor and Council)

Subject: #VR-2024-02 For 2612 Highway 42 North and Parcel # 069-01009000

I. PURPOSE

To consider a variance application by LI Route 23, LLC to allow for the allow for the construction of a townhome development with 100 units. The property is 13.64 +/- total acres within the Stockbridge City Limits.

The applicant is requesting two variances from the MFR (Multiple-Family Residential). development regulations found in Section 2.4.4 of the Stockbridge Unified Development Code. These variances are as follows:

1. **Variance Request #1:** reduce the front yard setbacks of the townhome lots from the required 50 feet to 30 feet

2. **Variance Request #2:** reduce the side yard setbacks of the townhome lots, between buildings, from the required 15 feet to 10 feet.

The applicant also simultaneously submitted two other applications to the City of Stockbridge which are listed below:

- **Comprehensive Plan Amendment (CP-2024-06)** – The applicant requests to change the current future land use designation from Low-Density Mixed-Use to Medium-Density Residential.

- **Rezoning (RZ-2024-06)** – The applicant requests to rezone the two parcels from 'C-2' (General Commercial) to 'MFR' (Multiple-Family Residential).

II. Background

Proposed Development	Townhome development with 100 units
Site Address	2612 Highway 42 North; 069-01009000
Parcel Identification	#069-01009000; #070-01001000
Parcel Acreage	13.64 +/- acres
Applicant	LI Route 23, LLC
Agent:	George Harper of Paramount Engineering
Owner:	LI Route 23, LLC
Current Zoning	C-2 (General Commercial)
Current Use	The site is currently vacant and wooded with an existing deceleration lane and entrance on the right.

III. Finding of Facts

1. The applicant has requested to rezone the two parcels from C-2 (General Commercial) to MFR (Multiple-Family Residential).

2. The vicinity of the area is both commercial and residential with the following zoning districts: LI (Light Industrial District), SR (Suburban Residential), MFR (Multiple-Family Residential), O-I (Office Institutional), and C-2 (General Commercial).

3. The surrounding land use designations that are in the vicinity of the area are as follows: Low Density Mixed Use and High Density Residential.
4. The two parcels are part of the Parkway Mixed-Use Overlay District.

5. The existing deceleration lane at the subject property was completed in 2002.

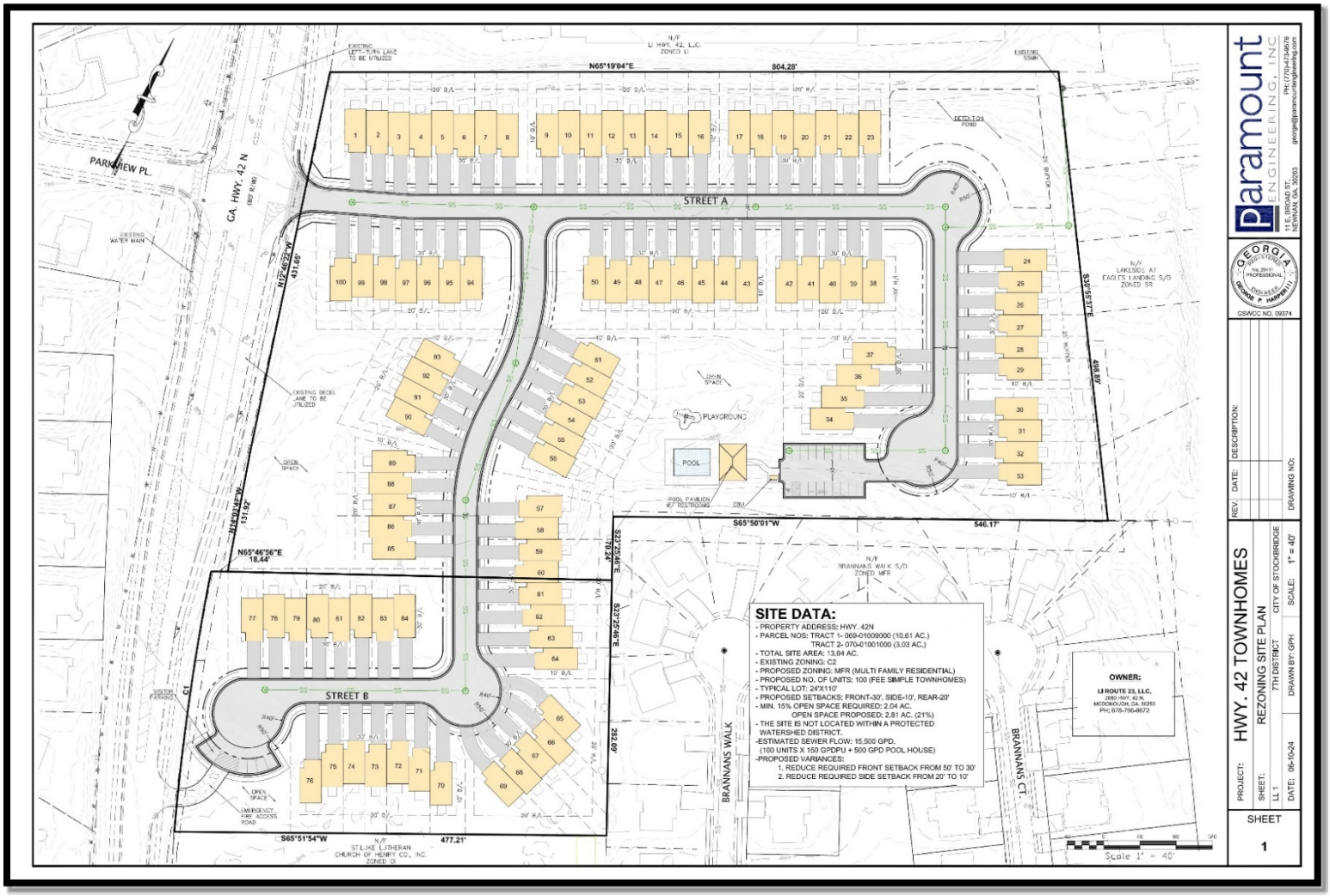
6. The larger parcel was rezoned from RA (Residential-Agricultural) to C-2 (General Commercial) on May 6, 1997, as part of a larger property.

IV. Maps, Site Plan, and Renderings

Vicinity Map of 2612 Highway 42 North; 069-01009000

Aerial Photo with Site Plan

Site Plan of Highway 42 Townhomes



Development Data Information of Highway 42 Townhomes

SITE DATA:

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  TRACT 2- 070-01001000 (3.03 AC.)
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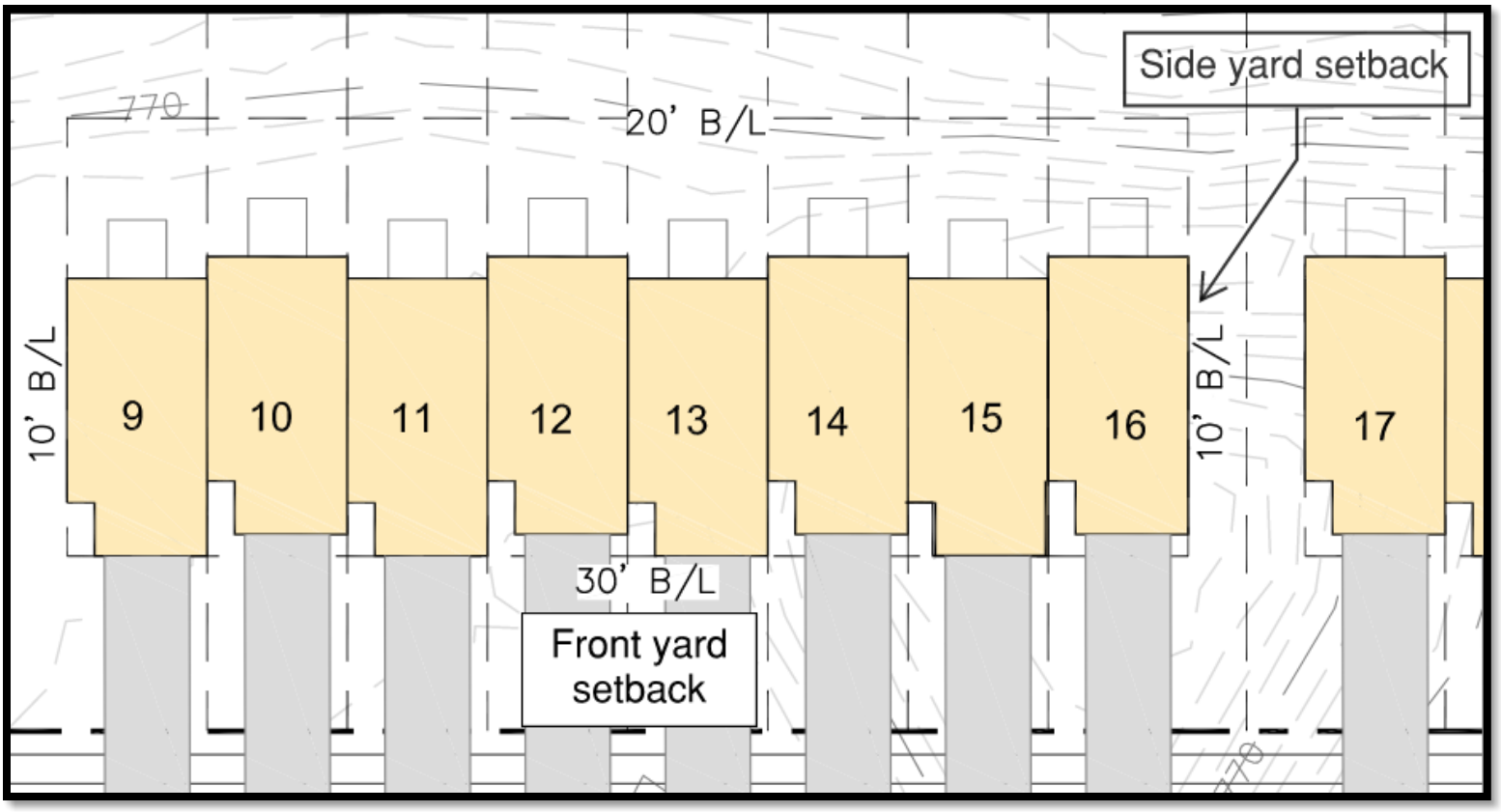
  1. REDUCE REQUIRED FRONT SETBACK FROM 50' TO 30'
  2. REDUCE REQUIRED SIDE SETBACK FROM 20' TO 10'

Renderings of Highway 42 Townhomes

Setbacks as shown on Proposed Site Plan



V. Analysis

Project Description

The applicant, LI Route 23, LLC., is proposing to build a townhome development with 100 units with a density of 7 units per acre on the eastern side of Highway 42 North and south of Eagles Landing Parkway. The size of the proposed townhomes is 24' (H) x 110 (W), which is 2,640 square feet. The proposed townhome development will include the following amenities: pool, pool pavilion with restrooms, a playground, a community mailbox, and 2.81 acres of open space. The proposed townhome development will also include six parking spaces for the visitors and 19 parking spaces close to the pool area. The proposed townhome development will include a 25-foot buffer along the eastern boundary line adjacent to the Lakeside at Eagles Landing subdivision. In addition, the proposed development will be gated, and will include a five-foot sidewalk on both sides of the internal streets. The proposed townhome development will utilize the existing deceleration lane located on Highway 42 North and will install an emergency access road on Highway 42 North. In addition, the proposed townhome development will have main access from the Parkview Place subdivision.

The applicant is requesting two variances (VR-2024-02) from the MFR development regulations found in Section 2.4.4 of the Stockbridge Unified Development Code. These variances, are as follows:

a. **Variance Request #1**: reduce the front yard setbacks of the townhome lots from the required 50 feet to 30 feet

b. **Variance Request #2**: reduce the side yard setbacks of the townhome lots, between buildings, from the required 15 feet to 10 feet.

MFR District Standards

MFR Requirement	Request From Applicant
Front Yard Setback: 50 feet	**Front Yard Setback: 30 feet**
Side Yard Setback: 15 feet	**Side Yard Setback: 10 feet**

Staff Analysis

The applicant requests a **variance** under the City of Stockbridge Unified Development Code Section **(Sec. 10.1). The Planning Commission and the City Council shall consider the weight and merits of each of the following factors before granting variances:**

Section 10.1.1.

A. A variance may be granted where owning to special conditions, a literal enforcement of the provisions of this Unified Development Code will result in an individual case result in unnecessary hardship.

B. A variance shall observe the spirit of this Unified Development Code, secure public safety and welfare, and deliver substantial justice.

C. The existence of a nonconforming use on adjacent or nearby property shall not constitute a justification for granting a variance.

D. The Planning Commission shall make recommendations to the Mayor and City Council which shall have the authority to render a decision on a variance application pursuant to the public notice and hearing requirements set forth in Chapter 9.

E. A variance may not be granted for a use specifically prohibited by the Unified Development Code. A variance is intended to compensate for a shortfall in a dimension of property that would prevent the property from complying with a site design standard. Variances may only be granted following a review of an application against the **criteria** listed below:

ANALYSIS OF REQUEST (Section 10.1.3)

A variance may be granted only upon a finding by the Mayor and City Council that all the following conditions are met.

1. **Extraordinary and exceptional circumstances pertaining to the particular piece of property exist due to its size, shape, or topography that are not found on other properties in the same zoning district.**

   Section 10.1.1 A of the Unified Development Code states that "A variance may be granted where owing to special conditions, a literal enforcement of the provisions of this unified development code will in an individual case result in unnecessary hardship." Therefore, since the staff is currently reviewing the MFR building standards, the staff is in support of reducing the front yard setback from 50 feet to 30 feet. Staff has reviewed the MFR building standards and therefore is in support of the side yard reduction from the required 15 feet to 10 feet.

2. **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 may be deprived of the opportunity to develop a townhome community with lot sizes comparable to those in other recently approved MFR (Multi-Family Residential) districts.

3. **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 the requested variances would not confer any special privileges upon the property owner. Furthermore, the denial of the requested variances would force the developer to unfairly comply with the same standards in the developing the proposed site, even though the proposed characteristics of the subject property would make it very difficult to do, thus creating an unnecessary hardship for the developer itself

4. **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 requested variance would be consistent with the overall purpose and intent of the Unified Development Code by encouraging the most appropriate land use on the subject property.

5. **The extraordinary circumstances are not the result of actions by the applicant.**

   The physical conditions of the subject property, which were not created by the applicant, are currently limiting the applicant's ability to develop the property for reasonable use.

6. **The variance is the minimum relief that will allow the legal use of the land, building or structure.**

   The subject property remains developable under the current C-2 (General Commercial District) zoning designation. However, while townhomes could be constructed under the applicant's requested MFR (Multi-Family Residential) zoning district, the developer would face significant constraints without the reduction of both front and side yard setbacks. These constraints would hinder the creation of a site plan that allows for the construction of a sufficient number of units to ensure economic feasibility.

7. **The variance is not a request to permit the use of land, buildings or structures that is prohibited in the same zoning district.**

   The MFR zoning districts provide a list of permitted uses, which includes townhomes.

VI. STAFF RECOMMENDATION

Based on the Staff analysis above, the Planning and Zoning Staff therefore recommends approval for the following variances:

1. **Variance Request #1**: reduce the front yard setbacks of the townhome lots from the required 50 feet to 30 feet **(APPROVAL)**

2. **Variance Request #2**: reduce the side yard setbacks of the townhome lots, between buildings, from the required 15 feet to 10 feet. **(APPROVAL)**

Henry County, GA

Overview

Legend

- Parcels
- Roads

Parcel ID	070-01001000	**Class**	C	**Owner**	LI ROUTE 23 LLC	**Land Value:**	$202,500
Property Address	2612 HIGHWAY 42 N	**Acreage**	3.0	**Address**	2680 HWY 42 N MCDONOUGH GA 30253	**Building Value:**	$0
District	City/Stockbridge					**Misc Value:**	$0
						Total Value:	$202,500

Last 2 Sales

Date	Price	Reason	Qual
5/25/2017	$0	CORPORATE	U
4/28/2017	$360,000	CONTIGUOUS PROPERTY	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: 7/1/2024
Last Data Uploaded: 7/1/2024 1:45:40 AM

Developed by Schneider GEOSPATIAL

Henry County, GA

Overview

Legend

- Parcels
- Roads

Parcel ID	069-01009000	**Class**	C	**Owner**	LI ROUTE 23 LLC	**Land Value:**	$671,600
Property Address		**Acreage**	9.95	**Address**	2680 HWY 42 N MCDONOUGH GA 30253	**Building Value:**	$0
District	City/Stockbridge					**Misc Value:**	$0
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THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT

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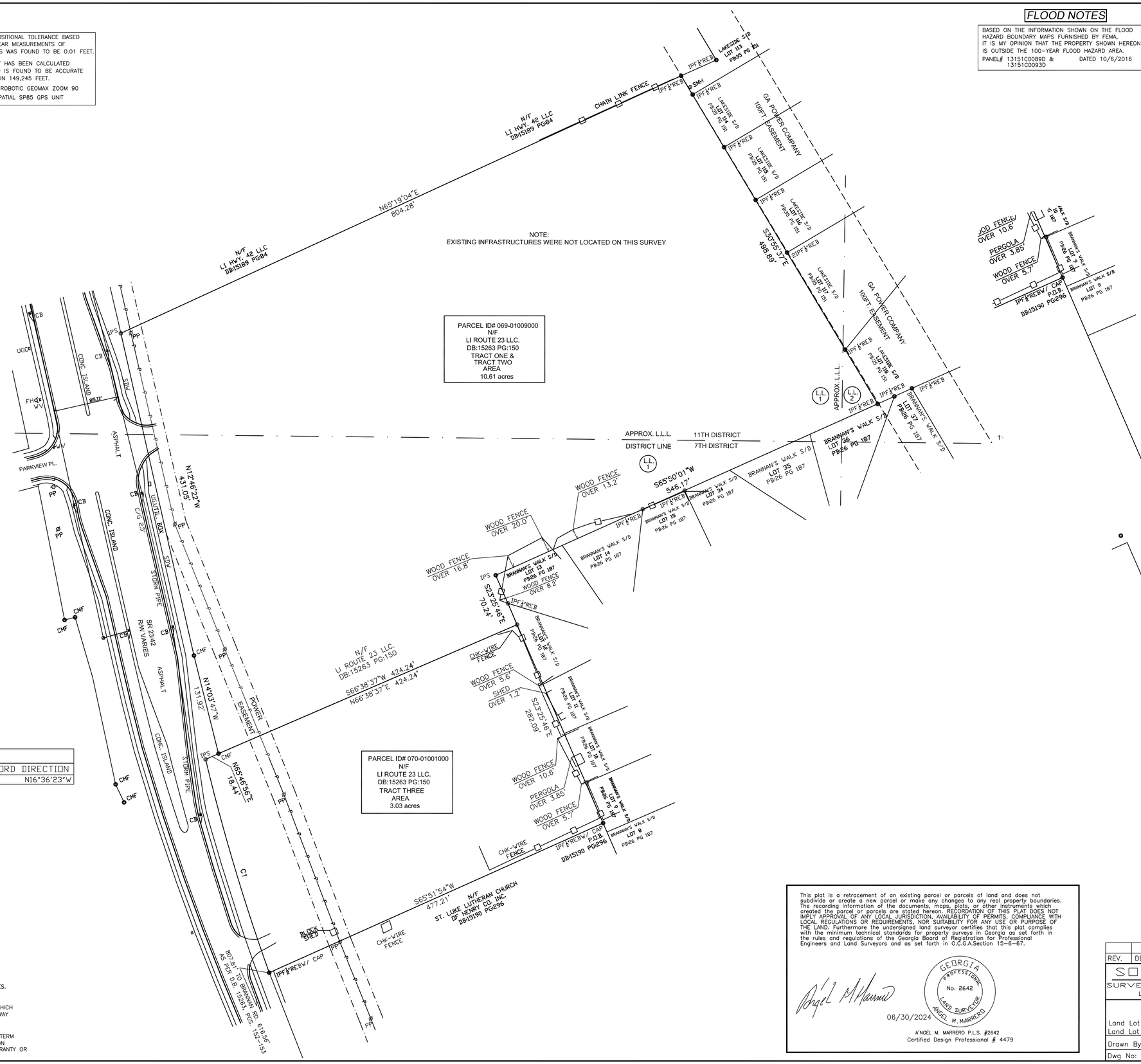
BASED ON THE INFORMATION SHOWN ON THE FLOOD HAZARD BOUNDARY MAPS FURNISHED BY FEMA, IT IS MY OPINION THAT THE PROPERTY SHOWN HEREON IS OUTSIDE THE 100-YEAR FLOOD HAZARD AREA.

PANEL# 13151C0089D & 13151C0093D DATED 10/6/2016

LEGENDS OF SYMBOLS

P.O.B.	POINT OF BEGINNING
P.O.R.	POINT OF REFERENCE
GM	GAS MARKER/GAS METER
OOTP	OPEN TOP PIPE
OIPF	IRON PIN FOUND
OIPS	IRON PIN SET 1/2"ø REBAR W/ CAP
C/G	CURB AND GUTTER
P/L	PROPERTY LINE
R/W	RIGHT-OF-WAY
L.L.L.	LAND LOT LINE
CMF	CONCRETE MONUMENT FOUND
POL	POINT ON LINE
B.O.C.	BACK OF CURB
FNC	FENCE CORNER
EP	EDGE OF PAVEMENT
PC	PROPERTY CORNER
LP	LIGHT POLE
PP	POWER POLE
GW	GUY WIRE
JB	EXISTING JUNCTION BOX
WV	EXISTING WATER VALVE
FH	EXSITING FIRE HYDRANT
T.B.M.	TEMPORARY BENCH MARK
B.F.E.	BASE FLOOD ELEVATION
M.F.E.	MINIMUM FLOOR ELEVATION
HW	HEADWALL
SWCB	SINGLE WALL CATCH BASIN
DWCB	DOUBLE WALL CATCH BASIN
OS	OUTLET STRUCUTRE (RISER)
DI	DROP INLET
WM	WATER METER
W	WATERLINE
SS	SANITARY SEWER LINE
OVP	OVERHEAD POWERLINE
UFO	UNDERGROUND FIBER OPTICS
G	GASLINE
LS	LANDSCAPING
PKS (F)	PK NAIL SET (FOUND)
EX-MH	EXISTING SANITARY SEWER MANHOLE
SSMH	SANITARY SEWER MANHOLE
S.S.E.	SANITARY EASEMENT
C/O	CLEAN-OUT
FDC	FIRE DEPARTMENT CONNECTOR
C.L.F.	CHAIN LINK FENCE
D.E.	DRAINAGE EASEMENT
R.R.E.	RAIL ROAD EASEMENT
H	HEIGHT
UE	UNDERGROUND ELECTRIC
AC	AIRCONDITION UNITS

GRID NORTH
GA WEST



P.O.R. DETAIL

CURVE TABLE				
CURVE	LENGTH	RADIUS	CHORD	CHORD DIRECTION
C1	290.47	2650.09	290.31	N16°36'23"W

GENERAL NOTES

1. TOGETHER WITH ALL EASEMENTS RECORDED OR UNRECORDED.
2. LAST DATE OF FIELD SURVEY 06/28/2024
3. ALL LINEAR DISTANCES SHOWN ON PLAT SHALL BE HORIZONTAL.
4. INFORMATION REGARDING THE PRESENCE, SIZE, AND LOCATION OF UNDERGROUND UTILITIES IS SHOWN HEREON. THE INFORMATION IS BASED ON THE LOCATION OF ABOVE GROUND APPURTENANCES, AVAILABLE SITE PLANS, AND PAINT PLACED BY UNDERGROUND SERVICES. "NO CERTIFICATION IS MADE AS TO THE ACCURACY"
5. ALL BEARINGS AND DISTANCES WERE MEASURED AND USED.
6. THIS SURVEY WAS PREPARED WITHOUT BENEFIT OF A TITLE REPORT WHICH MAY REVEAL ADDITIONAL CONVEYANCES, EASEMENTS OR RIGHTS-OF-WAY NOT SHOWN HEREON.

** PURSUANT TO RULE 180-6.09 OF THE GEORGIA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS, THE TERM "CERTIFY" OR "CERTIFICATION" MEANS TO DECLARE A PROFESSIONAL OPINION REGARDING THOSE FACTS OR FINDINGS AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EITHER EXPRESSED OR IMPLIED.

This plat is a retracement of an existing parcel or parcels of land and does not subdivide or create a new parcel or make any changes to any real property boundaries. The recording information of the documents, maps, plats, or other instruments which created the parcel or parcels are stated hereon. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, NOR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. Furthermore the undersigned land surveyor certifies that this plat complies with the minimum technical standards for property surveys in Georgia as set forth in the rules and regulations of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in O.C.G.A.Section 15-6-67.

GEORGIA PROFESSIONAL No. 2642 LAND SURVEYOR ANGEL M. MARRERO

06/30/2024

A'NGEL M. MARRERO P.L.S. #2642
Certified Design Professional # 4479

60' 0' 60' 120'
Scale: 1" =60'

REV.	DESCRIPTION	DATE

SOUTHSIDE SURVEYING & PLANNING LSF000831
#155 WESTRIDGE PKWY SUITE 212 MCDONOUGH, GA 30253 Phone: (770) 320-8009
1/1

RETRACEMENT SURVEY FOR:
LI ROUTE 23 LLC.
Land Lot 1 7TH Dist.
Land Lot 1 & 2 11TH Dist.
CITY OF STOCKBRIDGE
Henry County, GA

Drawn By: AMM
Scale: 1"=60'
Dwg No: 2-240640A
Date: 06/30/2024

SITE DATA:

- PROPERTY ADDRESS: HWY. 42N
- PARCEL NOS: 069-01009000, 070-01001000
- TOTAL SITE AREA: 12.95 AC.
- EXISTING ZONING: C2
- PROPOSED ZONING: MFR (MULTI FAMILY RESIDENTIAL)
- PROPOSED NO. OF UNITS: 100 (FEE SIMPLE TOWNHOMES)
- TYPICAL LOT: 24'X110'
- PROPOSED SETBACKS: FRONT-30', SIDE-10', REAR-20'
- THE SITE IS NOT LOCATED WITHIN A PROTECTED WATERSHED DISTRICT.

-ESTIMATED SEWER FLOW: 15,500 GPD.
(100 UNITS X 150 GPDPU + 500 GPD POOL HOUSE)

-PROPOSED VARIANCES:
1. REDUCE REQUIRED FRONT SETBACK FROM 50' TO 30'
2. REDUCE REQUIRED SIDE SETBACK FROM 20' TO 10'

Paramount ENGINEERING, INC
PH: (770)-473-9576
11 E. BROAD ST.
NEWNAN, GA. 30263
george@paramountengineering.com

GEORGIA REGISTERED No. 29411 PROFESSIONAL ENGINEER GEORGE P. HARPER III

GSWCC NO. 09374

REV.	DATE:	DESCRIPTION:

DRAWING NO:

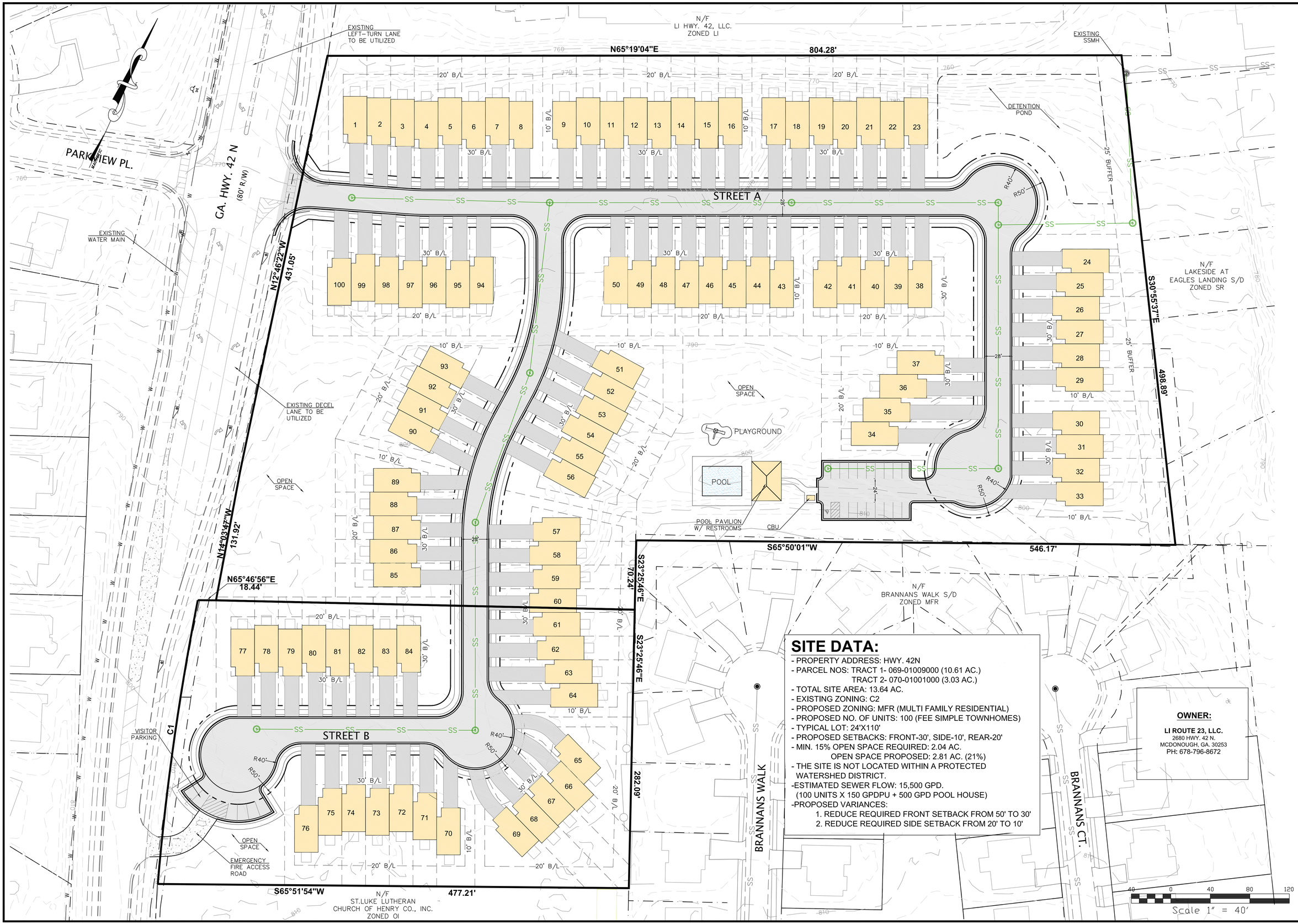
PROJECT: HWY. 42 TOWNHOMES

SHEET: REZONING SITE PLAN

LL 1 | 7TH DISTRICT | CITY OF STOCKBRIDGE

DATE: 06-10-24 | DRAWN BY: GPH | SCALE: 1" = 40'

SHEET 1



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OWNER:

LI ROUTE 23, LLC.
2680 HWY. 42 N.
MCDONOUGH, GA. 30253
PH: 678-796-8672

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DATE: 06-10-24 — DRAWN BY: GPH — SCALE: 1" = 40'

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SHEET 1

City of Stockbridge Planning and Zoning Division
Variance Application

Name of Applicant: LI ROUTE 20, LLC. Phone: 678-796-8672 Date: 07-01-24

Address Applicant: 2680 HWY. 42 N. Fax _____ Pager/Cell # _____

City: MCDONOUGH State: GA Zip: 30253 E-mail: _____

Name of Agent: George Harper- Paramount Eng. Phone: 770-473-9576 Date: 06-21-24

Address Agent: 11 E. Broad St. Fax _____ Pager/Cell # _____

City: Newnan State: GA Zip: 30263 E-mail: george@paramountengineering.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: Ch.2.4.4(c)- Front Setback reduction from 50' to 30' & side setback reduction from 15' to 10' (to match the min. 20' between buildings)

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: HWY. 42 N.

Nearest intersection to the property: Hwy 42 N. & Parkview Place
(Street Address)

Size of Tract: 13.64 AC. acre(s), Land Lot Number(s): 1 & 2, District(s): 7th & 11th

Property Tax Parcel Number(s): 069-01009000 & 07-01001000 **(Required)**

Witness Signature

Robbie L. Moore
Printed Name of Witness

Adria Smallwood
Notary

Signature of Applicant

Linda C Clark
Printed Name of Applicant

Adria Smallwood
Signature of Agent

NOTARY STAMP

ADRIA SMALLWOOD
MY COMMISSION EXPIRES
NOTARY
PUBLIC
10/18/2027
HENRY COUNTY
GEORGIA

(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: _____

Survey Written Description
Parcel ID #069-01009000 & 070-01001000
#2612 SR 23/42N

All that tract or parcel of land lying and being in Land Lots 1 and 2 of the 11th District and Land Lot1 of the 7th District of Henry County, Georgia (City of Stockbridge Ga.) and being more particularly described as follows:

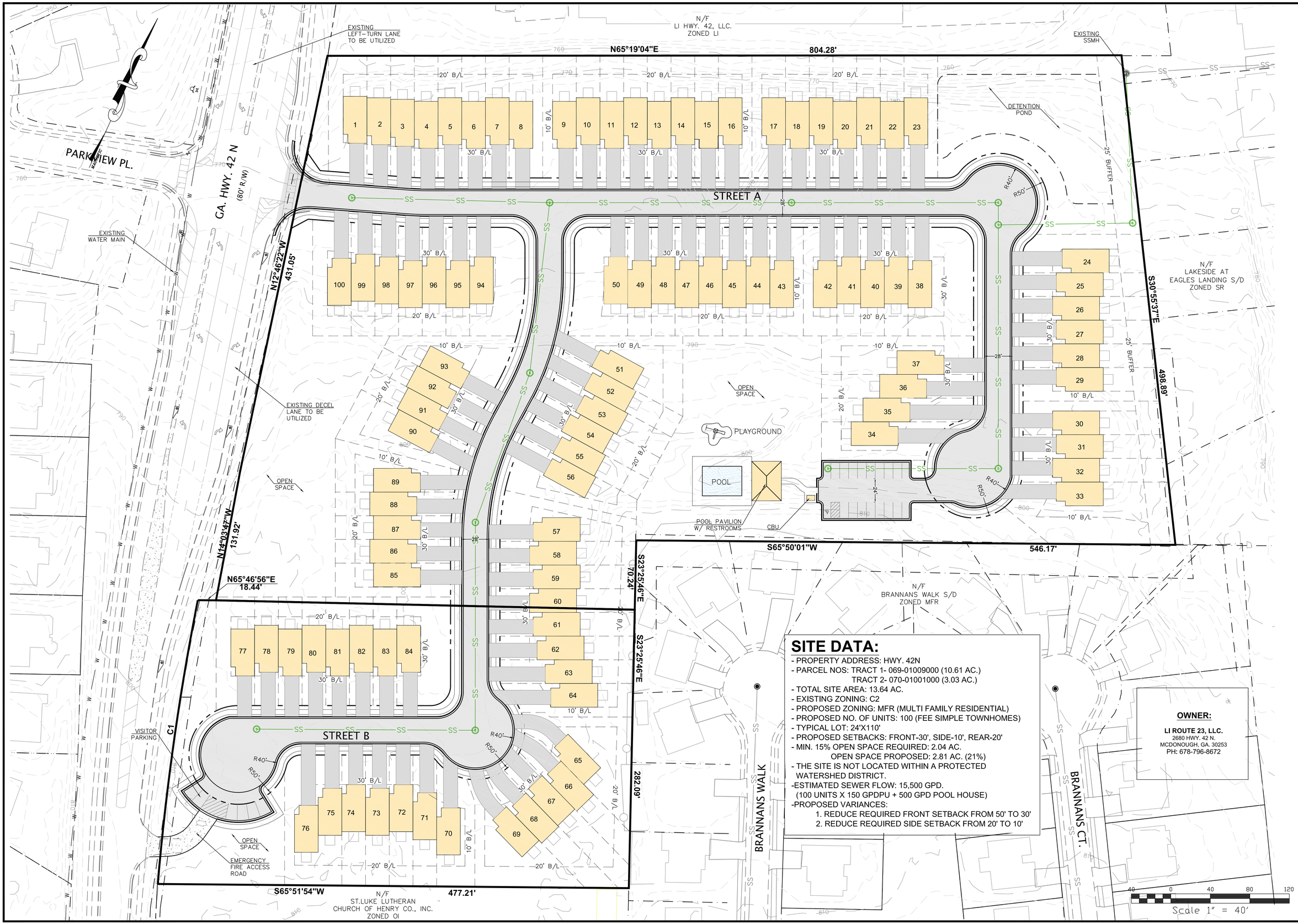
Commencing at the existing Intersection of The Northerly R/W of Brannan Road (80' R/W), and The Westerly Boundary Line of Brannan's Walk Subdivision (Plat Book 26, Pg. 187); Thence N 23°25'46" W a distance of 616.56' to an IPF (1/2" rebar w/cap), this point being **THE POINT OF BEGINNING (P.O.B):**

FROM THE POINT OF BEGINNING (P.O.B):

Thence S 65°51'54" W a distance of 477.21' to an IPF (1/2" rebar w/cap), this point also being 807.81' along existing R/W of S/R42 to Brannan Rd. (D.B. 15263, Pgs. 150-153) ; Thence around a curve to the right (C-1) having a radius of 2,650.09' a length of 290.47' a chord bearing of N 06°36'23" W a distance of 290.31' to an IPs (1/2" rebar); Thence N 65°46'56" E a distance of 18.44' to a CMF (concrete monument found); Thence N 14°03'47" W a distance of 131.92' to a CMF (concrete monument found); Thence N 12°46'22" W a distance of 431.05' to an IPS (1/2" rebar); Thence N 65°19'04"E a distance of 804.28' an IPF (1/2" rebar);); Thence S 30°55'57" E a distance of 498.89' to an IPF (1/2" rebar)); Thence S 65°50'01" W a distance of 546.17' to an IPS (1/2" rebar); Thence S 23°25'46"E a distance of 282.09' to a point, this point being **THE POINT OF BEGINNING (P.O.B).**

Containing 13.64 acres

Together with all easements recorded or unrecorded.



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GSWCC NO. 09374

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SHEET: REZONING SITE PLAN

LL 1 — 7TH DISTRICT — CITY OF STOCKBRIDGE

DATE: 06-10-24 — DRAWN BY: GPH — SCALE: 1" = 40'

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PANEL# 13151C0089D & 13151C0093D DATED 10/6/2016

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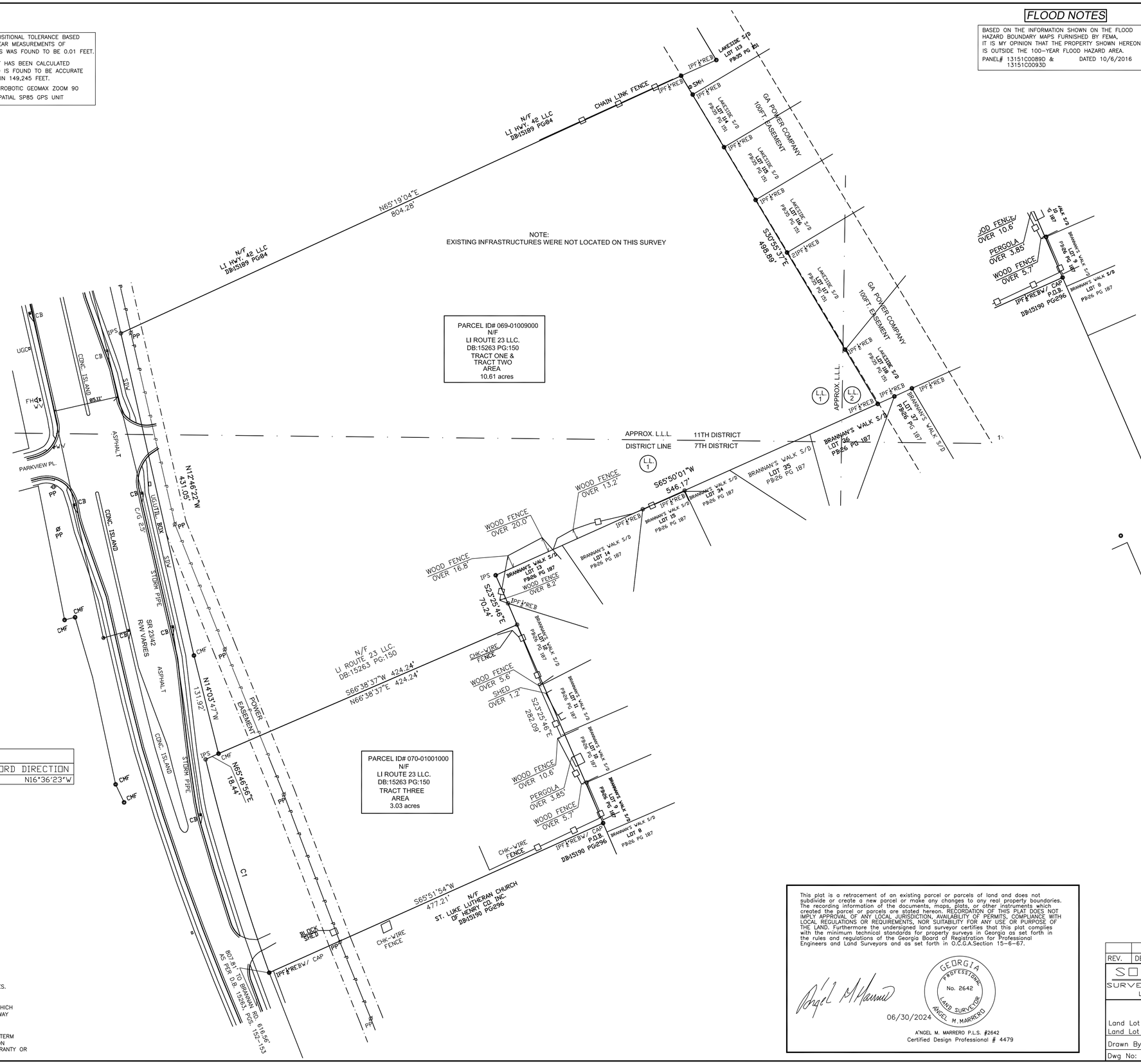
R/W	RIGHT-OF-WAY
L.L.L.	LAND LOT LINE
CMF	CONCRETE MONUMENT FOUND
POL	POINT ON LINE
B.O.C.	BACK OF CURB
FNC	FENCE CORNER
EP	EDGE OF PAVEMENT
PC	PROPERTY CORNER
LP	LIGHT POLE
PP	POWER POLE
GW	GUY WIRE
JB	EXISTING JUNCTION BOX
WV	EXISTING WATER VALVE
FH	EXSITING FIRE HYDRANT
T.B.M.	TEMPORARY BENCH MARK
B.F.E.	BASE FLOOD ELEVATION
M.F.E.	MINIMUM FLOOR ELEVATION
HW	HEADWALL
SWCB	SINGLE WALL CATCH BASIN
DWCB	DOUBLE WALL CATCH BASIN
OS	OUTLET STRUCUTRE (RISER)
DI	DROP INLET
WM	WATER METER
W	WATERLINE
SS	SANITARY SEWER LINE
OVP	OVERHEAD POWERLINE
UFO	UNDERGROUND FIBER OPTICS
G	GASLINE
LS	LANDSCAPING
PKS (F)	PK NAIL SET (FOUND)
EX-MH	EXISTING SANITARY SEWER MANHOLE
SSMH	SANITARY SEWER MANHOLE
S.S.E.	SANITARY EASEMENT
C/O	CLEAN-OUT
FDC	FIRE DEPARTMENT CONNECTOR
C.L.F.	CHAIN LINK FENCE
D.E.	DRAINAGE EASEMENT
R.R.E.	RAIL ROAD EASEMENT
H	HEIGHT
UE	UNDERGROUND ELECTRIC
AC	AIRCONDITION UNITS

GRID NORTH
GA WEST



P.O.R. DETAIL

CURVE TABLE				
CURVE	LENGTH	RADIUS	CHORD	CHORD DIRECTION
C1	290.47	2650.09	290.31	N16°36'23"W

GENERAL NOTES

1. TOGETHER WITH ALL EASEMENTS RECORDED OR UNRECORDED.
2. LAST DATE OF FIELD SURVEY 06/28/2024
3. ALL LINEAR DISTANCES SHOWN ON PLAT SHALL BE HORIZONTAL.
4. INFORMATION REGARDING THE PRESENCE, SIZE, AND LOCATION OF UNDERGROUND UTILITIES IS SHOWN HEREON. THE INFORMATION IS BASED ON THE LOCATION OF ABOVE GROUND APPURTENANCES, AVAILABLE SITE PLANS, AND PAINT PLACED BY UNDERGROUND SERVICES. "NO CERTIFICATION IS MADE AS TO THE ACCURACY"
5. ALL BEARINGS AND DISTANCES WERE MEASURED AND USED.
6. THIS SURVEY WAS PREPARED WITHOUT BENEFIT OF A TITLE REPORT WHICH MAY REVEAL ADDITIONAL CONVEYANCES, EASEMENTS OR RIGHTS-OF-WAY NOT SHOWN HEREON.

** PURSUANT TO RULE 180-6.09 OF THE GEORGIA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS, THE TERM "CERTIFY" OR "CERTIFICATION" MEANS TO DECLARE A PROFESSIONAL OPINION REGARDING THOSE FACTS OR FINDINGS AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EITHER EXPRESSED OR IMPLIED.

This plat is a retracement of an existing parcel or parcels of land and does not subdivide or create a new parcel or make any changes to any real property boundaries. The recording information of the documents, maps, plats, or other instruments which created the parcel or parcels are stated hereon. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, NOR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. Furthermore the undersigned land surveyor certifies that this plat complies with the minimum technical standards for property surveys in Georgia as set forth in the rules and regulations of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in O.C.G.A.Section 15-6-67.

GEORGIA PROFESSIONAL No. 2642 LAND SURVEYOR ANGEL M. MARRERO

06/30/2024

A'NGEL M. MARRERO P.L.S. #2642
Certified Design Professional # 4479

60' 0' 60' 120'
Scale: 1" =60'

REV.	DESCRIPTION	DATE

SOUTHSIDE SURVEYING & PLANNING LSF000831
#155 WESTRIDGE PKWY SUITE 212 MCDONOUGH, GA 30253 Phone: (770) 320-8009
1/1

RETRACEMENT SURVEY FOR:
LI ROUTE 23 LLC.
Land Lot 1 7TH Dist.
Land Lot 1 & 2 11TH Dist.
CITY OF STOCKBRIDGE
Henry County, GA

Drawn By: AMM
Scale: 1"=60'
Dwg No: 2-240640A
Date: 06/30/2024

Paramount
ENGINEERING, LLC

July 1, 2024

City of Stockbridge
Community Development Dept.
4602 North Henry Blvd.
Stockbridge, GA. 30281

Re: Letter of Intent- Rezoning for Hwy. 42 Townhomes

To Whom It May Concern:

This letter is in reference to the rezoning application for the Hwy. 42 Townhomes located on Hwy. 42N in Stockbridge, Georgia. The application is requesting the parcels 069-01009000 & 070-01001000 located at Hwy. 42N. from C2 to MFR for the development of a 100 unit fee simple style townhome subdivision.

If you have any questions feel free to call me at (770) 473-9576.

Sincerely,

George P. Harper III, P.E.

June 17, 2024

Henry County Water Authority
Engineering Division
100 Westridge Industrial Blvd.
McDonough, GA. 30253

Re: Letter of Intent- Water & Sewer Availability for Hwy. 42 Townhomes

To Whom It May Concern:

This letter is in reference to the water and sewer availability application for the Hwy. 42 Townhomes located on Hwy. 42N in Stockbridge, Georgia. The application is requesting water and sewer availability for the development of a 100 unit fee simple style townhome subdivision. The application to the City of Stockbridge is to rezone the property from C2 to MFR. The project is scheduled to begin construction within the next 8 months.

If you have any questions feel free to call me at (770) 473-9576.

Sincerely,

George P. Harper III, P.E.

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 1 day of July 2024

George Harper

Applicant's Name - Printed

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 1 day of July 2024

SHARON MOORE NOTARY PUBLIC HENRY COUNTY GEORGIA

Notary Public

My Commission expires 12/29/24

* 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
N/A	N/A	N/A

We certify that the foregoing information is true and correct, this 25th day of June, 2024

Linda C Clark
Applicant's Name - Printed

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 25 day of June 2024

Adria Smallwood
Notary Public

ADRIA SMALLWOOD
MY COMMISSION EXPIRES
NOTARY
PUBLIC
10/18/2027
HENRY COUNTY
GEORGIA

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

NOTE: If the proposed development site would contain more than one property, and/or more than one property owner, please first type a list on a separate sheet of paper which identifies each property (address and/or parcel number) and its corresponding property owner(s). Then fill out a separate Property Owner's Authorization Form (provided below) for each property and each property owner.

PROPERTY OWNER'S AUTHORIZATION FORM (See NOTE above.)

The undersigned below is the PROPERTY OWNER, or one of the property owners, of the property at Hwy 42 N. [address], with Parcel Number 069-01009000 & 070-01001000, which is the subject of this application.

Name of Property Owner: LI Route 23, LLC.

Property Owner's Address: 2680 Hwy. 42 N, McDonough, GA. 30253

Telephone: 678-786-8672 E-mail: linda@lindawood.com

I swear that I am the Property Owner, or one of the Property Owners, of the property that is the subject matter of the attached application, as is shown in the tax assessors' records of Henry [County], Georgia [State].

Signature: [signature] Date: 06/25/2024

The undersigned does duly authorize the person(s) and/or company who is named below to act as APPLICANT(S) in the pursuit of this application for the subject property.

Name(s) of Applicant(s): George Harper

Company/law firm (if applicable): Paramount Engineering, Inc.

Telephone, E-Mail, & Address: 11 E. Broad St., Newnan, GA. 30263 Ph: 770-473-9576

Email: george@paramountengineering.com

I authorize the Applicant or Applicants who are named above to act on my behalf for this application.

[signature]

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

06/25/2024
Date

[signature]

Signature of Notary Public

Adria Smallwood

Printed Name of Notary Public

6/25/2024
Date

Notary Public's Seal or Stamp:

ADRIA SMALLWOOD
MY COMMISSION EXPIRES
NOTARY
PUBLIC
10/18/2027
HENRY COUNTY,
GEORGIA

Stockbridge
Where Community Connects

TO: Planning Commission; Mayor and Council

FROM: Gordon Linton, Planner I

CC: R. Ryan Anderson, Community Development Director
Keedra Jackson, Chief Planner

DATE: June 20, 2024 (Planning Commission)

July 8, 2024 (Mayor and Council)

Subject: #VR-2024-02 For 2612 Highway 42 North and Parcel # 069-01009000

I. PURPOSE

To consider a variance application by LI Route 23, LLC to allow for the allow for the construction of a townhome development with 100 units. The property is 13.64 +/- total acres within the Stockbridge City Limits.

The applicant is requesting two variances from the MFR (Multiple-Family Residential). development regulations found in Section 2.4.4 of the Stockbridge Unified Development Code. These variances are as follows:

1. **Variance Request #1:** reduce the front yard setbacks of the townhome lots from the required 50 feet to 30 feet

2. **Variance Request #2:** reduce the side yard setbacks of the townhome lots, between buildings, from the required 15 feet to 10 feet.

The applicant also simultaneously submitted two other applications to the City of Stockbridge which are listed below:

- **Comprehensive Plan Amendment (CP-2024-06)** – The applicant requests to change the current future land use designation from Low-Density Mixed-Use to Medium-Density Residential.

- **Rezoning (RZ-2024-06)** – The applicant requests to rezone the two parcels from 'C-2' (General Commercial) to 'MFR' (Multiple-Family Residential).

II. Background

Proposed Development	Townhome development with 100 units
Site Address	2612 Highway 42 North; 069-01009000
Parcel Identification	#069-01009000; #070-01001000
Parcel Acreage	13.64 +/- acres
Applicant	LI Route 23, LLC
Agent:	George Harper of Paramount Engineering
Owner:	LI Route 23, LLC
Current Zoning	C-2 (General Commercial)
Current Use	The site is currently vacant and wooded with an existing deceleration lane and entrance on the right.

III. Finding of Facts

1. The applicant has requested to rezone the two parcels from C-2 (General Commercial) to MFR (Multiple-Family Residential).

2. The vicinity of the area is both commercial and residential with the following zoning districts: LI (Light Industrial District), SR (Suburban Residential), MFR (Multiple-Family Residential), O-I (Office Institutional), and C-2 (General Commercial).

3. The surrounding land use designations that are in the vicinity of the area are as follows: Low Density Mixed Use and High Density Residential.
4. The two parcels are part of the Parkway Mixed-Use Overlay District.

5. The existing deceleration lane at the subject property was completed in 2002.

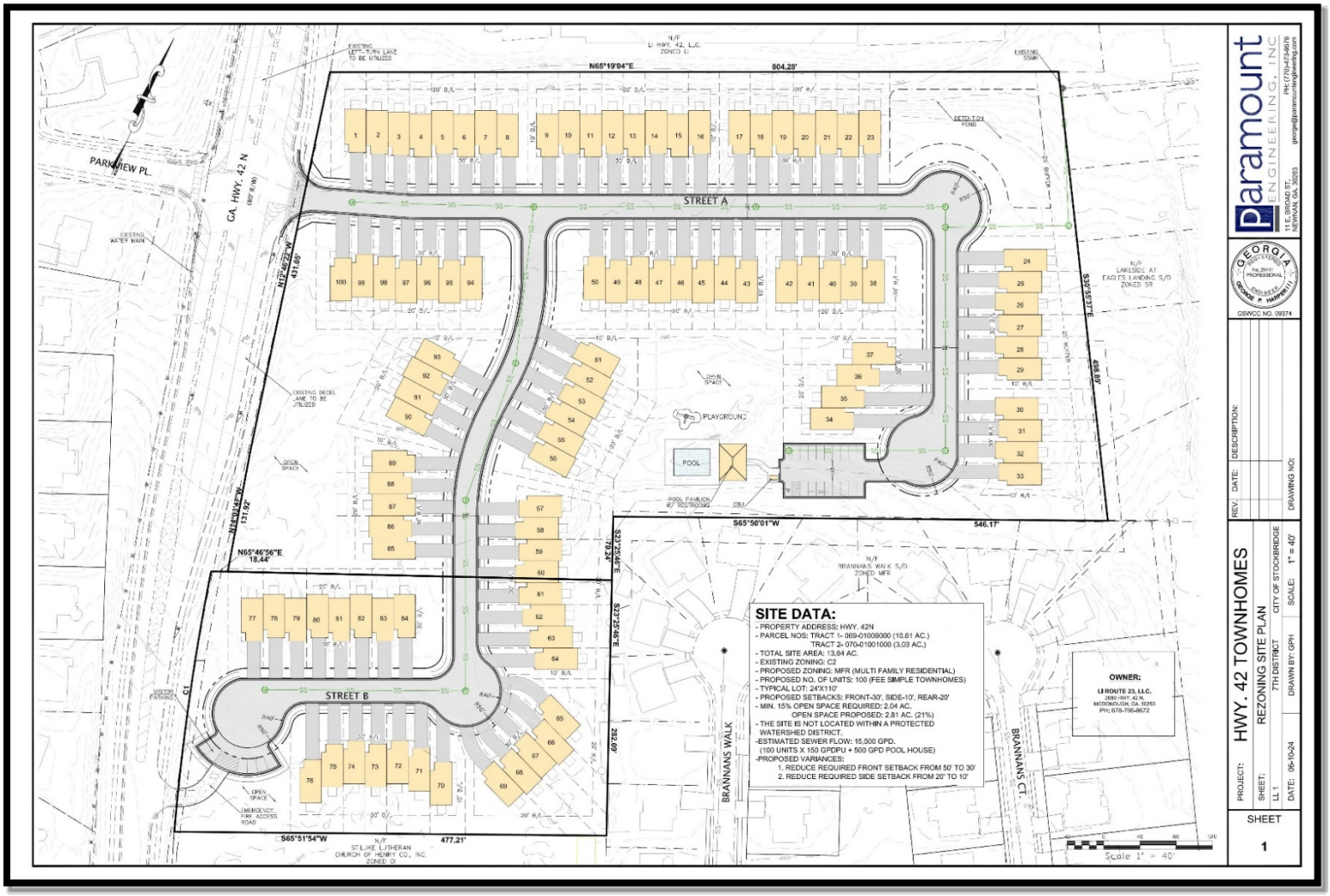
6. The larger parcel was rezoned from RA (Residential-Agricultural) to C-2 (General Commercial) on May 6, 1997, as part of a larger property.

IV. Maps, Site Plan, and Renderings

Vicinity Map of 2612 Highway 42 North; 069-01009000

Aerial Photo with Site Plan

Site Plan of Highway 42 Townhomes



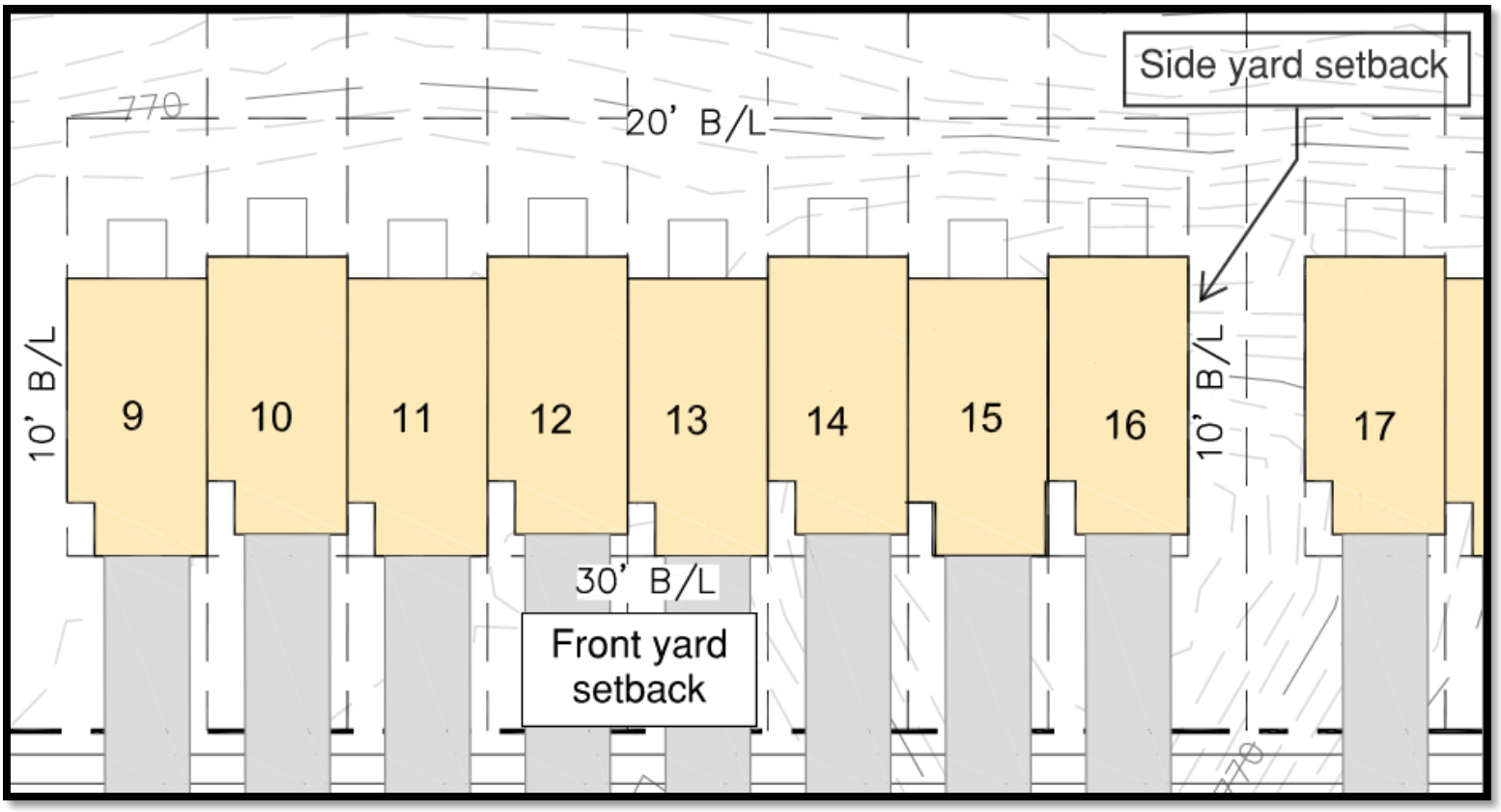
Development Data Information of Highway 42 Townhomes

SITE DATA:

- PROPERTY ADDRESS: HWY. 42N
- PARCEL NOS: TRACT 1- 069-01009000 (10.61 AC.)
  TRACT 2- 070-01001000 (3.03 AC.)
- TOTAL SITE AREA: 13.64 AC.
- EXISTING ZONING: C2
- PROPOSED ZONING: MFR (MULTI FAMILY RESIDENTIAL)
- PROPOSED NO. OF UNITS: 100 (FEE SIMPLE TOWNHOMES)
- TYPICAL LOT: 24'X110'
- PROPOSED SETBACKS: FRONT-30', SIDE-10', REAR-20'
- MIN. 15% OPEN SPACE REQUIRED: 2.04 AC.
  OPEN SPACE PROPOSED: 2.81 AC. (21%)
- THE SITE IS NOT LOCATED WITHIN A PROTECTED WATERSHED DISTRICT.
- ESTIMATED SEWER FLOW: 15,500 GPD.
  (100 UNITS X 150 GPDPU + 500 GPD POOL HOUSE)
- PROPOSED VARIANCES:
  1. REDUCE REQUIRED FRONT SETBACK FROM 50' TO 30'
  2. REDUCE REQUIRED SIDE SETBACK FROM 20' TO 10'

Renderings of Highway 42 Townhomes

Setbacks as shown on Proposed Site Plan



V. Analysis

Project Description

The applicant, LI Route 23, LLC., is proposing to build a townhome development with 100 units with a density of 7 units per acre on the eastern side of Highway 42 North and south of Eagles Landing Parkway. The size of the proposed townhomes is 24' (H) x 110 (W), which is 2,640 square feet. The proposed townhome development will include the following amenities: pool, pool pavilion with restrooms, a playground, a community mailbox, and 2.81 acres of open space. The proposed townhome development will also include six parking spaces for the visitors and 19 parking spaces close to the pool area. The proposed townhome development will include a 25-foot buffer along the eastern boundary line adjacent to the Lakeside at Eagles Landing subdivision. In addition, the proposed development will be gated, and will include a five-foot sidewalk on both sides of the internal streets. The proposed townhome development will utilize the existing deceleration lane located on Highway 42 North and will install an emergency access road on Highway 42 North. In addition, the proposed townhome development will have main access from the Parkview Place subdivision.

The applicant is requesting two variances (VR-2024-02) from the MFR development regulations found in Section 2.4.4 of the Stockbridge Unified Development Code. These variances, are as follows:

a. **Variance Request #1**: reduce the front yard setbacks of the townhome lots from the required 50 feet to 30 feet

b. **Variance Request #2**: reduce the side yard setbacks of the townhome lots, between buildings, from the required 15 feet to 10 feet.

MFR District Standards

MFR Requirement	Request From Applicant
Front Yard Setback: 50 feet	**Front Yard Setback: 30 feet**
Side Yard Setback: 15 feet	**Side Yard Setback: 10 feet**

Staff Analysis

The applicant requests a **variance** under the City of Stockbridge Unified Development Code Section **(Sec. 10.1). The Planning Commission and the City Council shall consider the weight and merits of each of the following factors before granting variances:**

Section 10.1.1.

A. A variance may be granted where owning to special conditions, a literal enforcement of the provisions of this Unified Development Code will result in an individual case result in unnecessary hardship.

B. A variance shall observe the spirit of this Unified Development Code, secure public safety and welfare, and deliver substantial justice.

C. The existence of a nonconforming use on adjacent or nearby property shall not constitute a justification for granting a variance.

D. The Planning Commission shall make recommendations to the Mayor and City Council which shall have the authority to render a decision on a variance application pursuant to the public notice and hearing requirements set forth in Chapter 9.

E. A variance may not be granted for a use specifically prohibited by the Unified Development Code. A variance is intended to compensate for a shortfall in a dimension of property that would prevent the property from complying with a site design standard. Variances may only be granted following a review of an application against the **criteria** listed below:

ANALYSIS OF REQUEST (Section 10.1.3)

A variance may be granted only upon a finding by the Mayor and City Council that all the following conditions are met.

1. **Extraordinary and exceptional circumstances pertaining to the particular piece of property exist due to its size, shape, or topography that are not found on other properties in the same zoning district.**

   Section 10.1.1 A of the Unified Development Code states that "A variance may be granted where owing to special conditions, a literal enforcement of the provisions of this unified development code will in an individual case result in unnecessary hardship." Therefore, since the staff is currently reviewing the MFR building standards, the staff is in support of reducing the front yard setback from 50 feet to 30 feet. Staff has reviewed the MFR building standards and therefore is in support of the side yard reduction from the required 15 feet to 10 feet.

2. **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 may be deprived of the opportunity to develop a townhome community with lot sizes comparable to those in other recently approved MFR (Multi-Family Residential) districts.

3. **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 the requested variances would not confer any special privileges upon the property owner. Furthermore, the denial of the requested variances would force the developer to unfairly comply with the same standards in the developing the proposed site, even though the proposed characteristics of the subject property would make it very difficult to do, thus creating an unnecessary hardship for the developer itself

4. **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 requested variance would be consistent with the overall purpose and intent of the Unified Development Code by encouraging the most appropriate land use on the subject property.

5. **The extraordinary circumstances are not the result of actions by the applicant.**

   The physical conditions of the subject property, which were not created by the applicant, are currently limiting the applicant's ability to develop the property for reasonable use.

6. **The variance is the minimum relief that will allow the legal use of the land, building or structure.**

   The subject property remains developable under the current C-2 (General Commercial District) zoning designation. However, while townhomes could be constructed under the applicant's requested MFR (Multi-Family Residential) zoning district, the developer would face significant constraints without the reduction of both front and side yard setbacks. These constraints would hinder the creation of a site plan that allows for the construction of a sufficient number of units to ensure economic feasibility.

7. **The variance is not a request to permit the use of land, buildings or structures that is prohibited in the same zoning district.**

   The MFR zoning districts provide a list of permitted uses, which includes townhomes.

VI. STAFF RECOMMENDATION

Based on the Staff analysis above, the Planning and Zoning Staff therefore recommends approval for the following variances:

1. **Variance Request #1**: reduce the front yard setbacks of the townhome lots from the required 50 feet to 30 feet **(APPROVAL)**

2. **Variance Request #2**: reduce the side yard setbacks of the townhome lots, between buildings, from the required 15 feet to 10 feet. **(APPROVAL)**