



## **CITY OF STONECREST, GEORGIA**

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*Honorable Mayor Jason Lary, Sr.*

*Council Member Jimmy Clanton, Jr. – District 1*

*Council Member Rob Turner- District 2*

*Council Member Jazzmin Cobble – District 3*

*Council Member George Turner- District 4*

*Council Member Diane Adoma – District 5*

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### **CITY COUNCIL MEETING AGENDA**

October 28, 2019

7:00 p.m.

3120 Stonecrest Blvd. Suite 190

Stonecrest, Georgia

- I. CALL TO ORDER:** Mayor Jason Lary
- II. ROLL CALL:** Megan Reid, City Clerk
- III. INVOCATION**
- IV. PLEDGE OF ALLEGIANCE**
- V. AWARDS AND HONORS**
- VI. APPROVAL OF THE COUNCIL AGENDA**
- VII. MINUTES:**
  - a. Approval of the October 14, 2019 City Council Meeting Minutes
  - b. Approval of the October 23, 2019 Called Meeting Minutes
- VIII. PRESENTATIONS:**
  - a. Presentation by Mayor Jason Lary
- IX. PUBLIC COMMENTS**
- X. APPOINTMENTS:**
- XI. PUBLIC HEARINGS:**

- a. RZ 19-0007
- b. RZ 19-0008
- c. Ordinance for text amendment TMOD 19-003
- d. Ordinance for text amendment TMOD 19-005
- e. Ordinance for text amendment TMOD 19-006

**XII. NEW BUSINESS:**

- a. RZ19-0007- 1<sup>st</sup> Reading
- b. RZ19-0008- 1<sup>st</sup> Reading
- c. Ordinance for text amendment TMOD 19-003- 1<sup>st</sup> Reading
- d. Ordinance for text amendment TMOD 19-005- 1<sup>st</sup> Reading
- e. Ordinance for text amendment TMOD 19-006- 1<sup>st</sup> Reading
- f. Discount Store Ordinance- 2019-10-001- 1<sup>st</sup> Reading
- g. Party House Ordinance– 2019-10-002-1<sup>st</sup> Reading
- h. Floodplain Insurance Ordinance- 2019-10-003- 1<sup>st</sup> Reading

**XIII. OLD BUSINESS:**

**XIV. EXECUTIVE SESSION:**

**WHEN AN EXECUTIVE SESSION IS REQUIRED, ONE WILL BE CALLED FOR THE FOLLOWING ISSUES: 1) PERSONNEL, 2) LITIGATION, 3) REAL ESTATE**

**XV. CITY MANAGER COMMENTS**

**XVI. CITY ATTORNEY COMMENTS**

**XVII. MAYOR AND COUNCIL COMMENTS**

**XVIII. ADJOURNMENT**

*Americans with Disabilities Act*

*The City of Stonecrest does not discriminate on the basis of disability in its programs, services, activities and employment practices.*

*If you need auxiliary aids and services for effective communication (such as a sign language interpreter, an assistive listening device or print material in digital format) or reasonable modification to programs, services or activities contact the ADA Coordinator, Megan Reid, as soon as possible, preferably 2 days before the activity or event.*





## **COUNCIL MEETING AGENDA ITEM**

**SUBJECT: Minutes from 10/14/2019**

|                                          |                                     |                                           |
|------------------------------------------|-------------------------------------|-------------------------------------------|
| <input type="checkbox"/> ORDINANCE       | <input type="checkbox"/> POLICY     | <input type="checkbox"/> STATUS REPORT    |
| <input type="checkbox"/> DISCUSSION ONLY | <input type="checkbox"/> RESOLUTION | <input checked="" type="checkbox"/> OTHER |

**Council Meeting: 10-28-2019**

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**SUBMITTED BY: Megan Reid**

**PURPOSE:**

**HISTORY:**

**FACTS AND ISSUES:**

**OPTIONS:**

**RECOMMENDED ACTION: Approval by Mayor and Council**



## CITY COUNCIL AGENDA ITEM

**SUBJECT: Ordinance for Rezoning Applications**  
**RZ-19-007 (1794, 1800 & 1850 Phillips Road)**

☐ **ORDINANCE**                      ☐ **POLICY**                      ☐ **STATUS REPORT**

☐ **DISCUSSION ONLY**              ☐ **RESOLUTION**              ☒ **OTHER**

**Date Submitted: 10/24/2019**

**Work Section:**

**Council Meeting: 10/28/2019**

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**SUBMITTED BY:** Christopher Wheeler, Planning and Zoning Director

**PURPOSE:** To change the zoning from R-100 (Residential Med Lot) District to RSM (Small Lot Residential) to construct 211 attached townhomes.

**HISTORY:** This item was heard at the October 1<sup>st</sup>, 2019 Planning Commission Meeting. The applicant requested to change the subject property zoning from R-100 to MR-2 for the development an attached single-family home. Originally the applicant was heard at the Aug 26<sup>th</sup> City Council meeting and was deferred for a full cycle. The Planning Commission recommends approval with conditions.

**OPTIONS:** Approve or Deny

### **RECOMMENDATED ACTION:**

Planning Commission recommended approval RZ-19-007 at the April 2<sup>nd</sup> meeting.

### **ATTACHMENTS:**

- # 1 10/24/19 Staff Report
- # 2 10/24/19 Application
- # 3 10/24/19 Power Point Presentation



# **PLANNING COMMISSION**

## **RZ -19-007**

**RZ 19-007**

**Attachment #1**

**10/24/19 Staff Report**



## PLANNING COMMISSION / MAYOR AND CITY COUNCIL STAFF REPORT

RZ-19-007

*Revised Planning Commission October 1<sup>st</sup>, 2019 / Mayor and City Council Meeting October 28<sup>th</sup>, 2019*

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### GENERAL INFORMATION

|                                                           |                                                                                                                                                                                                                                                                                                                                                                                 |
|-----------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Petition Number:</b>                                   | RZ-19-007                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Applicant:</b>                                         | Rocklyn Homes c/o Battle Law                                                                                                                                                                                                                                                                                                                                                    |
| <b>Owner:</b>                                             | Estate of Melba Harris and Teresa Cato                                                                                                                                                                                                                                                                                                                                          |
| <b>Project Location:</b>                                  | 1794, 1800 & 1850 Phillips Road                                                                                                                                                                                                                                                                                                                                                 |
| <b>District:</b>                                          | District 1                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Acreage:</b>                                           | 30.10                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Existing Zoning:</b>                                   | R-100 (Residential Med Lot) District                                                                                                                                                                                                                                                                                                                                            |
| <b>Proposed Zoning:</b>                                   | RSM (Small Lot Residential Mix) District                                                                                                                                                                                                                                                                                                                                        |
| <b>Comprehensive Plan Community:<br/>Area Designation</b> | Suburban                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Proposed Development/Request:</b>                      | This application was originally heard at the Aug 26 <sup>th</sup> City Council Meeting. The application was deferred back to Planning Commission so the traffic study could be completed, and further community meeting could be held. The applicant is requesting to rezone the subject properties from R-100 to RSM for the development of 240 fee simple attached townhomes. |
| <b>Staff Recommendations:</b>                             | Approval with Conditions                                                                                                                                                                                                                                                                                                                                                        |
| <b>Planning Commission:</b>                               | Approval with Conditions                                                                                                                                                                                                                                                                                                                                                        |





PLANNING COMMISSION / MAYOR AND CITY COUNCIL STAFF REPORT

RZ-19-007

Aerial Map



ZONING CASE: **RZ-19-007**

ADDRESS: **1794, 1800 & 1850 Phillips Rd**

CURRENT ZONING: **R-100**

FUTURE LAND USE: **SUBURBAN**

0 0.05 0.1 mi



**Subject Property**



## PLANNING COMMISSION / MAYOR AND CITY COUNCIL STAFF REPORT

RZ-19-007

### Zoning Map



### ZONING CASE: **RZ-19-007**

ADDRESS: **1794, 1800 & 1850 Phillips Rd**

CURRENT ZONING: **R-100**

FUTURE LAND USE: **SUBURBAN**



**Subject Property**

0 0.05 0.1 mi





## PLANNING COMMISSION / MAYOR AND CITY COUNCIL STAFF REPORT

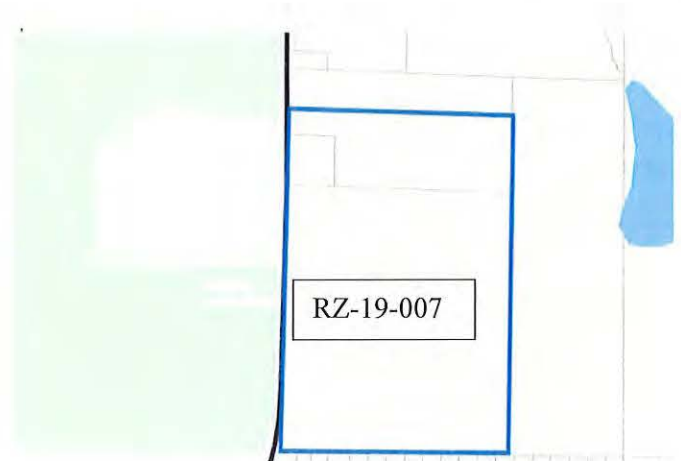
RZ-19-007

### PROJECT OVERVIEW

#### **Location**

The subject properties are located at 1794, 1800 & 1850 Philips Road. The properties are approximately 1,000 feet south of Philips and South Deshon intersection and 2,500 feet south of the Philips and South Stone Mountain Lithonia Road intersection.

The property is bounded by Philips Road to the west, by an undeveloped parcel to the north, an undeveloped parcel to the east and residential subdivision (Woods of Redan) to the south.



#### **Background**

Currently, the property has kept its original zoning classification of R-100 under Stonecrest Zoning Ordinance. The properties are mainly open pasture land with a scattering of mature hardwoods along the property lines closer to Philips Road. A freshwater pond is located to the south west portion of the larger parcel. The topography of the property is characterized as being even throughout.















PLANNING COMMISSION / MAYOR AND CITY COUNCIL STAFF REPORT

RZ-19-007

Proposed Elevations





PLANNING COMMISSION / MAYOR AND CITY COUNCIL STAFF REPORT

RZ-19-007







## PLANNING COMMISSION / MAYOR AND CITY COUNCIL STAFF REPORT

RZ-19-007

### Public Participation

Property owners within 500 feet of subject property were mailed notices of the proposed rezoning in July. The community meeting was held on July 11<sup>th</sup>, 2019 at 6:30 pm at the Redan Recreation Center located at 1839 Philips Road, Lithonia Georgia 30058. Several residents show up at the community meeting regarding the rezoning application. There were several concerns from residents regarding traffic, home buyers, public notice and zoning process.

The applicant held another community meeting for September 25, 2019, from 7:30 pm to 8:30 pm to present the update site plan. The main concerns the resident's voice was traffic, density, price point and future development in the area.

### STANDARDS OF REZONING REVIEW

Section 7.3.4 of the Stonecrest Zoning Ordinance list eight factors to be considered in a technical review of a zoning case completed by the Community Development Department and Planning Commission. Each factor is listed with staff analysis.

- Whether the zoning proposal will permit a use that is suitable in view of the units and development of adjacent and nearby property or properties.

As shown in the table below, the subject property is surrounded by low to medium density housing. \* Please see the table

| Adjacent & Surrounding Properties | Zoning<br>(Petition Number)           | Land Use                                     | Density<br>Non-Residential<br>(SF/Acre)<br>Residential (Units/Acre) |
|-----------------------------------|---------------------------------------|----------------------------------------------|---------------------------------------------------------------------|
| Applicant                         | Proposed: RSM                         | Residential                                  | 8.0 units/Acre                                                      |
| Adjacent: North                   | R-100                                 | Residential<br>(Undeveloped)                 | n/a                                                                 |
| Nearby: West                      | R-100                                 | Institutional Use<br>(Unincorporated DeKalb) | n/a                                                                 |
| Adjacent: West                    | MR-1<br>(CZ-0713333)                  | Residential                                  | 8-12 units/acre                                                     |
| Nearby: North East                | RSM<br>(CZ-03075)                     | Residential<br>(Redan Square)                | 4-8 units/acre                                                      |
| Adjacent: South                   | RSM<br>(Small Lot<br>Residential Mix) | Residential<br>(Woods at Redan)              | 4-8 units/acre                                                      |
| Nearby: North East                | M<br>(Light Industrial)               | Industrial<br>(Emmanuel Haitian<br>Church)   | n/a                                                                 |





## PLANNING COMMISSION / MAYOR AND CITY COUNCIL STAFF REPORT

RZ-19-007

The presence of medium density housing in the surrounding community suggests the proposed development would be suitable for this location.

- **Whether the zoning proposal is in conformity with the policy and intent of the comprehensive plan.**

The subject properties are located within the Suburban character area of the Stonecrest Comprehensive Plan. The intent of the character area is to protect stable neighborhoods from incompatible development that could alter established single-family residential development patterns and density.

The proposed development is located in an area transitioning from low density housing to medium density housing. The current character of the area shows many of the surrounding properties to be single-family detached. The proposed use would be in keeping with the policy and intent of the comp plan. Staff would note the density of 8.0 units per acre exceeds the current density of the surrounding area even though the density is in the limit of the zoning district. Staff believes the density should be lowered to be similar to the surrounding area.

The applicant submitted a revised site plan showing the density dropped from 8 units per acre to 7 units per acre resulting in a total of 211 townhomes instead of the 240 units originally proposed.

- **Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned.**

The property is currently zoned R-100 which permits the development of detached single-family home development with a minimum lot size of 15,000 square feet. The property has reasonable economic use currently zoned.

- **Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property or properties.**

The proposed residential use is not anticipated to have a negative impact on the existing use or usability of adjacent or nearby properties. Staff believe the proposed use of a single-family home attached townhome will be in line with the existing character of the area

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

With the approval of the MR-1 zoning property to the east and the existing RSM zoning classification to the south and north east of the property, its reason to believe the proposed use would be in line with the area, which would give it supporting grounds for approval.

- **Whether the zoning proposal will adversely affect historic buildings, sites, districts, or archaeological resources.**

There are currently no historic buildings, sites, districts or archaeological resources on the subject property.



## PLANNING COMMISSION / MAYOR AND CITY COUNCIL STAFF REPORT

RZ-19-007

- **Whether the zoning proposal will result in a use that will or could cause excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.**

Access to the property will be Phillips Road which is a collector road. The applicant submitted a trip generation report showing trips to and from the development would exceed 100 per trip during peak hours. According to the trip generation, the proposed development is projected to generate approximately 1,764 daily trips (882 In; 882 Out), 110 trips total AM peak hours (25 In; 85 Out), and 129 trips total PM peak hour trips (81 In; 48 Out). The staff has requested a traffic impact analysis for further evaluation of the project.

The applicant submitted the requested traffic impact analysis for staff to review. After reviewing the traffic analysis, staff believes the proposed use will not cause excessive or burdensome use of the existing streets.

The zoning proposal will not cause an excessive or burdensome on utilities as Dekalb County believes the property has the sewer capacity for residential development.

When fully constructed the proposed development would be expected to create 94 additional students. Twenty-five (25) at Redan ES, eleven (11) at Lithonia MS, sixteen (16) at Lithonia HS and forty (40) at other DCSD schools. All three neighborhood schools have the capacity for additional students. The proposed use will not have an excessive or burdensome use on schools.

- **Whether the zoning proposal adversely impacts the environment or surrounding natural resources.**

The zoning proposal will not adversely impact the environment or surrounding natural resources. The applicant intends to preserve the freshwater pond on the property and make it part of their amenity package. The applicant will have to provide for the management of stormwater according to the City's regulations and state regulations.





## PLANNING COMMISSION / MAYOR AND CITY COUNCIL STAFF REPORT

RZ-19-007

### STAFF RECOMMENDATION

Staff recommends **Approval** of Land Use Petition RZ-19-007 and therefore shall be subject to the following conditions:

1. The site shall be developed in general conformance with the site plan received by the City on September 19<sup>th</sup>, 2019.
2. The development shall be limited to the 7.0 units per acre.
3. Exterior elevations shall be substantially similar to the elevations received by the City on June 4<sup>th</sup>, 2019. Final elevations shall be subject to review and approval of the Planning and Zoning Director.
4. The development shall be limited to a maximum of one (1) full access entrance and one (1) right in/right out only entrance on Phillips Road as shown on the submitted site plan. Said entrances shall be aligned with the driveways to the Redan Recreation Center, subject to adequate spacing requirements, sight distance, and the approval of the Stonecrest City Engineer.
5. Owner/Developer shall install ADA compliant sidewalks along both sides of all proposed streets.
6. Owner/Developer shall construct a deceleration lane at the southern entrance to the development on Phillips Road (Sec. 14-200(9)a), subject to the approval of the Stonecrest City Engineer.
7. Owner/Developer shall construct a left turn lane at the southern (full access) entrance on Phillips Road (Sec. 14-200(9)b), subject to the approval of the Stonecrest City Engineer.
8. Owner/Developer shall install curb & gutter, drainage improvements, and a five foot (5') wide sidewalk along the entire frontage of Phillips Road.
9. Owner/Developer shall dedicate additional right-of-way along the entire frontage of Phillips Road to provide a minimum of thirty feet (30') from the road centerline, twelve feet (12') from the future back of curb, or two feet (2') from the future back of sidewalk, whichever is greater.
10. All proposed private roads shall be designed and constructed in compliance with the City of Stonecrest Development Regulations, subject to the approval of the City Engineer.
11. Owner/Developer shall provide detention, water quality, and channel protection in accordance with the Georgia Stormwater Manual. Detention shall be provided for the 1 thru 100-year storm events with no increased runoff. For the purpose of these calculations, the existing runoff rate shall be considered to be a wooded, predeveloped condition. Detention facilities must be on a separate lot and shall be maintained by the Homeowners Association.
12. Owner/Developer shall comply with the City of Stonecrest Tree Protection Ordinance concerning tree protection and replacement. A minimum on-site tree density of fifteen (15) units/acre shall be required. Any specimen trees removed during the redevelopment shall require additional tree recompense units as required in the ordinance.
13. Water and sewer approval is required by the DeKalb County Department of Watershed Management.
14. There shall be a mandatory homeowner's association ("HOA") with automatic membership for all homeowners and their successors.





## PLANNING COMMISSION / MAYOR AND CITY COUNCIL STAFF REPORT

RZ-19-007

15. At no time shall more than 35 % of the townhome's units located within the townhome community will be rentals units. Additionally, the leasing of non-owners occupied units for short term rentals of less than six (6) months shall be strictly prohibited. The rental restrictions shall be detailed in the Declaration of Restricted Covenants record for the community, a copy which shall be delivered to the City of Stonecrest simultaneously with the recording of the Final Subdivision Plat or Condominium Plat.
16. Privacy fencing shall be installed along the southern boundary line of the Subject property.

### PLANNING COMMISSION RECOMMENDATION

On October 1<sup>st</sup> 2019 the Stonecrest Planning Commission recommends **Approval** of Land Use Petition RZ-19-007 and therefore shall be subject to the following conditions:

1. The site shall be developed in general conformance with the site plan received by the City on September 19<sup>th</sup>, 2019.
2. The development shall be limited to the 7.0 units per acre.
3. Exterior elevations shall be substantially similar to the elevations received by the City on June 4<sup>th</sup>, 2019. Final elevations shall be subject to review and approval of the Planning and Zoning Director.
4. The development shall be limited to a maximum of one (1) full access entrance and one (1) right in/right out only entrance on Phillips Road as shown on the submitted site plan. Said entrances shall be aligned with the driveways to the Redan Recreation Center, subject to adequate spacing requirements, sight distance, and the approval of the Stonecrest City Engineer.
5. Owner/Developer shall install ADA compliant sidewalks along both sides of all proposed streets.
6. Owner/Developer shall construct a deceleration lane at the southern entrance to the development on Phillips Road (Sec. 14-200(9)a), subject to the approval of the Stonecrest City Engineer.
7. Owner/Developer shall construct a left turn lane at the southern (full access) entrance on Phillips Road (Sec. 14-200(9)b), subject to the approval of the Stonecrest City Engineer.
8. Owner/Developer shall install curb & gutter, drainage improvements, and a five foot (5') wide sidewalk along the entire frontage of Phillips Road.
9. Owner/Developer shall dedicate additional right-of-way along the entire frontage of Phillips Road to provide a minimum of thirty feet (30') from the road centerline, twelve feet (12') from the future back of curb, or two feet (2') from the future back of sidewalk, whichever is greater.
10. All proposed private roads shall be designed and constructed in compliance with the City of Stonecrest Development Regulations, subject to the approval of the City Engineer.



## PLANNING COMMISSION / MAYOR AND CITY COUNCIL STAFF REPORT

RZ-19-007

11. Owner/Developer shall provide detention, water quality, and channel protection in accordance with the Georgia Stormwater Manual. Detention shall be provided for the 1 thru 100-year storm events with no increased runoff. For the purpose of these calculations, the existing runoff rate shall be considered to be a wooded, predeveloped condition. Detention facilities must be on a separate lot and shall be maintained by the Homeowners Association.
12. Owner/Developer shall comply with the City of Stonecrest Tree Protection Ordinance concerning tree protection and replacement. A minimum on-site tree density of fifteen (15) units/acre shall be required. Any specimen trees removed during the redevelopment shall require additional tree recompense units as required in the ordinance.
13. Water and sewer approval is required by the DeKalb County Department of Watershed Management.
14. There shall be a mandatory homeowner's association ("HOA") with automatic membership for all homeowners and their successors.
15. At no time shall more than 35 % of the townhome's units located within the townhome community will be rentals units. Additionally, the leasing of non-owners occupied units for short term rentals of less than six (6) months shall be strictly prohibited. The rental restrictions shall be detailed in the Declaration of Restricted Covenants record for the community, a copy which shall be delivered to the City of Stonecrest simultaneously with the recording of the Final Subdivision Plat or Condominium Plat.
16. Privacy fencing shall be installed along the southern boundary line of the Subject property.

**RZ 19-007**

**Attachment #2**

**10/24/19 Application**





## Amendment Application

|                      |                                                                                                                                                                                                                  |      |                            |                          |
|----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|----------------------------|--------------------------|
| Owner Information    | Owner's Name: Estate of Melba Harris and Teresa Cato                                                                                                                                                             |      |                            |                          |
|                      | Owner's Address: See Exhibit A attached hereto for Owner's Contact Information                                                                                                                                   |      |                            |                          |
|                      | Phone:                                                                                                                                                                                                           | Fax: | Email:                     |                          |
|                      | Property Address: 1794, 1800 & 1850 Phillips Road                                                                                                                                                                |      |                            | Parcel Size: 30.10 acres |
|                      | Parcel ID: 16 101 03 009, 16 101 03 010 and 16 101 03 012                                                                                                                                                        |      |                            |                          |
|                      | Current Zoning Classification: R100                                                                                                                                                                              |      |                            |                          |
| Property Information | Requested Zoning Classification: RSM                                                                                                                                                                             |      |                            |                          |
|                      | Name: Rocklyn Homes, Inc. c/o Battle Law, P.C.                                                                                                                                                                   |      |                            |                          |
|                      | Address: One West Court Square, Suite 750, Decatur, GA 30030                                                                                                                                                     |      |                            |                          |
|                      | Phone: (404) 601-7616                                                                                                                                                                                            |      | Fax: 404-745-0045          |                          |
|                      | Cell:                                                                                                                                                                                                            |      | Email: mlb@battlelawpc.com |                          |
|                      | Is this development and/or request seeking any incentives or tax abatement through the City of Stonecrest or any entity that can grant such waivers, incentives, and/or abatements?                              |      |                            |                          |
|                      | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No                                                                                                                                              |      |                            |                          |
|                      | 1. Will the zoning proposal permit a use that is suitable in view of the use and development of adjacent and nearby properties?                                                                                  |      |                            |                          |
|                      | Please see attached Statement of Intent and Impact Analysis.                                                                                                                                                     |      |                            |                          |
|                      | 2. Will the affected property of the zoning proposal have a reasonable economic use as currently zoned?                                                                                                          |      |                            |                          |
| Questionnaire        | 3. Will the zoning proposal adversely affect the existing use or usability of adjacent or nearby property?                                                                                                       |      |                            |                          |
|                      | 4. Are other existing or changing conditions affecting the existing use or usability of the development of the property which give supporting grounds for either approval or disapproval of the zoning proposal? |      |                            |                          |
|                      | 5. Will the zoning proposal adversely affect historic buildings, sites, districts, or archaeological resources?                                                                                                  |      |                            |                          |
|                      | 6. Will the zoning proposal result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities or schools?                                       |      |                            |                          |



Affidavit

To the best of my knowledge, this zoning application form is correct and complete. If additional materials are determined to be necessary, I understand that I am responsible for filing additional materials as specified by the City of Stonecrest Zoning Ordinance.

Applicant's Name:

Rocklyn Homes, Inc.

Applicant's Signature:

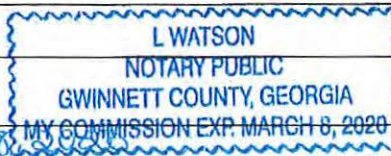
Date:

June 3, 2019

Sworn to and subscribed before me this 3rd Day of June 20 19

Notary Public:

Signature:



My Commission Expires: March 08, 2020

☒ Application Fee ☒ Sign Fee ☒ Legal Fee

Fee: \$ 2,290.00

Payment: ☐ Cash ☒ Check ☐ CC

Date:

June 3, 2019

☐ Approved ☐ Approved with Conditions ☐ Denied

Date:

\*One sign is required per street frontage and/or every 500 feet of street frontage

Notary

Fee



## Property Owner(s) Notarized Certification

The owner and petitioner acknowledge that this Zoning Map Petition application form is correct and complete. By completing this form, all owners of the subject property certify authorization of the filing of the application for zoning amendment, and authorization of an applicant or agent to act on their behalf in the filing of the application including all subsequent application amendments.

|                                   |                                                                                     |  |                                      |                   |
|-----------------------------------|-------------------------------------------------------------------------------------|--|--------------------------------------|-------------------|
| Property Owner<br>(If Applicable) | Signature: Estate of Melba Harris By: <u>[Signature]</u> , Executor                 |  | Date: June __, 2019                  |                   |
|                                   | Address: 2959 Lenora Rd                                                             |  | City, State: Snellville Zip: 30039   |                   |
|                                   | Phone:                                                                              |  |                                      |                   |
|                                   | Sworn to and subscribed before me this <u>3rd</u> day of <u>June</u> , 20 <u>19</u> |  |                                      |                   |
| Property Owner<br>(If Applicable) | Notary Public: <u>[Signature]</u>                                                   |  |                                      |                   |
|                                   | Signature:                                                                          |  |                                      | Date:             |
|                                   | Address:                                                                            |  |                                      | City, State: Zip: |
|                                   | Phone:                                                                              |  |                                      |                   |
| Property Owner<br>(If Applicable) | Sworn to and subscribed before me this _____ day of _____, 20____                   |  |                                      |                   |
|                                   | Notary Public:                                                                      |  |                                      |                   |
|                                   | Signature: <u>Teresa Caro</u> , Teresa Caro                                         |  | Date: June <u>3</u> , 2019           |                   |
|                                   | Address: 2891 Klondike Rd Apt.A                                                     |  | City, State: Lithonia, GA Zip: 30038 |                   |
| Property Owner<br>(If Applicable) | Phone:                                                                              |  |                                      |                   |
|                                   | Sworn to and subscribed before me this <u>3rd</u> day of <u>June</u> , 20 <u>19</u> |  |                                      |                   |
|                                   | Notary Public: <u>[Signature]</u>                                                   |  |                                      |                   |
|                                   |                                                                                     |  |                                      |                   |





## Applicant/Petitioner Notarized Certification

Petitioner states under oath that: (1) he/she is the executor or Attorney-In-Fact under a Power-of- Attorney for the owner (attach a copy of the Power-of-Attorney letter and type name above as "Owner"); (2) he/she has an option to purchase said property (attach a copy of the contract and type name of owner above as "Owner"); (3) he/she has an estate for years which permits the petitioner to apply (attach a copy of lease and type name of owner above as "Owner").

|                                                              |                                                              |                          |                |
|--------------------------------------------------------------|--------------------------------------------------------------|--------------------------|----------------|
| Applicant / Petitioner                                       | Rocklyn Homes, Inc.                                          |                          | Date: 6/3/2019 |
|                                                              | Signature: By:                                               |                          |                |
|                                                              | Address: 3505 Koger Blvd Suite 275                           | City, State: Duluth, GA  | Zip: 30096     |
|                                                              | Phone: 404-424-6723                                          |                          |                |
| Sworn to and subscribed before me this 3rd day of June, 2019 |                                                              |                          |                |
| Notary Public:                                               |                                                              |                          |                |
| Attorney / Agent                                             | Signature:                                                   |                          | Date: 6/3/2019 |
|                                                              | Address: One West Court Sq. #750                             | City, State: Decatur, GA | Zip: 30030     |
|                                                              | Phone: 404-601-7616                                          |                          |                |
|                                                              | Sworn to and subscribed before me this 3rd day of June, 2019 |                          |                |
| Notary Public:                                               |                                                              |                          |                |



### Campaign Disclosure Statement

Have you, within the two years immediately preceding the filing of this application, made campaign contributions aggregating \$250.00 or more to a member of the City of Stonecrest City Council or a member of the City of Stonecrest Planning Commission?

☐ Yes ☒ No

|                              |                                                       |
|------------------------------|-------------------------------------------------------|
| <b>Applicant /<br/>Owner</b> | Signature: By: <i>Rocklyn Homes, Inc.</i>             |
|                              | Address: 3505 Koger Blvd, Suite 275, Duluth, GA 30096 |
|                              | Date: June 3, 2019                                    |
|                              |                                                       |

If you answered yes above, please complete the following section:

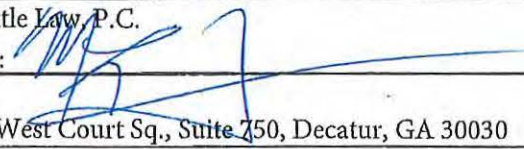
| Date | Government Official | Official Position | Description | Amount |
|------|---------------------|-------------------|-------------|--------|
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☐ Yes ☒ No

|                              |            |                                                                                    |
|------------------------------|------------|------------------------------------------------------------------------------------|
| <b>Applicant /<br/>Owner</b> | Signature: | Battle Law P.C.                                                                    |
|                              | By:        |  |
|                              | Address:   | One West Court Sq., Suite 750, Decatur, GA 30030                                   |
|                              | Date:      | June 3, 2019                                                                       |

If you answered yes above, please complete the following section:

| Date | Government Official | Official Position | Description | Amount |
|------|---------------------|-------------------|-------------|--------|
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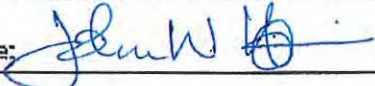




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☐ Yes ☒ No

|                              |                                                                                              |
|------------------------------|----------------------------------------------------------------------------------------------|
| <b>Applicant /<br/>Owner</b> | Signature:  |
|                              | Address: 2959 Lenora Rd, Snellville, GA 30039                                                |
|                              | Date: June 3, 2019                                                                           |

If you answered yes above, please complete the following section:

| Date | Government Official | Official Position | Description | Amount |
|------|---------------------|-------------------|-------------|--------|
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### Campaign Disclosure Statement

Have you, within the two years immediately preceding the filing of this application, made campaign contributions aggregating \$250.00 or more to a member of the City of Stonecrest City Council or a member of the City of Stonecrest Planning Commission?

☐ Yes ☒ No

|                   |                                                              |
|-------------------|--------------------------------------------------------------|
| Applicant / Owner | Signature: <u>Teresa Caro</u>                                |
|                   | Address: <u>2891 Klondike Rd, Apt. A, Lithonia, GA 30038</u> |
|                   | Date: <u>June 3, 2019</u>                                    |

If you answered yes above, please complete the following section:

| Date | Government Official | Official Position | Description | Amount |
|------|---------------------|-------------------|-------------|--------|
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**STATEMENT OF INTENT AND**  
**IMPACT ANALYSIS**

and

Other Material Required by  
City of Stonecrest Zoning Ordinance  
for the  
Application for Rezoning

of

**Rocklyn Homes, Inc.**  
**c/o Battle Law, P.C.**

for

30.10± acres of land located at  
**1794, 1800 and 1850 Phillips Road**

City of Stonecrest, Georgia

Submitted for Applicant by:

Michèle L. Battle, Esq.  
Battle Law, P.C.  
One West Court Square, Suite 750  
Decatur, Georgia 30030  
(404) 601-7616 Phone  
(404) 745-0045 Facsimile  
[www.battlelawpc.com](http://www.battlelawpc.com)



## **I. STATEMENT OF INTENT**

The Applicant, Rocklyn Homes, Inc., is seeking to rezone 30.10 acres of the property located at 1794, 1800 and 1850 Phillips Road (the "Subject Property") from R-100 to RSM for the development of 240 fee simple single family attached units at a density of 8 units per acre. The Subject Property has a land use designation of Suburban.

The Subject Property is an assemblage of three residential lots currently improved with a 710 sq. ft. home built in 1935, a 1,161 sq. ft. home built in 1948 and a 2,535 sq. ft. home built in 1940. Moderately vegetated, with a freshwater pond, the Subject Property is ripe for redevelopment. Immediately across from the western boundary of the Subject Property is Redan Park, a +/-70 acre park which includes multiple fields used for baseball, softball, and football, a multi-use field, tennis courts, a disc golf course, playground, picnic area and trails. New Covenant Christian Church located at 1760 Phillips Road abuts the northern boundary of the Subject Property. East of the Subject Property is a 70.71 acre tract of land zoned MR-1 (CZ-07-13333) which is intended to be developed as a mixed use project with townhomes, single family homes, senior apartments, and commercial/retail units with access off of Stone Mountain Lithonia Road. South of the Subject Property is the Woods of Redan subdivision zoned RSM which was built out in the early 1980's with minimum 6,000 sq. ft. lots for single family detached homes. Additionally, in 2007 the DeKalb County Board of Commissioners approved the rezoning of 24.42 acres of land located immediately north of New Covenant Christian Church to RA-8 (now known as RSM) for the development of 173 townhome units at a density of 7.1 units per acre. It is the Applicant's position that all of the surrounding uses and density support the proposed rezoning of the Subject Property to RSM for the development of the proposed townhome community.

The Applicant, Rocklyn Homes, Inc., is a local family owned developer/builder that is committed to developing quality communities in the Metro Atlanta area. Alden Park and Belmont Hills on Covington Highway and The Terraces of Stonecrest adjacent to Stonecrest City Hall, are recent Rocklyn developments in DeKalb County. Their product has been well received by the community which is evidenced by the rate of sales, including 10 units per month at Belmont Hills, and in one weekend alone they sold 17 units in the Alden Park community. It is Rocklyn's desire to build craftsman style townhomes with an emphasis on quality interiors and exterior visual aesthetics that are a giant step above the townhome units currently available in the surrounding area. Rocklyn's primary market is young professionals and empty nesters looking for quality homes with low outdoor maintenance requirements. The Subject Property is ideal as it is a neighborhood that is still growing, with a mixture of housing types and price points which allows for a diversity of residents with verifying socioeconomic statuses. Please visit Rocklyn's website at [www.rocklynhomes.com](http://www.rocklynhomes.com) for more information about Rocklyn Homes.

The proposed 240-unit townhome community will be developed at a density of 8 units per acre. The density bonus of 100% above the 4 units per acre base is achieved as follows:

- a. 100% Bonus: Enhanced open space of 35% or 10.54 acres as shown on the submitted site plan, and
- b. 20% Bonus: Amenity Proximity by being within .25 miles of a public park.

The units will be 2 stories, 20ft in width, with a minimum unit size of 1,450 sq. ft. and a 1-car garage, with a parking pad that can accommodate an additional two cars. The amenity package will be structure around the freshwater pond located on the Subject Property, with a walking trail adjacent to the pond and a community event lawn with benches and other outdoor amenities. It is anticipated that the price point for the units will start at \$190,000, unlike the Redan Square units

which start at \$120,000. The difference in price stems from the quality of the product being sold, which include granite counter tops, hardwood floors, trim and upgraded fixtures. Please visit the Applicant's website at [www.rocklynhomes.com](http://www.rocklynhomes.com) to see examples of the Applicant's interior and exterior looks and designs.

This document is submitted both as a Statement of Intent regarding this Application, a preservation of the Applicant's constitutional rights, and the Impact Analysis of this Application as required by the City of Stonecrest's Zoning Ordinance. A surveyed plat and conceptual site plan of the Subject Property controlled by the Applicant has been filed contemporaneously with the Application, along with other required materials.

## **II. IMPACT ANALYSIS**

- (a) Suitability of use: The proposed rezoning will permit uses that are suitable in view of the uses and developments adjacent and nearby the Subject Property. Additionally, the proposed rezoning is consistent with the Suburban land use designation for the Subject Property.
- (b) Effect on adjacent property: The uses of the Subject Property as contemplated in this Application will have no adverse impact on the adjacent property owners.
- (c) Economic use of current zoning: The Subject Property has no use as currently zoned. The development of single family detached homes with a minimum lot area of 15,000 sq. ft. is not viable in the area. Any homes built would far outprice the recent sales in the immediate area which is in the mid to low \$100K. The proposed project will result in price points which will be at the top end of the market in the area with sells starting at \$190,000.



- (d) Effect on public facilities: The Subject Property is in an area with public utility availability. The proposed rezoning will not cause excessive use of streets, transportation facilities, or utilities in the area.
- (e) Effect on historic building, sites, etc. The approval of this Application will not have any adverse impact on any historic buildings, sites, districts or archaeological resources in the area.
- (f) Environmental Impact. Based upon the Environmental Site Analysis, the approval of this Application will not result in any adverse environmental impact.

#### **IV. CONCLUSION**

For the foregoing reasons, the Applicant respectfully requests that the Rezoning Application at issue be approved. The Applicant also invites and welcomes any comments from Staff or other officials of City of Stonecrest so that such recommendations or input might be incorporated as conditions of approval of this Application. Please note that the Applicant's Notice of Constitutional Allegations and Preservation of Constitutional Rights have been submitted with this Application and are attached hereto and by this reference incorporated herein.

This 4<sup>th</sup> day of June, 2019.

Respectfully submitted,

  
\_\_\_\_\_  
Michèle L. Battle, Esq.  
Attorney For Applicant

NOTICE OF CONSTITUTIONAL ALLEGATIONS AND PRESERVATION OF  
CONSTITUTIONAL RIGHTS

The portions of the City of Stonecrest 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 Stonecrest 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 Stonecrest City Council to 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 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 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 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 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 City of Stonecrest 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.



### **Public Participation Plan**

Applicant: Rocklyn Homes, Inc.

1. The applicant will send out notices for the proposed community meeting to those property owners identified in the property owner list generated by the City of Stonecrest and provided to the Applicant at the time of submission of this Application.
2. The property owners will be notified of the community meeting by postcard.
3. The Applicant will hold a community meeting at 6:30pm at a location to be determined, which will be at a location within a one to two mile radius of the subject property.

## **Environmental Site Analysis (ESA)**

1. **Conformance with the Comprehensive Plan.** The Subject Property is located at 1794, 1800 and 1850 Phillips Road across from the Redan Park. The Stonecrest Comprehensive Map shows the Subject Property as having land use designations of Suburban. It is the Applicant's intent to rezone the Subject Property from R-100 to RSM to allow for the development of 241 townhome units.

2. **Environmental Impacts of the Proposed Project.**

- (a) **Wetlands.** According to the National Wetlands Inventory Wetlands Mapper, there is a .94 freshwater pond located in the southwestern corner of the Subject Property which is designated as PUBHh.

Classification code: PUBHh

System Palustrine (P) : The Palustrine System includes all nontidal wetlands dominated by trees, shrubs, persistent emergents, emergent mosses or lichens, and all such wetlands that occur in tidal areas where salinity due to ocean-derived salts is below 0.5 ppt. It also includes wetlands lacking such vegetation, but with all of the following four characteristics: (1) area less than 8 ha (20 acres); (2) active wave-formed or bedrock shoreline features lacking; (3) water depth in the deepest part of basin less than 2.5 m (8.2 ft) at low water; and (4) salinity due to ocean-derived salts less than 0.5 ppt.

Class Unconsolidated Bottom (UB) : Includes all wetlands and deepwater habitats with at least 25% cover of particles smaller than stones (less than 6-7 cm), and a vegetative cover less than 30%.

Water Regime Permanently Flooded (H) : Water covers the substrate throughout the year in all years.

Special Modifier Diked/Impounded (h) : These wetlands have been created or modified by a man-made barrier or dam that obstructs the inflow or outflow of water.

- (b) **Floodplain.** According to the FEMA National Flood Hazard interactive mapping system, the Subject Property is in an area of minimal flood hazard Zone X.
    - (c) **Streams/stream buffers.** Based on fields observation and verification by the Applicant's surveyor, there is a freshwater pond, and stream located on the Subject Property as shown on the site plan submitted with the Application.
    - (d) **Slopes exceeding 33 percent over a 10-foot rise in elevation.** Based on fields observation and verification by the Applicant's surveyor, there are no slopes exceeding 33 percent over a 10-foot rise in elevation on the Subject Property.
    - (e) **Vegetation (including endangered species).** The Subject Property is sparsely vegetated, however, to the Applicant's knowledge, based on field observation there are no endangered species located on the Subject Property.
    - (f) **Wildlife Species (including fish and endangered species).** Based on field observation, to the Applicant's knowledge, there are no endangered species located on the Subject Property.

- (g) **Archeological/Historical Sites.** Based on field observation, to the Applicant's knowledge, there are no archeological or historical sites located on the Subject Property.

3. **Project Implementation Measures**

- (a) **Protection of environmentally sensitive areas.** The freshwater pond located on the Subject Property will be protected and maintained as required under local, State and Federal law, including the maintenance of the 75 ft stream buffer.
- (b) **Protection of water quality.** All stormwater runoff generated from a site shall be adequately treated before discharge in accordance with City of Stonecrest development regulations.
- (c) **Minimization of negative impacts on existing infrastructure.** The existing infrastructure surrounding the Subject Property will not be negatively impacted by the development of the proposed project. It is the Applicant's intent to comply with all City of Stonecrest development regulations, and to connect into the existing utilities in the area in order to minimize disturbance.
- (d) **Minimization on archeological/historically significant area.** To the Applicant's knowledge, there are no archeological/historically significant areas located on or near the Subject Property.
- (e) **Minimization of negative impacts on environmentally stressed communities.** The proposed uses in the proposed project will be for residential uses which are generally compatible with nearby communities, as the use will be contained and to the knowledge of Applicant, will not generate any measurable dust, vibrations, odor, glare, emissions or noise beyond the Subject Property.
- (f) **Creation and preservation of green space and open space.** The proposed project will result in the removal of trees from the Subject Property. As the proposed project is for a residential use, there will be significant green space area located on the Subject Property as shown on the site plan and required under the City's land development ordinance.
- (g) **Protection of citizens from the negative impacts of noise and lighting.** All lighting on the Subject Property will be in compliance with the City's rules and regulations, and in accordance with the City's noise regulations.
- (h) **Protection of parks and recreational green space.** To the Applicant's knowledge, there are no parks or recreational green space in the area.
- (i) **Minimization of impacts to wildlife habitats.** To the Applicant's knowledge, there are no wildlife habitats on or near the Subject Property.



## **Environmental Impact Report**

1. **Environmental Adverse Uses.** To the Applicant's knowledge, there will not be any environmentally adverse uses of the Subject Property.
2. **Impact on noise levels of the surrounding area.** The use of the Subject Property will be in compliance with the City rules and regulations regarding noise levels. As the use on the Subject Property will be wholly contained within the proposed improvements with adequate and required noise buffering, there should be no impact on the surrounding area from the proposed use of the Subject Property.
3. **Impact on air quality of surrounding area.** As previously stated, the proposed project will not generate any measurable dust, vibrations, odor, glare, emissions or noise beyond the Subject Property.
4. **Impacts of water quality/resources.** All stormwater runoff generated from a site shall be adequately treated before discharge in accordance with City of Stonecrest development regulations.
5. **Impacts on vegetation, fish and wildlife species.** There is a fresh water pond located on the Subject Property, which will be maintained and protected. To the best of Applicant's knowledge there is no wildlife located on or near the Subject Property. There are trees located on the Subject Property some of which will be removed in accordance with the City's Tree Protection Ordinance.
6. **Impacts of thermal and explosive hazards on the surround areas.** The Subject Property will be used for the development of a townhome community. Currently there is no intent for thermal or explosive hazards to be located on the Subject Property, and to the extent that any such uses may be located on the Subject Property in accordance with the District Regulations, such uses will be conducted in accordance with all Federal, State and local laws and regulations.
7. **Impacts of hazardous wastes on the surrounding area.** The Subject Property will be used for a townhome community and commercial component, and to the extent that any hazardous waste is generated in connection with the operation of any business to be located on the Subject Property in accordance with the District Regulations, such waste shall be disposed of in accordance with all Federal, State and local laws and regulations.
8. **Minimization of negative impacts on environmentally stressed communities.** The proposed uses in the proposed project are generally compatible with nearby residential communities, as the use will be contained wholly within the properties, and to the knowledge of Applicant, will not generate any measurable dust, vibrations, odor, glare, emissions or noise beyond the Subject Property. Furthermore, to the best of the Applicant's knowledge, there are no environmental stressed communities within the general vicinity of the Subject Property.

#### PROPERTY DESCRIPTION EXHIBIT

All that tract and parcel of Land lying and being in the 16<sup>th</sup> land district of City of Stonecrest, Dekalb County, Georgia, land lot 101, Containing 30.1 acres more or less, and more fully described as follows:

To find the TRUE POINT OF BEGINNING, commence at the Northeast intersection corner of Phillips Road and Phillips Place and along the Eastern Right of Way of Phillips Road, begin North 13 degrees 42 minutes 48.18 seconds East a distance of 109.10' which is, said point being the TRUE POINT OF BEGINNING OF PROPERTY. Begin along said right of way, traveling North 7 degrees 15 minutes 12.06 seconds East a distance of 76.71' to a point; thence traveling North 5 degrees 55 minutes 22.57 seconds East a distance of 76.71' to a point; thence traveling North 4 degrees 35 minutes 33.90 seconds East a distance of 76.71' to a point; thence traveling North 3 degrees 15 minutes 44.34 seconds East a distance of 76.71' to a point; thence traveling North 1 degrees 46 minutes 36.02 seconds East a distance of 54.38' to a point; thence traveling North 0 degrees 51 minutes 54.54 seconds East a distance of 686.19' to a point; thence traveling North 0 degrees 41 minutes 9.87 seconds East a distance of 73.16' to a point; thence traveling North 1 degree 1 minute 34.77 seconds East a distance of 126.84' to a point; thence traveling North 1 degree 1 minute 33.51 seconds East a distance of 104.00' to a point; thence traveling South 88 degrees 7 minutes 22.12 seconds East a distance of 977.00' to a point; thence traveling South 0 degrees 57 minutes 5.16 seconds West a distance of 304.00' to a point; thence traveling South 0 degrees 57 minutes 5.72 seconds West a distance of 1029.71' to a point; thence traveling North 89 degrees 6 minutes 2.81 seconds West a distance of 49.50' to a point; thence traveling North 89 degrees 6 minutes 6.83 seconds West a distance of 80.00' to a point; thence traveling North 89 degrees 6 minutes 4.29 seconds West a distance of 80.00' to a point; thence traveling North 89 degrees 6 minutes 3.45 seconds West a distance of 80.00' to a point; thence traveling North 89 degrees 6 minutes 6.83 seconds West a distance of 80.00' to a point; thence traveling North 89 degrees 6 minutes 4.33 seconds West a distance of 80.00' to a point; thence traveling North 89 degrees 6 minutes 4.29 seconds West a distance of 80.00' to a point; thence traveling North 89 degrees 6 minutes 5.98 seconds West a distance of 80.00' to a point; thence traveling North 89 degrees 6 minutes 6.83 seconds West a distance of 80.00' to a point; thence traveling North 89 degrees 6 minutes 3.80 seconds West a distance of 100.00' to a point; thence traveling North 89 degrees 6 minutes 4.16 seconds West a distance of 70.00' to a point; thence traveling North 89 degrees 6 minutes 4.68 seconds West a distance of 63.63' to a point; thence traveling North 89 degrees 6 minutes 6.66 seconds West a distance of 76.48', to the TRUE POINT OF BEGINNING.





















## MEMORANDUM

To: Mr. Tim Jenkins, Rocklyn Homes

From: Mr. John D. Walker, P.E., PTOE, Kimley-Horn and Associates, Inc.  
Mr. Jin Seo, P.E., Kimley-Horn and Associates, Inc.

Date: June 3, 2019

RE: ***Phillips Road Tract Development – City of Stonecrest, DeKalb County***  
***Trip Generation Memo***

---

Kimley-Horn is pleased to provide this memorandum regarding the project trip generation for the proposed *Phillips Road Tract* development in the City of Stonecrest, DeKalb County, Georgia.

### PROJECT OVERVIEW

The Phillips Road Tract development is a proposed residential development on a 30.1-acre site bordered by Phillips Road to the west and located approximately 0.4 miles south of S Stone Mountain Lithonia Road in the City of Stonecrest, DeKalb County, Georgia. The proposed development consists of approximately 241 townhome units. The project site is currently zoned Residential Medium Lot (R-100) and the proposed development zoning is Small Lot Residential Mix (RSM).

### PROJECT ACCESS

Site access to the proposed development will occur along Phillips Road at 2 locations. These driveways will be approximately 600' apart and will align directly across from 2 existing driveways that serve the Redan Recreation Center.

## TRIP GENERATION

Project traffic, for the purposes of this evaluation, is defined as the vehicle trips expected to be generated by the proposed development. Anticipated trip generation for the Phillips Road Tract development was calculated using rates and equations contained in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition, 2017. This analysis generated the project trips using the following land use: Multifamily Housing (Low-Rise) (ITE Code 220).

The proposed density and the anticipated project trip generation are summarized in **Table 1**.

| Table 1: Trip Generation       |           |          |               |       |      |              |       |      |              |       |      |
|--------------------------------|-----------|----------|---------------|-------|------|--------------|-------|------|--------------|-------|------|
| Land Use                       | Density   | ITE Code | Daily Traffic |       |      | AM Peak Hour |       |      | PM Peak Hour |       |      |
|                                |           |          | Total         | Enter | Exit | Total        | Enter | Exit | Total        | Enter | Exit |
| Multifamily Housing (Low-Rise) | 241 units | 220      | 1,764         | 882   | 882  | 110          | 25    | 85   | 129          | 81    | 48   |
| Total                          |           |          | 1,764         | 882   | 882  | 110          | 25    | 85   | 129          | 81    | 48   |

*Note: No reductions for alternative transportation modes (walking, cycling, transit, carpooling, etc.) and mixed-use were taken.*

As shown in **Table 1**, the proposed development is projected to generate approximately 1,764 total daily trips (882 in; 882 out), 110 total AM peak hour trips (25 in; 85 out), and 129 total PM peak hour trips (81 in; 48 out).

We hope this information is helpful. If you have any questions concerning this letter or need additional information, please do not hesitate to contact me.

Sincerely,  
KIMLEY-HORN AND ASSOCIATES, INC.



John D. Walker, P.E., PTOE  
Senior Vice President/Senior Associate



Jin Seo, P.E.  
Project Engineer

### Attachments:

- Trip Generation Analysis
- Aerial Image
- Proposed Site Plan



| Trip Generation Analysis (10th Ed.)<br>Phillips Road Tract Development<br>DeKalb County, Georgia |           |             |              |    |     |              |    |     |
|--------------------------------------------------------------------------------------------------|-----------|-------------|--------------|----|-----|--------------|----|-----|
| Land Use                                                                                         | Intensity | Daily Trips | AM Peak Hour |    |     | PM Peak Hour |    |     |
|                                                                                                  |           |             | Total        | In | Out | Total        | In | Out |
| <u>Proposed Site Traffic</u>                                                                     |           |             |              |    |     |              |    |     |
| 220 Multifamily Housing (Low-Rise) - General Urban/Suburban                                      | 241 d.u.  | 1,764       | 110          | 25 | 85  | 129          | 81 | 48  |
| Gross Trips                                                                                      |           | 1,764       | 110          | 25 | 85  | 129          | 81 | 48  |







## 1794, 1800 & 1850 Phillips Road Mailing List

| <u>Name</u>                   | <u>Address</u>             | <u>City</u>    | <u>State</u> | <u>Zip</u> |
|-------------------------------|----------------------------|----------------|--------------|------------|
| 1691 Redan Llc                | Po Box 490127              | Atlanta        | GA           | 30349-0018 |
| 6394 Phillips Place Llc       | 161 Mangum St Sw           | Atlanta        | GA           | 30313-1336 |
| Ace Homes Llc                 | 3755 Namasco Dr            | Suwanee        | GA           | 30024-8441 |
| Adrian S Plummer              | 6298 Phillips Pl           | Lithonia       | GA           | 30058-8901 |
| Agnes Clancy                  | 6377 Redan Sq              | Lithonia       | GA           | 30058-7105 |
| Altomese Sanders              | 3026 Parc Lorraine         | Lithonia       | GA           | 30038-1920 |
| American Equity Financial Llc | 241 W Wieuca Rd Ne Ste 240 | Atlanta        | GA           | 30342-3300 |
| Andrea Williams               | 6391 Phillips Pl           | Lithonia       | GA           | 30058-8904 |
| Angella Thafe                 | 6363 Redan Sq              | Lithonia       | GA           | 30058-7105 |
| Bianca K Munns                | 6369 Redan Sq              | Lithonia       | GA           | 30058-7105 |
| Bustinloose Enterprises Llc   | 6361 Redan Sq              | Lithonia       | GA           | 30058-7105 |
| Canute D Noble                | 2048 Cutleaf Creek Rd      | Grayson        | GA           | 30017-4071 |
| Caroline O Shorter            | 6383 Phillips Pl           | Lithonia       | GA           | 30058-8904 |
| Cerberus Sfr Holdings Lp      | 875 3rd Ave                | New York       | NY           | 10022-6225 |
| Charles E Caldwell            | 6342 Phillips Pl           | Lithonia       | GA           | 30058-8903 |
| Clarendon Holdings Inc        | 780 Nandina Dr             | Weston         | FL           | 33327-2403 |
| Collin M Watterton            | 6354 Phillips Pl           | Lithonia       | GA           | 30058-8903 |
| Collins Bernard Agyemang      | 6334 Phillips Ct           | Lithonia       | GA           | 30058-8922 |
| Cordia Georgia 2 Llc          | 736 Ridge Ave              | Stone Mountain | GA           | 30083-3629 |
| Dalvin D Drummonds            | 6368 Phillips Ct           | Lithonia       | GA           | 30058-8922 |
| Daniel Fairweather            | 6367 Redan Sq              | Lithonia       | GA           | 30058-7105 |
| David E Miller                | 1794 Oak Ridge Cir Sw      | Stone Mtn      | GA           | 30087-3288 |
| Debborah M Rhodes             | 6337 Phillips Pl           | Lithonia       | GA           | 30058-8904 |
| Deborah A Washington          | 6389 Redan Sq              | Lithonia       | GA           | 30058-7105 |
| Dekalb County                 | 1300 Commerce Dr           | Decatur        | GA           | 30030-3222 |
| Delphine Jackson              | 6348 Phillips Pl           | Lithonia       | GA           | 30058-8903 |
| Derek Harper                  | 6307 Phillips Pl           | Lithonia       | GA           | 30058-8904 |
| Dion N Page                   | 6316 Phillips Ct           | Lithonia       | GA           | 30058-8922 |
| Dozier Communities Llc        | Po Box 921879              | Norcross       | GA           | 30010-1879 |
| Dwayne P McLaughlin           | 6282 Phillips Lake Ct      | Lithonia       | GA           | 30058-3929 |
| Earnestine C Brown            | 2422 Parkland Dr           | Decatur        | GA           | 30032-6236 |
| Elaine H Spears               | 6313 Phillips Pl           | Lithonia       | GA           | 30058-8904 |
| Emmanuel Haitian Church Inc   | 3830 Ansley Park Dr        | Suwanee        | GA           | 30024-6433 |
| Enid L Delpratt               | 6295 Phillips Pl           | Lithonia       | GA           | 30058-8902 |
| Eugene Gibbs Jr               | 6345 Phillips Pl           | Lithonia       | GA           | 30058-8904 |
| F Cube Llc                    | Po Box 888774              | Atlanta        | GA           | 30356-0774 |
| Floyd A Blake Jr              | 6372 Phillips Ct           | Lithonia       | GA           | 30058-8922 |
| Franchetta Lowery             | 6383 Redan Sq              | Lithonia       | GA           | 30058-7105 |
| Francine Reese Graham         | 6331 Phillips Pl           | Lithonia       | GA           | 30058-8904 |
| Fyr Sfr Borrower Llc          | 5100 Tamarind Reef         | Christiansted  | VI           | 00820-4849 |
| Gagdav 006 Llc                | Po Box 803338              | Chicago        | IL           | 60680-3338 |
| Guy Hendel                    | 327 South St               | Chestnut Hill  | MA           | 02467-3653 |
| India Ceonna Murray           | 6359 Redan Sq              | Lithonia       | GA           | 30058-7105 |
| Jackie Bines                  | 6338 Phillips Ct           | Lithonia       | GA           | 30058-8922 |

|                                |                        |             |    |            |
|--------------------------------|------------------------|-------------|----|------------|
| Janet L Butts                  | 6382 Phillips Ct       | Lithonia    | GA | 30058-8922 |
| Joseph Leighton Edwards        | 6377 Phillips Pl       | Lithonia    | GA | 30058-8904 |
| Keleen A P Ludford             | 6371 Phillips Pl       | Lithonia    | GA | 30058-8904 |
| Kevon Claxton                  | 6397 Redan Sq          | Lithonia    | GA | 30058-7105 |
| Kings Key Llc                  | 2962 Paddock Trl       | Duluth      | GA | 30096-3710 |
| Leona Jackson                  | 6351 Phillips Pl       | Lithonia    | GA | 30058-8904 |
| Madeline Y Evans               | 6320 Phillips Ct       | Lithonia    | GA | 30058-8922 |
| Marcel J Turner                | 6357 Phillips Pl       | Lithonia    | GA | 30058-8904 |
| Margaret Cross Sinclair        | 6362 Phillips Pl       | Lithonia    | GA | 30058-8903 |
| McHaney E Ruth                 | 6306 Phillips Ct       | Lithonia    | GA | 30058-8922 |
| Melba H Harris                 | 1850 Phillips Rd       | Lithonia    | GA | 30058-5376 |
| Minnie T Collins               | 6373 Redan Sq          | Lithonia    | GA | 30058-7105 |
| Nathel Williams                | 6316 Phillips Pl       | Lithonia    | GA | 30058-8903 |
| New Covenant Christian Ministr | 1760 Phillips Rd       | Lithonia    | GA | 30058-5378 |
| Nikki Hobson                   | 6378 Phillips Ct       | Lithonia    | GA | 30058-8922 |
| Noel Ezekiel Brown             | 6310 Phillips Ct       | Lithonia    | GA | 30058-8922 |
| Oluseyi Kumapayi               | 2380 Village Centre Dr | Loganville  | GA | 30052-8768 |
| Pauline E Montague             | 6388 Phillips Pl       | Lithonia    | GA | 30058-8903 |
| Pivo Corp                      | 4544 Devonshire Rd     | Atlanta     | GA | 30338-5601 |
| Rasheedah Humphrey             | 6324 Phillips Ct       | Lithonia    | GA | 30058-8922 |
| Redan East Llc                 | 2498 Jett Ferry Rd     | Atlanta     | GA | 30338-3062 |
| Resi TL1 Borrower Llc          | 1110 Strand St Ste 2A  | Christianst | VI | 00820-5083 |
| Ricky V Collier                | 6398 Redan Sq          | Lithonia    | GA | 30058-7104 |
| Roger O Howard                 | 6276 Phillips Lake Ct  | Lithonia    | GA | 30058-3929 |
| Rolison Sylvia C Patterson     | 6325 Phillips Pl       | Lithonia    | GA | 30058-8904 |
| Rose M Dunn                    | 6364 Phillips Ct       | Lithonia    | GA | 30058-8922 |
| Ryan D Stokeling               | 3181 Wildberry Run Ln  | Snellville  | GA | 30078-3097 |
| Sallie F Thomas                | 6268 Phillips Lake Ct  | Lithonia    | GA | 30058-3929 |
| Sandra Jones                   | 6363 Phillips Pl       | Lithonia    | GA | 30058-8904 |
| Sharon Cain                    | 6319 Phillips Pl       | Lithonia    | GA | 30058-8904 |
| Sheila V Marlow                | Po Box 15366           | Atlanta     | GA | 30333-0366 |
| Stanley L Jackson              | 6371 Redan Sq          | Lithonia    | GA | 30058-7105 |
| Steve Gallon III               | 1695 Redan W           | Lithonia    | GA | 30058-7107 |
| Tanya M Lang                   | 6322 Phillips Pl       | Lithonia    | GA | 30058-8903 |
| Tavers Jose Miguel Acosta      | 250 American Way       | Oxon Hill   | MD | 20745-4500 |
| Telsa Henlon                   | 1821 Sw 124th Way      | Miramar     | FL | 33027-2533 |
| Teresa Caro                    | 2891 Klondike Rd Apt A | Lithonia    | GA | 30038-2488 |
| Wanda Jackson                  | 6344 Phillips Ct       | Lithonia    | GA | 30058-8922 |
| William Sheppard               | 2052 S Deshon Rd       | Lithonia    | GA | 30058-5364 |
| Word James W                   | 6357 Redan Sq          | Lithonia    | GA | 30058-7105 |





Traffic Impact Study - DRAFT

# Phillips Road Tract Development

City of Stonecrest, DeKalb County, Georgia

*Report Prepared:*  
August 2019

*Prepared for:*  
Rocklyn Homes, Inc.

*Prepared by:*

**Kimley»Horn**

Kimley-Horn and Associates, Inc.  
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013408001



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## 1.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the proposed *Phillips Road Tract* development, which is expected to be completed in 2023 (referred to herein as "build-out year"). This traffic impact study evaluates the impact of developing approximately 241 multi-family residential units. The site is currently consists of 6 residential buildings (to be demolished).

The approximate 30.1-acre site is bordered by Phillips Road to the west and is located approximately 0.4 miles south of S Stone Mountain Lithonia Road in the City of Stonecrest, DeKalb County, Georgia.

This report will summarize the analyses of the following three (3) scenarios:

1. Existing 2019 Traffic Conditions
2. Projected 2023 No-Build Traffic Conditions (Existing 2019 Traffic Conditions, plus background traffic growth).
3. Projected 2023 Build Traffic Conditions (Projected 2023 No-Build Traffic Conditions, plus traffic associated with the proposed *Phillips Road Tract* development).

Figure 1 provides a location map. Figure 2 and Figure 3 provide aerial images of the project site. Additionally, a copy of the proposed site plan is provided in Appendix A.

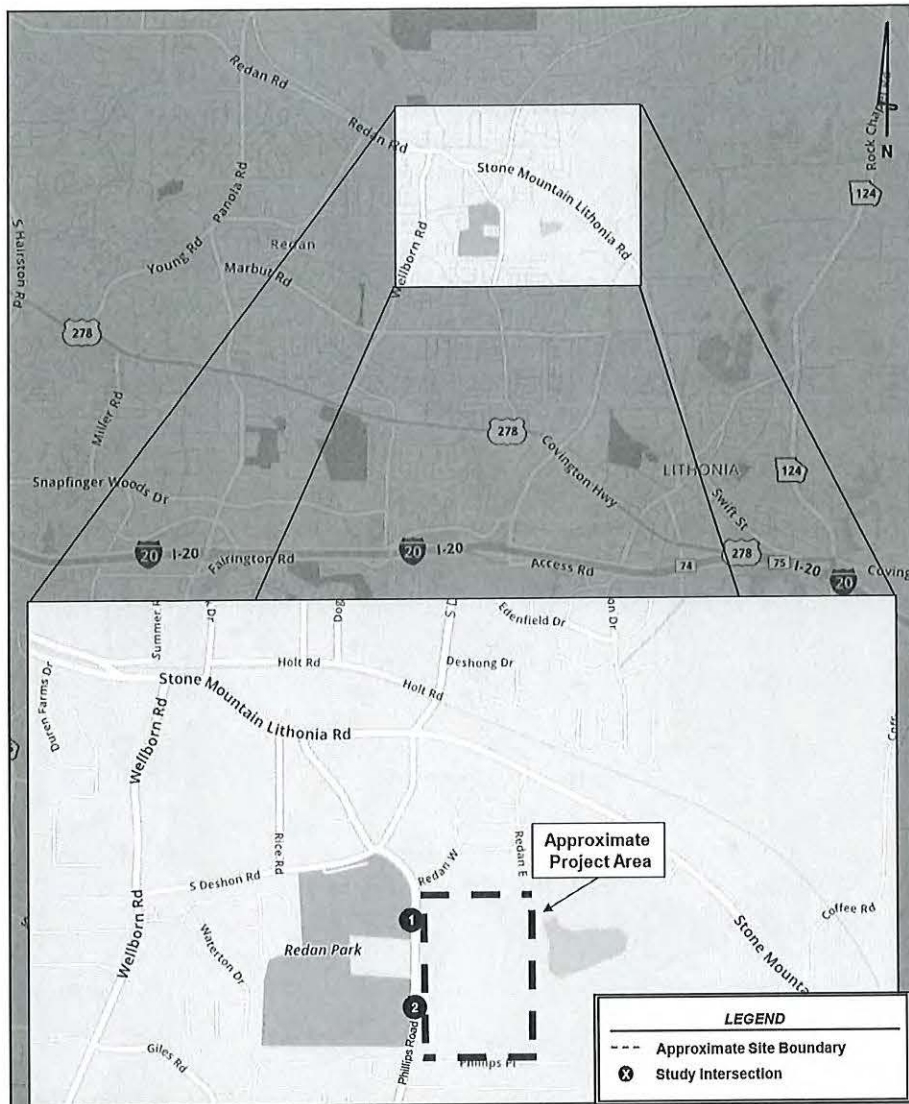
## 2.0 STUDY AREA DETERMINATION

The study area consists of the following existing intersections:

1. Phillips Road at Recreation Center Driveway North/ Proposed Driveway North (unsignalized)
2. Phillips Road at Recreation Center Driveway South/ Existing Private Driveway South (unsignalized)

This analysis considers Phillips Road as having a north-south orientation and Phillips Road at Recreation Center Driveway North and Phillips Road at Recreation Center Driveway South as having an east-west orientation.





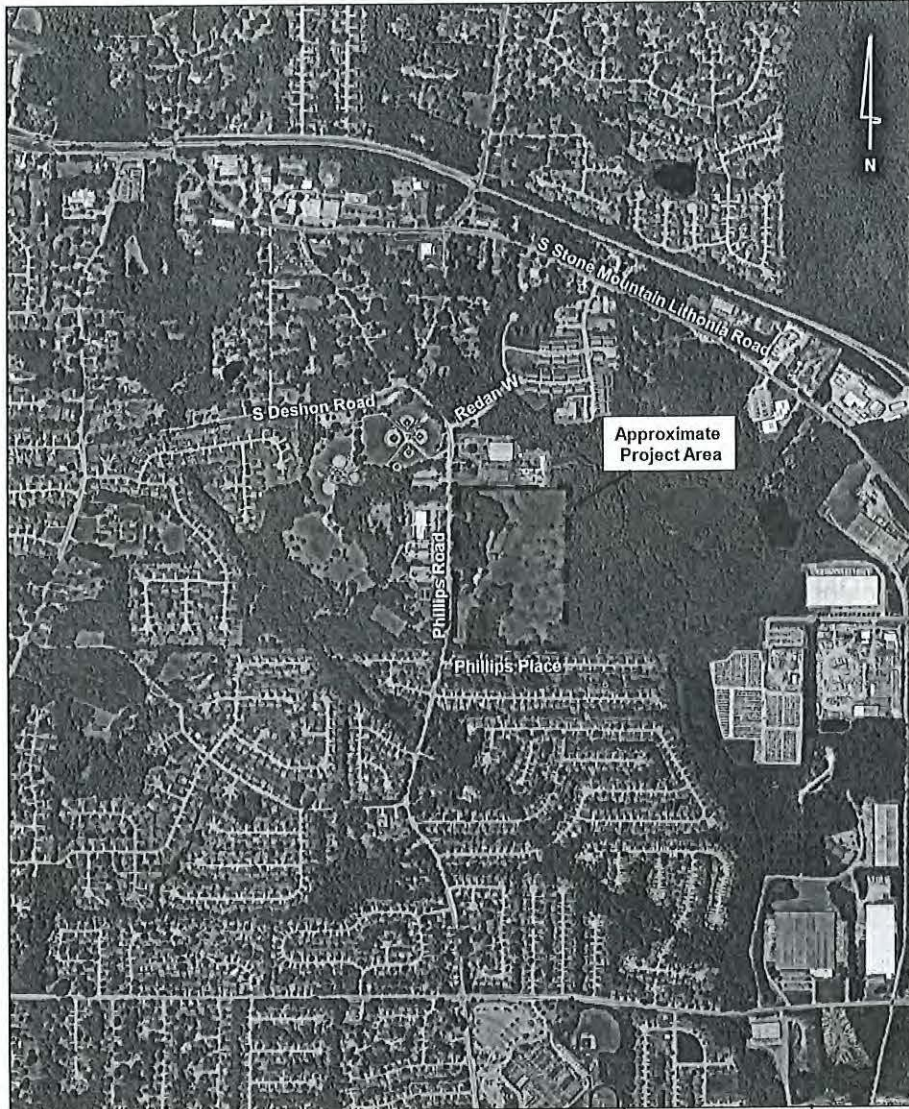
**Kimley»Horn**

**Phillips Road Tract Development  
Traffic Impact Study**

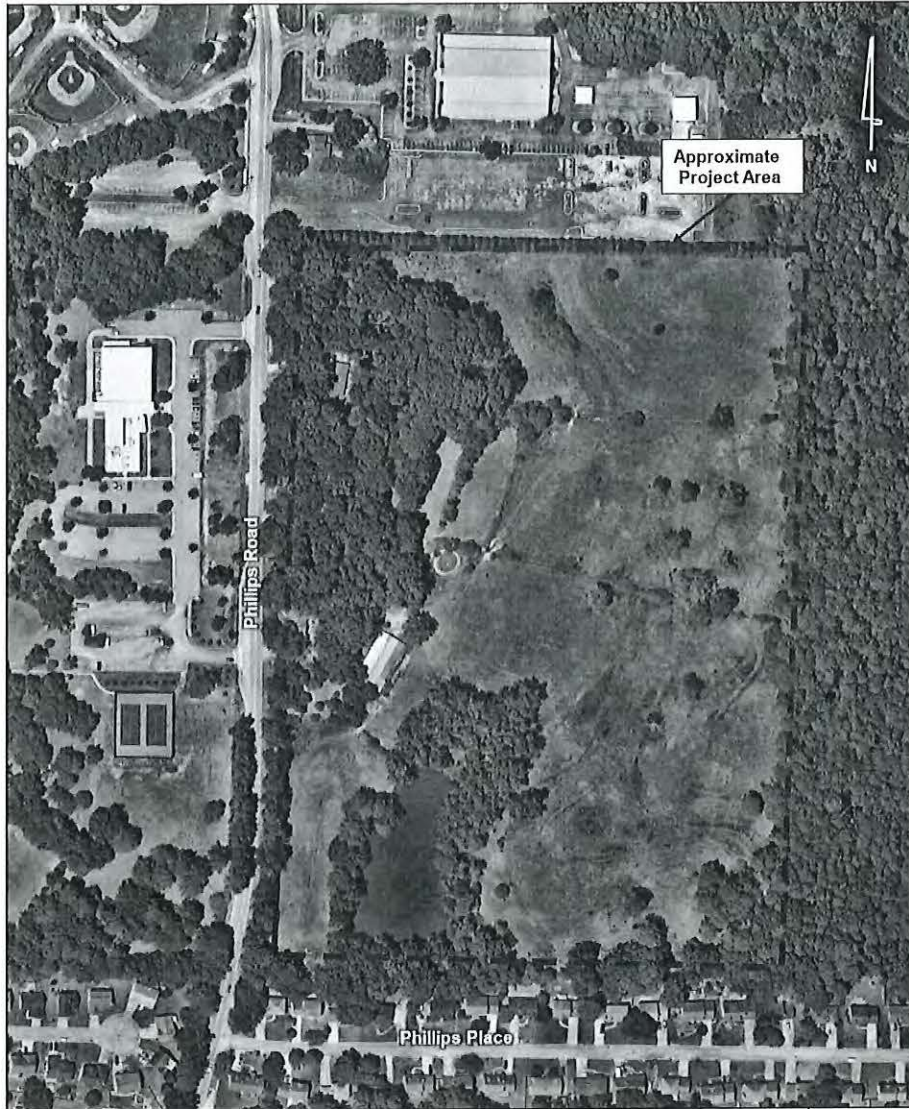
**Site  
Location  
Map**

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1**

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Phillips Road Tract Development  
Traffic Impact Study

Site Aerial  
(Zoomed In)

Figure  
3

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### 3.0 EXISTING TRAFFIC CONDITIONS

The roadways within the study network have the following characteristics:

Phillips Road is a 2-lane undivided roadway with turn lanes and a posted speed limit of 40 MPH. GDOT counts taken between South Deshon Road and S Stone Mountain Lithonia Road indicate an estimated AADT of 3,360 vehicles per day in 2018. Counts collected by Kimley-Horn on July 23, 2019 indicated an ADT of 3,500 vehicles per day between South Deshon Road and S Stone Mountain Lithonia Road.

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

1. Phillips Road at Recreation Center Driveway North (unsignalized)
2. Phillips Road at Recreation Center Driveway South/ Existing Private Driveway South (unsignalized)

The vehicle peak hour turning movement counts for the study intersections were collected on Tuesday, July 23, 2019. The counts were performed during the AM period (7:00 AM to 9:00 AM) and the PM period (4:00 PM to 6:00 PM). Peak hours for all the study intersections are shown in **Table 1**.

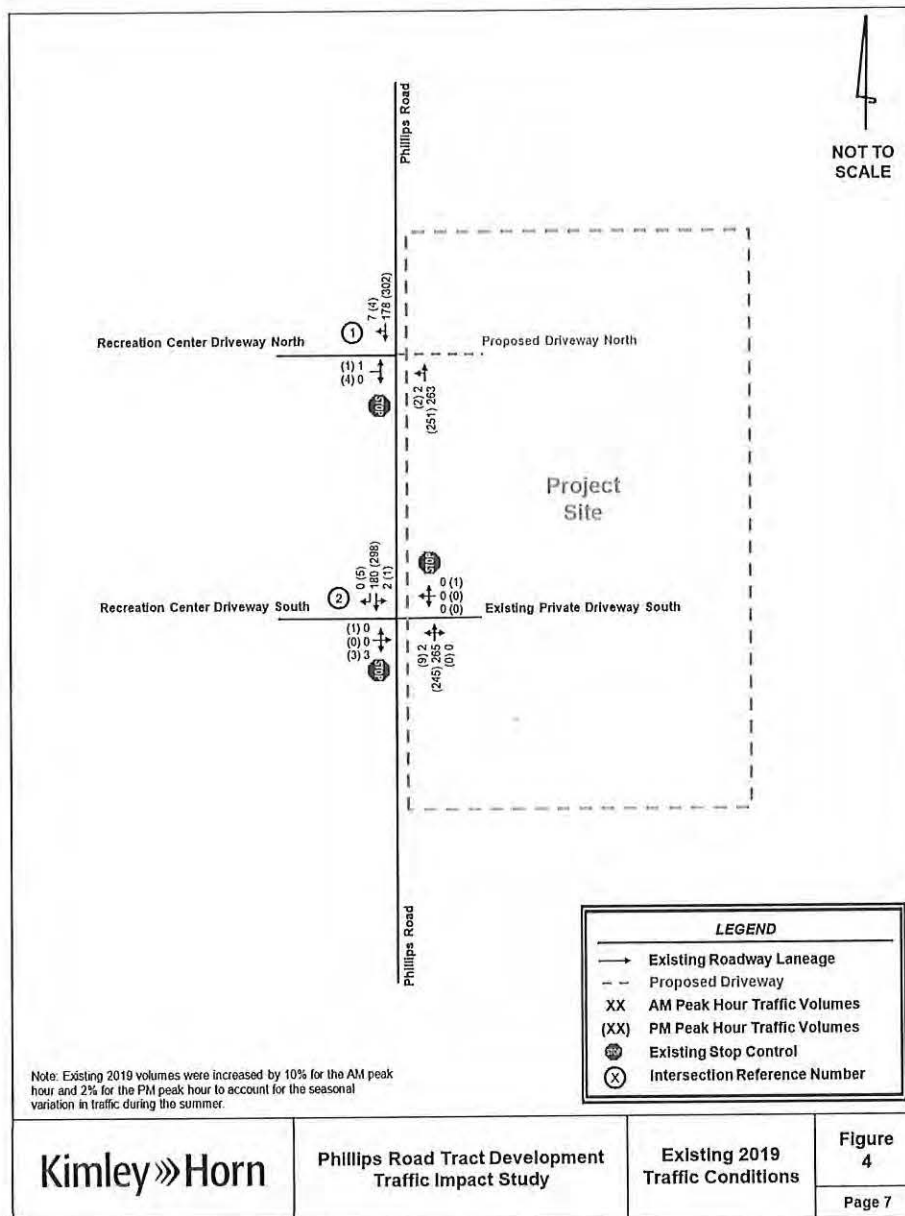
| Intersection                                                                             | AM Peak Hour      | PM Peak Hour      |
|------------------------------------------------------------------------------------------|-------------------|-------------------|
| 1. Phillips Road at Recreation Center Driveway North                                     | 7:30 AM – 8:30 AM | 5:00 PM – 6:00 PM |
| 2. Phillips Road at Recreation Center Driveway South/<br>Existing Private Driveway South | 7:30 AM – 8:30 AM | 5:00 PM – 6:00 PM |

The counts collected in July were increased by 10% during the AM Peak Hour and 2% during the PM Peak Hour to account for the seasonal variation in traffic during the summer. This factor is based on historical count data collected at a GDOT count station North along Phillips Road for January 2018 compared to the ADT collected by Kimley-Horn on July 23, 2019. The seasonal adjustment methodology is summarized in **Table 2**.



| Table 2: Seasonal Adjustment Methodology<br>Peak Hour Volume along Phillips Road                        |                       |
|---------------------------------------------------------------------------------------------------------|-----------------------|
| <b>AM Peak Hour</b>                                                                                     |                       |
| January 2018 (GDOT Counts: Peak Hour Volume between S Stone Mountain Lithonia Road and S Deshon Road)   | 240 vehicles per hour |
| July 2019 (Collected Counts: Peak Hour Volume between S Stone Mountain Lithonia Road and S Deshon Road) | 223 vehicles per hour |
| Seasonal Adjustment (AM Peak Hour)                                                                      | 10.0%                 |
| 2019 with Seasonal Adjustment (between S Stone Mountain Lithonia Road and S Deshon Road)                | 245 vehicles per hour |
| <b>PM Peak Hour</b>                                                                                     |                       |
| January 2018 (GDOT Counts: Peak Hour Volume between S Stone Mountain Lithonia Road and S Deshon Road)   | 287 vehicles per hour |
| July 2019 (Collected Counts: Peak Hour Volume between S Stone Mountain Lithonia Road and S Deshon Road) | 283 vehicles per hour |
| Seasonal Adjustment (PM Peak Hour)                                                                      | 2.0%                  |
| 2019 with Seasonal Adjustment (between S Stone Mountain Lithonia Road and S Deshon Road)                | 289 vehicles per hour |

Complete traffic count data is provided in Appendix D. Figure 4 illustrates the Existing 2019 traffic conditions for the AM and PM peak hours.





#### 4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

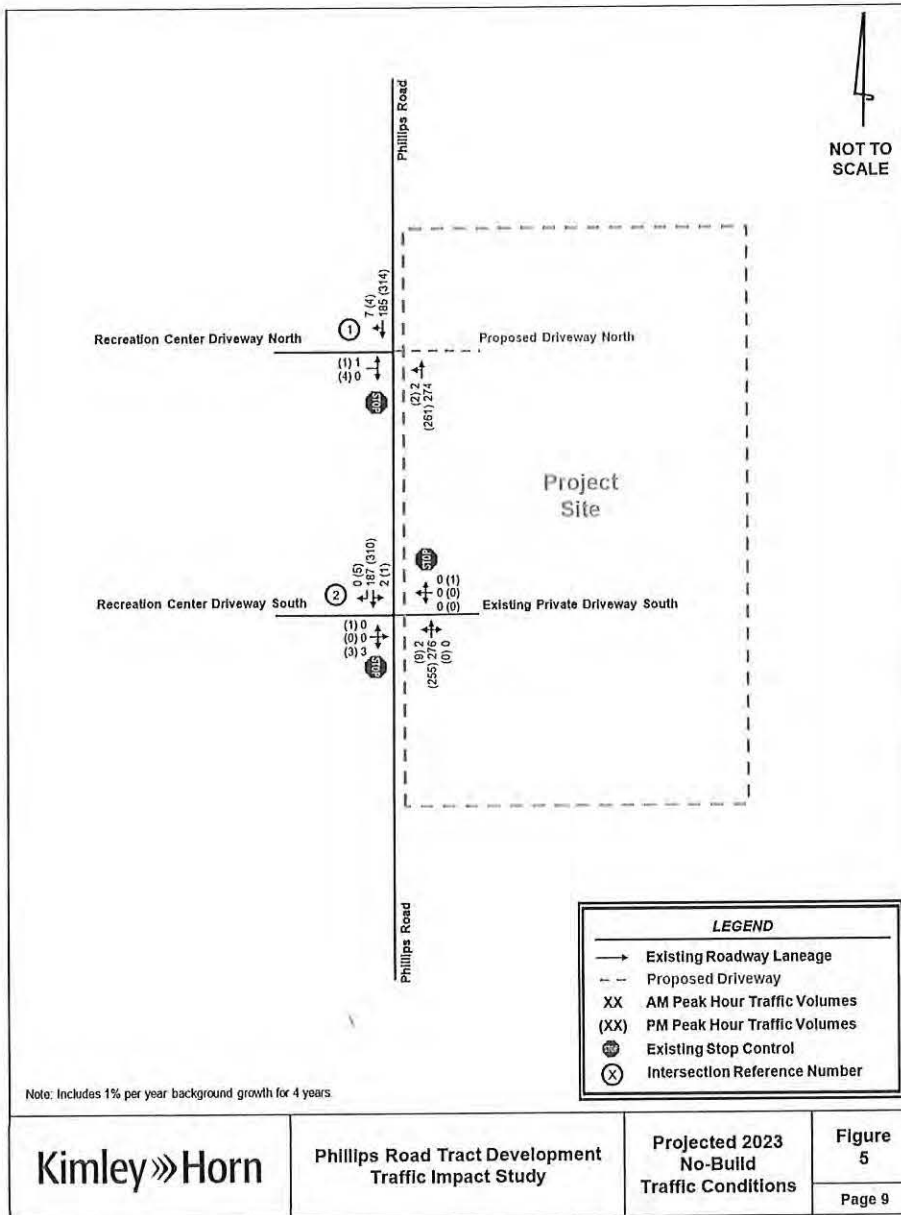
Projected background (non-project) traffic is defined as the expected traffic on the roadway network in the future year(s) absent the construction and opening of the proposed *Phillips Road Tract* development. The existing 2019 peak hour traffic volumes were increased by 1.0% per year for four (4) years to account for the expected background traffic growth to 2023. Figure 5 illustrates the Projected 2023 No-Build traffic conditions for the AM and PM peak hours.

#### 4.1 FUTURE ROADWAY/INTERSECTION PROJECTS

The Atlanta Regional Commission's (ARC's) Atlanta Region's Plan, GDOT GeoPI system, and the DeKalb County SPLOST project list were researched for currently programmed transportation projects within the vicinity of the proposed development. Four (4) projects were identified in the vicinity of the site:

1. **AR-ML-240:** This project provides travel options and more reliable trip times by adding one new Express lane in each direction on I-285 between I-20 and I-85. The network year of the project is 2030.
2. **AR-420:** This project will extend existing MARTA heavy rail transit from the Indian Creek MARTA station south along the I-285 Corridor and then east along the I-20 East corridor to Wesley Chapel Road. Two new stations will be added. One at Wesley Chapel and one at Covington Highway. This project is currently under Environmental Review. The network year of the project is 2040.
3. **GDOT PI #712120:** This project consists of widening the bridge at the I-285 at Redan Road intersection. The project will include a new express lane interchange at Redan Road. No network year has been identified for the project.
4. **1H.1:** This project, which is listed within DeKalb County's SPLOST project list, involves traffic signal improvements at the nearby intersection of Redan Road at South Stone Mountain Lithonia Road. No network year has been identified for the project.

Because the network years of the above projects are not identified or after the build-out of the *Phillips Road Tract* development, no changes to the study network were assumed under the Projected 2023 No-Build conditions per the above projects.



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Traffic Impact Study

Projected 2023  
No-Build  
Traffic Conditions

Figure  
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## 5.0 PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the proposed *Phillips Road Tract* development, and the distribution and assignment of that traffic through the study roadway network. This traffic impact study evaluated the impacts of developing approximately 241 multi-family residential units.

### 5.1 PROJECT SITE ACCESS

Access to the proposed *Phillips Road Tract* development will be provided through two driveways along Phillips Road, which are shown on the site plan in **Appendix A**. The site driveways provide vehicular access to the entire development.

1. Proposed Driveway North – a proposed unsignalized, right-in/right-out driveway along Phillips Road located across from Recreation Center Driveway North.
2. Existing Private Driveway South – an existing unsignalized, full-movement driveway along Phillips Road located across from Recreation Center Driveway South.

See the referenced site plans in **Appendix A** for a visual representation of vehicular access and circulation throughout the site.

### 5.2 TRIP GENERATION

Traffic for the proposed development was calculated using equations contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, Tenth Edition, 2017. The trip generation was calculated assuming multifamily housing (Land Use 220). **Table 3** summarizes the trip generation for the proposed development under full build-out (year 2023).

| Land Use                       | Density   | ITE Code | Daily Traffic |      | AM Peak Hour |      | PM Peak Hour |      |
|--------------------------------|-----------|----------|---------------|------|--------------|------|--------------|------|
|                                |           |          | Enter         | Exit | Enter        | Exit | Enter        | Exit |
| Multifamily Housing (Low-Rise) | 241 units | 220      | 882           | 882  | 25           | 85   | 81           | 48   |
| Total                          |           |          | 882           | 882  | 25           | 85   | 81           | 48   |

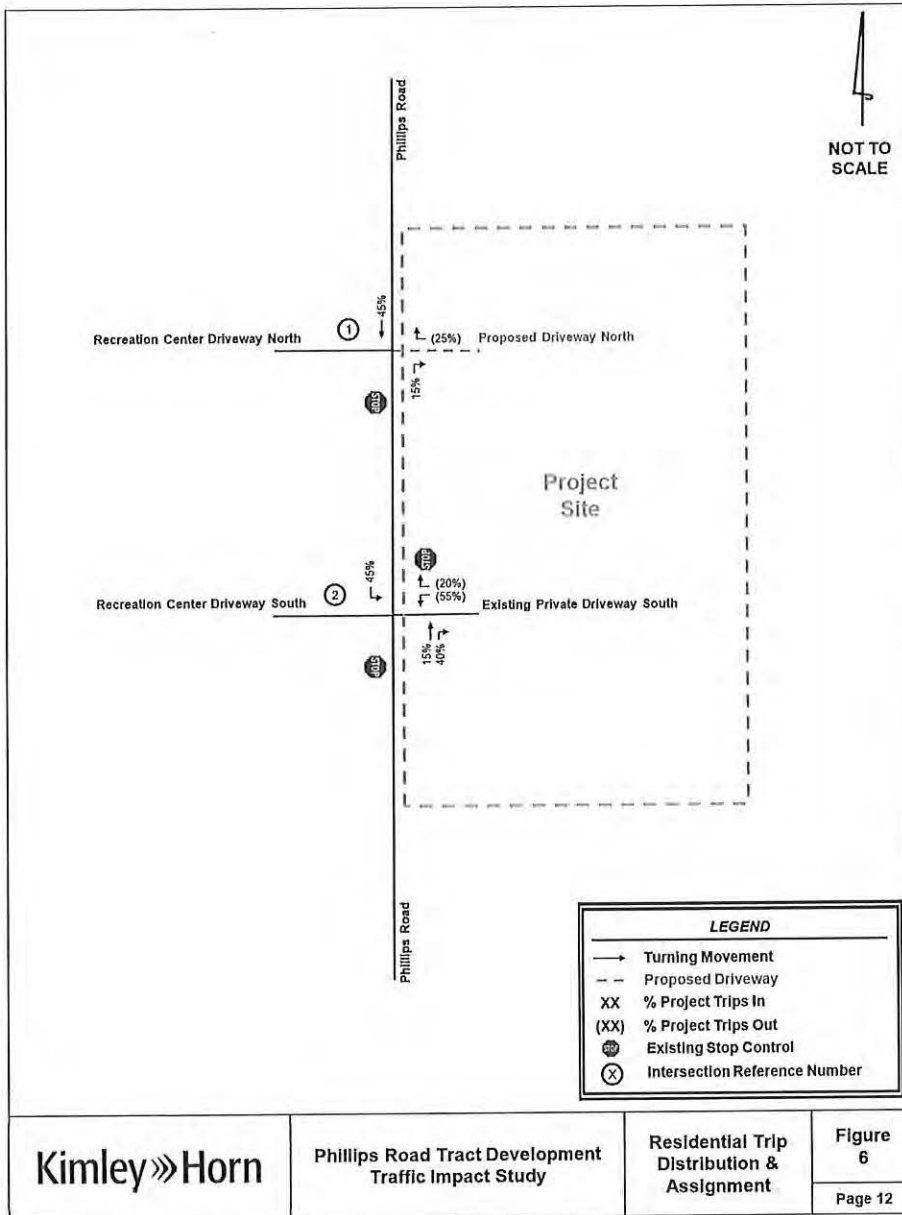
For the purposes of a more conservative analysis, mixed-use reductions, alternative mode reductions, and pass-by reductions were assumed to be zero.



### 5.3 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of new project trips was based on a review of land uses and population densities in the area and the existing peak hour turning movement counts. Detailed residential trip distributions are illustrated in Figure 6.

Based on the trip generation from Table 3 and the anticipated trip distribution, net new project trips were assigned to the study roadway network and are illustrated on Figure 7 for the Build scenario. Figure 8 illustrates the Projected 2023 Build traffic conditions for the AM and PM peak hours. Appendix B provides intersection volume worksheets for all intersections and driveways within the study network.



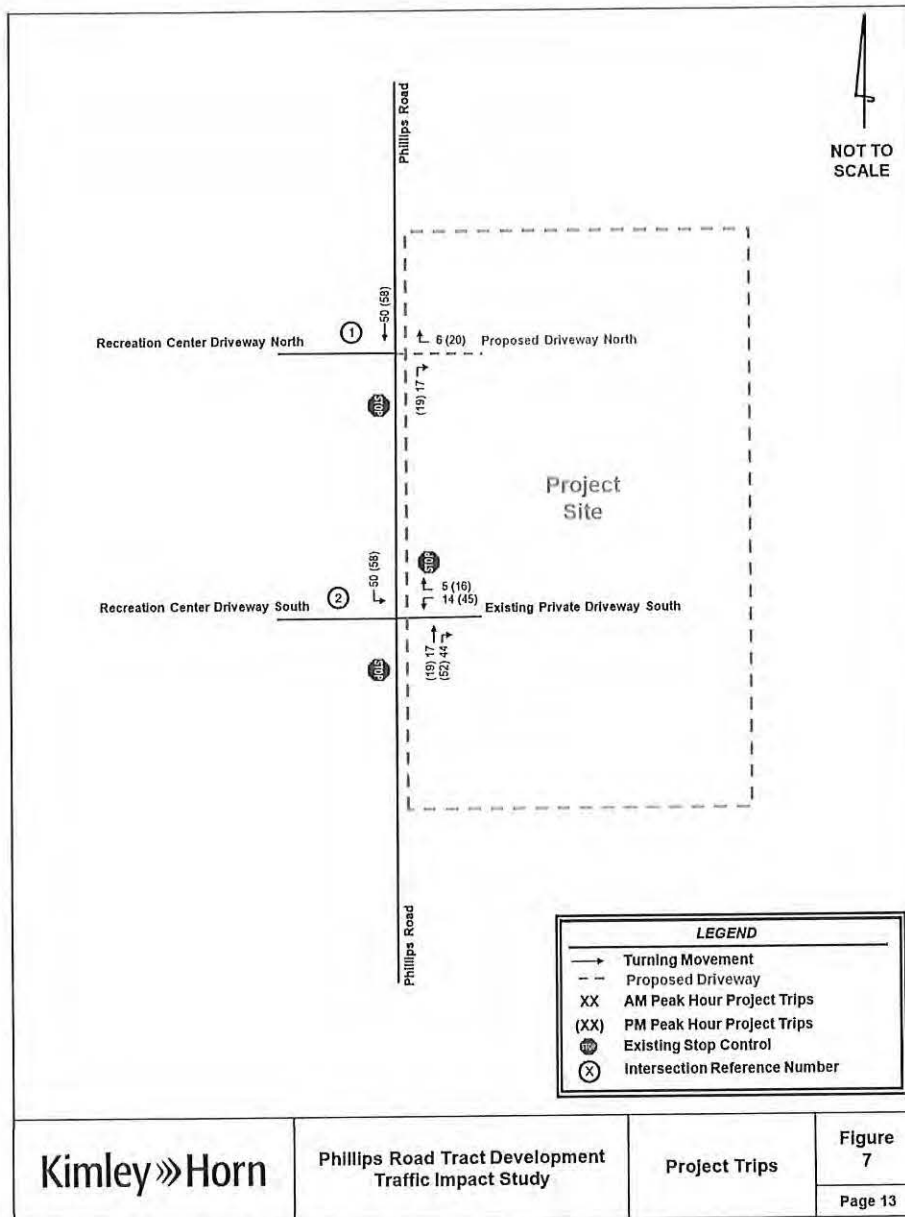
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Phillips Road Tract Development  
Traffic Impact Study

Residential Trip  
Distribution &  
Assignment

Figure  
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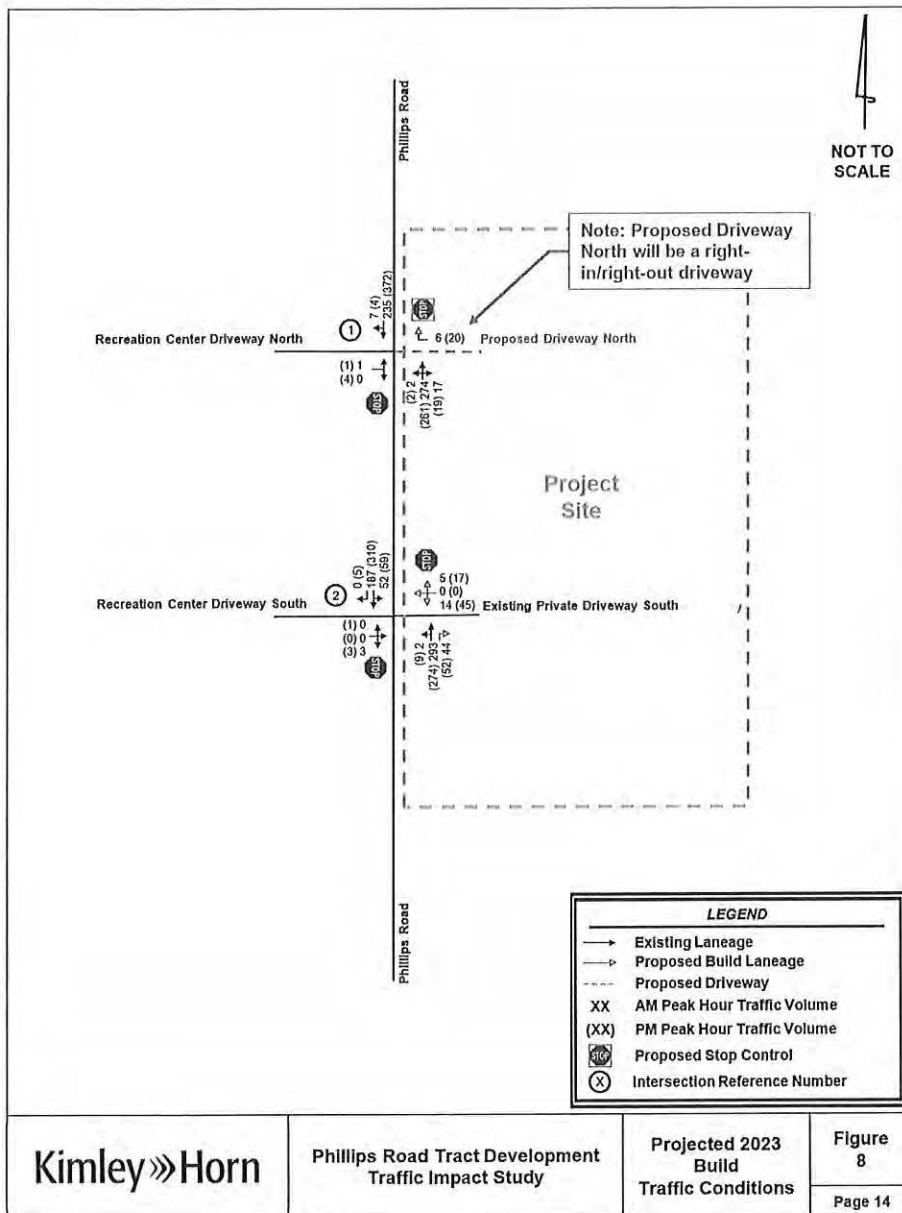
Phillips Road Tract Development  
Traffic Impact Study

Project Trips

Figure  
7

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Phillips Road Tract Development  
Traffic Impact Study

Projected 2023  
Build  
Traffic Conditions

Figure  
8

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**6.0 LEVEL-OF-SERVICE ANALYSIS**

Level-of-service (LOS) determinations were made for the weekday AM and PM peak hours for the existing study network intersections and proposed access intersections using *Synchro Professional, Version 10.0*. The program uses methodologies contained in the *6<sup>th</sup> Edition Highway Capacity Manual* to determine the operating characteristics of an intersection. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions.

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

LOS for signalized intersections and all-way stop controlled unsignalized intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a LOS, while the intersection as a whole may operate acceptably.

In addition to the Existing 2019 traffic conditions, an analysis was performed for the AM and PM peak hours for the Projected 2023 No-Build and Build traffic conditions. The results of the LOS analysis for the Existing 2019 and the Projected 2023 traffic conditions are summarized in Table 4. A detailed set of analyses from Synchro is available in Appendix C.

| Table 4: Level-of-Service Summary<br>LOS (Delay in Seconds)                                          |         |          |                          |         |                                    |         |                                 |          |
|------------------------------------------------------------------------------------------------------|---------|----------|--------------------------|---------|------------------------------------|---------|---------------------------------|----------|
| Intersection                                                                                         | Control | Approach | Existing 2019 Conditions |         | Projected 2023 No-Build Conditions |         | Projected 2023 Build Conditions |          |
|                                                                                                      |         |          | AM Peak                  | PM Peak | AM Peak                            | PM Peak | AM Peak                         | PM Peak  |
| 1. Phillips Road at Recreation Center Driveway North/ Proposed Driveway North (unsignalized)         | TWSC    | EB       | B (11.7)                 | A (9.3) | B (11.9)                           | A (9.4) | B (13.4)                        | B (12.2) |
|                                                                                                      |         | WB       | -                        | -       | -                                  | -       | A (9.9)                         | B (10.1) |
| 2. Phillips Road at Recreation Center Driveway South/ Existing Private Driveway South (unsignalized) | TWSC    | EB       | A (9.4)                  | A (8.9) | A (9.4)                            | A (9.0) | A (9.4)                         | A (9.0)  |
|                                                                                                      |         | WB       | A (0)                    | A (9.8) | A (0)                              | A (9.9) | B (14.6)                        | C (19.2) |
|                                                                                                      |         | SBL      | A (7.9)                  | A (7.8) | A (7.9)                            | A (7.9) | A (8.1)                         | A (8.1)  |

As shown in Table 4, all intersections currently operate at an acceptable LOS during the AM and PM peak hours under the Existing 2019 conditions.

Under Projected 2023 No-Build and Build conditions, all of the study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours.

## 7.0 CONCLUSION

This traffic study evaluated the traffic impacts associated with the *Phillips Road Tract* development bordered by Phillips Road to the west and is located approximately 0.4 miles south of S Stone Mountain Lithonia Road in the City of Stonecrest, DeKalb County, Georgia. The development, which is approximately 30.1 acres in size, will consist of approximately 241 multi-family residential units.

The study network, which consists of two (2) intersections, were analyzed for the weekday AM and PM peak hours under Existing 2019 conditions, Projected 2023 No-Build conditions (four years of background traffic growth), Projected 2023 Build conditions (Projected 2023 No-Build Traffic Conditions, plus traffic associated with the proposed *Phillips Road Tract* development).

Under Projected 2023 No-Build conditions, all of the study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours.

Under Projected 2023 Build conditions, all of the study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours.

## 7.1 RECOMMENDED SYSTEM IMPROVEMENTS

Based on the results of this study, Kimley-Horn and Associates, Inc. does not recommend any additional system improvements to serve the Projected 2023 Build traffic conditions (note: this would be the improvements needed to serve the background traffic without taking into account the traffic associated with the *Phillips Road Tract* development).

## 7.2 RECOMMENDED SITE-ACCESS IMPROVEMENTS

Based on the results of this study, Kimley-Horn and Associates, Inc. offers the following:

- The 2 proposed site driveways are sufficient to serve the proposed development.

Intersection #1: Phillips Road at Recreation Center Driveway North/ Proposed Driveway North

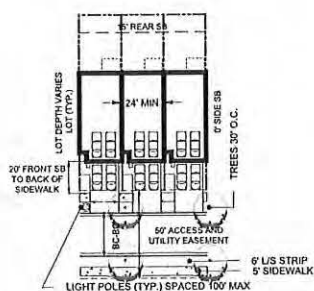
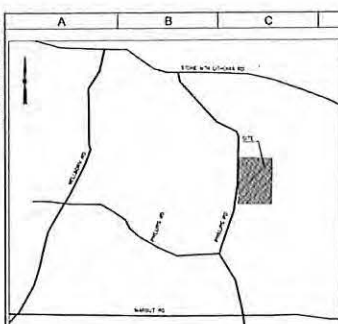
- Provide one (1) right-in/right-out driveway access into and out of the site.



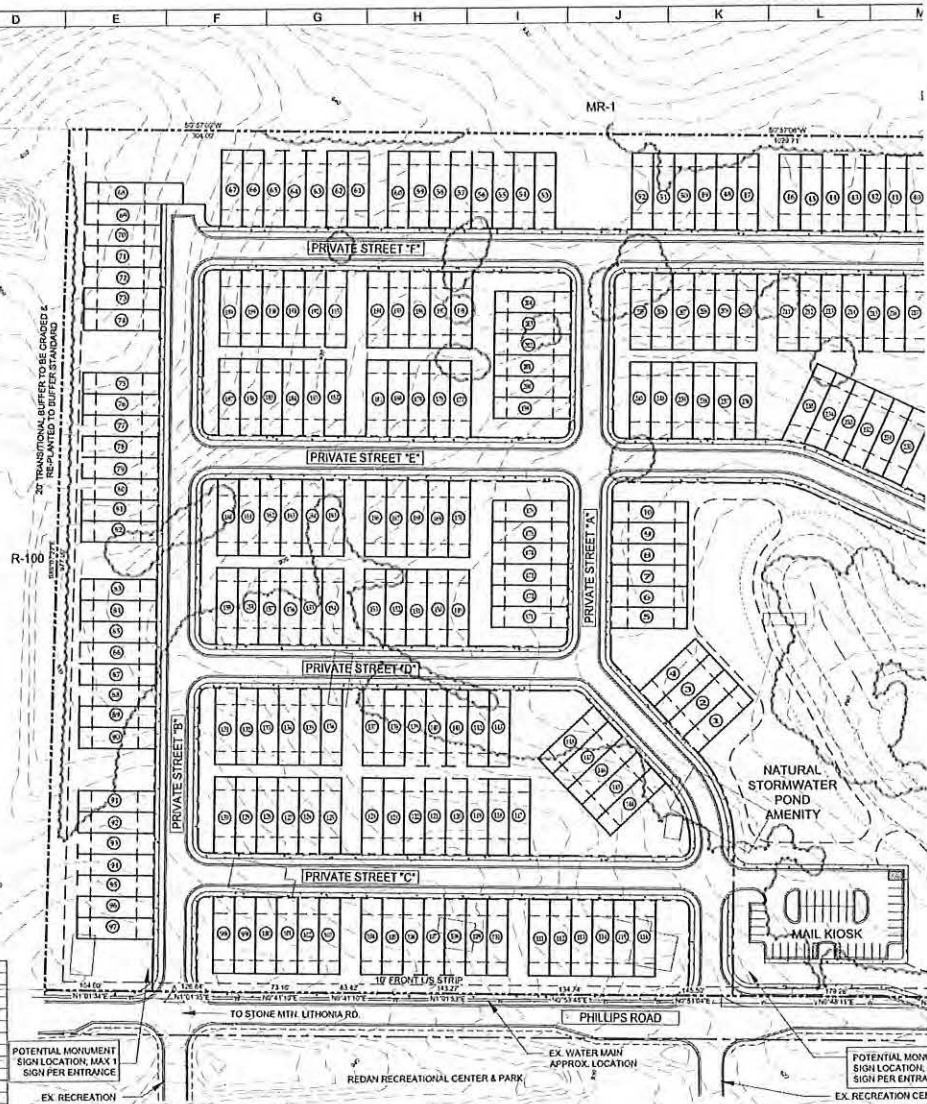
Intersection #2: Phillips Road at Recreation Center Driveway South/ Existing Private Driveway South

- Construct one (1) northbound right-turn lane with a storage length of 150 feet and a taper length of 50 feet into the site along Phillips Road.

## Site Plan



|                     |                                                          |
|---------------------|----------------------------------------------------------|
| GRASS ACRES         | 30.1 AC (1,311,156 SQ FT)                                |
| EXISTING ZONING     | R-100                                                    |
| PROPOSED ZONING     | RSJM / JAIL HOUSE OF STONECREST                          |
| TOTAL UNITS         | 241 HOMES                                                |
| TOTAL DENSITY       | 4.124 ACRES/DENSITY                                      |
| LOT WIDTH           | 24' MAXIMUM                                              |
| MIN LOT SQ. FT.     | 1,000                                                    |
| PROPOSED DISTRICT   | EVERGREEN                                                |
| PERMITTED TRACKS    |                                                          |
| FROM:               | 20' (FROM BACK OF SIDEWALK)                              |
| REAR                | 15'                                                      |
| SIDE INTERLOCK      | 15'                                                      |
| BETWEEN BUILDINGS   | 15' (2 STORY), MIN 20' (3 STORY)                         |
| TRANSITIONAL BUFFER | 20' ADJACENT TO R-100 & ADJACENT TO MRS. HUBB            |
| 15'S STRIP          | 10' ADJACENT TO 15'S STRIP                               |
| WALKING DISTANCE    | 3.3 TO 4.0 MILES                                         |
| PARKING REQUIRED    | 1 PER UNIT                                               |
| OPEN SPACE          | 5% OR 8,000 SQ. FT. (35% MINIMUM IN AC. (REAR) DISTRICT) |
| FLOOR AREA RATIO    | LESS THAN OR EQUAL TO 3.0                                |
| PROPOSED            | 3.0                                                      |
| ADDITIONAL COVERAGE | 70% OF LOT                                               |



**SEWER NOTE:**  
SEWER WILL BE A GRAVITY LINE AND TIE INTO  
EXISTING SEWER MANHOLE ALONG PHILLIPS PLACE

**WATER NOTE:**  
EXISTING WATER LINE LOCATED ALONG PHILLIPS  
ROAD AND APPROXIMATELY 4' NORTH OF STREET

VARIANCE

1. PARKING SPACES FOR DWELLING UNITS LOCATED IN FRONT OF BUILDING
2. TRANSITIONAL BUFFER VARIANCE AS SHOWN
3. LANDSCAPE STRIP REPLANTED WHERE SPARSELY VEGETATED



Intersection Volume Worksheets

**Intersection #Int #1: Phillips Road @ Recreation Center Driveway North  
AM PEAK HOUR**

| Description                             | Phillips Road<br>Northbound |         |       | Phillips Road<br>Southbound |         |       | Veneration Center Driveway Northbound |         |       | Proposed Driveway Northbound |         |       |
|-----------------------------------------|-----------------------------|---------|-------|-----------------------------|---------|-------|---------------------------------------|---------|-------|------------------------------|---------|-------|
|                                         | Left                        | Through | Right | Left                        | Through | Right | Left                                  | Through | Right | Left                         | Through | Right |
| Observed 2019 Traffic Volumes           | 2                           | 239     | 0     | 0                           | 167     | 6     | 1                                     | 0       | 0     | 0                            | 0       | 0     |
| Pedestrians                             |                             | 0       |       |                             |         |       |                                       | 4       |       |                              | 0       |       |
| Conflicting Pedestrians                 | 4                           | 0       | 0     | 0                           | 0       | 4     | 0                                     | 0       | 0     | 0                            | 0       | 0     |
| Heavy Vehicles                          | 0                           | 5       | 0     | 0                           | 2       | 0     | 0                                     | 0       | 0     | 0                            | 0       | 0     |
| Heavy Vehicle %                         | 2%                          | 2%      | 0%    | 0%                          | 2%      | 2%    | 2%                                    | 0%      | 0%    | 0%                           | 0%      | 0%    |
| Peak Hour Factor                        |                             | 0.92    |       |                             | 0.92    |       |                                       | 0.92    |       |                              | 0.92    |       |
| Adjusted 2019 Volumes                   | 1.1                         | 1.1     | 1.1   | 1.1                         | 1.1     | 1.1   | 1.1                                   | 1.1     | 1.1   | 1.1                          | 1.1     | 1.1   |
| Adjusted 2019 Volumes                   | 2                           | 263     | 0     | 0                           | 178     | 7     | 1                                     | 0       | 0     | 0                            | 0       | 0     |
| Annual Growth Rate                      | 1.0%                        | 1.0%    | 1.0%  | 1.0%                        | 1.0%    | 1.0%  | 1.0%                                  | 1.0%    | 1.0%  | 1.0%                         | 1.0%    | 1.0%  |
| Growth Factor                           | 1.041                       | 1.041   | 1.041 | 1.041                       | 1.041   | 1.041 | 1.041                                 | 1.041   | 1.041 | 1.041                        | 1.041   | 1.041 |
| 2023 Background Traffic                 | 2                           | 274     | 0     | 0                           | 185     | 7     | 1                                     | 0       | 0     | 0                            | 0       | 0     |
| Project Trips (Future Development Only) |                             |         |       |                             |         |       |                                       |         |       |                              |         |       |
| Trip Distribution IN                    |                             |         |       | 15%                         |         | 45%   |                                       |         |       |                              |         |       |
| Trip Distribution OUT                   |                             |         |       |                             |         |       |                                       |         |       |                              |         | 25%   |
| Residential Trips                       | 0                           | 0       | 17    | 0                           | 50      | 0     | 0                                     | 0       | 0     | 0                            | 0       | 6     |
| Pass-By Trips                           | 0                           | 0       | 0     | 0                           | 0       | 0     | 0                                     | 0       | 0     | 0                            | 0       | 0     |
| Total Project Trips                     | 0                           | 0       | 17    | 0                           | 50      | 0     | 0                                     | 0       | 0     | 0                            | 0       | 6     |
| 2023 Buildout Total                     | 2                           | 274     | 17    | 0                           | 235     | 7     | 1                                     | 0       | 0     | 0                            | 0       | 6     |

## PM PEAK HOUR

| Description                                    | Phillips Road Northbound |         |       | Phillips Road Southbound |         |       | Creston Center Driveway Northbound |         |       | Proposed Driveway Northbound |         |       |
|------------------------------------------------|--------------------------|---------|-------|--------------------------|---------|-------|------------------------------------|---------|-------|------------------------------|---------|-------|
|                                                | Left                     | Through | Right | Left                     | Through | Right | Left                               | Through | Right | Left                         | Through | Right |
| Observed 2019 Traffic Volumes                  | 2                        | 246     | 0     | 0                        | 256     | 4     | 1                                  | 0       | 4     | 0                            | 0       | 0     |
| Pedestrians                                    | 0                        |         |       |                          |         |       |                                    | 5       |       |                              | 0       |       |
| Conflicting Pedestrians                        | 5                        | 0       | 0     | 0                        | 0       | 5     | 0                                  | 0       | 0     | 0                            | 0       | 0     |
| Heavy Vehicles                                 | 0                        | 2       | 0     | 0                        | 2       | 0     | 0                                  | 0       | 0     | 0                            | 0       | 0     |
| Heavy Vehicle %                                | 2%                       | 2%      | 0%    | 0%                       | 2%      | 2%    | 2%                                 | 0%      | 2%    | 0%                           | 0%      | 0%    |
| Peak Hour Factor                               |                          | 0.83    |       |                          | 0.83    |       |                                    | 0.83    |       |                              | 0.83    |       |
| Adjustment                                     | 1.02                     | 1.02    | 1.02  | 1.02                     | 1.02    | 1.02  | 1.02                               | 1.02    | 1.02  | 1.02                         | 1.02    | 1.02  |
| Adjusted 2019 Volumes                          | 2                        | 253     | 0     | 0                        | 302     | 4     | 0                                  | 4       | 0     | 0                            | 0       |       |
| Annual Growth Rate                             | 1.0%                     | 1.0%    | 1.0%  | 1.0%                     | 1.0%    | 1.0%  | 1.0%                               | 1.0%    | 1.0%  | 1.0%                         | 1.0%    | 1.0%  |
| Growth Factor                                  | 1.041                    | 1.041   | 1.041 | 1.041                    | 1.041   | 1.041 | 1.041                              | 1.041   | 1.041 | 1.041                        | 1.041   | 1.041 |
| 2023 Background Traffic                        | 2                        | 261     | 0     | 0                        | 314     | 4     | 1                                  | 0       | 4     | 0                            | 0       | 0     |
| <b>Project Trips (Future Development Only)</b> |                          |         |       |                          |         |       |                                    |         |       |                              |         |       |
| Trip Distribution IN                           |                          |         | 15%   |                          | 45%     |       |                                    |         |       |                              |         |       |
| Trip Distribution OUT                          |                          |         |       |                          |         |       |                                    |         |       |                              |         | 25%   |
| Residential Trips                              | 0                        | 0       | 19    | 0                        | 58      | 0     | 0                                  | 0       | 0     | 0                            | 0       | 20    |
| Pass-By Trips                                  | 0                        | 0       | 0     | 0                        | 0       | 0     | 0                                  | 0       | 0     | 0                            | 0       | 0     |
| Total Project Trips                            | 0                        | 0       | 19    | 0                        | 58      | 0     | 0                                  | 0       | 0     | 0                            | 0       | 20    |
| 2023 Buildout Total                            | 2                        | 261     | 19    | 0                        | 372     | 4     | 1                                  | 0       | 4     | 0                            | 0       | 20    |

# **INTERSECTION VOLUME DEVELOPMENT**

Intersection #Int #2: Phillips Road @ Recreation Center Driveway South  
AM PEAK HOUR

| Description                                    | Phillips Road Northbound |         |       | Phillips Road Southbound |         |       | Recreation Center Driveway Southbound |         |       | Existing Private Driveway Southbound |         |       |
|------------------------------------------------|--------------------------|---------|-------|--------------------------|---------|-------|---------------------------------------|---------|-------|--------------------------------------|---------|-------|
|                                                | Left                     | Through | Right | Left                     | Through | Right | Left                                  | Through | Right | Left                                 | Through | Right |
| Observed 2019 Traffic Volumes                  | 2                        | 241     | 0     | 2                        | 164     | 0     | 0                                     | 0       | 3     | 0                                    | 0       | 0     |
| Pedestrians                                    | 0                        | 0       | 0     | 0                        | 0       | 0     | 3                                     | 0       | 0     | 0                                    | 0       | 0     |
| Conflicting Pedestrians                        | 3                        | 0       | 0     | 0                        | 0       | 3     | 0                                     | 0       | 0     | 0                                    | 0       | 0     |
| Heavy Vehicles                                 | 0                        | 5       | 0     | 0                        | 3       | 0     | 0                                     | 0       | 0     | 0                                    | 0       | 0     |
| Heavy Vehicle %                                | 2%                       | 2%      | 0%    | 2%                       | 2%      | 0%    | 0%                                    | 0%      | 2%    | 0%                                   | 0%      | 0%    |
| Peak Hour Factor                               | 0.85                     |         |       | 0.85                     |         |       | 0.85                                  |         |       | 0.85                                 |         |       |
| Adjustment                                     | 1.1                      | 1.1     | 1.1   | 1.1                      | 1.1     | 1.1   | 1.1                                   | 1.1     | 1.1   | 1.1                                  | 1.1     | 1.1   |
| Adjusted 2019 Volumes                          | 2                        | 265     | 0     | 2                        | 180     | 0     | 0                                     | 0       | 3     | 0                                    | 0       | 0     |
| Annual Growth Rate                             | 1.0%                     | 1.0%    | 1.0%  | 1.0%                     | 1.0%    | 1.0%  | 1.0%                                  | 1.0%    | 1.0%  | 1.0%                                 | 1.0%    | 1.0%  |
| Growth Factor                                  | 1.041                    | 1.041   | 1.041 | 1.041                    | 1.041   | 1.041 | 1.041                                 | 1.041   | 1.041 | 1.041                                | 1.041   | 1.041 |
| 2023 Background Traffic                        | 2                        | 276     | 0     | 2                        | 187     | 0     | 0                                     | 0       | 3     | 0                                    | 0       | 0     |
| <b>Project Trips (Future Development Only)</b> |                          |         |       |                          |         |       |                                       |         |       |                                      |         |       |
| Trip Distribution IN                           |                          | 15%     | 40%   | 45%                      |         |       |                                       |         |       |                                      |         |       |
| Trip Distribution OUT                          |                          |         |       |                          |         |       |                                       |         |       | 55%                                  |         | 20%   |
| Residential Trips                              | 0                        | 17      | 44    | 50                       | 0       | 0     | 0                                     | 0       | 0     | 14                                   | 0       | 5     |
| Pass-By Trips                                  | 0                        | 0       | 0     | 0                        | 0       | 0     | 0                                     | 0       | 0     | 0                                    | 0       | 0     |
| Total Project Trips                            | 0                        | 17      | 44    | 50                       | 0       | 0     | 0                                     | 0       | 0     | 14                                   | 0       | 5     |
| 2023 Buildout Total                            | 2                        | 293     | 44    | 52                       | 187     | 0     | 0                                     | 0       | 3     | 14                                   | 0       | 5     |

## **PM PEAK HOUR**

| Description                                    | Phillips Road Northbound |         |       | Phillips Road Southbound |         |       | Recreation Center Driveway Southbound |         |       | Existing Private Driveway Southbound |         |       |
|------------------------------------------------|--------------------------|---------|-------|--------------------------|---------|-------|---------------------------------------|---------|-------|--------------------------------------|---------|-------|
|                                                | Left                     | Through | Right | Left                     | Through | Right | Left                                  | Through | Right | Left                                 | Through | Right |
| Observed 2019 Traffic Volumes                  | 0                        | 249     | 0     | 1                        | 292     | 5     | 1                                     | 0       | 3     | 0                                    | 0       | 1     |
| Pedestrians                                    | 0                        | 0       | 0     | 0                        | 0       | 5     | 5                                     | 0       | 0     | 0                                    | 0       | 0     |
| Conflicting Pedestrians                        | 5                        | 0       | 0     | 0                        | 0       | 5     | 0                                     | 0       | 0     | 0                                    | 0       | 0     |
| Heavy Vehicles                                 | 0                        | 2       | 0     | 0                        | 1       | 0     | 0                                     | 0       | 0     | 0                                    | 0       | 0     |
| Heavy Vehicle %                                | 2%                       | 2%      | 0%    | 2%                       | 2%      | 2%    | 2%                                    | 0%      | 2%    | 0%                                   | 0%      | 2%    |
| Peak Hour Factor                               | 0.86                     |         |       | 0.86                     |         |       | 0.86                                  |         |       | 0.86                                 |         |       |
| Adjustment                                     | 1.02                     | 1.02    | 1.02  | 1.02                     | 1.02    | 1.02  | 1.02                                  | 1.02    | 1.02  | 1.02                                 | 1.02    | 1.02  |
| Adjusted 2019 Volumes                          | 0                        | 245     | 0     | 1                        | 294     | 5     | 1                                     | 0       | 3     | 0                                    | 0       | 1     |
| Annual Growth Rate                             | 1.0%                     | 1.0%    | 1.0%  | 1.0%                     | 1.0%    | 1.0%  | 1.0%                                  | 1.0%    | 1.0%  | 1.0%                                 | 1.0%    | 1.0%  |
| Growth Factor                                  | 1.041                    | 1.041   | 1.041 | 1.041                    | 1.041   | 1.041 | 1.041                                 | 1.041   | 1.041 | 1.041                                | 1.041   | 1.041 |
| 2023 Background Traffic                        | 0                        | 255     | 0     | 1                        | 310     | 5     | 1                                     | 0       | 3     | 0                                    | 0       | 1     |
| <b>Project Trips (Future Development Only)</b> |                          |         |       |                          |         |       |                                       |         |       |                                      |         |       |
| Trip Distribution IN                           |                          | 15%     | 40%   | 45%                      |         |       |                                       |         |       |                                      |         |       |
| Trip Distribution OUT                          |                          |         |       |                          |         |       |                                       |         |       | 55%                                  |         | 20%   |
| Residential Trips                              | 0                        | 19      | 52    | 58                       | 0       | 0     | 0                                     | 0       | 0     | 45                                   | 0       | 16    |
| Pass-By Trips                                  | 0                        | 0       | 0     | 0                        | 0       | 0     | 0                                     | 0       | 0     | 0                                    | 0       | 0     |
| Total Project Trips                            | 0                        | 19      | 52    | 58                       | 0       | 0     | 0                                     | 0       | 0     | 45                                   | 0       | 16    |
| 2023 Buildout Total                            | 0                        | 274     | 52    | 59                       | 310     | 5     | 1                                     | 0       | 3     | 45                                   | 0       | 17    |

Report generated by the project team on 11/11/2023. All data is preliminary and subject to change. The data is for informational purposes only and should not be used for any other purpose.

11/11/2023



## *Synchro* Analysis Reports

| Intersection             |        |        |        |      |      |      |
|--------------------------|--------|--------|--------|------|------|------|
| Int Delay, s/veh         | 0.1    |        |        |      |      |      |
| Movement                 | EBL    | EBR    | NBL    | NBT  | SBT  | SBR  |
| Lane Configurations      | W      |        |        | ↑    | ↑    |      |
| Traffic Vol, veh/h       | 1      | 0      | 2      | 263  | 178  | 7    |
| Future Vol, veh/h        | 1      | 0      | 2      | 263  | 178  | 7    |
| Conflicting Peds, #/hr   | 0      | 0      | 4      | 0    | 0    | 4    |
| Sign Control             | Stop   | Stop   | Free   | Free | Free | Free |
| RT Channelized           | -      | Stop   | -      | Free | -    | Free |
| Storage Length           | 0      | -      | -      | -    | -    | -    |
| Veh in Median Storage, # | 0      | -      | -      | 0    | 0    | -    |
| Grade, %                 | 0      | -      | -      | 0    | 0    | -    |
| Peak Hour Factor         | 92     | 92     | 92     | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2      | 0      | 2      | 2    | 2    | 2    |
| Mvmt Flow                | 1      | 0      | 2      | 286  | 193  | 8    |
| Major/Minor              | Minor2 | Major1 | Major2 |      |      |      |
| Conflicting Flow All     | 487    | 197    | 197    | 0    | -    | 0    |
| Stage 1                  | 197    | -      | -      | -    | -    | -    |
| Stage 2                  | 290    | -      | -      | -    | -    | -    |
| Critical Hdwy            | 6.42   | 6.2    | 4.12   | -    | -    | -    |
| Critical Hdwy Stg 1      | 5.42   | -      | -      | -    | -    | -    |
| Critical Hdwy Stg 2      | 5.42   | -      | -      | -    | -    | -    |
| Follow-up Hdwy           | 3.518  | 3.3    | 2.218  | -    | -    | -    |
| Pl Cap-1 Maneuver        | 540    | 849    | 1376   | -    | -    | 0    |
| Stage 1                  | 836    | -      | -      | -    | -    | 0    |
| Stage 2                  | 759    | -      | -      | -    | -    | 0    |
| Platoon blocked, %       | -      | -      | -      | -    | -    | -    |
| Mov Cap-1 Maneuver       | 535    | 846    | 1371   | -    | -    | -    |
| Mov Cap-2 Maneuver       | 535    | -      | -      | -    | -    | -    |
| Stage 1                  | 831    | -      | -      | -    | -    | -    |
| Stage 2                  | 756    | -      | -      | -    | -    | -    |
| Approach                 | EB     | NB     | SB     |      |      |      |
| HCM Control Delay, s     | 11.7   | 0.1    | 0      |      |      |      |
| HCM LOS                  | B      |        |        |      |      |      |
| Minor Lane/Major Mvmt    | NBL    | NBT    | EBLn1  | SBT  |      |      |
| Capacity (veh/h)         | 1371   | -      | 535    | -    |      |      |
| HCM Lane V/C Ratio       | 0.002  | -      | 0.002  | -    |      |      |
| HCM Control Delay (s)    | 7.6    | 0      | 11.7   | -    |      |      |
| HCM Lane LOS             | A      | A      | B      | -    |      |      |
| HCM 95th %tile Q(veh)    | 0      | -      | 0      | -    |      |      |

| Intersection             |        |      |       |        |       |       |        |      |      |        |      |      |
|--------------------------|--------|------|-------|--------|-------|-------|--------|------|------|--------|------|------|
| Int Delay, s/veh         | 0.2    |      |       |        |       |       |        |      |      |        |      |      |
| Movement                 | EBL    | EBT  | EBR   | WBL    | WBT   | WBR   | NBL    | NBT  | NBR  | SBL    | SBT  | SBR  |
| Lane Configurations      | ↔      |      |       | ↔      |       |       | ↔      |      |      | ↕      |      |      |
| Traffic Vol, veh/h       | 0      | 0    | 3     | 0      | 0     | 0     | 2      | 265  | 0    | 2      | 180  | 0    |
| Future Vol, veh/h        | 0      | 0    | 3     | 0      | 0     | 0     | 2      | 265  | 0    | 2      | 180  | 0    |
| Conflicting Peds, #/hr   | 0      | 0    | 0     | 0      | 0     | 0     | 3      | 0    | 0    | 0      | 0    | 3    |
| Sign Control             | Stop   | Stop | Stop  | Stop   | Stop  | Stop  | Free   | Free | Free | Free   | Free | Free |
| RT Channelized           | -      | -    | Stop  | -      | -     | None  | -      | -    | None | -      | -    | Free |
| Storage Length           | -      | -    | -     | -      | -     | -     | -      | -    | -    | -      | -    | 110  |
| Veh in Median Storage, # | -      | 0    | -     | -      | 0     | -     | -      | 0    | -    | -      | 0    | -    |
| Grade, %                 | -      | 0    | -     | -      | 0     | -     | -      | 0    | -    | -      | 0    | -    |
| Peak Hour Factor         | 85     | 85   | 85    | 85     | 85    | 85    | 85     | 85   | 85   | 85     | 85   | 85   |
| Heavy Vehicles, %        | 0      | 0    | 2     | 0      | 0     | 0     | 2      | 2    | 0    | 2      | 2    | 0    |
| Mvmt Flow                | 0      | 0    | 4     | 0      | 0     | 0     | 2      | 312  | 0    | 2      | 212  | 0    |
| Major/Minor              |        |      |       |        |       |       |        |      |      |        |      |      |
|                          | Minor2 |      |       | Minor1 |       |       | Major1 |      |      | Major2 |      |      |
| Conflicting Flow All     | 535    | 535  | 215   | 532    | 535   | 312   | 215    | 0    | 0    | 312    | 0    | 0    |
| Stage 1                  | 219    | 219  | -     | 316    | 316   | -     | -      | -    | -    | -      | -    | -    |
| Stage 2                  | 316    | 316  | -     | 216    | 219   | -     | -      | -    | -    | -      | -    | -    |
| Critical Hdwy            | 7.1    | 6.5  | 6.22  | 7.1    | 6.5   | 6.2   | 4.12   | -    | -    | 4.12   | -    | -    |
| Critical Hdwy Stg 1      | 6.1    | 5.5  | -     | 6.1    | 5.5   | -     | -      | -    | -    | -      | -    | -    |
| Critical Hdwy Stg 2      | 6.1    | 5.5  | -     | 6.1    | 5.5   | -     | -      | -    | -    | -      | -    | -    |
| Follow-up Hdwy           | 3.5    | 4    | 3.318 | 3.5    | 4     | 3.3   | 2.218  | -    | -    | 2.218  | -    | -    |
| Pot Cap-1 Maneuver       | 459    | 454  | 825   | 461    | 454   | 733   | 1355   | -    | -    | 1248   | -    | 0    |
| Stage 1                  | 788    | 726  | -     | 699    | 659   | -     | -      | -    | -    | -      | -    | 0    |
| Stage 2                  | 699    | 659  | -     | 791    | 726   | -     | -      | -    | -    | -      | -    | 0    |
| Platoon blocked, %       | -      | -    | -     | -      | -     | -     | -      | -    | -    | -      | -    | -    |
| Mov Cap-1 Maneuver       | 456    | 451  | 823   | 458    | 451   | 733   | 1351   | -    | -    | 1248   | -    | -    |
| Mov Cap-2 Maneuver       | 456    | 451  | -     | 458    | 451   | -     | -      | -    | -    | -      | -    | -    |
| Stage 1                  | 784    | 722  | -     | 698    | 658   | -     | -      | -    | -    | -      | -    | -    |
| Stage 2                  | 698    | 658  | -     | 786    | 722   | -     | -      | -    | -    | -      | -    | -    |
| Approach                 |        |      |       |        |       |       |        |      |      |        |      |      |
|                          | EB     |      |       | WB     |       |       | NB     |      |      | SB     |      |      |
| HCM Control Delay, s     | 9.4    |      |       | 0      |       |       | 0.1    |      |      | 0.1    |      |      |
| HCM LOS                  | A      |      |       | A      |       |       |        |      |      |        |      |      |
| Minor Lane/Major Mvmt    |        |      |       |        |       |       |        |      |      |        |      |      |
|                          | NBL    | NBT  | NBR   | EBLn1  | WBLn1 | SBL   | SBT    |      |      |        |      |      |
| Capacity (veh/h)         | 1351   | -    | -     | 823    | -     | 1248  | -      |      |      |        |      |      |
| HCM Lane V/C Ratio       | 0.002  | -    | -     | 0.004  | -     | 0.002 | -      |      |      |        |      |      |
| HCM Control Delay (s)    | 7.7    | 0    | -     | 9.4    | 0     | 7.9   | 0      |      |      |        |      |      |
| HCM Lane LOS             | A      | A    | -     | A      | A     | A     | A      |      |      |        |      |      |
| HCM 95th %tile Q(veh)    | 0      | -    | -     | 0      | -     | 0     | -      |      |      |        |      |      |



| Intersection             |        |        |        |      |      |      |
|--------------------------|--------|--------|--------|------|------|------|
| Int Delay, s/veh         | 0.1    |        |        |      |      |      |
| Movement                 | EBL    | EBR    | NBL    | NBT  | SBT  | SBR  |
| Lane Configurations      | ↔      | ↔      | ↔      | ↔    | ↔    | ↔    |
| Traffic Vol, veh/h       | 1      | 4      | 2      | 251  | 302  | 4    |
| Future Vol, veh/h        | 1      | 4      | 2      | 251  | 302  | 4    |
| Conflicting Peds, #/hr   | 0      | 0      | 5      | 0    | 0    | 5    |
| Sign Control             | Stop   | Stop   | Free   | Free | Free | Free |
| RT Channelized           | -      | Stop   | -      | Free | -    | Free |
| Storage Length           | 0      | -      | -      | -    | -    | -    |
| Veh in Median Storage, # | 0      | -      | -      | 0    | 0    | -    |
| Grade, %                 | 0      | -      | -      | 0    | 0    | -    |
| Peak Hour Factor         | 83     | 83     | 83     | 83   | 83   | 83   |
| Heavy Vehicles, %        | 2      | 2      | 2      | 2    | 2    | 2    |
| Mvmt Flow                | 1      | 5      | 2      | 302  | 364  | 5    |
| Major/Minor              | Minor2 | Major1 | Major2 |      |      |      |
| Conflicting Flow All     | 675    | 369    | 369    | 0    | -    | 0    |
| Stage 1                  | 369    | -      | -      | -    | -    | -    |
| Stage 2                  | 306    | -      | -      | -    | -    | -    |
| 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       | 419    | 677    | 1190   | -    | -    | 0    |
| Stage 1                  | 699    | -      | -      | -    | -    | 0    |
| Stage 2                  | 747    | -      | -      | -    | -    | 0    |
| Platoon blocked, %       | -      | -      | -      | -    | -    | -    |
| Mov Cap-1 Maneuver       | 414    | 674    | 1184   | -    | -    | -    |
| Mov Cap-2 Maneuver       | 414    | -      | -      | -    | -    | -    |
| Stage 1                  | 694    | -      | -      | -    | -    | -    |
| Stage 2                  | 743    | -      | -      | -    | -    | -    |
| Approach                 | EB     | NB     | SB     |      |      |      |
| HCM Control Delay, s     | 9.3    | 0.1    | 0      |      |      |      |
| HCM LOS                  | A      |        |        |      |      |      |
| Minor Lane/Major Mvmt    | NBL    | NBT    | EBLn1  | SBT  |      |      |
| Capacity (veh/h)         | 1184   | -      | 843    | -    |      |      |
| HCM Lane V/C Ratio       | 0.002  | -      | 0.007  | -    |      |      |
| HCM Control Delay (s)    | 8      | 0      | 9.3    | -    |      |      |
| HCM Lane LOS             | A      | A      | A      | -    |      |      |
| HCM 95th %tile Q(veh)    | 0      | -      | 0      | -    |      |      |

| Intersection             |        |      |       |        |       |       |        |      |      |        |      |      |
|--------------------------|--------|------|-------|--------|-------|-------|--------|------|------|--------|------|------|
| Int Delay, s/veh         | 0.2    |      |       |        |       |       |        |      |      |        |      |      |
| Movement                 | EBL    | EBT  | EBR   | WBL    | WBT   | WBR   | NBL    | NBT  | NBR  | SBL    | SBT  | SBR  |
| Lane Configurations      | ↕      |      |       | ↕      |       |       | ↕      |      |      | ↕      |      |      |
| Traffic Vol, veh/h       | 1      | 0    | 3     | 0      | 0     | 1     | 9      | 245  | 0    | 1      | 298  | 5    |
| Future Vol, veh/h        | 1      | 0    | 3     | 0      | 0     | 1     | 9      | 245  | 0    | 1      | 298  | 5    |
| Conflicting Peds, #/hr   | 0      | 0    | 0     | 0      | 0     | 0     | 5      | 0    | 0    | 0      | 0    | 5    |
| Sign Control             | Stop   | Stop | Stop  | Stop   | Stop  | Stop  | Free   | Free | Free | Free   | Free | Free |
| RT Channelized           | -      | -    | Stop  | -      | -     | None  | -      | -    | None | -      | -    | Free |
| Storage Length           | -      | -    | -     | -      | -     | -     | -      | -    | -    | -      | -    | 110  |
| Veh in Median Storage, # | -      | 0    | -     | -      | 0     | -     | -      | 0    | -    | -      | 0    | -    |
| Grade, %                 | -      | 0    | -     | -      | 0     | -     | -      | 0    | -    | -      | 0    | -    |
| Peak Hour Factor         | 86     | 86   | 86    | 86     | 86    | 86    | 86     | 86   | 86   | 86     | 86   | 86   |
| Heavy Vehicles, %        | 2      | 0    | 2     | 0      | 0     | 2     | 2      | 2    | 0    | 2      | 2    | 2    |
| Mvmt Flow                | 1      | 0    | 3     | 0      | 0     | 1     | 10     | 285  | 0    | 1      | 347  | 6    |
| Major/Minor              | Minor2 |      |       | Minor1 |       |       | Major1 |      |      | Major2 |      |      |
| Conflicting Flow All     | 660    | 659  | 352   | 654    | 659   | 285   | 352    | 0    | 0    | 285    | 0    | 0    |
| Stage 1                  | 354    | 354  | -     | 305    | 305   | -     | -      | -    | -    | -      | -    | -    |
| Stage 2                  | 306    | 305  | -     | 349    | 354   | -     | -      | -    | -    | -      | -    | -    |
| Critical Hdwy            | 7.12   | 6.5  | 6.22  | 7.1    | 6.5   | 6.22  | 4.12   | -    | -    | 4.12   | -    | -    |
| Critical Hdwy Stg 1      | 6.12   | 5.5  | -     | 6.1    | 5.5   | -     | -      | -    | -    | -      | -    | -    |
| Critical Hdwy Stg 2      | 6.12   | 5.5  | -     | 6.1    | 5.5   | -     | -      | -    | -    | -      | -    | -    |
| Follow-up Hdwy           | 3.518  | 4    | 3.318 | 3.5    | 4     | 3.318 | 2.218  | -    | -    | 2.218  | -    | -    |
| Pol Cap-1 Maneuver       | 378    | 386  | 692   | 383    | 386   | 754   | 1207   | -    | -    | 1277   | -    | 0    |
| Stage 1                  | 663    | 634  | -     | 709    | 666   | -     | -      | -    | -    | -      | -    | 0    |
| Stage 2                  | 704    | 666  | -     | 671    | 634   | -     | -      | -    | -    | -      | -    | 0    |
| Platoon blocked, %       | -      | -    | -     | -      | -     | -     | -      | -    | -    | -      | -    | -    |
| Mov Cap-1 Maneuver       | 370    | 380  | 689   | 378    | 380   | 754   | 1201   | -    | -    | 1277   | -    | -    |
| Mov Cap-2 Maneuver       | 370    | 380  | -     | 378    | 380   | -     | -      | -    | -    | -      | -    | -    |
| Stage 1                  | 653    | 630  | -     | 702    | 659   | -     | -      | -    | -    | -      | -    | -    |
| Stage 2                  | 696    | 659  | -     | 667    | 630   | -     | -      | -    | -    | -      | -    | -    |
| Approach                 | EB     |      |       | WB     |       |       | NB     |      |      | SB     |      |      |
| HCM Control Delay, s     | 8.9    |      |       | 9.8    |       |       | 0.3    |      |      | 0      |      |      |
| HCM LOS                  | A      |      |       | A      |       |       |        |      |      |        |      |      |
| Minor Lane/Major Mvmt    | NBL    | NBT  | NBR   | EBLn1  | WBLn1 | SBL   | SBT    |      |      |        |      |      |
| Capacity (veh/h)         | 1201   | -    | -     | 919    | 754   | 1277  | -      |      |      |        |      |      |
| HCM Lane V/C Ratio       | 0.009  | -    | -     | 0.005  | 0.002 | 0.001 | -      |      |      |        |      |      |
| HCM Control Delay (s)    | 8      | 0    | -     | 8.9    | 9.8   | 7.8   | 0      |      |      |        |      |      |
| HCM Lane LOS             | A      | A    | -     | A      | A     | A     | A      |      |      |        |      |      |
| HCM 95th %tile Q(veh)    | 0      | -    | -     | 0      | 0     | 0     | -      |      |      |        |      |      |

| Intersection             |        |        |        |      |      |      |
|--------------------------|--------|--------|--------|------|------|------|
| Int Delay, s/veh         | 0.1    |        |        |      |      |      |
| Movement                 | EBL    | EBR    | NBL    | NBT  | SBT  | SBR  |
| Lane Configurations      | ↔      |        |        | ↔    | ↔    |      |
| Traffic Vol, veh/h       | 1      | 0      | 2      | 274  | 185  | 7    |
| Future Vol, veh/h        | 1      | 0      | 2      | 274  | 185  | 7    |
| Conflicting Peds, #/hr   | 0      | 0      | 4      | 0    | 0    | 4    |
| Sign Control             | Stop   | Stop   | Free   | Free | Free | Free |
| RT Channelized           | -      | Stop   | -      | Free | -    | Free |
| Storage Length           | 0      | -      | -      | -    | -    | -    |
| Veh in Median Storage, # | 0      | -      | -      | 0    | 0    | -    |
| Grade, %                 | 0      | -      | -      | 0    | 0    | -    |
| Peak Hour Factor         | 92     | 92     | 92     | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2      | 0      | 2      | 2    | 2    | 2    |
| Mvmt Flow                | 1      | 0      | 2      | 298  | 201  | 8    |
| Major/Minor              |        |        |        |      |      |      |
|                          | Minor2 | Major1 | Major2 |      |      |      |
| Conflicting Flow All     | 507    | 205    | 205    | 0    | -    | 0    |
| Stage 1                  | 205    | -      | -      | -    | -    | -    |
| Stage 2                  | 302    | -      | -      | -    | -    | -    |
| Critical Hdwy            | 6.42   | 6.2    | 4.12   | -    | -    | -    |
| Critical Hdwy Stg 1      | 5.42   | -      | -      | -    | -    | -    |
| Critical Hdwy Stg 2      | 5.42   | -      | -      | -    | -    | -    |
| Follow-up Hdwy           | 3.518  | 3.3    | 2.218  | -    | -    | -    |
| Pot Cap-1 Maneuver       | 525    | 841    | 1368   | -    | -    | 0    |
| Stage 1                  | 829    | -      | -      | -    | -    | 0    |
| Stage 2                  | 750    | -      | -      | -    | -    | 0    |
| Platoon blocked, %       | -      | -      | -      | -    | -    | -    |
| Mov Cap-1 Maneuver       | 520    | 838    | 1361   | -    | -    | -    |
| Mov Cap-2 Maneuver       | 520    | -      | -      | -    | -    | -    |
| Stage 1                  | 824    | -      | -      | -    | -    | -    |
| Stage 2                  | 747    | -      | -      | -    | -    | -    |
| Approach                 |        |        |        |      |      |      |
|                          | EB     | NB     | SB     |      |      |      |
| HCM Control Delay, s     | 11.9   | 0.1    | 0      |      |      |      |
| HCM LOS                  | B      |        |        |      |      |      |
| Minor Lane/Major Mvmt    |        |        |        |      |      |      |
|                          | NBL    | NBT    | EBLn1  | SBT  |      |      |
| Capacity (veh/h)         | 1361   | -      | 520    | -    |      |      |
| HCM Lane V/C Ratio       | 0.002  | -      | 0.002  | -    |      |      |
| HCM Control Delay (s)    | 7.6    | 0      | 11.9   | -    |      |      |
| HCM Lane LOS             | A      | A      | B      | -    |      |      |
| HCM 95th %tile Q(veh)    | 0      | -      | 0      | -    |      |      |



| Intersection             |        |      |       |        |       |       |        |      |      |        |      |      |   |
|--------------------------|--------|------|-------|--------|-------|-------|--------|------|------|--------|------|------|---|
| Int Delay, s/veh         | 0.2    |      |       |        |       |       |        |      |      |        |      |      |   |
| Movement                 | EBL    | EBT  | EBR   | WBL    | WBT   | WBR   | NBL    | NBT  | NBR  | SBL    | SBT  | SBR  |   |
| Lane Configurations      | ↔      |      |       | ↔      |       |       | ↔      |      |      | ↔      |      |      | ↔ |
| Traffic Vol, veh/h       | 0      | 0    | 3     | 0      | 0     | 0     | 2      | 276  | 0    | 2      | 187  | 0    |   |
| Future Vol, veh/h        | 0      | 0    | 3     | 0      | 0     | 0     | 2      | 276  | 0    | 2      | 187  | 0    |   |
| Conflicting Peds, #/hr   | 0      | 0    | 0     | 0      | 0     | 0     | 3      | 0    | 0    | 0      | 0    | 3    |   |
| Sign Control             | Stop   | Stop | Stop  | Stop   | Stop  | Stop  | Free   | Free | Free | Free   | Free | Free |   |
| RT Channelized           | -      | -    | Stop  | -      | -     | None  | -      | -    | None | -      | -    | Free |   |
| Storage Length           | -      | -    | -     | -      | -     | -     | -      | -    | -    | -      | -    | 110  |   |
| Veh in Median Storage, # | -      | 0    | -     | -      | 0     | -     | -      | 0    | -    | -      | 0    | -    |   |
| Grade, %                 | -      | 0    | -     | -      | 0     | -     | -      | 0    | -    | -      | 0    | -    |   |
| Peak Hour Factor         | 85     | 85   | 85    | 85     | 85    | 85    | 85     | 85   | 85   | 85     | 85   | 85   |   |
| Heavy Vehicles, %        | 0      | 0    | 2     | 0      | 0     | 0     | 2      | 2    | 0    | 2      | 2    | 0    |   |
| Mvmt Flow                | 0      | 0    | 4     | 0      | 0     | 0     | 2      | 325  | 0    | 2      | 220  | 0    |   |
| Major/Minor              | Minor2 |      |       | Minor1 |       |       | Major1 |      |      | Major2 |      |      |   |
| Conflicting Flow All     | 556    | 556  | 223   | 553    | 556   | 325   | 223    | 0    | 0    | 325    | 0    | 0    |   |
| Stage 1                  | 227    | 227  | -     | 329    | 329   | -     | -      | -    | -    | -      | -    | -    |   |
| Stage 2                  | 329    | 329  | -     | 224    | 227   | -     | -      | -    | -    | -      | -    | -    |   |
| Critical Hdwy            | 7.1    | 6.5  | 6.22  | 7.1    | 6.5   | 6.2   | 4.12   | -    | -    | 4.12   | -    | -    |   |
| Critical Hdwy Stg 1      | 6.1    | 5.5  | -     | 6.1    | 5.5   | -     | -      | -    | -    | -      | -    | -    |   |
| Critical Hdwy Stg 2      | 6.1    | 5.5  | -     | 6.1    | 5.5   | -     | -      | -    | -    | -      | -    | -    |   |
| Follow-up Hdwy           | 3.5    | 4    | 3.318 | 3.5    | 4     | 3.3   | 2.218  | -    | -    | 2.218  | -    | -    |   |
| Pot Cap-1 Maneuver       | 445    | 442  | 817   | 447    | 442   | 721   | 1346   | -    | -    | 1235   | -    | 0    |   |
| Stage 1                  | 780    | 720  | -     | 688    | 650   | -     | -      | -    | -    | -      | -    | 0    |   |
| Stage 2                  | 688    | 650  | -     | 783    | 720   | -     | -      | -    | -    | -      | -    | 0    |   |
| Platoon blocked, %       | -      | -    | -     | -      | -     | -     | -      | -    | -    | -      | -    | -    |   |
| Mov Cap-1 Maneuver       | 442    | 439  | 815   | 444    | 439   | 721   | 1342   | -    | -    | 1235   | -    | -    |   |
| Mov Cap-2 Maneuver       | 442    | 439  | -     | 444    | 439   | -     | -      | -    | -    | -      | -    | -    |   |
| Stage 1                  | 776    | 716  | -     | 687    | 649   | -     | -      | -    | -    | -      | -    | -    |   |
| Stage 2                  | 687    | 649  | -     | 778    | 716   | -     | -      | -    | -    | -      | -    | -    |   |
| Approach                 | EB     |      |       | WB     |       |       | NB     |      |      | SB     |      |      |   |
| HCM Control Delay, s     | 9.4    |      |       | 0      |       |       | 0.1    |      |      | 0.1    |      |      |   |
| HCM LOS                  | A      |      |       | A      |       |       |        |      |      |        |      |      |   |
| Minor Lane/Major Mvmt    | NBL    | NBT  | NBR   | EBLn1  | WBLn1 | SBL   | SBT    |      |      |        |      |      |   |
| Capacity (veh/h)         | 1342   | -    | -     | 815    | -     | 1235  | -      |      |      |        |      |      |   |
| HCM Lane V/C Ratio       | 0.002  | -    | -     | 0.004  | -     | 0.002 | -      |      |      |        |      |      |   |
| HCM Control Delay (s)    | 7.7    | 0    | -     | 9.4    | 0     | 7.9   | 0      |      |      |        |      |      |   |
| HCM Lane LOS             | A      | A    | -     | A      | A     | A     | A      |      |      |        |      |      |   |
| HCM 95th %tile Q(veh)    | 0      | -    | -     | 0      | -     | 0     | -      |      |      |        |      |      |   |

| Intersection             |        |        |        |      |      |      |
|--------------------------|--------|--------|--------|------|------|------|
| Int Delay, s/veh         | 0.1    |        |        |      |      |      |
| Movement                 | EBL    | EBR    | NBL    | NBT  | SBT  | SBR  |
| Lane Configurations      | 1      | 4      | 2      | 261  | 314  | 4    |
| Traffic Vol, veh/h       | 1      | 4      | 2      | 261  | 314  | 4    |
| Future Vol, veh/h        | 1      | 4      | 2      | 261  | 314  | 4    |
| Conflicting Peds, #/hr   | 0      | 0      | 5      | 0    | 0    | 5    |
| Sign Control             | Stop   | Stop   | Free   | Free | Free | Free |
| RT Channelized           | -      | Stop   | -      | Free | -    | Free |
| Storage Length           | 0      | -      | -      | -    | -    | -    |
| Veh in Median Storage, # | 0      | -      | -      | 0    | 0    | -    |
| Grade, %                 | 0      | -      | -      | 0    | 0    | -    |
| Peak Hour Factor         | 83     | 83     | 83     | 83   | 83   | 83   |
| Heavy Vehicles, %        | 2      | 2      | 2      | 2    | 2    | 2    |
| Mvmt Flow                | 1      | 5      | 2      | 314  | 378  | 5    |
| Major/Minor              | Minor2 | Major1 | Major2 |      |      |      |
| Conflicting Flow All     | 701    | 383    | 383    | 0    | -    | 0    |
| Stage 1                  | 383    | -      | -      | -    | -    | -    |
| Stage 2                  | 318    | -      | -      | -    | -    | -    |
| 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  | -    | -    | -    |
| Pol Cap-1 Maneuver       | 405    | 664    | 1175   | -    | -    | 0    |
| Stage 1                  | 689    | -      | -      | -    | -    | 0    |
| Stage 2                  | 738    | -      | -      | -    | -    | 0    |
| Platoon blocked, %       | -      | -      | -      | -    | -    | -    |
| Mov Cap-1 Maneuver       | 400    | 661    | 1169   | -    | -    | -    |
| Mov Cap-2 Maneuver       | 400    | -      | -      | -    | -    | -    |
| Stage 1                  | 684    | -      | -      | -    | -    | -    |
| Stage 2                  | 734    | -      | -      | -    | -    | -    |
| Approach                 | EB     | NB     | SB     |      |      |      |
| HCM Control Delay, s     | 9.4    | 0.1    | 0      |      |      |      |
| HCM LOS                  | A      |        |        |      |      |      |
| Minor Lane/Major Mvmt    | NBL    | NBT    | EBLn1  | SBT  |      |      |
| Capacity (veh/h)         | 1169   | -      | 826    | -    |      |      |
| HCM Lane V/C Ratio       | 0.002  | -      | 0.007  | -    |      |      |
| HCM Control Delay (s)    | 8.1    | 0      | 9.4    | -    |      |      |
| HCM Lane LOS             | A      | A      | A      | -    |      |      |
| HCM 95th %tile Q(veh)    | 0      | -      | 0      | -    |      |      |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.2  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      |
| Traffic Vol, veh/h       | 1    | 0    | 3    | 0    | 0    | 1    | 9    | 255  | 0    | 1    | 310  | 5    |
| Future Vol, veh/h        | 1    | 0    | 3    | 0    | 0    | 1    | 9    | 255  | 0    | 1    | 310  | 5    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 5    | 0    | 0    | 0    | 0    | 5    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | Stop | -    | -    | None | -    | -    | None | -    | -    | Free |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | 110  |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 86   | 86   | 86   | 86   | 86   | 86   | 86   | 86   | 86   | 86   | 86   | 86   |
| Heavy Vehicles, %        | 2    | 0    | 2    | 0    | 0    | 2    | 2    | 2    | 0    | 2    | 2    | 2    |
| Mvmt Flow                | 1    | 0    | 3    | 0    | 0    | 1    | 10   | 297  | 0    | 1    | 360  | 6    |

| Major/Minor          | Minor2 |     | Minor1 |     | Major1 |       | Major2 |   |
|----------------------|--------|-----|--------|-----|--------|-------|--------|---|
| Conflicting Flow All | 685    | 684 | 365    | 679 | 684    | 297   | 365    | 0 |
| Stage 1              | 367    | 367 | -      | 317 | 317    | -     | -      | - |
| Stage 2              | 318    | 317 | -      | 362 | 367    | -     | -      | - |
| Critical Hdwy        | 7.12   | 6.5 | 6.22   | 7.1 | 6.5    | 6.22  | 4.12   | - |
| Critical Hdwy Stg 1  | 6.12   | 5.5 | -      | 6.1 | 5.5    | -     | -      | - |
| Critical Hdwy Stg 2  | 6.12   | 5.5 | -      | 6.1 | 5.5    | -     | -      | - |
| Follow-up Hdwy       | 3.518  | 4   | 3.318  | 3.5 | 4      | 3.318 | 2.218  | - |
| Pol Cap-1 Maneuver   | 362    | 374 | 680    | 368 | 374    | 742   | 1194   | - |
| Stage 1              | 653    | 626 | -      | 698 | 658    | -     | -      | - |
| Stage 2              | 693    | 658 | -      | 661 | 626    | -     | -      | - |
| Platoon blocked, %   | -      | -   | -      | -   | -      | -     | -      | - |
| Mov Cap-1 Maneuver   | 357    | 368 | 677    | 363 | 368    | 742   | 1188   | - |
| Mov Cap-2 Maneuver   | 357    | 368 | -      | 363 | 368    | -     | -      | - |
| Stage 1              | 643    | 622 | -      | 691 | 651    | -     | -      | - |
| Stage 2              | 685    | 651 | -      | 657 | 622    | -     | -      | - |

| Approach             | EB | WB  | NB  | SB |
|----------------------|----|-----|-----|----|
| HCM Control Delay, s | 9  | 9.9 | 0.3 | 0  |
| HCM LOS              | A  | A   |     |    |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1 | WBLn1 | SBL   | SBT |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|
| Capacity (veh/h)      | 1188  | -   | -   | 903   | 742   | 1264  | -   |
| HCM Lane V/C Ratio    | 0.009 | -   | -   | 0.005 | 0.002 | 0.001 | -   |
| HCM Control Delay (s) | 8.1   | 0   | -   | 9     | 9.9   | 7.9   | 0   |
| HCM Lane LOS          | A     | A   | -   | A     | A     | A     | A   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0     | 0     | 0     | -   |



| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.2  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↔    |      |      |      |      | ↔    |      |      |      | ↔    |      |
| Traffic Vol, veh/h       | 1    | 0    | 0    | 0    | 0    | 0    | 6    | 2    | 274  | 17   | 0    | 235  |
| Future Vol, veh/h        | 1    | 0    | 0    | 0    | 0    | 0    | 6    | 2    | 274  | 17   | 0    | 235  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4    | 0    | 0    | 0    | 4    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | Stop | -    | -    | Free | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | 0    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 0    | 0    | 0    | 0    | 0    | 2    | 2    | 0    | 0    | 2    | 2    |
| Mvmt Flow                | 1    | 0    | 0    | 0    | 0    | 7    | 2    | 298  | 18   | 0    | 255  | 8    |

| Major/Minor          | Minor2 | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 565    | 565    | 263    | -      |
| Stage 1              | 263    | 263    | -      | -      |
| Stage 2              | 302    | 302    | -      | -      |
| Critical Hdwy        | 7.12   | 6.5    | 6.2    | -      |
| Critical Hdwy Stg 1  | 6.12   | 5.5    | -      | -      |
| Critical Hdwy Stg 2  | 6.12   | 5.5    | -      | -      |
| Follow-up Hdwy       | 3.518  | 4      | 3.3    | -      |
| Pot Cap-1 Maneuver   | 436    | 437    | 781    | 0      |
| Stage 1              | 742    | 694    | -      | 0      |
| Stage 2              | 707    | 668    | -      | 0      |
| Platoon blocked, %   | -      | -      | -      | -      |
| Mov Cap-1 Maneuver   | 430    | 434    | 778    | -      |
| Mov Cap-2 Maneuver   | 430    | 434    | -      | -      |
| Stage 1              | 738    | 691    | -      | -      |
| Stage 2              | 699    | 667    | -      | -      |

| Approach             | EB   | WB  | NB  | SB |
|----------------------|------|-----|-----|----|
| HCM Control Delay, s | 13.4 | 9.9 | 0.1 | 0  |
| HCM LOS              | B    | A   |     |    |

| Minor Lane/Major Mvmt | NBL   | NBT | EBLn1 | WBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-----|-----|
| Capacity (veh/h)      | 1292  | -   | 430   | 746   | -   | -   |
| HCM Lane V/C Ratio    | 0.002 | -   | 0.003 | 0.009 | -   | -   |
| HCM Control Delay (s) | 7.8   | 0   | 13.4  | 9.9   | -   | -   |
| HCM Lane LOS          | A     | A   | B     | A     | -   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | 0     | 0     | -   | -   |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.4  |      |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SEB  | SEB  |
| Lane Configurations      | ↔    |      |      | ↔    |      |      | ↔    |      |      | ↔    |      |      |      |
| Traffic Vol, veh/h       | 0    | 0    | 3    | 14   | 0    | 5    | 2    | 293  | 44   | 52   | 187  | 0    | 0    |
| Future Vol, veh/h        | 0    | 0    | 3    | 14   | 0    | 5    | 2    | 293  | 44   | 52   | 187  | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 3    | 0    | 0    | 0    | 0    | 0    | 3    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | Stop | -    | -    | None | -    | -    | Free | -    | -    | Free | -    |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | 180  | -    | -    | -    | 110  |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    |
| Peak Hour Factor         | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   |
| Heavy Vehicles, %        | 0    | 0    | 2    | 0    | 0    | 0    | 2    | 2    | 0    | 2    | 2    | 0    | 0    |
| Mvmt Flow                | 0    | 0    | 4    | 16   | 0    | 6    | 2    | 345  | 52   | 61   | 220  | 0    | 0    |

| Major/Minor          | Minor2 |     |       | Minor1 |     |     | Major1 |   |   | Major2 |   |   |
|----------------------|--------|-----|-------|--------|-----|-----|--------|---|---|--------|---|---|
| Conflicting Flow All | 697    | 694 | 223   | 691    | 694 | 345 | 223    | 0 | - | 345    | 0 | 0 |
| Stage 1              | 345    | 345 | -     | 349    | 349 | -   | -      | - | - | -      | - | - |
| Stage 2              | 352    | 349 | -     | 342    | 345 | -   | -      | - | - | -      | - | - |
| Critical Hdwy        | 7.1    | 6.5 | 6.22  | 7.1    | 6.5 | 6.2 | 4.12   | - | - | 4.12   | - | - |
| Critical Hdwy Stg 1  | 6.1    | 5.5 | -     | 6.1    | 5.5 | -   | -      | - | - | -      | - | - |
| Critical Hdwy Stg 2  | 6.1    | 5.5 | -     | 6.1    | 5.5 | -   | -      | - | - | -      | - | - |
| Follow-up Hdwy       | 3.5    | 4   | 3.318 | 3.5    | 4   | 3.3 | 2.218  | - | - | 2.218  | - | - |
| Pol Cap-1 Maneuver   | 358    | 369 | 817   | 382    | 369 | 702 | 1346   | - | 0 | 1214   | - | 0 |
| Stage 1              | 675    | 640 | -     | 671    | 637 | -   | -      | - | 0 | -      | - | 0 |
| Stage 2              | 669    | 637 | -     | 677    | 640 | -   | -      | - | 0 | -      | - | 0 |
| Platoon blocked, %   | -      | -   | -     | -      | -   | -   | -      | - | - | -      | - | - |
| Mov Cap-1 Maneuver   | 338    | 346 | 815   | 344    | 346 | 702 | 1342   | - | - | 1214   | - | - |
| Mov Cap-2 Maneuver   | 338    | 346 | -     | 344    | 346 | -   | -      | - | - | -      | - | - |
| Stage 1              | 672    | 602 | -     | 670    | 636 | -   | -      | - | - | -      | - | - |
| Stage 2              | 662    | 636 | -     | 636    | 602 | -   | -      | - | - | -      | - | - |

| Approach             | EB  | WB   | NB  | SB  |
|----------------------|-----|------|-----|-----|
| HCM Control Delay, s | 9.4 | 14.6 | 0.1 | 1.8 |
| HCM LOS              | A   | B    |     |     |

| Minor Lane/Major Mvmt | NBL   | NBT | EBLn1 | WBLn1 | SBL  | SBT |
|-----------------------|-------|-----|-------|-------|------|-----|
| Capacity (veh/h)      | 1342  | -   | 815   | 397   | 1214 | -   |
| HCM Lane V/C Ratio    | 0.002 | -   | 0.004 | 0.056 | 0.05 | -   |
| HCM Control Delay (s) | 7.7   | 0   | 9.4   | 14.6  | 8.1  | 0   |
| HCM Lane LOS          | A     | A   | A     | B     | A    | A   |
| HCM 95th %tile Q(veh) | 0     | -   | 0     | 0.2   | 0.2  | -   |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.4  |      |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |      |
| Lane Configurations      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      |      |
| Traffic Vol, veh/h       | 1    | 0    | 4    | 0    | 0    | 0    | 20   | 2    | 281  | 19   | 0    | 372  | 4    |
| Future Vol, veh/h        | 1    | 0    | 4    | 0    | 0    | 0    | 20   | 2    | 281  | 19   | 0    | 372  | 4    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 5    | 0    | 0    | 0    | 0    | 5    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | Stop | -    | -    | Free | -    | -    | None | -    |
| Storage Length           | -    | -    | -    | -    | -    | 0    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    |
| Peak Hour Factor         | 83   | 83   | 83   | 83   | 83   | 83   | 83   | 83   | 83   | 83   | 83   | 83   | 83   |
| Heavy Vehicles, %        | 2    | 0    | 2    | 0    | 0    | 0    | 2    | 2    | 0    | 0    | 2    | 2    | 2    |
| Mvmt Flow                | 1    | 0    | 5    | 0    | 0    | 24   | 2    | 314  | 23   | 0    | 448  | 5    | 5    |

| Major/Minor          | Minor2 |     | Minor1 |   | Major1 |       | Major2 |   |   |   |
|----------------------|--------|-----|--------|---|--------|-------|--------|---|---|---|
| Conflicting Flow All | 774    | 774 | 456    | - | 314    | 458   | 0      | - | - | 0 |
| Stage 1              | 456    | 456 | -      | - | -      | -     | -      | - | - | - |
| Stage 2              | 318    | 318 | -      | - | -      | -     | -      | - | - | - |
| Critical Hdwy        | 7.12   | 6.5 | 6.22   | - | 6.2    | 4.12  | -      | - | - | - |
| Critical Hdwy Stg 1  | 6.12   | 5.5 | -      | - | -      | -     | -      | - | - | - |
| Critical Hdwy Stg 2  | 6.12   | 5.5 | -      | - | -      | -     | -      | - | - | - |
| Follow-up Hdwy       | 3.518  | 4   | 3.318  | - | 3.3    | 2.218 | -      | - | - | - |
| Pol Cap-1 Maneuver   | 316    | 332 | 604    | 0 | 0      | 731   | 1103   | - | 0 | - |
| Stage 1              | 584    | 572 | -      | 0 | 0      | -     | -      | - | 0 | - |
| Stage 2              | 693    | 657 | -      | 0 | 0      | -     | -      | - | 0 | - |
| Platoon blocked, %   | -      | -   | -      | - | -      | -     | -      | - | - | - |
| Mov Cap-1 Maneuver   | 304    | 330 | 601    | - | 731    | 1098  | -      | - | - | - |
| Mov Cap-2 Maneuver   | 304    | 330 | -      | - | -      | -     | -      | - | - | - |
| Stage 1              | 580    | 569 | -      | - | -      | -     | -      | - | - | - |
| Stage 2              | 669    | 656 | -      | - | -      | -     | -      | - | - | - |

| Approach             | EB   | WB   | NB  | SB |
|----------------------|------|------|-----|----|
| HCM Control Delay, s | 12.2 | 10.1 | 0.1 | 0  |
| HCM LOS              | B    | B    |     |    |

| Minor Lane/Major Mvmt | NBL   | NBT | EBLn1 | WBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-----|-----|
| Capacity (veh/h)      | 1098  | -   | 503   | 731   | -   | -   |
| HCM Lane V/C Ratio    | 0.002 | -   | 0.012 | 0.033 | -   | -   |
| HCM Control Delay (s) | 8.3   | 0   | 12.2  | 10.1  | -   | -   |
| HCM Lane LOS          | A     | A   | B     | B     | -   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | 0     | 0.1   | -   | -   |



| Intersection             |        |      |       |        |            |       |        |      |       |        |      |      |
|--------------------------|--------|------|-------|--------|------------|-------|--------|------|-------|--------|------|------|
| Int Delay, s/veh         | 2.5    |      |       |        |            |       |        |      |       |        |      |      |
| Movement                 | EBL    | EBT  | EBR   | WBL    | WBT        | WBR   | NBL    | NBT  | NBR   | SBL    | SBT  | SBR  |
| Lane Configurations      | ↕      |      |       | ↕      |            |       | ↕      |      |       | ↕      |      |      |
| Traffic Vol, veh/h       | 1      | 0    | 3     | 45     | 0          | 17    | 9      | 274  | 52    | 59     | 310  | 5    |
| Future Vol, veh/h        | 1      | 0    | 3     | 45     | 0          | 17    | 9      | 274  | 52    | 59     | 310  | 5    |
| Conflicting Peds, #/hr   | 0      | 0    | 0     | 0      | 0          | 0     | 5      | 0    | 0     | 0      | 0    | 5    |
| Sign Control             | Stop   | Stop | Stop  | Stop   | Stop       | Stop  | Free   | Free | Free  | Free   | Free | Free |
| RT Channelized           | -      | -    | Stop  | -      | -          | None  | -      | -    | Free  | -      | -    | Free |
| Storage Length           | -      | -    | -     | -      | -          | -     | -      | -    | 180   | -      | -    | 110  |
| Veh in Median Storage, # | -      | 0    | -     | -      | 0          | -     | -      | 0    | -     | -      | 0    | -    |
| Grade, %                 | -      | 0    | -     | -      | 0          | -     | -      | 0    | -     | -      | 0    | -    |
| Peak Hour Factor         | 86     | 86   | 86    | 86     | 86         | 86    | 86     | 86   | 86    | 86     | 86   | 86   |
| Heavy Vehicles, %        | 2      | 0    | 2     | 0      | 0          | 2     | 2      | 2    | 0     | 2      | 2    | 2    |
| Mvmt Flow                | 1      | 0    | 3     | 52     | 0          | 20    | 10     | 319  | 60    | 69     | 360  | 6    |
| Major/Minor              | Minor2 |      |       | Minor1 |            |       | Major1 |      |       | Major2 |      |      |
| Conflicting Flow All     | 852    | 842  | 365   | 837    | 842        | 319   | 365    | 0    | -     | 319    | 0    | 0    |
| Stage 1                  | 503    | 503  | -     | 339    | 339        | -     | -      | -    | -     | -      | -    | -    |
| Stage 2                  | 349    | 339  | -     | 498    | 503        | -     | -      | -    | -     | -      | -    | -    |
| Critical Hdwy            | 7.12   | 6.5  | 6.22  | 7.1    | 6.5        | 6.22  | 4.12   | -    | -     | 4.12   | -    | -    |
| Critical Hdwy Stg 1      | 6.12   | 5.5  | -     | 6.1    | 5.5        | -     | -      | -    | -     | -      | -    | -    |
| Critical Hdwy Stg 2      | 6.12   | 5.5  | -     | 6.1    | 5.5        | -     | -      | -    | -     | -      | -    | -    |
| Follow-up Hdwy           | 3.518  | 4    | 3.318 | 3.5    | 4          | 3.318 | 2.218  | -    | -     | 2.218  | -    | -    |
| Pot Cap-1 Maneuver       | 280    | 303  | 680   | 288    | 303        | 722   | 1194   | -    | 0     | 1241   | -    | 0    |
| Stage 1                  | 551    | 545  | -     | 680    | 643        | -     | -      | -    | 0     | -      | -    | 0    |
| Stage 2                  | 687    | 643  | -     | 558    | 545        | -     | -      | -    | 0     | -      | -    | 0    |
| Platoon blocked, %       | -      | -    | -     | -      | -          | -     | -      | -    | -     | -      | -    | -    |
| Mov Cap-1 Maneuver       | 255    | 278  | 677   | 269    | 278        | 722   | 1188   | -    | -     | 1241   | -    | -    |
| Mov Cap-2 Maneuver       | 255    | 278  | -     | 269    | 278        | -     | -      | -    | -     | -      | -    | -    |
| Stage 1                  | 543    | 504  | -     | 673    | 637        | -     | -      | -    | -     | -      | -    | -    |
| Stage 2                  | 642    | 637  | -     | 516    | 504        | -     | -      | -    | -     | -      | -    | -    |
| Approach                 | EB     |      |       | WB     |            |       | NB     |      |       | SB     |      |      |
| HCM Control Delay, s     | 9      |      |       | 19.2   |            |       | 0.3    |      |       | 1.3    |      |      |
| HCM LOS                  | A      |      |       | C      |            |       |        |      |       |        |      |      |
| Minor Lane/Major Mvmt    | NBL    |      | NBT   |        | EBLn1WBLn1 |       | SBL    |      | SBT   |        |      |      |
| Capacity (veh/h)         | 1188   |      | -     |        | 903        |       | 325    |      | 1241  |        | -    |      |
| HCM Lane V/C Ratio       | 0.009  |      | -     |        | 0.005      |       | 0.222  |      | 0.055 |        | -    |      |
| HCM Control Delay (s)    | 8.1    |      | 0     |        | 9          |       | 19.2   |      | 8.1   |        | 0    |      |
| HCM Lane LOS             | A      |      | A     |        | A          |       | C      |      | A     |        | A    |      |
| HCM 95th %tile Q(veh)    | 0      |      | -     |        | 0          |       | 0.8    |      | 0.2   |        | -    |      |

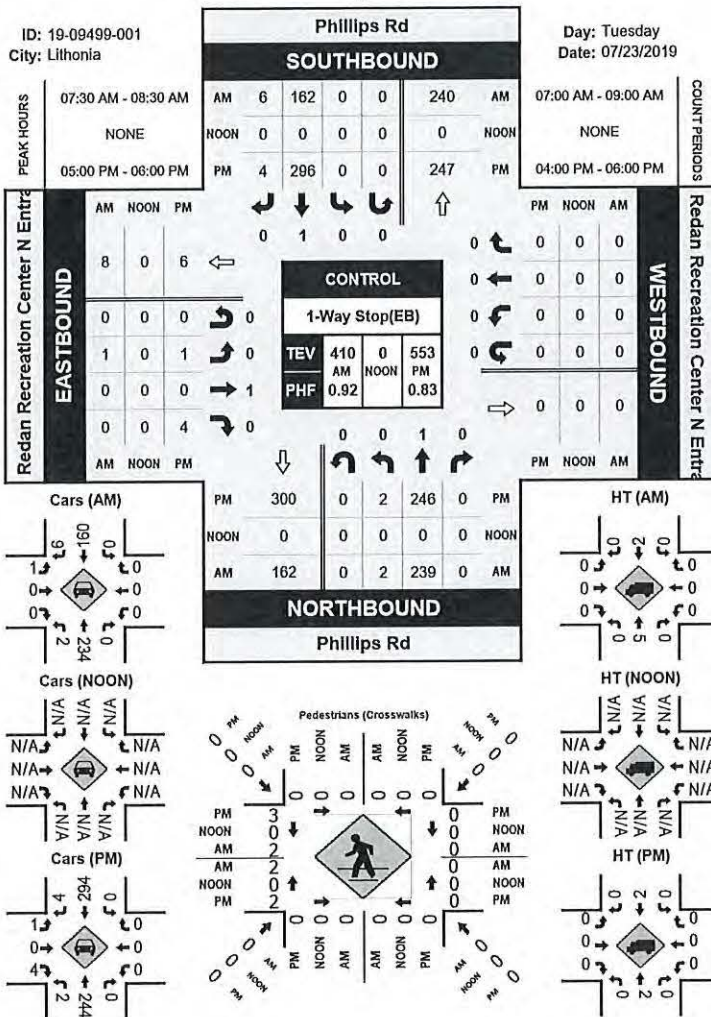
# Raw Traffic Counts

# Phillips Rd & Redan Recreation Center N Entrance Dwy

## Peak Hour Turning Movement Count

ID: 19-09499-001  
City: Lithonia

Day: Tuesday  
Date: 07/23/2019





Project ID: 19-09493-001  
 Location: Phillips Rd & Redan Recreation Center N Entrance Dwy  
 City: Lithonia

Day: Tuesday  
 Date: 07/23/2019

|                  |  | Groups Printed - Cars, PU, Vans - Heavy Trucks |      |       |       |                        |      |       |       |                                                  |      |       |       |                                                  |      |       |       |
|------------------|--|------------------------------------------------|------|-------|-------|------------------------|------|-------|-------|--------------------------------------------------|------|-------|-------|--------------------------------------------------|------|-------|-------|
|                  |  | Phillips Rd Northbound                         |      |       |       | Phillips Rd Southbound |      |       |       | Redan Recreation Center N Entrance Dwy Eastbound |      |       |       | Redan Recreation Center N Entrance Dwy Westbound |      |       |       |
| Start Time       |  | Left                                           | Thru | Right | Uturn | Left                   | Thru | Right | Uturn | Left                                             | Thru | Right | Uturn | Left                                             | Thru | Right | Uturn |
| 7:00 AM          |  | 0                                              | 60   | 0     | 0     | 0                      | 23   | 0     | 0     | 0                                                | 0    | 0     | 0     | 0                                                | 0    | 0     | 0     |
| 7:15 AM          |  | 2                                              | 55   | 0     | 0     | 0                      | 32   | 1     | 0     | 0                                                | 0    | 0     | 0     | 0                                                | 0    | 0     | 0     |
| 7:30 AM          |  | 0                                              | 64   | 0     | 0     | 0                      | 34   | 0     | 0     | 0                                                | 0    | 0     | 0     | 0                                                | 0    | 0     | 0     |
| 7:45 AM          |  | 0                                              | 60   | 0     | 0     | 0                      | 51   | 0     | 0     | 0                                                | 0    | 0     | 0     | 0                                                | 0    | 0     | 0     |
| Total            |  | 2                                              | 236  | 0     | 0     | 0                      | 144  | 1     | 0     | 0                                                | 0    | 0     | 0     | 0                                                | 0    | 0     | 0     |
| 8:00 AM          |  | 0                                              | 60   | 0     | 0     | 0                      | 43   | 3     | 0     | 0                                                | 0    | 0     | 0     | 0                                                | 0    | 0     | 0     |
| 8:15 AM          |  | 2                                              | 58   | 0     | 0     | 0                      | 30   | 3     | 0     | 0                                                | 0    | 0     | 0     | 0                                                | 0    | 0     | 0     |
| 8:30 AM          |  | 1                                              | 46   | 0     | 0     | 0                      | 31   | 2     | 0     | 0                                                | 0    | 0     | 0     | 0                                                | 0    | 0     | 0     |
| 8:45 AM          |  | 0                                              | 37   | 0     | 0     | 0                      | 51   | 3     | 0     | 0                                                | 0    | 0     | 0     | 0                                                | 0    | 0     | 0     |
| Total            |  | 3                                              | 201  | 0     | 0     | 0                      | 155  | 11    | 0     | 0                                                | 0    | 0     | 0     | 0                                                | 0    | 0     | 0     |
| ***BREAK***      |  |                                                |      |       |       |                        |      |       |       |                                                  |      |       |       |                                                  |      |       |       |
| 4:00 PM          |  | 1                                              | 53   | 0     | 0     | 0                      | 54   | 0     | 0     | 0                                                | 0    | 0     | 0     | 0                                                | 0    | 0     | 0     |
| 4:15 PM          |  | 1                                              | 45   | 0     | 0     | 0                      | 49   | 0     | 0     | 0                                                | 0    | 0     | 0     | 0                                                | 0    | 0     | 0     |
| 4:30 PM          |  | 1                                              | 57   | 0     | 0     | 0                      | 55   | 0     | 0     | 0                                                | 0    | 0     | 0     | 0                                                | 0    | 0     | 0     |
| 4:45 PM          |  | 1                                              | 49   | 0     | 0     | 0                      | 55   | 0     | 0     | 0                                                | 0    | 0     | 0     | 0                                                | 0    | 0     | 0     |
| Total            |  | 4                                              | 207  | 0     | 0     | 0                      | 213  | 0     | 0     | 0                                                | 0    | 0     | 0     | 0                                                | 0    | 0     | 0     |
| 5:00 PM          |  | 0                                              | 60   | 0     | 0     | 0                      | 60   | 0     | 0     | 0                                                | 0    | 0     | 0     | 0                                                | 0    | 0     | 0     |
| 5:15 PM          |  | 0                                              | 54   | 0     | 0     | 0                      | 54   | 2     | 0     | 0                                                | 0    | 0     | 0     | 0                                                | 0    | 0     | 0     |
| 5:30 PM          |  | 0                                              | 67   | 0     | 0     | 0                      | 67   | 0     | 0     | 0                                                | 0    | 0     | 0     | 0                                                | 0    | 0     | 0     |
| 5:45 PM          |  | 2                                              | 65   | 0     | 0     | 0                      | 87   | 0     | 0     | 0                                                | 0    | 0     | 0     | 0                                                | 0    | 0     | 0     |
| Total            |  | 2                                              | 246  | 0     | 0     | 0                      | 268  | 2     | 0     | 0                                                | 0    | 0     | 0     | 0                                                | 0    | 0     | 0     |
| Grand Total      |  | 11                                             | 890  | 0     | 0     | 0                      | 901  | 0     | 0     | 0                                                | 0    | 0     | 0     | 0                                                | 0    | 0     | 0     |
| Approach %       |  | 12                                             | 93.8 | 0.0   | 0.0   | 0.0                    | 93.8 | 0.0   | 0.0   | 0.0                                              | 0.0  | 0.0   | 0.0   | 0.0                                              | 0.0  | 0.0   | 0.0   |
| Total %          |  | 0.6                                            | 99.2 | 0.0   | 0.0   | 0.0                    | 99.2 | 0.0   | 0.0   | 0.0                                              | 0.0  | 0.0   | 0.0   | 0.0                                              | 0.0  | 0.0   | 0.0   |
| Cars, PU, Vans   |  | 11                                             | 873  | 0     | 0     | 0                      | 884  | 0     | 0     | 0                                                | 0    | 0     | 0     | 0                                                | 0    | 0     | 0     |
| % Cars, PU, Vans |  | 100.0                                          | 98.1 | 0.0   | 0.0   | 0.0                    | 98.1 | 0.0   | 0.0   | 0.0                                              | 0.0  | 0.0   | 0.0   | 0.0                                              | 0.0  | 0.0   | 0.0   |
| Heavy Trucks     |  | 0                                              | 17   | 0     | 0     | 0                      | 17   | 0     | 0     | 0                                                | 0    | 0     | 0     | 0                                                | 0    | 0     | 0     |
| % Heavy Trucks   |  | 0.0                                            | 1.9  | 0.0   | 0.0   | 0.0                    | 1.9  | 0.0   | 0.0   | 0.0                                              | 0.0  | 0.0   | 0.0   | 0.0                                              | 0.0  | 0.0   | 0.0   |

Project ID: 19-09493-001  
 Location: Phillips Rd & Redan Recreation Center N Entrance  
 City: Lithonia

### PEAK HOURS

Day: Tuesday  
 Date: 07/23/2019

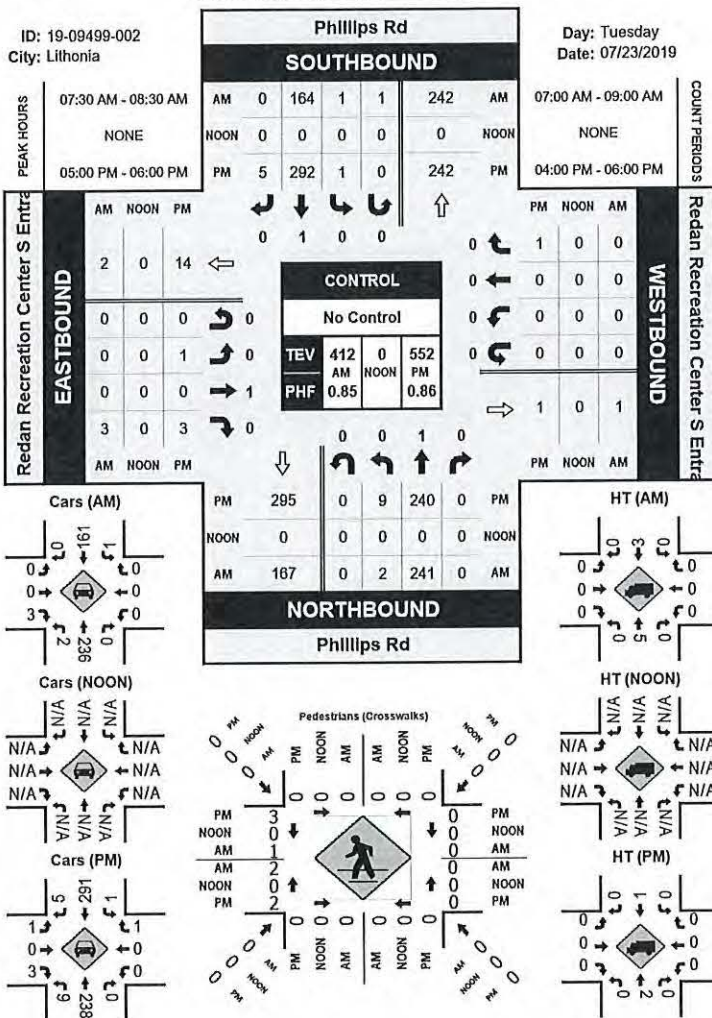
|                                                      |  | Phillips Rd Northbound |      |       |       | Phillips Rd Southbound |      |       |       | Redan Recreation Center N Entrance Eastbound |       |       |       | Redan Recreation Center N Entrance Westbound |      |       |       |
|------------------------------------------------------|--|------------------------|------|-------|-------|------------------------|------|-------|-------|----------------------------------------------|-------|-------|-------|----------------------------------------------|------|-------|-------|
| Start Time                                           |  | Left                   | Thru | Right | Uturn | Left                   | Thru | Right | Uturn | Left                                         | Thru  | Right | Uturn | Left                                         | Thru | Right | Uturn |
| Peak Hour Analysis from 07:00 AM to 09:00 AM         |  |                        |      |       |       |                        |      |       |       |                                              |       |       |       |                                              |      |       |       |
| Peak Hour for Entire Intersection Begins at 07:30 AM |  |                        |      |       |       |                        |      |       |       |                                              |       |       |       |                                              |      |       |       |
| 7:30 AM                                              |  | 0                      | 61   | 0     | 0     | 0                      | 38   | 0     | 0     | 0                                            | 0     | 0     | 0     | 0                                            | 0    | 0     | 0     |
| 7:45 AM                                              |  | 0                      | 60   | 0     | 0     | 0                      | 51   | 0     | 0     | 0                                            | 0     | 0     | 0     | 0                                            | 0    | 0     | 0     |
| 8:00 AM                                              |  | 0                      | 60   | 0     | 0     | 0                      | 43   | 3     | 0     | 0                                            | 0     | 0     | 0     | 0                                            | 0    | 0     | 0     |
| 8:15 AM                                              |  | 2                      | 58   | 0     | 0     | 0                      | 30   | 3     | 0     | 0                                            | 0     | 0     | 0     | 0                                            | 0    | 0     | 0     |
| Total Volume                                         |  | 2                      | 239  | 0     | 0     | 0                      | 162  | 6     | 0     | 0                                            | 0     | 0     | 0     | 0                                            | 0    | 0     | 0     |
| % App. Total                                         |  | 0.8                    | 99.2 | 0.0   | 0.0   | 0.0                    | 99.2 | 0.0   | 0.0   | 0.0                                          | 0.0   | 0.0   | 0.0   | 0.0                                          | 0.0  | 0.0   | 0.0   |
| PUV                                                  |  | 0                      | 903  | 0     | 0     | 0                      | 874  | 0     | 0     | 0                                            | 0     | 0     | 0     | 0                                            | 0    | 0     | 0     |
| Cars, PU, Vans                                       |  | 2                      | 234  | 0     | 0     | 0                      | 160  | 6     | 0     | 0                                            | 0     | 0     | 0     | 0                                            | 0    | 0     | 0     |
| % Cars, PU, Vans                                     |  | 100.0                  | 97.9 | 0.0   | 0.0   | 97.9                   | 98.8 | 100.0 | 0.0   | 98.8                                         | 100.0 | 0.0   | 0.0   | 0.0                                          | 0.0  | 0.0   | 0.0   |
| Heavy Trucks                                         |  | 0                      | 5    | 0     | 0     | 0                      | 2    | 0     | 0     | 0                                            | 0     | 0     | 0     | 0                                            | 0    | 0     | 0     |
| % Heavy Trucks                                       |  | 0.0                    | 2.1  | 0.0   | 0.0   | 2.1                    | 1.2  | 0.0   | 0.0   | 1.2                                          | 0.0   | 0.0   | 0.0   | 0.0                                          | 0.0  | 0.0   | 0.0   |
| ***BREAK***                                          |  |                        |      |       |       |                        |      |       |       |                                              |       |       |       |                                              |      |       |       |
| Peak Hour Analysis from 04:00 PM to 05:00 PM         |  |                        |      |       |       |                        |      |       |       |                                              |       |       |       |                                              |      |       |       |
| Peak Hour for Entire Intersection Begins at 05:00 PM |  |                        |      |       |       |                        |      |       |       |                                              |       |       |       |                                              |      |       |       |
| 5:00 PM                                              |  | 0                      | 60   | 0     | 0     | 0                      | 60   | 0     | 0     | 0                                            | 0     | 0     | 0     | 0                                            | 0    | 0     | 0     |
| 5:15 PM                                              |  | 0                      | 54   | 0     | 0     | 0                      | 64   | 2     | 0     | 0                                            | 0     | 0     | 0     | 0                                            | 0    | 0     | 0     |
| 5:30 PM                                              |  | 0                      | 67   | 0     | 0     | 0                      | 76   | 0     | 0     | 0                                            | 0     | 0     | 0     | 0                                            | 0    | 0     | 0     |
| 5:45 PM                                              |  | 2                      | 65   | 0     | 0     | 0                      | 86   | 2     | 0     | 0                                            | 0     | 0     | 0     | 0                                            | 0    | 0     | 0     |
| Total Volume                                         |  | 2                      | 246  | 0     | 0     | 0                      | 268  | 4     | 0     | 0                                            | 0     | 0     | 0     | 0                                            | 0    | 0     | 0     |
| % App. Total                                         |  | 0.8                    | 99.2 | 0.0   | 0.0   | 0.0                    | 99.2 | 1.3   | 0.0   | 0.0                                          | 0.0   | 0.0   | 0.0   | 0.0                                          | 0.0  | 0.0   | 0.0   |
| PUV                                                  |  | 0                      | 925  | 0     | 0     | 0                      | 893  | 0     | 0     | 0                                            | 0     | 0     | 0     | 0                                            | 0    | 0     | 0     |
| Cars, PU, Vans                                       |  | 2                      | 244  | 0     | 0     | 0                      | 264  | 4     | 0     | 0                                            | 0     | 0     | 0     | 0                                            | 0    | 0     | 0     |
| % Cars, PU, Vans                                     |  | 100.0                  | 99.2 | 0.0   | 0.0   | 99.2                   | 99.3 | 100.0 | 0.0   | 99.3                                         | 100.0 | 0.0   | 0.0   | 0.0                                          | 0.0  | 0.0   | 0.0   |
| Heavy Trucks                                         |  | 0                      | 2    | 0     | 0     | 0                      | 2    | 0     | 0     | 0                                            | 0     | 0     | 0     | 0                                            | 0    | 0     | 0     |
| % Heavy Trucks                                       |  | 0.0                    | 0.8  | 0.0   | 0.0   | 0.8                    | 0.7  | 0.0   | 0.0   | 0.7                                          | 0.0   | 0.0   | 0.0   | 0.0                                          | 0.0  | 0.0   | 0.0   |

# Phillips Rd & Redan Recreation Center S Entrance Dwy

## Peak Hour Turning Movement Count

ID: 19-09499-002  
City: Lithonia

Day: Tuesday  
Date: 07/23/2019



Day: Tuesday  
Date: 07/23/2019

| Groups Printed: Cars, PU, Van, Heavy Trucks |  |                        |      |       |       |      |                        |      |       |       |      |                                                   |      |       |       |      |                                                   |      |       |       |      |   |
|---------------------------------------------|--|------------------------|------|-------|-------|------|------------------------|------|-------|-------|------|---------------------------------------------------|------|-------|-------|------|---------------------------------------------------|------|-------|-------|------|---|
|                                             |  | Phillips Rd Southbound |      |       |       |      | Phillips Rd Southbound |      |       |       |      | Redan Recreation Center 5 Entrance Drwy Eastbound |      |       |       |      | Redan Recreation Center 5 Entrance Drwy Westbound |      |       |       |      |   |
| Start Time                                  |  | Left                   | Thru | Right | Uturn | Peds | Left                   | Thru | Right | Uturn | Peds | Left                                              | Thru | Right | Uturn | Peds | Left                                              | Thru | Right | Uturn | Peds |   |
| 7:05 AM                                     |  | 2                      | 82   | 0     | 0     | 0    | 84                     | 0    | 26    | 0     | 0    | 26                                                | 0    | 0     | 0     | 0    | 0                                                 | 0    | 0     | 0     | 0    |   |
| 7:15 AM                                     |  | 2                      | 43   | 0     | 0     | 0    | 51                     | 0    | 13    | 0     | 0    | 51                                                | 0    | 0     | 0     | 0    | 0                                                 | 0    | 0     | 0     | 0    |   |
| 7:30 AM                                     |  | 0                      | 62   | 0     | 0     | 0    | 62                     | 0    | 33    | 0     | 0    | 33                                                | 0    | 0     | 0     | 0    | 0                                                 | 0    | 0     | 0     | 0    |   |
| 7:45 AM                                     |  | 1                      | 56   | 0     | 0     | 0    | 57                     | 0    | 0     | 0     | 0    | 57                                                | 0    | 0     | 0     | 0    | 0                                                 | 0    | 0     | 0     | 0    |   |
| Total                                       |  | 5                      | 229  | 0     | 0     | 0    | 234                    | 1    | 132   | 1     | 0    | 133                                               | 1    | 0     | 1     | 0    | 2                                                 | 0    | 0     | 0     | 0    |   |
| 8:00 AM                                     |  | 1                      | 84   | 0     | 0     | 0    | 85                     | 0    | 55    | 0     | 0    | 55                                                | 0    | 0     | 0     | 0    | 1                                                 | 0    | 0     | 0     | 0    |   |
| 8:15 AM                                     |  | 0                      | 59   | 0     | 0     | 0    | 59                     | 0    | 20    | 0     | 0    | 20                                                | 0    | 0     | 0     | 0    | 0                                                 | 0    | 0     | 0     | 0    |   |
| 8:30 AM                                     |  | 0                      | 47   | 0     | 0     | 0    | 47                     | 0    | 35    | 0     | 0    | 35                                                | 1    | 0     | 1     | 0    | 1                                                 | 0    | 0     | 0     | 0    |   |
| 8:45 AM                                     |  | 2                      | 33   | 0     | 0     | 0    | 35                     | 0    | 44    | 0     | 0    | 45                                                | 0    | 0     | 0     | 0    | 1                                                 | 0    | 0     | 0     | 0    |   |
| Total                                       |  | 3                      | 203  | 0     | 0     | 0    | 211                    | 0    | 152   | 2     | 0    | 154                                               | 1    | 0     | 1     | 0    | 2                                                 | 0    | 0     | 0     | 0    |   |
| ***DRAFT***                                 |  |                        |      |       |       |      |                        |      |       |       |      |                                                   |      |       |       |      |                                                   |      |       |       |      |   |
| 4:00 PM                                     |  | 1                      | 43   | 0     | 0     | 0    | 50                     | 0    | 55    | 0     | 0    | 55                                                | 0    | 0     | 1     | 0    | 3                                                 | 1    | 0     | 0     | 0    |   |
| 4:15 PM                                     |  | 1                      | 54   | 0     | 0     | 0    | 55                     | 0    | 65    | 2     | 0    | 67                                                | 1    | 0     | 2     | 0    | 1                                                 | 3    | 0     | 0     | 0    |   |
| 4:30 PM                                     |  | 1                      | 35   | 0     | 0     | 0    | 36                     | 0    | 0     | 0     | 0    | 36                                                | 0    | 0     | 0     | 0    | 0                                                 | 0    | 0     | 0     | 0    |   |
| 4:45 PM                                     |  | 1                      | 54   | 0     | 0     | 0    | 55                     | 0    | 63    | 0     | 0    | 63                                                | 1    | 0     | 1     | 0    | 0                                                 | 2    | 0     | 0     | 0    |   |
| Total                                       |  | 4                      | 212  | 0     | 0     | 0    | 216                    | 0    | 247   | 2     | 0    | 249                                               | 2    | 0     | 5     | 0    | 4                                                 | 2    | 0     | 0     | 0    |   |
| 5:00 PM                                     |  | 1                      | 56   | 0     | 0     | 0    | 57                     | 0    | 56    | 0     | 0    | 56                                                | 0    | 0     | 0     | 0    | 0                                                 | 0    | 0     | 0     | 0    |   |
| 5:15 PM                                     |  | 1                      | 54   | 0     | 0     | 0    | 55                     | 1    | 70    | 0     | 0    | 71                                                | 0    | 0     | 0     | 0    | 1                                                 | 0    | 0     | 0     | 0    |   |
| 5:30 PM                                     |  | 3                      | 73   | 0     | 0     | 0    | 76                     | 0    | 73    | 0     | 0    | 73                                                | 0    | 0     | 0     | 0    | 1                                                 | 0    | 0     | 0     | 0    |   |
| 5:45 PM                                     |  | 0                      | 37   | 0     | 0     | 0    | 37                     | 0    | 59    | 0     | 0    | 59                                                | 0    | 0     | 0     | 0    | 0                                                 | 0    | 0     | 0     | 0    |   |
| Total                                       |  | 9                      | 240  | 0     | 0     | 0    | 249                    | 1    | 292   | 2     | 0    | 294                                               | 1    | 0     | 3     | 0    | 1                                                 | 5    | 0     | 0     | 0    |   |
| Grand Total                                 |  | 21                     | 888  | 0     | 0     | 0    | 910                    | 2    | 833   | 8     | 2    | 840                                               | 5    | 0     | 16    | 0    | 14                                                | 21   | 0     | 0     | 0    |   |
| Approach %                                  |  | 23                     | 877  | 0     | 0     | 0    | 899                    | 0    | 818   | 0     | 0    | 818                                               | 0    | 0     | 76    | 0    | 667                                               | 0    | 0     | 1000  | 0    | 0 |
| Turn %                                      |  | 1.2                    | 50   | 0.0   | 0.0   | 0.0  | 51.2                   | 0.0  | 9.8   | 0.1   | 0.0  | 9.8                                               | 0.1  | 0.0   | 5.1   | 0.0  | 1.2                                               | 0.0  | 0.0   | 0.0   | 0.1  |   |
| Cars                                        |  | 21                     | 877  | 0     | 0     | 0    | 894                    | 2    | 817   | 0     | 0    | 817                                               | 5    | 0     | 16    | 0    | 20                                                | 0    | 0     | 1000  | 0    | 0 |
| Cars, PU, Van                               |  | 100                    | 98.2 | 0.0   | 0.0   | 0.0  | 93.2                   | 100  | 94.8  | 0.0   | 0.0  | 94.6                                              | 100  | 0     | 100   | 0    | 0                                                 | 100  | 0     | 100   | 0    | 0 |
| Heavy Trucks                                |  | 0                      | 0    | 0.0   | 0.0   | 0.0  | 0                      | 0    | 0     | 0.0   | 0.0  | 0                                                 | 0    | 0     | 0     | 0    | 0                                                 | 0    | 0     | 0     | 0    | 0 |

Day: Tuesday  
Date: 07/23/2019

| AM                                          |       | Philips Rd<br>Northbound |       |          |      | Philips Rd<br>Southbound |       |          |      | San Recreation Center & Entrance<br>Eastbound |       |          |       | San Recreation Center & Entrance<br>Westbound |       |          |     | Tot. Total |
|---------------------------------------------|-------|--------------------------|-------|----------|------|--------------------------|-------|----------|------|-----------------------------------------------|-------|----------|-------|-----------------------------------------------|-------|----------|-----|------------|
| Start/End Time                              | Left  | Thru                     | Right | U/Ln Tot | Left | Thru                     | Right | U/Ln Tot | Left | Thru                                          | Right | U/Ln Tot | Left  | Thru                                          | Right | U/Ln Tot |     |            |
| Peak Hour for Enter/Exit Begins at 07:30 AM |       |                          |       |          |      |                          |       |          |      |                                               |       |          |       |                                               |       |          |     |            |
| 7:30 AM                                     | 0     | 62                       | 0     | 0        | 62   | 0                        | 23    | 0        | 23   | 0                                             | 1     | 0        | 1     | 0                                             | 0     | 0        | 0   |            |
| 7:45 AM                                     | 1     | 56                       | 0     | 0        | 57   | 1                        | 43    | 0        | 43   | 0                                             | 0     | 0        | 0     | 0                                             | 0     | 0        | 0   |            |
| 8:00 AM                                     | 1     | 64                       | 0     | 0        | 65   | 1                        | 43    | 0        | 43   | 1                                             | 56    | 0        | 0     | 0                                             | 0     | 0        | 0   |            |
| 8:15 AM                                     | 0     | 59                       | 0     | 0        | 59   | 0                        | 23    | 0        | 23   | 0                                             | 0     | 0        | 0     | 0                                             | 0     | 0        | 0   |            |
| Total Volume                                | 2     | 241                      | 0     | 0        | 243  | 2                        | 164   | 0        | 164  | 1                                             | 166   | 0        | 0     | 0                                             | 0     | 0        | 0   |            |
| % App. Turn                                 | 0.0   | 99.2                     | 0.0   | 0.0      | 100  | 0.0                      | 95.8  | 0.0      | 89   | 100                                           | 0.0   | 0.0      | 100.0 | 0.0                                           | 100   | 0.0      | 0.0 |            |
| 0.001                                       |       |                          |       |          |      |                          |       |          |      |                                               |       |          |       |                                               |       |          |     |            |
| Cars, Pk/Van                                | 2     | 236                      | 0     | 0        | 238  | 1                        | 161   | 0        | 161  | 1                                             | 163   | 0        | 0     | 0                                             | 0     | 0        | 0   |            |
| Trucks, Pk/Van                              | 100.0 | 07.9                     | 0.0   | 0.0      | 87.9 | 100.0                    | 50.2  | 0.0      | 100  | 0.0                                           | 58.2  | 0.0      | 0.0   | 100.0                                         | 0.0   | 100.0    | 0.0 |            |
| Heavy Trucks                                | 0.0   | 21.0                     | 0.0   | 0.0      | 21.0 | 0.0                      | 18.0  | 0.0      | 18   | 0.0                                           | 0.0   | 0.0      | 0.0   | 0.0                                           | 0.0   | 0.0      | 0.0 |            |
| 0.0                                         |       |                          |       |          |      |                          |       |          |      |                                               |       |          |       |                                               |       |          |     |            |

[illegible]



## Project Fact Sheets

## Short Title

I-285 EAST EXPRESS LANES FROM I-20 EAST TO I-85 NORTH

## GDOT Project No.

0013914

## Federal ID No.

N/A

## Status

Programmed

## Service Type

Roadway / Express Lanes

## Sponsor

GDOT

## Jurisdiction

Regional - Perimeter

## Analysis Level

In the Region's Air Quality Conformity Analysis



## Existing Thru Lane

0

LCI

☐

## Network Year

2030

## Planned Thru Lane

2

Flex

☐

## Corridor Length

13.4 miles

## Detailed Description and Justification

This project provides travel options and more reliable trip times by adding one new Express lane in each direction on I-285 between I-20 and I-85.

| Phase Status & Funding Information                                                                 | Status | FISCAL YEAR | TOTAL PHASE COST | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE |              |         |               |
|----------------------------------------------------------------------------------------------------|--------|-------------|------------------|-------------------------------------------------|--------------|---------|---------------|
|                                                                                                    |        |             |                  | FEDERAL                                         | STATE        | BONDS   | LOCAL/PRIVATE |
| PE Transportation Funding Act (HB 170)                                                             | AUTH   | 2017        | \$1,400,000      | \$0,000                                         | \$1,400,000  | \$0,000 | \$0,000       |
| PE Transportation Funding Act (HB 170)                                                             | AUTH   | 2018        | \$3,555,158      | \$0,000                                         | \$3,555,158  | \$0,000 | \$0,000       |
| PE Repurposed Earmark                                                                              | AUTH   | 2019        | \$4,383,388      | \$3,506,740                                     | \$876,648    | \$0,000 | \$0,000       |
| PE Repurposed Earmark (RPF9)                                                                       | AUTH   | 2019        | \$457,088        | \$365,670                                       | \$91,418     | \$0,000 | \$0,000       |
| PE Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)                         | AUTH   | 2019        | \$2,516,613      | \$2,013,290                                     | \$503,323    | \$0,000 | \$0,000       |
| PE Transportation Funding Act (HB 170)                                                             |        | 2020        | \$14,000,000     | \$0,000                                         | \$14,000,000 | \$0,000 | \$0,000       |
| PE Highway Infrastructure - 23 USC 133(b)(1)(A) Activities in Areas With a Population Over 200,000 |        | 2021        | \$5,400,000      | \$4,320,000                                     | \$1,080,000  | \$0,000 | \$0,000       |
| CST National Highway Performance Program (NHPP)                                                    |        | 2022        | \$115,000,000    | \$92,000,000                                    | \$23,000,000 | \$0,000 | \$0,000       |
| CST National Highway Performance Program (NHPP)                                                    |        | 2023        | \$120,800,000    | \$96,640,000                                    | \$24,160,000 | \$0,000 | \$0,000       |



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



|     |                                     |  |              |                        |                      |                        |                |                |
|-----|-------------------------------------|--|--------------|------------------------|----------------------|------------------------|----------------|----------------|
| CST | General Federal Aid 2024-2040       |  | LR 2024-2030 | \$486,300,000          | \$389,040,000        | \$97,260,000           | \$0,000        | \$0,000        |
| CST | Transportation Funding Act (HB 170) |  | LR 2024-2030 | \$201,400,000          | \$0,000              | \$201,400,000          | \$0,000        | \$0,000        |
| CST | Transportation Funding Act (HB 170) |  | LR 2031-2040 | \$212,800,000          | \$0,000              | \$212,800,000          | \$0,000        | \$0,000        |
| CST | Transportation Funding Act (HB 170) |  | LR 2041+     | \$697,900,000          | \$0,000              | \$697,900,000          | \$0,000        | \$0,000        |
|     |                                     |  |              | <b>\$1,865,912,247</b> | <b>\$587,885,670</b> | <b>\$1,278,026,577</b> | <b>\$0,000</b> | <b>\$0,000</b> |

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

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



Report Generated: 6/17/2019



## Short Title

I-20 EAST TRANSIT INITIATIVE - PHASE I HEAVY RAIL TRANSIT EXTENSION FROM INDIAN CREEK MARTA STATION TO WESLEY CHAPEL ROAD AND BUS RAPID TRANSIT SERVICE FROM FIVE POINTS MARTA STATION TO WESLEY CHAPEL ROAD

## GDOT Project No.

0015525

## Federal ID No.

N/A

## Status

Long Range

## Service Type

Transit / Rail Capital

## Sponsor

MARTA

## Jurisdiction

Regional - East

## Analysis Level

In the Region's Air Quality Conformity Analysis



## Existing Thru Lane

N/A

LCI

☐

## Network Year

2040

## Planned Thru Lane

N/A

Flex

☒

## Corridor Length

19.1 miles

## Detailed Description and Justification

This project will extend existing MARTA heavy rail transit from the Indian Creek MARTA station south along the I-285 Corridor and then east along the I-20 East corridor to Wesley Chapel Rd. Two new stations will be added. One at Wesley Chapel and one at Covington Highway. This project is currently under Environmental Review.

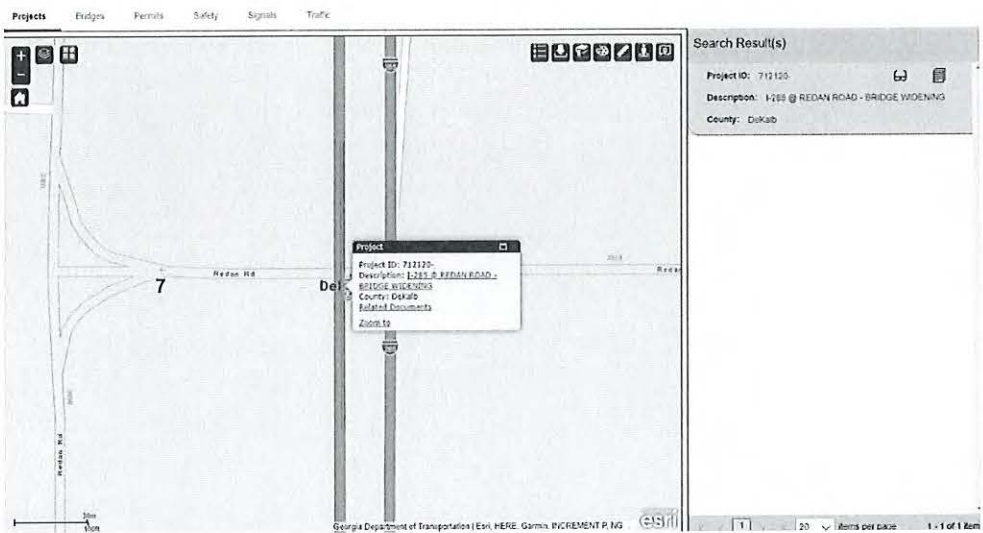
| Phase Status & Funding Information                                         | Status | FISCAL YEAR  | TOTAL PHASE COST | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE |         |         |               |
|----------------------------------------------------------------------------|--------|--------------|------------------|-------------------------------------------------|---------|---------|---------------|
|                                                                            |        |              |                  | FEDERAL                                         | STATE   | BONDS   | LOCAL/PRIVATE |
| PE 5307 Discretionary                                                      | AUTH   | 2006         | \$6,553,476      | \$3,454,293                                     | \$0,000 | \$0,000 | \$3,099,243   |
| PE Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) | AUTH   | 2017         | \$648,000        | \$518,400                                       | \$0,000 | \$0,000 | \$129,600     |
| ALL New Starts                                                             |        | LR 2031-2040 | \$1,464,601,000  | \$659,070,450                                   | \$0,000 | \$0,000 | \$805,530,550 |
|                                                                            |        |              | \$1,471,802,476  | \$663,043,083                                   | \$0,000 | \$0,000 | \$808,759,393 |

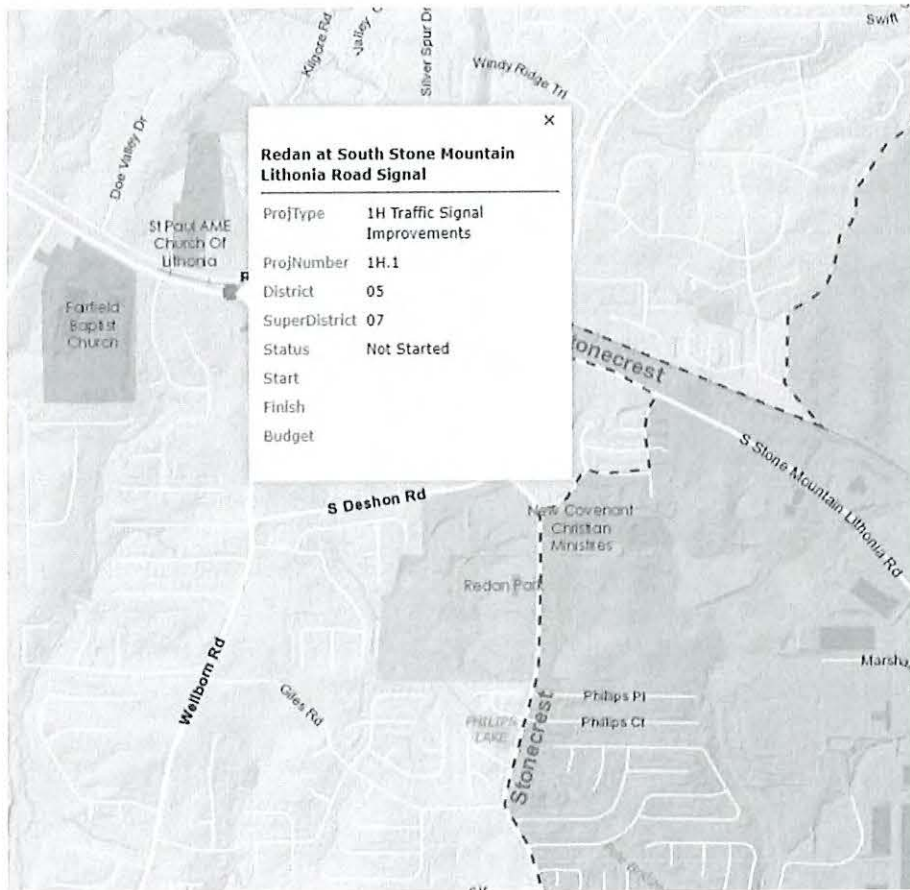
SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



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









**RZ-19-007**

**Attachment #3**

**10/24/2019**

**Planning Commission PowerPoint  
Presentation**



**RZ-19-007**

**1794, 1800 & 1850 Phillip Road,  
Stonecrest GA 30038**



## Petition Information

- APPLICANT: Rocklyn Homes c/o Battle Law.
- LOCATION: 1794, 1800 & 1850 Phillips Road
- ACREAGE: 30.10 acres
- REQUEST: The applicant is requesting to rezone the subject properties from R-100 to RSM for the development of 240 fee simple attached townhomes.



# General Information

- Current zoning: R-100 (Residential Medium Lot) District
- Future Land Use Character Area: Suburban
- Policies / Intent for this area emphasize:
  - Protect stable neighborhoods from incompatible development that could alter established single-family residential development patterns and density.
  - Promote moderate density, traditional neighborhoods development style residential subdivision.
- Surrounding uses: Residential.
- Surrounding zoning: RSM (Small Lot Residential Mix) and MR-1 (Med Density Residential) and R-100

# Background Information

This application was originally heard at the Aug 26th City Council Meeting. The application was deferred back to Planning Commission so the traffic study could be completed, and further community meeting could be held.

The applicant held another community meeting for September 25, 2019, from 7:30 pm to 8:30 pm to present the update site plan. The main concerns the resident's voice was traffic, density, price point and future development in the area.





# Revised Site Plan "A"





# Revised Site Plan "B"





# Proposed Elevations



# Proposed Elevations





## **Zoning Review- Excessive use of streets, transportation, utilities and schools.**

| Table 4: Level-of-Service Summary<br>LOS (Delay in Seconds)                                             |         |          |                          |         |                                    |         |                                 |          |
|---------------------------------------------------------------------------------------------------------|---------|----------|--------------------------|---------|------------------------------------|---------|---------------------------------|----------|
| Intersection                                                                                            | Control | Approach | Existing 2019 Conditions |         | Projected 2023 No-Build Conditions |         | Projected 2023 Build Conditions |          |
|                                                                                                         |         |          | AM Peak                  | PM Peak | AM Peak                            | PM Peak | AM Peak                         | PM Peak  |
| 1. Phillips Road at Recreation Center Driveway North/<br>Proposed Driveway North (unsignalized)         | TWSC    | EB       | B (11.7)                 | A (9.3) | B (11.9)                           | A (9.4) | B (13.4)                        | B (12.2) |
|                                                                                                         |         | WB       | -                        | -       | -                                  | -       | A (9.9)                         | B (10.1) |
| 2. Phillips Road at Recreation Center Driveway South/<br>Existing Private Driveway South (unsignalized) | TWSC    | EB       | A (9.4)                  | A (8.9) | A (9.4)                            | A (9.0) | A (9.4)                         | A (9.0)  |
|                                                                                                         |         | WB       | A (0)                    | A (9.8) | A (0)                              | A (9.9) | B (14.6)                        | C (19.2) |
|                                                                                                         |         | SBL      | A (7.9)                  | A (7.8) | A (7.9)                            | A (7.9) | A (8.1)                         | A (8.1)  |

Under Projected 2023 No-Build conditions, all of the study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours.

Under Projected 2023 Build conditions, all of the study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours.

# Staff Recommendation

Staff recommends Approval of Land Use Petition RZ-19-007 and therefore shall be subject to the following conditions;

1. The site shall be developed in general conformance with the site plan received by the City on September 19<sup>th</sup>, 2019.
2. The development shall be limited to the 7.0 units per acre.
3. Exterior elevations shall be substantially similar to the elevations received by the City on June 4<sup>th</sup>, 2019. Final elevations shall be subject to review and approval of the Planning and Zoning Director.
4. The development shall be limited to a maximum of one (1) full access entrance and one (1) right in/right out only entrance on Phillips Road as shown on the submitted site plan. Said entrances shall be aligned with the driveways to the Redan Recreation Center, subject to adequate spacing requirements, sight distance, and the approval of the Stonecrest City Engineer.
5. Owner/Developer shall install ADA compliant sidewalks along both sides of all proposed streets.
6. Owner/Developer shall construct a deceleration lane at the southern entrance to the development on Phillips Road (Sec. 14-200(9)a), subject to the approval of the Stonecrest City Engineer.
7. Owner/Developer shall construct a left turn lane at the southern (full access) entrance on Phillips Road (Sec. 14-200(9)b), subject to the approval of the Stonecrest City Engineer.
8. Owner/Developer shall install curb & gutter, drainage improvements, and a five foot (5') wide sidewalk along the entire frontage of Phillips Road.



# Staff Recommendation

9. Owner/Developer shall dedicate additional right-of-way along the entire frontage of Phillips Road to provide a minimum of thirty feet (30') from the road centerline, twelve feet (12') from the future back of curb, or two feet (2') from the future back of sidewalk, whichever is greater.
10. All proposed private roads shall be designed and constructed in compliance with the City of Stonecrest Development Regulations, subject to the approval of the City Engineer.
11. Owner/Developer shall provide detention, water quality, and channel protection in accordance with the Georgia Stormwater Manual. Detention shall be provided for the 1 thru 100-year storm events with no increased runoff. For the purpose of these calculations, the existing runoff rate shall be considered to be a wooded, predeveloped condition. Detention facilities must be on a separate lot and shall be maintained by the Homeowners Association.
12. Owner/Developer shall comply with the City of Stonecrest Tree Protection Ordinance concerning tree protection and replacement. A minimum on-site tree density of fifteen (15) units/acre shall be required. Any specimen trees removed during the redevelopment shall require additional tree recompense units as required in the ordinance.
13. Water and sewer approval is required by the DeKalb County Department of Watershed Management.
14. There shall be a mandatory homeowner's association ("HOA") with automatic membership for all homeowners and their successors.
15. At no time shall more than 35 % of the townhome's units located within the townhome community will be rentals units. Additionally, the leasing of non-owners occupied units for short term rentals of less than six (6) months shall be strictly prohibited. The rental restrictions shall be detailed in the Declaration of Restricted Covenants record for the community, a copy which shall be delivered to the City of Stonecrest simultaneously with the recording of the Final Subdivision Plat or Condominium Plat.
16. Privacy fencing shall be installed along the southern boundary line of the Subject property.



# Planning Commission

## Recommendation

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16. Privacy fencing shall be installed along the southern boundary line of the Subject property.





## CITY COUNCIL AGENDA ITEM

**SUBJECT: Ordinance for Rezoning Applications**  
**RZ-19-008 (4623 Klondike Road)**

☐ **ORDINANCE**                      ☐ **POLICY**                      ☐ **STATUS REPORT**  
☐ **DISCUSSION ONLY**              ☐ **RESOLUTION**              ☒ **OTHER**

**Date Submitted: 10/24/2019**              **Work Section:**              **Council Meeting: 10/28/2019**

---

**SUBMITTED BY:** Christopher Wheeler, Planning and Zoning Director. 

**PURPOSE:** To change the zoning from R-85 (Residential Med Lot) District to C-2 (General Commercial) for future commercial development.

**HISTORY:** This item was heard at the October 1<sup>st</sup>, 2019 Planning Commission Meeting. The applicant requested to change the subject property zoning from R-85 to C-2 for the future commercial development. The Planning Commission recommended denial of land use petition.

**OPTIONS:** Approve or Deny

**RECOMMENDATED ACTION:**

Planning Commission recommended denial RZ-19-008 at the April 2<sup>nd</sup> meeting.

**ATTACHMENTS:**

- # 1 10/24/19 Staff Report
- # 2 10/24/19 Application
- # 3 10/24/19 Power Point Presentation





# **PLANNING COMMISSION**

## **RZ -19-008**

**RZ 19-008**

**Attachment #1**

**10/24/19 Staff Report**



## PLANNING COMMISSION / MAYOR AND CITY COUNCIL STAFF REPORT

RZ-19-008

Planning Commission October 1<sup>st</sup>, 2019 / Mayor and City Council Meeting October 28<sup>th</sup>, 2019

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### GENERAL INFORMATION

|                                                           |                                                                                                                |
|-----------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|
| <b>Petition Number:</b>                                   | RZ-19-008                                                                                                      |
| <b>Applicant:</b>                                         | Salim Damani                                                                                                   |
| <b>Owner:</b>                                             | Browns Mill Neighborhood LLC                                                                                   |
| <b>Project Location:</b>                                  | 4623 Klondike Road                                                                                             |
| <b>District:</b>                                          | District 5                                                                                                     |
| <b>Acreage:</b>                                           | 3.031 acres                                                                                                    |
| <b>Existing Zoning:</b>                                   | R-85 (Residential Med Lot) District                                                                            |
| <b>Proposed Zoning:</b>                                   | C-2 (General Commercial) District                                                                              |
| <b>Comprehensive Plan Community:<br/>Area Designation</b> | Neighborhood Center                                                                                            |
| <b>Proposed Development/Request:</b>                      | The applicant is requesting to rezone the subject property from R-85 to C-2 for future commercial development. |
| <b>Staff Recommendations:</b>                             | Approval with Conditions                                                                                       |
| <b>Planning Commission:</b>                               | <b>Denial</b>                                                                                                  |





PLANNING COMMISSION / MAYOR AND CITY COUNCIL STAFF REPORT

RZ-19-008

Aerial Map



**ZONING CASE: RZ-19-008**

ADDRESS: **4623 Klondike Road**

CURRENT ZONING: **R-85 (Residential Med Lot)**

FUTURE LAND USE: **Neighborhood Center**

0 0.025 0.05 mi



**Subject Property**



## PLANNING COMMISSION / MAYOR AND CITY COUNCIL STAFF REPORT

RZ-19-008

### PROJECT OVERVIEW

#### **Location**

The subject property, 4623 Klondike Road, is located southwest corner of the Browns Mill Road (Hwy 212) and Klondike Road intersection.

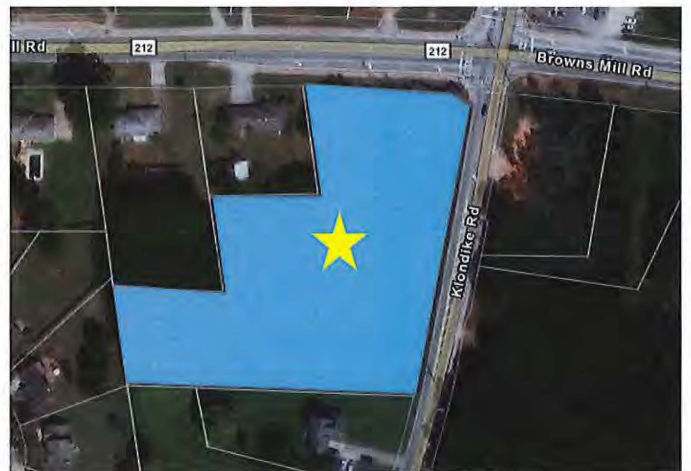
The property is bounded by Browns Mill Road to the north, single family detached homes to the west and south, and Klondike Road to the east.

Further to the northeast is Klondike Corner Store, BP convenience store with accessory pumps, Chicken and Waffles, Boost Mobile and Klondike Package Store. Adjacent to the property is a Dollar General.



#### **Background**

Currently, the property is zoned R-85 under the Stonecrest Zoning Ordinance. First records show in 1997 the parcel shows the area at the corner zoned C-2 and the rest of the property zoned R-85. These same boundaries remained in place until the new county parcel map was created in 2015. DeKalb County transfer of zoning to the new map format in 2015, properties with more than one zoning were changed to a single zoning. Since most of this subject property was zoned R-85, the zoning of the whole property was changed to R-85. This zoning map was approved by the DeKalb County Board of Commissioners in 2015. The official zoning was of the whole property was R-85 when the parcel left our jurisdiction.



### Rezoning Request

The applicant is requesting to rezone the subject property from R-85 to C-2 for future commercial development.



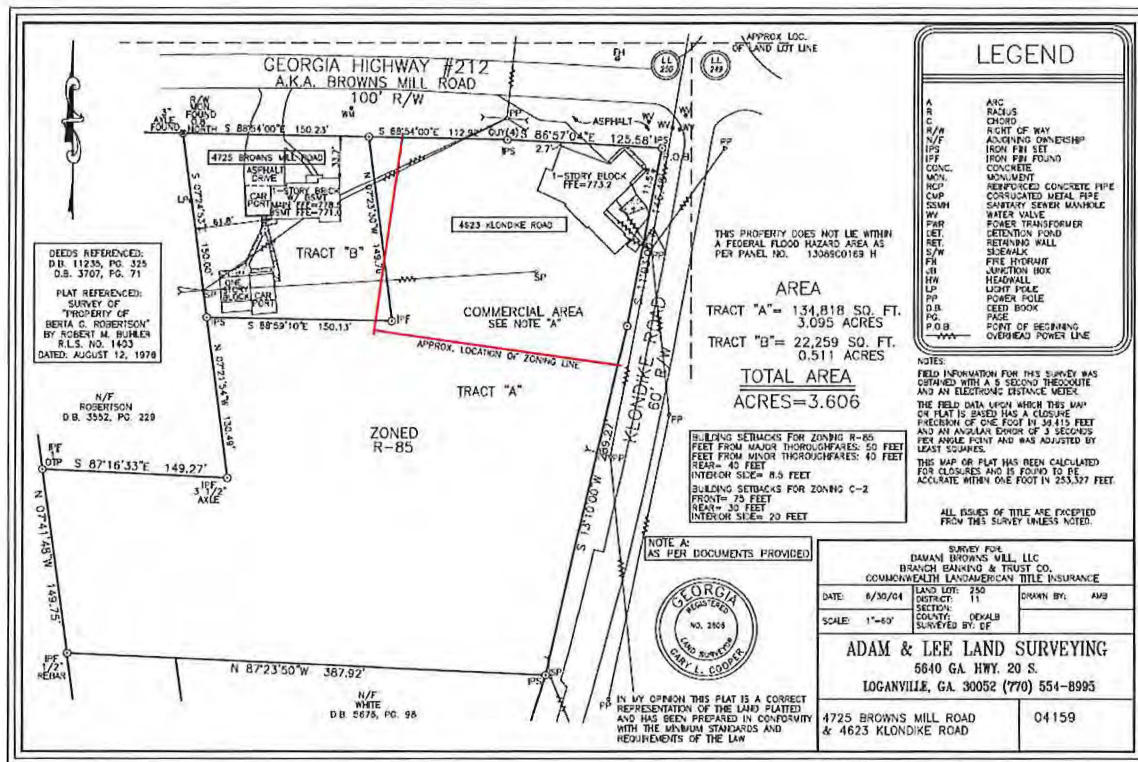


## PLANNING COMMISSION / MAYOR AND CITY COUNCIL STAFF REPORT

RZ-19-008

### Survey

The site plan indicates the subject property had two different zoning classifications.



### Public Participation

Property owners within 500 feet of subject property were mailed notices of the proposed rezoning in August 2019. The community meeting was held on September 10<sup>th</sup>, 2019 at 7:00 pm at Stonecrest City Hall, City Council Chambers at 3120 Stonecrest Blvd, Stonecrest, Georgia 30038. Approximately five (5) people attended the community meeting. Main concerns from residents, what type of development will be constructed and what potential developers are interested in the property.





## PLANNING COMMISSION / MAYOR AND CITY COUNCIL STAFF REPORT

RZ-19-008

### STANDARDS OF REZONING REVIEW

Section 7.3.4 of the Stonecrest Zoning Ordinance list eight factors to be considered in a technical review of a zoning case completed by the Community Development Department and Planning Commission. Each factor is listed with staff analysis.

- **Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property or properties.**

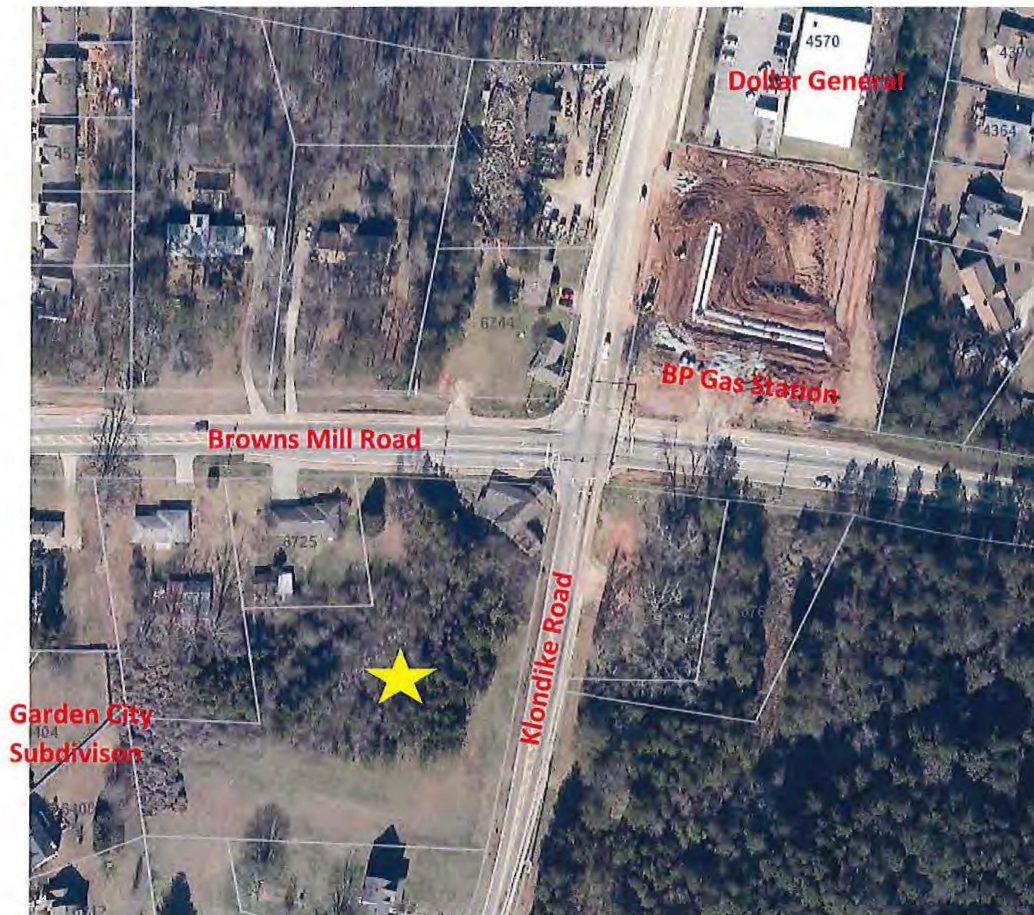
As shown in the table below, the subject property is surrounded by commercial uses (shopping centers) and medium density housing. \* Please see the table below

| Adjacent & Surrounding Properties | Zoning<br>(Petition Number)            | Land Use                       | Density<br>Non-Residential<br>(SF/Acre)<br>Residential (Units/Acre) |
|-----------------------------------|----------------------------------------|--------------------------------|---------------------------------------------------------------------|
| Nearby: North                     | C-2<br>(General Commercial)            | Commercial                     | n/a                                                                 |
| Nearby: East                      | C-1<br>(Local Commercial)              | Commercial                     | n/a                                                                 |
| Adjacent: South                   | R-85<br>(Residential Med Lot) District | Residential                    | 2 – 4 units/acre                                                    |
| Adjacent: West                    | R-85<br>(Residential Med Lot) District | Residential                    | 2 – 4 units/acre                                                    |
| Adjacent: West                    | R-75<br>(CZ-98084)                     | Commercial<br>(Waffle House)   | n/a                                                                 |
| Nearby: Northeast                 | C-2<br>(S-15-19933, 33 & 37)           | Commercial<br>(BP Gas Station) | n/a                                                                 |
| Nearby: Northeast                 | C-1                                    | Commercial<br>(Dollar General) | n/a                                                                 |

The presence of nearby retail and low-density housing and surrounding commercial suggest the proposed development would be suitable for this location.

PLANNING COMMISSION / MAYOR AND CITY COUNCIL STAFF REPORT

RZ-19-008



- **Whether the zoning proposal is in conformity with the policy and intent of the comprehensive plan.**

The subject property is located within the Neighborhood Center character area of the Stonecrest Comprehensive Plan. The intent of the neighborhood center is to encourage development to complement the character of neighborhoods and have locations that promote walkability, reduce automobile travel, and increase transit use.

The proposed development is located in an ideal area to meet the intent of the character area. The development will provide services to the surrounding residents in the community with its future development of shopping and dining.

- **Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned.**

The property is currently zoned R-85 which permits the development of detached single-family homes with a minimum lot size ranging from 12,000 square feet. The property has reasonable economic use as currently zoned.





## PLANNING COMMISSION / MAYOR AND CITY COUNCIL STAFF REPORT

RZ-19-008

- **Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property or properties.**

The proposed commercial use is not anticipated to have a negative impact on the adjacent and nearby properties as the majority of the surrounding use are commercial uses or zoned for commercial such as the proposed use.

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

In 1997 the parcel showed the area at the corner zoned C-2 and the rest of the property zoned R-85. These same boundaries remained in place until the new county parcel map was created in 2015. Dekalb County transfer of zoning to the new map format in 2015, properties with more than one zoning were changed to single zoning. Since most of this subject property was zoned R-85, the zoning of the whole property was changed to R-85. Therefore, these conditions would give supporting grounds for approval.

- **Whether the zoning proposal will adversely affect historic buildings, sites, districts, or archaeological resources.**

There are currently no historic buildings, sites, districts or archaeological resources on the subject property.

- **Whether the zoning proposal will result in a use which will or could cause excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.**

The zoning proposal will not cause excessive or burdensome use of existing streets and transportation facilities. Browns Mill Road is a minor arterial and Klondike Road is a collector that is designed to handle future local commercial development.

The zoning proposal will not cause an excessive or burdensome on utilities as Dekalb County believes the property has the sewer capacity for commercial development.

The proposed use will not have an excessive or burdensome use on schools.

- **Whether the zoning proposal adversely impacts the environment or surrounding natural resources.**

The zoning proposal will not adversely impact the environment or surrounding natural resources. The applicant will have to provide for the management of stormwater according to the City's regulations and state regulations.





## PLANNING COMMISSION / MAYOR AND CITY COUNCIL STAFF REPORT

RZ-19-008

### STAFF RECOMMENDATION

Staff recommends **Approval** of Land Use Petition RZ-19-008 with the following conditions:

1. The zoning of the Subject property shall be C-1 (Local Commerical)
2. The use of the Subject Property for any of the following shall be strictly prohibited:
  - a. Convenience Store;
  - b. Child day care center and/or kindergarten;
  - c. Blood collection center;
  - d. Check to cash establishment to include automobile title loan and pay day loan establishment;
  - e. Gold-Buying establishment;
  - f. Heavy truck and equipment and materials storage;
  - g. Outdoor open flea market;
  - h. Truck Stop and terminal;
  - i. Automobiles, boats, and trailers new and used sales;
  - j. Funeral home and/or crematory;
  - k. Fraternity or sorority house;
  - l. Boarding or rooming house;
  - m. Self-storage or mini warehouses, specifically excluding high rise climate controlled self-storage
  - n. Liquor and/or package stores;
  - o. Pawn shops;
  - p. Pool hall and/or sports bar;
  - q. Adult Entertainment or bookstores, etc.;
  - r. Nightclub;
  - s. Skating rink; and
  - t. indoor and/or outdoor recreation
3. Final elevations shall be subject to review and approval of the Planning and Zoning Director.
4. Owner/Developer shall install a five foot (5') wide sidewalk along the entire frontage of Browns Mill and Klondike Road.
5. Owner/Developer shall obtain all permits required by the City of Stonecrest in accordance with the development of the subject property.
6. Water and sewer approval is required by the DeKalb County Department of Watershed Management.



## PLANNING COMMISSION / MAYOR AND CITY COUNCIL STAFF REPORT

RZ-19-008

### PLANNING COMMISSION RECOMMENDATION

On October 1<sup>st</sup> 2019 the Stonecrest Planning Commission recommend *Denial* of land use peitition RZ-19-008.

**RZ 19-008**

**Attachment #2**

**10/24/19 Application**







|           |                                                                                                                                                                                                                                                                        |                                                                                                                  |  |
|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|--|
| Affidavit | To the best of my knowledge, this zoning application form is correct and complete. If additional materials are determined to be necessary, I understand that I am responsible for filing additional materials as specified by the City of Stonecrest Zoning Ordinance. |                                                                                                                  |  |
|           | Applicant's Name: <b>SALIM DAMANI BROWNS MILL NEIGHBORHOOD LLC</b>                                                                                                                                                                                                     |                                                                                                                  |  |
| Notary    | Applicant's Signature: <i>[Signature]</i>                                                                                                                                                                                                                              | Date: <b>July 22 2019</b>                                                                                        |  |
|           | Sworn to and subscribed before me this <b>22</b> Day of <b>July</b> 20 <b>19</b>                                                                                                                                                                                       |                                                                                                                  |  |
|           | Notary Public: <b>ROZEENA TAJANI</b>                                                                                                                                                                                                                                   | <b>Rozeena Tajani</b><br>NOTARY PUBLIC<br>Gwinnett County<br>My Commission Expires 10-24-2020                    |  |
|           | Signature: <i>[Signature]</i>                                                                                                                                                                                                                                          |                                                                                                                  |  |
| Fee       | My Commission Expires: <b>October 24, 2020</b>                                                                                                                                                                                                                         |                                                                                                                  |  |
|           | <input type="checkbox"/> Application Fee <input type="checkbox"/> Sign Fee <input type="checkbox"/> Legal Fee                                                                                                                                                          |                                                                                                                  |  |
|           | Fee: \$ _____<br><input type="checkbox"/> Approved <input type="checkbox"/> Approved with Conditions <input type="checkbox"/> Denied                                                                                                                                   | Payment: <input type="checkbox"/> Cash <input type="checkbox"/> Check <input type="checkbox"/> CC<br>Date: _____ |  |

\*One sign is required per street frontage and/or every 500 feet of street frontage



## Property Owner(s) Notarized Certification

The owner and petitioner acknowledge that this Zoning Map Petition application form is correct and complete. By completing this form, all owners of the subject property certify authorization of the filing of the application for zoning amendment, and authorization of an applicant or agent to act on their behalf in the filing of the application including all subsequent application amendments.

PUBLIC  
NOTARY  
INFORMATION

|                                   |                                                                   |  |                                    |
|-----------------------------------|-------------------------------------------------------------------|--|------------------------------------|
| Property Owner<br>(If Applicable) | Signature:                                                        |  | Date: July 22 2019                 |
|                                   | Address: P.O. Box 2986                                            |  | City, State: LILBURN Zip: 30048    |
|                                   | Phone: 404 903 6789                                               |  |                                    |
|                                   | Sworn to and subscribed before me this 22 day of July, 2019       |  |                                    |
| Property Owner<br>(If Applicable) | Notary Public: Rozeena Tajani<br>My Commission Expires 10-24-2020 |  |                                    |
|                                   | Signature:                                                        |  | Date: 7/22/2019                    |
|                                   | Address: 3072 Old Norcross Rd                                     |  | City, State: Duluth, GA Zip: 30096 |
|                                   | Phone: 770-225-2259                                               |  |                                    |
| Property Owner<br>(If Applicable) | Sworn to and subscribed before me this 22 day of July, 2019       |  |                                    |
|                                   | Notary Public:                                                    |  |                                    |
|                                   | Signature:                                                        |  | Date:                              |
|                                   | Address:                                                          |  | City, State: Zip:                  |
| Property Owner<br>(If Applicable) | Phone:                                                            |  |                                    |
|                                   | Sworn to and subscribed before me this _____ day of _____, 20____ |  |                                    |
|                                   | Notary Public:                                                    |  |                                    |





## Applicant/Petitioner Notarized Certification

Petitioner states under oath that: (1) he/she is the executor or Attorney-In-Fact under a Power-of- Attorney for the owner (attach a copy of the Power-of-Attorney letter and type name above as "Owner"); (2) he/she has an option to purchase said property (attach a copy of the contract and type name of owner above as "Owner"); (3) he/she has an estate for years which permits the petitioner to apply (attach a copy of lease and type name of owner above as "Owner").

|                           |                        |                                                                                                              |                               |                   |
|---------------------------|------------------------|--------------------------------------------------------------------------------------------------------------|-------------------------------|-------------------|
| PUBLIC NOTARY INFORMATION | Applicant / Petitioner | Signature: <u>[Signature]</u>                                                                                | Date: <u>07/22/2019</u>       |                   |
|                           |                        | Address: <u>P.O. Box 2986</u>                                                                                | City, State: <u>Lilburn</u>   | Zip: <u>30048</u> |
|                           |                        | Phone: <u>404 903 6789</u>                                                                                   |                               |                   |
|                           |                        | Sworn to and subscribed before me this <u>22</u> day of <u>July</u> , 20 <u>19</u>                           |                               |                   |
|                           |                        | Notary Public: <u>Rozeena Tajani</u>                                                                         |                               |                   |
|                           |                        | Signature: <u>[Signature]</u>                                                                                | Date: <u>7/22/19</u>          |                   |
|                           |                        | Address: <u>3072 OLD NORCROFT RD</u>                                                                         | City, State: <u>NWOTH, GA</u> | Zip: <u>30056</u> |
|                           |                        | Phone: <u>770-225-2259</u>                                                                                   |                               |                   |
|                           |                        | Sworn to and subscribed before me this <u>22</u> day of <u>July</u> , 20 <u>19</u>                           |                               |                   |
|                           |                        | Notary Public: <u>Rozeena Tajani</u><br>NOTARY PUBLIC<br>Gwinnett County<br>My Commission Expires 10-24-2020 |                               |                   |

**RZ-19-008**

**Attachment #3**

**10/24/2019**

**Planning Commission PowerPoint  
Presentation**



**October 1<sup>st</sup> 2019**

**Planning Commission  
Public Hearing**





**RZ-19-008**

**4623 Klondike Road, Stonecrest  
GA 30038**

## Petition Information

- APPLICANT: Salim Damani.
- LOCATION: 4623 Klondike Road
- ACREAGE: 3.0 acres
- REQUEST: The applicant is requesting to rezone the subject property from R-85 to C-2 for future commercial development.

# General Information

- Current zoning: R-85 (Residential Med Lot) District
- Future Land Use Character Area: Neighborhood Center
- Policies / Intent for this area emphasize:
  - Identify areas that can serve everyday local neighborhood needs, for goods and services.
  - Promote healthy living in neighborhood by incorporating a pedestrian environment that encourages socialization, walking , biking and connectivity.
- Surrounding uses: Residential and Commercial.
- Surrounding zoning: C-1 (Local Commercial and R-85 (Residential Med Lot)

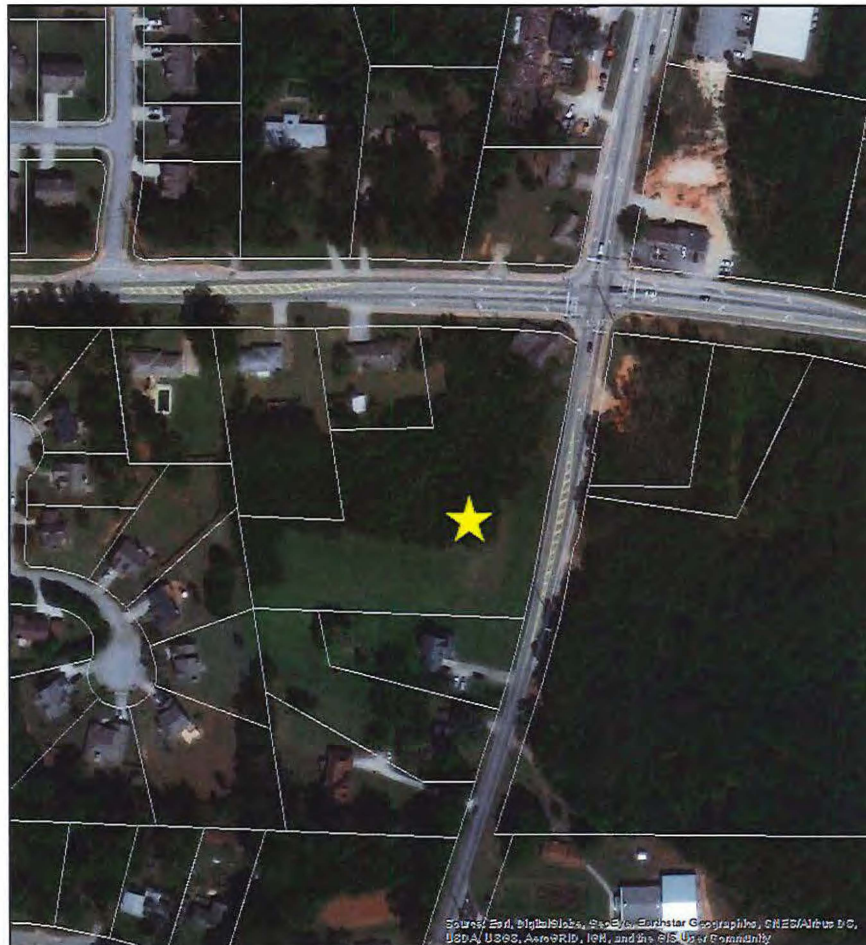


# Background Information

Currently, the property is zoned R-85 under the Stonecrest Zoning Ordinance. First records show in 1997 the parcel shows the area at the corner zoned C-2 and the rest of the property zoned R-85. These same boundaries remained in place until the new county parcel map was created in 2015. Dekalb County transfer of zoning to the new map format in 2015, properties with more than one zoning were changed to a single zoning. Since most of this subject property was zoned R-85, the zoning of the whole property was changed to R-85. This zoning map was approved by the DeKalb County Board of Commissioners in 2015. The official zoning of the whole property was R-85 when the parcel left our jurisdiction.



# Aerial Map



**ZONING CASE: RZ-19-008**

**ADDRESS: 4623 Klondike Road**

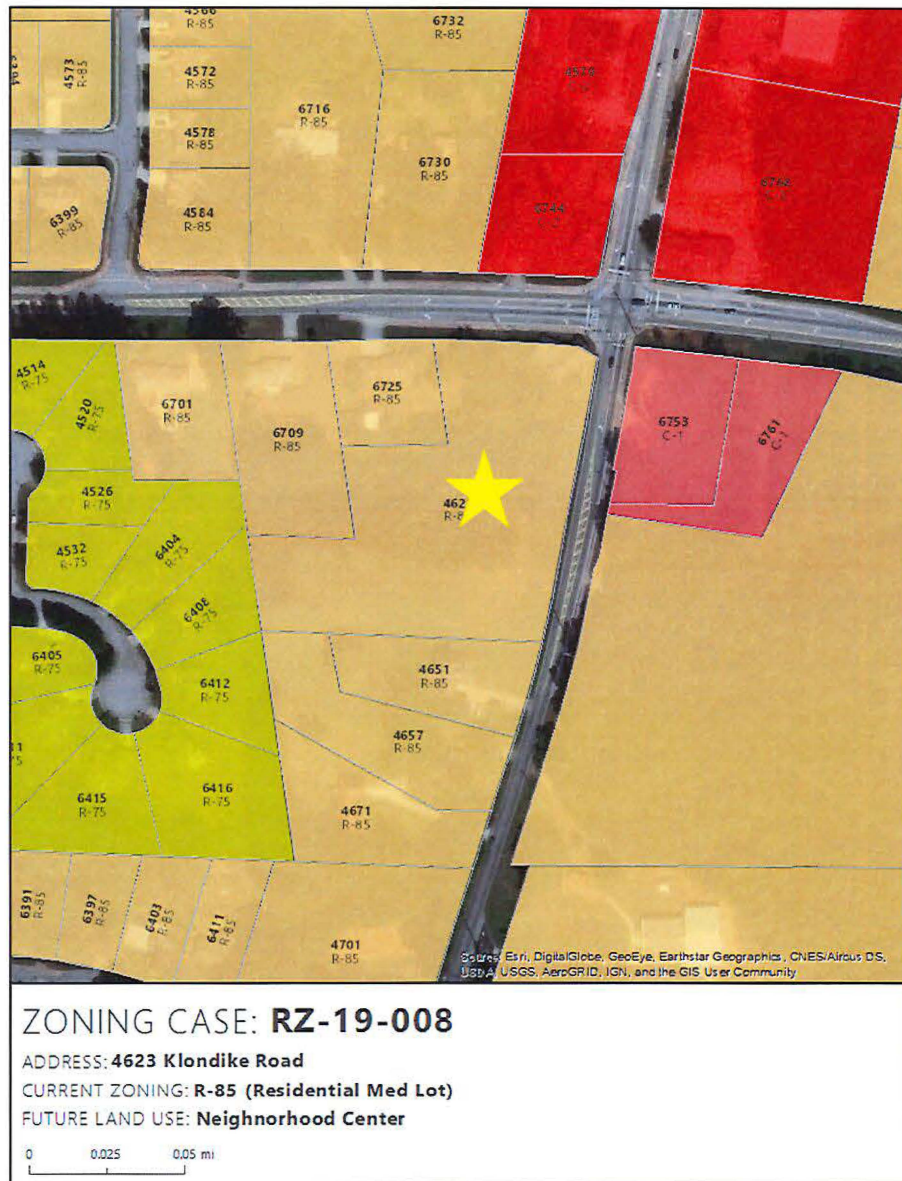
**CURRENT ZONING: R-85 (Residential Med Lot)**

**FUTURE LAND USE: Neighborhood Center**

0 0.025 0.05 mi



# Zoning Map

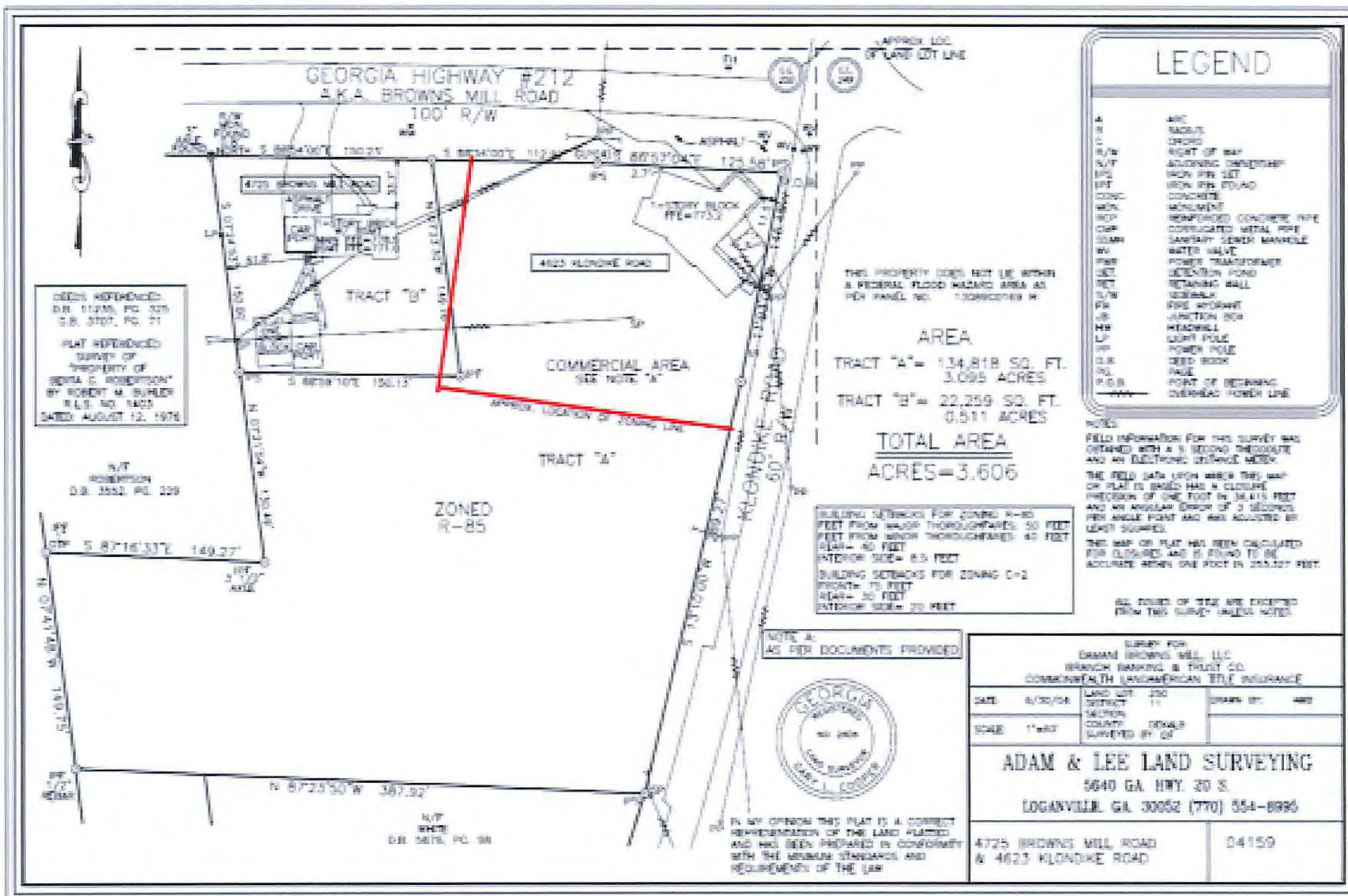




# FLU Map



# Land Survey





# STANDARDS OF REVIEW

- Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property or properties.
- Whether the zoning proposal is in conformity with the policy and intent of the comprehensive plan.
- Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned.
- Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property or properties.
- Whether there are other existing or changing conditions affecting the use and development of the property which gives supporting grounds for either approval or disapproval of the zoning proposal.
- Whether the zoning proposal will adversely affect historic buildings, sites, districts, or archaeological resources.
- Whether the zoning proposal will result in a use which will or could cause excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.
- Whether the zoning proposal adversely impacts the environment or surrounding natural resources.



## Zoning Review-Permit a use that is suitable in view of the use and development





# Zoning Review- Conformity with Policy and Intent of Comp Plan



- Identify area that can serve everyday local neighborhood needs, for goods and services.
- “Concentration of activities such as general retail, neighborhood services, professional office services”
- Promote healthy neighborhoods by incorporating a pedestrian environment that encourages socialization, walking and biking.

# **Zoning Review**

## **Reasonable Economic Use**

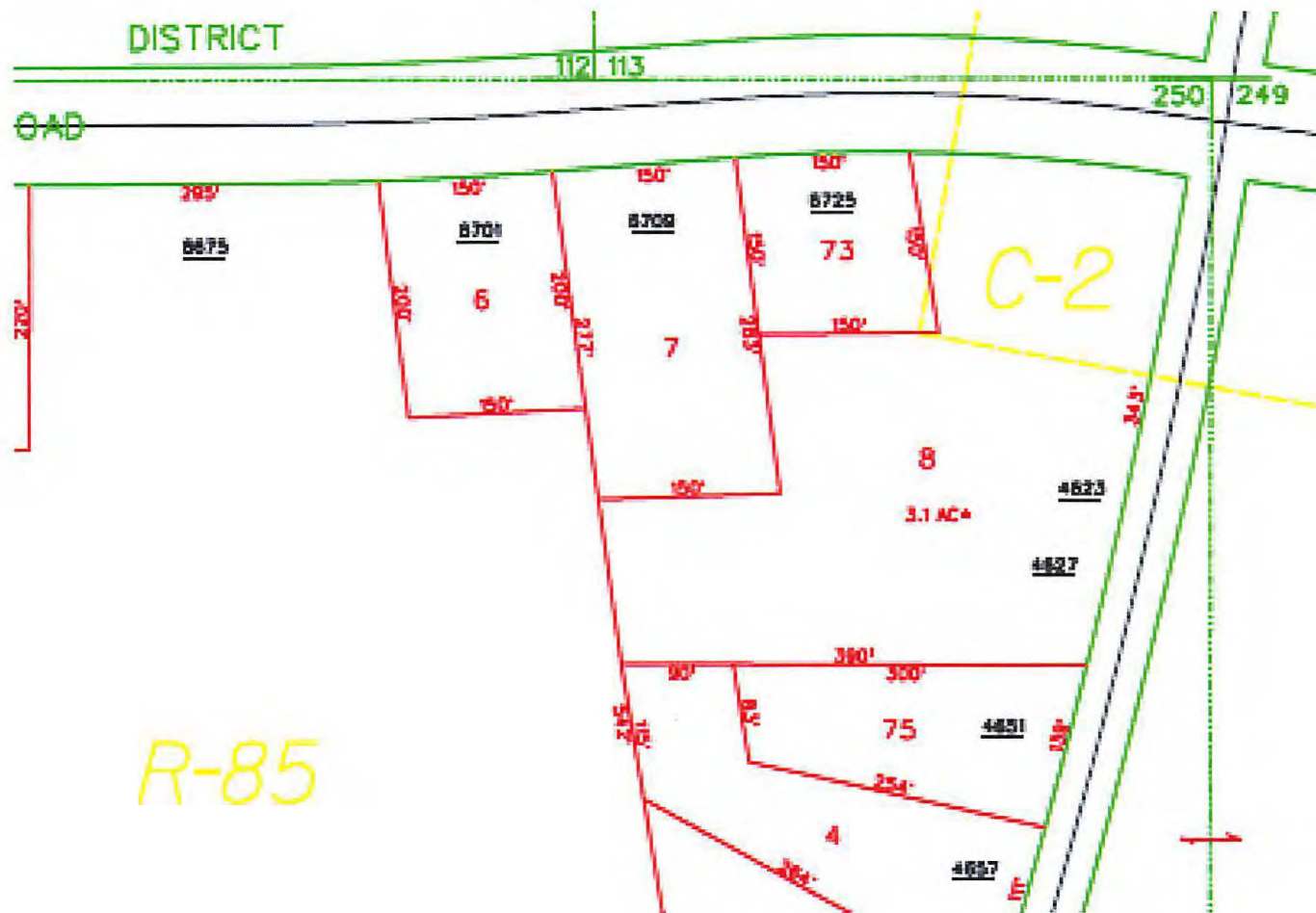
- Currently zoned R-85 which permits the development of detached single-family homes development with a minimum lot size of 12,000 square feet.

## **Adversely affect environmental and historic sites**

- There are currently no historic building, sites, districts or archaeological resources on the subject property.
- The zoning proposal will not adversely impact the environment or surrounding natural resources. The applicant will have to provide for the management of stormwater according to the City's regulations and state regulations.



**Zoning Review- Conditions giving either approval or disapproval / Affect existing use or usability of nearby properties**



1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26





## Staff Analysis

The proposed use is consistent in use with the surrounding uses. Staff believes the proposed use is suitable in view of the use and development of adjacent and nearby properties, therefore, the Department of Community Development recommends **Approval of RZ-19-008**



# Staff Recommendation

Staff recommends **Approval** of Land Use Petition RZ-19-008 with the following conditions:

1. The zoning of the Subject property shall be C-1 (Local Commercial)
2. The use of the Subject Property for any of the following shall be strictly prohibited:
  - a. Convenience Store;
  - b. Child day care center and/or kindergarten;
  - c. Blood collection center;
  - d. Check to cash establishment to include automobile title loan and pay day loan establishment;
  - e. Gold-Buying establishment;
  - f. Heavy truck and equipment and materials storage;
  - g. Outdoor open flea market;
  - h. Truck Stop and terminal;
  - i. Automobiles, boats, and trailers new and used sales;
  - j. Funeral home and/or crematory;
  - k. Fraternity or sorority house;
  - l. Boarding or rooming house;
  - m. Self-storage or mini warehouses, specifically excluding high rise climate controlled self-storage
  - n. Liquor and/or package stores;
  - o. Pawn shops;
  - p. Pool hall and/or sports bar;
  - q. Adult Entertainment or bookstores, etc.;
  - r. Nightclub;
  - s. Skating rink; and
  - t. indoor and/or outdoor recreation

# Staff Recommendation

3. Final elevations shall be subject to review and approval of the Planning and Zoning Director.

4. Owner/Developer shall install a five foot (5') wide sidewalk along the entire frontage of Browns Mill and Klondike Road.

5. Owner/Developer shall obtain all permits required by the City of Stonecrest in accordance with the development of the subject property.

6. Water and sewer approval is required by the DeKalb County Department of Watershed Management.

# **Planning Commission Recommendation**

- On October 1st, 2019, the Planning Commission recommend denial of land use petition RZ-19-008





## CITY COUNCIL AGENDA ITEM

**SUBJECT: Ordinance for text amendment  
TMOD 19-003**

☒ **ORDINANCE**                      ☐ **POLICY**                      ☐ **STATUS REPORT**

☐ **DISCUSSION ONLY**                      ☐ **RESOLUTION**                      ☒ **OTHER**

**Date Submitted: 10/23/2019**

**Work Section:**

**Council Meeting: 10/28/2019**

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**SUBMITTED BY:** Christopher Wheeler, Planning and Zoning Director

**PURPOSE:** Adoption of Modifications to the Stonecrest Overlay Map, to amend prohibited and permitted uses and change boundaries of Tier 1-5 and boundaries of the overlay as whole.

**HISTORY:** This item was heard at the October 1<sup>st</sup>, 2019 Planning Commission Meeting. The Planning Commission recommend approval of this item minus changes to allow self-storage and package store via mix-used development.

**OPTIONS:** Approve or Deny

**RECOMMENDATED ACTION:**

Planning Commission recommended approval of TMOD-19-003 at the October 1<sup>st</sup> meeting.

**ATTACHMENTS:**

# 1 10/23/19 Staff Report

**ORDINANCE FOR TEXT AMENDMENT  
TMOD 19-0003**

**ATTACHMENT #1**

**10/23/2019 Staff Report**



## PLANNING COMMISSION STAFF REPORT

MEETING DATE: October 1<sup>st</sup>, 2019

---

### GENERAL INFORMATION

|                          |                                                                                                                                                                                                     |
|--------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Petition Number:</b>  | TMOD 19-0003 Stonecrest Overlay District Revision                                                                                                                                                   |
| <b>Applicant:</b>        | Community Development Department                                                                                                                                                                    |
| <b>Project Location:</b> | Stonecrest Overlay District                                                                                                                                                                         |
| <b>Discussion:</b>       | Staff is recommending modification to the Overlay to amend the prohibited and permitted uses and a map amendment to change the boundaries of the Overlay as a whole and the boundaries of Tiers 1-5 |





## PLANNING COMMISSION STAFF REPORT

### BACKGROUND

Originally the recommend text amendment to the Stonecrest Overlay District was presented at the May 7<sup>TH</sup> Planning Commission hearing. During the May 7<sup>th</sup> public hearing the planning commission recommended the text amendment to be deferred so staff could address some of the public concerns. Further, the commission recommended the Stonecrest Overlay Steering Committee to review the revision and give additional feedback to staff.

This is a recommended text amendment by the Stonecrest Overlay District Steering Committee and planning staff. In amendments to the Stonecrest Overlay and the staff will draft language that will be based on the recommendations of the Stonecrest Overlay Committee. The Committee recommended permitted/prohibited uses and revisions to the Overlay boundary map, as well as any additional recommendations that will be beneficial to the purpose and intent of the Overlay.

### AMENDMENT/ANALYSIS OVERVIEW

Mixed use development is defined as “... *a type of urban development that blends residential, commercial, cultural, institutional, or entertainment uses, where those functions are physically and functionally integrated, and that provides pedestrian connections*”.

Staff believes the zoning district provisions represents zoning classifications that permit, rather than mandates, vertical and horizontal mix of commercial and residential uses. The district is intended to accommodate a physical pattern of development often found along village main streets and in neighborhood commercial areas of older cities.

Currently, the Stonecrest Overlay does not “*physically and functionally integrate*” uses. Staff recommends the following modification in Tier I -High-Rise Mixed-Use Zone and in Tier II -Mid- Rise Mixed-Use Zone:

*Principal uses and structures.* A combination of the following principal uses of land and shall be authorized within...:

Staff seeks to encourage a mixture of uses in the district instead of requiring it. As the district gradually reduce the density moving further way from the core of development. Tier IV and Tier V will remain as is







## PLANNING COMMISSION STAFF REPORT

currently, as Tier IV requires mixed use development as a transitional district and Tier V does not require mixed use development. Tier V district is mainly single-family developments.

Staff has cleaned up the zoning classification, the classification was the old zoning designation and updated it to the new designation which is High Density Residential.

- All uses authorized in the HR-3 (High Density Residential District. For Tier 1
- All uses authorized in the HR-2 (High Density Residential District. For Tier 2
- All uses authorized in the MR-2 (Medium Density Residential District. For Tier 3

Understanding that there have been requests from the development community regarding certain uses Staff recommends the following:

### Sec. 3.5.12.1 Mixed Use Building Package Store and Self-Storage (multi-story climate control self-storage facility)/ Building Setbacks

#### A. Mixed Use Building Package Store may be permitted in Tier (s) I, II, in accordance with the overlay standards and the following:

1. Package store may only be located on the first floor of a minimum three-story mixed-use building with an anon-retail component.
2. The package store can be no more than 25% of the total heated floor area of the building

#### B. Multi-Story Climate Controlled Self-Storage Facility may be permitted in Tier (s) I and II in accordance with the overlay standards and the following:

1. No outside storage shall be allowed, including vehicle leasing
2. All buildings shall have a window or architectural treatments that appear as windows
3. Multi-story warehouses shall be climate controlled.
4. A new or expanded self-storage facility shall be located a minimum of 1,500 feet from the boundary of any other self-storage facility.
5. Storage units may not be used for the following uses: the operating of a business or services enterprise, personal activities such as hobbies, arts, and crafts, woodworking, repair, restoration or maintenance of machinery or equipment, hazardous or toxic material storage, and/or living or sleeping quarters.
6. Multi-warehouse shall be a minimum of three stories.
7. All storage units shall only be accessible through interior corridors



## PLANNING COMMISION STAFF REPORT

C. Building setbacks. The following requirements shall apply to all structures in the Tier(s) I and II: High-Rise and Mid-Rise:

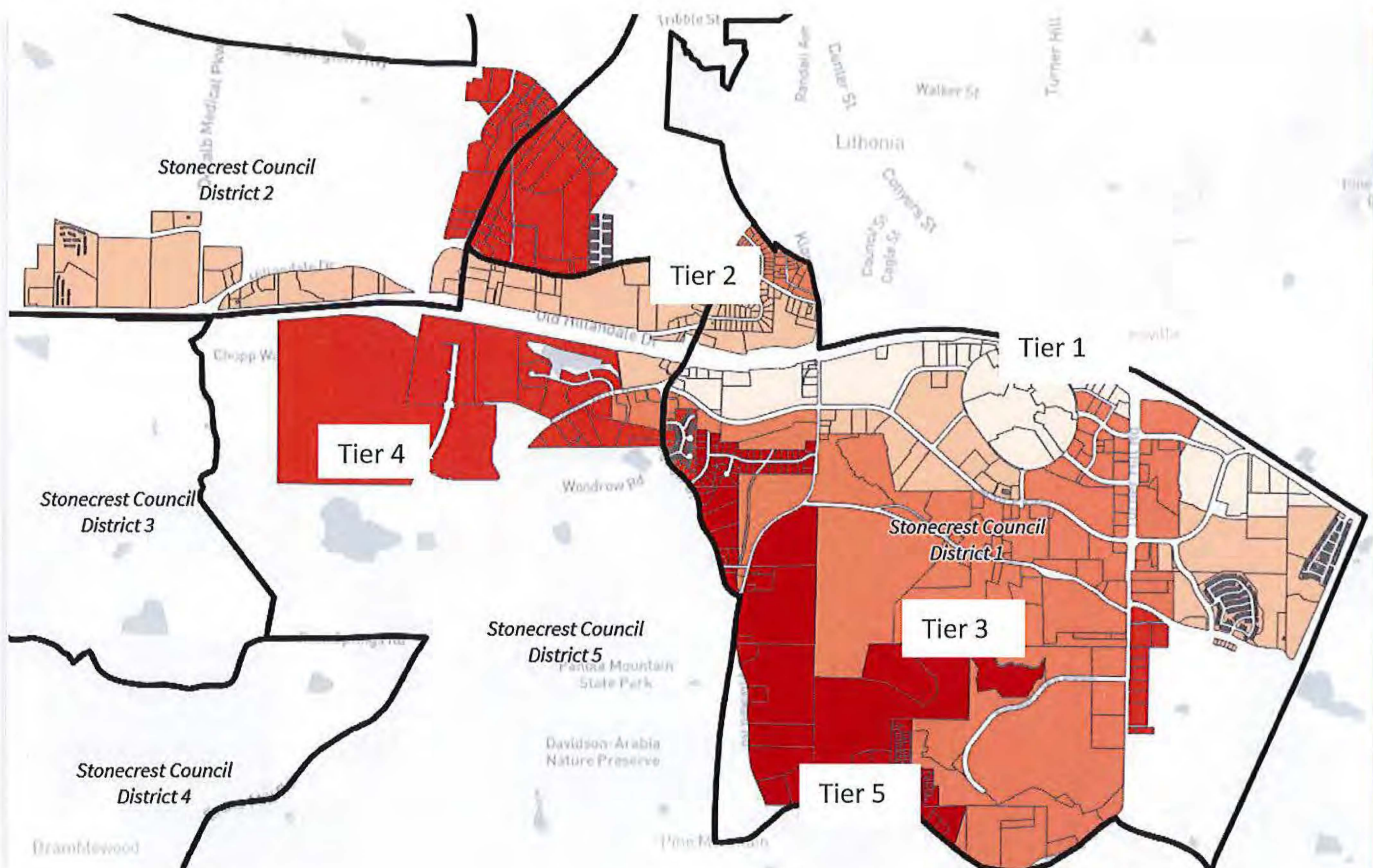
1. Setbacks shall be governed by the MU-3 Regulations

Currently, these uses are prohibited. In order to introduce the use into the tiers without being inundated with these uses staff suggest a minimum distance requirement.

Staff recommends the following modification to the Stonecrest Overlay Map:

### Existing Map:

#### Stonecrest Overlay

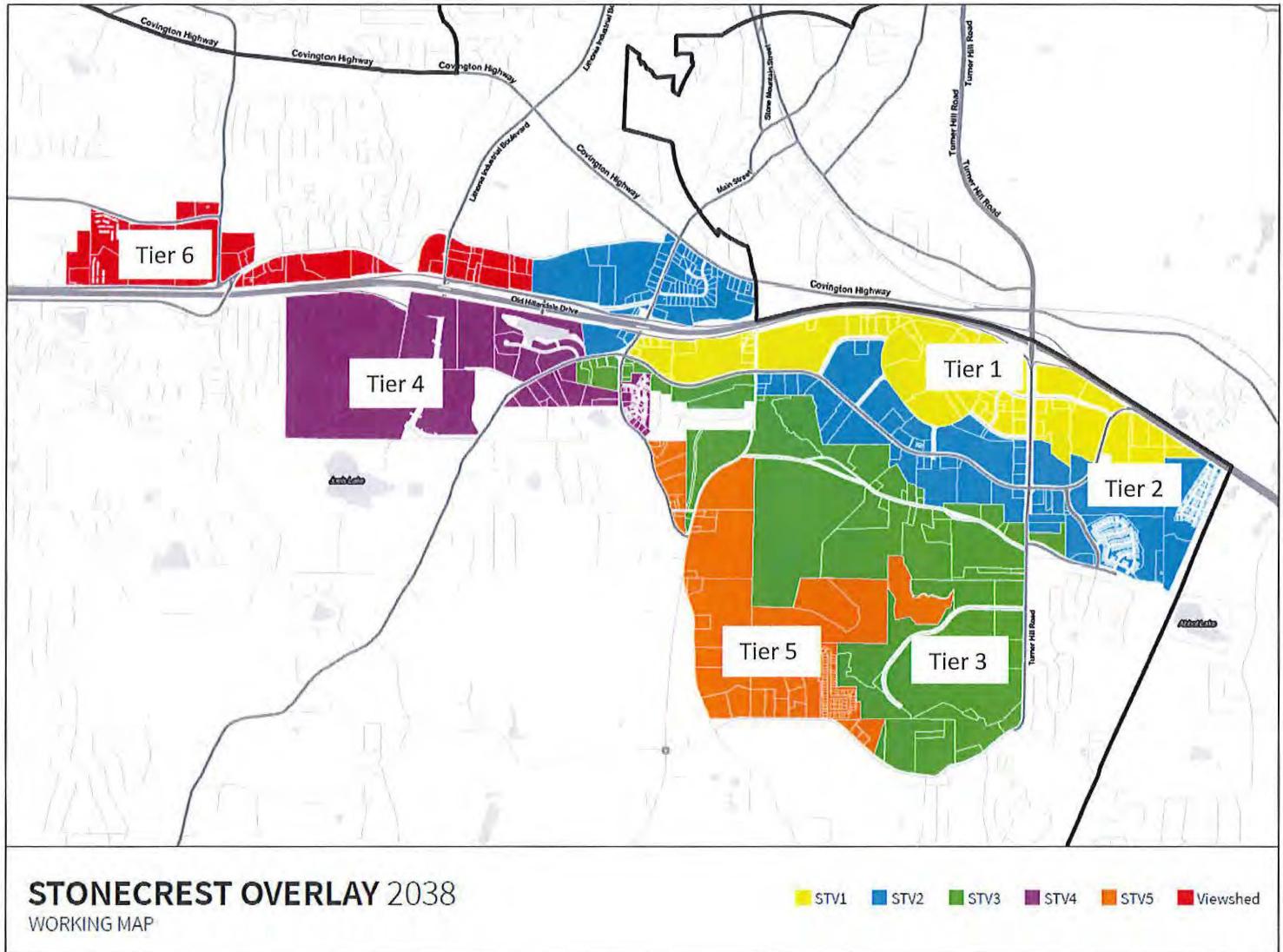






## PLANNING COMMISSION STAFF REPORT

### Proposed Stonecrest Overlay 2038



Staff recommends removal of the area to the North above 1-20 along Lithonia Industrial Blvd and placed in a new overlay district “Stonecrest Industrial Overlay District” or “Viewshed”. Properties starting at 6543 Chupp Road and move west and south of Hillandale Drive along with Emory Hillandale property will be placed in the Viewshed tier as well.

#### *Sec. 3.5.15.3. – Viewshed Zone (Tier VI Zone).*

- A. Statement of purpose and intent. The intent of Tier VI is to promote uniform and visually aesthetic development which serves to unify the distinctive visual quality of the Stonecrest Area Overlay District.*





## PLANNING COMMISSION STAFF REPORT

- B. Principal uses and structures. The authorized principal uses of land and structures of property in Tier VI are the principal uses and structures which are authorized by the underlying zoning district of the property.*
- C. Prohibited uses. The following principal uses of land structures shall be prohibited within Tier VI: Viewshed Zone of the Stonecrest Area Overlay District:*
- 1. Sexually oriented businesses.*
  - 2. Automobile title loan establishments.*
  - 3. Pawn shops.*
  - 4. Package stores.*
  - 5. Check cashing establishments.*
- D. Accessory uses and structures. The authorized accessory uses and structures of property in Tier VI are the accessory uses and structures which are authorized in the underlying zoning district of the property.*
- E. Lot width, lot area and setbacks. Lot width, lot area and setbacks of property in Tier VI shall be governed by the lot width, lot area and setback regulations of the underlying zoning district of the property.*
- F. Height of buildings and structures. The height of buildings and structures on property within Tier VI shall be governed by the height regulations of the underlying zoning district of the property.*
- G. Required parking. The minimum number of required parking spaces of property in Tier VI shall be as provided in the parking regulations of the underlying zoning district of the property.*
- H. Sidewalks. A planting strip shall be provided between the curb and the pedestrian travel lane in compliance with land development standards. Sidewalks shall be provided on both sides along the right-of-way of all public streets.*
- I. Design Guidelines. All property in Tier VI shall be governed by the Design Guidelines of the Stonecrest Area Overlay District. See section 3.5.18.*

Tier 2 will extend further East along Mall Parkway crossing over Turner Hill Road and include Stonecrest City Hall, Terrace at Stonecrest, and Haynes Park Townhomes. While Tier 1 will extend along Stonecrest Parkway which will include the old Sam Club store and Turner Hill Market Place.

A further recommendation of the removal of some residential property along the South on Turner Hill Road as well as property to be included in the Arabia Mountain Overlay to the West. Since there were concerns regarding applicability of the restrictions and design standards for the parcels removed, legal staff recommended a moratorium be placed on the removed parcels (that would be put into the new overlay) for 180 days to allow for the new overlay to be adopted and put in place. Another option would be to remain in the Stonecrest Overlay until the new overlay is adopted and then move the parcels into the new overlay, that way the restrictions and design standards are still applicable.



## PLANNING COMMISSION STAFF REPORT





## CITY COUNCIL AGENDA ITEM

**SUBJECT: Ordinance for text amendment  
TMOD 19-005**

☒ **ORDINANCE**                      ☐ **POLICY**                      ☐ **STATUS REPORT**

☐ **DISCUSSION ONLY**                      ☐ **RESOLUTION**                      ☒ **OTHER**

**Date Submitted: 10/23/2019      Work Section:      Council Meeting: 10/28/2019**

---

**SUBMITTED BY:** Winston Denmark Esq, Fincher Denmark LLC

**PURPOSE:** Adoption of new Article 27 Party House, amend IV Table 4.1

**HISTORY:** This item was heard at the October 1<sup>st</sup>, 2019 Planning Commission Meeting. The Planning Commission recommend approval of this item.

**OPTIONS:** Defer back to the Planning Commission, Approve; Deny or make Alternative conditions.

**RECOMMENDATED ACTION:**

Planning Commission recommended approval of TMOD-19-005 at the October 1<sup>st</sup> meeting.

**ATTACHMENTS:**

- # 1    10/23/19 Staff Report
- # 2    Revised text per Planning Commission

**ORDINANCE FOR TEXT AMENDMENT  
TMOD 19-0005**

**ATTACHMENT #1**

**10/23/2019 Staff Report**



## PLANNING COMMISSION STAFF REPORT

**MEETING DATE:** October 1<sup>st</sup>, 2019

---

### GENERAL INFORMATION

**Petition Number:** TMOD 19-0005

**Applicant:** Legal Department

**Project Location:** City-Wide

**Discussion:** This is the adoption of New Article 27 Party House, amend IV, Table 4.1 Use table for permitted locations of Party House, Amend Article IV, Section 4.2.58 to provide supplemental regulations for Party House, amend and adopt.



**ORDINANCE FOR TEXT AMENDMENT  
TMOD 19-0005**

**ATTACHMENT #2**

**Revised text per Planning Commission**

STATE OF GEORGIA  
DEKALB COUNTY  
CITY OF STONECREST

ORDINANCE 2019-\_\_\_\_ - \_\_\_\_

1 AN ORDINANCE TO REVISE THE CITY OF STONECREST ZONING REGULATIONS TO  
2 REGULATE PARTY HOUSES IN RESIDENTIAL DISTRICTS; TO PROVIDE FOR  
3 SEVERABILITY; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR AN  
4 EFFECTIVE DATE; AND FOR OTHER PURPOSES.

5  
6 **WHEREAS**, the duly elected governing authority of the City of Stonecrest ("City") is the Mayor  
7 and Council thereof; and

8  
9 **WHEREAS**, the City of Stonecrest's current Zoning Ordinance is codified as Chapter 27 of the  
10 City Code; and

11  
12 **WHEREAS**, the Council finds that the City has had numerous problems with persons in single  
13 family residential homes running party home businesses, disturbing the neighborhood and  
14 causing an increase in nuisance and criminal activity; and

15  
16 **WHEREAS**, the Mayor and City Council find that in order to curb negative outcomes due to  
17 commercial party houses, the City would be duly served to regulate the location and  
18 circumstances of such property uses; and

19  
20 **WHEREAS**, the health, safety, and welfare of the citizens of Stonecrest, Georgia, will be  
21 positively impacted by the adoption of this Ordinance; and

22  
23 **WHEREAS**, a property-advertised hearing pursuant to the Georgia Zoning Procedures Act has  
24 been held by the Mayor and City Council prior to adoption of this Ordinance.

25  
26 **NOW THEREFORE BE IT RESOLVED** by the Mayor and Council of the City of Stonecrest  
27 hereby ordain as follows:

28  
29 **SECTION I.**

30  
31 The City of Stonecrest Zoning Code as it currently exists in Chapter 27 of the City  
32 Code is hereby revised by revising Article 4 ("Use Regulations"), Division 1 ("Overview of  
33 Use Categories and Use Table"), Table 4.1 ("Use Table"), to add "Party House" to  
34 "Residential" use designation and placing same in the category of "SA" (Special  
35 Administrative Permit) in Zoning Districts "RE" and "RLG," and prohibited in every  
36 other zoning district.  
37

Article 4 is further revised by adding new Section 4.2.58 ("Party Houses") to Division 2 ("Supplemental Use Regulations") to read as follows:

**Sec. 4.2.58. Party Houses.**

- (a) A Single Family Residential Property may only be utilized as a "Party House" by Special Administrative Permit in the "RE" and "RLG" zoning districts and only on lots with at least 300 feet of frontage on a public street and a primary structure no less than 4,000 square feet in area.
- (b) An event defined as a "Party House" may only be conducted inside the primary structure and/or in a completely fenced back yard.
- (c) With exception of traditional internal lighting and porch lights, no other illumination may be utilized during a "Party House" event, including, but not limited to, strobe lighting, disco-ball light, spotlight or any other light used to draw attention to the structure.
- (d) Any music utilized for the "Party House" event must be contained solely inside the primary structure and shall be subject to the applicable provisions of the City's Noise Ordinance contained in Chapter 18, Article VII of the City Code.
- (e) In addition to a Special Administrative Permit, the owner of each "Party House" cannot have such an event at the residence without acquiring an occupation tax certificate from the City. A Special Administrative Permit and Occupation Tax Certificate for a "Party House" may only be granted to the owner of the property.
- (f) Event guests at a "Party House" must park only on the designated driveway or on the public street directly in front of the residential lot on which the event is taking place, on the same side of the street, and only for the length of the street frontage directly abutting the property.
- (g) A qualifying event at a "Party House" may not continue past 11p.m. on Sunday – Thursday, or midnight on Friday-Saturday or any Federal Holiday.
- (h) Neither a Special Administrative Permit nor an Occupation Tax Certificate may be granted to any property for a "Party House" that is located within 2000 feet of any City or County park facility, senior housing or public or private school, or be within 1,000 feet of more than 2 other residential lots.
- (i) No alcohol may be sold during a qualifying event of a "Party House" and no more than one (1) drink may be included as part of a cover charge for



83 said event. For purposes of this provision, one drink shall be either a 12  
84 oz. malt beverage, 12 oz. glass of wine or an alcoholic drink featuring no  
85 more than 1.5 oz. of any distilled spirit.  
86

- 87 (j) A Special Administrative Permit and Occupation Tax Certificate for a  
88 "Party House" shall authorize the owner of the property no more than ten  
89 (10) such qualifying events in any calendar year.

90  
91 **SECTION II.**

92 **Article 9 ("Definitions") of the City of Stonecrest Zoning Code is hereby amended**  
93 **by revising Section 9.1.3 ("Defined Terms") to add a definition of "Party House" to read as**  
94 **follows:**

95 *"Party House:* A single-family detached dwelling unit, including all accessory  
96 structures, which is used for the purpose of hosting a commercial event. For this  
97 definition, commercial event includes parties, ceremonies, receptions or similar-  
98 scale gatherings where the attendees are charged entry to the event, either in cash  
99 money or other remuneration, or the structure and its curtilage otherwise functions  
100 as a commercial recreation facility. An event produced by an owner-occupier of  
101 the property, or a long-term lessee residing on the property for a period not less  
102 than one year, where no remuneration is charged to guests shall not qualify under  
103 this definition."

104 **SECTION III.**

105 **The City of Stonecrest Code is hereby further amended by revising Chapter 16**  
106 **("Miscellaneous Provisions and Offenses"), Article III ("Offenses Against Public Peace,**  
107 **Order and Safety"), Division I ("Generally"), Section 16-20 ("Disorderly Conduct") by**  
108 **adding subsections (b)(13) and (b)(14) to read as follows:**

109 **Sec. 16-20. Disorderly Conduct.**

110 . . . .

- 111 (b) The following acts, among others, are declared to be disorderly conduct:

112 . . . .

- 113 (13) Hosting a "party house," as defined in the zoning ordinance, in  
114 violation of any provisions related to same in the Zoning Code or  
115 any other applicable ordinance of the City.

- 116 (14) Attending a "party house," as defined in the zoning ordinance, and  
117 causing any disturbance in violation of the city's Noise Ordinance  
118 or being visibly drunk in the front yard of the "party house" or  
119 public street.

120 **SECTION IV.**

121 **The City of Stonecrest Code is further revised by amending Chapter 18**  
122 **("Nuisances"), Article VII ("Noise"), Section 18-63(a) ("Sound Between the Hours of 11:00**  
123 **p.m. and 7:00 a.m.") to read as follows:**

124 **Sec. 18-63. Sound Between the Hours of 11:00 p.m. and 7:00 a.m.**

- 125 (a) *Single-Family Detached Dwellings.* It is unlawful for any person, between  
126 the hours of 11:00 p.m. and 7:00 a.m., or, in case of a "party house," as  
127 defined in the zoning code, from its start time to its full conclusion, being  
128 no later than 12:00 a.m., to make, cause or allow any sound from a source  
129 within his ownership or control that projects, emits, or transmits into any  
130 single-family detached dwelling in a residential area owned or occupied  
131 by another, such that the sound is plainly audible anywhere within the  
132 interior of a sealed dwelling.

133 . . . . .

134 **SECTION V.**

135 The preamble of this Ordinance shall be considered to be and is hereby incorporated by reference  
136 as if fully set out herein.

137 **SECTION VI.**

138 This Ordinance shall be codified in a manner consistent with the laws of the State of Georgia and  
139 the City.

140 **SECTION VII.**

141 (a) It is hereby declared to be the intention of the Mayor and Council that all sections,  
142 paragraphs, sentences, clauses, and phrases of this Ordinance are or were, upon their enactment,  
143 believed by the Mayor and Council to be fully valid, enforceable and constitutional.

144 (b) It is hereby declared to be the intention of the Mayor and Council that, to the greatest extent  
145 allowed by law, each and every section, paragraph, sentence, clause or phrase of this Ordinance  
146 is severable from every other section, paragraph, sentence, clause or phrase of this Ordinance. It  
147 is hereby further declared to be the intention of the Mayor and Council that, to the greatest extent

148 allowed by law, no section, paragraph, sentence, clause, or phrase of this Ordinance is mutually  
149 dependent upon any other section, paragraph, sentence, clause, or phrase of this Ordinance.

150 (c) In the event that any phrase, clause, sentence, paragraph, or section of this Ordinance shall,  
151 for any reason whatsoever, be declared invalid, unconstitutional, or otherwise unenforceable by  
152 the valid judgment or decree of any court of competent jurisdiction, it is the express intent of the  
153 Mayor and Council that such invalidity, unconstitutionality or unenforceability shall, to the  
154 greatest extent allowed by law, not render invalid, unconstitutional or otherwise unenforceable  
155 any of the remaining phrases, clauses, sentences, paragraphs or section of the Ordinance and that,  
156 to the greatest extent allowed by law, all remaining phrases, clauses, sentences, paragraphs and  
157 sections of the Ordinance shall remain valid, constitutional, enforceable, and of full force and  
158 effect.

159 **SECTION VIII.**

160 All ordinances and parts of ordinances in conflict herewith are hereby expressly repealed.

161 **SECTION IX.**

162 The effective date of this Ordinance shall be the date of adoption unless otherwise stated herein.

**So Ordained** this \_\_\_\_\_ day of \_\_\_\_\_, 2019.

Approved:

\_\_\_\_\_  
Jason Lary, Sr., Mayor

As to form:

\_\_\_\_\_  
Winston A. Denmark, City Attorney



Attest:

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Megan Reid, City Clerk



## **CITY COUNCIL AGENDA ITEM**

**SUBJECT: Ordinance for text amendment  
TMOD 19-006**

☒ **ORDINANCE**                      ☐ **POLICY**                      ☐ **STATUS REPORT**

☐ **DISCUSSION ONLY**                      ☐ **RESOLUTION**                      ☒ **OTHER**

**Date Submitted: 10/23/2019                      Work Section:                      Council Meeting: 10/28/2019**

---

**SUBMITTED BY:** Winston Denmark Esq, Fincher Denmark LLC

**PURPOSE:** Adoption of new Article 27 Small Box Discount Store and amend Table 4.1

**HISTORY:** This item was heard at the October 1<sup>st</sup>, 2019 Planning Commission Meeting. The Planning Commission recommend approval of this item.

**OPTIONS:** Defer back to the Planning Commission, Approve; Deny or make Alternative conditions.

**RECOMMENDATED ACTION:**

Planning Commission recommended approval of TMOD-19-006 at the October 1<sup>st</sup> meeting.

**ATTACHMENTS:**

- # 1 10/23/19 Staff Report
- # 2 Revised text per Planning Commission

**ORDINANCE FOR TEXT AMENDMENT  
TMOD 19-0006**

**ATTACHMENT #1**

**10/23/19 Staff Report**





## PLANNING COMMISSION STAFF REPORT

**MEETING DATE:** October 1<sup>st</sup>, 2019

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### GENERAL INFORMATION

|                          |                                                                                                                                                                                                                      |
|--------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Petition Number:</b>  | TMOD 19-0006                                                                                                                                                                                                         |
| <b>Applicant:</b>        | Legal Department                                                                                                                                                                                                     |
| <b>Project Location:</b> | City-Wide                                                                                                                                                                                                            |
| <b>Discussion:</b>       | This is the adoption of New Article 27; Define “Small Box Discount Store” and amend the City of Stonecrest Zoning Ordinance Table 4.1 (“Use Table”) to prohibit Small Box Discount Stores in the City of Stonecrest. |

**ORDINANCE FOR TEXT AMENDMENT  
TMOD 19-0006**

**ATTACHMENT #2**

**Revised text per Planning Commission**

STATE OF GEORGIA  
DEKALB COUNTY  
CITY OF STONECREST

ORDINANCE 2019-\_\_\_\_-\_\_\_\_

1 AN ORDINANCE TO REVISE THE CITY OF STONECREST ZONING REGULATIONS TO  
2 PROHIBIT SMALL BOX DISCOUNT STORES IN THE CITY; TO PROVIDE FOR  
3 SEVERABILITY; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR AN  
4 EFFECTIVE DATE; AND FOR OTHER PUPOSES.

5  
6 **WHEREAS**, the duly elected governing authority of the City of Stonecrest (“City”) is the Mayor  
7 and Council thereof; and

8  
9 **WHEREAS**, the City of Stonecrest’s current Zoning Ordinance is codified as Chapter 27 of the  
10 City Code; and

11  
12 **WHEREAS**, Article 3 of the Zoning Ordinance provides for certain uses to be permitted and/or  
13 prohibited within the City; and

14  
15 **WHEREAS**, the Mayor and City Council find that small box discount stores contribute to an  
16 economically depressive state of neighborhoods and lead to diminishment of viable alternative  
17 options such as supermarkets and grocery stores with fresh produce; and

18  
19 **WHEREAS**, the health, safety, and welfare of the citizens of Stonecrest, Georgia, will be  
20 positively impacted by the adoption of this Ordinance; and

21  
22 **WHEREAS**, a property-advertised hearing pursuant to the Georgia Zoning Procedures Act has  
23 been held by the Mayor and City Council prior to adoption of this Ordinance.

24  
25 **NOW THEREFORE BE IT RESOLVED** by the Mayor and Council of the City of Stonecrest  
26 hereby ordain as follows:

27  
28 **SECTION I.**

29  
30 **The City of Stonecrest Zoning Code as it currently exists in Chapter 27 of the City**  
31 **Code is hereby revised by adding the following use to the “Prohibited Use” provisions of**  
32 **Article 3 (“Overlay District Regulations”), Division 5 (“Stonecrest Area Overlay District”),**  
33 **Sections 3.5.13(B) (“High-Rise Mixed-Use Zone (Tier I Zone)”), 3.5.14(B) (“Mid-Rise**  
34 **Mixed-Use Zone (Tier II Zone)”), 3.5.15(B) (Low-Rise Mixed-Use Zone (Tier III))”, and**  
35 **3.5.15.1(D) (“Traditional Mixed-Use Zone (Tier IV))” to read as follows as subsection**  
36 **(B)(24) in Tier I, subsection (B)(25) in Tier II, (B)(24) in Tier III, and (B)(23) in Tier IV to**  
37 **read as follows:**



38  
39 "Small Box Discount Stores."  
40

41 **Division 5 is further revised by amending Section 3.5.15.2 ("Cluster Village Mixed-**  
42 **Use Zone (Tier V))", subsection (B)(10) ("Principal Uses and Structures"), to read as**  
43 **follows:**  
44

45 B. *Principal uses and structures.* All properties in Tier V shall be governed  
46 by all of the underlying zoning district regulations and the requirements of  
47 this section. In addition, all properties in Tier V may be use for the  
48 following principal uses of land and structures:

49 . . . . .

50 (10) Retail, excluding drive-through facilities, gas and service stations,  
51 commercial amusements, liquor stores, video arcades, pool halls,  
52 and Small Box Discount Stores.  
53 . . . . .

54  
55 **SECTION II.**

56 **Article 3 of the City of Stonecrest Zoning Code is hereby further amended by**  
57 **revising Division 33 ("Interstate 20 Corridor Compatible Use Overlay District"), by adding**  
58 **the following use to Section 3.33.6(A) ("Prohibited Uses") as subsection (A)(18) to read as**  
59 **follows:**

60 "Small Box Discount Stores."

61 **SECTION III.**

62 **The City of Stonecrest Zoning Ordinance is hereby further amended by revising**  
63 **Article 4 ("Use Regulations"), Table 4.1 ("Use Table"), by amending the following stated**  
64 **uses under the "Commercial" designation, "Retail" sub-designation, to read as follows:**

65 "Grocery Store (with the exception of Small Box Discount Stores)"

66 "Retail, 5000 sf or less (with the exception of Small Box Discount Stores)"

67 "Retail, over 5000 sf (with the exception of Small Box Discount Stores)"

68 "Variety Store (with the exception of Small Box Discount Stores)"

69 **SECTION IV.**

70       The City of Stonecrest Zoning Ordinance is hereby further amended by revising  
71 Article 9 (“Definitions”), Section 9.1.3 (“Defined Terms”) by adding the definition of  
72 “Small Box Discount Store” to read as follows:

73       *“Small Box Discount Store:* A retail establishment with a floor area less than  
74 12,000 square feet that offers for sale a combination and variety of convenience  
75 shopping goods and consumer shopping goods, and continuously offers a majority  
76 of the items in their inventory for sale at a price per item of \$5.00 or less. This  
77 definition shall control any use that fits into same despite otherwise being termed  
78 “Grocery Store,” “Retail, 5000 sf or less,” “Retail, over 5000 sf,” or “Variety  
79 Store” under the provisions of the City of Stonecrest Zoning Ordinance and Use  
80 Table. Small Box Discount Stores shall be a prohibited use in every zoning  
81 district of the City of Stonecrest.”

82                                   **SECTION V.**

83       The preamble of this Ordinance shall be considered to be and is hereby incorporated by reference  
84 as if fully set out herein.

85                                   **SECTION VI.**

86       This Ordinance shall be codified in a manner consistent with the laws of the State of Georgia and  
87 the City.

88                                   **SECTION VII.**

89       (a) It is hereby declared to be the intention of the Mayor and Council that all sections,  
90 paragraphs, sentences, clauses, and phrases of this Ordinance are or were, upon their enactment,  
91 believed by the Mayor and Council to be fully valid, enforceable and constitutional.

92       (b) It is hereby declared to be the intention of the Mayor and Council that, to the greatest extent  
93 allowed by law, each and every section, paragraph, sentence, clause or phrase of this Ordinance  
94 is severable from every other section, paragraph, sentence, clause or phrase of this Ordinance. It  
95 is hereby further declared to be the intention of the Mayor and Council that, to the greatest extent  
96 allowed by law, no section, paragraph, sentence, clause, or phrase of this Ordinance is mutually  
97 dependent upon any other section, paragraph, sentence, clause, or phrase of this Ordinance.

98       (c) In the event that any phrase, clause, sentence, paragraph, or section of this Ordinance shall,  
99 for any reason whatsoever, be declared invalid, unconstitutional, or otherwise unenforceable by  
100 the valid judgment or decree of any court of competent jurisdiction, it is the express intent of the  
101 Mayor and Council that such invalidity, unconstitutionality or unenforceability shall, to the  
102 greatest extent allowed by law, not render invalid, unconstitutional or otherwise unenforceable  
103 any of the remaining phrases, clauses, sentences, paragraphs or section of the Ordinance and that,  
104 to the greatest extent allowed by law, all remaining phrases, clauses, sentences, paragraphs and

105 sections of the Ordinance shall remain valid, constitutional, enforceable, and of full force and  
106 effect.

107 **SECTION VIII.**

108 All ordinances and parts of ordinances in conflict herewith are hereby expressly repealed.

109 **SECTION IX.**

110 The effective date of this Ordinance shall be the date of adoption unless otherwise stated herein.

**So Ordained** this \_\_\_\_\_ day of \_\_\_\_\_, 2019.

Approved:

\_\_\_\_\_  
Jason Lary, Sr., Mayor

As to form:

\_\_\_\_\_  
Winston A. Denmark., City Attorney

Attest:

\_\_\_\_\_  
Megan Reid, City Clerk