PLANNING COMMISSION MEETING
January 13, 2022 at 7:00 PM

950 Senoia Road, Tyrone, GA 30290

David Nebergall, Chairman
Dia Hunter, Vice-Chairman
Jeff Duncan, Commissioner
Phillip Trocquet, Town Planner
Carl Schouw, Commissioner
Scott Bousquet, Commissioner
Patrick Stough, Town Attorney

AGENDA

Social Distancing will be observed, and seating is limited. The meeting can be accessed live at www.tyrone.org/youtube. If you do not plan to attend, please send any agenda item questions or comments to Town Manager Brandon Perkins (bperkins@tyrone.org).

I. CALL TO ORDER

II. APPOINTMENTS

1. Election of a Chairman to the Planning Commission.
2. Election of a Vice-Chairman to the Planning Commission.
3. Appointment of a Secretary to the Planning Commission.

III. APPROVAL OF AGENDA

IV. APPROVAL OF MINUTES – December 9th, 2021

V. PUBLIC HEARING

1. Petition from applicant Randy Wright to rezone 1420 Senoia Road from O-I (Office Institutional) to C-2 (Highway Commercial). **Phillip Trocquet, Town Planner**

2. Submission to amend the Town's Future Development Map as part of the Comprehensive Plan. **Phillip Trocquet, Town Planner**

3. Staff-initiated petition to amend Sec. 113-134 Town Center Architectural Design Considerations. **Phillip Trocquet, Town Planner**

VI. NEW BUSINESS

4. Submission by Paramount Engineering to approve a Landscape Plan for owner GA Rheumatology at 145 Greencastle Road. **Phillip Trocquet, Town Planner**

VII. STAFF COMMENTS

VIII. COMMISSION COMMENTS

IX. ADJOURNMENT

Town of Tyrone

Planning Commission Meeting Minutes

December 9th 2021

7:00 PM

Present:

Chairman, David Nebergall

Vice-Chairman, Dia Hunter

Commission Member, Jeff Duncan

Commission Member, Carl Schouw

Commission Member, Scott Bousquet

Town Attorney, Patrick Stough

Town Planner, Phillip Trocquet

Call to Order:

Chairman Nebergall called the meeting to order at 7:00 pm. The meeting was also available via YouTube Live.

Approval of Agenda:

Vice-Commissioner Hunter made a motion to approve the agenda. Motion was seconded by Commissioner Schouw. Motion passed 4-0.

Approval of Minutes:

Commissioner Duncan made a motion to approve the October 28, 2021 minutes, with edits. Motion was seconded by Commissioner Schouw. Motion passed 4-0.

Public Hearing:

1. Rezoning petition from applicant Richard Greenan for parcel 0727-090 from Office-Institutional to R-18. **Phillip Trocquet, Town Planner**

Commissioner Bousquet recused himself from the vote due to the proximity of the property to his home and left the room. Mr. Trocquet noted that the applicant was in attendance along with his representative, Mr. Rick Lindsey. Mr. Trocquet first presented the item by stating the that the same rezoning petition was presented in November of 2017. The petition was denied 4-0 at that time.

Mr. Trocquet stated that although the desired zoning would be considered a down-zoning and would be matching adjacent R-18 properties, the property was located in the commercial corridor future development character area where R-18 is not explicitly encouraged. He continued that a potential rezoning to residential would require adjacent commercial properties to incur a 75-foot buffer. The surrounding commercial properties are all owned by the same property owner, giving those undeveloped properties flexibility on future construction.

Mr. Trocquet noted that one of the reasons the original rezoning petition was denied was the substantial impact the rezoning would have on the parcel to the west. Since that time, the adjacent property had been bought, and now all adjoining commercial properties belong to a singular owner, giving that owner the flexibility to replat the property and to better accommodate for that 75-foot buffer.

Mr. Trocquet continued that this rezoning petition was not completely consistent with the Town's comprehensive plan and future development strategy, as this property was located within the commercial corridor future development character area. The character area line was delineated along original land lot lines to clearly define commercial from non-commercial areas.

Mr. Trocquet then read the impact assessment:

1. Will Zoning permit suitable uses with surrounding properties?

R-18 zoning is suitable adjoining other R-18 properties and does not significantly affect surrounding commercial properties.

2. Will Zoning adversely affect adjacent properties?
It is staff's determination that R-18 zoning will adversely affect the owner of parcel 0727-089 given that a 75' buffer will be incurred if situated next to a residential zoned property; however, this owner also owns all surrounding lots with the option to combine or re-plat to accommodate the incurred buffer. These lots are also all undeveloped.

3. Does the property have reasonable economic use as currently zoned?

It is staff's opinion that the current commercial zoning provides reasonable economic use.

4. Would the proposed zoning result in a use which will or could be excessively burdensome on existing infrastructure?

5. *It is staff's determination that R-18 zoning would not be excessively burdensome on existing infrastructure.*

Chairman Nebergall opened the hearing to those in favor of the petition.

Mr. Rick Lindsey approached the podium to speak in favor of the petition. He stated that he was representing the landowner, Mr. Richard Greenan. He stated the property owner had spoken to the adjacent property owner to the west and that his client had already signed a statement stating the 75-foot buffer could be on the applicant's property so it would not negatively impact the neighboring property owner, Tyrone 37, LLC.

He continued that when the rezoning petition was originally heard in 2017, he thought there might have been confusion on the guidelines surrounding an R-18 zoning. He pointed out that R-18 calls for the largest square footage of any of the Town's residential zonings, but that minimum square footage was far less than what was built in the Dublin Down's neighborhood. His client has agreed that any house he built on the property would be of same size and quality of the homes in Dublin Downs.

He stated that he had spoken with the Dublin Down's HOA president about potential other uses they would like to see for the property. He noted that the HOA president would like for the Town to acquire the land and turn it into a park and green space.

He continued stating that his client had owned the property for almost 14 years and had tried marketing the property but had received no interest in the property as currently zoned. Even though he had hired or retained four different real estate agents over the years, there had been no traction whatsoever. He noted that he had received residential interest in the property.

Mr. Lindsey restated that if the rezoning petition was approved, the property owner would build a house of the same size and quality of the homes in Dublin Downs. He would also include in the deed records that the 75-foot buffer would be on his property, not the adjoining one. He emphasized that his client was not trying to be a burden to any of the adjoining neighbors.

Chairman Nebergall opened the public hearing to those in favor of the request. No one spoke.

Chairman Nebergall closed the public hearing to those in favor and opened the hearing to those in opposition.

Mr. Mark Hatton of River Dance Way addressed Planning Commission. He stated that he was a resident of the Dublin Downs neighborhood, an attorney, and that he had lived in the Dublin Downs neighborhood for the last 5 years. He disagreed that there had been any real change in circumstances since the original rezoning request. He thought the original decision was correct.

He was concerned about a standalone piece of property that when sold would not be protected by any covenants or guidelines of an HOA. He argued that promises made by the applicant would not be binding upon a new landowner. He stated that Dublin Downs was a well-established neighborhood that has maintained its character since it's been there. He argued that standalone pieces of property cause a lot of trouble, especially when they go against the nature of an original commercial corridor zoning. He continued that the town had decided that a commercial property there has economic use. He pointed out that no one knew to what extent the owner had marketed the property and that these types of decisions are not based on what is best now but should be based on what would be best for the future.

He restated the promises made by Mr. Lindsey on behalf of the applicant and pointed out that the property would not be bound under HOA covenants and guidelines. If the property fell into a state of disrepair, the HOA would not be able to enforce their guidelines on that property. He continued that that was a big concern of the Dublin Downs neighborhood, along with the property potentially becoming an eyesore and negatively affecting their property values.

He argued that the property had use as is and he did not see a reason to approve the requested change.

Lillie Cunningham, HOA President for Dublin Downs and resident of River Dance Way up to the podium. She wanted it known that she agreed with everything Mr. Hatton had said. She continued that every home in Dublin Downs is from 3,000 to 5,000 square feet and ranged in price from $500,000 to $750,000. She did not like the idea of the property being rezoned for R-18 when the home would not be under the bylaws and constraints of the HOA. She explained that the entrance of the neighborhood was a deciding factor for many in the purchasing of a home in the neighborhood. To have a home stuck outside the neighborhood would be like a sore thumb and someone could come in and start dumping tires on the property for all she knew. Since they wouldn't know who owned it and they wouldn't have any control over the property, she didn't want anyone in the neighborhood to be forced to move and sell their home for less money because of this decision. She stepped down from the podium.

Mr. Kim Harper of O'Hara Drive approached the podium. He stated that he and his wife were new residents of Dublin Downs. He explained that one of the reasons they purchased their home was that they understood that piece of property would be for commercial use and not another residential area. He said that anything occurring on the piece of property would impact what they have in their back yard. He said property in question was right behind their house and would change their view in their backyard. He stated that he did not want to look out his backyard and see a stack of tires. He explained that he had seen situations where there were no enforceable boundaries and then the yards and houses turned into a nightmare for those around them. He said that the neighbors were forced to just live with it. Mr. Harper stated that he was not in favor of the rezoning and requested that the zoning was left as-is. He then stepped down from the podium.

Chairman Nebergall closed the public hearing for those in opposition and the offered the Mr. Lindsey the chance to offer a rebuttal.

Mr. Lindsey approached the podium. He explained that if conditions were placed on the rezoning by the Town Council, then those would be legally binding. The applicant's promises were not empty promises. He restated the applicant's offer to move the 75-foot buffer to his own property and that they had the written consent of Tyrone 37, LLC for the rezoning. He restated that the house would be at least 3,000 square feet or whatever was the average size home of the Dublin Downs community and that the applicant's promises could be legally binding. He noted that four years ago his client had offered to join the Dublin Downs HOA, and that if that was a concern of the residents, then that offer still stood. He stated that at that time, the HOA did not want the applicant to become a member, but that if control was an issue, his client was willing to have the property burdened and benefited by the HOA. He stated again that the conditions placed on the property with an approved rezoning would become legally binding. He then stepped down from the podium.

Mr. Trocquet added that while Planning Commission and Council could approve conditions in regards to entry into the HOA or minimum home size, the nature of buffers was that they are imposed on the higher intensity zoning. He stated that it was not within the Town's ordinance to allow that buffer to be incurred on the residential property. He continued that the only way that could be accomplished would be if that portion of the land was deeded over to that property owner. He stated he appreciated Mr. Lindsey and Mr. Greenan's willingness to ameliorate that concern, but it would be against Town ordinances to allow that to happen as suggested.

Mr. Stough added that Council could put a condition stating that he would provide that 75-foot buffer on his property, but that would not remove the need for the adjacent property owner to get a variance through the Town.

Commissioner Duncan clarified that the buffer was in regard to the property to the west of the property in question.

Chairman Nebergall opened the meeting up for planning comments.

Commissioner Duncan directed a question to Mr. Stough. He asked if a condition could be placed on the rezoning so that before a house is built, all of covenants of the Dublin Downs HOA must be adhered to. He wanted clarification on whether that would be enforceable.

Mr. Stough responded that in his opinion, conditions placed on rezoning should be designed to address a negative of the rezoning. He continued that what would be considered a negative of the rezoning is up to the commissioners to decide. Generally, when a property goes from a lower intensity use to a higher intensity use, that could be a possible negative to the properties around it. He noted that this case would be the opposite of that. He restated concerns from speakers in the public hearing period about this property developing differently than the Dublin Downs community, and stated that it was up to the Commissioners to decide if it was a negative impact or not.

Vice Chairman Hunter asked to see the existing zoning of Dublin Downs. He noted that Dublin Downs was also zoned for R-18, which is what the applicant was requesting, even though the houses were built larger than what R-18 required.

Mr. Stough and Mr. Trocquet clarified that R-18 does not have the largest minimum square footage requirement. R-20 has a 2,000 square footage requirement.

Vice Chairman Hunter asked for the potential land uses of O/I zoning.

Mr. Trocquet stated the potential uses of property zoned O/I zoning, such as doctors offices, museums, specialized non-degree schools, day nurseries, churches, etc. He noted that there were conditions stating that certain businesses had to have more than a 75-foot buffer from residential property.

Vice Chairman Hunter asked if a potential buyer could use the land as-is for any of the permitted or conditional uses as outlined in the ordinance. Mr. Trocquet said that permitted uses would be able to go by right and the conditional uses would have to meet whatever the conditions are in the conditional use section.

Vice Chairman Hunter stated that he thought it was a control issue for the residents from Dublin Downs. He stated that the best way to remedy that would be to try and get that land worked into the HOA so that the owner had to comply with HOA guidelines. He pointed out that as it currently stands, any of the previously mentioned business could be built right outside their subdivision. He stated that further conversation could be had to create a win-win for both the Dublin Downs citizens and the property owner. He also stated that Mr. Greenan wanted to have an economic gain on the property and had come back to the rezoning as his best option. He stated that there were houses right outside of his own neighborhood. They had the freedom to do whatever they wanted, and that had not impacted his property value. He noted that it was in everyone's best interest that an agreement was made. He pointed out that a cemetery could currently go on that property, and that he would not want to drive through a "Thriller" video on his way home every day. He encouraged further conversation between the HOA and the applicant.

The HOA president was asked to return to the podium. She described the current view of driving into the Dublin Downs neighborhood. She explained that no matter what type of building was placed on that property, it would impact the view of homeowners in Dublin Downs. She explained that there was a smoothness to that landscape, and she had hoped that the Town would purchase it for greenspace. She said that Mr. Greenan might be asking too much for the property and he should lower his asking price. She wanted the other office complexes in the area to be further developed, but did not want the property in question developed. She stated that she did not want a house stuck there.

Chairman Nebergall added that it was apparent that she did not want this property added to the Dublin Downs HOA. She responded that if the Council mandated it, then the HOA would allow it, but it was not something that the Dublin Downs community wanted.

Vice Chairman Hunter brought up the possibility of moving the neighborhood entry sign. The HOA president pointed out that it would not look cohesive and pointed out how awkward it would look.

Commissioner Schouw pointed out that if he was a resident of Dublin Downs and he saw the list of current potential uses for the property and noticed that a cemetery could go there, he would not be in favor of that. He stated that even if the community wanted a certain type of building or development to go there, there was no guarantee that it would develop according to their wishes. Chairman Nebergall reiterated that if any proposed development fell within the zoning guidelines, it would be allowed.

Chairman Nebergall asked the HOA president if they would allow this property to join the HOA. It was noted that a decision could not be made without a meeting of the HOA.

Mr. Hatton joined Ms. Cunningham at the podium. He asked a clarifying question on the power of the planning commission.

Mr. Trocquet responded that the planning commission could recommend whatever was applicable. Mr. Hatton was also concerned over whether conditions on the rezoning would be applicable to future property owners. He reiterated that the property being added to the HOA would have to be discussed at an HOA meeting.

Chairman Nebergall recommended that a conversation take place between the HOA and the property owner, and that if the HOA was not open to that idea, then planning commission would make a decision based on the current circumstances.

Vice Chairman Hunter noted that the property owner was willing to give up a portion of usable property to accommodate the 75 foot buffer. He pointed out that the person who was losing in this situation was the one who had to accommodate that buffer.

Mr. Hatton said by approving this one rezoning, this problem could become bigger and bigger and that was why it was part of the commercial corridor as determined by the town. He was worried about a continual creep problem.

Commissioner Duncan addressed a question to Mr. Lindsey. He wanted to know how many houses were being planned for the lot. Mr. Lindsey restated that that the 75-foot buffer agreement would be placed in the title of the property and that only one house was planned for the land.

Commissioner Schouw commented that he understood where the residents were coming from but that they had to be careful for what they asked for in situations like these.

Commissioner Duncan reiterated the potential uses for that property as currently zoned.

Chairman Nebergall clarified that his vote was not needed even in Commissioner Bousquet’s recusal.

Vice Chairman Hunter pointed out the potential niceties of a complete commercial corridor and why he thought the property hadn’t sold as commercial.

Commissioner Duncan made a motion to rezone the property to R-18 with the conditions that it adhered to the Dublin Downs’ HOA and the square footage guidelines.

Mr. Stough pointed out that requiring them to be a part of the HOA is out of Planning Commission's control. He suggested requiring them to adhere to the covenants of the HOA, which is different than requiring the property owner to join the HOA.

Vice Chairman Hunter suggested tabling the motion until the applicant conversed with the HOA. Mr. Stough said it was not favorable to do so at that time.

Mr. Trocquet pointed out that even if the applicant and the HOA put everything in writing, the HOA had the right to change their mind at any time. He also suggested putting a time frame on the issue if they pursued that route.

Vice Chairman Hunter noted that in regards to the applicant joining the HOA, it was an issue of good faith. He then stated that if planning commission recommended denial of the petition, a cemetery or amphitheater could go there and there would be nothing anyone could do about it. If it was zoned R-18, someone could build the smallest or largest house allowed. The applicant could join or not join the HOA. Chairman Nebergall the noted that these are not things that the planning commission could control, so they either needed to recommend approval or not recommend it.

Mr. Stough noted in response that they could place minimum square footage conditions on the house built.

Vice Chairman Hunter mentioned the buffer swap. Mr. Trocquet interjected that the property owner next door would still have to apply for a variance through the Town. Chairman Nebergall said that he is generally not in favor of variances.

Vice Chairman Hunter asked a clarifying question about the buffer. Mr. Trocquet noted that part of the reason it was denied last time was that the adjacent property owner to the west only owned that sole piece of land. Since then, it had changed hands. The current property owner now owned several connecting pieces of property, giving them greater flexibility in the land use. He continued that if the true intent was to incur the buffer, the subject property owner should sell a 75 foot strip of his own property to the adjoining neighbor which is not something that planning commission could mandate to be done.

Chairman Nebergall asked if they wanted to approve it as presented or not.

Commissioner Duncan rescinded his original motion to approve the rezoning.

Vice Chairman Hunter asked what the timeframe would be if planning commission recommended denial and asked the applicant and the HOA to converse before coming back before them.

Ms. Cunningham stated that due to the holidays, it would be a couple of months for the HOA to converse with the applicant.

Vice Chairman Hunter posed the same question to the applicant.

Chairman Nebergall said again that their job was to recommend approval or denial to the council.

A motion was made by Vice-Chairman Hunter to deny the rezoning petition. Motion was seconded by Commissioner Schouw. Motion passed 2-1 with Commissioner Duncan in opposition to the motion.

2. Rezoning petition from applicant Kip Oldham on behalf of owner Georgia Board of Realtors to rezone parcel 0727-048 from O-I (Office-Institutional) to C-2 (Highway Commercial). **Phillip Trocquet, Town Planner**

Mr. Trocquet stated that KA Oldham and Design had submitted the application on behalf of the Fayette County Board of Realtors. The purpose of the rezoning was to construct speculative buildings to attract new qualified tenants including an indoor sports and recreational facility and training center. H said that the property was in the Town's quality growth overlay district which did contain heightened landscape and architectural requirements for properties that front Highway 74. He continued that although this property was within the Commercial Corridor Character area, the closest C-2 property was roughly 1,000 feet away to the north as part of a planned Highway Commercial development that had more direct access to SR-74.

The development pattern along Handley Road assumed a more "community commercial" and office feel with zoning not exceeding C-1 in intensity. In addition to this prevailing zoning and development pattern, a historic residential property from 1900 existed directly to the south as with the Town's primary recreational park, Handley Park, to the east. In keeping with the surrounding character and development pattern, he said that staff would encourage this property to assume C-1 zoning as it would present a lower-intensity impact on the area.

He noted that C-2 is allowed within the commercial corridor character area; however, this particular neighborhood reflected more of an office and C-1 zoning.

1. Will Zoning permit suitable uses with surrounding properties?
   Highway Commercial zoning may permit unsuitable uses adjoining the AR property to the south and other lighter commercial/office uses along Handley Road as Highway uses are higher in intensity to the zoning of surrounding properties.

2. Will Zoning adversely affect adjacent properties?
   It is staff's determination that Highway Commercial zoning could adversely affect the residential property to the south as well as the light commercial/office character of the commercial neighborhood along Handley Rd.

3. Does the property have reasonable economic use as currently zoned?
   It is staff's opinion that the current commercial zoning provides reasonable economic use as does C-1 zoning.

4. Would the proposed zoning result in a use which will or could be excessively burdensome on existing infrastructure?

It is staff's determination that C-2 zoning would be unlikely to cause an excessively burdensome use for this particular property. If C-2 development patterns were to appear along Handley Road more, the associated uses could impact road intersections to a higher degree than office and light commercial.

Chairman Nebergall opened the public hearing to those in favor of the request.

Mr. Kip Oldham approached the podium. He stated that he was the applicant for the property owner. He noted that their application did say C-2 but after more discussions with Phillip and others, they were willing to reduce their request to C1. He emphasized that they want to respect all applicable buffers and would not be requesting any variances.

Chairman Nebergall closed the public hearing to those in favor and opened the hearing to those in opposition. No one spoke.

Commissioner Duncan asked for clarification between C1 and C2. Mr. Trocquet said that C-2 allowed higher intensity uses such as automotive uses and also permitted more of big box commercial, which was appropriate along SR-74. Commissioner Duncan clarified that the property was advertised as being rezoned to C-2, not C-1. Mr. Trocquet stated that due to the zoning relationship of the two types of zonings, it could be appropriate to recommend a C-1 zoning in this instance. Mr. Stough clarified that C-1 is less intense than C-2.

Chairman Nebergall stated that he was not in favor of a C-2 zoning due to improvements needed along Handley Road to support new development.

Commissioner Schouw asked for clarification on the intended use of the property. Mr. Oldham said that an indoor training facility was going to be the primary use for one of the buildings. Nothing automotive related was proposed for the site. He said they wanted two buildings under 20,000 square feet. He stated that they went with a C-2 zoning originally due to the word “training” appearing in the ordinance under that section. The site plan was then pulled up on the screen. He noted that the buildings would most likely be built in phases and they would adhere to all required buffers.

Vice Chairman Hunter asked about architectural guidelines for the property. Mr. Trocquet stated that there are only architectural guidelines for the frontage long highway 74.

Chairman Nebergall asked Mr. Trocquet about the entrance of the property in relation to the entrance of Handley Park. Mr. Trocquet stated that the entrance would be much further south.

A motion was made by Commissioner Schouw to approve the rezoning petition to C-1. Commissioner Duncan seconded the motion. Motion passed 4-0.

No new business was presented.

Staff Comments

Mr. Trocquet stated that hard copies of the LCI would be delivered soon. He reiterated that it was a guide for the Town and that it had been before Town Council last week. He explained that it would give the Town access to more grant money and would help stretch the taxpayer dollar. Commissioner Duncan brought up the area around Shamrock Park and how he'd like to turn it in to a preserve or park of sort. Mr. Trocquet brought up that utilizing existing structures and land is a big part of the LCI. Mr. Trocquet then brought up a design for the area on the screen.

Chairman Nebergall asked about the relocated recreation center. Mr. Trocquet said that it would be an upgraded facility, not necessarily a brand new one. He noted that more recreation activities were wanted by the people in Town.

He also noted that after an outreach event, it was shown that a farmers' market was also desired for the park area. He clarified that the space could also be a multi-use space.

Commissioner Bousquet asked about the property of the east of the park. Mr. Trocquet said he didn't have a lot of information on it, just that it was still for sale.

Adjournment

Commissioner Duncan made a motion to adjourn. Meeting ended at 8:26pm.

_____ _____

Chairman David Nebergall Phillip Trocquet, Town Planner

TOWN OF TYRONE - GEORGIA - EST. 1911

PLANNING DATE
01/13/2022

COUNCIL DATE
01/20/2022

P&Z STAFF REPORT

PREPARED BY:
Phillip Trocquet, Town Planner
ptrocquet@tyrone.org | (770) 881-8322

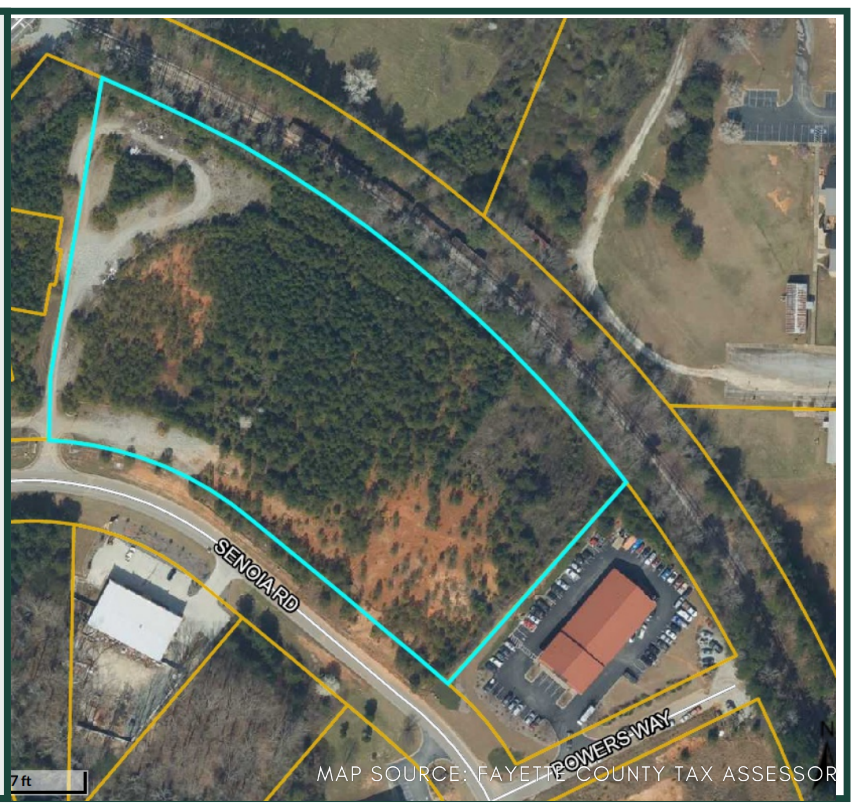
DOCKET/APPLICATION #	APPLICANT	ADDRESS/PARCEL #
RZ-2021-23	Randy Wright	Parcel 072604010

SUMMARY & HISTORY

Applicant Randy Wright has submitted an application to rezone parcel 0726-04010 from O-I (Office) to C-2 (Highway Commercial). The stated intent of this rezoning is to develop a Commercial Business Park compatible with C-2 uses. This property was originally zoned O-I for the purposes of locating a medical office park on the property. In the early 2000's this development, which was under preliminary site construction, was abandoned. Subsequent development in the business park assumed C-1 and C-2 zoning for heavier commercial uses.

STAFF DETERMINATION

C-2 Highway Commercial is listed as an appropriate zoning classification for the Commercial Corridor Future Land Use map. The Powers Court business park incorporated O-I zoning early in its development, but properties were slowly re-zoned to light and highway commercial to accommodate heavier commercial business uses. Although not a requirement of the rezoning, staff requested a traffic study showing the difference in traffic impact between office and C-2 zoning based on the proposed development plan in order to understand the impact. Given this traffic assessment as well as the presence of other C-2 zoned properties across the street, staff recommends approval of this request.



EXISTING ZONING	PROPOSED ZONING	EXISTING LAND USE	SURROUNDING ZONING	SITE IMPROVEMENTS	PROPERTY ACREAGE
OI Office Institutional	C-2 Highway Commercial	Vacant	**North:** C-1 **South:** C-1 & C-2 **East:** O-I **West**: O-I	None	8.89 acres

COMPREHENSIVE PLAN & FUTURE DEVELOPMENT MAP COMPATABILITY

C-2 zoning is consistent with the Town's Comprehensive Plan as the property lies within the Commercial Corridor Future Development Character area which encourages high-quality commercial growth with heightened architectural and landscaping requirements.

ZONING ORDINANCE COMPATABILITY & IMPACT ASSESSMENT

1. **Will Zoning permit suitable uses with surrounding properties?** *Highway Commercial zoning exists adjacent to this property. Such uses are compatible adjoining other uses in this district and in the Powers Court business park.*
2. **Will Zoning adversely affect adjacent properties?** *It is staff's determination that Highway Commercial zoning would not adversely affect the commercial properties surrounding it.*
3. **Does the property have reasonable economic use as currently zoned?** *It is staff's opinion that the current commercial zoning provides reasonable economic use, however other properties adjacent to this have been rezoned C-2 consistent with other properties in the business park.*
4. **Would the proposed zoning result in a use which will or could be excessively burdensome on existing infrastructure?** *It is staff's determination that C-2 zoning would be unlikely to cause an excessively burdensome use for this particular property. The Powers Court business park has a common stormwater infrastructure system that is not yet at capacity. C-2 zoning has the potential to increase impact on roads, however, this is usually associated with office and retail uses. The proposed uses consistent with the rest of the business park would not generate unreasonable traffic.*

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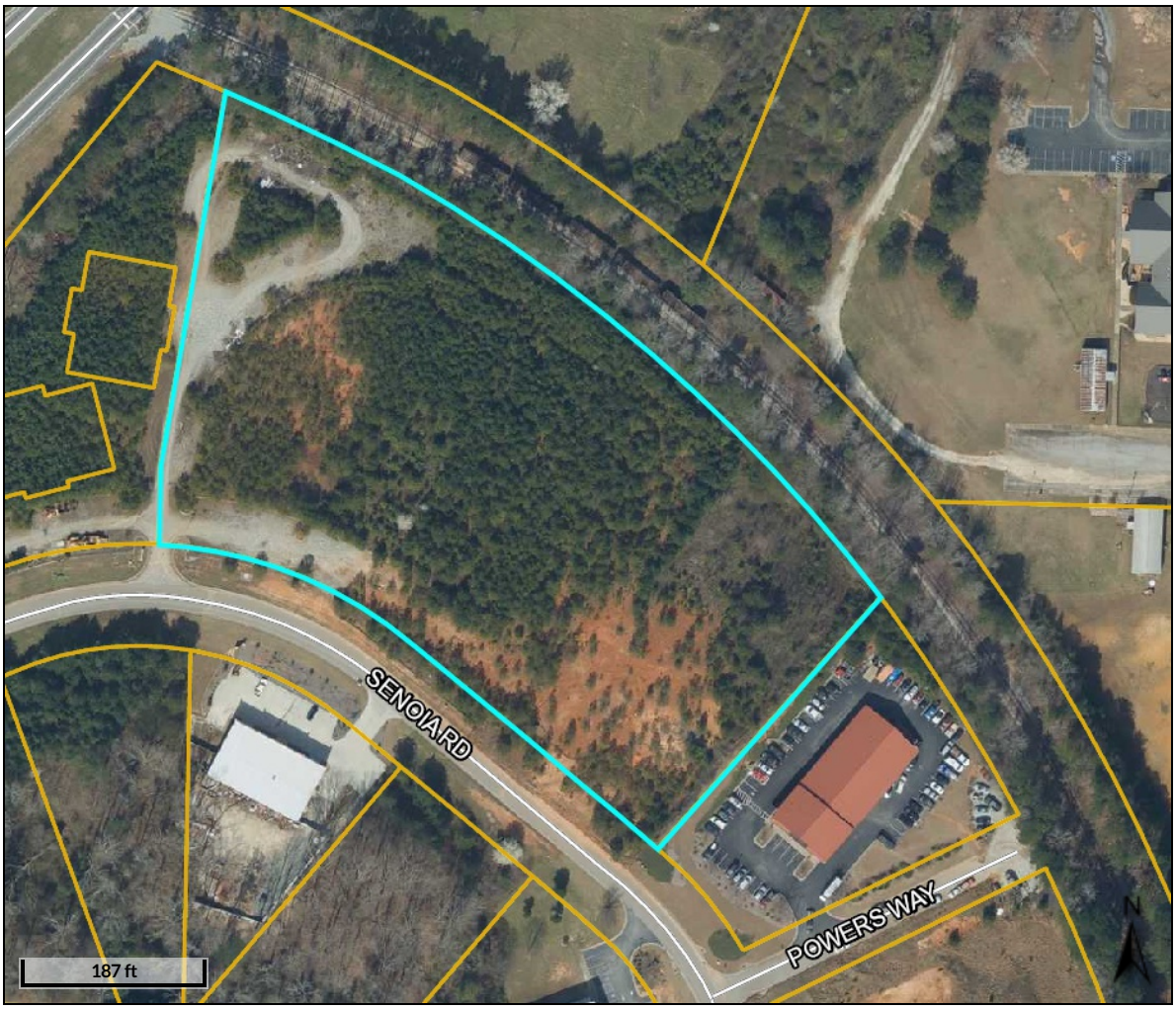
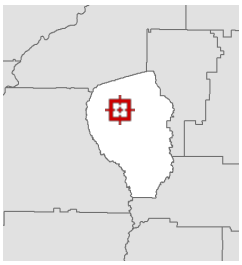


Overview



Legend

Parcels

Roads

Parcel ID	072604010	**Alternate ID**	n/a	**Owner Address**	POWERS COURT MEDICAL PARK LLC
Sec/Twp/Rng	42-08-	**Class**	C4		214 NEWPORT DRIVE
Property Address	1420 POWERS CT	**Acreage**	6.32		PEACHTREE CITY, GA 30269
District	03				

Brief Tax Description LOT 16 POWERS COURT POWERS COURT
(Note: Not to be used on legal documents)

Date created: 1/10/2022
Last Data Uploaded: 1/10/2022 6:00:47 AM

Developed by Schneider GEOSPATIAL

Town of Tyrone
Official Zoning Map

Revised:_____ | Adopted: _____ | Mayor, Eric Dial:_____ | Attest. Town Clerk:_____

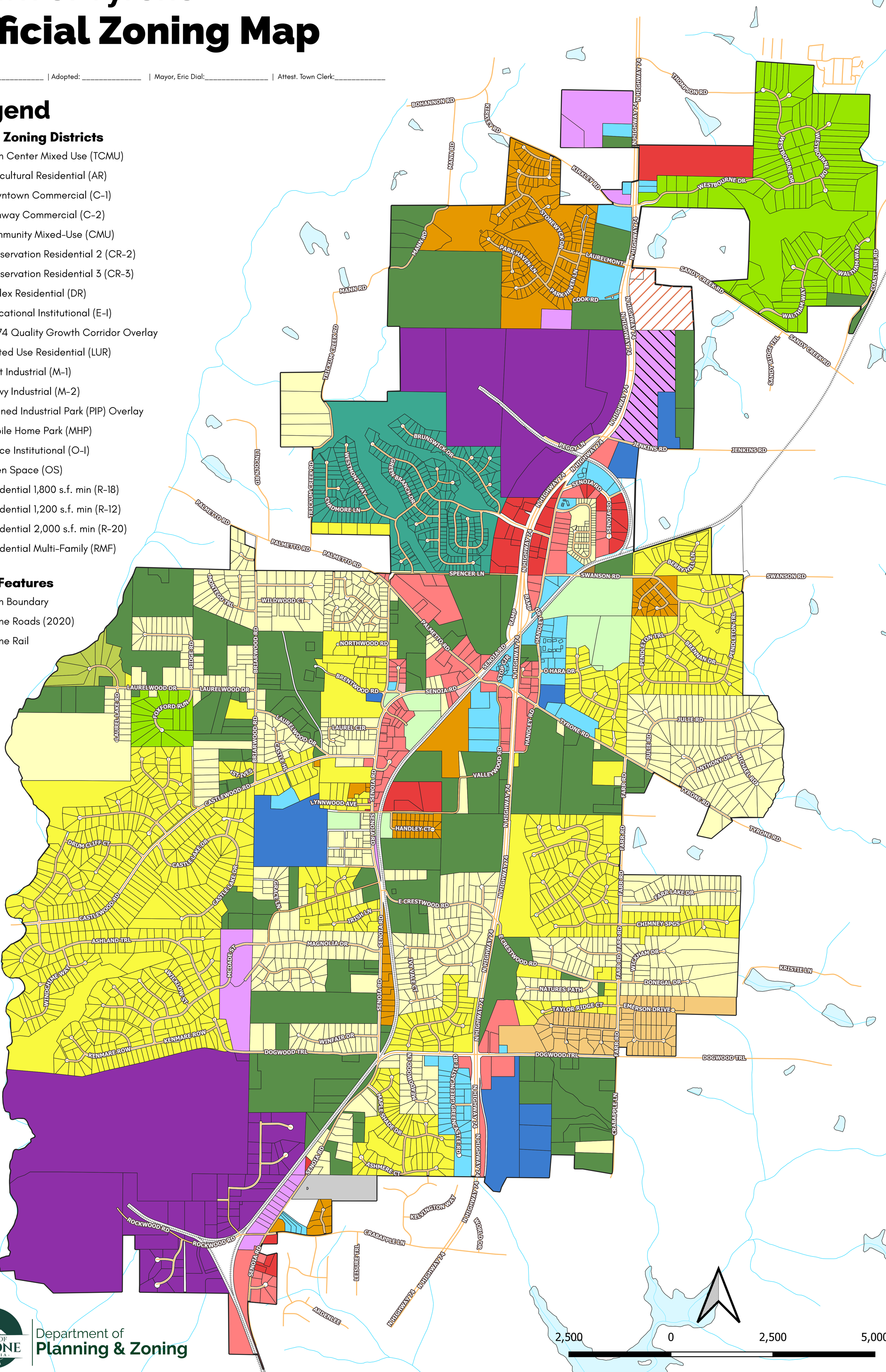
Legend

Tyrone Zoning Districts

- Town Center Mixed Use (TCMU)
- Agricultural Residential (AR)
- Downtown Commercial (C-1)
- Highway Commercial (C-2)
- Community Mixed-Use (CMU)
- Conservation Residential 2 (CR-2)
- Conservation Residential 3 (CR-3)
- Duplex Residential (DR)
- Educational Institutional (E-I)
- SR-74 Quality Growth Corridor Overlay
- Limited Use Residential (LUR)
- Light Industrial (M-1)
- Heavy Industrial (M-2)
- Planned Industrial Park (PIP) Overlay
- Mobile Home Park (MHP)
- Office Institutional (O-I)
- Open Space (OS)
- Residential 1,800 s.f. min (R-18)
- Residential 1,200 s.f. min (R-12)
- Residential 2,000 s.f. min (R-20)
- Residential Multi-Family (RMF)

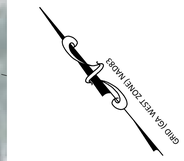
Other Features

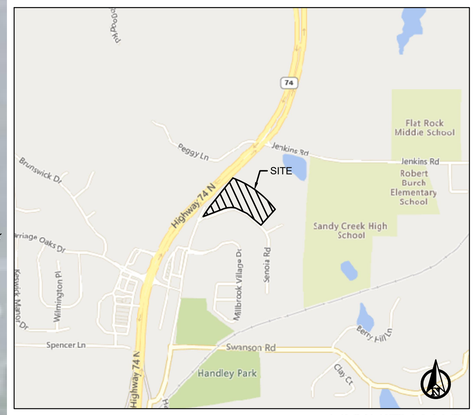
- Town Boundary
- Tyrone Roads (2020)
- Tyrone Rail



TOWN OF TYRONE - GEORGIA - EST. 1911

Department of
Planning & Zoning





VICINITY MAP
N.T.S.

SITE PLAN NOTES:

1. DEVELOPER:
   ISLAND INVESTORS
   350 ALLISON DR. NE
   ATLANTA, GA 30342
   CONTACT: RANDY WRIGHT
   PHONE: 404-316-1101

2. ENGINEER / SURVEYOR:
   INTEGRATED SCIENCE & ENGINEERING, INC.
   1039 SULLIVAN ROAD, SUITE 200
   NEWNAN, GA 30265
   CONTACT: JASON WALLS, P.E.
   PHONE: 678-552-2106

3. SITE DATA:
   PARCEL: LOTS 16, 17, AND TRACT "B" POWERS COURT
   TAX PARCEL ID NUMBER: 072604010, 072604009
   USE: COMMERCIAL BUSINESS PARK

4. SITE AREA: 9.454 ACRES

5. ZONING:
   CURRENT (OI)
   PROPOSED (C2)

6. SETBACKS:
   FRONT: 50 FEET (BUILDING)
   SIDE: 20 FEET (BUILDING)
   REAR: 30 FEET (BUILDING)

7. BUILDING AREA: 90,000 SF
   3 BUILDINGS AT 30,000 SF EACH

8. PARKING SUMMARY:
   - WAREHOUSE (81,000 SF) @ 1 SPACE PER 2000 SF = 41 SPACES
   - OFFICE (9,000 SF) @ 1 SPACE PER 250 SF = 36 SPACES

   TOTAL REQUIRED PARKING = 77 SPACES

   TOTAL PROVIDED PARKING = 78 SPACES

9. NO PORTIONS OF THIS PROPERTY LIE WITHIN A FLOOD ZONE OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL #13113C0077E DATED SEPTEMBER 26, 2008.

10. WETLANDS AND STATE WATERS ARE NOT PRESENT ON SITE, OR WITHIN 200 FEET OF THE PROPOSED DEVELOPMENT.

11. UTILITIES: WATER SERVICES PROVIDED BY THE FAYETTE COUNTY WATER SYSTEM. SEWER SERVICE TO BE PROVIDED BY ON-SITE SEPTIC, OR CONNECTION TO PUBLIC SEWER THROUGH COORDINATION WITH THE TOWN OF TYRONE.

12. STORMWATER MANAGEMENT NARRATIVE: STORMWATER MANAGEMENT TO BE PROVIDED BY PROPOSED STORMWATER MANAGEMENT FACILITIES ONSITE.

INTEGRATED Science & Engineering
1039 SULLIVAN ROAD, SUITE 200, NEWNAN, GEORGIA 30265
(P) 678.552.2106 | (F) 678.552.2107
COA No. PEF000283 | Exp. 06/30/2022

No.	Description	Date
1	ISSUED FOR REVIEW	---

Drawn by: ---
Design by: ---
Check by: ---
Review by: ---
Date: 11/01/21
Project #: ---
SCALE: 1" = 40'
40' 20' 0' 40'

CONCEPT PLAN
FOR
TYRONE BUSINESS PARK
LAND LOT 116 OF THE 7TH DISTRICT, FAYETTE COUNTY, GEORGIA

ENGINEERED
CONCEPT PLAN

DRAWING NO.
C200

November 22, 2021

Mr. Phillip Trocquet, Town Planner
Town of Tyrone
950 Senoia Rd
Tyrone, Georgia 30290

Re: Letter of Intent
Rezoning Application for
Tyrone Business Park
1400 Senoia Rd
Tyrone, GA 30290

Mr. Trocquet:

The purpose of this Letter of Intent is to provide the necessary information to the Town of Tyrone regarding the Rezoning Application for the Tyrone Business Park ("TBP") property located at 1400 Senoia Rd in Tyrone, Georgia. TBP is a planned commercial business park totaling 90,000 square feet on 9.0 acres. Our project is designed to be compatible with the Commercial Corridor future land use. TBP will provide much-needed facilities for new companies who will bring tax revenue and valuable jobs to Tyrone. The buildings are intended to match the development strategy of the Commercial Corridor land use, featuring attractive architecture and landscaping.

We are excited about our planning and development of this new space, and as such humbly request to rezone the property from Office-Institutional (O-I) to Highway Commercial (C-2). The following section provides a written and documented analysis of the impact of the proposed rezoning with respect to several matters required for consideration by the Town of Tyrone:

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

> Yes. The rezoning of this property will permit a use that is suitable in view of the use and development of adjacent and nearby properties. The Commercial Corridor classification specifically lists C-2 as an appropriate zoning classification, and potential tenants at TBP will be "commercial service providers" as designated in the classification description. All of the buildings in the dead end of Senoia Rd are of similar construction and design, but older. Our proposed plan is to generally match the character of the street, but with high-end landscaping and attractive exterior design to appeal to tenants, the neighborhood, and other stakeholders in Tyrone.

b. Whether the zoning proposal would adversely affect the existing use or usability of adjacent or nearby properties;

No, the rezoning proposal will not adversely affect the existing or surrounding uses. TBP is designed to fit with the businesses that are currently located on Senoia Rd. The general commercial use of future tenants will feature lighter traffic than a heavier distribution-type facility.

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

No. As the property is currently zoned Office-Institutional, the current zoning does not fit the remainder of the street and cannot accommodate the type of businesses that the project requires.

It is our understanding that the property was originally zoned commercial, to match the entire length of Senoia Rd to the dead end. The property was not viable as an office/commercial development and has sat vacant for approximately thirteen years. Rezoning to commercial would return the property back to the original use plan in character with the neighborhood.

d. 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;

No. Our project is planned to be 90,000 square feet, which would not be a significant increase to the total supply of commercial space in the area, especially given the location on a major highway (Hwy 74) and near interstate I-85.

Our desired tenants will have a need for mixed office and commercial space, and will not require heavy shipping or receiving, which would generate heavy truck traffic. For example, one tenant who is interested in occupying the park would use the facility as an office and to temporarily store high-tech utility materials. They will have a relatively low employee count and very few trucks coming in and out.

Utilities are in place and it is our understanding that they have more than enough capacity for the marginal increase in requirements.

e. Whether the zoning proposal is in conformity with the policy and intent of the Comprehensive Land Use Plan; and

This zoning proposal is in conformance with the policy and intent of the land use plan, both from a zoning classification standpoint and a desired description of services detailed by the Town in their 2017 Comprehensive Land Use Plan. Specifically, the project will target “commercial service providers” as desired in the Commercial Corridor description.

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

> No, there are no other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal.

Thank you for your consideration into this rezoning request. Island Investors is excited to continue our relationship with the Town of Tyrone and to build an outstanding development to bring jobs and tax revenue to the city. If you have any additional questions or comments, please do not hesitate to contact the undersigned.

Sincerely,

ISLAND INVESTORS LLC

Randall A. Wright
Manager

Traffic Study
Prepared for
Integrated Science & Engineering

Senoia Road Business Park
Tyrone, GA

January 4, 2022

Submitted by
Maldino & Wilburn, LLC

Report Date:
January 4, 2022

Prepared For:
Mr. Jason Walls, P.E.
Integrated Science & Engineering, Inc.
1039 Sullivan Road
Newnan, GA 30265

Prepared By:
Vern Wilburn, PE, PTOE
Maldino & Wilburn
1864 Lower Fayetteville Road
Newnan, GA 30265
vern@mwtraffic.com

Additional investigation by:
Mallory Maldino, EIT

Maldino & Wilburn Project No.:
21-45

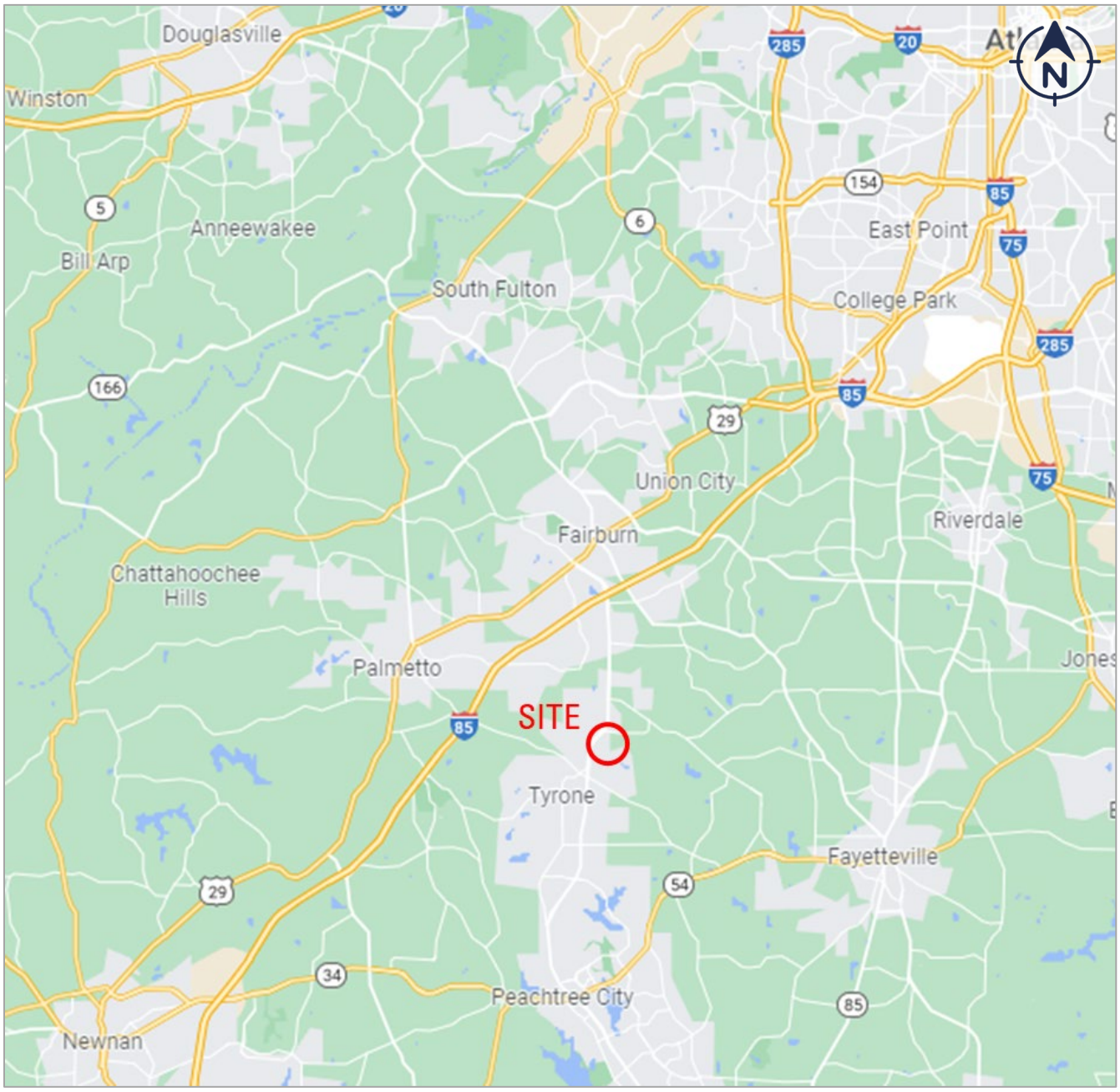
Table of Contents

Figures & Tables

1 Introduction

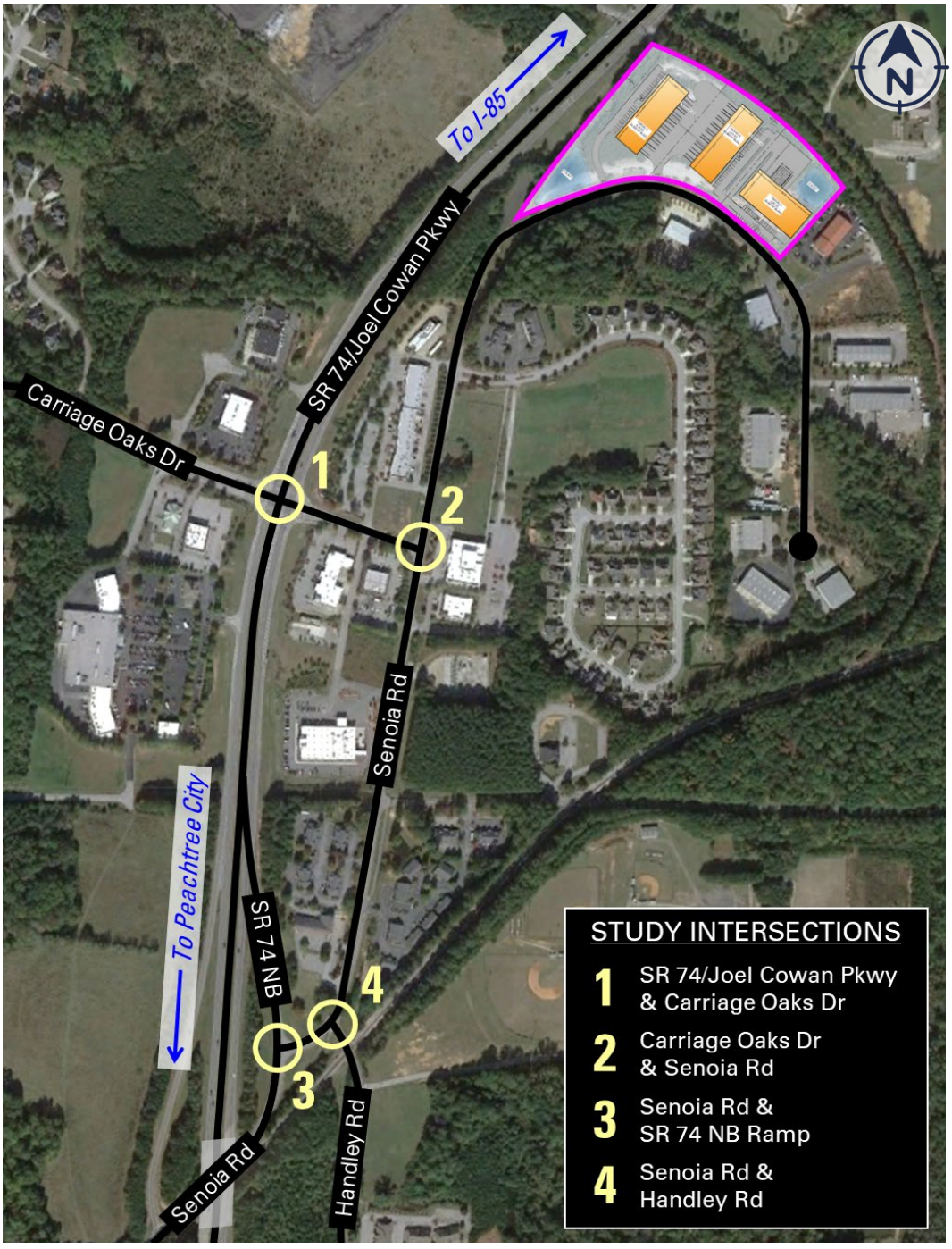
The purpose of this study is to evaluate the traffic-related impact the proposed Senoia Road Business Park development in Tyrone, Georgia. The project location is shown on the map below in Figure 1.

Figure 1: Project Location Map



The proposed Senoia Road Business Park development will include three 30,000-square-foot buildings and will be accessed by three new driveways to Senoia Road. The site is shown below in Figure 2 along with the intersections to be evaluated as part of this study. A concept for the new development is provided in Appendix A.

Figure 2: Study Area Details



2 Existing Conditions

An inventory of existing conditions was completed for the intersections included in this study. The inventory includes traffic control measures, intersection geometry, and peak hour traffic volumes.

Traffic Control and Intersection Geometry

The traffic control and intersection geometry for the study intersections are shown graphically on the following page in Figure 3.

Traffic Volumes

The existing traffic volumes at the study intersections were obtained via four-hour Turning Movement Counts (TMC's) conducted during the AM and PM peak periods on Wednesday, December 8, 2021. The existing peak hour volumes are shown in Figure 4 on page 5. Traffic data reports are provided in Appendix B.

Figure 3: Existing Traffic Control and Intersection Geometry

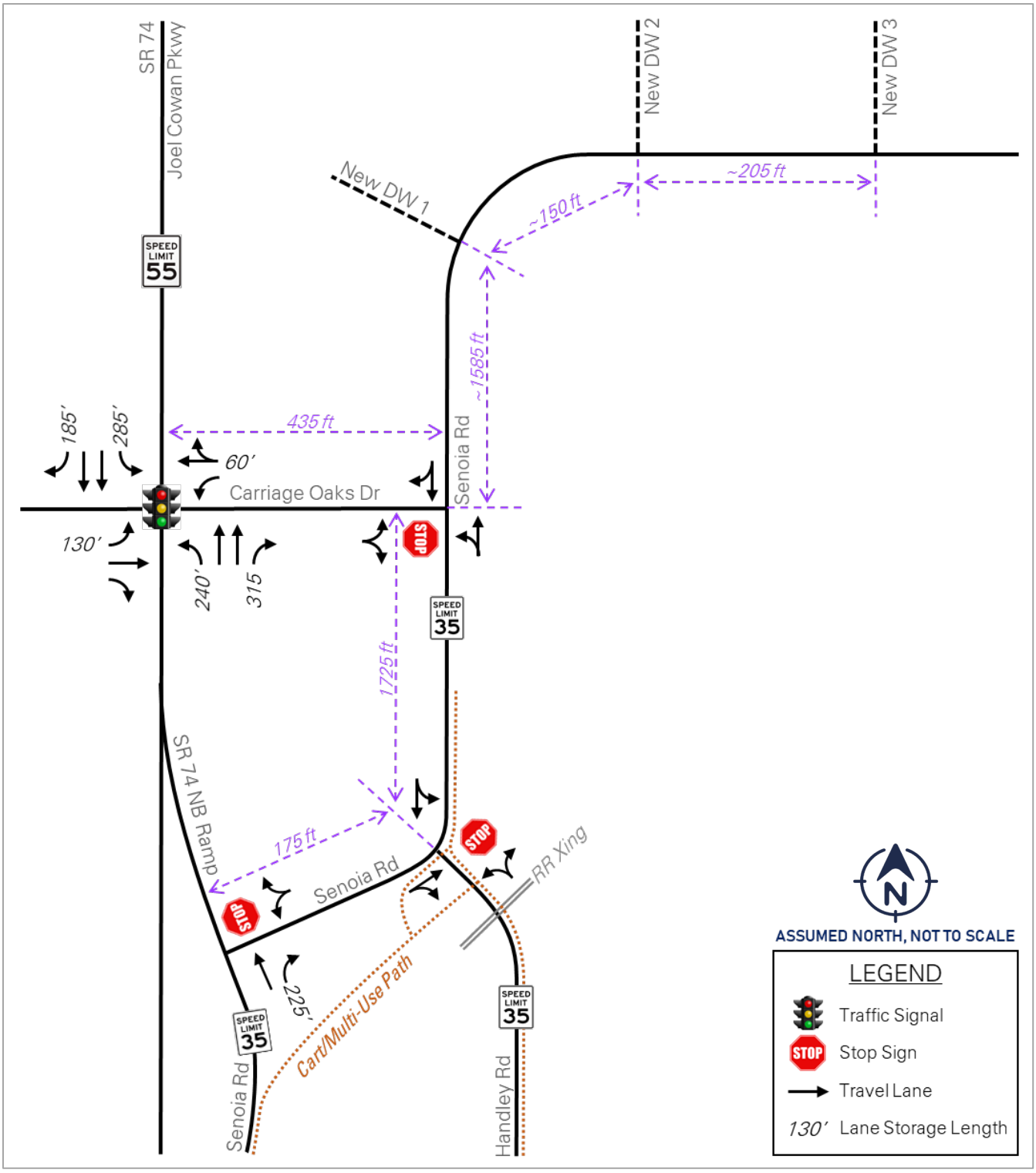
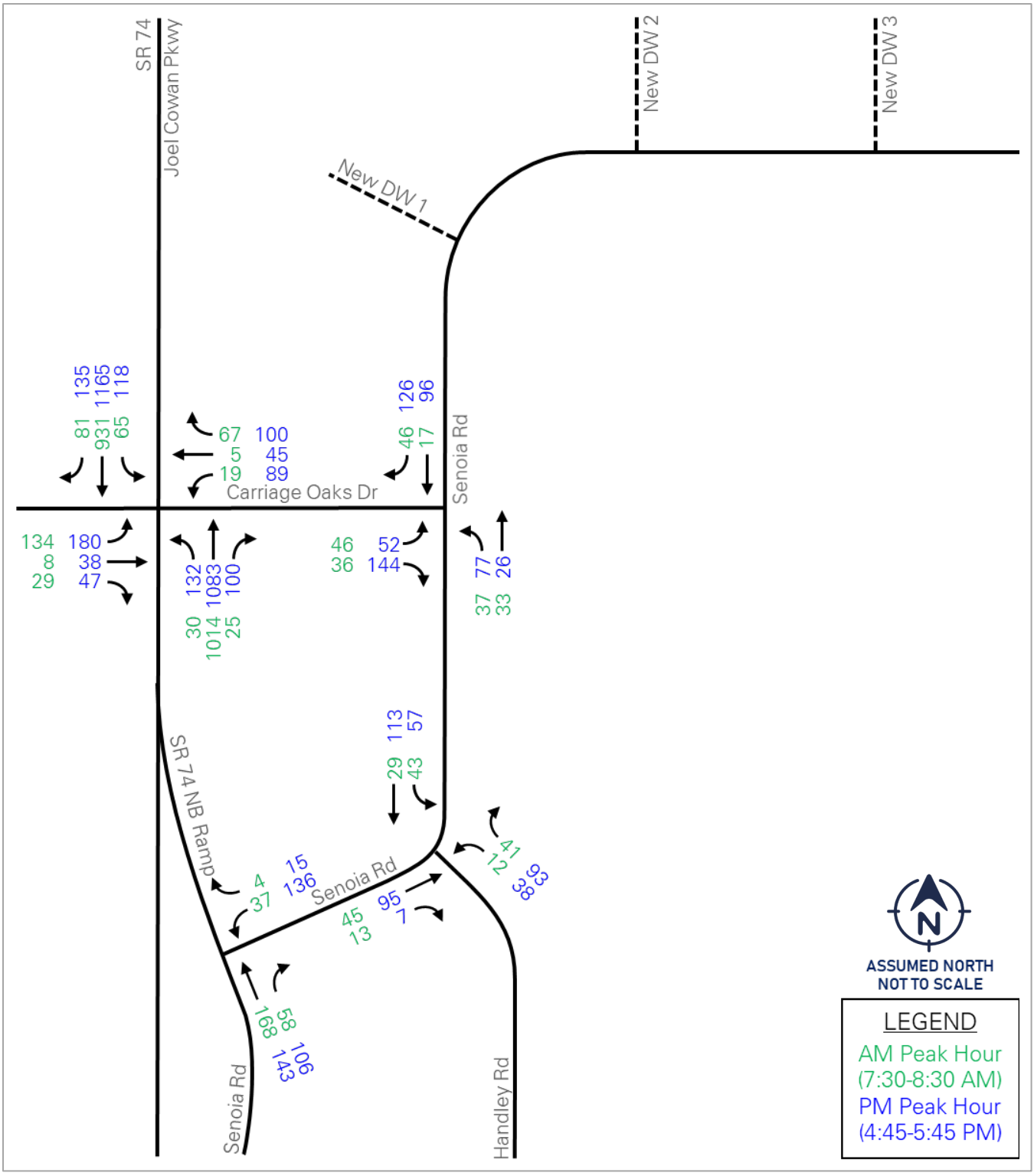


Figure 4: Existing Peak Hour Traffic Volumes



3 Projected Conditions

Projected conditions, which represent the study area once the proposed development is complete and operational, were developed through the traditional three-step process of trip generation, trip distribution, and traffic assignment.

Trip Generation

The trips expected to be generated by the proposed development were estimated based on trip rates from the Institute of Transportation Engineers (ITE) publication *Trip Generation*, 10th Edition. The estimated trip generation is summarized below in Table 1. The trip generation report is provided in Appendix C.

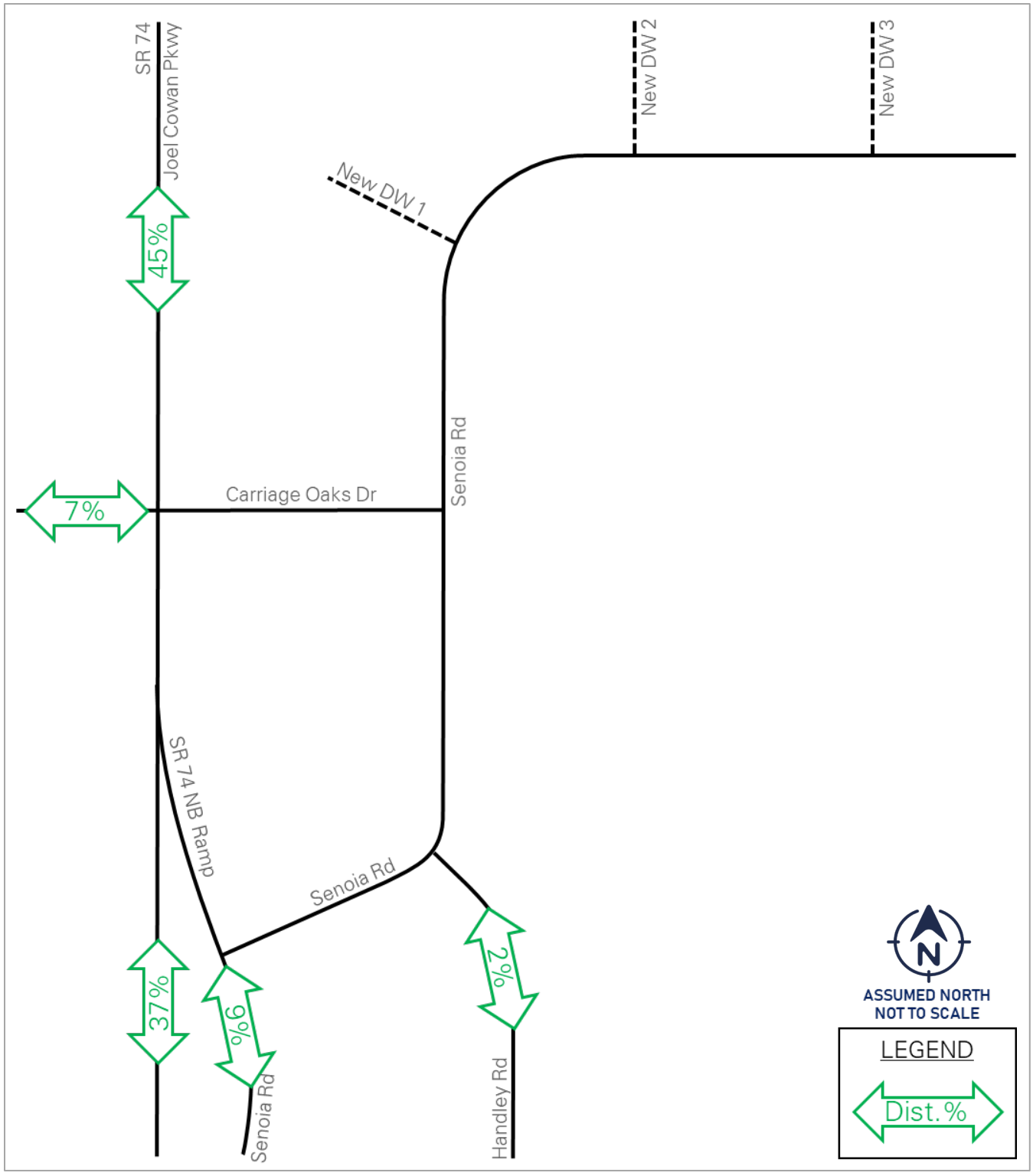
Table 1: Trip Generation Summary

Land Use Code	Land Use	Size	Daily			AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
110	Building 1 General Light Industrial	30 ksf	75	74	149	18	3	21	2	17	19
110	Building 2 General Light Industrial	30 ksf	75	74	149	18	3	21	2	17	19
110	Building 3 General Light Industrial	30 ksf	75	74	149	18	3	21	2	17	19
		Total	**225**	**222**	**447**	**54**	**9**	**63**	**6**	**51**	**57**

Trip Distribution

The distribution by which to assign new development traffic to the surrounding roadways was developed based on the distribution of traffic during the AM Peak Period, as this period is mostly home-to-work trips and many of the trips generated by the development will likely be trips to work and back. The distribution for generated new trips is shown on the following page in Figure 5.

Figure 5: New Trip Distribution



The resulting distribution of trips to the roadway network is summarized below in Table 2.

Table 2: New Trip Distribution to Roadway Network

Origin/Destination	Distribution %	Daily			AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
North on SR 74/Joel Cowan Pkwy	45	101	100	201	24	4	28	3	23	26
South on SR 74/Joel Cowan Pkwy	37	83	82	165	20	3	23	2	19	21
Southwest on Senoia Rd	9	20	20	40	5	1	6	1	5	6
South on Handley Rd	2	5	4	9	1	0	1	0	0	0
West on Carriage Oaks Dr	7	16	16	32	4	1	5	0	4	4
Total	100	225	222	447	54	9	63	6	51	57

Traffic Assignment

The new trips expected to be generated by the proposed development were assigned to the roadway based on the trip distribution shown in the previous section. The resulting traffic assignment is shown on the following page in Figure 6.

Total Projected Volumes

The total projected volumes expected to occur once the development is complete and fully operational were found by adding the generated trips from Figure 6 to the existing volumes in Figure 4. The resulting total volumes are shown in Figure 7 on page 10.

Figure 6: Traffic Assignment

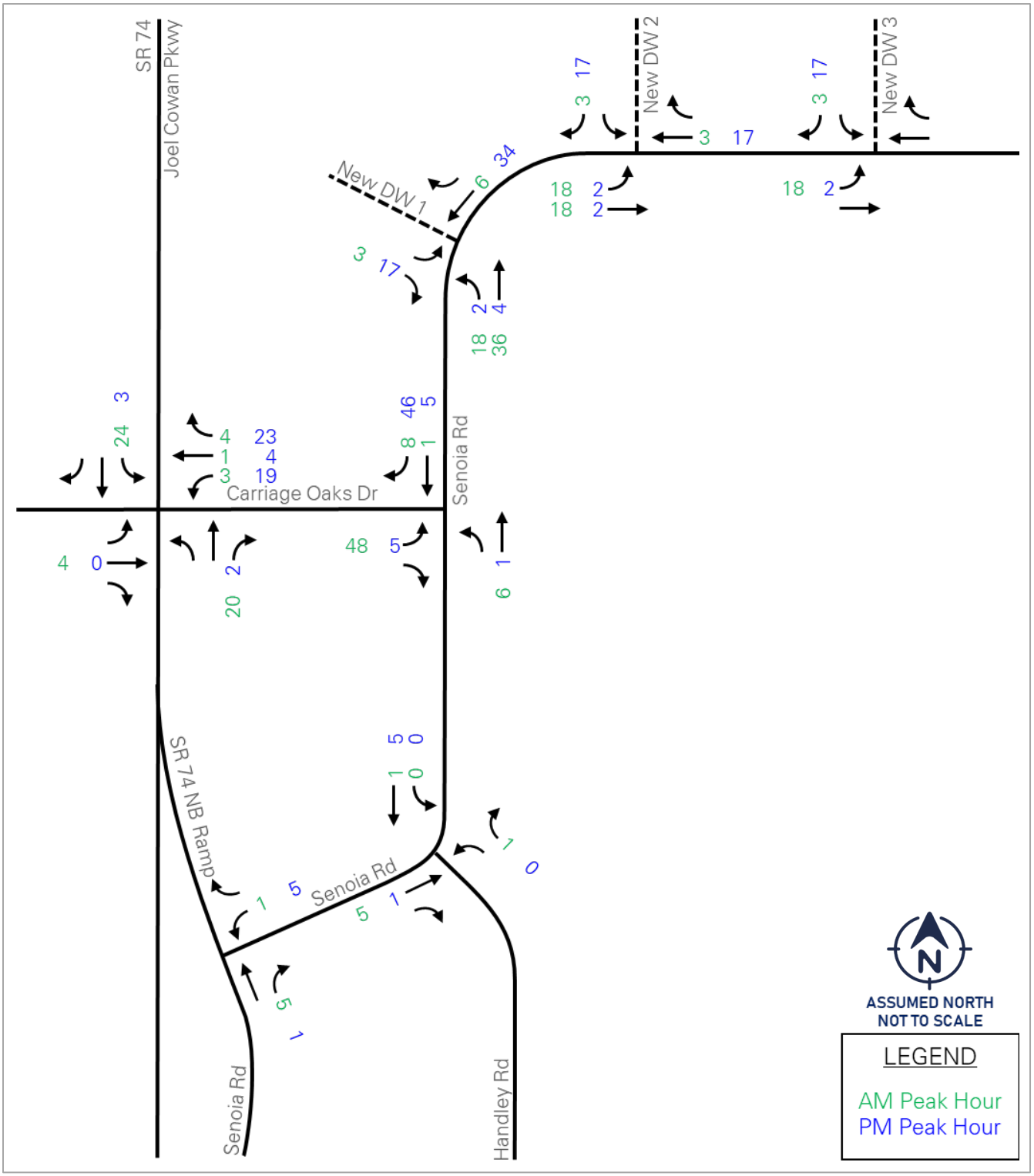
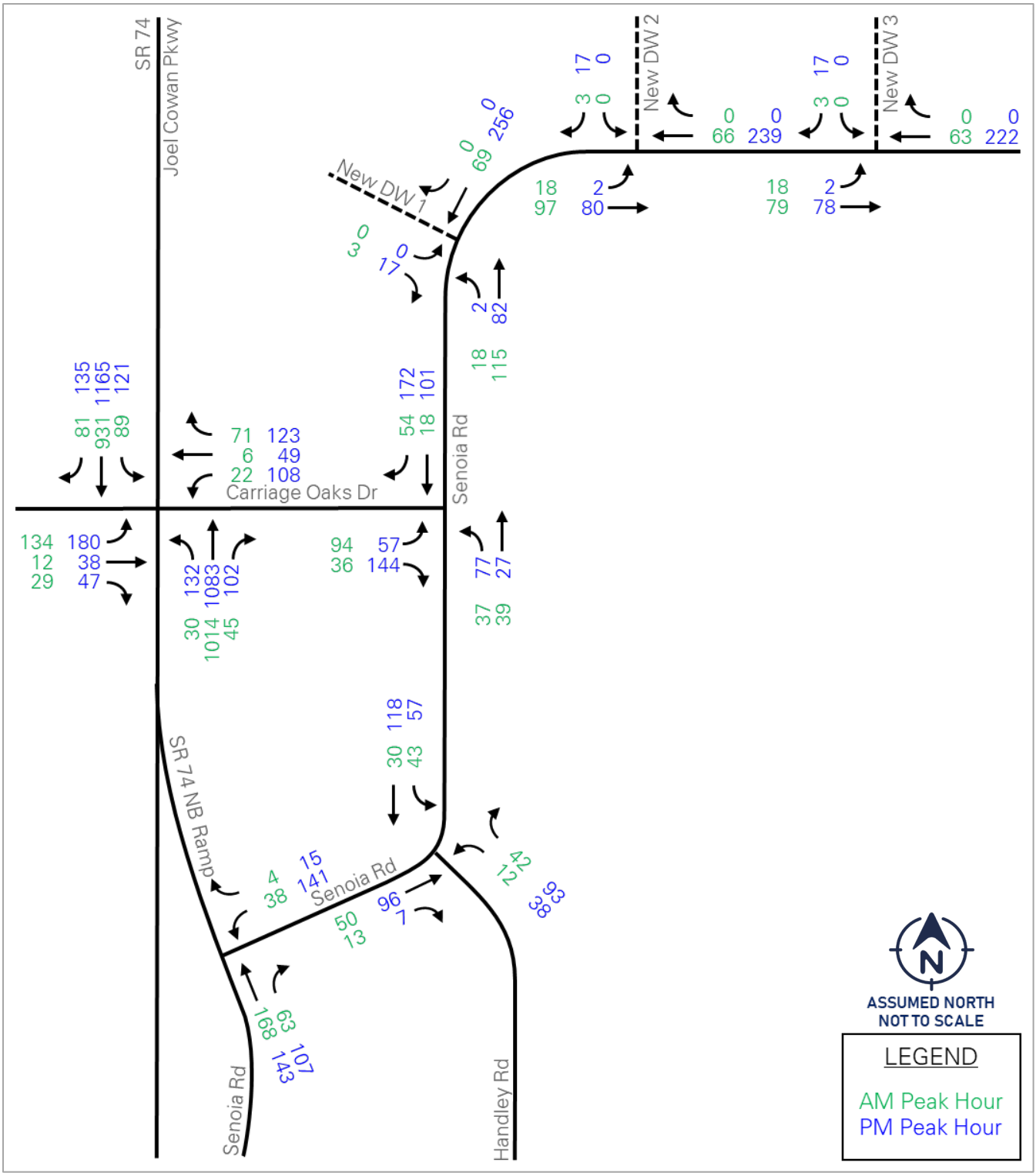


Figure 7: Total Projected Volumes



4 Capacity Analysis

Capacity analysis was conducted using *Synchro 10* software by Trafficware. The results of capacity analysis are reported in terms of Level of Service (LOS), which is a function of average delay per vehicle, in seconds. The Level of Service Scales according to the *Highway Capacity Manual* (HCM) are shown below in Table 3.

Table 3: HCM Level of Service Scales

LEVEL OF SERVICE	AVERAGE DELAY PER VEHICLE (SECONDS)	
	STOP CONTROL	SIGNAL CONTROL
A	≤10.0	≤10.0
B	10.1 to 15.0	10.1 to 20.0
C	15.1 to 25.0	20.1 to 35.0
D	25.1 to 35.0	35.1 to 55.0
E	35.1 to 50.0	55.1 to 80.0
F	>50.0	>80.0

Capacity analysis was conducted for the study intersections under existing and projected conditions. For projected conditions, the new driveway intersections were evaluated with a shared left/right lane exiting the development and no dedicated turn lanes on Senoia Road.

The results of capacity analysis are provided on the following page in Table 4. For signalized intersections, results are provided as an average of all movements at the intersection. For unsignalized intersections, results are provided per movement or group of movements that share a lane. Movements or groups of movements that do not stop or yield and which are not expected to experience delay are not shown in the table. Capacity analysis reports are provided in Appendix D for existing conditions and Appendix E for projected conditions.

Table 4: Capacity Analysis Results – Existing and Projected Conditions

	INTERSECTION	MOVEMENT	AM PEAK HOUR		PM PEAK HOUR	
			Existing	Projected	Existing	Projected
1	SR 74/Joel Cowan Pkwy & Carriage Oaks Dr	Average of All Movements	B (15.9)	B (15.8)	C (21.7)	C (23.5)
2	Carriage Oaks Dr & Senoia Rd	EB-L/R from Carriage Oaks Dr	A (9.5)	B (10.1)	B (11.6)	B (12.1)
		NB-L/T from Senoia Rd	A (7.4)	A (7.4)	A (7.9)	A (8.1)
3	Senoia Rd & SR 74 NB Ramp	WB-L/R from Senoia Rd	A (9.7)	A (9.7)	B (10.4)	B (10.5)
4	Senoia Rd & Handley Rd	WB-L/R from Handley Rd	A (9.2)	A (9.2)	B (10.8)	B (10.8)
		SB-L/T from Handley Rd	A (7.4)	A (7.4)	A (7.6)	A (7.6)
	Senoia Rd & New Driveway 1	EB-L/T from Senoia Rd	-	A (7.4)	-	A (7.8)
		SB-L/R out of Development	-	A (8.7)	-	A (9.9)
	Senoia Rd & New Driveway 2	EB-L/T from Senoia Rd	-	A (7.4)	-	A (7.8)
		SB-L/R out of Development	-	A (8.6)	-	A (9.8)
	Senoia Rd & New Driveway 3	EB-L/T from Senoia Rd	-	A (7.4)	-	A (7.7)
		SB-L/R out of Development	-	A (8.6)	-	A (9.7)

Capacity analysis results indicate that all levels of service are expected to remain the same under projected conditions as they are under existing conditions. For one movement at the intersection of Carriage Oaks Drive and Senoia Road, the LOS changes from 'A' under existing conditions to 'B' under projected conditions, however this is only an increase in delay of 0.6 seconds, which is a negligible change.

With no dedicated turn lanes on Senoia Road or exiting the development, all three new driveways are expected to operate at LOS 'A'.

Since no impacts on traffic operation are expected to result from the development, no traffic mitigations are recommended.

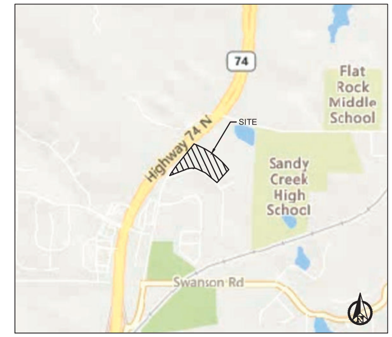
5 Summary

A summary of the evaluation of the traffic-related impact of the proposed Senoia Road Business Park is as follows:

- The new development is proposed to be constructed on the north side of Senoia Road in Tyrone, Georgia. The 90,000 square-foot facility is to include three 30,000-square-foot buildings and be accessed by three new driveways from Senoia Road.
- The development is expected to generate 447 new trips daily (225 entering, 222 exiting) with 63 occurring during the AM Peak Hour (54 entering, 9 exiting) and 57 occurring during the PM Peak Hour (6 entering, 51 exiting).
- The signalized intersection of SR 74/Joel Cowan Parkway and Carriage Oaks Drive currently operates at level of service (LOS) 'C' and is expected to continue to do so following the completion of the development.
- The unsignalized study intersections currently operate at level of service 'B' or better and are expected to continue to do so following the completion of the development.
- All three new driveways on Senoia Road are expected to operate at level of service 'A' following the completion of the development.
- No dedicated turn lanes at the new driveways are needed, on Senoia Road nor exiting the development, from a capacity analysis standpoint. Dedicated turn lanes at these locations are also not warranted based on GDOT volume thresholds for warranting dedicated turn lanes.
- No impact to traffic operation is expected as a result of the new development, therefore no traffic mitigations are recommended.

Appendices

Appendix A:
Site Concept



VICINITY MAP
N.T.S.

SITE PLAN NOTES:

1. DEVELOPER:
   ISLAND INVESTORS
   350 ALLISON DR. NE
   ATLANTA, GA 30342
   CONTACT: RANDY WRIGHT
   PHONE: 404-316-1101
2. ARCHITECT:
   JEFFERSON BROWNE GRESHAM ARCHITECTS, INC.
   150 HUDDLESTON ROAD
   PEACHTREE CITY, GA 30269
   CONTACT: JEFFERSON BROWN.
   PHONE: 770-632-9545
3. ENGINEER / SURVEYOR:
   INTEGRATED SCIENCE & ENGINEERING, INC.
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   9,000 SF OFFICE
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   - OFFICE (9,000 SF) @ 1 SPACE PER 250 SF = 36 SPACES

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13. STORMWATER MANAGEMENT NARRATIVE: STORMWATER MANAGEMENT TO BE PROVIDED BY PROPOSED STORMWATER MANAGEMENT FACILITIES ONSITE.

GEORGIA811 Utilities Protection Center, Inc.
Know what's below. Call before you dig.

INTEGRATED Science & Engineering
1039 Sullivan Road, Suite 200, Newnan, Georgia 30265
(p) 678.552.2106 | (f) 678.552.2107
COA No. PEF000625 | Exp. 06/30/2022

Rev.	Description	Date	Apr.
1.	ISSUED FOR REVIEW	---	---

Date: 11/01/21 | Drawn by: --- | Check by: ---
Project #: --- | Design by: --- | Review by: ----
SCALE: 1" = 40'

CONCEPTUAL SITE LAYOUT
FOR
SENOIA ROAD OFFICE/WAREHOUSE
LAND LOT---OF THE --- DISTRICT, CITY OF ------, -------COUNTY, GEORGIA

CEPT PLAN
LAYOUT #1

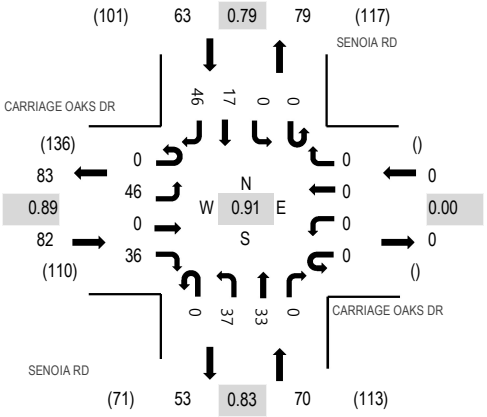
S NO.
0

Appendix B:
Traffic Data Reports

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

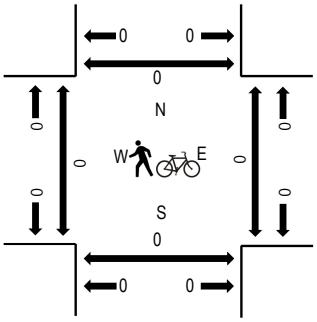
Location: #1 SENOIA RD & CARRIAGE OAKS DR AM
Date: Wednesday, December 8, 2021
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	CARRIAGE OAKS DR Eastbound				CARRIAGE OAKS DR Westbound				SENOIA RD Northbound				SENOIA RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	3	0	1	0	0	0	0	0	3	1	0	0	0	1	9	18	109	0	0	0	0
6:45 AM	0	4	0	4	0	0	0	0	0	5	4	0	0	0	1	7	25	138	0	0	0	0
7:00 AM	0	6	0	2	0	0	0	0	0	8	5	0	0	0	5	5	31	163	0	0	0	0
7:15 AM	0	6	0	2	0	0	0	0	0	8	9	0	0	0	2	8	35	191	0	0	0	0
7:30 AM	0	13	0	6	0	0	0	0	0	7	7	0	0	0	5	9	47	215	0	0	0	0
7:45 AM	0	13	0	10	0	0	0	0	0	9	6	0	0	0	3	9	50		0	0	0	0
8:00 AM	0	11	0	10	0	0	0	0	0	9	12	0	0	0	5	12	59		0	0	0	0
8:15 AM	0	9	0	10	0	0	0	0	0	12	8	0	0	0	4	16	59		0	0	0	0

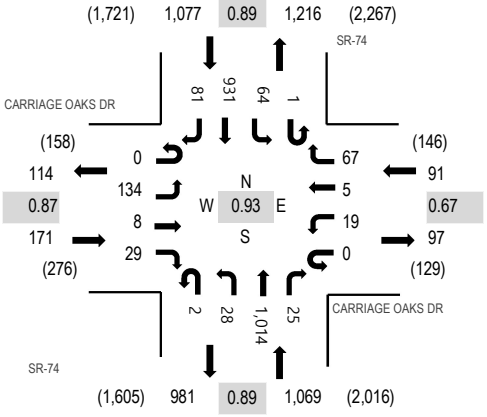
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	46	0	36	0	0	0	0	0	36	32	0	0	0	16	45	211
Mediums	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	4
Total	0	46	0	36	0	0	0	0	0	37	33	0	0	0	17	46	215

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

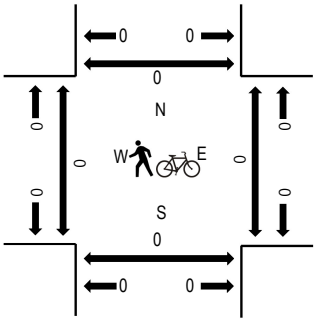
Location: #2 SR-74 & CARRIAGE OAKS DR AM
Date: Wednesday, December 8, 2021
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	CARRIAGE OAKS DR Eastbound				CARRIAGE OAKS DR Westbound				SR-74 Northbound				SR-74 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	8	1	7	0	1	0	11	0	3	219	1	0	2	117	0	370	1,751	0	0	0	0
6:45 AM	0	15	2	7	0	1	0	11	0	6	216	0	0	5	134	6	403	1,961	0	0	0	0
7:00 AM	0	28	0	4	0	5	0	8	1	3	227	4	0	8	162	12	462	2,206	0	0	0	0
7:15 AM	0	30	0	3	0	2	1	15	1	4	262	0	1	9	179	9	516	2,310	0	0	0	0
7:30 AM	0	37	2	6	0	1	1	13	0	6	286	7	0	14	186	21	580	2,408	0	0	0	0
7:45 AM	0	33	3	13	0	3	0	16	1	11	295	4	1	15	242	11	648		0	0	0	0
8:00 AM	0	27	1	4	0	7	3	13	0	7	211	7	0	19	244	23	566		0	0	0	0
8:15 AM	0	37	2	6	0	8	1	25	1	4	222	7	0	16	259	26	614		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	23	0	0	0	22	0	46
Lights	0	132	8	27	0	19	5	65	2	27	975	25	1	64	885	80	2,315
Mediums	0	2	0	1	0	0	0	2	0	1	16	0	0	0	24	1	47
Total	0	134	8	29	0	19	5	67	2	28	1,014	25	1	64	931	81	2,408

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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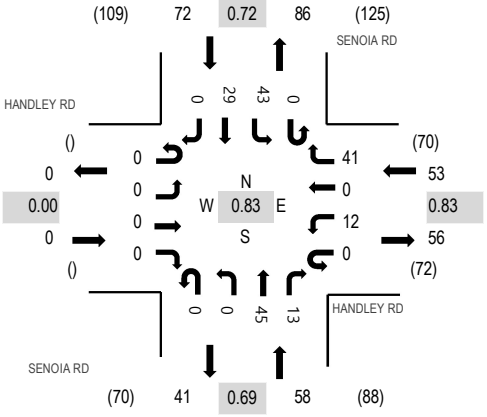
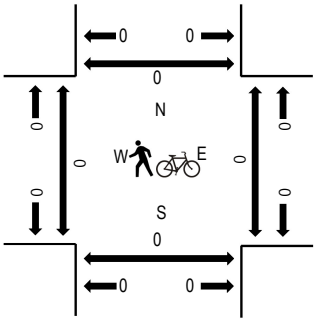
Location: #3 SENOIA RD & HANDLEY RD AM
Date: Wednesday, December 8, 2021
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	HANDLEY RD Eastbound				HANDLEY RD Westbound				SENOIA RD Northbound				SENOIA RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	0	0	0	0	0	0	1	0	0	4	0	0	1	4	0	10	84	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	4	0	0	11	0	0	3	4	0	22	114	0	0	0	0
7:00 AM	0	0	0	0	0	4	0	1	0	0	4	0	0	4	9	0	22	138	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	6	0	0	8	3	0	5	7	0	30	158	0	0	0	0
7:30 AM	0	0	0	0	0	7	0	5	0	0	9	4	0	8	7	0	40	183	0	0	0	0
7:45 AM	0	0	0	0	0	2	0	12	0	0	7	3	0	12	10	0	46		0	0	0	0
8:00 AM	0	0	0	0	0	1	0	10	0	0	16	5	0	6	4	0	42		0	0	0	0
8:15 AM	0	0	0	0	0	2	0	14	0	0	13	1	0	17	8	0	55		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	12	0	40	0	0	45	13	0	43	29	0	182
Mediums	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	12	0	41	0	0	45	13	0	43	29	0	183

ALL TRAFFIC DATA SERVICES
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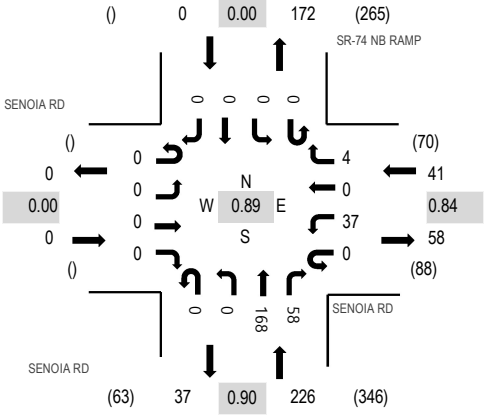
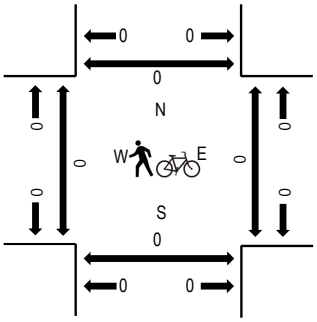
Location: #4 SENOIA RD & SENOIA RD AM
Date: Wednesday, December 8, 2021
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	SENOIA RD Eastbound				SENOIA RD Westbound				SENOIA RD Northbound				SR-74 NB RAMP Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	0	0	0	0	4	0	0	0	0	18	4	0	0	0	0	26	149	0	0	0	0
6:45 AM	0	0	0	0	0	4	0	0	0	0	22	11	0	0	0	0	37	192	0	0	0	0
7:00 AM	0	0	0	0	0	9	0	3	0	0	22	4	0	0	0	0	38	230	0	0	0	0
7:15 AM	0	0	0	0	0	9	0	0	0	0	28	11	0	0	0	0	48	249	0	0	0	0
7:30 AM	0	0	0	0	0	11	0	3	0	0	42	13	0	0	0	0	69	267	0	0	0	0
7:45 AM	0	0	0	0	0	12	0	0	0	0	53	10	0	0	0	0	75		0	0	0	0
8:00 AM	0	0	0	0	0	5	0	0	0	0	31	21	0	0	0	0	57		0	0	0	0
8:15 AM	0	0	0	0	0	9	0	1	0	0	42	14	0	0	0	0	66		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	0	0	0	0	37	0	4	0	0	162	58	0	0	0	0	261
Mediums	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5
Total	0	0	0	0	0	37	0	4	0	0	168	58	0	0	0	0	267

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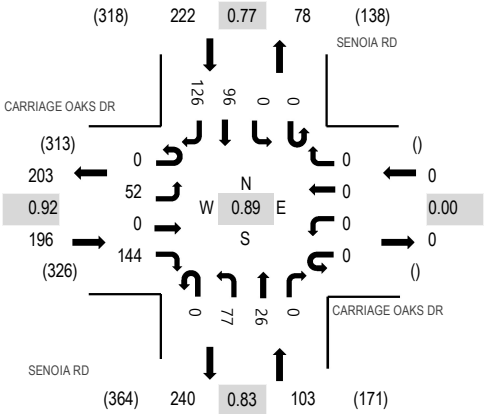
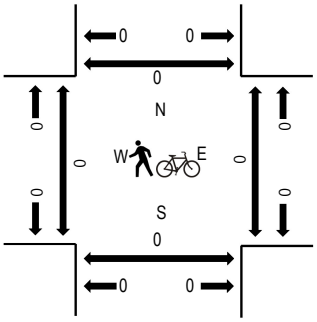
Location: #1 SENOIA RD & CARRIAGE OAKS DR PM
Date: Wednesday, December 8, 2021
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	CARRIAGE OAKS DR Eastbound				CARRIAGE OAKS DR Westbound				SENOIA RD Northbound				SENOIA RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:30 PM	0	13	0	19	0	0	0	0	0	12	2	0	0	0	6	9	61	467	0	0	0	0
4:45 PM	0	14	0	39	0	0	0	0	0	22	6	0	0	0	11	37	129	521	0	0	0	0
5:00 PM	0	13	0	30	0	0	0	0	0	24	7	0	0	0	35	37	146	495	0	0	0	0
5:15 PM	0	13	0	37	0	0	0	0	0	14	7	0	0	0	28	32	131	417	0	0	0	0
5:30 PM	0	12	0	38	0	0	0	0	0	17	6	0	0	0	22	20	115	348	0	0	0	0
5:45 PM	0	15	0	30	0	0	0	0	0	22	2	0	0	0	14	20	103		0	0	4	0
6:00 PM	1	9	0	19	0	0	0	0	0	7	3	0	0	0	16	13	68		0	0	0	0
6:15 PM	0	12	0	12	0	0	0	0	0	16	4	0	0	0	8	10	62		0	0	0	0

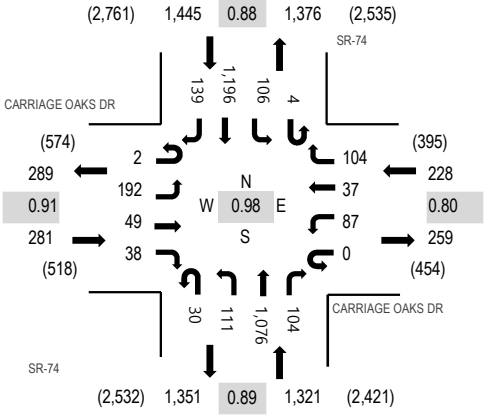
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	52	0	144	0	0	0	0	0	77	26	0	0	0	96	126	521
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	52	0	144	0	0	0	0	0	77	26	0	0	0	96	126	521

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

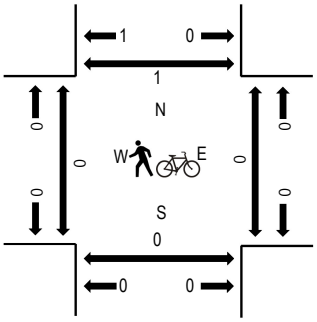
Location: #2 SR-74 & CARRIAGE OAKS DR PM
Date: Wednesday, December 8, 2021
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	CARRIAGE OAKS DR Eastbound				CARRIAGE OAKS DR Westbound				SR-74 Northbound				SR-74 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:30 PM	0	38	7	15	0	8	7	23	7	23	229	13	0	26	271	37	704	3,108	0	0	0	0
4:45 PM	0	31	3	15	0	21	14	23	5	35	259	25	1	36	273	38	779	3,242	0	0	0	0
5:00 PM	0	54	13	10	0	32	17	24	8	25	260	19	0	23	323	28	836	3,275	0	0	0	0
5:15 PM	0	44	15	15	0	17	10	32	3	20	324	24	1	28	220	36	789	3,140	0	0	0	0
5:30 PM	1	50	7	7	0	19	4	21	14	32	240	32	1	28	349	33	838	2,987	0	0	0	0
5:45 PM	1	44	14	6	0	19	6	27	5	34	252	29	2	27	304	42	812		0	0	0	1
6:00 PM	0	40	9	6	0	11	3	20	1	22	224	13	0	27	276	49	701		0	0	0	0
6:15 PM	0	44	10	19	0	14	5	18	2	25	209	8	0	18	237	27	636		0	0	0	0

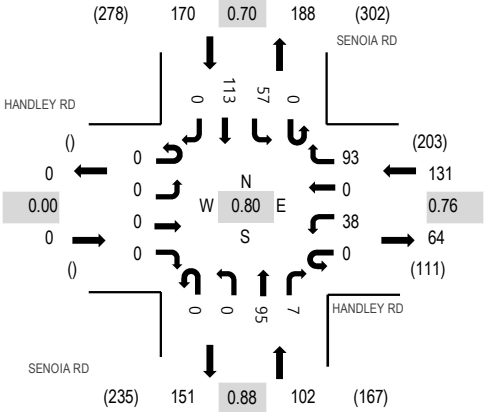
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	17	1	0	0	12	0	30
Lights	2	192	49	38	0	87	37	104	30	111	1,056	103	4	106	1,179	139	3,237
Mediums	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	8
Total	2	192	49	38	0	87	37	104	30	111	1,076	104	4	106	1,196	139	3,275

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

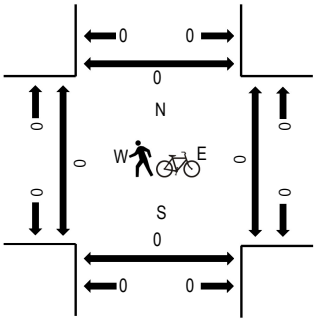
Location: #3 SENOIA RD & HANDLEY RD PM
Date: Wednesday, December 8, 2021
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	HANDLEY RD Eastbound				HANDLEY RD Westbound				SENOIA RD Northbound				SENOIA RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:30 PM	0	0	0	0	0	9	0	17	0	0	12	1	0	16	15	0	70	392	0	0	0	0
4:45 PM	0	0	0	0	0	11	0	33	0	0	27	1	0	11	27	0	110	403	0	0	0	0
5:00 PM	0	0	0	0	0	11	0	29	0	0	24	1	0	20	41	0	126	364	0	0	0	0
5:15 PM	0	0	0	0	0	12	0	12	0	0	20	0	0	13	29	0	86	287	0	0	0	0
5:30 PM	0	0	0	0	0	4	0	19	0	0	24	5	0	13	16	0	81	256	0	0	0	0
5:45 PM	0	0	0	0	0	3	0	17	0	0	19	3	0	12	17	0	71		0	0	0	0
6:00 PM	0	0	0	0	0	2	0	12	0	0	9	0	0	6	20	0	49		0	0	0	0
6:15 PM	0	0	0	0	0	3	0	9	0	0	19	2	0	7	15	0	55		0	0	0	0

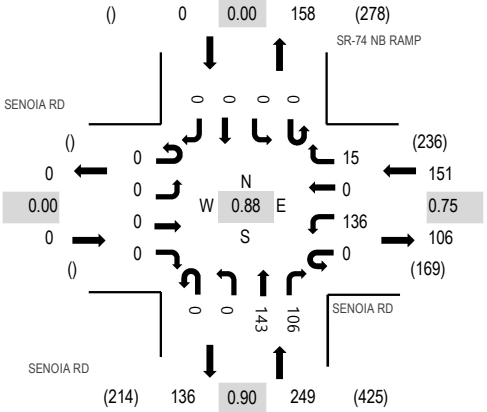
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	38	0	93	0	0	95	7	0	57	113	0	403
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	38	0	93	0	0	95	7	0	57	113	0	403

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

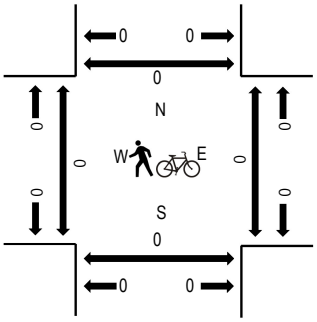
Location: #4 SENOIA RD & SENOIA RD PM
Date: Wednesday, December 8, 2021
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	SENOIA RD Eastbound				SENOIA RD Westbound				SENOIA RD Northbound				SR-74 NB RAMP Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:30 PM	0	0	0	0	0	21	0	3	0	0	27	13	0	0	0	0	64	379	0	0	0	0
4:45 PM	0	0	0	0	0	31	0	7	0	0	39	30	0	0	0	0	107	400	0	0	0	0
5:00 PM	0	0	0	0	0	48	0	4	0	0	36	25	0	0	0	0	113	375	0	0	0	0
5:15 PM	0	0	0	0	0	37	0	4	0	0	33	21	0	0	0	0	95	321	0	0	0	0
5:30 PM	0	0	0	0	0	20	0	0	0	0	35	30	0	0	0	0	85	282	0	0	0	0
5:45 PM	0	0	0	0	0	18	0	2	0	0	42	20	0	0	0	0	82		0	0	0	0
6:00 PM	0	0	0	0	0	20	0	2	0	0	28	9	0	0	0	0	59		0	0	0	0
6:15 PM	0	0	0	0	0	19	0	0	0	0	16	21	0	0	0	0	56		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	136	0	15	0	0	141	106	0	0	0	0	398
Mediums	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	136	0	15	0	0	143	106	0	0	0	0	400

Appendix C:
Trip Generation Report

Trip Generation Summary

Alternative: Alternative 1
Phase:
Project: New Project

Open Date: 12/28/2021
Analysis Date: 12/28/2021

ITE	Land Use		Weekday Average Daily Trips *	Enter	Exit	Total	Weekday AM Peak Hour of Adjacent Street Traffic *	Enter	Exit	Total	Weekday PM Peak Hour of Adjacent Street Traffic *	Enter	Exit	Total
110	Business Park Building 3			75	74	149		18	3	21		2	17	19
	30	1000 Sq. Ft. GFA												
110	Business Park Building 2			75	74	149		18	3	21		2	17	19
	30	1000 Sq. Ft. GFA												
110	Business Park Building 1			75	74	149		18	3	21		2	17	19
	30	1000 Sq. Ft. GFA												
Unadjusted Volume				225	222	447		54	9	63		6	51	57
Internal Capture Trips				0	0	0		0	0	0		0	0	0
Pass-By Trips				0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets				225	222	447		54	9	63		6	51	57

Total Weekday Average Daily Trips Internal Capture = 0 Percent
Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent
Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition
TRIP GENERATION 10, TRAFFICWARE, LLC

Appendix D:

Capacity Analysis Reports – Existing Conditions

Lanes, Volumes, Timings
1: SR 74 (Joel Cowan Pkwy) & Carriage Oaks Dr

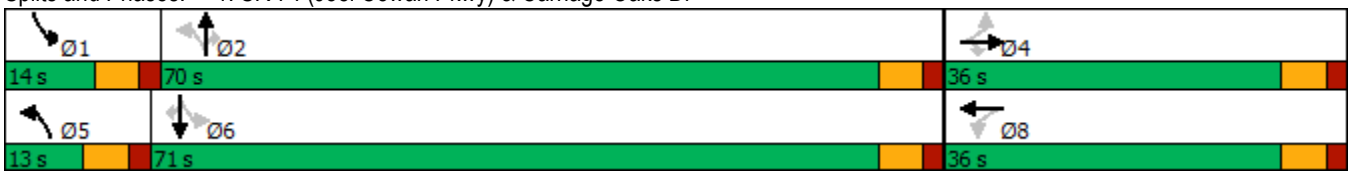
Existing C
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	134	8	29	19	5	67	30	1014	25	65	931	81
Future Volume (vph)	134	8	29	19	5	67	30	1014	25	65	931	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	60		0	240		315	285		185
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	50			25			75			75		
Satd. Flow (prot)	1770	1900	1509	1805	1589	0	1736	3471	1615	1805	3438	1599
Flt Permitted	0.707			0.752			0.243			0.151		
Satd. Flow (perm)	1317	1900	1509	1429	1589	0	444	3471	1615	287	3438	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			82		72				82			87
Link Speed (mph)		35			35			55			55	
Link Distance (ft)		621			1631			525			529	
Travel Time (s)		12.1			31.8			6.5			6.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	7%	0%	0%	3%	4%	4%	0%	0%	5%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	144	9	31	20	77	0	32	1090	27	70	1001	87
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		6
Total Split (s)	36.0	36.0	36.0	36.0	36.0		13.0	70.0	70.0	14.0	71.0	71.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Act Effct Green (s)	12.9	12.9	12.9	12.9	12.9		32.4	27.5	27.5	35.7	33.2	33.2
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.21		0.52	0.44	0.44	0.57	0.53	0.53
v/c Ratio	0.53	0.02	0.08	0.07	0.20		0.09	0.72	0.04	0.21	0.55	0.10
Control Delay	32.3	22.9	0.4	23.4	8.9		6.7	19.2	0.1	7.6	13.2	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.3	22.9	0.4	23.4	8.9		6.7	19.2	0.1	7.6	13.2	3.6
LOS	C	C	A	C	A		A	B	A	A	B	A
Approach Delay		26.5			11.9			18.4			12.2	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	48	3	0	6	2		4	180	0	9	95	0
Queue Length 95th (ft)	121	15	0	25	35		16	304	0	28	265	23
Internal Link Dist (ft)		541			1551			445			449	
Turn Bay Length (ft)	130			60			240		315	285		185
Base Capacity (vph)	654	944	791	710	826		382	3312	1545	365	3240	1512
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.22	0.01	0.04	0.03	0.09		0.08	0.33	0.02	0.19	0.31	0.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 62.8			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 15.9		Intersection LOS: B	
Intersection Capacity Utilization 61.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: SR 74 (Joel Cowan Pkwy) & Carriage Oaks Dr



Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	36	37	33	17	46
Future Vol, veh/h	46	36	37	33	17	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	3	3	6	2
Mvmt Flow	51	40	41	36	19	51

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	163	45	70	0	-	0
Stage 1	45	-	-	-	-	-
Stage 2	118	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.13	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.227	-	-	-
Pot Cap-1 Maneuver	832	1031	1524	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	912	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	810	1031	1524	-	-	-
Mov Cap-2 Maneuver	810	-	-	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	912	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	3.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1524	-	894	-	-
HCM Lane V/C Ratio	0.027	-	0.101	-	-
HCM Control Delay (s)	7.4	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	4	168	58	0	0
Future Vol, veh/h	37	4	168	58	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	225	-	-
Veh in Median Storage, #	0	-	0	-	-	16979
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	4	0	0	0
Mvmt Flow	42	4	189	65	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	189	189	0	0
Stage 1	189	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.4	6.2	-	-
Critical Hdwy Stg 1	5.4	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-
Pot Cap-1 Maneuver	805	858	-	-
Stage 1	848	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	805	858	-	-
Mov Cap-2 Maneuver	805	-	-	-
Stage 1	848	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.7	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	810
HCM Lane V/C Ratio	-	-	0.057
HCM Control Delay (s)	-	-	9.7
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.2

Intersection	
Int Delay, s/veh	4.4

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	45	13	43	29	12	41
Future Vol, veh/h	45	13	43	29	12	41
Conflicting Peds, #/hr	0	0	0	0	41	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	2
Mvmt Flow	54	16	52	35	14	49

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	70	0	242	62
Stage 1	-	-	-	-	62	-
Stage 2	-	-	-	-	180	-
Critical Hdwy	-	-	4.1	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.318
Pot Cap-1 Maneuver	-	-	1544	-	751	1003
Stage 1	-	-	-	-	966	-
Stage 2	-	-	-	-	856	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1544	-	697	1003
Mov Cap-2 Maneuver	-	-	-	-	697	-
Stage 1	-	-	-	-	966	-
Stage 2	-	-	-	-	794	-

Approach	NB	SB	NW
HCM Control Delay, s	0	4.4	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBT	NBR	NWLn1	SBL	SBT
Capacity (veh/h)	-	-	912	1544	-
HCM Lane V/C Ratio	-	-	0.07	0.034	-
HCM Control Delay (s)	-	-	9.2	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Lanes, Volumes, Timings
1: SR 74 (Joel Cowan Pkwy) & Carriage Oaks Dr

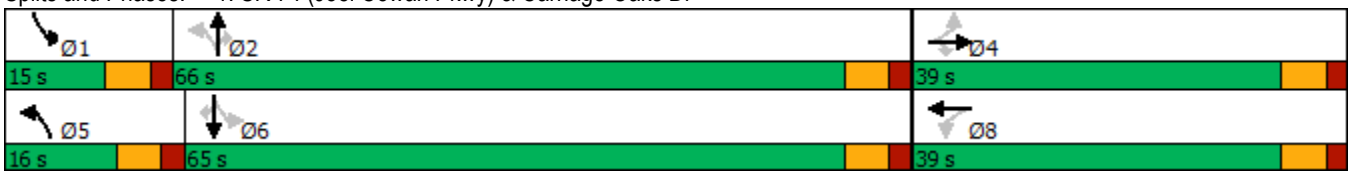
Existing C
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	38	47	89	45	100	132	1083	100	118	1165	135
Future Volume (vph)	180	38	47	89	45	100	132	1083	100	118	1165	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	60		0	240		315	285		185
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	50			25			75			75		
Satd. Flow (prot)	1805	1900	1615	1805	1704	0	1805	3539	1599	1805	3574	1615
Flt Permitted	0.663			0.732			0.113			0.169		
Satd. Flow (perm)	1260	1900	1615	1391	1704	0	215	3539	1599	321	3574	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			82		92				102			109
Link Speed (mph)		35			35			55			55	
Link Distance (ft)		621			1631			525			529	
Travel Time (s)		12.1			31.8			6.5			6.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	1%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	39	48	91	148	0	135	1105	102	120	1189	138
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		6
Total Split (s)	39.0	39.0	39.0	39.0	39.0		16.0	66.0	66.0	15.0	65.0	65.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Act Effct Green (s)	18.0	18.0	18.0	18.0	18.0		42.5	35.5	35.5	38.9	31.0	31.0
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.23		0.55	0.46	0.46	0.51	0.40	0.40
v/c Ratio	0.63	0.09	0.11	0.28	0.32		0.44	0.68	0.13	0.38	0.83	0.19
Control Delay	38.9	26.2	2.6	29.1	13.9		14.5	20.5	3.8	11.5	26.5	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.9	26.2	2.6	29.1	13.9		14.5	20.5	3.8	11.5	26.5	5.9
LOS	D	C	A	C	B		B	C	A	B	C	A
Approach Delay		30.6			19.7			18.7			23.3	
Approach LOS		C			B			B			C	
Queue Length 50th (ft)	76	14	0	35	21		24	218	0	21	250	8
Queue Length 95th (ft)	179	46	10	91	79		74	372	28	57	418	45
Internal Link Dist (ft)		541			1551			445			449	
Turn Bay Length (ft)	130			60			240		315	285		185
Base Capacity (vph)	572	863	778	632	824		339	2823	1296	352	2815	1295
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.32	0.05	0.06	0.14	0.18		0.40	0.39	0.08	0.34	0.42	0.11

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 77			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 21.7		Intersection LOS: C	
Intersection Capacity Utilization 78.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: SR 74 (Joel Cowan Pkwy) & Carriage Oaks Dr



Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	144	77	26	96	126
Future Vol, veh/h	52	144	77	26	96	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	58	162	87	29	108	142

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	382	179	250	0	-	0
Stage 1	179	-	-	-	-	-
Stage 2	203	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	624	869	1327	-	-	-
Stage 1	857	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	582	869	1327	-	-	-
Mov Cap-2 Maneuver	582	-	-	-	-	-
Stage 1	800	-	-	-	-	-
Stage 2	836	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	5.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1327	-	768	-	-
HCM Lane V/C Ratio	0.065	-	0.287	-	-
HCM Control Delay (s)	7.9	0	11.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.2	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	136	15	143	106	0	0
Future Vol, veh/h	136	15	143	106	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	225	-	-
Veh in Median Storage, #	0	-	0	-	-	16979
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	155	17	163	120	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	163	163	0	0
Stage 1	163	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.4	6.2	-	-
Critical Hdwy Stg 1	5.4	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-
Pot Cap-1 Maneuver	832	887	-	-
Stage 1	871	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	832	887	-	-
Mov Cap-2 Maneuver	832	-	-	-
Stage 1	871	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	10.4	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	837
HCM Lane V/C Ratio	-	-	0.205
HCM Control Delay (s)	-	-	10.4
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.8

Intersection	
Int Delay, s/veh	4.6

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	95	7	57	113	38	93
Future Vol, veh/h	95	7	57	113	38	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	119	9	71	141	48	116

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	128	0	407	124
Stage 1	-	-	-	-	124	-
Stage 2	-	-	-	-	283	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1470	-	604	932
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	770	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1470	-	573	932
Mov Cap-2 Maneuver	-	-	-	-	573	-
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	730	-

Approach	NB	SB	NW
HCM Control Delay, s	0	2.5	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBT	NBR	NWLn1	SBL	SBT
Capacity (veh/h)	-	-	789	1470	-
HCM Lane V/C Ratio	-	-	0.208	0.048	-
HCM Control Delay (s)	-	-	10.8	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.2	-

Appendix E:

Capacity Analysis Reports – Projected Conditions

Lanes, Volumes, Timings
1: SR 74 (Joel Cowan Pkwy) & Carriage Oaks Dr

Projected C
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	134	12	29	22	6	71	30	1014	45	89	931	81
Future Volume (vph)	134	12	29	22	6	71	30	1014	45	89	931	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	60		0	240		315	285		185
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	50			25			75			75		
Satd. Flow (prot)	1770	1900	1509	1805	1592	0	1736	3471	1615	1805	3438	1599
Flt Permitted	0.704			0.749			0.248			0.151		
Satd. Flow (perm)	1311	1900	1509	1423	1592	0	453	3471	1615	287	3438	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			82		76				82			87
Link Speed (mph)		35			35			55			55	
Link Distance (ft)		621			1631			525			529	
Travel Time (s)		12.1			31.8			6.5			6.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	7%	0%	0%	3%	4%	4%	0%	0%	5%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	144	13	31	24	82	0	32	1090	48	96	1001	87
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		6
Total Split (s)	35.0	35.0	35.0	35.0	35.0		13.0	70.0	70.0	15.0	72.0	72.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Act Effct Green (s)	13.1	13.1	13.1	13.1	13.1		33.7	28.8	28.8	37.8	35.0	35.0
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.20		0.52	0.44	0.44	0.58	0.54	0.54
v/c Ratio	0.55	0.03	0.08	0.08	0.21		0.09	0.71	0.06	0.28	0.54	0.10
Control Delay	33.6	23.8	0.4	24.4	9.2		6.7	19.2	1.4	8.1	12.9	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.6	23.8	0.4	24.4	9.2		6.7	19.2	1.4	8.1	12.9	3.5
LOS	C	C	A	C	A		A	B	A	A	B	A
Approach Delay		27.5			12.7			18.1			11.9	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	50	4	0	8	2		4	185	0	13	97	0
Queue Length 95th (ft)	125	20	0	30	37		16	313	8	37	266	23
Internal Link Dist (ft)		541			1551			445			449	
Turn Bay Length (ft)	130			60			240		315	285		185
Base Capacity (vph)	610	884	746	662	781		383	3221	1504	387	3226	1506
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0

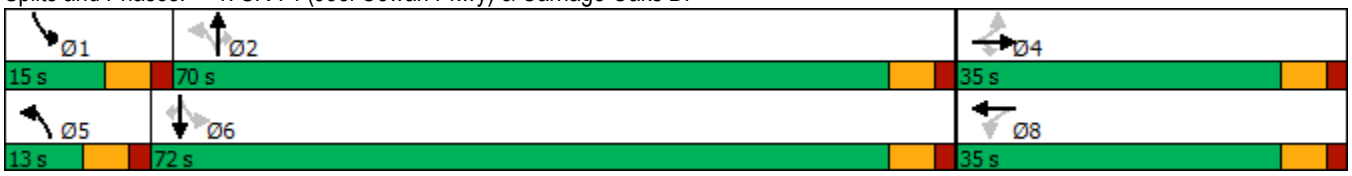
Lanes, Volumes, Timings
1: SR 74 (Joel Cowan Pkwy) & Carriage Oaks Dr

Projected C
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.24	0.01	0.04	0.04	0.10		0.08	0.34	0.03	0.25	0.31	0.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 64.8			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 15.8		Intersection LOS: B	
Intersection Capacity Utilization 62.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: SR 74 (Joel Cowan Pkwy) & Carriage Oaks Dr



Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	94	36	37	39	18	54
Future Vol, veh/h	94	36	37	39	18	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	3	3	6	2
Mvmt Flow	103	40	41	43	20	59

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	175	50	79	0	-	0
Stage 1	50	-	-	-	-	-
Stage 2	125	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.13	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.227	-	-	-
Pot Cap-1 Maneuver	819	1024	1513	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	906	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	796	1024	1513	-	-	-
Mov Cap-2 Maneuver	796	-	-	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	906	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	3.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1513	-	848	-	-
HCM Lane V/C Ratio	0.027	-	0.168	-	-
HCM Control Delay (s)	7.4	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	38	4	168	63	0	0
Future Vol, veh/h	38	4	168	63	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	225	-	-
Veh in Median Storage, #	0	-	0	-	-	16979
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	4	0	0	0
Mvmt Flow	43	4	189	71	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	189	189	0	0
Stage 1	189	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.4	6.2	-	-
Critical Hdwy Stg 1	5.4	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-
Pot Cap-1 Maneuver	805	858	-	-
Stage 1	848	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	805	858	-	-
Mov Cap-2 Maneuver	805	-	-	-
Stage 1	848	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.7	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	810
HCM Lane V/C Ratio	-	-	0.058
HCM Control Delay (s)	-	-	9.7
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.2

Intersection	
Int Delay, s/veh	4.3

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	50	13	43	30	12	42
Future Vol, veh/h	50	13	43	30	12	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	2
Mvmt Flow	60	16	52	36	14	51

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	76	0	208	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	140	-
Critical Hdwy	-	-	4.1	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.318
Pot Cap-1 Maneuver	-	-	1536	-	785	995
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	892	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1536	-	758	995
Mov Cap-2 Maneuver	-	-	-	-	758	-
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	861	-

Approach	NB	SB	NW
HCM Control Delay, s	0	4.4	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBT	NBR	NWLn1	SBL	SBT
Capacity (veh/h)	-	-	930	1536	-
HCM Lane V/C Ratio	-	-	0.07	0.034	-
HCM Control Delay (s)	-	-	9.2	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	115	69	0	0	3
Future Vol, veh/h	18	115	69	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	3	6	0	2	2
Mvmt Flow	20	125	75	0	0	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	75	0	-	0	240	75
Stage 1	-	-	-	-	75	-
Stage 2	-	-	-	-	165	-
Critical Hdwy	4.1	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1537	-	-	-	748	986
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	864	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1537	-	-	-	738	986
Mov Cap-2 Maneuver	-	-	-	-	738	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	864	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1537	-	-	-	986
HCM Lane V/C Ratio	0.013	-	-	-	0.003
HCM Control Delay (s)	7.4	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	97	66	0	0	3
Future Vol, veh/h	18	97	66	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	3	6	0	2	2
Mvmt Flow	20	105	72	0	0	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	72	0	-	0	217	72
Stage 1	-	-	-	-	72	-
Stage 2	-	-	-	-	145	-
Critical Hdwy	4.1	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1541	-	-	-	771	990
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	882	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1541	-	-	-	760	990
Mov Cap-2 Maneuver	-	-	-	-	760	-
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	882	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1541	-	-	-	990
HCM Lane V/C Ratio	0.013	-	-	-	0.003
HCM Control Delay (s)	7.4	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	79	63	0	0	3
Future Vol, veh/h	18	79	63	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	3	6	0	2	2
Mvmt Flow	20	86	68	0	0	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	68	0	-	0	194	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	126	-
Critical Hdwy	4.1	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1546	-	-	-	795	995
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	900	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1546	-	-	-	784	995
Mov Cap-2 Maneuver	-	-	-	-	784	-
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	900	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1546	-	-	-	995
HCM Lane V/C Ratio	0.013	-	-	-	0.003
HCM Control Delay (s)	7.4	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings
1: SR 74 (Joel Cowan Pkwy) & Carriage Oaks Dr

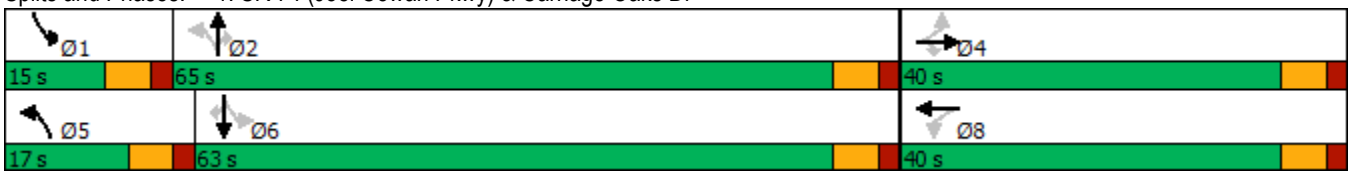
Projected C
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	38	47	108	49	123	132	1083	102	121	1165	135
Future Volume (vph)	180	38	47	108	49	123	132	1083	102	121	1165	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	60		0	240		315	285		185
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	50			25			75			75		
Satd. Flow (prot)	1805	1900	1615	1805	1697	0	1805	3539	1599	1805	3574	1615
Flt Permitted	0.633			0.732			0.122			0.139		
Satd. Flow (perm)	1203	1900	1615	1391	1697	0	232	3539	1599	264	3574	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			82		105				104			106
Link Speed (mph)		35			35			55			55	
Link Distance (ft)		621			1631			525			529	
Travel Time (s)		12.1			31.8			6.5			6.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	1%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	39	48	110	176	0	135	1105	104	123	1189	138
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		6
Total Split (s)	40.0	40.0	40.0	40.0	40.0		17.0	65.0	65.0	15.0	63.0	63.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Act Effct Green (s)	19.4	19.4	19.4	19.4	19.4		42.1	32.9	32.9	39.8	31.7	31.7
Actuated g/C Ratio	0.24	0.24	0.24	0.24	0.24		0.53	0.41	0.41	0.50	0.40	0.40
v/c Ratio	0.63	0.08	0.11	0.32	0.36		0.44	0.76	0.14	0.43	0.83	0.20
Control Delay	39.4	26.3	2.4	30.0	14.4		13.5	23.9	4.0	13.5	27.9	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.4	26.3	2.4	30.0	14.4		13.5	23.9	4.0	13.5	27.9	6.4
LOS	D	C	A	C	B		B	C	A	B	C	A
Approach Delay		31.0			20.4			21.3			24.6	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	78	14	0	43	27		25	227	0	23	259	9
Queue Length 95th (ft)	185	46	10	110	94		69	392	29	62	448	49
Internal Link Dist (ft)		541			1551			445			449	
Turn Bay Length (ft)	130			60			240		315	285		185
Base Capacity (vph)	549	867	782	635	832		362	2720	1253	323	2678	1236
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.34	0.04	0.06	0.17	0.21		0.37	0.41	0.08	0.38	0.44	0.11

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 79.6			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 23.5		Intersection LOS: C	
Intersection Capacity Utilization 79.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: SR 74 (Joel Cowan Pkwy) & Carriage Oaks Dr



Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	57	144	77	27	101	172
Future Vol, veh/h	57	144	77	27	101	172
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	64	162	87	30	113	193

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	414	210	306	0	-	0
Stage 1	210	-	-	-	-	-
Stage 2	204	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	599	835	1266	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	557	835	1266	-	-	-
Mov Cap-2 Maneuver	557	-	-	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	835	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.1	6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1266	-	731	-	-
HCM Lane V/C Ratio	0.068	-	0.309	-	-
HCM Control Delay (s)	8.1	0	12.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.3	-	-

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	141	15	143	107	0	0
Future Vol, veh/h	141	15	143	107	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	225	-	-
Veh in Median Storage, #	0	-	0	-	-	16979
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	160	17	163	122	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	163	163	0	0
Stage 1	163	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.4	6.2	-	-
Critical Hdwy Stg 1	5.4	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-
Pot Cap-1 Maneuver	832	887	-	-
Stage 1	871	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	832	887	-	-
Mov Cap-2 Maneuver	832	-	-	-
Stage 1	871	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	10.5	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	837
HCM Lane V/C Ratio	-	-	0.212
HCM Control Delay (s)	-	-	10.5
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.8

Intersection	
Int Delay, s/veh	4.5

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	96	7	57	118	38	93
Future Vol, veh/h	96	7	57	118	38	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	120	9	71	148	48	116

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	129	0	415	125
Stage 1	-	-	-	-	125	-
Stage 2	-	-	-	-	290	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1469	-	598	931
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	764	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1469	-	566	931
Mov Cap-2 Maneuver	-	-	-	-	566	-
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	724	-

Approach	NB	SB	NW
HCM Control Delay, s	0	2.5	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBT	NBR	NWLn1	SBL	SBT
Capacity (veh/h)	-	-	784	1469	-
HCM Lane V/C Ratio	-	-	0.209	0.049	-
HCM Control Delay (s)	-	-	10.8	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	82	256	0	0	17
Future Vol, veh/h	2	82	256	0	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	92	288	0	0	19

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	288	0	-	0	384	288
Stage 1	-	-	-	-	288	-
Stage 2	-	-	-	-	96	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1274	-	-	-	619	751
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	928	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1274	-	-	-	618	751
Mov Cap-2 Maneuver	-	-	-	-	618	-
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	928	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1274	-	-	-	751
HCM Lane V/C Ratio	0.002	-	-	-	0.025
HCM Control Delay (s)	7.8	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	80	239	0	0	17
Future Vol, veh/h	2	80	239	0	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	90	269	0	0	19

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	269	0	-	0	363	269
Stage 1	-	-	-	-	269	-
Stage 2	-	-	-	-	94	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1295	-	-	-	636	770
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	930	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1295	-	-	-	635	770
Mov Cap-2 Maneuver	-	-	-	-	635	-
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	930	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1295	-	-	-	770
HCM Lane V/C Ratio	0.002	-	-	-	0.025
HCM Control Delay (s)	7.8	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	78	222	0	0	17
Future Vol, veh/h	2	78	222	0	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	88	249	0	0	19

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	249	0	-	0	341	249
Stage 1	-	-	-	-	249	-
Stage 2	-	-	-	-	92	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1317	-	-	-	655	790
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	932	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1317	-	-	-	654	790
Mov Cap-2 Maneuver	-	-	-	-	654	-
Stage 1	-	-	-	-	790	-
Stage 2	-	-	-	-	932	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1317	-	-	-	790
HCM Lane V/C Ratio	0.002	-	-	-	0.024
HCM Control Delay (s)	7.7	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Rezoning Request Additional Information

Petitions to the Town of Tyrone Planning Commission and Town Council requesting a revision to the official Zoning Map must be filed by the property owner(s) or by the authorized agent of the property owner(s). Rezoning requests require a total of two (2) public hearings: one by the Planning Commission (4th Thursday of each month) and another public hearing by the Town Council (1st Thursday of the following month). Public Hearings are held at the Tyrone Town Hall Council Chambers at 7:00 p.m.

Application Fees

Fees	Acreage
0-5 Acres	$500.00
5-10 Acres	$1,000.00
10-20 Acres	$1,500.00
20-100 Acres	$2,000.00
Over 100 Acres	$2,500.00

Application filing fees may be refunded ONLY when an application request is withdrawn in writing by the applicant PRIOR to placement of the legal advertisement for said public hearing request (at least 15 days before the scheduled Planning Commission public hearing)

Quality Growth District Overlay

The Quality Growth Development District requirements are applicable of any structure or portion thereof within 870' feet off the right of way of SR 74. Every application for the construction of a new building or structure and alterations or additions to existing structures shall be accompanied by drawings signed by the engineer, architect, or appropriate professional which clearly shows the following:

- *Exterior elevations drawn to scale with color rendering.*
- *Proposed colors, materials, and textures for structures.*
- *Location of all exterior utility facilities including any roof units.*
- *Proposed sign and location including size, color, and material.*
- *Line of sight study from State Route 74*

The Quality Growth and Development District requirements can be found in the Town of Tyrone's Zoning Ordinance Under Section 7-2.

Links

Town Zoning Ordinance:
https://www.municode.com/library/ga/tyrone/codes/code_of_ordinances

Town of Tyrone Planning & Zoning:
http://tyrone.org/departments/planning-and-zoning/

Contact

Phillip Trocquet (Planning & Zoning Coordinator)

Phone: (770) 487-4038 Extension 108

Fax: (770) 487-4529

Email: ptrocquet@tyrone.org

Rezoning Request Application

Petition#:

Applicant & Property Owner Information

Applicant Name: Randall A. Wright Email: randy@islandinv.com

Applicant Address: 350 Allison Dr NE, Atlanta, GA 30342 Phone:(404) 316-1101

Company Name: Island Investors LLC

Property Owner Name: Powers Court Medical Park LLC, by TPB ASSET RECOVERY, LLC, Its Sole Member attn: Chris Elsevier Email: Chris.Elsevier@piedmont.bank

Property Owner Address: 5100 Peachtree Parkway, Peachtree Corners GA 30092 Phone:(770) 709-5206

Property Details

Property Address: 1400 Senoia Rd, Tyrone, GA, 30290 Lot#

Reason Requesting Rezoning:

To build a commercial business park in accordance with the Commercial Corridor designation of the Future Land Use Plan.

Current Zoning of Property: O-I Proposed Zoning of Property: C-2

Parcel #: 07-260-4010 (6.32 ac); 07-260-4009 (2.57 ac); 07-260-4013 (pad) Total Number of Acres to be Rezoned: 8.89

Present Use of Subject Property: Vacant

Proposed Use of Subject Property: Office/warehouse commercial business park

Land Use Plan Designation: Commercial Corridor

Name & Type of Access Road: Senoia Rd, two- lane county highway

Location of Nearest Water Line:

(This Area to be Completed by Staff)

○ Application Insufficient due to lack of:

○ Application & all required supporting documentation is sufficient and complete.

By Staff Date

Received from a check in the amount of $

Date of Planning Commission Hearing: Date of Town Council Hearing:

Property Owner Consent & Agent Authorization Form

(Application requires authorization by ALL property owners of a subject property)

Name(s) of All Property Owners of Record found on the latest recorded Warranty Deed for the subject property:

Powers Court Medical Park LLC, by TPB ASSET RECOVERY, LLC, Its Sole Member (Please Print Names)

Property Tax Identification Number(s) of Subject Property: 07-260-4010 (6.32 ac); 07-260-4009 (2.57 ac); 07-260-4013 (pad)

(I am) (We are) the sole owner(s) of the above-referenced property requested to be rezoned. Subject property is located in the Land Lot(s) see description of the _____ District, and (if applicable to more than one land district) Land Lot(s) _____ District, and said property consists of a total of acres (legal description corresponding to most recent recorded plat for the subject property is attached herewith).

(I) (We) hereby delegate authority to Randy Wright, Blake Barnett to act as (my) (our) Agent in this rezoning. As Agent, they have the authority to agree to any and all conditions of zoning, which may be imposed by the Board.

(I) (We) certify that all of the information filed with this application including written statements or showing made in an paper or plans submitted herewith are true and correct to the best of (my) (our) knowledge and belief. Further, (I) (We) understand that any knowingly false information given herein by me/us will result in the denial, revocation or administrative withdrawal of the application or permit. (I) (We) further acknowledge that additional information may be required by Fayette County in order to process this application.

_____ SIGN HERE
Signature of Property Owner 1

_____
Signature of Notary Public

CHRISTIAN CISNEROS NOTARY PUBLIC GWINNETT COUNTY, GEORGIA MY COMMISSION EXPIRES SEPTEMBER 7, 2023

5100 Peachtree Parkway, Peachtree Corners, GA 30092
Address

11/22/21
Date

_____ SIGN HERE
Signature of Property Owner 2

_____
Signature of Notary Public

_____
Address

_____
Date

_____ SIGN HERE
Signature of Property Owner 3

_____
Signature of Notary Public

_____
Address

_____
Date

Petition for Rezoning

Petition#:

Name: Randall A. Wright Email: randy@islandinv.com

Petition Number:_____

Address: 350 Allison Dr NE, Atlanta, GA 30342 Phone#: 404-316-1101

PETITION FOR REZONING CERTAIN PROPERTY IN THE INCORPORATED AREA OF TYRONE, GEORGIA.

Randall Wright/Christopher Blake Barnett affirms that he/she is the owner or the specifically authorized agent of the property described below. Said property is located in a(n) O-I Zoning District. He/She respectfully petitions the Town to rezone the property from its present classification and tenders herewith the sum of $ $1,000.00 to cover all expenses of the public hearing. He/She petitions the above named to change its classification to C-2

This property includes (*Check one of the following*):

(X) *See attached legal description on recorded Warranty Deed for subject property*

( ) *Legal Description for subject property is as follows:*

By: Randall Wright
Owner/Agent

SWORN TO AND SUBSCRIBED BEFORE ME THIS _____ DAY OF _____ 20___.

PUBLIC HEARING to be held by the Town of Tyrone Planning Commission on the _____ day of _____, _____ at 7:00 p.m.

PUBLIC HEARING to be held by the Tyrone Town Council on the _____ day of _____, _____ at 7:00 p.m.

_____
NOTARY PUBLIC

RAW
_____
APPLICANT'S SIGNATURE

Agreement to Dedicate Property for Future Right-of-Way (ROW)

Petition#:

I/We, Powers Court Medical Park LLC said property owner(s) of subject property requested to be rezoned, hereby agree to dedicate, at no cost to the Town of Tyrone, _____ feet of right-of-way along _____ as measured from the centerline of the road. Based on the Future Thoroughfare Plan Map streets in the Town of Tyrone require a minimum street width as specified below:

- Local Street (Minor Thoroughfare) 60 foot ROW (30' measured from each side of road centerline)
- Collector Street (Major Thoroughfare) 80 foot ROW (40' measured from each side of centerline)
- Arterial Street (Major Thoroughfare) 100 foot ROW (50' measured from each side of road centerline)

Sworn and subscribed before me this _____ day of _____, 20_____ .

_____ SIGN HERE
Signature of Property Owner 1

_____
Address

_____ SIGN HERE
Signature of Property Owner 2

_____
Address

_____ SIGN HERE
Signature of Property Owner 3

_____
Address

_____
Signature of Notary Public

_____
Date

_____
Signature of Notary Public

_____
Date

_____
Signature of Notary Public

_____
Date

Conflict of Interest in Zoning Actions Application Form

(Please Complete for each Property Owner)

Petition#:

The undersigned, making application for rezoning, variance, or special exception, has compiled with the Official Code of Georgia Section 36-64 A01, et seq., Conflict of Interest in Zoning Actions and has submitted or attached the required information on the forms provided.

_____ SIGN HERE
Signature of Property Owner

Christopher S. Elsevier, Authorized Signatory
Type or Print Name and Title

_____ SIGN HERE
Signature of Owner's Attorney or Representative

_____
Type or Print Name and Title

_____
Signature of Notary Public

_____
Date

DISCLOSURE OF CAMPAIGN CONTRIBUTIONS

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

◯ YES ⓧ NO

_____ SIGN HERE
Signature of Applicant

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

Name and Official Position of Government Official	Contributions (*List all which aggregate to $250.00 or more*)	Date Contribution was made (*Within last 2 years*)

Attach additional sheets if necessary to disclose or describe all contributions

Rezoning Request Checklist

Petition#:

Map amendment application. A map amendment (rezoning) application shall include the following:

- ○ A legal description of the tract to be rezoned.
- ○ Three (3) copies of a plat, drawn to scale, showing north arrow, land lot and district, dimensions, acreage and location of the tract prepared by an architect, engineer, landscape architect, or land surveyor whose state registration is current and valid. The preparer's seal shall be affixed to the plat.
- ○ The present and proposed zoning district for the tract.
- ○ Existing and intermediate regional flood plain and structures.
- ○ The names and addresses of the owners of the land and their agents, if any, and abutting land owners.
- ○ A written, documented analysis of the impact of the proposed rezoning with respect to each of the following matters:

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

  b. Whether the zoning proposal would adversely affect the existing use or usability of adjacent or nearby properties;

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

  d. 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;

  e. Whether the zoning proposal is in conformity with the policy and intent of the Comprehensive Land Use Plan; and

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

- ○ Disclosures. The applicant shall file all disclosures required by the Conflict of Interest in Zoning Actions Act, O.C.G.A. Title 36, Chapter 67 A.
- ○ One (1) original and eight (8) copies of completed application form.

STAFF REPORT

Town of Tyrone Planning Commission

January 13, 2022 | 7:00 pm | Regularly Scheduled Meeting

Subject: Future Land Use map amendment – Town Center District

1. **Background/History:** In anticipation of the establishment of a Downtown Development Authority and in an effort to further the goals stated in the Town's downtown master plan LCI, *Envision Tyrone*, staff has proposed an intermediate amendment to the Town's Future Development Map as part of the Comprehensive Plan.

   A much more extensive adjustments to this map Town-wide will happen at the end of our Comprehensive Plan revision period as well. This will likely be in 5-6 months.

2. **Findings/Current Activity:** The two primary character areas receiving adjustment are the In-Town Residential character area and the Town Center character area. There is also a slight adjustment of the map on the south end of Town along Senoia Road.

   a. The In-Town Residential character area should surround the Town Center character area and develop as the walkable neighborhoods that serve the downtown. This character area would also support slightly higher density residential for these purposes and have the potential to be served by sewer. The boundary has been adjusted to better reflect this.
   b. The Town Center character area has been the focus of much study over the past year. This character area should reflect a primarily commercial development pattern in a walkable small-town environment with Senoia Road as the main street. The boundary has been adjusted to better reflect these goals.
   c. Council requested an adjustment to the Production and

3. **Actions/Options/Recommendations:** Staff recommends approval of the future land use map adjustments as well as the updated narrative descriptions to go with each character area.

Town of Tyrone
Future Development Map

Legend

Character Areas

- Estate Residential
- Commercial Corridor
- Community Gateway
- Town Center
- In-Town Residential
- Production and Employment

Potential Annexation Areas

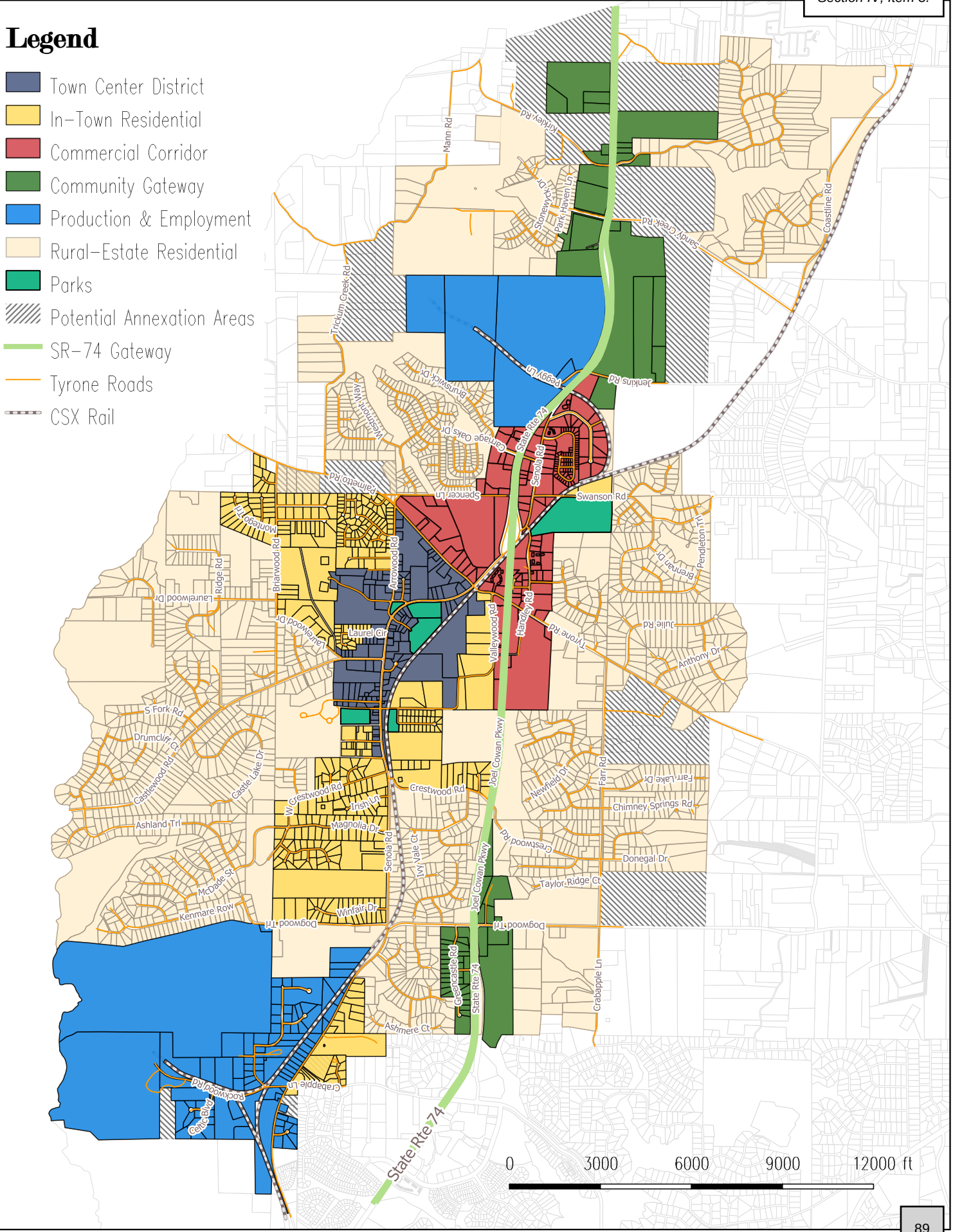
- Potential Annexation (Community Gateway)
- Potential Annexation (Estate Residential)
- Potential Annexation (Production and Employment)

Other Features

- Roads
- Building Footprints

Department of
Planning & Zoning

0 1,000 2,000 3,000 4,000 5,000 ft


Legend
Town Center District
In-Town Residential
Commercial Corridor
Community Gateway
Production & Employment
Rural-Estate Residential
Parks
Potential Annexation Areas
SR-74 Gateway
Tyrone Roads
CSX Rail
Mann Rd
Kirkley Rd
Trickum Creek Rd
Sandy Creek Rd
Coastline Rd
Jenkins Rd
Peggy Ln
State Rte 74
Senola Rd
Swanson Rd
Spencer Ln
Palmetto Rd
Westmont Way
Brunswick Dr
Carriage Oaks Dr
Montego Trl
Montego Rd
Briarwood Rd
Arrowood Rd
Ridge Rd
Laurelwood Dr
Laurel Cir
Valleywood Rd
Hanover Rd
Tyrone Rd
Julie Rd
Anthony Dr
Brenham Dr
Pendleton Trl
S Fork Rd
Drumcliff Ct
Castlewood Rd
Castle Lake Dr
W Crestwood Rd
Crestwood Rd
Irish Ln
Ashland Trl
Magnolia Dr
Senola Rd
Ivy Vale Ct
Joel Cowan Pkwy
Newfield Dr
Farr Rd
Farr Lake Dr
Chimney Springs Rd
Donegal Dr
Taylor Ridge Ct
McDade St
Kenmare Row
Winfair Dr
Dogwood Trl
Greencastle Rd
Ashmere Ct
Crabapple Ln
Rockwood Rd
Gehl Blvd
State Rte 74
0
3000
6000
9000
12000 ft

TOWN CENTER DISTRICT

Appropriate Zoning Classifications

Town Center Overlay, TCMU, OS, O-1, E-I, & C-1

DESCRIPTION

Typically thought of as Tyrone's "downtown, "the Town Center District is the original heart and soul of the community's areas of commerce. While not laid out in the traditional square of many small towns, the Town Center District still houses local government offices, churches, a post office and a once-thriving elementary school. Taking into account the ample amount of green space and walkability to locally-owned shops and cafes; the Town Center District has all the foundational infrastructure needed for public-private reinvestment and future development of small businesses.

DEVELOPMENT STRATEGY

Downtown should include a mixture of retail, office, and services as infrastructure is updated. The primary development mix should be commercial with supporting residential. The design should be pedestrian oriented around strong, walkable connections between different uses with Shamrock Park serving as the central public space. Road edges should be clearly defined by locating buildings at street level with parking in the rear. Road connections should be made wherever possible in order to allow for traffic dispersion in a grid-like fashion. Enhance the pedestrian-friendly environment by adding sidewalks, streetscaping, street trees, traffic calming, and creating other multi-use routes linking neighboring communities and major destinations such as the Tyrone Branch Library, Recreation Center, Post Office, Town Hall, Tyrone Museum, Tyrone Elementary, Shops, Restaurants, Services, and the four downtown parks: Fabon Brown, Dorthea Redwine, Ve ns, and Shamrock Park. Building heights should not exceed three stories.

IN-TOWN NEIGHBORHOODS

Appropriate Zoning Classifications

Town Center Overlay, TCMU (Primarily Residential), TR, R-12, R-18, R-20

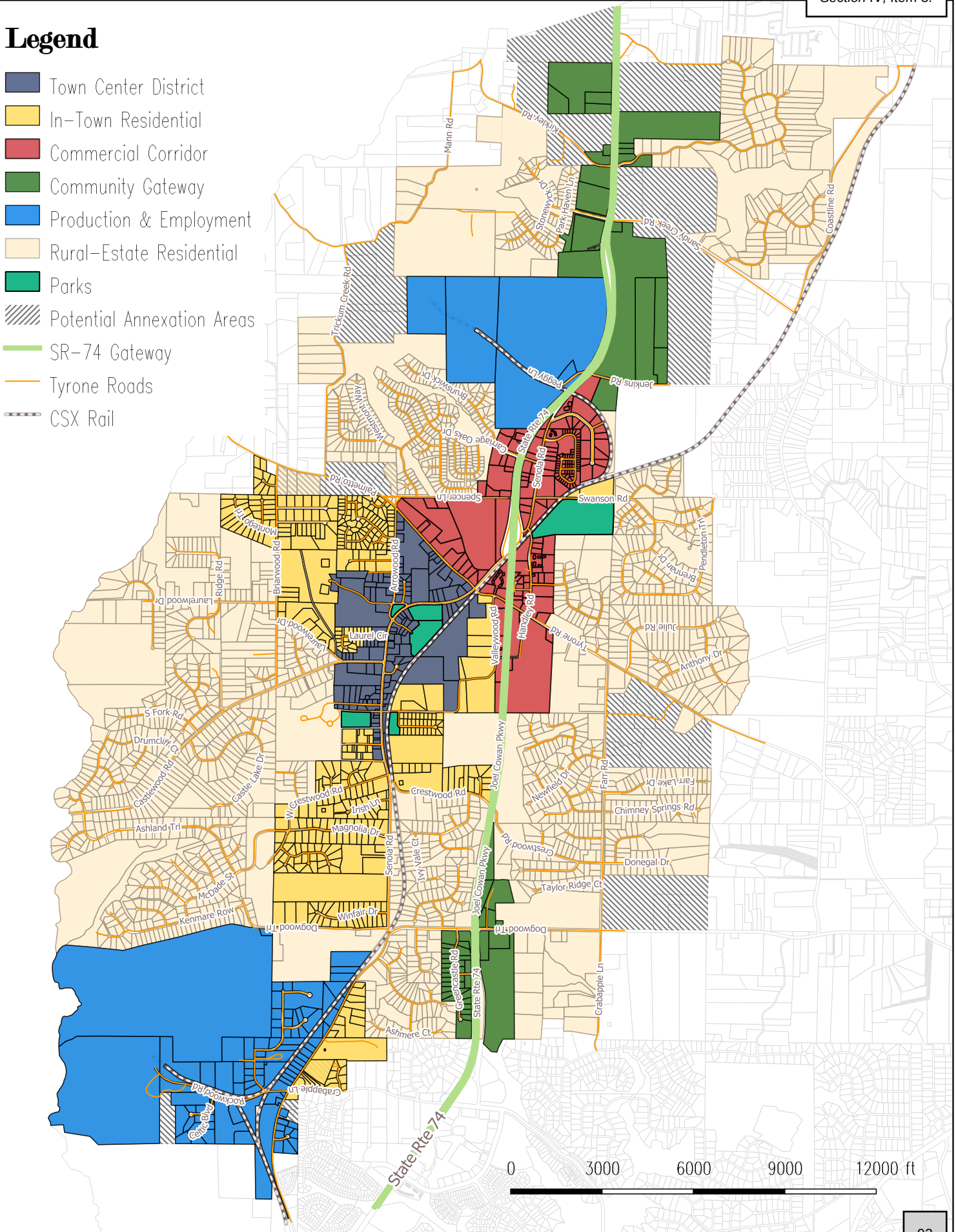
DESCRIPTION

The Traditional Neighborhood areas, immediately surrounding and often interwoven within the Town Center District, help to illustrate the rich history of Tyrone and the families that helped to found it. The homes in this area were built in a variety of styles supporting the center of Town. The proximity of the nearby businesses and recreational amenities make the Traditional Neighborhoods of Tyrone a great destination for those looking to build a homes with great multi-use access, or those preferring to rehabilitate one of the oldest and most storied homes to preserve the Town's History.

DEVELOPMENT STRATEGY

Promote new development that emulates the positive aspects of historic communities throughout the area such as Fayetteville, Newnan, and Senoia. Traditional neighborhood developments assuming a primarily residential pattern with a small amount of supporting commercial in the correct context should emulate traditional architecture incorporating elements outlined in the Town Center Overlay. Strong vehicular and pedestrian/bike connections to commercial services as well as internal street connectivity to adjacent properties should be implemented in every new development. Conservation design of neighborhoods with clustering of housing in order to preserve large open spaces is highly encouraged and should be required along roads identified as aesthetic resources by citizens such as Valleywood Road. Residential density should be consistent with those found in the historic areas of Tyrone and in other nearby historic neighborhoods which has typically been 4 units/acre.

Tyrone Future Development Map



TOWN CENTER DISTRICT

Appropriate Zoning Classifications

Main Street Overlay With: O-1, E-I, & C-1

DESCRIPTION

Typically thought of as Tyrone's "downtown, "the Town Center District is the original heart and soul of the community's areas of commerce. While not laid out in the traditional square of many small towns, the Town Center District still houses local government offices, churches, a post office and a once-thriving elementary school. Taking into account the ample amount of green space and walkability to locally-owned shops and cafes; the Town Center District has all the foundational infrastructure needed for public-private reinvestment and future development of small businesses that do not require the space or traffic volume offered along the state highway commercial corridor.

DEVELOPMENT STRATEGY

Downtown should include a mixture of retail, office, and services if infrastructure is updated. The design should be pedestrian oriented around strong, walkable connections between different uses. Road edges should be clearly defined by locating buildings at street level with parking in the rear. Enhance the pedestrian-friendly environment by adding sidewalks and creating other multi-use routes linking neighboring communities and major destinations such as libraries, neighborhood centers, health facilities, parks, and schools. Building heights should not exceed three stories.

IN-TOWN NEIGHBORHOODS

Appropriate Zoning Classifications

Traditional Residential (TR), R-18 & R-20

DESCRIPTION

The Traditional Neighborhood areas, immediately surrounding and often interwoven within the Town Center District, help to illustrate the rich history of Tyrone and the families that helped to found it. The homes in this area were built in a variety of styles and most do not belong to a subdivision or an organized Home Owners Association. The proximity of the nearby businesses and recreational amenities make the Traditional Neighborhoods of Tyrone a great destination for those looking to build a home with great transportation and pedestrian access, or those preferring to rehabilitate one of the oldest and most storied homes to get the full experience of small-town community.

DEVELOPMENT STRATEGY

Promote new development that emulates the positive aspects of historic communities throughout the area such as Fayetteville, Newnan, and Senoia. Low density, traditional neighborhood developments (TND) employ traditional architecture and traditional design principles. Strong vehicular and pedestrian/bike connections to commercial services as well as internal street connectivity to adjacent properties are to be encouraged. Residential density should be consistent with those found in the historic areas of Tyrone and in other nearby historic neighborhoods.

STAFF REPORT

Town *of* Tyrone Planning Commission

January 13, 2022 | 7:00 pm | Regularly Scheduled Meeting

Subject: Town Center Overlay Text Amendment

1. **Background/History:** In anticipation of future development and in an effort to codify recommendations made in the Town's LCI, Zoning Assessment, and RSVP, staff has proposed changes to the Town Center Architectural Guidelines Overlay.

2. **Findings/Current Activity:** Changes to the Town Center Overlay consist of amending the purpose and scope of the ordinance, reinforcing architectural feature and material usage requirements, and reinforcing the goals and intent laid out in both the Comprehensive Plan and *Envision Tyrone* Downtown Master Plan LCI regarding site design, parking, and setbacks.

3. **Actions/Options/Recommendations:** Staff recommends tabling this item for a future meeting in order to have a more thorough workshop session to review the changes.

Sec. 113-134. Town Center District Overlay.

(a) *Purpose and intent*. The following guidelines are established to maintain high quality and sustainable development; to promote a consistent and traditional architectural identity; to promote the economic success of the downtown core of the Town; and to provide guidance on the establishment of an active village atmosphere in the Town of Tyrone town center. The objectives include:

(1) To encourage a variety of attractive and innovative building designs which combine the best of contemporary and traditional design;

(2) To emphasize the compatibility of building form, scale, massing, and materials such that new structures will improve the aesthetics of street and built environments

(3) To encourage harmonious and attractive streetscapes through attention to exterior architectural quality and through provide accessible and sufficient parking in an unobtrusive manner;

(3) To encourage safe, pedestrian-friendly streetscapes that preserve the efficient use of road frontages while encouraging consistency in design and placement of buildings that address the roadway and foster pedestrian activity and liveliness;

(4) To assist builders and developers in the preparation of acceptable building designs; and.

(5) Provide increased vehicular and pedestrian access through a grid of streets that maximizes connections with extensions of existing streets.

(b) *Application of guidelines*. These guidelines shall apply to all new development occurring in the ~~town center area of the Town of Tyrone which town center area is~~ Town Center and In-Town Residential Future Land Use Character areas as delineated on the ~~map attached hereto as exhibit "A".~~ Town's adopted Future Development map.

(c) *Facade requirements*.

(1) Building materials. For principal structures, allowable building materials (not including trim/accent) along the front and side facades are limited to the following:

a. Brick (preferred);

b. Brick veneer;

c. Stone;

.

d. Natural wood and/or cement based wood siding such as hardiplank.

(2) There shall be no more than two building materials used (not including trim/accent materials).

(3) Colors. Colors for the building materials shall be limited to earth tones, nonreflective pastels, and/or neutral tones. The accent and trim must consist of a contrasting color.

(4) Entrances.

a. Covered main entry features help promote safe, socially-interactive and pedestrian-friendly streets by providing outdoor amenity areas which allow for views along the street and by providing a linkage between the public and private realm. In addition to providing shelter, covered main entry features located closer to the street can help to diminish the impact of the garage within the streetscape.

b. Covered main entry features are required and may include one of the following:

1. Front porches;
2. Porticos;
3. Verandas; or
4. Recessed entries.

c. The following design criteria for covered main entry features will apply:

1. Covered front porch and/or veranda sizes should be maximized wherever possible. A minimum depth of five feet is required;
2. Porch column styles and widths should be consistent with the character of the house;
3. An exposed beam/frieze is required at the top of the support columns on the underside of the soffit; and
4. Entrances shall be oriented to the street. A building entrance may be located to the side of the building when a direct pedestrian walkway is provided between the building entrance and the street right-of-way.

(5) Fenestration.

a. Windows shall be used at regular intervals to divide and façade that fronts a public right-of-way

b. The building shall have a consistent spacing of similar shaped windows with trim on all building stories.

c. Large ground floor windows are encouraged, where feasible

d. All windows shall have window trim consisting of a head, jam and sill.

(d) *Building requirements*.

(1) *Massing*.

a. Horizontal massing shall not exceed a height/width ratio of 1:3 without substantial variation that includes a change in height and/or projecting/recessing element. These changes shall relate to entrances, integral structure or interior organization, not merely as a cosmetic effect.

b. No wall that faces a street shall have an uninterrupted length exceeding 20 feet without at least two of the following: change in plane; change in texture or masonry pattern; and windows, or an equivalent element that subdivides the wall.

(2) *Roof material and pitch*.

a. Roofs shall be limited to architectural dimensional grade asphalt singles, roofing membrane systems (flat roofs only) natural slate, natural terra cotta, natural wood shake, copper or factory finished sheet metal or similar material that is in harmony with surrounding buildings. Dark roofing materials are preferred.

b. A flat roof pitched to the rear of the building shall be concealed by a parapet wall. Non-residential development assuming residential forms may also use gabled, hipped, or pyramidal roofs, as is appropriate to the majority of surrounding buildings.

c. Parapets must wrap around the corner of a building for a minimum of one bay to ensure continuity of the streetscape. The parapet shall be constructed of the same material as the exterior wall.

d. The pitch of a roof shall not exceed the average wall height of the building.

e. Rooftop-mounted equipment should be physically screened from the road and/or sidewalk. Screening shall meet the following specifications:

1. Shall be at a height that is as high or higher than the rooftop equipment being screened;
2. Have evenly distributed openings or perforations not exceeding 50 percent of the surface area;
3. Should be mounted behind major rooftop elements such as stair or elevator penthouses, parapets, or architectural projections;
4. Shall be provided in a manner that is architecturally integral to the overall appearance of the building.
5. The number of vents and flues shall be incorporated into the architectural features or painted to blend with the roofing material (August 7, 2003).
6. Chain link, barbed wire, vinyl, or wire mesh are inappropriate screening uses.

(5) Loading docks and dumpsters shall not be visible from the street.

(e) Parking, Garage, Driveway, and Access Requirements

(1) Angled or parallel on-street parking on both sides shall be permitted.

a. Forty-five (45) degree angled parking shall require parking space length of nineteen (19) feet and two (2) travel lanes width of ten (10) feet.

b. Sixty (60) degree angled parking shall require parking space length of twenty (20) feet and two (2) travel lanes width of eleven (11) feet.

c. Ninety (90) degree angled parking shall require parking space length of eighteen (18) feet and two (2) travel lanes width of twelve (12) feet.

d. Parallel parking spaces shall be eight (8) feet deep and twenty-two (22) feet long.

(2) Bicycle and golf cart parking spaces are required as follows:

a. All new nonresidential uses shall provide one (1) such space for every twenty (20) automobile spaces, provided that no such uses shall have fewer than two (2) such spaces or be required to exceed thirty (30) spaces.

b. Such spaces shall be located within the sidewalk landscape zone a maximum distance of one hundred (100) feet from the primary pedestrian entrance, or shall be located at least as close as the closest automobile space, except for handicapped parking spaces.

c. Bicycle parking spaces shall include a bike rack with a metal anchor sufficient to secure the bicycle frame when used in conjunction with a user-supplied lock.

(3) Detached and attached garages shall both be permitted. Attached garages shall have decorative doors which shall be located in an inconspicuous location, so as not to be a main architectural feature on structures on lots that are front-loaded. The architecture of detached garages shall match and compliment the primary structure. Garages located behind principal structures or accessed by a rear alley are strongly preferred.

(4) No parking shall be permitted between a building and the street without an intervening building.

(5) Properties adjacent to public parks must provide a direct pedestrian connection by way of multi-use trail, patio connections, gardens, or other adequate design element.

(f) Street and Sidewalk Area Requirements

(1) New streets and improvements to existing streets in the Town Center District shall conform to the street typology examples depicted in the Town's latest adopted Comprehensive Plan and Downtown Master Plan to the highest degree possible.

(2) Planned grid streets and connections shall be incorporated into developments. Grading at ends of streets shall be prepared for the easiest future connection by neighboring properties.

(3) A sidewalk area shall be located along all streets and shall consist of a sidewalk landscape zone with street trees, an unobstructed sidewalk clear zone, and a supplemental zone with as indicated in the Town's latest adopted Comprehensive Plan and Downtown Master Plan to the highest degree possible. Changes to the configuration of the sidewalk area may be granted by Planning Commission if there are existing trees, overhead or underground utilities, or existing buildings present in the required sidewalk area locations.

(4) Any paving including concrete, special or decorative paving within the sidewalk landscape zone, sidewalk clear zone, or sidewalk supplemental zone shall continue across any intervening driveway.

(5) Dead-end and cul-de-sac public streets shall be avoided.

a. Should a proposed street extension accompany a rezoning request, the street extension will be evaluated and considered in conjunction with the rezoning request, following the zoning process as outlined in this ordinance.

b. Cul-de-sac consideration shall be given to situations involving environmental constraints or where connections cannot be made due to physical barriers.

(6) All on-street parking spaces must be delineated by five-inch white traffic striping. Parallel parking spaces must be a minimum twenty-two (22) feet in length.

(g) Downtown Commercial Development Regulations – the purpose of these development regulations are to supersede those found in the Town's C-1 (Downtown Commercial) zoning classification in order to encourage more flexibility in developing walkable, village-style buildings within the Town Center District.

(1) Minimum Building Lot Area: 7,000 s.f.

(2) Maximum Building Footprint Size: 15,000 s.f.

(3) Front Setback: 15' Maximum

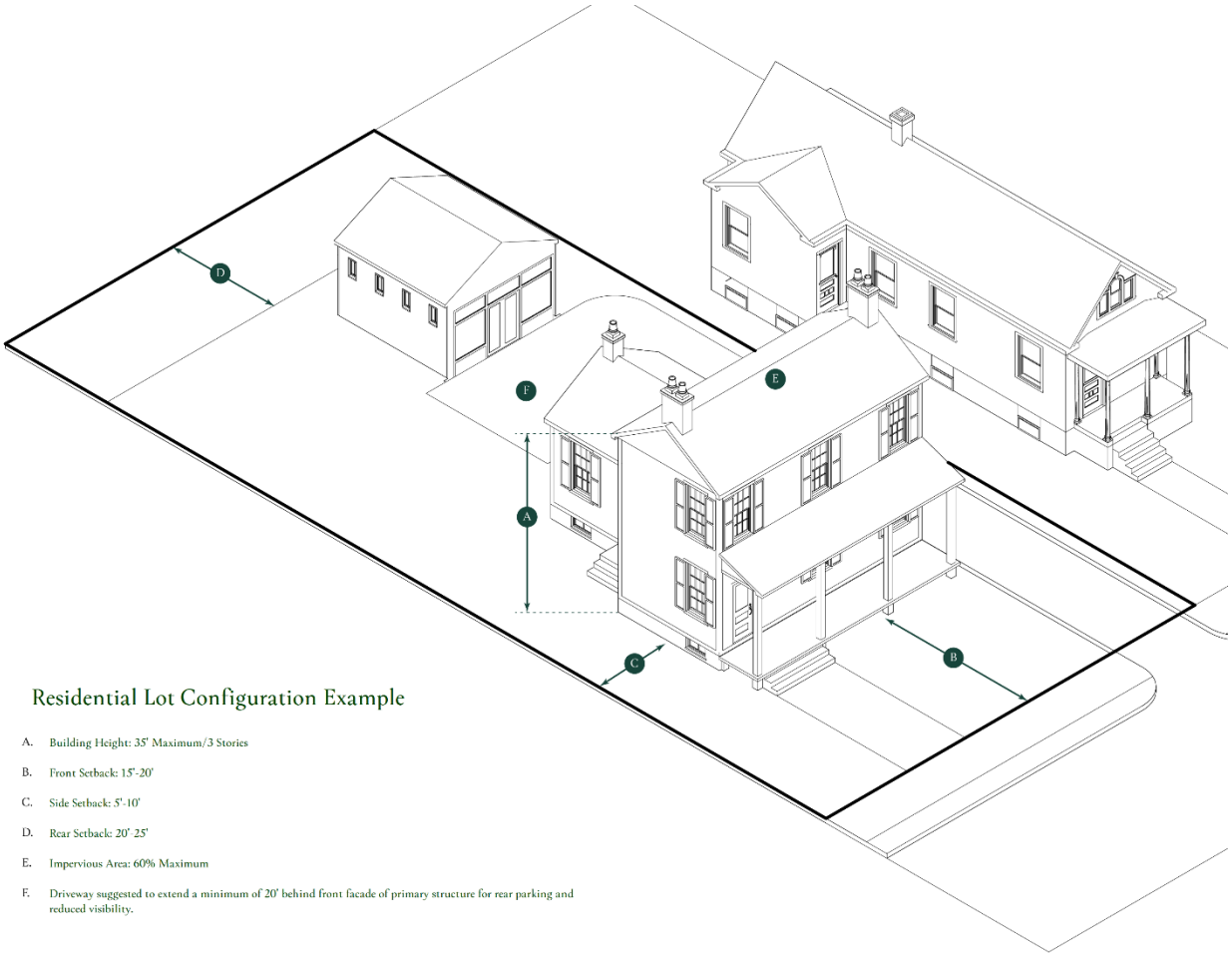
(4) Side Setback: 5' Minimum

(5) Rear Setback: 30' Minimum

(6) Maximum Building Height 40' not to exceed three stories.

(Revised January 24, 2013)

(g). Residential Lot Configuration Example



Residential Lot Configuration Example

A. Building Height: 35' Maximum/3 Stories

B. Front Setback: 15'-20'

C. Side Setback: 5'-10'

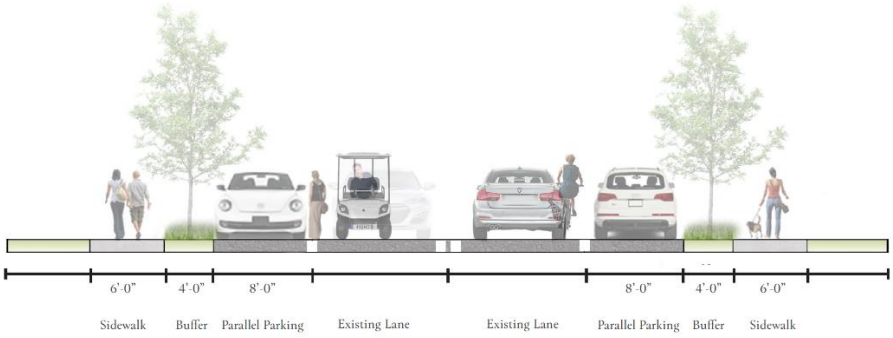
D. Rear Setback: 20' 25'

E. Impervious Area: 60% Maximum

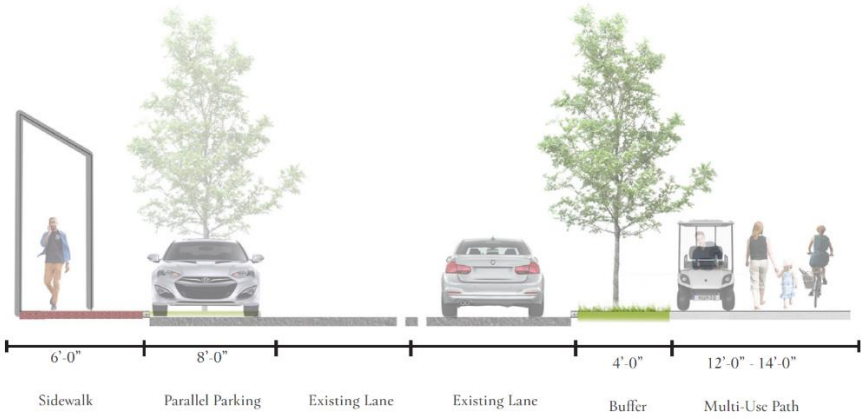
F. Driveway suggested to extend a minimum of 20' behind front facade of primary structure for rear parking and reduced visibility.

(h). Street Typologies

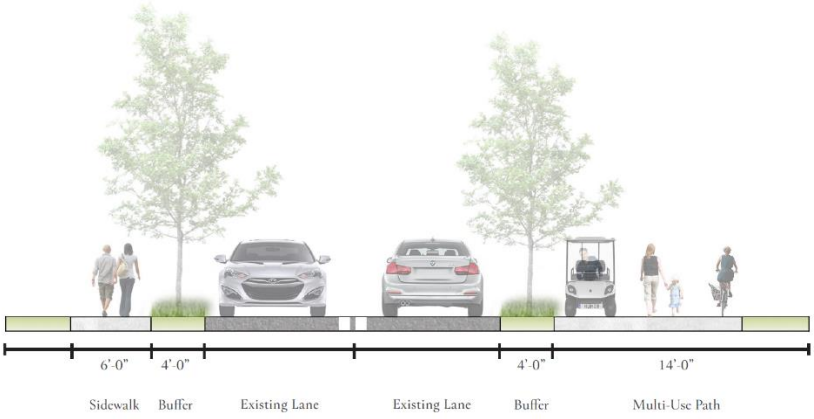
(1) Road Typology 1 – Main Street with two-lane on-street parking & sidewalks.



(2) Road Typology 2 – Main street with one lane on-street parking & multi-use path.



(3) Road Typology 3 – Residential Street with multi-use path.



(4) Road Typology 4 – Multi-use Greenway

TOWN OF TYRONE - GEORGIA - EST. 1911

PLANNING DATE
01/13/2022

COUNCIL DATE
N/A

P&Z STAFF REPORT

PREPARED BY:
Phillip Trocquet, Town Planner
ptrocquet@tyrone.org | (770) 881-8322

DOCKET/APPLICATION #	APPLICANT	ADDRESS/PARCEL #
PC 01132022	Georgia Rheumatology	Parcel 073611010

SUMMARY & HISTORY

Georgia Rheumatology has submitted a landscape and tree protection plan for their new facility off Greencastle Road in Tyrone.

STAFF DETERMINATION

Staff has reviewed the landscape plan and tree protection plan and has verified that both meet Town Ordinances. Staff Recommends Approval.

EXISTING ZONING	PROPOSED ZONING	EXISTING LAND USE	SURROUNDING ZONING	SITE IMPROVEMENTS	PROPERTY ACREAGE
OI Office Institutional	NA	Vacant	**North:** OI **South:** OI **East:** O-I **West**: O-I	None	1 Acre

COMPREHENSIVE PLAN & FUTURE DEVELOPMENT MAP COMPATABILITY

This property's zoning, proposed use, and landscape plan are in conformity with the Town's Comprehensive Plan and Future Development Map. This property lies within the Community Gateway Character Area.

ZONING ORDINANCE COMPATABILITY & IMPACT ASSESSMENT

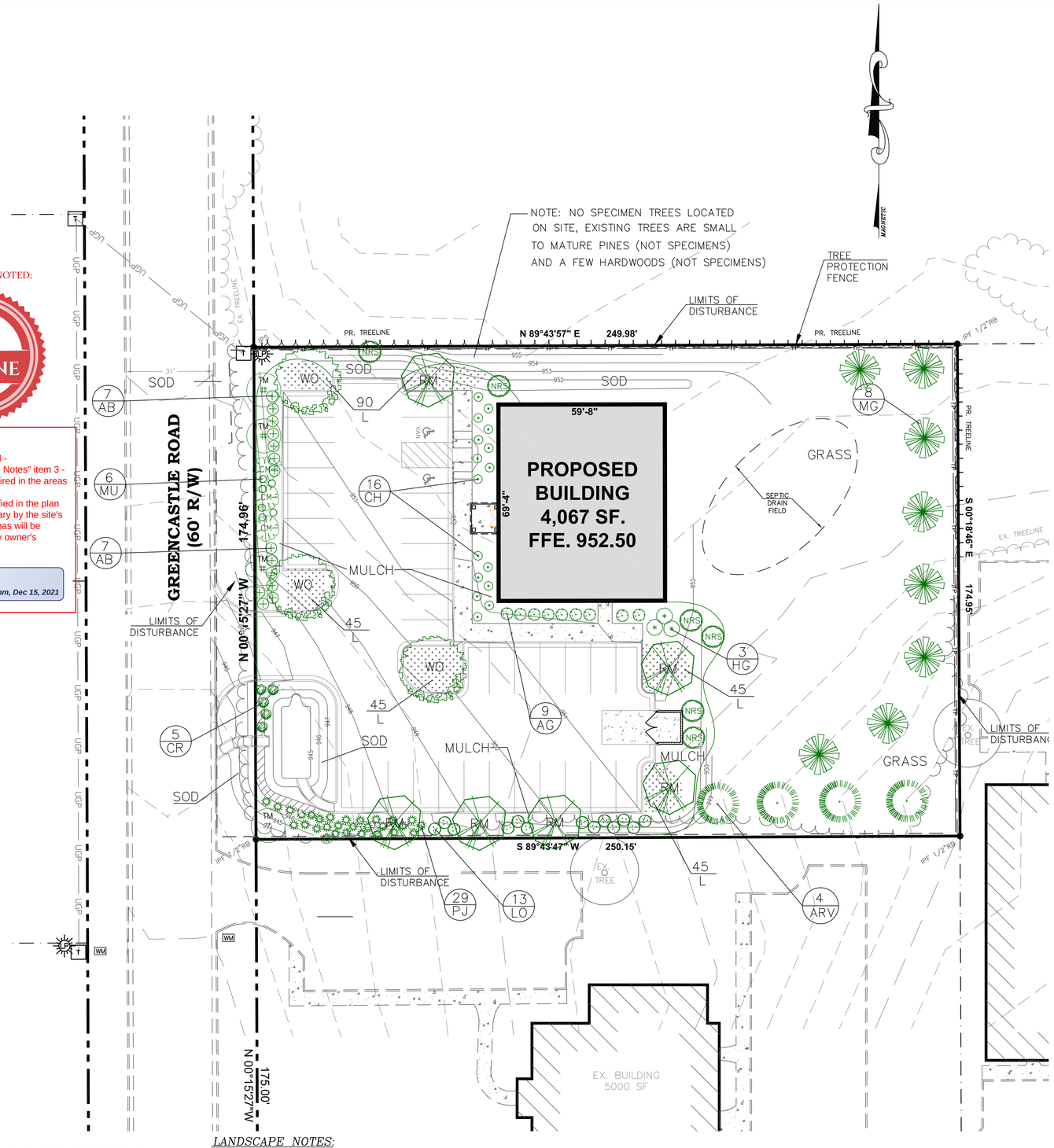
This landscape plan is in conformity with the Town's environmental ordinances, stormwater ordinances, and tree protection ordinances.

APPROVED AS NOTED:

TOWN OF TYRONE GEORGIA EST. 1911

12/15/2021
Staff Approval as Noted -
Revision to "Landscape Notes" item 3 - "Sod installation is required in the areas specified in the plan.
Unless otherwise specified in the plan and/or deemed necessary by the site's design professional, areas will be sodded per the property owner's discretion.

REVIEWED
By Devon Boullion at 3:50 pm, Dec 15, 2021



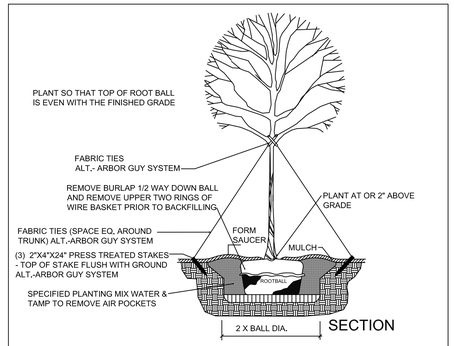
COMPLIANCE WITH SITE DENSITY STANDARDS SHOWN ON THE TREE REPLACEMENT PLAN MUST BE VERIFIED PRIOR TO ISSUANCE OF THE CERTIFICATE OF OCCUPANCY OR ACCEPTANCE OF THE PROJECT. CALL THE TOWN ENGINEER AT 770.487.4038 FOR AN INSPECTION.

WITH THE EXCEPTION OF SINGLE-FAMILY RESIDENTIAL PLATTED LOTS, A TREE MAINTENANCE INSPECTION WILL BE PERFORMED AFTER ONE FULL GROWING SEASON FROM THE DATE OF THE FINAL CONSTRUCTION INSPECTION. PROJECT OWNERS AT THE TIME OF THE MAINTENANCE INSPECTION ARE RESPONSIBLE FOR ORDINANCE COMPLIANCE.

ALL PLANT MATERIALS ARE TO CONFORM TO THE AMERICAN STANDARD FOR NURSERY STOCK 1980 EDITION AMERICAN ASSOCIATION OF NURSERYMEN.

LANDSCAPE NOTES:

1. *MULCH ALL BEDS WITH PINESTRAW MULCH TO A DEPTH OF 4".*
2. *GRASS ALL DISTURBED AREAS WITH GRASSING PER EROSION CONTROL SPECIFICATIONS.*
3. ~~*SOD AREAS PER OWNERS DISCRETION.*~~ SEE TO 12/15/2021 "APPROVED AS NOTED" REVISED LANGUAGE FOR NOTE 3.
4. *NO TREES TO BE SAVED ON THIS SITE.*
5. *ESTIMATED COST OF LANDSCAPE INSTALLATION: $20,000*
6. *AT STREET INTERSECTIONS KEEP PLANTINGS BELOW TWENTY FOUR (24) INCHES AND TREE LIMBS ABOVE SIXTY (60) INCHES.*
7. *TOWN STAFF, UPON SITE INSPECTION AND CONCEPTUAL LANDSCAPE PLAN REVIEW, MAY REQUIRE AN APPLICANT TO NATURALIZE AREAS WHICH VISUALLY IMPAIR PUBLIC RIGHTS-OF WAYS.*



LARGE TREE PLANTING / STAKING DETAIL
NTS

GEORGIA811 Utilities Protection Center, Inc.

CAUTION

THE UTILITIES SHOWN ARE SHOWN FOR THE CONTRACTOR'S CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN ON THESE PLANS. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATIONS OF ALL UTILITIES WITHIN THE LIMITS OF THE WORK ALL DAMAGE MADE TO EXISTING UTILITIES BY THE CONTRACTOR SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

LANDSCAPE CALCULATIONS:

TOTAL SITE AREA = 1.0 AC., DISTURBED AREA = 1.00 AC.
IMPERVIOUS AREA = 17,719 SF
21,000SF/1,000 = 17 CANOPY TREES @ 2.5" CALIPER
21,000SF/1,000 = 17 UNDERSTORY TREES @ 1" CALIPER

SDU CALCULATIONS:

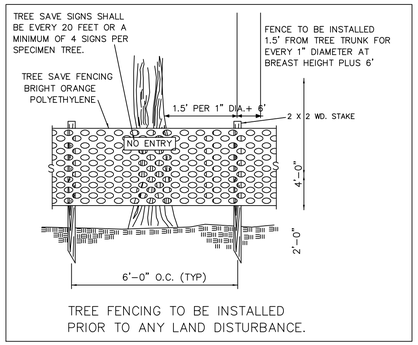
TOTAL SITE AREA = 1.0 AC.
1.0 ACRE X 100 UNITS = 100 UNITS REQUIRED
TOTAL UNITS PROVIDED = 100.5 SDU
SEE PLANT LIST

SYM.	PLANT NAME	PLANT LIST	#	CALIPER/SIZE	SPACING	TOTAL TDU
	TREES					
ARV	GREEN GIANT ARBORVITAE/THUJA PLICATA 'GG'*		4	1.5" CAL/6' High	20 FT.	6"
CM	NATCHEZ CRAPEMYRTLE/LAGERSTROEMIA INDIA		3	1.5" CAL./10' High	20 FT.	4.5"
NRS	NELLIE R. STEVENS HOLLY/ILEX CORNUTA 'NRS'		5	1.5"CAL./6' High	AS SH.	7.5"
MG	SOUTHERN MAGNOLIA/MAGNOLIA GRANDIFLORA		8	3.5"CAL./12' High	25 FT.	36"
RM	OCT. GLORY RED MAPLE/ACER RUBRUM 'OG'	ALTERNATES: SOUTHERN RED MAPLE, AUTUMN BLAZE RED MAPLE	6	3.5" CAL./12' High	30 FT	27"
TM	TRIDENT MAPLE/ACER BUERGERANUM	ALTERNATES: OKAME CHERRY/YOSHINO CHERRY	6	1.5" CAL/8' High	20 FT.	9"
WO	WILLOW OAKS/QUERCUS PHELLOS	ALTERNATES: NUTTALL OAK/QUERCUS NUTTALLI, OVERCUP OAK/QUERCUS LYRATA 'OC'	3	3" CAL./12' High	AS SH.	10.5"
						TOTAL TDU'S= 100.5"

Certification
"GREEN GIANT ARBORVITAE IS A SUPERIOR EVERGREEN LANDSCAPE SPECIES THAT THRIVES VERY WELL IN GEORGIA'S ENVIRONMENT AND IS NEITHER INVASIVE NOR DAMAGING TO OUR NATIVE PLANT SPECIES."
GEORGE P. HARPER, PE. — DATE 12/13/21

	SHRUBS/EVERGREEN GROUNDCOVERS	#	SIZE	SPACING
AB	TWIST OF LIME ABELIA/ABELIA GRANDIFLORA HOPLEY'S	14	3 gal./1' HIGH	4'
AG	DWF. GOLDEN GLOBE ARBORVITAE/THUJA OCCIDENTALIS 'AUREA NANA'	8	3 gal./1' HIGH	5'
CH	CARISSA HOLLY/ILEX CORNUTA CARISSA	16	3 gal./12" HIGH	5'
CR	PINK CARPET ROSE/ROSA HYBRID	5	3 gal./2' HIGH	5'
HG	HENRY'S GARNET ITEA/ITEA VIRGINICA	3	3 gal./2' HIGH	5'
LO	RUBY RED LOROPETAUM/LOROPETALUM JAP.	13	3 gal./18"HIGH	5'
MU	PINK MUHLY GRASS/MUHLENBERGIA CAPILLARIS	6	2 gal./18" HIGH	3'
PJ	PARSON JUNIPER/JUIPERUS DAVURICA PARSONII	29	3 gal./1' HIGH	5'
L	CREEPING LIRIOPE/LIRIOPE SPICATA	270	In Flats or 4"pots	18"

GRASSING NOTE: SEE EROSION CONTROL SPECIFICATIONS FOR GRASSING SEASONS, TYPES AND METHODS OF INSTALLATION. SITE MUST HAVE 70% COVERAGE OVER 100% IF THE ENTIRE DISTURBED AREAS.



TREE PROTECTION DETAIL
NTS

INSTALL TREE PROTECTION FENCING PRIOR TO COMMENCEMENT OF ANY LAND DISTURBANCE.

20 0 20 40 60
Scale 1" = 20'

Paramount ENGINEERING, LLC
PH: (770)-473-9576
11 E. BROAD ST.
NEWNAN, GA. 30263
george@paramountengineering.com

GEORGIA REGISTERED No. 29417 PROFESSIONAL ENGINEER GEORGE P. HARPER III 10/06/21

GSWCC NO. 09374

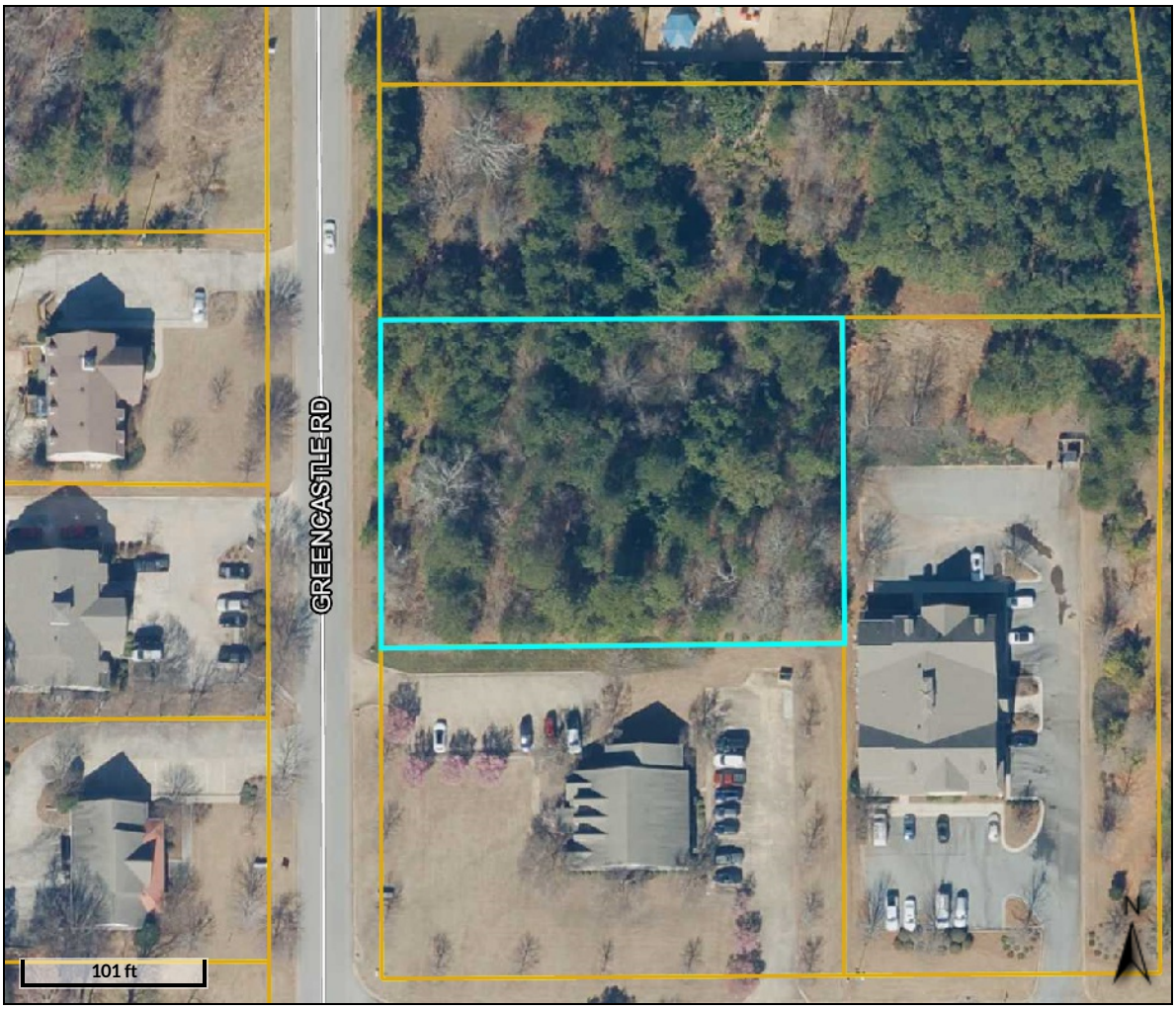
REV.	DATE:	DESCRIPTION:
1	09-13-21	ADDRESSED CITY COMMENTS
2	10-06-21	ADDRESSED CITY COMMENTS
3	12-13-21	ADDRESSED CITY COMMENTS

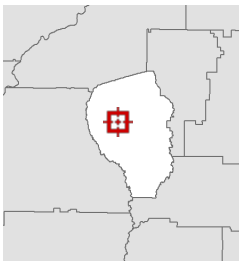
DRAWING NO: 210429 -GA. RHEUMATOLOGY

PROJECT: GA. RHEUMATOLOGYCLINIC
SHEET: TREE PROTECTION & LANDSCAPE PLAN
LL 136
7TH DISTRICT
CITY OF TYRONE
DATE: 06-18-21
DRAWN BY: GPH
SCALE: 1" = 20'

SHEET
L1

qPublic.net™ Fayette County, GA





Legend

- Parcels
- Roads
- 2013 Fayette Coun Flood Study Future 100-year
- 2013 Fayette Coun Flood Study Existing 100-year

Parcel ID	073611010	**Alternate ID**	n/a	**Owner Address**	KHASNIS BUSINESS PROPERTIES LLC
Sec/Twp/Rng	0-0-	**Class**	C3		102 BEAVER RUN
Property Address	145 GREENCASTLE RD	**Acreage**	n/a		PEACHTREE CITY, GA 30269
District	03				

Brief Tax Description LOT 26 MARKETHILL OFFICE CENTR MARKETHILL OFFICE CENTRE
(Note: Not to be used on legal documents)

Date created: 1/12/2022
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