



Planning Commission

Revised Meeting Agenda

October 28, 2024 | 6:30 PM

I. Pledge of Allegiance

II. Additions or Deletions

III. Announcements and Reports

IV. Approval of Minutes

1. Planning Commission Meeting October 14, 2024

V. Public Hearing

1. Special Use Permit request for 400 Crosstown Drive

VI. Old Agenda Items

1. Rezoning request for a portion of 201 Aberdeen Parkway from GC to GR

VII. New Agenda Items

1. Conceptual Site Plan & Building Elevations, Vystar Credit Union, 705 HWY 54 W
2. ~~Building Elevations, Magnolia Dental, 100 Gates Entry~~
Postponed

VIII. Workshop Items

It is the policy of the City of Peachtree City that all city-sponsored public meetings and events are accessible to people with disabilities and are in compliance with Title VI of the Civil Rights Act of 1964. If you need assistance in participating in this meeting or event due to a disability as defined under the ADA or need assistance per Title VI, please contact the City's Title VI and ADA Coordinator, Dr. Teaa Allston-Bing at (770) 632-4276 or e-mail tallston-bing@peachtree-city.org at least three (3) business days before the scheduled meeting or event to request an accommodation.

Planning Commission of Peachtree City
Meeting Minutes
Monday, October 14, 2024
6:30 PM

Pledge of Allegiance

The Peachtree City Planning Commission met on Monday, October 14, 2024, at City Hall. Chairman Scott Ritenour called the meeting to order at 6:30 p.m., followed by the Pledge of Allegiance to the flag. Andrew Kriz, Ray Liotta, Felicia Reeves, and the new Alternate, Brett Hanes, were also in attendance. Vice Chair Kenneth Hamner was absent. Others present were Planning Director Robin Cailloux, Senior Planner Lora Hooks, Recording Secretary Martha Barksdale, and IT Specialists Elijah Brewer and Katelyn Daws.

Additions or Deletions

None

Announcements and Reports

1. Introduction of new Planning Commissioner Alternate

Ritenour introduced Hanes and congratulated Kriz and Liotta on their new appointments to the Commission. Kriz moved to hold the elections for Chairperson and Vice-Chairperson at this time. Reeves seconded. Motion carried unanimously.

Approval of Minutes

1. Planning Commission Meeting September 23, 2024

Liotta requested a change to the minutes for the rezoning item. The reference in the second paragraph to the landscape ordinance should be changed to the zoning ordinance. Kriz moved to approve the September 23, 2024 Planning Commission meeting minutes with those changes. Liotta seconded. Motion carried unanimously.

Public Hearing

1. Zoning text amendment to allow back-yard fowl in certain residential districts

This item came out of the City Council's retreat earlier in the year, although Cailloux pointed out that meant Council wanted a public discussion, not that they were in support. Staff had reviewed ordinances from non-rural communities in Georgia, and the Commissioners had summaries of those. They contained common standards that staff incorporated into the draft of the proposed ordinance.

They decided to define a chicken as a female gallus gallus domesticus, thereby prohibiting noisy birds including roosters, ducks, geese, turkeys, peafowl, guineas, quails, and pheasants. The chickens are required to be fully enclosed at all times, and the draft includes language that gives Code Enforcement the right to go onto the property to inspect the area if there were complaints. Another universal requirement in the ordinances, also mentioned in the University of Georgia

recommendations, was setting a minimum area at four square feet per chicken for the coops and 10 square feet per chicken in the enclosed run. Also included in the draft was the requirement that chickens only be allowed in back yards, not side or front yards.

There was no universal number dictating the lot size required for keeping chickens and how far the facilities needed to be from property lines, Cailloux remarked. However, a couple of the more urban areas started out at lot sizes of 10,000 square feet. Staff proposed that chickens not be allowed on lots of less than 10,000 square feet. Residential lots of 10,000 to 11,999 square feet (R-1 and R-10) could have up to three chickens, while lots of 12,000 to 21,999 square feet (R-12 and R-15) could keep a maximum of five. Lots of 22,000 to 41,999 square feet (R-22) would be allotted up to eight chickens, and lots of 43,000 square feet (one acre) or more (R-43 and ER) could have up to 10 chickens per acre for a maximum of 30.

A 20-foot minimum setback of coops from the rear property line is proposed, differing from sheds, which were permitted to be in the rear setback given certain limitations. Given the potential for smells and noise, Cailloux commented the shed regulations were not appropriate for a chicken coop and therefore is recommending the increased minimum setback.

Staff recommended this be included in the "Accessory Uses" section of the ordinance and not incorporated into the separate sections for each zoning district. Cailloux said it would be easier for staff to have it in one location and also that this would be an appropriate place since it was based on lot sizes, which was a land use issue.

Ritenour opened the public hearing. No one wished to speak either in favor or in opposition, and no one had any questions, so he closed the hearing.

Kriz asked if any homeowners associations (HOAs) restricted raising backyard chickens? Cailloux said she didn't know, but the City had no way of enforcing those covenants. Chickens were not allowed under the current City ordinance. He confirmed that an HOA could ban chickens after this ordinance was adopted, and Cailloux said that was true.

Liotta commended staff on their work. He asked if the definition would go in the ordinance or in the definition section? Cailloux said in the ordinance, but it could go in both. Liotta suggested they include all the birds that were banned, instead of only roosters.

Should there be a minimum separation from the coop to an adjacent structure? That could be established, Cailloux said, noting that some of the other cities set it at 20 feet. That would be in addition to the 20 feet from the setback. Setting a distance from an adjacent structure would be more difficult to measure than measuring the distance from the property line. Liotta then said he was satisfied that

the 20-foot setback addressed the issue.

He asked if there should be a maximum height for the runs? The proposal said the fencing must comply with the City ordinance, which limited it to six feet, Cailloux explained. Coop height? Cailloux said she hadn't considered that but would add it. Liotta said other cities set it at eight feet, and Cailloux said she could repeat that language. He also wondered about the requirement that coops be six-sided, and Cailloux said that meant a roof, floor, and four walls, and she could clarify that language.

Noise was one of Reeves' concerns. She wondered how other areas handled complaints. Cailloux said if there was a complaint about a rooster, they would notify Animal Control and give the owner 48 hours to rectify the situation. If they didn't, Animal Control would handle it.

Reeves was concerned about traffic generated by an egg selling business. Cailloux said home businesses were permitted as long as the activity occurred inside the home. Customers would have to park in the driveway and enter the home to purchase the eggs. Right now, that was permitted under the draft ordinance. The slaughter and sale of meat, along with breeding, was not allowed. Kriz said he shared that concern, and Reeves said they should consider it. Cailloux said she would add that language and make it so the egg production would be only for personal use. Ritenour and Liotta agreed.

Since coops were limited to rear yards only, Hanes observed, how was that addressed on multi-frontage lots? City ordinance defined a rear yard as the portion of the lot that was behind the plane of the house, Cailloux responded.

He asked if a permit could be required to construct a coop? Peachtree City had adopted the International Building Code and the International Residential Code, which did not regulate structures that were not considered habitable, she replied. If a coop was large enough that someone could walk into, a permit could be required. One community they looked at required a permit for backyard chickens. However, Cailloux said her department just did not have sufficient staff to add another permit requirement. If Council did require it, of course they would do it, but she requested they not require a permit for the chickens. If it became a problem, they could always re-visit this.

How could they ensure the setback was respected if there was nothing submitted to staff? Hanes continued. If there was a complaint, or if it could be seen from the street by a Code Enforcement Officer, and it was clear there was a setback violation, the officer could issue a notice of violation, Cailloux said.

Ritenour asked for comments, and Hanes said he thought this ordinance was well done, as did Reeves. Reeves said her concern was neighbors, but the HOAs could deal with that. Cailloux pointed out that many neighborhoods did not have HOAs,

so the only protection would be this ordinance. If a fence blocked the view of the backyard, a complaint would be the only way the ordinance could be enforced, Reeves said, adding that was concerning. Kriz said he shared that concern.

Liotta said he agreed with the edits that had been suggested. He thought a permit might be needed for the coops.

Kriz asked about the decibel level of hens. Cailloux said her concern was not the decibel level, but the continuation over a long period of time. The noise ordinance said if a barking dog persisted for over 10 minutes, it would be a violation. She noted that hens “talked” constantly and said that was where limiting the number came into play. The number they had established was low compared to other jurisdictions.

Kriz said he was concerned about the people who didn’t have the protection of an HOA. He would be in favor of not allowing chickens on lots smaller than 22,000 square feet. He thought the HOAs would restrict them on smaller lots, and the City should, too. Kriz said it had the potential for noise issues and to attract predators, and that would be a concern in a community with smaller lot sizes.

Was there a survey that determined this was something the community wanted? Reeves asked. Cailloux said it was not part of the annual community survey and was not one of the top 10 items when the Comp Plan was updated in 2022.

Kriz said he would be against recommending this to City Council unless they added a lot size restriction.

Ritenour agreed, saying he, too, was concerned about non-HOA neighborhoods. He speculated that most HOAs did not have restrictions on chickens, but probably would add them if this was approved. He wondered about the reason behind Council requesting this ordinance? Was it a food security issue? Ritenour noted there hadn’t been requests from citizens that they knew of. Were they considering creating a text amendment for a non-issue?

He said he grew up on and around farms and considered chickens to be farm animals. Chickens produced a lot of waste, and what would happen to that waste in a neighborhood? Chickens smelled, he added, and could attract predators such as coyotes and vultures. Avian flu might be a concern, too. Was this something they wanted to introduce in the city? Would it place undue burden on neighbors and on Code Enforcement?

He said many agricultural agencies recommended a minimum 20 feet from a structure, and that was not feasible for small lots. He thought if they recommended anything it should be limited to larger properties.

Kriz asked if Council wanted a recommendation, and Cailloux said this was a

zoning text amendment, so a recommendation was required. If they could not agree as a body, she could pass on what the majority agreed to, with a comment on what the minority opinion was.

Ritenour raised a good point about whether this was something the citizens desired, Kriz remarked, and Reeves agreed, saying she didn't want to pit neighbor against neighbor and put a load on City services without a good reason. Cailloux then pointed out that this was Council-driven, and they were very connected to the people they talked to, so there might be ground support for this that she was not aware of.

Liotta said he agreed with the comments about the nuisance issues and suggested chickens be limited to lots of 43,000 square feet or more. Cailloux asked if they wanted to limit it to half an acre or an acre? Kriz said he would be okay with an acre because of the myriad of the potential nuisances Ritenour had mentioned. He said it sounded like they should recommend Council not accept this, but if they did, chickens should only be allowed on lots greater than one acre. Reeves and Ritenour agreed with that, as did Liotta.

Since they wanted to limit this to the larger lots, Hanes asked if it would be good to require a site plan and an as-built stamped by a surveyor? That way staff didn't have to go out in the field, but there would be something on file saying it was done right. Cailloux liked that idea but cautioned that surveyors were busy right now and therefore very expensive. Maybe not the as-built, but maybe a counter permit with a site plan, she proposed. That would give Code Enforcement the right of entry if there was a complaint.

Kriz moved to recommend to City Council that they not adopt a backyard chickens ordinance. If Council moved ahead with this, the Planning Commission recommended that chickens only be allowed on lots greater than 43,000 square feet with an appropriate permitting process. Reeves seconded. Motion carried unanimously.

Old Agenda Items

None

New Agenda Items

1. Elections for Chairperson and Vice-Chairperson

Kriz nominated Ritenour as Chair. The motion was seconded by Liotta. Ritenour accepted the nomination. Motion carried unanimously.

Reeves nominated Hamner as Vice-Chair, and Kriz seconded. Motion carried unanimously.

2. Building Elevations, Splash n' Dash Carwash, 210 Stevens Entry

Hooks explained the new owner was interested in upgrading the facility, and an

architectural review was required because this section of Stevens Entry was considered a major thoroughfare. The existing building was brown brick with a faded fascia that was in need of repair. The proposal was to cover the brick with Hardie board painted a gray color. The remaining brick would be painted that color, too. A new metal fascia painted a color called Graphite with a textured finish was proposed, as was a stacked stone knee wall on the front and sides. The internal bays were also brick, and that was hard to keep clean, Hooks remarked, so they were planning to cover those walls with white PVC paneling for ease of maintenance.

As a general rule, front facades should be 80% primary materials and side facades should be at least 50% primary materials. Hooks said staff reviewed it with the facade facing Stevens Entry as the primary front facade. Since the front of the building was mostly open, the fascia made up approximately 70% of the facade, with the remaining 30% consisting of primary materials. The side facades were 70% primary materials. Staff felt Hardie board was a quality durable material that met the intent of the ordinance. There was no requirement for primary materials on the rear facade, she stated.

As part of the renovation, the owner wanted to expand two of the bays to the rear to become self-service automated washing bays, said Hooks. This extension would be clad with Hardie board and have a stacked stone knee wall for a unified look.

Hooks reviewed the colors that would be used, saying they were warm, low-reflectance neutral colors that met the requirements of the ordinance.

While the proposal met most of the requirements of the ordinance and enhanced the visual appearance of the community, Hooks pointed out that the ordinance stated that natural brick "should" not be painted. Therefore, approval was at the Planning Commission's discretion.

The applicant was not present.

Hanes said he agreed with the stipulation that brick not be painted. Paint did not allow brick to breathe and could damage the brick's composition.

Liotta asked why they did not have to present a site plan for the addition, and Cailloux explained that it was required only if there was more than 5,000 square feet of disturbed area. He wondered about issues with the rear setback, but Cailloux said they would look at that when the building permit application was submitted.

Liotta said he liked the colors and materials and could understand that the brick could be a challenge to keep clean. He wondered about the siding—would there be a shadow line? Hooks said the elevations showed that it would be board and batten, not just a flat facade.

Kriz asked about Hanes' comments on painted brick. Cailloux said, to her understanding, brick and paint technology had changed so that painting was not damaging. Kriz noted what was planned here was similar to what other businesses had done in that corridor.

Ritenour said this seemed to be similar to the car wash on Georgian Park that had been upgraded. He went on to reaffirm his dislike of painted brick, although he said he did like this color scheme and thought it was an improvement.

Kriz moved to approve the building elevations for Splash n' Dash Carwash, 210 Stevens Entry. Liotta seconded. Motion carried 3-1, with Kriz, Liotta, and Reeves voting in favor; Ritenour in opposition.

3. Building Elevations, Caliburn Advisors, 1104 N Peachtree Parkway

This business was on an outparcel in the Kedron Village Shopping Center. Elevations were previously approved, but those renovations were cost-prohibitive, so they were coming back to the Planning Commission with scaled-down plans. The building was built in the 1990s of peach-colored brick with white trim. Hooks said the building was not very visible from SR 74 due to the landscape buffer.

She showed the elevations that had been approved, which called for painting the building a color called Eider White, renovating the entrances, adding stone accents, and adding a bronze metal roof. They had already replaced the roof with architectural asphalt shingles, rather than metal.

They still wanted to paint the building Eider White, but leave the entrances as they were, and use a color called Tricorn Black as an accent and on the gutters and window trim. Again, this involved painting brick, so Hooks reminded the Commissioners that approval was at their discretion.

Caliburn's Perry Jewell and Derek Ermatinger represented the company. Jewell said the original plan was indeed cost-prohibitive, so he hoped the Commission would approve this.

Liotta said he liked the new version better than the one they had approved. He commented that he believed bricks were required to be sealed before painting, but that was the applicant's issue, not something the Planning Commission should tackle.

Jewell said the painters they had talked to said the brick painting technology had changed. Acrylic latex was suitable.

Reeves said it looked nice. She asked staff if they could update the ordinance to address painted brick. They seemed to be approving a lot of painted brick. Cailloux said that was something a Universal Development Ordinance (UDO) could tackle.

Jewell said they had done an interior renovation and were planning to update the landscaping.

Ritenour noted there were no structural changes to the outside, only the colors. Again, he said his concern was the painted brick, and he hoped they could look at that if they did the UDO.

Reeves moved to approve the building elevations for Caliburn Advisors, 1104 N. Peachtree Parkway. Kriz seconded. Motion carried 3-1, with Kriz, Liotta, and Reeves voting in favor; Ritenour in opposition.

4. Landscape Plan, Hoshizaki, 618 S HWY 74

Hooks showed an aerial photo of this property in the Industrial zoning district. Based on the 228,939 square feet of impervious surface in the expansion area, the landscape ordinance required a minimum of 687 caliper inches of canopy trees and 458 caliper inches of understory trees.

In addition to those requirements, the Planning Commission added a condition as part of the waiver for the building elevation review that required evergreen trees to be planted to help screen the building from SR 74 where there was a gap in the buffer for the power lines. Hoshizaki was providing arborvitaes, pines, and Nellie R. Stevens hollies that would be 10 to 12 feet in height.

The proposal was for 417 inches of canopy trees, which was 60% of the requirement, and 344 inches of understory trees, which was 75%. Since the requirement was not met, they were requesting to use the tree fund alternative compliance method.

Hooks said staff was of the opinion the requirements of the ordinance and the building elevation waiver had been met and recommended approval.

The landscape architect was present and noted there had been a lot of concern in the community about the back area of the property along the cart path. He pointed out where larger trees would be planted in that area.

Liotta said he was concerned about the tree removal on that back slope. He did not think what the applicant had outlined was sufficient. Liotta suggested reducing the amount designated for the tree fund and planting additional canopy trees on the back slope where the lovegrass was being seeded. He thought it would be easier if some one-inch whip-type trees were planted on that slope as a way to replicate the forest canopy that had been there. Liotta also suggested that 30% of the deficit of canopy trees could be addressed in that manner, with the remainder going into the fund.

The applicant said the severity of that slope would make this difficult, causing

issues as the trees grew. He said the lovegrasses would grow at the same rate as smaller trees. They intended to plant larger trees along the path, but they didn't want to dig too much in order to avoid erosion issues. However, he said he was willing to talk about doing more in that space.

Cailloux asked him if he was saying the area would re-naturalize to something beyond lovegrass? He said it would unless it was maintained as lovegrass. Was that the intent? They didn't want to put trees above the stormwater, she stated, and Liotta said that was not where he meant and indicated a large area on the screen. He again said they could use many one-inch trees there and reduce the tree fund contribution while getting a leg up on reforestation of that slope.

Kriz asked Liotta if his concern was the canopy over the path? Liotta said his concern was that the initial concept plan approval showed a retaining wall that would not disturb as much tree growth in that area. However, it was clear-cut and was now just a big, exposed earth slope. He suggested installing smaller trees because of the steep slope and felt it would help the slope establish long-term.

Cailloux said it would have to be in conjunction with the lovegrass; the small trees alone couldn't stabilize the slope. The applicant said the lovegrass was there already, holding the slope, and they would be amenable to adding the small trees and reducing the tree fund contribution. That would be fine, Liotta told him, and he said he understood it wouldn't make up all the deficit.

Cailloux noted that it would just be overstory trees that would be planted there. Liotta said 270 was the difference, and he suggested they plant about a third of that. Cailloux suggested the motion say that the applicant could work with staff, and the remaining inches would be donated to the tree fund.

Liotta moved to approve this plan subject to their discussion of planting additional overstory trees to be worked out with staff in the rear slope area. The remainder would go into the tree fund along with the understory caliper inch requirement. Kriz seconded. Motion carried unanimously.

Workshop Items

1. Planning Commission Presentation to City Council about Ordinance Updates

Ritenour said Hamner had sent out updates for the upcoming presentation to City Council. Liotta said Hamner was doing a great job putting this together, and he thought they should stop making edits until they got comments back from Council.

Ritenour said he believed Hamner had captured all the information from the Commissioners and staff and also incorporated the issues that had been documented. He agreed that they needed to lock it down but said the City Manager had submitted comments about village centers that they needed to incorporate.

Ritenour gave Hanes a brief history of what they were doing, explaining that there was an attempt at creating a UDO last year that did not progress, so the Planning Commission decided to see what they could do to get the process going again to create a more usable document. Another goal was to look at how they could bring some vitality back to the village centers. The Planning Commission would be making a presentation at the November 21 Council meeting, asking Council to give this project the go-ahead.

They then discussed upcoming meetings, saying the October 28 meeting had a busy agenda. The November 11 meeting would be canceled because it fell on Veterans Day, and the November 25 meeting would be Thanksgiving week. Cailloux said they could wait until after the 11th to see what was on the agenda for the 25th. They might need to hold a November meeting on a different day. There was a meeting scheduled for December 9, and that would be the only meeting in December.

There being no further business, Kriz moved to adjourn at 8:15 p.m. Reeves seconded. Motion carried unanimously.

Martha Barksdale

Scott Ritenour

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Planning Commission

FROM: Robin Cailloux, Planning Director 10/22/2024

DATE: October 28, 2024

SUBJECT: Special Use Permit request for 400 Crosstown Drive

Recommendation:

Because the proposal is not for the construction of a new site, but the re-use of an existing building, staff is of the opinion that the request meets most if not all of the evaluation criteria and recommends approval of the Special Use Permit.

Discussion:

The property owner of 400 Crosstown Drive, known more commonly as the Kmart building, is requesting a Special Use Permit (SUP) in order to divide the existing building into multiple tenants with a leasable space of over 32,000 square feet each. The owner is proposing to subdivide the building into three tenant spaces, as shown on the attached site plan. No building additions or parking lot modifications are proposed.

Per section 1006.4(e) of the zoning ordinance, a commercial building of over 32,000 square feet that has been vacant for over two years and wants to be re-established with an active business must apply for an SUP.

Evaluation Criteria:

Per city ordinance, an SUP application is treated similarly to zoning requests in that there are two public hearing required prior to the City Council's decision. However, the review criteria for an SUP are very different than a rezoning, since the underlying zoning will not change. Per Section 1006.4(d) of the Zoning ordinance, City Council shall consider the following factors, where relevant, when evaluating a proposed Special Use Permit:

- a. Compatibility of the proposed use and location with the policies established in the comprehensive plan.
- b. Compatibility of the proposed use with the character of adjacent properties and the surrounding neighborhoods and with existing and proposed development.
- c. Availability of, or ability to provide, adequate utilities, drainage, parking and loading space, lighting, screening, landscaping and open space.
- d. Provision of safe and convenient vehicular, pedestrian, bicycle, and alternate modes of transportation.

- e. Compatibility of the proposed use with the intent and function of the GC zoning district.
- f. Compliance with applicable performance standards and requirements as set forth in the city's land development ordinance.

The applicant has provided a narrative explaining the details of their request as well as a traffic study to document any impacts on the adjacent intersections. The traffic analysis shows that the future operations of the intersection after the building is fully re-opened will continue to operate at a Level of Service of D or better, which is the City's standard.

Budget Impact:

There are no budget impacts associated with this item.

Attachments:

- 1. Applicant Narrative
- 2. Tenant Plan
- 3. Traffic Impact Study

SUP WRITTEN NARRATIVE & IMPACT ANALYSIS

1. Land Use:

The applicant proposes to have a new tenant, Ace Pickleball, along with other retail tenant(s) be allowed within the existing vacant building located within the Braelinn Village Shopping Center in Peachtree City. The property is approximately 9.74 acres located adjacent to Crosstown Drive and S. Peachtree Parkway. The Ace Pickleball is anticipated to be +/- 40,000 s.f. and the remaining retail space within the building to consist of +/- 47,373 s.f.. To facilitate the proposed use, the applicant requests a Special Use Permit to allow for the indoor recreational use. Potential impacts to neighboring properties are mitigated by re-using the existing building and not re-developing the property. Existing site characteristics would essentially remain un-changed.

2. Community Design:

The proposed development would create a community design consistent with the village concept. Historically, the village concept in Peachtree City has meant places where one could live, play, shop and possibly work. The proposed use will be integrated into the shopping center and create an indoor recreational use to play pickleball. It is compatible with the adjacent residential and commercial properties which would benefit from the facility.

The use would preserve natural resources on the site by using the existing building and preserving the surroundings. Existing stormwater facilities would be utilized and would not cause any impact. Further, the development would incorporate natural storm water management designs such as the utilization of ponds. The use will enhance the existing building architecture and include signage.

3. Economic Development:

The proposed development will provide a positive impact to the city's tax base since the existing building has sat vacant for numerous years.

4. Community Facilities and Infrastructure:

The proposed use will replace what was formerly a Kmart and will have less than or similar impact to police and fire. Access to the development will remain unchanged. Water, sewer and stormwater infrastructure would not be impacted since the existing water, sewer and stormwater connections are sufficient to serve the proposed use.

Transportation:

The proposed *Braelinn Village Shopping Center* development consists of constructing a 40,000-square-foot Ace Pickleball (with 13 indoor courts) and approximately 51,423 square feet of retail within an existing building in the shopping center. The four (4) existing

site driveways (referred to as study intersections) that currently serve the Braelinn Village Shopping Center all currently operate at an acceptable Level of Service (LOS). While the overall intersections operate acceptably, low levels-of-service for the side street approaches are not uncommon, as vehicles may experience a delay turning onto a major roadway.

Based on the results of the traffic impact study, the analyses show that with the addition of the proposed *Braelinn Village Shopping Center* development, the study intersections would continue to operate at an acceptable LOS. Additionally, the Braelinn Village Shopping Center driveways have already been previously built out with turn lanes to accommodate the overall shopping center traffic. As a result of the analyses, no off-site roadway improvements are recommended for capacity purposes. Please refer to the *Traffic Impact Study* for the *Braelinn Village Shopping Center* development for details of the traffic analysis.

In addition to the analysis provided in the traffic impact study, it is important to note that the shopping center development currently provides multi-use path connectivity with portions of the site, as portrayed in Peachtree City's *Multi-Use Path System 2022 Master Plan Update* (March 2022). As a conservative approach, it was assumed that all project trips for the proposed development would be taken at the project driveways, and no trip reduction was taken for the multi-use paths. The existing parking lot configuration will remain in place with the proposed development.

Site No. : 117520
Site Name : Braelinn Village
Location : Peachtree City, GA
Submitted By : DE
Drawn By : JB
Date : 08.08.24

EXTG. SITE PLAN DERIVED FROM 117520.DWG FLYER
CAD FILE PER KIMCO REALTY; GLA AND PARKING
CALCULATIONS PER KIMCO REALTY ADVANCED SEARCH
WEBSITE SITE DETAILS LISTING OF PROPERTY DATA
UNLESS NOTED OTHERWISE.

EXTG. BUILDING ELEMENTS, CURBS, AND PARKING
LAYOUTS TO BE ALTERED AND/OR REMOVED ARE NOT
SHOWN FOR CLARITY.

PARKING

EXTG	4.74/1000	1,261
REMOVED		-00
ADDED		+00
TOTAL	4.74/1000	1,261
REQD	N/A	N/A

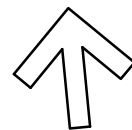
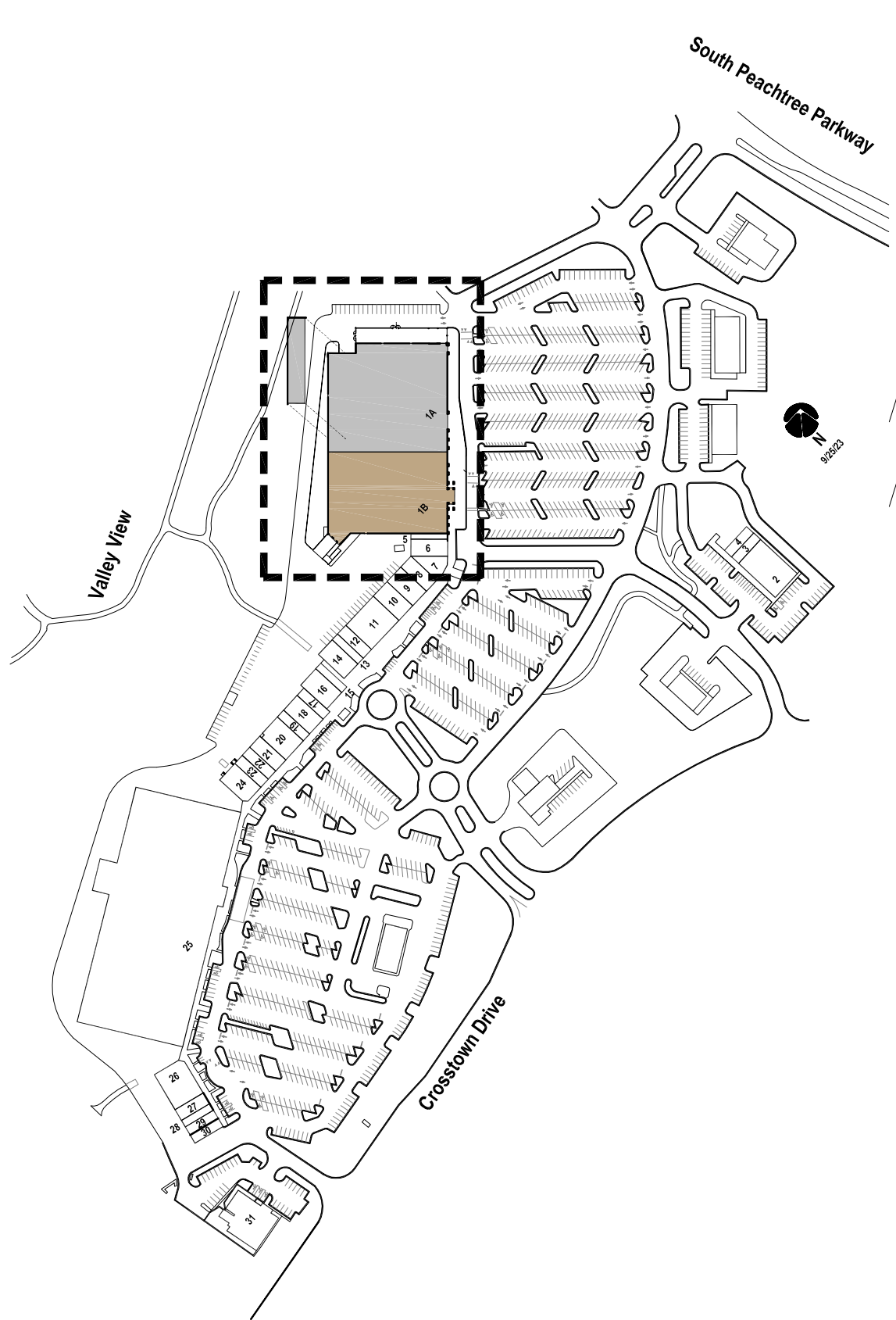
AREA

EXISTING	266,005 sf
REMOVED	-00 sf
PROPOSED	+00 sf
TOTAL	266,005 SF

The information presented herein is intended for use by Kimco Realty Corporation, for the purposes of schematic planning only and should not be used as a construction document. Owner, contractor and /or tenant are responsible to verify all dimensions and conditions prior to permit or construction. This information represents a preliminary interpretation of various issues as related to the site under review, and should not be considered a comprehensive report. Information may have been obtained verbally or from other sources including the internet. No testing, surveying, or on-site investigations have been performed as part of this work.

117520

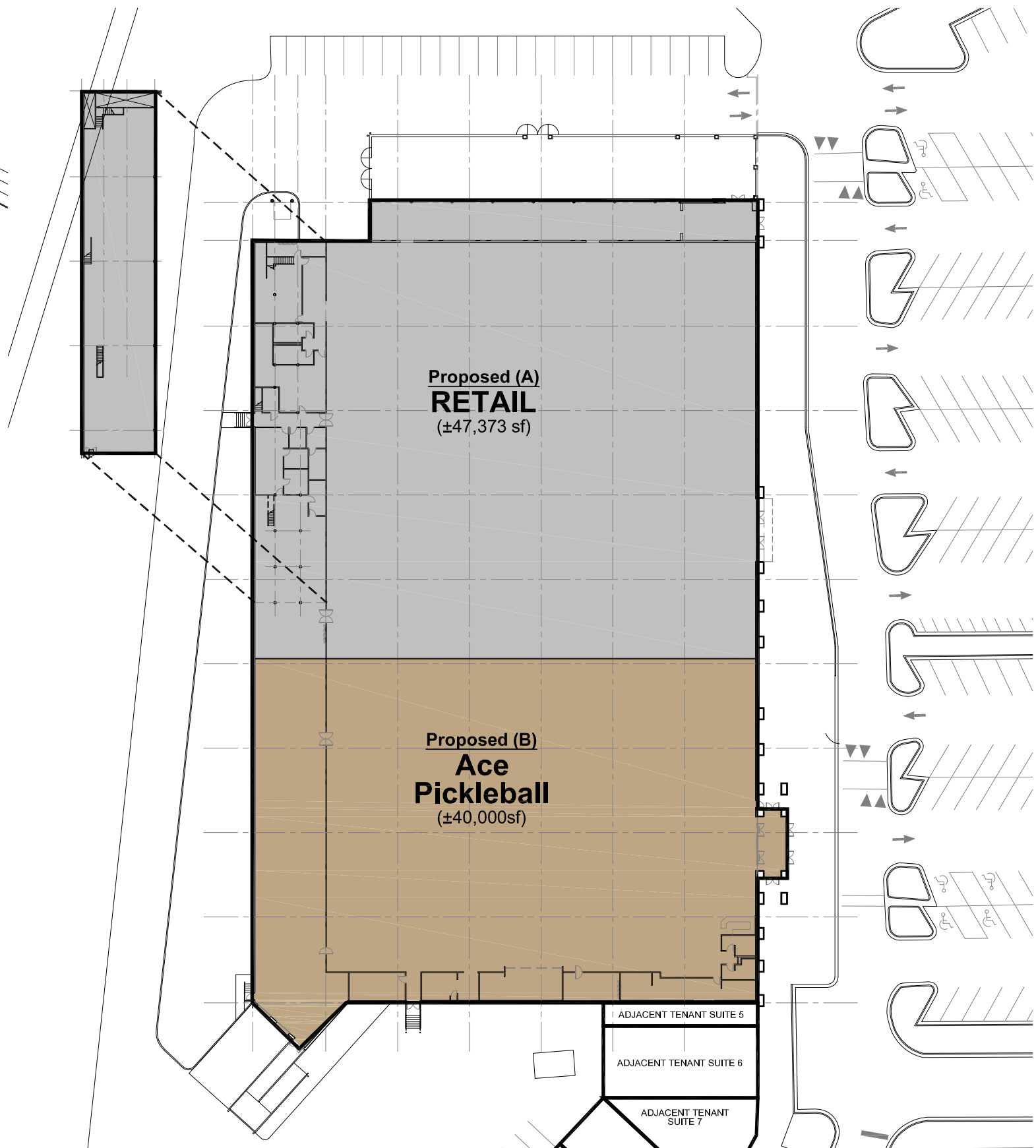
RM_SUITE 1_02



2

SITE KEY PLAN

1" = 300'



1

DEMISING PLAN

1" = 60'





Traffic Impact Study

Braelinn Village Shopping Center

Peachtree City, Georgia

Report Prepared:

August 2024

Prepared for:



Prepared by:



Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, GA 30009
017377034

Traffic Impact Study

Braelinn Village Shopping Center

Peachtree City, Georgia

Report Prepared:

August 2024

Prepared for:



Prepared by:

Kimley»Horn

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11720 Amber Park Drive, Suite 600
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1.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the proposed *Braelinn Village Shopping Center* development. The proposed project is expected to be completed by 2025 (referred to herein as “build-out year”). This study evaluates the impact of constructing a 40,000-square-foot Ace Pickleball (with 13 indoor courts) and approximately 51,423¹ square feet of shopping center retail in an existing 86,479-square-foot building within the Braelinn Village Shopping Center. The approximate 45.2-acre site is located north of Crosstown Drive and west of South Peachtree Parkway in Peachtree City, Georgia.

This report will summarize the analyses of the following four (4) scenarios during the AM and PM peak hours:

1. Existing 2024 Traffic Conditions
2. Projected 2025 No-Build Conditions (Existing 2024 Traffic Conditions, plus 1 year of background traffic growth)
3. Projected 2025 Build Conditions (Projected 2025 No-Build Conditions, plus the traffic associated with the proposed *Braelinn Village Shopping Center* development)

Figure 1 provides a location map of the project site. **Figure 2** provides an aerial imagery of the project site. Additionally, a copy of the proposed site plan is provided in **Appendix A**.

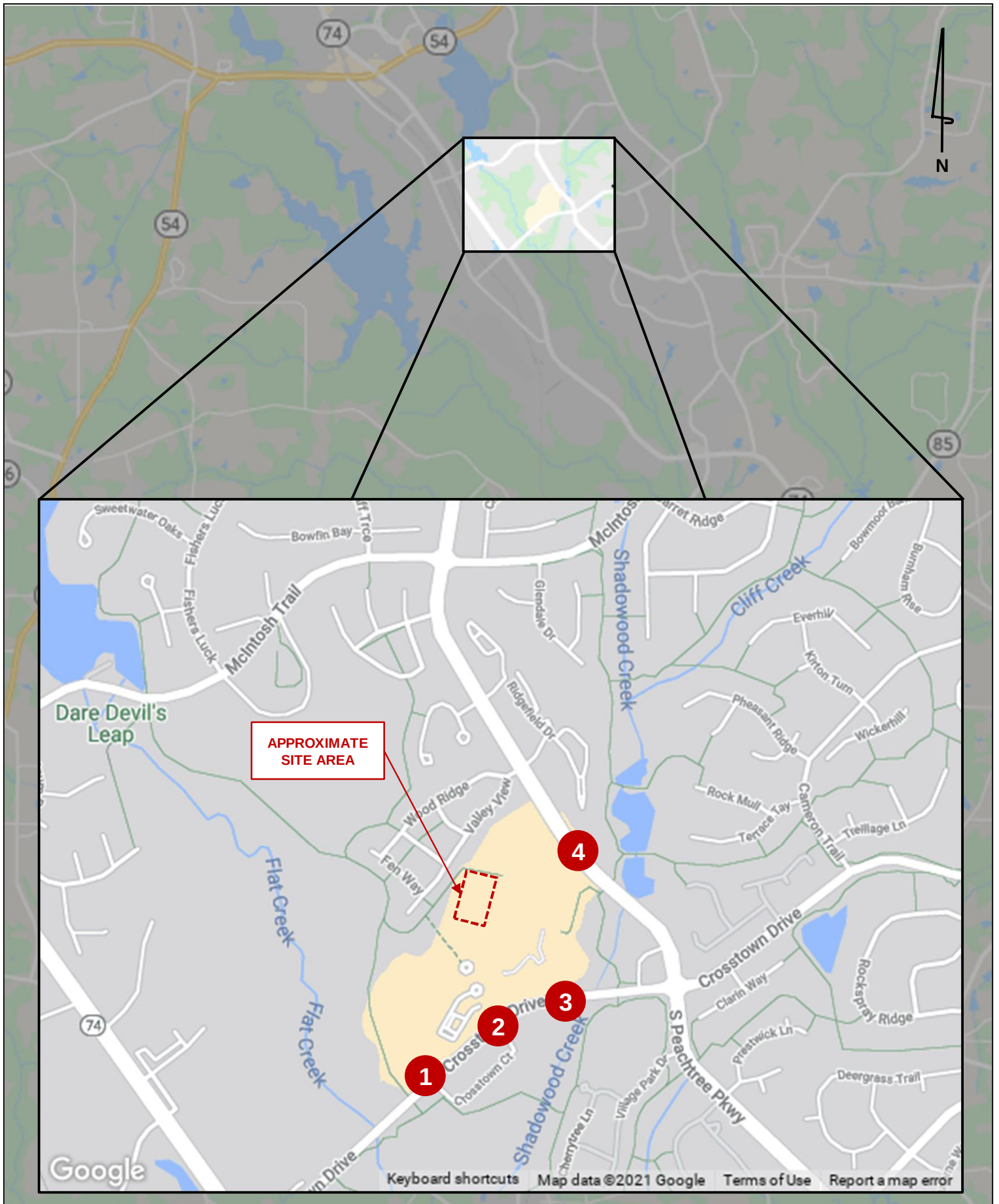
2.0 STUDY AREA DETERMINATION

The study area consists of the following four (4) existing project driveways:

1. Crosstown Drive at Site Driveway A/Crosstown Court (two-way stop control)
2. Crosstown Drive at Site Driveway B/Crosstown Court (two-way stop control)
3. Crosstown Drive at Site Driveway C (two-way stop control)
4. South Peachtree Parkway at Site Driveway D (two-way stop control)

This analysis considers Site Driveways A, B, and C, Crosstown Court, and South Peachtree Parkway, as having a north-south orientation, and Crosstown Drive and Site Driveway D, as having an east-west orientation.

¹ For purposes of this analysis, 51,423 square feet of shopping center retail will be evaluated, conservatively, although the proposed site plan in **Appendix A** reflects approximately 47,373 square feet of retail.





3.0 EXISTING TRAFFIC CONDITIONS

3.1 ROADWAY CHARACTERISTICS

The roadways within the study network have the following characteristics:

Crosstown Drive is a two-lane undivided local roadway with a posted speed limit of 40 MPH. GDOT counts taken west of Log House Road indicated an AADT of 4,360 vehicles per day in 2022.

South Peachtree Parkway is a four-lane divided minor arterial with a posted speed limit of 40 MPH. GDOT counts taken north of Crosstown Drive indicated an AADT of 7,030 vehicles per day in 2022.

3.2 EXISTING TRAFFIC VOLUMES

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

1. Crosstown Drive at Site Driveway A/Crosstown Court (two-way stop control)
2. Crosstown Drive at Site Driveway B/Crosstown Court (two-way stop control)
3. Crosstown Drive at Site Driveway C (two-way stop control)
4. South Peachtree Parkway at Site Driveway D (two-way stop control)

Vehicle peak hour turning movement counts during the AM period (7:00 AM to 9:00 AM) and the PM period (3:45 PM to 5:45 PM) were performed on Thursday, May 16, 2024. Raw traffic counts are provided in **Appendix D**. Peak hours for study intersections are shown in **Table 1**.

Table 1: Peak Hour Summary		
Intersection	AM Peak Hour	PM Peak Hour
1. Crosstown Drive at Site Driveway A/Crosstown Court	7:30 AM – 8:30 AM	4:45 PM – 5:45 PM
2. Crosstown Drive at Site Driveway B/Crosstown Court	7:30 AM – 8:30 AM	4:45 PM – 5:45 PM
3. Crosstown Drive at Site Driveway C	7:30 AM – 8:30 AM	4:15 PM – 5:15 PM
4. South Peachtree Parkway at Site Driveway D	8:00 AM – 9:00 AM	4:45 PM – 5:45 PM

Per GDOT policy issued on July 15, 2022, traffic forecasts based on new traffic counts data collected after the start of the Fall 2022 school year will no longer be required to follow COVID-19 policy procedures. **Figure 3** illustrates the Existing 2024 traffic volumes of the study intersections as well as the existing roadway geometry (intersection layout).

4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

Projected background (non-project) traffic is defined as the expected traffic on the roadway network in the future year(s) absent the construction and opening of the proposed *Braelinn Village Shopping Center* development. The Existing 2024 peak hour traffic volumes were increased by 1.0% for one (1) year to

account for the expected background growth to 2025. **Figure 4** illustrates the Projected 2025 No-Build traffic conditions.

4.1 FUTURE ROADWAY/INTERSECTION PROJECTS

The GDOT GeoPI system, the ARC's Atlanta Region's Plan, Peachtree City 2023 SPLOST, and Fayette County 2023 SPLOST project lists were researched to identify any currently programmed transportation projects within the vicinity of the proposed development. Two (2) projects were identified:

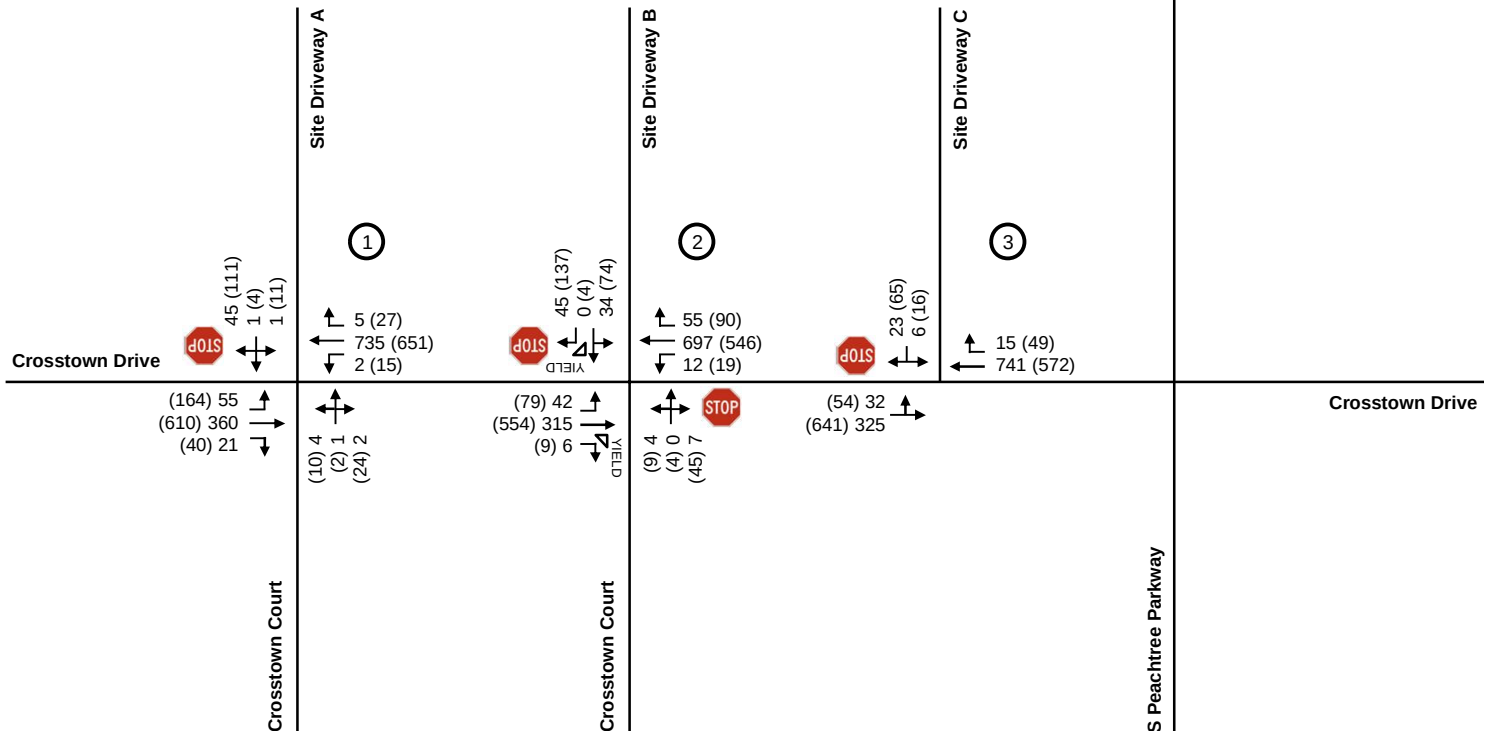
1. **Peachtree City SPLOST Road Improvement Project #31:** Resurfacing of 15 miles per year of the the City's 200.68 miles of road infrastructure.
2. **Peachtree City SPLOST Road Improvement Project #34:** Conversion of the intersection of Peachtree Parkway at Robinson Road from all-way stop control to a roundabout or a signalized intersection.

These projects do not affect intersection laneage or phasing, therefore, are not included in the study. Fact sheets for the future roadway projects are included in **Appendix E**.

LEGEND

- Existing Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- STOP Existing Stop Control
- (X) Intersection Reference Number

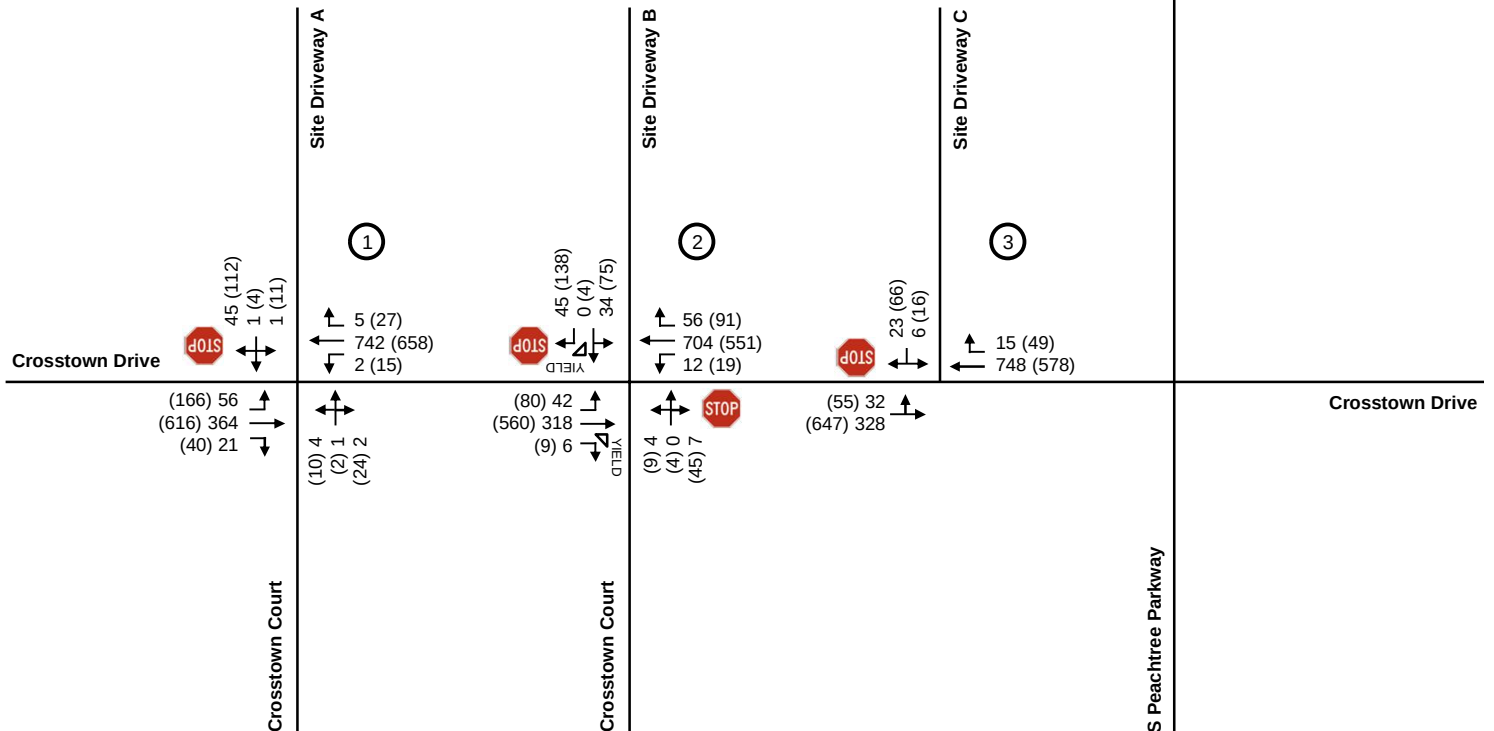
NOT TO SCALE



LEGEND

- Existing Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- STOP Existing Stop Control
- (X) Intersection Reference Number

NOT TO SCALE



Existing 2024 Traffic Volumes grown by 1.0% for one (1) year.

5.0 PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the proposed *Braelinn Village Shopping Center* development, and the distribution and assignment of that traffic through the study roadway network. This traffic impact study evaluated the impacts of developing a 40,000-square-foot Ace Pickleball (with 13 indoor courts) and approximately 51,423 square feet of shopping center retail in an existing building within the Braelinn Village Shopping Center on a 45.2-acre site.

5.1 PROJECT SITE ACCESS

Access to the proposed *Braelinn Village Shopping Center* development will be provided at four (4) existing locations, which are shown on the site plan in **Appendix A**. A brief description of each vehicle access location follows:

1. Site Driveway A (located along Crosstown Drive) – an existing full-movement driveway located approximately 2,300 feet west of South Peachtree Parkway. This driveway serves as a secondary driveway into the development. This intersection currently operates under side street stop control. The driveway has one (1) ingress lane entering the project site, and one (1) egress lane exiting the project site.
2. Site Driveway B (located along Crosstown Drive) – an existing full-movement driveway located approximately 1,600 feet west of South Peachtree Parkway. This driveway serves as the main driveway into the development. This intersection currently operates under side street stop control. The driveway has two (2) ingress lanes entering the project site, and two (2) egress lanes exiting the project site.
3. Site Driveway C (located along Crosstown Drive) – an existing full-movement driveway located approximately 1,000 feet west of South Peachtree Parkway. This driveway serves as a secondary driveway into the development. This intersection currently operates under side street stop control. The driveway has one (1) ingress lane entering the project site, and one (1) egress lane exiting the project site.
4. Site Driveway D (located along South Peachtree Parkway) – an existing full-movement driveway located approximately 1,500 feet north of Crosstown Drive. This driveway serves as a secondary driveway into the development. This intersection currently operates under side street stop control. The driveway has two (2) ingress lanes entering the project site, and two (2) egress lanes exiting the project site.

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

5.2 TRIP GENERATION

Traffic for the proposed development was calculated using trip generation rates contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition, 2021. The project trip generation was calculated assuming "Racquet/Tennis Club" land use (ITE 491) and "Shopping Center (>150K)" land use (ITE 820). The "Racquet/Tennis Club" land use (ITE 491) is an appropriate land use category for the proposed Ace Pickleball facility, as ITE Trip Generation Manual defines the land use as "a privately-owned facility that primarily caters to racquet sports (tennis, racquetball, pickle ball, handball, squash) both indoor and outdoor." The project trip generation for the proposed development on a standard weekday is summarized on **Table 2**.

Table 2: Project Trip Generation								
Land Use	ITE Code	Density	Daily Traffic		AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit	Enter	Exit
Racquet/Tennis Club	491	13 Courts	180	180	25*	25*	25	25
Shopping Center (>150K)	820	51,423 SF	952	952	27	16	84	91
Total Gross Project Trips			1,132	1,132	52	41	109	116
<i>Pass-By Reduction</i>			-324	-324	0	0	-30	-30
Total Net New Project Trips			808	808	52	41	79	86

* Trip generation information for the AM Peak Hour is not provided in the ITE Trip Generation Manual. For purposes of this analysis, it is assumed that the AM Peak Hour trips are equivalent to the PM Peak Hour trips.

Due to the size, nature, and location of the proposed development, mixed-use, and alternative mode were assumed to be zero.

Pass-by reductions are considered for traffic normally traveling along a roadway which may choose to visit a retail establishment that is along the vehicle's path. These trips were already on the road, and would therefore only be new trips on the driveways. Pass-by reductions were determined according to the ITE Trip Generation Handbook, Third Edition, 2014. Per ITE guidance, the pass-by trip reduction rate for the proposed retail land use is 34% for the PM peak hour. It should be noted that pass-by trips are not new trips to the roadway network, rather, they are vehicles already travelling along the existing roadway network that stop to visit the restaurant land uses. No pass-by reductions were taken for the AM peak hour, as pass-by trips are minimal in the morning for retail land uses.

5.3 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of new project trips was based on a review of land uses, population densities, and existing travel patterns in the area. **Figure 5** illustrates the trip distribution for the proposed development.

Based on the trip generation from **Table 2** and the anticipated trip distribution, new project trips were assigned to the study roadway network. **Figure 6** illustrates the new project trips distributed throughout the study network. **Figure 7** illustrates the Projected 2025 Build traffic conditions for the AM and PM peak hours. **Appendix B** provides intersection volume worksheets for all intersections and driveways within the study network.

6.0 LEVEL-OF-SERVICE ANALYSIS

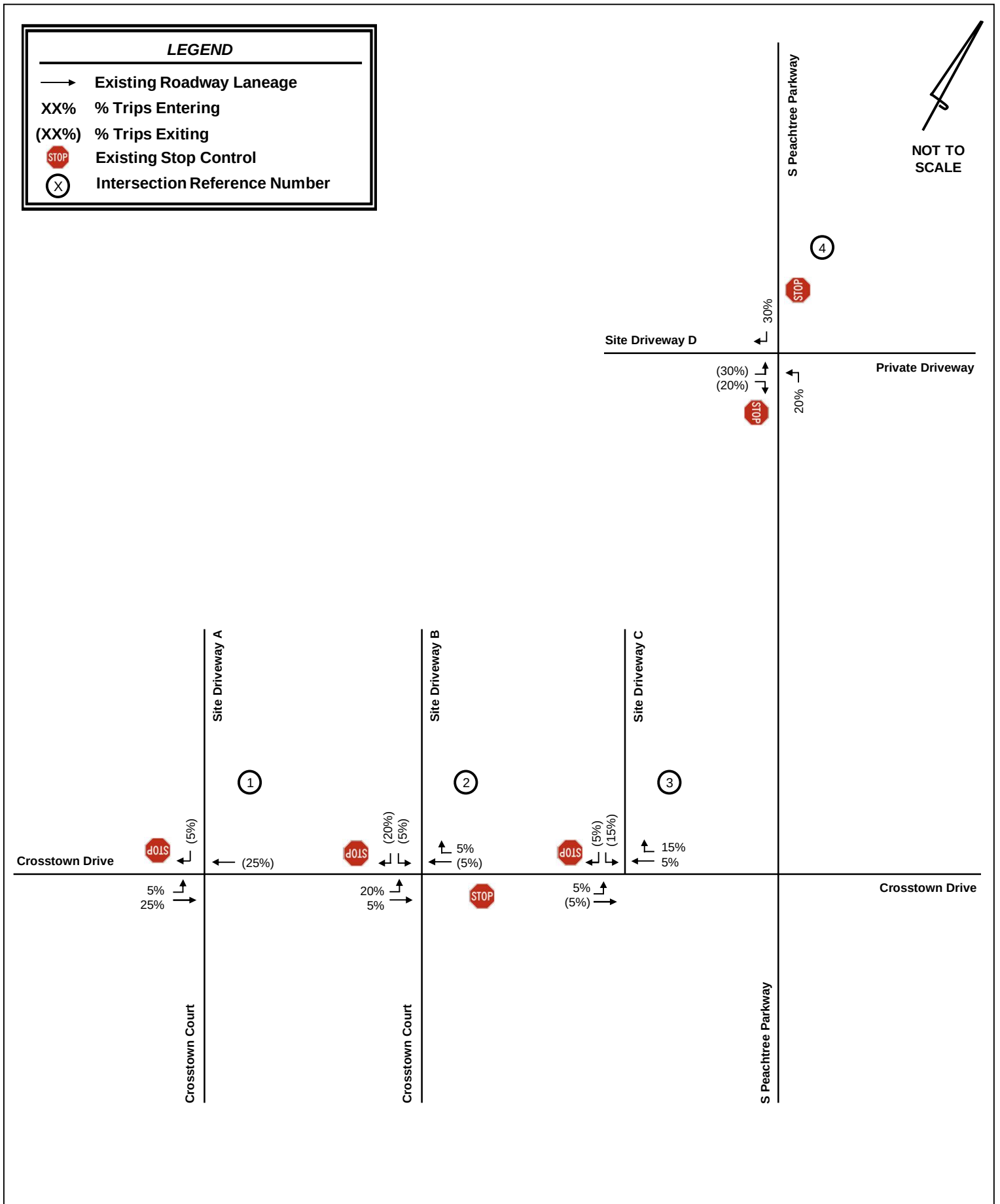
Level-of-service (LOS) determinations were made for the weekday AM and PM peak hours for the existing study network intersections and proposed access intersections using *Synchro Professional, Version 11.0*. The programs use methodologies contained in the *Highway Capacity Manual, 6th Edition* to determine the operating characteristics of an intersection. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions.

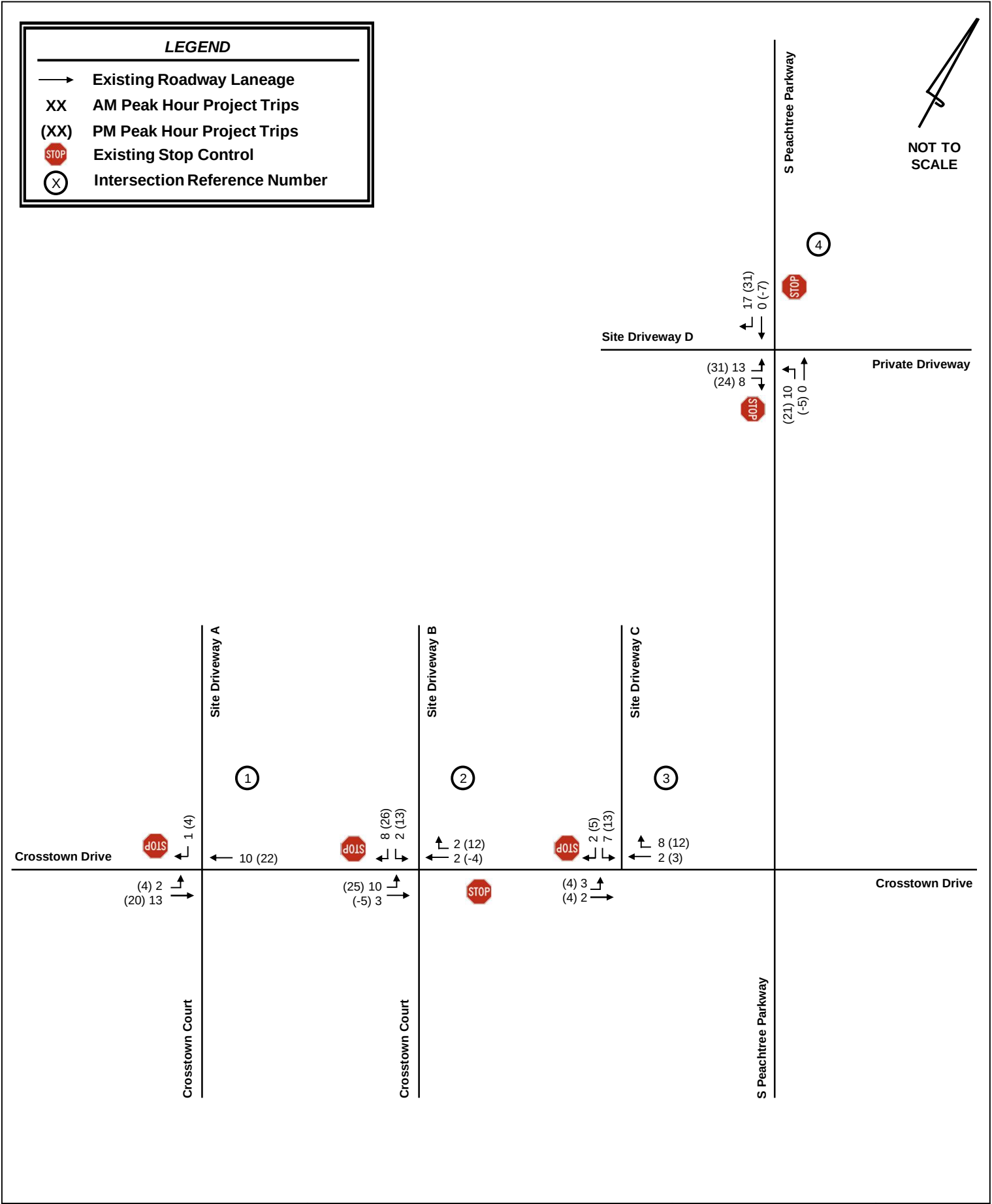
LOS is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions of a traffic stream. The *Highway Capacity Manual* defines six levels of service,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

LOS for unsignalized intersections, with stop control on the minor street(s) only, are reported for the side street approaches. Low levels-of-service for the side street approaches are not uncommon, as vehicles may experience a delay turning onto a major roadway.

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

In addition to the Existing 2024 traffic conditions, an analysis was performed for the AM and PM peak hours for the Projected 2025 No-Build traffic conditions, and the Projected 2025 Build traffic conditions. The results of the LOS analysis for the Existing 2024, Projected 2025 No-Build, and Projected 2025 Build traffic conditions are summarized in **Table 3**.





LEGEND

- Existing Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- STOP Existing Stop Control
- (X) Intersection Reference Number

NOT TO SCALE

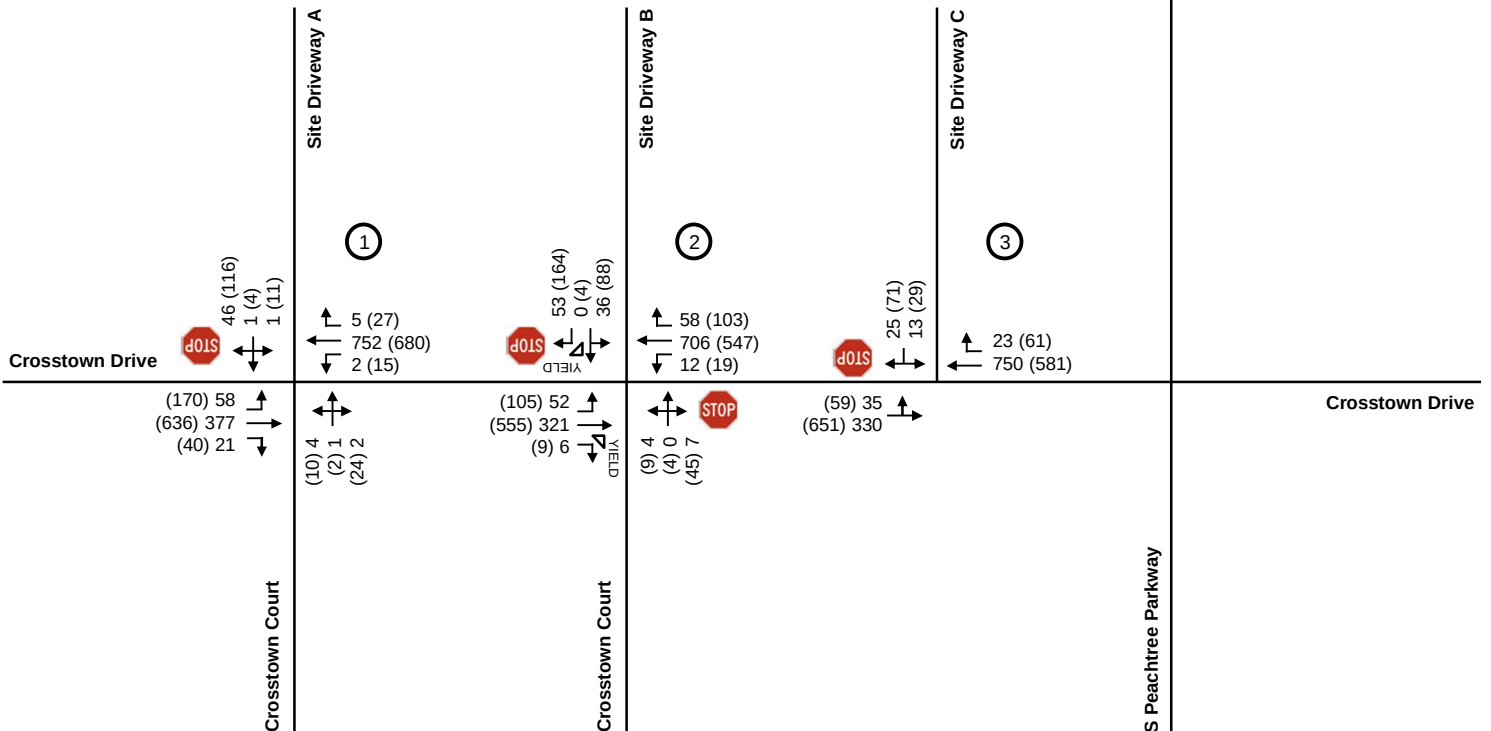


Table 3: Level-of-Service Summary <i>LOS (Delay in Seconds)</i>							
Intersection	Approach	Existing 2024		Projected 2025 No-Build		Projected 2025 Build	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. Crosstown Drive at Site Driveway A (two-way stop control)	NB	D (29.1)	F (57.5)	D (29.7)	F (61.5)	D (31.0)	F (70.3)
	SB	C (16.5)	E (35.8)	C (16.6)	E (37.4)	C (16.9)	E (41.6)
	EBL	A (9.9)	B (10.0)	A (9.9)	B (10.1)	A (10.0)	B (10.3)
	WBL	A (8.1)	A (9.0)	A (8.1)	A (9.0)	A (8.2)	A (9.1)
2. Crosstown Drive at Site Driveway B (two-way stop control)	NB	C (18.6)	D (25.9)	C (18.8)	D (26.5)	C (19.5)	D (30.1)
	SB	C (23.0)	F (60.1)	C (23.3)	F (63.9)	C (24.0)	F (93.9)
	EBL	A (9.6)	A (9.3)	A (9.6)	A (9.4)	A (9.7)	A (9.5)
	WBL	A (8.0)	A (8.7)	A (8.0)	A (8.8)	A (8.0)	A (8.7)
3. Crosstown Drive at Site Driveway C (two-way stop control)	SB	C (17.0)	C (20.3)	C (17.2)	C (20.6)	C (19.4)	D (27.4)
	EBL	A (9.5)	A (9.3)	A (9.6)	A (9.3)	A (9.6)	A (9.4)
4. South Peachtree Parkway at Site Driveway D (two-way stop control)	EB	B (11.2)	C (17.3)	B (11.3)	C (17.8)	B (11.5)	C (21.5)
	WB	B (10.7)	C (15.2)	B (10.7)	C (15.4)	B (10.9)	C (16.3)
	NBL	A (7.8)	A (9.2)	A (7.9)	A (9.3)	A (7.9)	A (9.5)
	SBL	A (8.7)	A (9.3)	A (8.7)	A (9.3)	A (8.7)	A (9.2)

As shown in **Table 3**, three (3) study intersections at an acceptable LOS under Existing 2024, Projected 2025 No-Build, and Projected 2025 Build conditions in the PM peak hour. As previously mentioned, it is not uncommon for vehicles to experience delay turning onto a major roadway. Although the side street approach(es) of Intersections #1 and #2 are projected to operate with delay in the future scenarios, the overall intersection would operate acceptably. Consequently, no off-site roadway improvements are recommended for capacity purposes as a result of the analyses.

A detailed set of analyses from Synchro is available in **Appendix C**.

7.0 CONCLUSION

This traffic study evaluated the traffic impacts associated with the proposed *Braelinn Village Shopping Center* development located north of Crosstown Drive and west of South Peachtree Parkway in Peachtree City, Georgia. The development, which will occupy a currently vacant 86,479-square-foot building, will contain a 40,000-square-foot Ace Pickleball (with 13 indoor courts) and approximately 51,423 square feet of shopping center retail.

The study network, which consists of four (4) intersections, was analyzed for the weekday AM and PM peak hours under Existing 2024 conditions, Projected 2025 No-Build conditions (1 year of background traffic growth), and Projected 2025 Build conditions (Projected 2025 No-Build conditions plus traffic generated by the proposed *Braelinn Village Shopping Center* development).

Based on the results of this traffic impact study, all study intersections operate at an acceptable LOS in the PM peak hour under all traffic conditions. It is not uncommon for vehicles to experience delay turning onto a major roadway. Consequently, no off-site improvements are recommended for capacity purposes.

Kimley-Horn and Associates, Inc. does not recommend any system improvements.

7.1 SITE ACCESS IMPROVEMENTS

Based on the results of this study, Kimley-Horn and Associates, Inc. does not recommend any site access (build) improvements to serve the Build traffic conditions (note: this would be the improvements needed to serve the traffic associated with the *Braelinn Village Shopping Center* development). It is expected that as a result of this study, additional improvements are not recommended, given that the existing shopping center driveway turn-lanes are already built out, and the project would add marginal traffic to the approaches that are currently over capacity.

Site Plan

Site No. : 117520
Site Name : Braelinn Village
Location : Peachtree City, GA
Submitted By : DE
Drawn By : JB
Date : 08.08.24

EXTG. SITE PLAN DERIVED FROM 117520.DWG FLYER
CAD FILE PER KIMCO REALTY; GLA AND PARKING
CALCULATIONS PER KIMCO REALTY ADVANCED SEARCH
WEBSITE SITE DETAILS LISTING OF PROPERTY DATA
UNLESS NOTED OTHERWISE.

EXTG. BUILDING ELEMENTS, CURBS, AND PARKING
LAYOUTS TO BE ALTERED AND/OR REMOVED ARE NOT
SHOWN FOR CLARITY.

PARKING

EXTG	4.74/1000	1,261
REMOVED		-00
ADDED		+00
TOTAL	4.74/1000	1,261
REQD	N/A	N/A

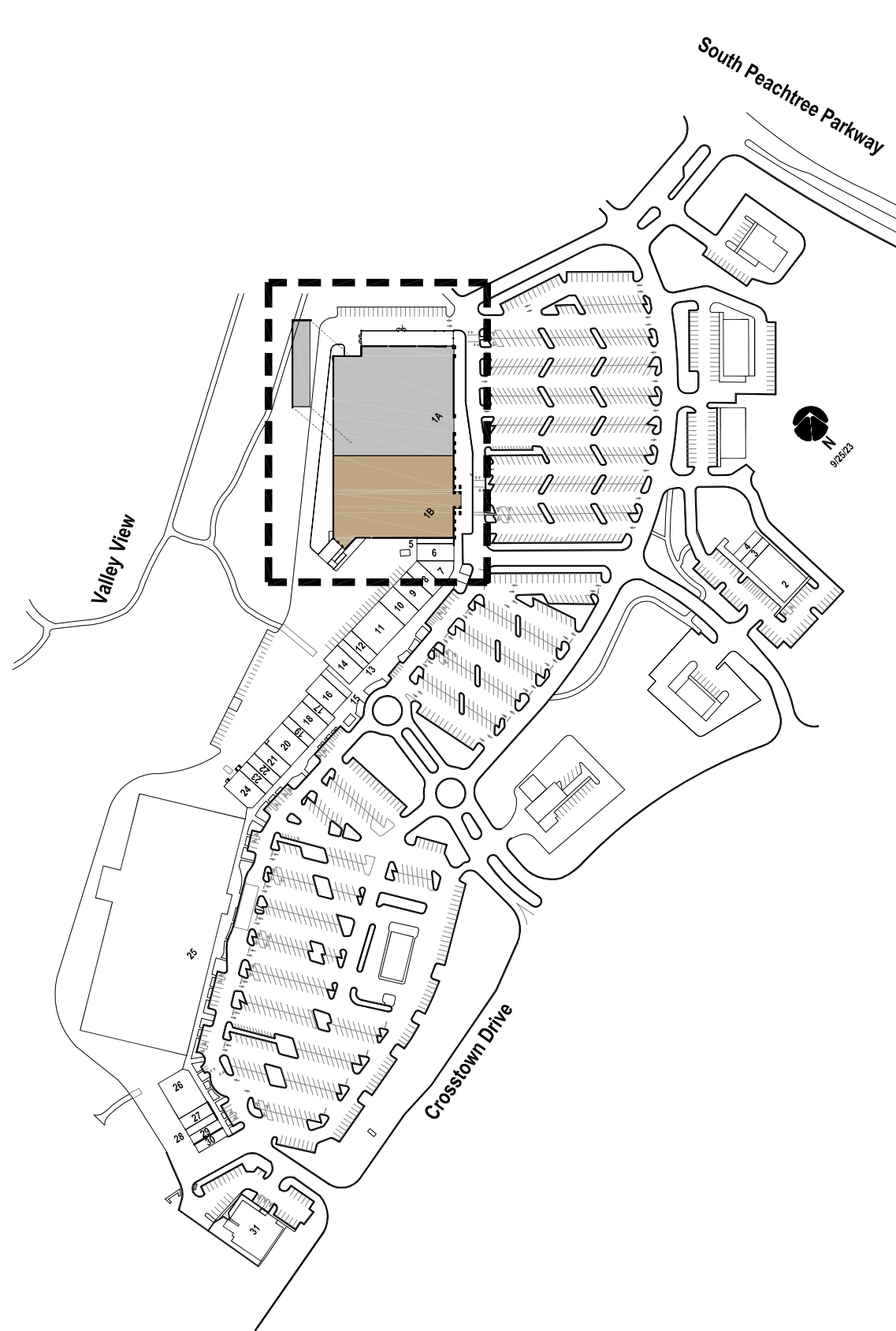
AREA

EXISTING	266,005 sf
REMOVED	-00 sf
PROPOSED	+00 sf
TOTAL	266,005 SF

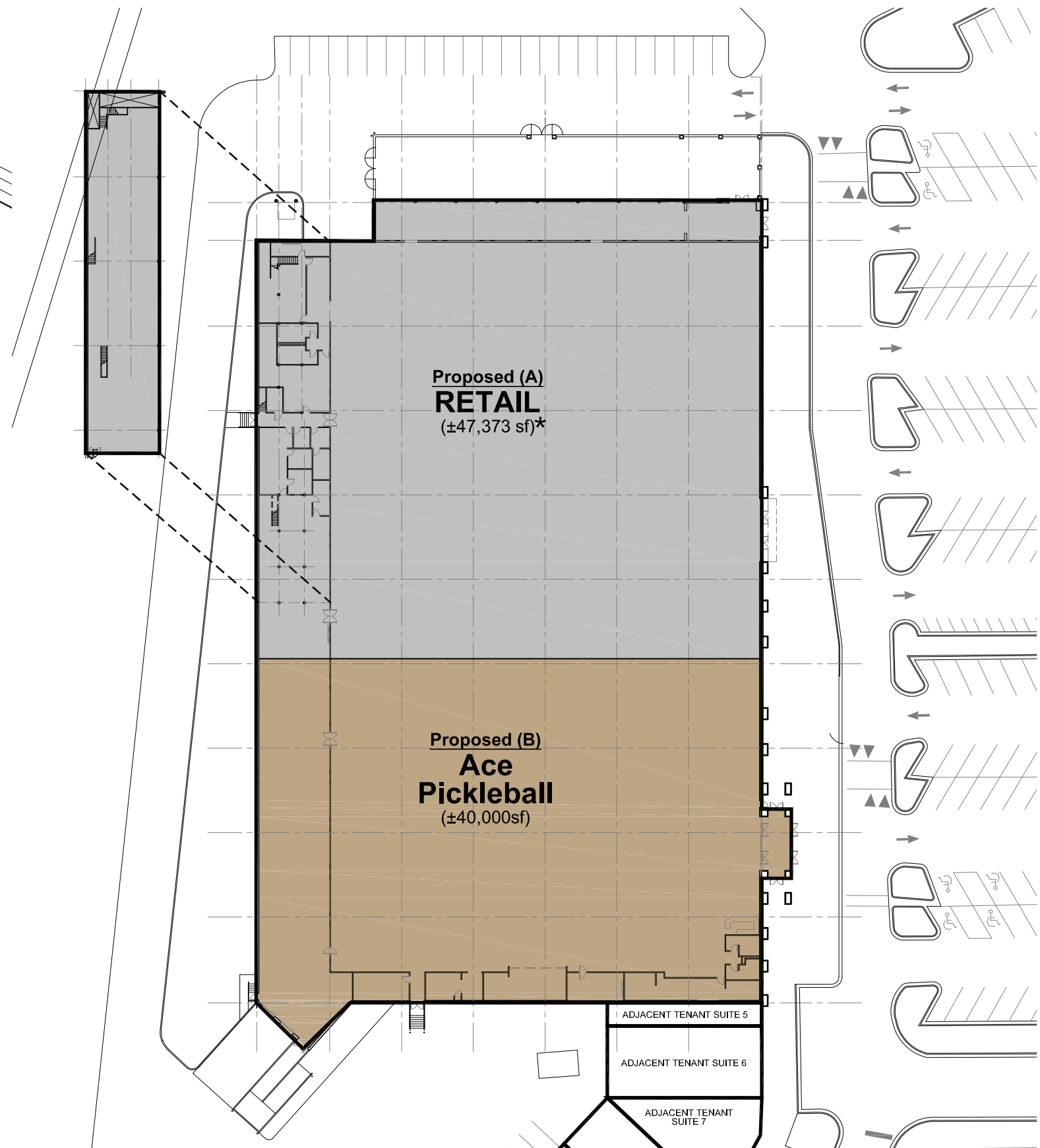
The information presented herein is intended for use by Kimco Realty Corporation, for the purposes of schematic planning only and should not be used as a construction document. Owner, contractor and /or tenant are responsible to verify all dimensions and conditions prior to permit or construction. This information represents a preliminary interpretation of various issues as related to the site under review, and should not be considered a comprehensive report. Information may have been obtained verbally or from other sources including the internet. No testing, surveying, or on-site investigations have been performed as part of this work.

117520

RM_SUITE 1_02



2 SITE KEY PLAN
1" = 300'



1 DEMISING PLAN
1" = 60'

*The Traffic Impact Study for this development conservatively analyzes 51,423 square feet of retail.

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Crosstown Drive @ Crosstown Court / Site Driveway A AM PEAK HOUR

Description	Crosstown Court Northbound			Site Driveway A Southbound			Crosstown Drive Eastbound			Crosstown Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2024 Traffic Volumes	4	1	2	1	1	45	55	360	21	2	735	5
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	3	6	18	2	0	11	0
Heavy Vehicle %	2%	2%	2%	2%	2%	7%	11%	5%	10%	2%	2%	2%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjusted 2024 Volumes	4	1	2	1	1	45	55	360	21	2	735	5
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
2025 Background Traffic	4	1	2	1	1	45	56	364	21	2	742	5
Project Trips												
Trip Distribution IN							5%	25%				
Trip Distribution OUT	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	25%	0%
Retail Trips	0	0	0	0	0	1	1	7	0	0	4	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	5%	25%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	25%	0%
Other Non-Residential Trips	0	0	0	0	0	1	1	6	0	0	6	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balancing						-1					0	
Total Project Trips	0	0	0	0	0	1	2	13	0	0	10	0
2025 Buildout Total	4	1	2	1	1	46	58	377	21	2	752	5

PM PEAK HOUR

Description	Crosstown Court Northbound			Site Driveway A Southbound			Crosstown Drive Eastbound			Crosstown Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2024 Traffic Volumes	10	2	24	11	4	111	164	610	40	15	651	27
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	1	8	0	0	16	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjusted 2024 Volumes	10	2	24	11	4	111	164	610	40	15	651	27
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
2025 Background Traffic	10	2	24	11	4	112	166	616	40	15	658	27
Project Trips												
Trip Distribution IN							5%	25%				
Trip Distribution OUT	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	25%	0%
Retail Trips	0	0	0	0	0	3	3	14	0	0	15	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	5%	25%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	25%	0%
Non-Residential Trips	0	0	0	0	0	1	1	6	0	0	6	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balancing											1	
Total Project Trips	0	0	0	0	0	4	4	20	0	0	22	0
2025 Buildout Total	10	2	24	11	4	116	170	636	40	15	680	27

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: Crosstown Drive @ Crosstown Court / Site Driveway B AM PEAK HOUR

Description	Crosstown Court Northbound			Site Driveway B Southbound			Crosstown Drive Eastbound			Crosstown Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2024 Traffic Volumes	4	0	7	34	0	45	42	315	6	12	697	55
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	2	1	0	0	0	18	0	0	11	0
Heavy Vehicle %	2%	0%	29%	3%	0%	2%	2%	6%	2%	2%	2%	2%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Adjusted 2024 Volumes	4	0	7	34	0	45	42	315	6	12	697	55
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
2025 Background Traffic	4	0	7	34	0	45	42	318	6	12	704	56
Project Trips												
Trip Distribution IN							20%	5%				5%
Trip Distribution OUT	0%	0%	0%	5%	0%	20%	0%	0%	0%	0%	5%	0%
Retail Trips	0	0	0	1	0	3	5	1	0	0	1	1
Trip Distribution IN	0%	0%	0%	0%	0%	0%	20%	5%	0%	0%	0%	5%
Trip Distribution OUT	0%	0%	0%	5%	0%	20%	0%	0%	0%	0%	5%	0%
Other Non-Residential Trips	0	0	0	1	0	5	5	1	0	0	1	1
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balancing								1				
Total Project Trips	0	0	0	2	0	8	10	3	0	0	2	2
2025 Buildout Total	4	0	7	36	0	53	52	321	6	12	706	58

PM PEAK HOUR

Description	Crosstown Court Northbound			Site Driveway B Southbound			Crosstown Drive Eastbound			Crosstown Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2024 Traffic Volumes	9	4	45	74	4	137	79	554	9	19	546	90
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	2	0	8	0	0	15	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%
Peak Hour Factor	0.94			0.94			0.94			0.94		
Adjusted 2024 Volumes	9	4	45	74	4	137	79	554	9	19	546	90
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
2025 Background Traffic	9	4	45	75	4	138	80	560	9	19	551	91
Project Trips												
Trip Distribution IN							20%	5%				5%
Trip Distribution OUT	0%	0%	0%	5%	0%	20%	0%	0%	0%	0%	5%	0%
Retail Trips	0	0	0	3	0	12	11	3	0	0	3	3
Trip Distribution IN	0%	0%	0%	0%	0%	0%	20%	5%	0%	0%	0%	5%
Trip Distribution OUT	0%	0%	0%	5%	0%	20%	0%	0%	0%	0%	5%	0%
Non-Residential Trips	0	0	0	1	0	5	5	1	0	0	1	1
Pass-By Trips	0	0	0	9	0	9	9	-9	0	0	-9	9
Project Trip Balancing											1	-1
Total Project Trips	0	0	0	13	0	26	25	-5	0	0	-4	12
2025 Buildout Total	9	4	45	88	4	164	105	555	9	19	547	103

INTERSECTION VOLUME DEVELOPMENT

Intersection #3: Crosstown Drive @ Site Driveway C AM PEAK HOUR

Description	Northbound			Site Driveway C Southbound			Crosstown Drive Eastbound			Crosstown Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	0	6	0	23	32	325	0	0	741	15
Pedestrians	0			0			0			3		
Conflicting Pedestrians	0		3	3		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	1	1	21	0	0	10	0
Heavy Vehicle %	0%	0%	0%	2%	0%	4%	3%	6%	0%	0%	2%	2%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Adjusted 2024 Volumes	0	0	0	6	0	23	32	325	0	0	741	15
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
2025 Background Traffic	0	0	0	6	0	23	32	328	0	0	748	15
Project Trips												
Trip Distribution IN							5%				5%	15%
Trip Distribution OUT	0%	0%	0%	15%	0%	5%	0%	5%	0%	0%	0%	0%
Retail Trips	0	0	0	2	0	1	1	1	0	0	1	4
Trip Distribution IN	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	5%	15%
Trip Distribution OUT	0%	0%	0%	15%	0%	5%	0%	5%	0%	0%	0%	0%
Other Non-Residential Trips	0	0	0	4	0	1	1	1	0	0	1	4
Pass-By Trips	0	0	0	1	0	0	1	-1	0	0	0	0
Project Trip Balancing								1				
Total Project Trips	0	0	0	7	0	2	3	2	0	0	2	8
2025 Buildout Total	0	0	0	13	0	25	35	330	0	0	750	23

PM PEAK HOUR

Description	Northbound			Site Driveway C Southbound			Crosstown Drive Eastbound			Crosstown Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	0	16	0	65	54	641	0	0	572	49
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	2	3	11	0	0	9	1
Heavy Vehicle %	0%	0%	0%	2%	0%	3%	6%	2%	0%	0%	2%	2%
Peak Hour Factor	0.93			0.93			0.93			0.93		
Adjusted 2024 Volumes	0	0	0	16	0	65	54	641	0	0	572	49
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
2025 Background Traffic	0	0	0	16	0	66	55	647	0	0	578	49
Project Trips												
Trip Distribution IN							5%				5%	15%
Trip Distribution OUT	0%	0%	0%	15%	0%	5%	0%	5%	0%	0%	0%	0%
Retail Trips	0	0	0	9	0	3	3	3	0	0	3	8
Trip Distribution IN	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	5%	15%
Trip Distribution OUT	0%	0%	0%	15%	0%	5%	0%	5%	0%	0%	0%	0%
Non-Residential Trips	0	0	0	4	0	1	1	1	0	0	1	4
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balancing						1					-1	
Total Project Trips	0	0	0	13	0	5	4	4	0	0	3	12
2025 Buildout Total	0	0	0	29	0	71	59	651	0	0	581	61

INTERSECTION VOLUME DEVELOPMENT

Intersection #4: S Peachtree Parkway @ Site Driveway D AM PEAK HOUR

Description	S Peachtree Parkway Northbound			S Peachtree Parkway Southbound				Site Driveway D Eastbound			Westbound		
	Left	Through	Right	U-Turn	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2024 Traffic Volumes	44	251	1	13	2	194	39	38	0	19	1	0	1
Pedestrians	0				0			0			0		
Conflicting Pedestrians	0		0	0	0		0	0		0	0		0
Heavy Vehicles	0	6	0		0	9	0	0	0	1	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	5%	2%	2%	0%	5%	2%	0%	2%
Peak Hour Factor	0.93			0.93				0.93			0.93		
Adjusted 2024 Volumes	44	251	1	13	2	194	39	38	0	19	1	0	1
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
2025 Background Traffic	44	254	1	13	2	196	39	38	0	19	1	0	1
Project Trips													
Trip Distribution IN	20%						30%						
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	30%	0%	20%	0%	0%	0%
Retail Trips	5	0	0	0	0	0	8	5	0	3	0	0	0
Trip Distribution IN	20%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	30%	0%	20%	0%	0%	
Other Non-Residential Trips	5	0	0	0	0	0	8	8	0	5	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balancing							1						
Total Project Trips	10	0	0	0	0	0	17	13	0	8	0	0	0
2025 Buildout Total	54	254	1	13	2	196	56	51	0	27	1	0	1

PM PEAK HOUR

Description	S Peachtree Parkway Northbound			S Peachtree Parkway Southbound				Site Driveway D Eastbound			Westbound		
	Left	Through	Right	U-Turn	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2024 Traffic Volumes	66	312	2	22	1	477	112	118	1	126	1	1	1
Pedestrians	0				0			0			0		
Conflicting Pedestrians	0		0	0	0		0	0		0	0		0
Heavy Vehicles	0	4	0		0	6	0	0	0	3	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.90			0.90				0.90			0.90		
Adjusted 2024 Volumes	66	312	2	22	1	477	112	118	1	126	1	1	1
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
2025 Background Traffic	67	315	2	22	1	482	113	119	1	127	1	1	1
Project Trips													
Trip Distribution IN	20%						30%						
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	30%	0%	20%	0%	0%	0%
Retail Trips	11	0	0	0	0	0	16	18	0	12	0	0	0
Trip Distribution IN	20%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	30%	0%	20%	0%	0%	
Non-Residential Trips	5	0	0	0	0	0	8	8	0	5	0	0	0
Pass-By Trips	5	-5	0	0	0	-7	7	5	0	7	0	0	0
Project Trip Balancing													
Total Project Trips	21	-5	0	0	0	-7	31	31	0	24	0	0	0
2025 Buildout Total	88	310	2	22	1	475	144	150	1	151	1	1	1

Synchro Analysis Reports

HCM 6th TWSC
1: Crosstown Drive & Site Driveway A

Braelinn Village Shopping Center TIA
Existing AM Peak

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	55	360	21	2	735	5	4	1	2	1	1	45
Future Vol, veh/h	55	360	21	2	735	5	4	1	2	1	1	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	100	175	-	175	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	11	5	10	2	2	2	2	2	2	2	2	7
Mvmt Flow	58	379	22	2	774	5	4	1	2	1	1	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	779	0	0	401	0	0	1300	1278	379	1286	1295	774
Stage 1	-	-	-	-	-	-	495	495	-	778	778	-
Stage 2	-	-	-	-	-	-	805	783	-	508	517	-
Critical Hdwy	4.21	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.299	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.363
Pot Cap-1 Maneuver	799	-	-	1158	-	-	138	166	668	141	162	391
Stage 1	-	-	-	-	-	-	556	546	-	389	407	-
Stage 2	-	-	-	-	-	-	376	404	-	547	534	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	799	-	-	1158	-	-	114	154	668	132	150	391
Mov Cap-2 Maneuver	-	-	-	-	-	-	114	154	-	132	150	-
Stage 1	-	-	-	-	-	-	515	506	-	361	406	-
Stage 2	-	-	-	-	-	-	329	403	-	505	495	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.2			0			29.1			16.5		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	157	799	-	-	1158	-	-	363
HCM Lane V/C Ratio	0.047	0.072	-	-	0.002	-	-	0.136
HCM Control Delay (s/veh)	29.1	9.9	-	-	8.1	-	-	16.5
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q (veh)	0.1	0.2	-	-	0	-	-	0.5

HCM 6th TWSC
2: Crosstown Drive & Site Driveway B

Braelinn Village Shopping Center TIA
Existing AM Peak

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	315	6	12	697	55	4	0	7	34	0	45
Future Vol, veh/h	42	315	6	12	697	55	4	0	7	34	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Yield
Storage Length	75	-	-	50	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	6	2	2	2	2	2	0	29	3	0	2
Mvmt Flow	44	328	6	13	726	57	4	0	7	35	0	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	783	0	0	328	0	0	1197	1225	328	1172	1168	726
Stage 1	-	-	-	-	-	-	416	416	-	752	752	-
Stage 2	-	-	-	-	-	-	781	809	-	420	416	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.5	6.49	7.13	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.5	-	6.13	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.5	-	6.13	5.5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4	3.561	3.527	4	3.318
Pot Cap-1 Maneuver	835	-	-	1232	-	-	163	180	655	168	195	425
Stage 1	-	-	-	-	-	-	614	595	-	401	421	-
Stage 2	-	-	-	-	-	-	388	396	-	609	595	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	835	-	-	1232	-	-	138	169	655	158	183	425
Mov Cap-2 Maneuver	-	-	-	-	-	-	138	169	-	158	183	-
Stage 1	-	-	-	-	-	-	581	563	-	380	416	-
Stage 2	-	-	-	-	-	-	342	392	-	570	563	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.1			0.1			18.6			23		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	277	835	-	-	1232	-	-	158	425
HCM Lane V/C Ratio	0.041	0.052	-	-	0.01	-	-	0.224	0.11
HCM Control Delay (s/veh)	18.6	9.6	-	-	8	-	-	34.2	14.5
HCM Lane LOS	C	A	-	-	A	-	-	D	B
HCM 95th %tile Q (veh)	0.1	0.2	-	-	0	-	-	0.8	0.4

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	32	325	741	15	6	23
Future Vol, veh/h	32	325	741	15	6	23
Conflicting Peds, #/hr	0	0	0	0	3	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	150	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	6	2	2	2	4
Mvmt Flow	33	339	772	16	6	24
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	788	0	-	0	1180	772
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	408	-
Critical Hdwy	4.13	-	-	-	6.42	6.24
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.227	-	-	-	3.518	3.336
Pot Cap-1 Maneuver	827	-	-	-	210	396
Stage 1	-	-	-	-	456	-
Stage 2	-	-	-	-	671	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	827	-	-	-	200	396
Mov Cap-2 Maneuver	-	-	-	-	200	-
Stage 1	-	-	-	-	434	-
Stage 2	-	-	-	-	671	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	0.9	0		17		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	827	-	-	-	329	
HCM Lane V/C Ratio	0.04	-	-	-	0.092	
HCM Control Delay (s/veh)	9.5	0	-	-	17	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q (veh)	0.1	-	-	-	0.3	

HCM 6th TWSC
4: South Peachtree Parkway & Site Driveway D

Braelinn Village Shopping Center TIA
Existing AM Peak

Intersection													
Int Delay, s/veh	2												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↱				↰	↱
Traffic Vol, veh/h	38	0	19	1	0	1	44	251	1	13	2	194	39
Future Vol, veh/h	38	0	19	1	0	1	44	251	1	13	2	194	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	0	-	0	-	-	-	75	-	-	-	-	-	125
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	0	5	2	0	2	2	2	2	2	2	5	2
Mvmt Flow	41	0	20	1	0	1	47	270	1	14	2	209	42

Major/Minor	Minor2		Minor1		Major1		Major2						
Conflicting Flow All	470	606	105	502	648	136	251	0	0	271	271	0	0
Stage 1	241	241	-	365	365	-	-	-	-	-	-	-	-
Stage 2	229	365	-	137	283	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.5	7	7.54	6.5	6.94	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.5	-	6.54	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.5	-	6.54	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4	3.35	3.52	4	3.32	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	477	414	920	452	392	888	1311	-	-	966	1289	-	-
Stage 1	741	710	-	627	627	-	-	-	-	-	-	-	-
Stage 2	753	627	-	852	681	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	456	392	920	424	371	888	1311	-	-	998	998	-	-
Mov Cap-2 Maneuver	533	467	-	495	449	-	-	-	-	-	-	-	-
Stage 1	714	697	-	604	604	-	-	-	-	-	-	-	-
Stage 2	725	604	-	817	668	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	11.2		10.7		1.2		0.7	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1311	-	-	533	920	636	998	-	-
HCM Lane V/C Ratio	0.036	-	-	0.077	0.022	0.003	0.002	-	-
HCM Control Delay (s/veh)	7.8	-	-	12.3	9	10.7	8.7	0.2	-
HCM Lane LOS	A	-	-	B	A	B	A	A	-
HCM 95th %tile Q (veh)	0.1	-	-	0.2	0.1	0	0	-	-

HCM 6th TWSC
1: Crosstown Drive & Site Driveway A

Braelinn Village Shopping Center TIA
Existing PM Peak

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	164	610	40	15	651	27	10	2	24	11	4	111
Future Vol, veh/h	164	610	40	15	651	27	10	2	24	11	4	111
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	100	175	-	175	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	4	2	2	2	2	2	2
Mvmt Flow	173	642	42	16	685	28	11	2	25	12	4	117

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	713	0	0	684	0	0	1780	1733	642	1740	1747	685
Stage 1	-	-	-	-	-	-	988	988	-	717	717	-
Stage 2	-	-	-	-	-	-	792	745	-	1023	1030	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	887	-	-	909	-	-	64	88	474	68	86	448
Stage 1	-	-	-	-	-	-	297	325	-	421	434	-
Stage 2	-	-	-	-	-	-	382	421	-	284	311	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	887	-	-	909	-	-	38	70	474	53	68	448
Mov Cap-2 Maneuver	-	-	-	-	-	-	38	70	-	53	68	-
Stage 1	-	-	-	-	-	-	239	262	-	339	426	-
Stage 2	-	-	-	-	-	-	275	413	-	215	250	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	2			0.2			57.5			35.8		
HCM LOS							F			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	105	887	-	-	909	-	-	245
HCM Lane V/C Ratio	0.361	0.195	-	-	0.017	-	-	0.541
HCM Control Delay (s/veh)	57.5	10	-	-	9	-	-	35.8
HCM Lane LOS	F	B	-	-	A	-	-	E
HCM 95th %tile Q (veh)	1.4	0.7	-	-	0.1	-	-	2.9

HCM 6th TWSC
2: Crosstown Drive & Site Driveway B

Braelinn Village Shopping Center TIA
Existing PM Peak

Intersection												
Int Delay, s/veh	9.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	79	554	9	19	546	90	9	4	45	74	4	137
Future Vol, veh/h	79	554	9	19	546	90	9	4	45	74	4	137
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Yield
Storage Length	75	-	-	50	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	3	2	2	2	2	2	2	2
Mvmt Flow	84	589	10	20	581	96	10	4	48	79	4	146

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	677	0	0	589	0	0	1428	1474	589	1404	1378	581
Stage 1	-	-	-	-	-	-	757	757	-	621	621	-
Stage 2	-	-	-	-	-	-	671	717	-	783	757	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	915	-	-	986	-	-	113	127	508	117	145	514
Stage 1	-	-	-	-	-	-	400	416	-	475	479	-
Stage 2	-	-	-	-	-	-	446	434	-	387	416	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	915	-	-	986	-	-	72	113	508	94	129	514
Mov Cap-2 Maneuver	-	-	-	-	-	-	72	113	-	94	129	-
Stage 1	-	-	-	-	-	-	363	378	-	431	469	-
Stage 2	-	-	-	-	-	-	310	425	-	315	378	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.1			0.3			25.9			60.1		
HCM LOS							D			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	233	915	-	-	986	-	-	95	514
HCM Lane V/C Ratio	0.265	0.092	-	-	0.02	-	-	0.873	0.284
HCM Control Delay (s/veh)	25.9	9.3	-	-	8.7	-	-	139.7	14.8
HCM Lane LOS	D	A	-	-	A	-	-	F	B
HCM 95th %tile Q (veh)	1	0.3	-	-	0.1	-	-	4.9	1.2

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	54	641	572	49	16	65
Future Vol, veh/h	54	641	572	49	16	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	150	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	6	2	2	2	2	3
Mvmt Flow	58	689	615	53	17	70

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	668	0	0 1420 615
Stage 1	-	-	- 615 -
Stage 2	-	-	- 805 -
Critical Hdwy	4.16	-	- 6.42 6.23
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.254	-	- 3.518 3.327
Pot Cap-1 Maneuver	903	-	- 150 489
Stage 1	-	-	- 539 -
Stage 2	-	-	- 440 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	903	-	- 134 489
Mov Cap-2 Maneuver	-	-	- 134 -
Stage 1	-	-	- 483 -
Stage 2	-	-	- 440 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.7	0	20.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	903	-	-	-	321
HCM Lane V/C Ratio	0.064	-	-	-	0.271
HCM Control Delay (s/veh)	9.3	0	-	-	20.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q (veh)	0.2	-	-	-	1.1

HCM 6th TWSC
4: South Peachtree Parkway & Site Driveway D

Braelinn Village Shopping Center TIA
Existing PM Peak

Intersection													
Int Delay, s/veh	4.3												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	118	1	126	1	1	1	66	312	2	22	1	477	112
Future Vol, veh/h	118	1	126	1	1	1	66	312	2	22	1	477	112
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	0	-	0	-	-	-	75	-	-	-	-	-	125
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	131	1	140	1	1	1	73	347	2	24	1	530	124

Major/Minor	Minor2		Minor1		Major1		Major2							
Conflicting Flow All	900	1075	265	810	1198	175	654	0	0	349	349	0	0	0
Stage 1	580	580	-	494	494	-	-	-	-	-	-	-	-	-
Stage 2	320	495	-	316	704	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	6.44	4.14	-	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.52	2.22	-	-	-
Pot Cap-1 Maneuver	233	218	733	271	184	838	929	-	-	862	1207	-	-	-
Stage 1	467	498	-	526	545	-	-	-	-	-	-	-	-	-
Stage 2	666	544	-	670	438	-	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-	-
Mov Cap-1 Maneuver	210	191	733	198	161	838	929	-	-	872	872	-	-	-
Mov Cap-2 Maneuver	318	304	-	301	256	-	-	-	-	-	-	-	-	-
Stage 1	430	474	-	484	502	-	-	-	-	-	-	-	-	-
Stage 2	611	501	-	515	417	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	17.3		15.2		1.6		0.7	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	929	-	-	318	733	356	872	-	-
HCM Lane V/C Ratio	0.079	-	-	0.412	0.191	0.009	0.001	-	-
HCM Control Delay (s/veh)	9.2	-	-	24	11.1	15.2	9.3	0.4	-
HCM Lane LOS	A	-	-	C	B	C	A	A	-
HCM 95th %tile Q (veh)	0.3	-	-	1.9	0.7	0	0	-	-

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	364	21	2	742	5	4	1	2	1	1	45
Future Vol, veh/h	56	364	21	2	742	5	4	1	2	1	1	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	100	175	-	175	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	11	5	10	2	2	2	2	2	2	2	2	7
Mvmt Flow	59	383	22	2	781	5	4	1	2	1	1	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	786	0	0	405	0	0	1313	1291	383	1299	1308	781
Stage 1	-	-	-	-	-	-	501	501	-	785	785	-
Stage 2	-	-	-	-	-	-	812	790	-	514	523	-
Critical Hdwy	4.21	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.299	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.363
Pot Cap-1 Maneuver	794	-	-	1154	-	-	135	163	664	138	159	387
Stage 1	-	-	-	-	-	-	552	543	-	386	404	-
Stage 2	-	-	-	-	-	-	373	402	-	543	530	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	794	-	-	1154	-	-	111	151	664	129	147	387
Mov Cap-2 Maneuver	-	-	-	-	-	-	111	151	-	129	147	-
Stage 1	-	-	-	-	-	-	511	503	-	357	403	-
Stage 2	-	-	-	-	-	-	326	401	-	500	491	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.3	0	29.7	16.6
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	153	794	-	-	1154	-	-	359
HCM Lane V/C Ratio	0.048	0.074	-	-	0.002	-	-	0.138
HCM Control Delay (s/veh)	29.7	9.9	-	-	8.1	-	-	16.6
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q (veh)	0.2	0.2	-	-	0	-	-	0.5

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	318	6	12	704	56	4	0	7	34	0	45
Future Vol, veh/h	42	318	6	12	704	56	4	0	7	34	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Yield
Storage Length	75	-	-	50	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	6	2	2	2	2	2	0	29	3	0	2
Mvmt Flow	44	331	6	13	733	58	4	0	7	35	0	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	791	0	0	331	0	0	1207	1236	331	1182	1178	733
Stage 1	-	-	-	-	-	-	419	419	-	759	759	-
Stage 2	-	-	-	-	-	-	788	817	-	423	419	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.5	6.49	7.13	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.5	-	6.13	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.5	-	6.13	5.5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4	3.561	3.527	4	3.318
Pot Cap-1 Maneuver	829	-	-	1228	-	-	160	178	653	166	192	421
Stage 1	-	-	-	-	-	-	612	593	-	397	418	-
Stage 2	-	-	-	-	-	-	384	393	-	607	593	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	829	-	-	1228	-	-	135	167	653	156	180	421
Mov Cap-2 Maneuver	-	-	-	-	-	-	135	167	-	156	180	-
Stage 1	-	-	-	-	-	-	580	562	-	376	413	-
Stage 2	-	-	-	-	-	-	338	389	-	568	562	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.1			0.1			18.8			23.3		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	273	829	-	-	1228	-	-	156	421
HCM Lane V/C Ratio	0.042	0.053	-	-	0.01	-	-	0.227	0.111
HCM Control Delay (s/veh)	18.8	9.6	-	-	8	-	-	34.7	14.6
HCM Lane LOS	C	A	-	-	A	-	-	D	B
HCM 95th %tile Q (veh)	0.1	0.2	-	-	0	-	-	0.8	0.4

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↑	↑	
Traffic Vol, veh/h	32	328	748	15	6	23
Future Vol, veh/h	32	328	748	15	6	23
Conflicting Peds, #/hr	0	0	0	0	3	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	150	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	6	2	2	2	4
Mvmt Flow	33	342	779	16	6	24

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	795	0	0 1190 779
Stage 1	-	-	- 779 -
Stage 2	-	-	- 411 -
Critical Hdwy	4.13	-	- 6.42 6.24
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.227	-	- 3.518 3.336
Pot Cap-1 Maneuver	822	-	- 207 393
Stage 1	-	-	- 452 -
Stage 2	-	-	- 669 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	822	-	- 197 393
Mov Cap-2 Maneuver	-	-	- 197 -
Stage 1	-	-	- 429 -
Stage 2	-	-	- 669 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.9	0	17.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	822	-	-	-	326
HCM Lane V/C Ratio	0.041	-	-	-	0.093
HCM Control Delay (s/veh)	9.6	0	-	-	17.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q (veh)	0.1	-	-	-	0.3

HCM 6th TWSC
4: South Peachtree Parkway & Site Driveway D

Braelinn Village Shopping Center TIA
Projected 2025 No-Build AM Peak

Intersection													
Int Delay, s/veh	2												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↱				↰	↱
Traffic Vol, veh/h	39	0	19	1	0	1	45	256	1	13	2	198	40
Future Vol, veh/h	39	0	19	1	0	1	45	256	1	13	2	198	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	0	-	0	-	-	-	75	-	-	-	-	-	125
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	0	5	2	0	2	2	2	2	2	2	5	2
Mvmt Flow	42	0	20	1	0	1	48	275	1	14	2	213	43

Major/Minor	Minor2		Minor1		Major1		Major2						
Conflicting Flow All	479	617	107	511	660	138	256	0	0	276	276	0	0
Stage 1	245	245	-	372	372	-	-	-	-	-	-	-	-
Stage 2	234	372	-	139	288	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.5	7	7.54	6.5	6.94	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.5	-	6.54	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.5	-	6.54	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4	3.35	3.52	4	3.32	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	470	408	917	446	386	885	1306	-	-	959	1284	-	-
Stage 1	737	707	-	621	622	-	-	-	-	-	-	-	-
Stage 2	748	622	-	850	677	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	450	386	917	418	365	885	1306	-	-	992	992	-	-
Mov Cap-2 Maneuver	528	462	-	490	444	-	-	-	-	-	-	-	-
Stage 1	710	694	-	598	599	-	-	-	-	-	-	-	-
Stage 2	720	599	-	815	664	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	11.3		10.7		1.2		0.7	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1306	-	-	528	917	631	992	-	-
HCM Lane V/C Ratio	0.037	-	-	0.079	0.022	0.003	0.002	-	-
HCM Control Delay (s/veh)	7.9	-	-	12.4	9	10.7	8.7	0.2	-
HCM Lane LOS	A	-	-	B	A	B	A	A	-
HCM 95th %tile Q (veh)	0.1	-	-	0.3	0.1	0	0	-	-

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	166	616	40	15	658	27	10	2	24	11	4	112
Future Vol, veh/h	166	616	40	15	658	27	10	2	24	11	4	112
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	100	175	-	175	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	4	2	2	2	2	2	2
Mvmt Flow	175	648	42	16	693	28	11	2	25	12	4	118

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	721	0	0	690	0	0	1798	1751	648	1758	1765	693
Stage 1	-	-	-	-	-	-	998	998	-	725	725	-
Stage 2	-	-	-	-	-	-	800	753	-	1033	1040	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	881	-	-	905	-	-	62	86	470	66	84	443
Stage 1	-	-	-	-	-	-	294	322	-	416	430	-
Stage 2	-	-	-	-	-	-	379	417	-	281	307	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	881	-	-	905	-	-	36	68	470	51	66	443
Mov Cap-2 Maneuver	-	-	-	-	-	-	36	68	-	51	66	-
Stage 1	-	-	-	-	-	-	235	258	-	333	422	-
Stage 2	-	-	-	-	-	-	270	409	-	211	246	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	2			0.2			61.5			37.4		
HCM LOS							F			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	100	881	-	-	905	-	-	240
HCM Lane V/C Ratio	0.379	0.198	-	-	0.017	-	-	0.557
HCM Control Delay (s/veh)	61.5	10.1	-	-	9	-	-	37.4
HCM Lane LOS	F	B	-	-	A	-	-	E
HCM 95th %tile Q (veh)	1.5	0.7	-	-	0.1	-	-	3.1

Intersection												
Int Delay, s/veh	10.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	80	560	9	19	551	91	9	4	45	75	4	138
Future Vol, veh/h	80	560	9	19	551	91	9	4	45	75	4	138
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Yield
Storage Length	75	-	-	50	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	3	2	2	2	2	2	2	2
Mvmt Flow	85	596	10	20	586	97	10	4	48	80	4	147

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	683	0	0	596	0	0	1443	1489	596	1418	1392	586
Stage 1	-	-	-	-	-	-	766	766	-	626	626	-
Stage 2	-	-	-	-	-	-	677	723	-	792	766	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	910	-	-	980	-	-	110	124	504	114	142	510
Stage 1	-	-	-	-	-	-	395	412	-	472	477	-
Stage 2	-	-	-	-	-	-	443	431	-	382	412	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	910	-	-	980	-	-	70	110	504	92	126	510
Mov Cap-2 Maneuver	-	-	-	-	-	-	70	110	-	92	126	-
Stage 1	-	-	-	-	-	-	358	374	-	428	467	-
Stage 2	-	-	-	-	-	-	306	422	-	310	374	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.2			0.3			26.5			63.9		
HCM LOS							D			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	228	910	-	-	980	-	-	93	510
HCM Lane V/C Ratio	0.271	0.094	-	-	0.021	-	-	0.904	0.288
HCM Control Delay (s/veh)	26.5	9.4	-	-	8.8	-	-	149.4	14.9
HCM Lane LOS	D	A	-	-	A	-	-	F	B
HCM 95th %tile Q (veh)	1.1	0.3	-	-	0.1	-	-	5.1	1.2

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	55	647	578	49	16	66
Future Vol, veh/h	55	647	578	49	16	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	150	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	6	2	2	2	2	3
Mvmt Flow	59	696	622	53	17	71
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	675	0	-	0	1436	622
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	814	-
Critical Hdwy	4.16	-	-	-	6.42	6.23
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.254	-	-	-	3.518	3.327
Pot Cap-1 Maneuver	898	-	-	-	147	485
Stage 1	-	-	-	-	535	-
Stage 2	-	-	-	-	436	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	898	-	-	-	131	485
Mov Cap-2 Maneuver	-	-	-	-	131	-
Stage 1	-	-	-	-	478	-
Stage 2	-	-	-	-	436	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	0.7	0		20.6		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	898	-	-	-	318	
HCM Lane V/C Ratio	0.066	-	-	-	0.277	
HCM Control Delay (s/veh)	9.3	0	-	-	20.6	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q (veh)	0.2	-	-	-	1.1	

HCM 6th TWSC
4: South Peachtree Parkway & Site Driveway D

Braelinn Village Shopping Center TIA
Projected 2025 No-Build PM Peak

Intersection													
Int Delay, s/veh	4.4												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	120	1	129	1	1	1	67	318	2	22	1	487	114
Future Vol, veh/h	120	1	129	1	1	1	67	318	2	22	1	487	114
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	0	-	0	-	-	-	75	-	-	-	-	-	125
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	133	1	143	1	1	1	74	353	2	24	1	541	127

Major/Minor	Minor2		Minor1		Major1		Major2							
Conflicting Flow All	916	1094	271	823	1220	178	668	0	0	356	355	0	0	
Stage 1	591	591	-	502	502	-	-	-	-	-	-	-	-	
Stage 2	325	503	-	321	718	-	-	-	-	-	-	-	-	
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	6.44	4.14	-	-	
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.52	2.22	-	-	
Pot Cap-1 Maneuver	227	213	727	266	179	834	918	-	-	854	1200	-	-	
Stage 1	460	493	-	520	540	-	-	-	-	-	-	-	-	
Stage 2	661	540	-	665	431	-	-	-	-	-	-	-	-	
Platoon blocked, %								-	-			-	-	
Mov Cap-1 Maneuver	204	186	727	193	156	834	918	-	-	864	864	-	-	
Mov Cap-2 Maneuver	313	299	-	295	250	-	-	-	-	-	-	-	-	
Stage 1	423	469	-	478	496	-	-	-	-	-	-	-	-	
Stage 2	606	496	-	507	410	-	-	-	-	-	-	-	-	

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	17.8		15.4		1.6		0.7	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	918	-	-	313	727	349	864	-	-
HCM Lane V/C Ratio	0.081	-	-	0.426	0.197	0.01	0.001	-	-
HCM Control Delay (s/veh)	9.3	-	-	24.8	11.2	15.4	9.3	0.5	-
HCM Lane LOS	A	-	-	C	B	C	A	A	-
HCM 95th %tile Q (veh)	0.3	-	-	2	0.7	0	0	-	-

HCM 6th TWSC
1: Crosstown Drive & Site Driveway A

Braelinn Village Shopping Center TIA
Projected 2025 Build AM Peak

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	377	21	2	752	5	4	1	2	1	1	46
Future Vol, veh/h	58	377	21	2	752	5	4	1	2	1	1	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	100	175	-	175	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	11	5	10	2	2	2	2	2	2	2	2	7
Mvmt Flow	61	397	22	2	792	5	4	1	2	1	1	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	797	0	0	419	0	0	1342	1320	397	1328	1337	792
Stage 1	-	-	-	-	-	-	519	519	-	796	796	-
Stage 2	-	-	-	-	-	-	823	801	-	532	541	-
Critical Hdwy	4.21	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.299	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.363
Pot Cap-1 Maneuver	787	-	-	1140	-	-	129	157	652	132	153	381
Stage 1	-	-	-	-	-	-	540	533	-	380	399	-
Stage 2	-	-	-	-	-	-	368	397	-	531	521	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	787	-	-	1140	-	-	105	144	652	123	141	381
Mov Cap-2 Maneuver	-	-	-	-	-	-	105	144	-	123	141	-
Stage 1	-	-	-	-	-	-	498	491	-	350	398	-
Stage 2	-	-	-	-	-	-	320	396	-	487	480	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.3			0			31			16.9		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	146	787	-	-	1140	-	-	353
HCM Lane V/C Ratio	0.05	0.078	-	-	0.002	-	-	0.143
HCM Control Delay (s/veh)	31	10	-	-	8.2	-	-	16.9
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q (veh)	0.2	0.3	-	-	0	-	-	0.5

HCM 6th TWSC
2: Crosstown Drive & Site Driveway B

Braelinn Village Shopping Center TIA
Projected 2025 Build AM Peak

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	321	6	12	706	58	4	0	7	36	0	53
Future Vol, veh/h	52	321	6	12	706	58	4	0	7	36	0	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Yield
Storage Length	75	-	-	50	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	6	2	2	2	2	2	0	29	3	0	2
Mvmt Flow	54	334	6	13	735	60	4	0	7	38	0	55

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	795	0	0	334	0	0	1233	1263	334	1207	1203	735
Stage 1	-	-	-	-	-	-	442	442	-	761	761	-
Stage 2	-	-	-	-	-	-	791	821	-	446	442	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.5	6.49	7.13	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.5	-	6.13	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.5	-	6.13	5.5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4	3.561	3.527	4	3.318
Pot Cap-1 Maneuver	826	-	-	1225	-	-	154	171	650	159	186	420
Stage 1	-	-	-	-	-	-	594	580	-	396	417	-
Stage 2	-	-	-	-	-	-	383	391	-	590	580	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	826	-	-	1225	-	-	126	158	650	148	172	420
Mov Cap-2 Maneuver	-	-	-	-	-	-	126	158	-	148	172	-
Stage 1	-	-	-	-	-	-	555	542	-	370	412	-
Stage 2	-	-	-	-	-	-	329	387	-	545	542	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.3			0.1			19.5			24		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	259	826	-	-	1225	-	-	148	420
HCM Lane V/C Ratio	0.044	0.066	-	-	0.01	-	-	0.253	0.131
HCM Control Delay (s/veh)	19.5	9.7	-	-	8	-	-	37.4	14.9
HCM Lane LOS	C	A	-	-	A	-	-	E	B
HCM 95th %tile Q (veh)	0.1	0.2	-	-	0	-	-	1	0.5

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	330	750	23	13	25
Future Vol, veh/h	35	330	750	23	13	25
Conflicting Peds, #/hr	0	0	0	0	3	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	150	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	6	2	2	2	4
Mvmt Flow	36	344	781	24	14	26

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	805	0	0 1200 781
Stage 1	-	-	- 781 -
Stage 2	-	-	- 419 -
Critical Hdwy	4.13	-	- 6.42 6.24
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.227	-	- 3.518 3.336
Pot Cap-1 Maneuver	815	-	- 204 392
Stage 1	-	-	- 451 -
Stage 2	-	-	- 664 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	815	-	- 193 392
Mov Cap-2 Maneuver	-	-	- 193 -
Stage 1	-	-	- 426 -
Stage 2	-	-	- 664 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.9	0	19.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	815	-	-	-	290
HCM Lane V/C Ratio	0.045	-	-	-	0.136
HCM Control Delay (s/veh)	9.6	0	-	-	19.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q (veh)	0.1	-	-	-	0.5

HCM 6th TWSC
4: South Peachtree Parkway & Site Driveway D

Braelinn Village Shopping Center TIA
Projected 2025 Build AM Peak

Intersection													
Int Delay, s/veh	2.3												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↱				↰	↱
Traffic Vol, veh/h	51	0	27	1	0	1	54	254	1	13	2	196	56
Future Vol, veh/h	51	0	27	1	0	1	54	254	1	13	2	196	56
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	0	-	0	-	-	-	75	-	-	-	-	-	125
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	0	5	2	0	2	2	2	2	2	2	5	2
Mvmt Flow	55	0	29	1	0	1	58	273	1	14	2	211	60

Major/Minor	Minor2		Minor1		Major1		Major2						
Conflicting Flow All	496	633	106	528	693	137	271	0	0	274	274	0	0
Stage 1	243	243	-	390	390	-	-	-	-	-	-	-	-
Stage 2	253	390	-	138	303	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.5	7	7.54	6.5	6.94	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.5	-	6.54	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.5	-	6.54	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4	3.35	3.52	4	3.32	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	457	400	918	433	369	886	1289	-	-	962	1286	-	-
Stage 1	739	708	-	606	611	-	-	-	-	-	-	-	-
Stage 2	729	611	-	851	667	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	435	375	918	399	346	886	1289	-	-	995	995	-	-
Mov Cap-2 Maneuver	514	452	-	473	427	-	-	-	-	-	-	-	-
Stage 1	706	695	-	579	584	-	-	-	-	-	-	-	-
Stage 2	695	584	-	808	654	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	11.5		10.9		1.4		0.6	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1289	-	-	514	918	617	995	-	-
HCM Lane V/C Ratio	0.045	-	-	0.107	0.032	0.003	0.002	-	-
HCM Control Delay (s/veh)	7.9	-	-	12.8	9.1	10.9	8.7	0.2	-
HCM Lane LOS	A	-	-	B	A	B	A	A	-
HCM 95th %tile Q (veh)	0.1	-	-	0.4	0.1	0	0	-	-

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	170	636	40	15	680	27	10	2	24	11	4	116
Future Vol, veh/h	170	636	40	15	680	27	10	2	24	11	4	116
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	100	175	-	175	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	4	2	2	2	2	2	2
Mvmt Flow	179	669	42	16	716	28	11	2	25	12	4	122
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	744	0	0	711	0	0	1852	1803	669	1810	1817	716
Stage 1	-	-	-	-	-	-	1027	1027	-	748	748	-
Stage 2	-	-	-	-	-	-	825	776	-	1062	1069	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	864	-	-	888	-	-	57	79	458	61	78	430
Stage 1	-	-	-	-	-	-	283	312	-	404	420	-
Stage 2	-	-	-	-	-	-	367	407	-	270	298	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	864	-	-	888	-	-	32	62	458	47	61	430
Mov Cap-2 Maneuver	-	-	-	-	-	-	32	62	-	47	61	-
Stage 1	-	-	-	-	-	-	224	247	-	320	412	-
Stage 2	-	-	-	-	-	-	255	400	-	201	236	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	2.1			0.2			70.3			41.6		
HCM LOS							F			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	91	864	-	-	888	-	-	230				
HCM Lane V/C Ratio	0.416	0.207	-	-	0.018	-	-	0.6				
HCM Control Delay (s/veh)	70.3	10.3	-	-	9.1	-	-	41.6				
HCM Lane LOS	F	B	-	-	A	-	-	E				
HCM 95th %tile Q (veh)	1.7	0.8	-	-	0.1	-	-	3.5				

Intersection												
Int Delay, s/veh	16.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	105	555	9	19	547	103	9	4	45	88	4	164
Future Vol, veh/h	105	555	9	19	547	103	9	4	45	88	4	164
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Yield
Storage Length	75	-	-	50	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	3	2	2	2	2	2	2	2
Mvmt Flow	112	590	10	20	582	110	10	4	48	94	4	174
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	692	0	0	590	0	0	1493	1546	590	1462	1436	582
Stage 1	-	-	-	-	-	-	814	814	-	622	622	-
Stage 2	-	-	-	-	-	-	679	732	-	840	814	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	903	-	-	985	-	-	102	114	508	107	133	513
Stage 1	-	-	-	-	-	-	372	391	-	474	479	-
Stage 2	-	-	-	-	-	-	441	427	-	360	391	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	903	-	-	985	-	-	58	98	508	~ 84	114	513
Mov Cap-2 Maneuver	-	-	-	-	-	-	58	98	-	~ 84	114	-
Stage 1	-	-	-	-	-	-	326	343	-	415	469	-
Stage 2	-	-	-	-	-	-	283	418	-	282	343	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.5			0.2			30.1			93.9		
HCM LOS							D			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2			
Capacity (veh/h)	204	903	-	-	985	-	-	85	513			
HCM Lane V/C Ratio	0.302	0.124	-	-	0.021	-	-	1.151	0.34			
HCM Control Delay (s/veh)	30.1	9.5	-	-	8.7	-	-	233.4	15.6			
HCM Lane LOS	D	A	-	-	A	-	-	F	C			
HCM 95th %tile Q (veh)	1.2	0.4	-	-	0.1	-	-	6.9	1.5			
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon		

HCM 6th TWSC
3: Crosstown Drive & Site Driveway C

Braelinn Village Shopping Center TIA
Projected 2025 Build PM Peak

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	59	651	581	61	29	71
Future Vol, veh/h	59	651	581	61	29	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	150	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	6	2	2	2	2	3
Mvmt Flow	63	700	625	66	31	76
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	691	0	-	0	1451	625
Stage 1	-	-	-	-	625	-
Stage 2	-	-	-	-	826	-
Critical Hdwy	4.16	-	-	-	6.42	6.23
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.254	-	-	-	3.518	3.327
Pot Cap-1 Maneuver	885	-	-	-	144	483
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	430	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	885	-	-	-	127	483
Mov Cap-2 Maneuver	-	-	-	-	127	-
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	430	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	0.8	0		27.4		
HCM LOS				D		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	885	-	-	-	266	
HCM Lane V/C Ratio	0.072	-	-	-	0.404	
HCM Control Delay (s/veh)	9.4	0	-	-	27.4	
HCM Lane LOS	A	A	-	-	D	
HCM 95th %tile Q (veh)	0.2	-	-	-	1.9	

HCM 6th TWSC
4: South Peachtree Parkway & Site Driveway D

Braelinn Village Shopping Center TIA
Projected 2025 Build PM Peak

Intersection													
Int Delay, s/veh	5.8												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	150	1	151	1	1	1	88	310	2	22	1	475	144
Future Vol, veh/h	150	1	151	1	1	1	88	310	2	22	1	475	144
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	0	-	0	-	-	-	75	-	-	-	-	-	125
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	167	1	168	1	1	1	98	344	2	24	1	528	160

Major/Minor	Minor2		Minor1		Major1		Major2							
Conflicting Flow All	947	1120	264	856	1279	173	688	0	0	347	346	0	0	
Stage 1	578	578	-	541	541	-	-	-	-	-	-	-	-	
Stage 2	369	542	-	315	738	-	-	-	-	-	-	-	-	
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	6.44	4.14	-	-	
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.52	2.22	-	-	
Pot Cap-1 Maneuver	216	205	734	251	165	840	902	-	-	865	1210	-	-	
Stage 1	468	499	-	493	519	-	-	-	-	-	-	-	-	
Stage 2	623	518	-	671	422	-	-	-	-	-	-	-	-	
Platoon blocked, %								-	-			-	-	
Mov Cap-1 Maneuver	190	173	734	170	140	840	902	-	-	875	875	-	-	
Mov Cap-2 Maneuver	297	286	-	266	227	-	-	-	-	-	-	-	-	
Stage 1	417	474	-	439	462	-	-	-	-	-	-	-	-	
Stage 2	553	462	-	491	401	-	-	-	-	-	-	-	-	

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	21.5		16.3		2.1		0.7	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	902	-	-	297	734	321	875	-	-
HCM Lane V/C Ratio	0.108	-	-	0.561	0.229	0.01	0.001	-	-
HCM Control Delay (s/veh)	9.5	-	-	31.6	11.4	16.3	9.2	0.5	-
HCM Lane LOS	A	-	-	D	B	C	A	A	-
HCM 95th %tile Q (veh)	0.4	-	-	3.2	0.9	0	0	-	-

Raw Traffic Counts

National Data & Surveying Services

Intersection Turning Movement Count

Location: Crosstown Ct W/Braelinn Village Shopping Center W Dwy & Crosstown Dr
City: Peachtree City
Control: 2-Way Stop(NB/SB)

Project ID: 24-180134-001
Date: 5/16/2024

Data - Total

NS/EW Streets:	Crosstown Ct W/Braelinn Village Shopping Center W Dwy				Crosstown Ct W/Braelinn Village Shopping Center W Dwy				Crosstown Dr				Crosstown Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	1 WT	1 WR	0 WU	
7:00 AM	1	0	0	0	0	0	6	0	9	66	2	0	0	126	0	0	210
7:15 AM	1	0	0	0	0	0	7	0	10	93	0	0	1	150	0	0	262
7:30 AM	0	0	0	0	0	1	10	0	19	81	1	0	0	186	2	0	300
7:45 AM	1	0	0	0	0	0	10	0	13	80	9	0	0	211	1	0	325
8:00 AM	2	1	0	0	0	0	12	0	9	101	7	0	2	183	2	0	319
8:15 AM	1	0	2	0	1	0	13	0	14	98	4	0	0	155	0	0	288
8:30 AM	1	0	0	0	1	0	8	0	8	100	1	0	0	141	3	0	263
8:45 AM	4	0	1	0	0	0	16	0	22	96	3	0	0	140	3	0	285
TOTAL VOLUMES :	NL 11	NT 1	NR 3	NU 0	SL 2	ST 1	SR 82	SU 0	EL 104	ET 715	ER 27	EU 0	WL 3	WT 1292	WR 11	WU 0	TOTAL 2252
APPROACH %'s :	73.33%	6.67%	20.00%	0.00%	2.35%	1.18%	96.47%	0.00%	12.29%	84.52%	3.19%	0.00%	0.23%	98.93%	0.84%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	4	1	2	0	1	1	45	0	55	360	21	0	2	735	5	0	1232
PEAK HR FACTOR :	0.500	0.250	0.250	0.000	0.250	0.250	0.865	0.000	0.724	0.891	0.583	0.000	0.250	0.871	0.625	0.000	0.948
	0.583				0.839				0.932				0.875				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	1 WT	1 WR	0 WU	
3:45 PM	3	1	2	0	2	0	23	0	34	171	8	0	5	150	5	0	404
4:00 PM	3	0	8	0	3	1	31	0	40	172	7	0	3	134	5	0	407
4:15 PM	4	0	7	0	0	0	23	0	46	146	13	0	4	144	6	0	393
4:30 PM	6	0	6	0	3	0	10	0	33	147	7	0	2	131	1	0	346
4:45 PM	5	0	6	0	1	3	22	0	34	163	11	0	5	168	8	0	426
5:00 PM	3	2	7	0	3	0	26	0	51	164	14	0	3	162	3	0	438
5:15 PM	1	0	4	0	3	1	38	0	38	149	4	0	2	163	6	0	409
5:30 PM	1	0	7	0	4	0	25	0	41	134	11	0	5	158	10	0	396
TOTAL VOLUMES :	NL 26	NT 3	NR 47	NU 0	SL 19	ST 5	SR 198	SU 0	EL 317	ET 1246	ER 75	EU 0	WL 29	WT 1210	WR 44	WU 0	TOTAL 3219
APPROACH %'s :	34.21%	3.95%	61.84%	0.00%	8.56%	2.25%	89.19%	0.00%	19.35%	76.07%	4.58%	0.00%	2.26%	94.31%	3.43%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	10	2	24	0	11	4	111	0	164	610	40	0	15	651	27	0	1669
PEAK HR FACTOR :	0.500	0.250	0.857	0.000	0.688	0.333	0.730	0.000	0.804	0.930	0.714	0.000	0.750	0.969	0.675	0.000	0.953
	0.750				0.750				0.889				0.957				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Crosstown Ct W/Braelinn Village Shopping Center W Dwy & Crosstown Dr
City: Peachtree City
Control: 2-Way Stop(NB/SB)

Project ID: 24-180134-001
Date: 5/16/2024

Data - Cars

NS/EW Streets:	Crosstown Ct W/Braelinn Village Shopping Center W Dwy				Crosstown Ct W/Braelinn Village Shopping Center W Dwy				Crosstown Dr				Crosstown Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	1 WT	1 WR	0 WU	
7:00 AM	1	0	0	0	0	0	6	0	9	65	2	0	0	122	0	0	205
7:15 AM	1	0	0	0	0	0	7	0	10	89	0	0	1	147	0	0	255
7:30 AM	0	0	0	0	0	1	9	0	18	79	1	0	0	181	2	0	291
7:45 AM	1	0	0	0	0	0	10	0	12	76	9	0	0	210	1	0	319
8:00 AM	2	1	0	0	0	0	11	0	7	95	6	0	2	181	2	0	307
8:15 AM	1	0	2	0	1	0	12	0	12	92	3	0	0	152	0	0	275
8:30 AM	1	0	0	0	1	0	7	0	6	97	1	0	0	138	3	0	254
8:45 AM	3	0	1	0	0	0	14	0	21	92	3	0	0	140	2	0	276
TOTAL VOLUMES :	NL 10	NT 1	NR 3	NU 0	SL 2	ST 1	SR 76	SU 0	EL 95	ET 685	ER 25	EU 0	WL 3	WT 1271	WR 10	WU 0	TOTAL 2182
APPROACH %'s :	71.43%	7.14%	21.43%	0.00%	2.53%	1.27%	96.20%	0.00%	11.80%	85.09%	3.11%	0.00%	0.23%	98.99%	0.78%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	4	1	2	0	1	1	42	0	49	342	19	0	2	724	5	0	1192
PEAK HR FACTOR :	0.500	0.250	0.250	0.000	0.250	0.250	0.875	0.000	0.681	0.900	0.528	0.000	0.250	0.862	0.625	0.000	0.934
	0.583				0.846				0.949				0.866				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	1 WT	1 WR	0 WU	
3:45 PM	3	1	2	0	1	0	23	0	34	169	8	0	5	147	5	0	398
4:00 PM	3	0	8	0	3	1	30	0	40	169	7	0	3	129	5	0	398
4:15 PM	4	0	7	0	0	0	22	0	46	141	13	0	4	143	6	0	386
4:30 PM	6	0	6	0	3	0	10	0	33	144	7	0	2	128	1	0	340
4:45 PM	5	0	6	0	1	3	22	0	34	159	11	0	5	166	8	0	420
5:00 PM	3	2	7	0	3	0	26	0	50	163	14	0	3	155	3	0	429
5:15 PM	1	0	4	0	3	1	38	0	38	146	4	0	2	159	5	0	401
5:30 PM	1	0	7	0	4	0	25	0	41	134	11	0	5	155	10	0	393
TOTAL VOLUMES :	NL 26	NT 3	NR 47	NU 0	SL 18	ST 5	SR 196	SU 0	EL 316	ET 1225	ER 75	EU 0	WL 29	WT 1182	WR 43	WU 0	TOTAL 3165
APPROACH %'s :	34.21%	3.95%	61.84%	0.00%	8.22%	2.28%	89.50%	0.00%	19.55%	75.80%	4.64%	0.00%	2.31%	94.26%	3.43%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	10	2	24	0	11	4	111	0	163	602	40	0	15	635	26	0	1643
PEAK HR FACTOR :	0.500	0.250	0.857	0.000	0.688	0.333	0.730	0.000	0.815	0.923	0.714	0.000	0.750	0.956	0.650	0.000	0.957
	0.750				0.750				0.887				0.944				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Crosstown Ct W/Braelinn Village Shopping Center W Dwy & Crosstown Dr
City: Peachtree City
Control: 2-Way Stop(NB/SB)

Project ID: 24-180134-001
Date: 5/16/2024

Data - HT

NS/EW Streets:	Crosstown Ct W/Braelinn Village Shopping Center W Dwy				Crosstown Ct W/Braelinn Village Shopping Center W Dwy				Crosstown Dr				Crosstown Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	1 WT	1 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	5
7:15 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	0	7
7:30 AM	0	0	0	0	0	0	1	0	1	2	0	0	0	5	0	0	9
7:45 AM	0	0	0	0	0	0	0	0	1	4	0	0	0	1	0	0	6
8:00 AM	0	0	0	0	0	0	1	0	2	6	1	0	0	2	0	0	12
8:15 AM	0	0	0	0	0	0	1	0	2	6	1	0	0	3	0	0	13
8:30 AM	0	0	0	0	0	0	1	0	2	3	0	0	0	3	0	0	9
8:45 AM	1	0	0	0	0	0	2	0	1	4	0	0	0	0	1	0	9
TOTAL VOLUMES :	NL 1	NT 0	NR 0	NU 0	SL 0	ST 0	SR 6	SU 0	EL 9	ET 30	ER 2	EU 0	WL 0	WT 21	WR 1	WU 0	TOTAL 70
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	21.95%	73.17%	4.88%	0.00%	0.00%	95.45%	4.55%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	3	0	6	18	2	0	0	11	0	0	40
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.750	0.500	0.000	0.000	0.550	0.000	0.000	0.769
					0.750				0.722				0.550				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	1 WT	1 WR	0 WU	
3:45 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	3	0	0	6
4:00 PM	0	0	0	0	0	0	1	0	0	3	0	0	0	5	0	0	9
4:15 PM	0	0	0	0	0	0	1	0	0	5	0	0	0	1	0	0	7
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
4:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
5:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	7	0	0	9
5:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	4	1	0	8
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 1	ST 0	SR 2	SU 0	EL 1	ET 21	ER 0	EU 0	WL 0	WT 28	WR 1	WU 0	TOTAL 54
APPROACH %'s :					33.33%	0.00%	66.67%	0.00%	4.55%	95.45%	0.00%	0.00%	0.00%	96.55%	3.45%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	8	0	0	0	16	1	0	26
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.000	0.571	0.250	0.000	0.722
									0.563				0.607				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Crosstown Ct W/Braelinn Village Shopping Center W Dwy & Crosstown Dr
City: Peachtree City
Control: 2-Way Stop(NB/SB)

Project ID: 24-180134-001
Date: 5/16/2024

Data - Bikes

NS/EW Streets:	Crosstown Ct W/Braelinn Village Shopping Center W Dwy				Crosstown Ct W/Braelinn Village Shopping Center W Dwy				Crosstown Dr				Crosstown Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	1 WT	1 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	1 WT	1 WR	0 WU	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250

National Data & Surveying Services

Intersection Turning Movement Count

Location: Crosstown Ct W/Braelinn Village Shopping Center W Drwy & Crosstown Dr Project ID: 24-180134-001

City: Peachtree City

Date: 5/16/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Crosstown Ct W/Braelinn Village Shopping Center W		Crosstown Ct W/Braelinn Village Shopping Center W		Crosstown Dr		Crosstown Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
	7:00 AM	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	
TOTAL VOLUMES : APPROACH %'s :	EB 0	WB 0	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 0
PEAK HR :	07:30 AM - 08:30 AM		0	0	0	0	0	0	TOTAL 0
PEAK HR VOL :	0	0							
PEAK HR FACTOR :									

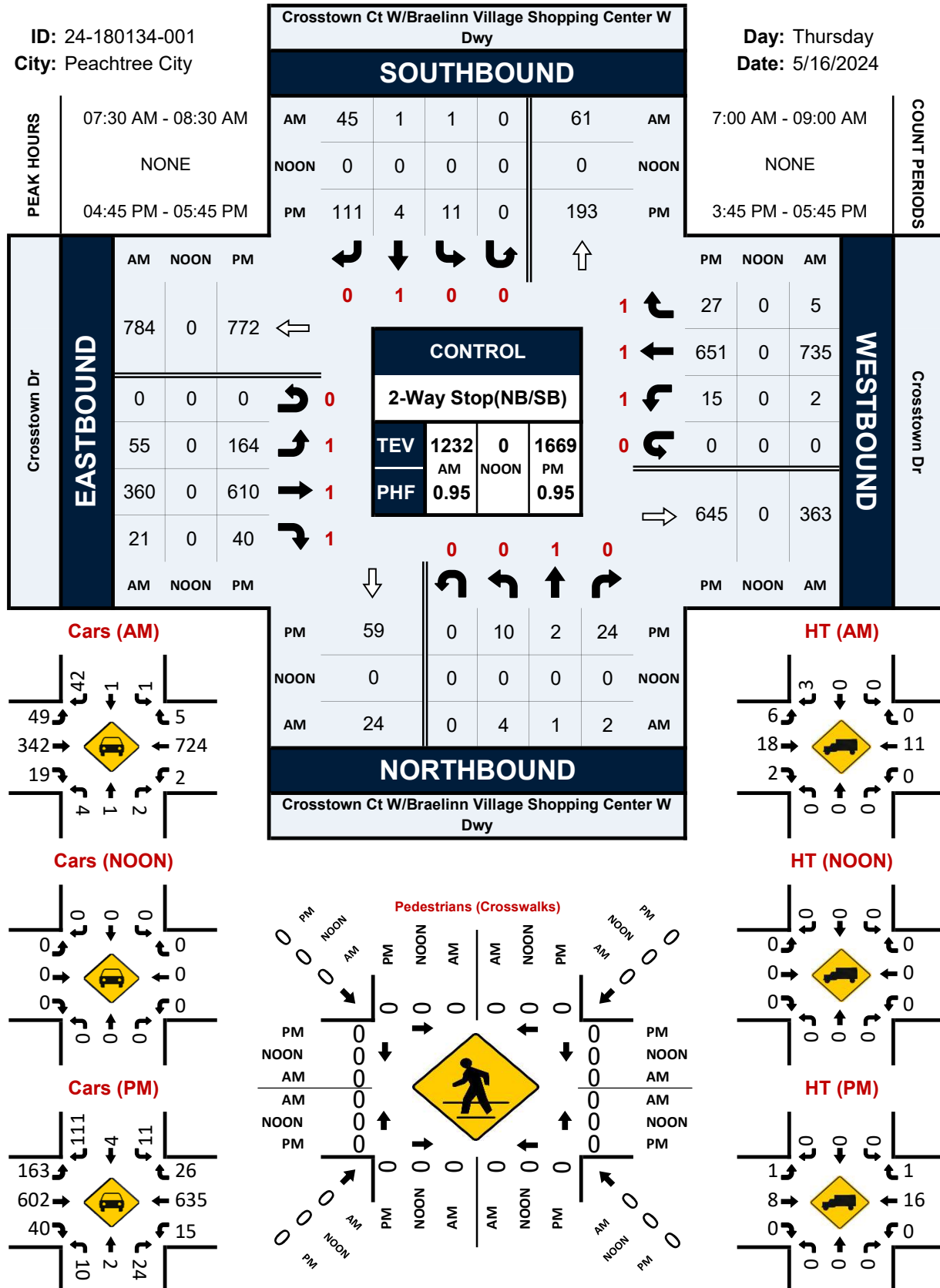
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES : APPROACH %'s :	EB 0	WB 0	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 0
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Crosstown Ct W/Braelinn Village Shopping Center W Dwy & Crosstown Dr

Peak Hour Turning Movement Count

ID: 24-180134-001
City: Peachtree City

Day: Thursday
Date: 5/16/2024



National Data & Surveying Services

Intersection Turning Movement Count

Location: Crosstown Ct E/Braelinn Village Shopping Center Mid Dwy & Crosstown Dr
City: Peachtree City
Control: 2-Way Stop(NB/SB)

Project ID: 24-180134-002
Date: 5/16/2024

Data - Total

NS/EW Streets:	Crosstown Ct E/Braelinn Village Shopping Center Mid Dwy				Crosstown Ct E/Braelinn Village Shopping Center Mid Dwy				Crosstown Dr				Crosstown Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	1 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	1 WT	1 WR	0 WU	
7:00 AM	0	0	0	0	4	0	4	0	7	59	1	0	1	121	7	0	204
7:15 AM	0	0	0	0	5	0	12	0	12	81	0	0	1	139	17	0	267
7:30 AM	1	0	2	0	5	0	8	0	6	72	0	0	2	182	16	0	294
7:45 AM	0	0	1	0	8	0	10	0	17	65	1	0	3	199	9	0	313
8:00 AM	0	0	2	0	13	0	11	0	6	90	2	0	2	177	15	0	318
8:15 AM	3	0	2	0	8	0	16	0	13	88	3	0	5	139	15	0	292
8:30 AM	1	0	1	0	11	1	11	0	12	89	0	0	4	129	19	0	278
8:45 AM	2	0	4	0	18	2	12	0	14	77	3	0	4	128	21	0	285
TOTAL VOLUMES :	NL 7	NT 0	NR 12	NU 0	SL 72	ST 3	SR 84	SU 0	EL 87	ET 621	ER 10	EU 0	WL 22	WT 1214	WR 119	WU 0	TOTAL 2251
APPROACH %'s :	36.84%	0.00%	63.16%	0.00%	45.28%	1.89%	52.83%	0.00%	12.12%	86.49%	1.39%	0.00%	1.62%	89.59%	8.78%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	4	0	7	0	34	0	45	0	42	315	6	0	12	697	55	0	1217
PEAK HR FACTOR :	0.333	0.000	0.875	0.000	0.654	0.000	0.703	0.000	0.618	0.875	0.500	0.000	0.600	0.876	0.859	0.000	0.957
	0.550				0.823				0.873				0.905				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	1 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	1 WT	1 WR	0 WU	
3:45 PM	0	1	12	0	19	1	29	0	30	143	4	0	4	128	25	0	396
4:00 PM	1	0	8	0	22	2	29	0	25	157	1	0	6	114	28	0	393
4:15 PM	0	0	14	0	23	1	19	0	18	132	0	0	6	137	24	0	374
4:30 PM	0	2	12	0	21	1	29	0	24	132	3	0	7	103	26	0	360
4:45 PM	0	1	14	0	23	0	40	0	19	148	3	0	9	139	21	0	417
5:00 PM	2	1	15	1	16	3	32	1	23	145	3	0	4	134	23	0	403
5:15 PM	1	1	13	0	18	0	36	0	16	141	2	0	3	134	22	0	387
5:30 PM	5	1	3	0	16	1	29	0	21	120	1	0	3	139	24	0	363
TOTAL VOLUMES :	NL 9	NT 7	NR 91	NU 1	SL 158	ST 9	SR 243	SU 1	EL 176	ET 1118	ER 17	EU 0	WL 42	WT 1028	WR 193	WU 0	TOTAL 3093
APPROACH %'s :	8.33%	6.48%	84.26%	0.93%	38.44%	2.19%	59.12%	0.24%	13.42%	85.28%	1.30%	0.00%	3.33%	81.39%	15.28%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	8	4	45	1	73	4	137	1	79	554	9	0	19	546	90	0	1570
PEAK HR FACTOR :	0.400	1.000	0.750	0.250	0.793	0.333	0.856	0.250	0.859	0.936	0.750	0.000	0.528	0.982	0.938	0.000	0.941
	0.763				0.853				0.939				0.969				

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Intersection Turning Movement Count

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City: Peachtree City
Control: 2-Way Stop(NB/SB)

Project ID: 24-180134-002
Date: 5/16/2024

Data - Cars

NS/EW Streets:	Crosstown Ct E/Braelinn Village Shopping Center Mid Dwy				Crosstown Ct E/Braelinn Village Shopping Center Mid Dwy				Crosstown Dr				Crosstown Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	1 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	1 WT	1 WR	0 WU	
7:00 AM	0	0	0	0	4	0	4	0	7	58	1	0	1	117	7	0	199
7:15 AM	0	0	0	0	5	0	12	0	12	77	0	0	1	136	17	0	260
7:30 AM	1	0	2	0	5	0	8	0	6	70	0	0	2	177	16	0	287
7:45 AM	0	0	1	0	8	0	10	0	17	61	1	0	3	198	9	0	308
8:00 AM	0	0	1	0	12	0	11	0	6	84	2	0	2	174	15	0	307
8:15 AM	3	0	1	0	8	0	16	0	13	82	3	0	5	137	15	0	283
8:30 AM	1	0	1	0	11	1	11	0	12	86	0	0	3	126	19	0	271
8:45 AM	2	0	4	0	16	2	12	0	14	73	3	0	4	127	20	0	277
TOTAL VOLUMES :	NL 7	NT 0	NR 10	NU 0	SL 69	ST 3	SR 84	SU 0	EL 87	ET 591	ER 10	EU 0	WL 21	WT 1192	WR 118	WU 0	TOTAL 2192
APPROACH %'s :	41.18%	0.00%	58.82%	0.00%	44.23%	1.92%	53.85%	0.00%	12.65%	85.90%	1.45%	0.00%	1.58%	89.56%	8.87%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	4	0	5	0	33	0	45	0	42	297	6	0	12	686	55	0	1185
PEAK HR FACTOR :	0.333	0.000	0.625	0.000	0.688	0.000	0.703	0.000	0.618	0.884	0.500	0.000	0.600	0.866	0.859	0.000	0.962
	0.563				0.813				0.880				0.896				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	1 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	1 WT	1 WR	0 WU	
3:45 PM	0	1	12	0	19	1	29	0	30	140	4	0	4	125	25	0	390
4:00 PM	1	0	8	0	22	2	29	0	25	154	1	0	6	109	27	0	384
4:15 PM	0	0	14	0	22	1	19	0	18	127	0	0	6	136	24	0	367
4:30 PM	0	2	12	0	21	1	29	0	24	129	3	0	7	100	26	0	354
4:45 PM	0	1	14	0	23	0	39	0	19	144	3	0	9	138	21	0	411
5:00 PM	2	1	15	1	16	3	31	1	23	144	3	0	4	128	23	0	395
5:15 PM	1	1	13	0	18	0	36	0	16	138	2	0	3	129	22	0	379
5:30 PM	5	1	3	0	16	1	29	0	21	120	1	0	3	136	24	0	360
TOTAL VOLUMES :	NL 9	NT 7	NR 91	NU 1	SL 157	ST 9	SR 241	SU 1	EL 176	ET 1096	ER 17	EU 0	WL 42	WT 1001	WR 192	WU 0	TOTAL 3040
APPROACH %'s :	8.33%	6.48%	84.26%	0.93%	38.48%	2.21%	59.07%	0.25%	13.65%	85.03%	1.32%	0.00%	3.40%	81.05%	15.55%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	8	4	45	1	73	4	135	1	79	546	9	0	19	531	90	0	1545
PEAK HR FACTOR :	0.400	1.000	0.750	0.250	0.793	0.333	0.865	0.250	0.859	0.948	0.750	0.000	0.528	0.962	0.938	0.000	0.940
	0.763				0.859				0.932				0.952				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Crosstown Ct E/Braelinn Village Shopping Center Mid Dwy & Crosstown Dr
City: Peachtree City
Control: 2-Way Stop(NB/SB)

Project ID: 24-180134-002
Date: 5/16/2024

Data - HT

NS/EW Streets:	Crosstown Ct E/Braelinn Village Shopping Center Mid Dwy				Crosstown Ct E/Braelinn Village Shopping Center Mid Dwy				Crosstown Dr				Crosstown Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	1	0	0	0	1	1	0	1	1	1	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	5
7:15 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	0	7
7:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7
7:45 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
8:00 AM	0	0	1	0	1	0	0	0	0	6	0	0	0	3	0	0	11
8:15 AM	0	0	1	0	0	0	0	0	0	6	0	0	0	2	0	0	9
8:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	1	3	0	0	7
8:45 AM	0	0	0	0	2	0	0	0	0	4	0	0	0	1	1	0	8
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	2	0	3	0	0	0	0	30	0	0	1	22	1	0	59
	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	4.17%	91.67%	4.17%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	2	0	1	0	0	0	0	18	0	0	0	11	0	0	32
PEAK HR FACTOR :	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.550	0.000	0.000	0.727
	0.500				0.250				0.750				0.550				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	1	0	0	0	1	1	0	1	1	1	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
4:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	5	1	0	9
4:15 PM	0	0	0	0	1	0	0	0	0	5	0	0	0	1	0	0	7
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
4:45 PM	0	0	0	0	0	0	1	0	0	4	0	0	0	1	0	0	6
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	6	0	0	8
5:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	0	8
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	1	0	2	0	0	22	0	0	0	27	1	0	53
					33.33%	0.00%	66.67%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	96.43%	3.57%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	2	0	0	8	0	0	0	15	0	0	25
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.625	0.000	0.000	0.781
					0.500				0.500				0.625				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Crosstown Ct E/Braelinn Village Shopping Center Mid Dwy & Crosstown Dr
City: Peachtree City
Control: 2-Way Stop(NB/SB)

Project ID: 24-180134-002
Date: 5/16/2024

Data - Bikes

NS/EW Streets:	Crosstown Ct E/Braelinn Village Shopping Center Mid Dwy				Crosstown Ct E/Braelinn Village Shopping Center Mid Dwy				Crosstown Dr				Crosstown Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	1 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	1 WT	1 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	1 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	1 WT	1 WR	0 WU	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	3
	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Crosstown Ct E/Braelinn Village Shopping Center Mid Dwy & Crosstown Dr **Project ID:** 24-180134-002

City: Peachtree City

Date: 5/16/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Crosstown Ct E/Braelinn Village Shopping Center		Crosstown Ct E/Braelinn Village Shopping Center		Crosstown Dr		Crosstown Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Crosstown Ct E/Braelinn Village Shopping Center Mid Dwy & Crosstown Dr

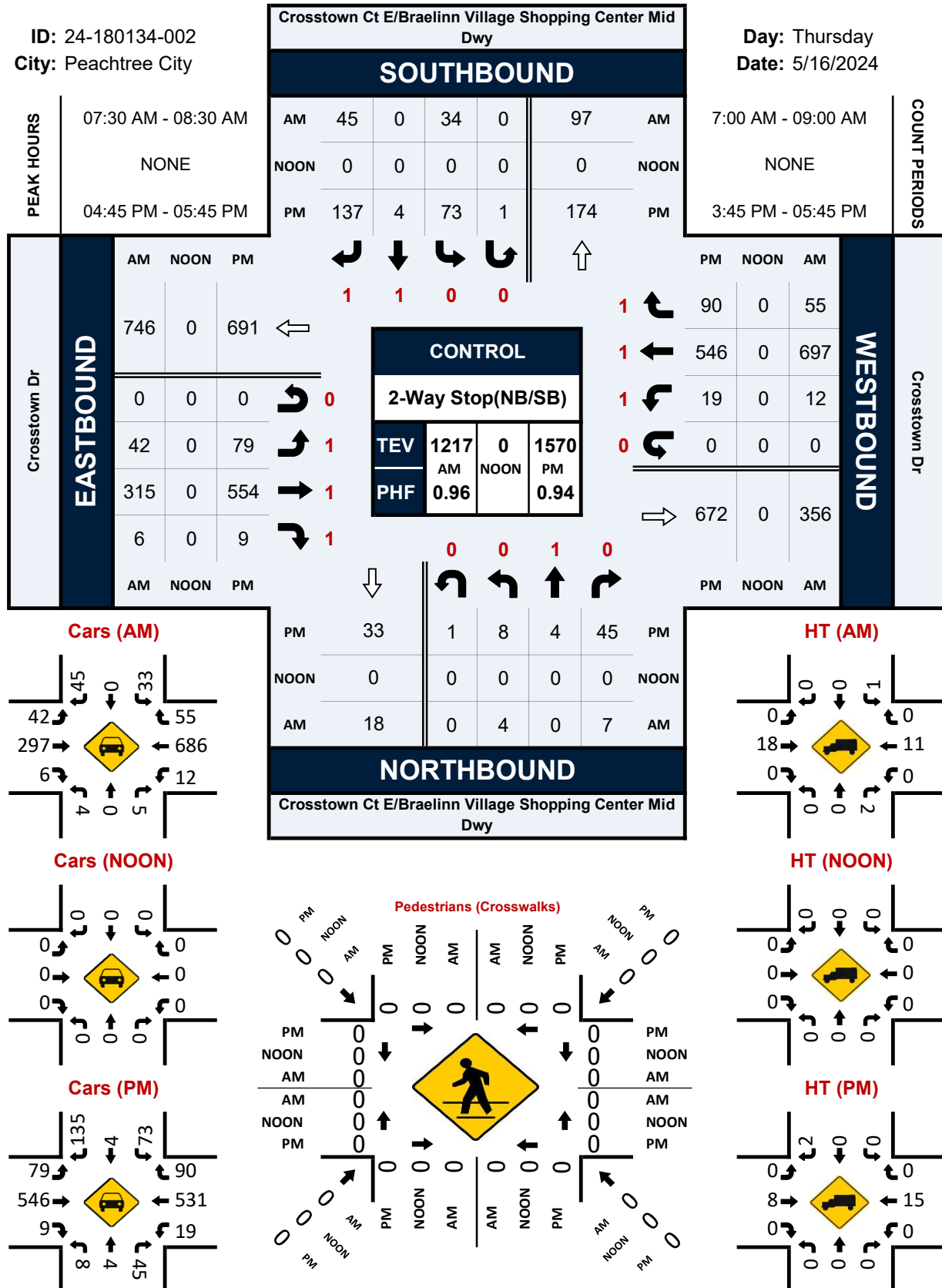
Peak Hour Turning Movement Count

ID: 24-180134-002

City: Peachtree City

Day: Thursday

Date: 5/16/2024



National Data & Surveying Services

Intersection Turning Movement Count

Location: Braelinn Village Shopping Center E Dwy & Crosstown Dr
City: Peachtree City
Control: 1-Way Stop(SB)

Project ID: 24-180134-003
Date: 5/16/2024

Data - Total

NS/EW Streets:	Braelinn Village Shopping Center E Dwy				Braelinn Village Shopping Center E Dwy				Crosstown Dr				Crosstown Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
7:00 AM	0	0	0	0	0	0	4	0	2	61	0	0	0	125	0	0	192
7:15 AM	0	0	0	0	0	0	2	0	6	79	0	0	0	155	2	0	244
7:30 AM	0	0	0	0	1	0	5	0	4	76	0	0	0	195	4	0	285
7:45 AM	0	0	0	0	4	0	4	0	12	62	0	0	0	207	6	0	295
8:00 AM	0	0	0	0	0	0	7	0	4	97	0	0	0	188	2	0	298
8:15 AM	0	0	0	0	1	0	7	0	12	90	0	0	0	151	3	0	264
8:30 AM	0	0	0	0	2	0	8	0	5	95	0	0	0	144	6	0	260
8:45 AM	0	0	0	0	2	0	7	0	8	89	0	0	0	146	6	0	258
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 10	ST 0	SR 44	SU 0	EL 53	ET 649	ER 0	EU 0	WL 0	WT 1311	WR 29	WU 0	TOTAL 2096
APPROACH %'s :					18.52%	0.00%	81.48%	0.00%	7.55%	92.45%	0.00%	0.00%	0.00%	97.84%	2.16%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	6	0	23	0	32	325	0	0	0	741	15	0	1142
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.375	0.000	0.821	0.000	0.667	0.838	0.000	0.000	0.000	0.895	0.625	0.000	0.958
					0.906				0.875				0.887				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
3:45 PM	0	0	0	0	3	0	5	0	9	161	0	0	0	152	14	0	344
4:00 PM	0	0	0	0	3	0	12	0	14	174	0	1	0	135	14	0	353
4:15 PM	0	0	0	0	2	0	21	0	10	161	0	0	0	146	9	0	349
4:30 PM	0	0	0	0	6	0	11	0	20	144	0	1	0	124	12	0	318
4:45 PM	0	0	0	0	4	0	17	0	10	171	0	0	0	156	16	0	374
5:00 PM	0	0	0	0	4	0	16	0	13	165	0	0	0	146	12	0	356
5:15 PM	0	0	0	0	3	0	19	0	12	162	0	0	0	137	9	0	342
5:30 PM	0	0	0	0	3	0	10	0	10	127	0	0	0	157	6	0	313
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 28	ST 0	SR 111	SU 0	EL 98	ET 1265	ER 0	EU 2	WL 0	WT 1153	WR 92	WU 0	TOTAL 2749
APPROACH %'s :					20.14%	0.00%	79.86%	0.00%	7.18%	92.67%	0.00%	0.15%	0.00%	92.61%	7.39%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	16	0	65	0	53	641	0	1	0	572	49	0	1397
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.667	0.000	0.774	0.000	0.663	0.937	0.000	0.250	0.000	0.917	0.766	0.000	0.934
					0.880				0.960				0.903				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Braelinn Village Shopping Center E Dwy & Crosstown Dr
City: Peachtree City
Control: 1-Way Stop(SB)

Project ID: 24-180134-003
Date: 5/16/2024

Data - Cars

NS/EW Streets:	Braelinn Village Shopping Center E Dwy				Braelinn Village Shopping Center E Dwy				Crosstown Dr				Crosstown Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
7:00 AM	0	0	0	0	0	0	2	0	1	61	0	0	0	123	0	0	187
7:15 AM	0	0	0	0	0	0	2	0	6	76	0	0	0	152	1	0	237
7:30 AM	0	0	0	0	1	0	4	0	4	73	0	0	0	191	4	0	277
7:45 AM	0	0	0	0	4	0	4	0	12	58	0	0	0	206	6	0	290
8:00 AM	0	0	0	0	0	0	7	0	4	89	0	0	0	185	2	0	287
8:15 AM	0	0	0	0	1	0	7	0	11	84	0	0	0	149	3	0	255
8:30 AM	0	0	0	0	2	0	8	0	5	93	0	0	0	140	6	0	254
8:45 AM	0	0	0	0	2	0	7	0	7	83	0	0	0	144	6	0	249
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 10	ST 0	SR 41	SU 0	EL 50	ET 617	ER 0	EU 0	WL 0	WT 1290	WR 28	WU 0	TOTAL 2036
APPROACH %'s :					19.61%	0.00%	80.39%	0.00%	7.50%	92.50%	0.00%	0.00%	0.00%	97.88%	2.12%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM				6	0	22	0	31	304	0	0	0	731	15	0	TOTAL 1109
PEAK HR VOL :	0	0	0	0	6	0	22	0	31	304	0	0	0	731	15	0	0.956
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.375	0.000	0.786	0.000	0.646	0.854	0.000	0.000	0.000	0.887	0.625	0.000	
					0.875				0.882				0.880				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
3:45 PM	0	0	0	0	3	0	5	0	9	158	0	0	0	149	14	0	338
4:00 PM	0	0	0	0	3	0	11	0	14	171	0	1	0	130	14	0	344
4:15 PM	0	0	0	0	2	0	20	0	9	156	0	0	0	146	8	0	341
4:30 PM	0	0	0	0	6	0	11	0	19	142	0	1	0	121	12	0	312
4:45 PM	0	0	0	0	4	0	16	0	9	168	0	0	0	156	16	0	369
5:00 PM	0	0	0	0	4	0	16	0	13	164	0	0	0	140	12	0	349
5:15 PM	0	0	0	0	3	0	19	0	12	159	0	0	0	132	9	0	334
5:30 PM	0	0	0	0	3	0	10	0	10	127	0	0	0	154	6	0	310
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 28	ST 0	SR 108	SU 0	EL 95	ET 1245	ER 0	EU 2	WL 0	WT 1128	WR 91	WU 0	TOTAL 2697
APPROACH %'s :					20.59%	0.00%	79.41%	0.00%	7.08%	92.77%	0.00%	0.15%	0.00%	92.53%	7.47%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM				16	0	63	0	50	630	0	1	0	563	48	0	TOTAL 1371
PEAK HR VOL :	0	0	0	0	16	0	63	0	50	630	0	1	0	563	48	0	0.929
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.667	0.000	0.788	0.000	0.658	0.938	0.000	0.250	0.000	0.902	0.750	0.000	
					0.898				0.962				0.888				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Braelinn Village Shopping Center E Dwy & Crosstown Dr
City: Peachtree City
Control: 1-Way Stop(SB)

Project ID: 24-180134-003
Date: 5/16/2024

Data - HT

NS/EW Streets:	Braelinn Village Shopping Center E Dwy				Braelinn Village Shopping Center E Dwy				Crosstown Dr				Crosstown Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
7:00 AM	0	0	0	0	0	0	2	0	1	0	0	0	0	2	0	0	5
7:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	1	0	7
7:30 AM	0	0	0	0	0	0	1	0	0	3	0	0	0	4	0	0	8
7:45 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	3	0	0	11
8:15 AM	0	0	0	0	0	0	0	0	1	6	0	0	0	2	0	0	9
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6
8:45 AM	0	0	0	0	0	0	0	0	1	6	0	0	0	2	0	0	9
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 0	ST 0	SR 3	SU 0	EL 3	ET 32	ER 0	EU 0	WL 0	WT 21	WR 1	WU 0	TOTAL 60
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	8.57%	91.43%	0.00%	0.00%	0.00%	95.45%	4.55%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	1	21	0	0	0	10	0	0	33
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.656	0.000	0.000	0.000	0.625	0.000	0.000	0.750
							0.250				0.688				0.625		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
3:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
4:00 PM	0	0	0	0	0	0	1	0	0	3	0	0	0	5	0	0	9
4:15 PM	0	0	0	0	0	0	1	0	1	5	0	0	0	0	1	0	8
4:30 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	3	0	0	6
4:45 PM	0	0	0	0	0	0	1	0	1	3	0	0	0	0	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	7
5:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	0	8
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 0	ST 0	SR 3	SU 0	EL 3	ET 20	ER 0	EU 0	WL 0	WT 25	WR 1	WU 0	TOTAL 52
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	13.04%	86.96%	0.00%	0.00%	0.00%	96.15%	3.85%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	2	0	3	11	0	0	0	9	1	0	26
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.750	0.550	0.000	0.000	0.000	0.375	0.250	0.000	0.813
							0.500				0.583				0.417		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Braelinn Village Shopping Center E Dwy & Crosstown Dr
City: Peachtree City
Control: 1-Way Stop(SB)

Project ID: 24-180134-003
Date: 5/16/2024

Data - Bikes

NS/EW Streets:	Braelinn Village Shopping Center E Dwy				Braelinn Village Shopping Center E Dwy				Crosstown Dr				Crosstown Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
PEAK HR :	04:15 PM - 05:15 PM								0.00% 100.00% 0.00% 0.00%				0.00% 100.00% 0.00% 0.00%				TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250

National Data & Surveying Services

Intersection Turning Movement Count

Location: Braelinn Village Shopping Center E Dwy & Crosstown Dr

Project ID: 24-180134-003

City: Peachtree City

Date: 5/16/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Braelinn Village Shopping Center E Dwy		Braelinn Village Shopping Center E Dwy		Crosstown Dr		Crosstown Dr	
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
TOTAL VOLUMES : APPROACH %'s :	EB 0	WB 0	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0
PEAK HR :	07:30 AM - 08:30 AM							
PEAK HR VOL :	0	0	0	0	0	0	0	0
PEAK HR FACTOR :								

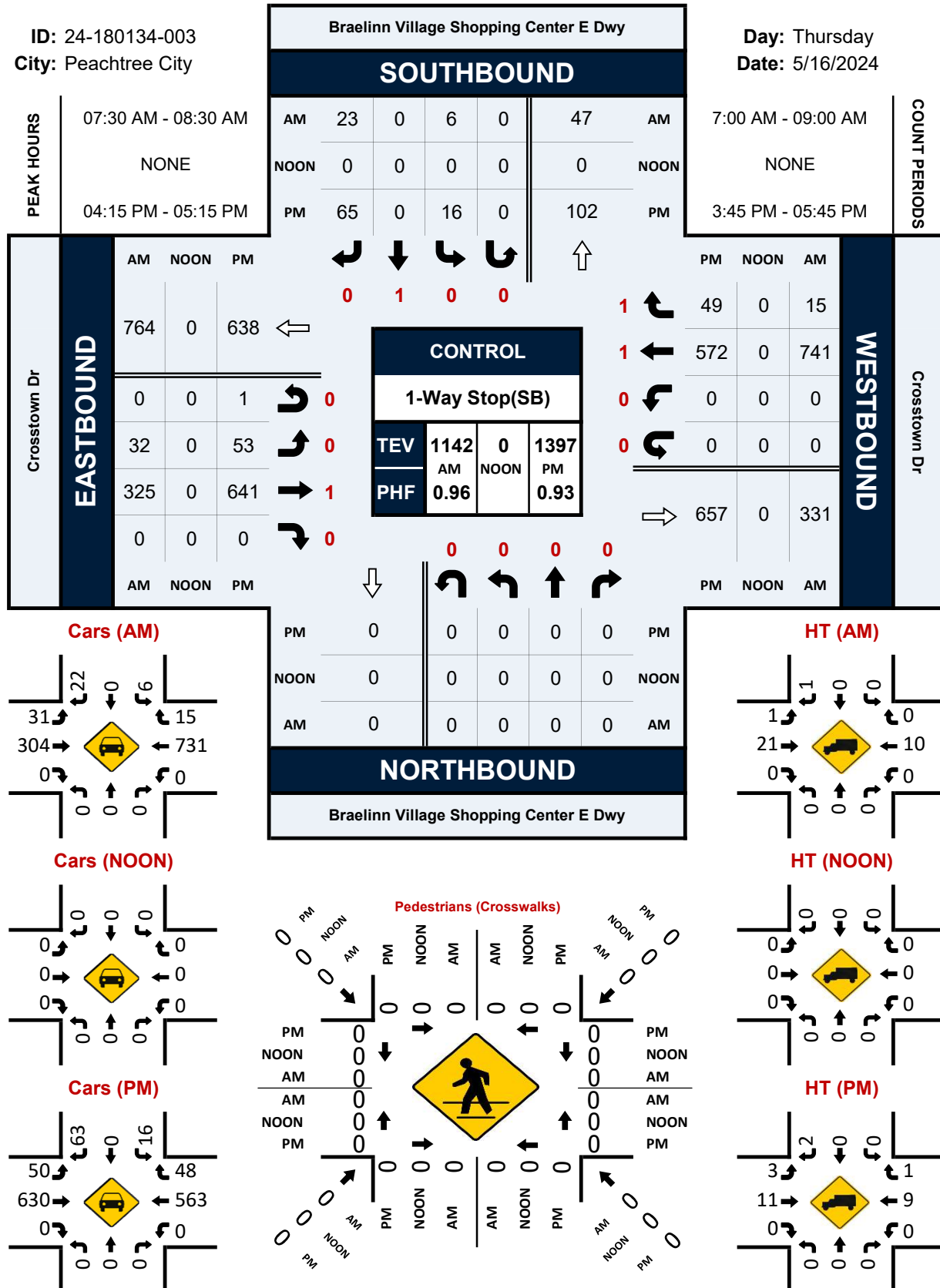
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
TOTAL VOLUMES : APPROACH %'s :	EB 0	WB 0	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0
PEAK HR :	04:15 PM - 05:15 PM							
PEAK HR VOL :	0	0	0	0	0	0	0	0
PEAK HR FACTOR :								

Braelinn Village Shopping Center E Dwy & Crosstown Dr

Peak Hour Turning Movement Count

ID: 24-180134-003
City: Peachtree City

Day: Thursday
Date: 5/16/2024



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Peachtree Pkwy & Braelinn Village Shopping Center Access Dwy
City: Peachtree City
Control: 2-Way Stop(EB/WB)

Project ID: 24-180134-004
Date: 5/16/2024

Data - Total

NS/EW Streets:	S Peachtree Pkwy				S Peachtree Pkwy				Braelinn Village Shopping Center Access Dwy				Braelinn Village Shopping Center Access Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	0 SL	2 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	1	25	0	0	0	50	2	1	3	0	1	0	0	0	0	0	83
7:15 AM	6	43	0	0	0	52	4	1	2	0	2	0	0	0	0	0	110
7:30 AM	6	55	0	1	1	55	13	6	4	0	4	0	0	0	0	0	145
7:45 AM	18	55	0	0	0	61	9	2	9	0	3	0	0	0	0	0	157
8:00 AM	15	59	0	0	1	61	8	1	7	0	2	0	0	0	0	0	154
8:15 AM	8	48	0	0	0	42	10	5	9	0	4	0	1	0	1	0	128
8:30 AM	7	72	1	0	0	39	7	5	12	0	5	0	0	0	0	0	148
8:45 AM	14	72	0	0	1	52	14	2	10	0	8	0	0	0	0	0	173
TOTAL VOLUMES :	NL 75	NT 429	NR 1	NU 1	SL 3	ST 412	SR 67	SU 23	EL 56	ET 0	ER 29	EU 0	WL 1	WT 0	WR 1	WU 0	TOTAL 1098
APPROACH %'s :	14.82%	84.78%	0.20%	0.20%	0.59%	81.58%	13.27%	4.55%	65.88%	0.00%	34.12%	0.00%	50.00%	0.00%	50.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	44	251	1	0	2	194	39	13	38	0	19	0	1	0	1	0	603
PEAK HR FACTOR :	0.733	0.872	0.250	0.000	0.500	0.795	0.696	0.650	0.792	0.000	0.594	0.000	0.250	0.000	0.250	0.000	0.871
	0.860				0.873				0.792				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	0 SL	2 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:45 PM	21	78	0	1	0	79	36	1	26	0	25	0	0	0	0	0	267
4:00 PM	8	73	1	0	1	76	14	5	23	0	29	0	0	0	1	0	231
4:15 PM	11	70	0	0	0	77	24	2	34	0	30	0	0	0	0	0	248
4:30 PM	10	67	1	0	0	76	29	4	21	0	29	0	0	0	0	0	237
4:45 PM	16	74	0	0	0	120	23	7	24	0	41	0	0	1	1	0	307
5:00 PM	24	82	0	0	0	100	34	5	31	1	24	0	0	0	0	0	301
5:15 PM	11	74	1	1	1	148	25	6	28	0	41	1	0	0	0	0	337
5:30 PM	14	82	1	0	0	109	30	4	34	0	20	0	1	0	0	0	295
TOTAL VOLUMES :	NL 115	NT 600	NR 4	NU 2	SL 2	ST 785	SR 215	SU 34	EL 221	ET 1	ER 239	EU 1	WL 1	WT 1	WR 2	WU 0	TOTAL 2223
APPROACH %'s :	15.95%	83.22%	0.55%	0.28%	0.19%	75.77%	20.75%	3.28%	47.84%	0.22%	51.73%	0.22%	25.00%	25.00%	50.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	65	312	2	1	1	477	112	22	117	1	126	1	1	1	1	0	1240
PEAK HR FACTOR :	0.677	0.951	0.500	0.250	0.250	0.806	0.824	0.786	0.860	0.250	0.768	0.250	0.250	0.250	0.250	0.000	0.920
	0.896				0.850				0.875				0.375				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Peachtree Pkwy & Braelinn Village Shopping Center Access Dwy
City: Peachtree City
Control: 2-Way Stop(EB/WB)

Project ID: 24-180134-004
Date: 5/16/2024

Data - Cars

NS/EW Streets:	S Peachtree Pkwy				S Peachtree Pkwy				Braelinn Village Shopping Center Access Dwy				Braelinn Village Shopping Center Access Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	0 SL	2 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	1	25	0	0	0	46	1	1	3	0	1	0	0	0	0	0	78
7:15 AM	6	40	0	0	0	51	3	1	2	0	1	0	0	0	0	0	104
7:30 AM	6	53	0	1	1	52	13	6	4	0	4	0	0	0	0	0	140
7:45 AM	18	53	0	0	0	59	9	2	7	0	3	0	0	0	0	0	151
8:00 AM	15	58	0	0	1	59	8	1	7	0	2	0	0	0	0	0	151
8:15 AM	8	48	0	0	0	41	10	5	9	0	4	0	1	0	1	0	127
8:30 AM	7	69	1	0	0	33	7	5	12	0	4	0	0	0	0	0	138
8:45 AM	14	70	0	0	1	52	14	2	10	0	8	0	0	0	0	0	171
TOTAL VOLUMES :	NL 75	NT 416	NR 1	NU 1	SL 3	ST 393	SR 65	SU 23	EL 54	ET 0	ER 27	EU 0	WL 1	WT 0	WR 1	WU 0	TOTAL 1060
APPROACH %'s :	15.21%	84.38%	0.20%	0.20%	0.62%	81.20%	13.43%	4.75%	66.67%	0.00%	33.33%	0.00%	50.00%	0.00%	50.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	44	245	1	0	2	185	39	13	38	0	18	0	1	0	1	0	587
PEAK HR FACTOR :	0.733	0.875	0.250	0.000	0.500	0.784	0.696	0.650	0.792	0.000	0.563	0.000	0.250	0.000	0.250	0.000	0.858
	0.863				0.866				0.778				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	0 SL	2 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:45 PM	20	77	0	1	0	76	36	1	26	0	24	0	0	0	0	0	261
4:00 PM	8	71	1	0	1	73	14	5	23	0	29	0	0	0	1	0	226
4:15 PM	11	70	0	0	0	76	24	2	33	0	30	0	0	0	0	0	246
4:30 PM	10	67	1	0	0	76	27	4	21	0	29	0	0	0	0	0	235
4:45 PM	16	74	0	0	0	118	23	7	24	0	39	0	0	1	1	0	303
5:00 PM	24	80	0	0	0	98	34	5	31	1	24	0	0	0	0	0	297
5:15 PM	11	72	1	1	1	147	25	6	28	0	40	1	0	0	0	0	333
5:30 PM	14	82	1	0	0	108	30	4	34	0	20	0	1	0	0	0	294
TOTAL VOLUMES :	NL 114	NT 593	NR 4	NU 2	SL 2	ST 772	SR 213	SU 34	EL 220	ET 1	ER 235	EU 1	WL 1	WT 1	WR 2	WU 0	TOTAL 2195
APPROACH %'s :	15.99%	83.17%	0.56%	0.28%	0.20%	75.61%	20.86%	3.33%	48.14%	0.22%	51.42%	0.22%	25.00%	25.00%	50.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	65	308	2	1	1	471	112	22	117	1	123	1	1	1	1	0	1227
PEAK HR FACTOR :	0.677	0.939	0.500	0.250	0.250	0.801	0.824	0.786	0.860	0.250	0.769	0.250	0.250	0.250	0.250	0.000	0.921
	0.904				0.846				0.877				0.375				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Peachtree Pkwy & Braelinn Village Shopping Center Access Dwy
City: Peachtree City
Control: 2-Way Stop(EB/WB)

Project ID: 24-180134-004
Date: 5/16/2024

Data - HT

NS/EW Streets:	S Peachtree Pkwy				S Peachtree Pkwy				Braelinn Village Shopping Center Access Dwy				Braelinn Village Shopping Center Access Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	0 SL	2 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	5
7:15 AM	0	3	0	0	0	1	1	0	0	0	1	0	0	0	0	0	6
7:30 AM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
7:45 AM	0	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	6
8:00 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	3	0	0	0	6	0	0	0	0	1	0	0	0	0	0	10
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES :	NL 0	NT 13	NR 0	NU 0	SL 0	ST 19	SR 2	SU 0	EL 2	ET 0	ER 2	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 38
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	90.48%	9.52%	0.00%	50.00%	0.00%	50.00%	0.00%					
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	6	0	0	0	9	0	0	0	0	1	0	0	0	0	0	16
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.400
	0.500				0.375				0.250								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	0 SL	2 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:45 PM	1	1	0	0	0	3	0	0	0	0	1	0	0	0	0	0	6
4:00 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
4:15 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	4
5:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0	4
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL 1	NT 7	NR 0	NU 0	SL 0	ST 13	SR 2	SU 0	EL 1	ET 0	ER 4	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 28
APPROACH %'s :	12.50%	87.50%	0.00%	0.00%	0.00%	86.67%	13.33%	0.00%	20.00%	0.00%	80.00%	0.00%					
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	4	0	0	0	6	0	0	0	0	3	0	0	0	0	0	13
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.813
	0.500				0.750				0.375								

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Peachtree Pkwy & Braelinn Village Shopping Center Access Dwy
City: Peachtree City
Control: 2-Way Stop(EB/WB)

Project ID: 24-180134-004
Date: 5/16/2024

Data - Bikes

NS/EW Streets:	S Peachtree Pkwy				S Peachtree Pkwy				Braelinn Village Shopping Center Access Dwy				Braelinn Village Shopping Center Access Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	0 SL	2 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	0 SL	2 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	0.00%	100.00%	0.00%	0.00%													
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Peachtree Pkwy & Braelinn Village Shopping Center Access Dwy

Project ID: 24-180134-004

City: Peachtree City

Date: 5/16/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Peachtree Pkwy		S Peachtree Pkwy		Braelinn Village Shopping Center Access Dwy		Braelinn Village Shopping Center Access Dwy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

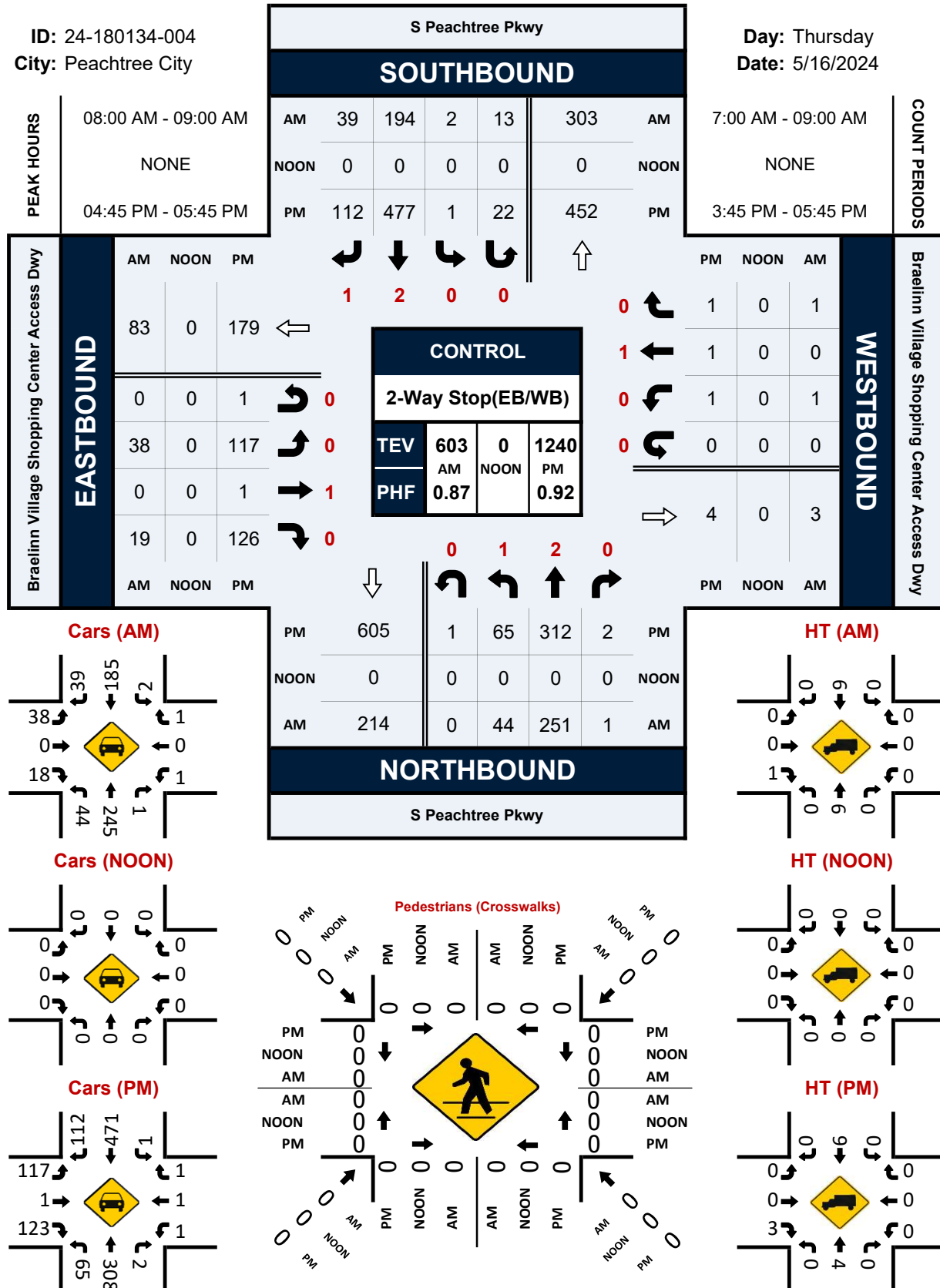
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

S Peachtree Pkwy & Braelinn Village Shopping Center Access Dwy

Peak Hour Turning Movement Count

ID: 24-180134-004
City: Peachtree City

Day: Thursday
Date: 5/16/2024



Programmed Project Fact Sheets



Street Resurfacing Program - Citywide

Project Number: 31

Category: Roads

Location: Citywide

Estimated Cost: \$30,000,000

Project Description:

Peachtree City currently has 200.68 miles of road infrastructure to maintain. The City's goal is to pave 15 miles of roadway per year.

This keeps the system on a 13-year maintenance cycle. The 2017 SPLOST included funding for 8 additional miles to be done per year (which allowed the City to attain the 15-mile goal). The City proposes to keep that funding in place with the 2023 SPLOST. All roads are evaluated by a professional company called Infrastructure Management Services (IMS) every five years. They use a laser system and ride every road in the city to evaluate conditions for pavement distresses such as cracking, potholes, rutting, roughness, etc. Roads are then assigned a numerical pavement condition index (PCI) rating that is used to prioritize the schedule for annual paving.

The software utilized uses an algorithm to prioritize paving and save the City money, especially by prioritizing roads before they require full depth reclamation which can double the cost of paving. Good road conditions lead to less wear and tear on vehicles and allow for safe vehicle operation. This project would also allow funding for new road connections to the citywide system as needed through growth or needed connectivity. These funds could also be used for city-maintained public and non-public asphalt projects such as parking lots, access roads, etc.





Intersection Improvements at Peachtree Parkway & Robinson Rd:

Project Number: 34

Category: Roads

Location: Peachtree Parkway & Robinson Road

Estimated Cost: \$2,280,600

Project Description:

The intersection of Peachtree Parkway and Robinson Road is one of the most heavily trafficked intersections in Peachtree City not on a major state highway. During peak hours, this intersection is failing in providing adequate traffic flow and capacity. We expect this issue to get worse over the next ten years if nothing is done to address it. A traffic study has already been completed at this intersection and the recommendation is to install either a roundabout or a traffic light. A roundabout is the favored recommendation of the traffic study engineer. This project would allow staff to engage an engineer to design options to improve this intersection that would then allow the City to decide which solution would be best long-term. This funding would also allow for the construction and completion of the decided solution.

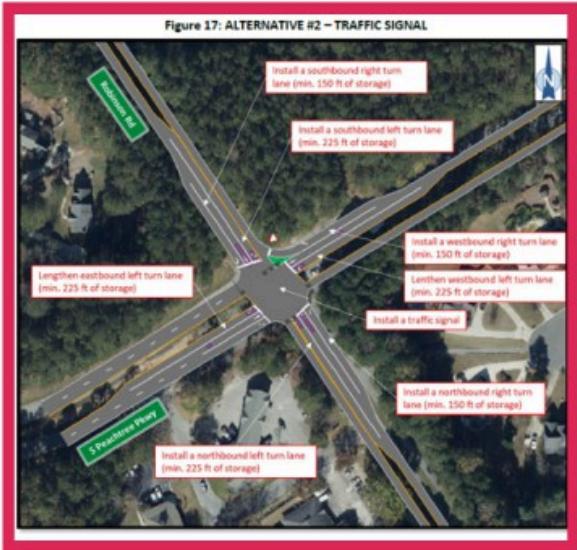


Table 13: CAPACITY ANALYSIS RESULTS, PROJECTED 2045 CONDITIONS – ALTERNATIVES

INTERSECTION	ALTERNATIVE	APPROACH	DESIGN 2045	
			AM PEAK HOUR	PM PEAK HOUR
S Peachtree Pkwy & Robinson Rd	Minor Street Stop Control	EBL	A (8.2)	A (8.3)
		EBT	-	-
		EBR	-	-
		WBL	A (8.2)	A (9.8)
		WBT	-	-
		WBR	-	-
		NBL/T	F (*)	F (*)
		NBR	A (9.8)	B (12.2)
		SBL/T	F (*)	F (*)
	Hybrid Roundabout	SBR	B (11.0)	B (10.9)
		EB	A (5.3)	A (9.2)
		WB	A (7.7)	A (6.0)
		NB	B (13.8)	B (13.9)
	Traffic Signal	SB	B (10.6)	C (17.1)
		Intersection	B (16.4)	B (19.5)

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Planning Commission

FROM: Robin Cailloux, Planning Director 10/22/2024

DATE: October 28, 2024

SUBJECT: Rezoning request for a portion of 201 Aberdeen Parkway from GC to GR

Recommendation:

If the Planning Commission recommends approval of the request, staff recommends the following conditions:

1. A minimum 10-foot landscaping buffer shall be required along the perimeter of the tract, exclusive of the property line adjacent to Aberdeen Parkway, which shall be at least 60 feet.
2. The 10-foot landscaping buffer adjacent to the multi-use path and the single-family residential lots shall be planted with evergreen trees and bushes in order to provide a visual buffer.
3. The landscape buffer along Aberdeen Parkway shall be replanted with overstory hardwood trees planted at a distance of at least 1 tree every 30 feet on center. These trees may be clustered together between the driveways.
4. A landscaping plan shall be provided during the civil site plan review phase to ensure compliance with the landscaping requirements.

Discussion:

The public hearing for the Planning Commission was held on September 23, 2024 agenda. The applicant requested to continue this item to the October 28 agenda to allow them to hold meetings with the community.

Strada Active Retirement Community, the applicant, along with the property owner, Apsilon Management Aberdeen Village, is requesting the rezoning of 14.6 acres from GC General Commercial to GR General Residential at 201 Aberdeen Parkway, commonly known as the Crown Plaza. The request is for only a portion of the 38-acre tract. The applicant is proposing an active senior living development consisting of up to 175 dwelling units not to exceed 12 units per acre, and amenity facilities.

Proposed Development

The proposed site plan is a courtyard design with eight (8) 3-story apartment buildings surrounding internal parks and plazas. A community center is located at the entrance off Aberdeen Parkway along with covered golf-cart garages. Resident parking

surrounds the development.

The existing entrance into the Crown Plaza will be replaced with two driveways: one serving this development and a shared driveway serving this development and the Crown Plaza. The internal drive is setback to provide a 70-foot landscape buffer along Aberdeen Parkway.

The applicant is requesting to rezone the property along Aberdeen Parkway connecting the development to the existing pond on the hotel site. They are not proposing any modification to the existing woodlands along Aberdeen Parkway, but will need to make improvements to the pond to satisfy stormwater requirements.

Resident amenities are described in the applicant's narrative, which is attached to this memo.

Evaluation Criteria:

Per Section 1304 of the Zoning ordinance, City Council shall consider the following factors, where relevant, when evaluating a proposed change to the zoning map:

1. Whether the zoning proposal is in conformity with the policy and intent of the land use plan;
2. Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;
3. Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;
4. Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned;
5. Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools;
6. Whether there are other existing or changing conditions affecting the use and development of the property which give supportive grounds for either approval or disapproval of the zoning proposal.

The applicant has provided a written narrative addressing these criteria, attached to this memo. The applicant has also provided a traffic generation memo (attached) that includes a graphic showing the anticipated number of vehicles added to each nearby intersection during peak travel times on page 9.

Comprehensive Plan and Future Land Use Map

The property is located within the Aberdeen Village Center. The future land use for this property is commercial. As seen on the attached Future Land Use Map, the property is surrounded by Commercial, Office, Multi-Family, and Single Family Cluster uses. Appropriate zoning districts within a village center include GR, LUR (for higher density residential), GC, and LUC (for mixed use developments). As seen on the attached zoning map, the property is surrounded by GC, LUC, and GR zoning districts.

Staff has reviewed the Comprehensive Plan policies and identified the following that are impacted by the proposed development:

- Encourage safe, walkable, aesthetically pleasing Village Centers that include spaces for social gatherings
- Maximize utilization of existing infrastructure, reduce the service-delivery impacts created by suburban sprawl, and practice sound financial stewardship of tax revenue by encouraging redevelopment of property
- Continue using enhanced landscape standards throughout the City
- Promote the availability of senior living accommodations in order to keep up with changing demographics
- Offset dense residential developments with greenbelts, parks, and civic plazas

Budget Impact:

There are no budget impacts associated with this item.

Attachments:

1. Applicant Narrative
2. Schematic Land Use Plan
3. Architectural Concept
4. Trip Generation Letter



STRADA

July 15, 2024

Rezoning Application for a 14.6-acre portion of the property known as the Crown Plaza Hotel and Conference Center located at 201 Aberdeen Parkway, Peachtree City

A. Written Narrative:

Answers to page 3 of the Rezoning Application

1. Land Use:

This zoning proposal conforms with the policy and intent of the Peachtree City Land Use Plan. Specific items and areas of interest are explained in the paragraphs below.

- a. The 14.6-acre site sits on the Western undeveloped portion of land as part of an overall 38-acre site known as the Crown Plaza Hotel and Conference Center zoned GC. The site is bordered by GR-zoned residences to the North and the West by the Oak Manor Office Park zoned GC, and Hilton Garden Inn Hotel zoned LUC-22. The remainder of the land-use across Aberdeen Parkway to the South consist of small professional offices supporting community services zoned LUC-3. To the East is the Crown Plaza Hotel and Conference Center.

The development consists of 175 Active Senior Independent Living Residential (IL) units not exceeding 12 density units per acre. In addition, the development may include amenity buildings supporting the residents, such as a gym, small café, wellness suite, multi-purpose rooms, business office, and residents' community room.

On-site recreational activities may include walking paths, bocci ball and pickleball courts, community gardens, a salt-water swimming pool, etc. Recognizing our residents' age and driving preferences, the project will be parked at approximately 1.2 spaces per residential unit plus golf cart parking. The units will have generous setbacks from the property lines and additional open space around the project's perimeter. The residential units are primarily focused inward creating two large open space courtyards.

STRADA
147 Johnson Ferry Road
Suite 4120
Atlanta, GA 30068

770 827 9700

- b. Impacts on public facilities should be minimal and far below those of traditional apartments. Our residents should not have any impact on the local school system. Traffic generated by seniors is far less than the general public. Data also shows seniors drive less during peak traffic periods.

We anticipate that our residents will primarily be drawn from Peachtree City neighborhoods and should not have a material effect on EMS services. Additionally, as demonstrated in other programs, our on-site wellness program with a visiting doctor suite will reduce off-site doctor visits.

- c. There will be no adverse impact on neighboring properties. The proposed zoning matches the existing GR zoning to the immediate Northern residential boundary.

Vehicular access to the site will be from Aberdeen Parkway. A generous landscape buffer will be provided to screen the parking and 3-story residential units from the homes to the North. Terraced retaining walls along with dense landscaping will be placed along our western property line adjacent to the multi-use pathway. This will not only beautify the multi-use pathway but also shield views into the hotel and office areas.

The project is focused inward where most daily uses occur. This should mitigate any noise impacts on the surrounding neighbors.

- d. A natural walking pathway will be created around the entire 38-acre site to allow for nature walks. This pathway will include low-stress exercise stations and relaxation benches.
Part of the property's purchase price will be utilized for exterior improvements to the existing Crown Plaza Hotel and Conference Center.
- e. The project is anticipated to be built in a single phase over approximately 18 months.

2. Community Design:

- a. The project fits within the Aberdeen village concept through alignment with several Peachtree City ideals listed within the 2022 Peachtree City Comprehensive Plan.

The most obvious alignment is providing additional housing options for Peachtree City's aging population.

As an infill project, it reduces the service-delivery impacts created by urban sprawl as identified in the City Comprehensive Plan PLU8.

The project sits on the western undeveloped part of a 38-acre site, home to the Crown Plaza Hotel and Conference Center located on the Eastern part of the property. Located to our west are the Hilton Garden Inn Hotel and professional office buildings. We are thus sited between higher density related transient residential uses that can benefit our resident's guests.

To our North, we are providing generous setbacks to the residential homes. No access to those homes is provided through our site. Densely planted trees and landscape elements will screen these homes from the view of the project.

- b. A sought-after amenity within the city is its multi-use pathways. The project will tie into these pathways along the Western and Southern property boundaries near the Aberdeen entrance.
- c. A large part of wellness for residents is based on biophilic design principles, integrating nature into the design. This is enhanced through the use of open space, walking trails, and view corridors with great respect given to native plant life. An arborist has reviewed our plans and will further consult on additional tree plantings.
- d. The natural drainage for the site generally slopes from Northwest to Southeast, which will be brought to the retention pond that encompasses part of our site. This is an important amenity for the residents as they stroll the property pathways. The pond will be cleaned and maintained for the enjoyment of the project's residents and their guests. It is paramount that the architectural style and detail be a timeless design.
- e. As stated in c above, biophilic design is a unique element within our concept, including open space. We will enhance the landscape and walkways within the property and provide a variety of contemplative spaces.

3. Economic Development:

The proposed use is not an existing county-based business or targeted industry. The project will create jobs during construction and upon completion.

4. Fire and Rescue:

- a. The proposed project will have negligible impacts on the level of service (LOS) standards within the community.
- b. Although the response time is under 5 minutes from the local fire station located at 110 Paschall Road, the buildings will include fire sprinklers.
- c. Due to the nature of the project, the Consulting Traffic Engineer has determined that the project will not change the level of service (LOS) at any local intersection.

5. Potable Water:

See the attached statement from Highland Engineering by Jason Walls.

6. Sewer:

See the attached statement from Highland Engineering by Jason Walls.

7. Transportation:

- a. There is no impact on LOS. The report by Maldino & Wilburn, Consulting Traffic Engineer attached, concludes that the resulting impact on trip generation and roads will be minimal.
- b. No traffic improvements are anticipated other than to driveway entrances to the property. The existing entry to the Conference Center and median cut on Aberdeen Parkway will be relocated approximately 160' to the east. We will add a vehicular right turn-in and right turn-out entrance near our western property line.
- c. The project will carefully plan access to the multi-use path system along Aberdeen Parkway. We will also align our internal drive aisles with those of the Crown Plaza Hotel and Conference Center. There will be no access, vehicular or other, to the bordering residential properties to the north.

B. Supporting Documents:

Remaining Answers to Page 1 of the Rezoning Application

The Architectural Concept & Program

Concept

Many current-day independent living projects incorporate organized social activities and exercise opportunities to promote resident wellness. Strada will go a step further through architectural design, naturally promoting daily resident interaction using circulation pathways. These pathways are critical to encouraging resident engagement and elevating the overall social health of the community.

Biophilic design principles will be used to encourage resident engagement with nature. A variety of circulation pathways through gardens, courtyards, and amenity areas including pet grooming are provided. The use of natural light and understanding its impact on resident circadian rhythms throughout our buildings is also a hallmark of Strada's design. Combined, these design characteristics will set Strada apart from our competition, as we provide an immersive healthy lifestyle for our residents.

Building Program

The Strada Retirement Community Village consists of 175 Living Units, with a mix of one-bedroom one-bath units and two-bedroom two-bath units. The unit sizes range from approximately 700 sf to 1500 sf. The three-story buildings will be terraced with the site's terrain.

STRADA
147 Johnson Ferry Road
Suite 4120
Atlanta, GA 30068

770 827 9700

At the community's entrance will be a two-story Welcome Lodge containing management, security, sales, and a community room for guest lectures and meetings. Near the center of the site will be the resident amenities, including our Social and Wellness centers featuring a pool, sports courts, gym, multi-purpose rooms, and café.

The perimeter of the site will feature landscape areas and parking. Resident activities other than walking the site are primarily turned inward, away from surrounding properties.

Benefits of the Strada Model

- The Strada apartments' entries are facing inward toward courtyards thus creating greater activity views, generating awareness of on-site activities, and promoting healthy socialization.
- The Strada design provides greater use of natural light entering the homes from an average of two sides.
- A higher awareness of nature and the outdoors will be created through architectural design. Healthy view corridors focus on natural features and landscape areas using biophilic design principles.
- Strada residents may dine at the on-site resident and guest café/bar, pre-order a meal to be eaten in the café or taken out, cook in their home, or visit a local restaurant of their choice.
- The wellness program may be provided in concert with Kennesaw State University in addition to on-site fitness and therapy amenities.
- Third-party home health care can be contracted in a less-expensive congregate setting for prescription or other medical needs. We may also provide telemedicine and visiting physician facilities.

Objective

To provide our retired active seniors with a distinct community housing option that helps improve their physical fitness, socialization, and quality of life.

How do we do this at Strada?

1. In partnership with Kennesaw State University, we are hopeful of working to develop a clinical exercise venue for improving health-related physical fitness.
2. Create an architectural design approach encouraging interaction with both individuals and the natural elements respecting our aged residents and their needs.
3. Provide activity programs around the interests of our residents that will encourage socialization and mental stimulation.

Architectural Style

It is paramount that the architectural style and detail be timeless and possibly similar to the Augusta Clubhouse feel. It will be a handsome addition to the Crown Plaza Hotel and Conference facility.

Streetscape and Landscape Plan

Landscaping is a key element of our vision for fulfilling biophilic design for health and wellness. Throughout the project, you will find curated landscape designs in many forms.

Strada will beautify the plantings and street view from Aberdeen Parkway. The Welcome Lodge will be well set back from the street allowing for a picturesque landscape berm up to the grand-styled entrance and porte-cochere. We will use native plant material to maintain the greenbelt along Aberdeen Parkway respecting the multi-use pathways along our South and Western property lines.

Master Sign Program

Strada will need a well-designed monument sign at the entry to the project. It will be designed to meet City Standards and sensitively proportioned to evoke the quality of our project. Since this is a single business, it will not need multiple names. We will employ additional wayfinding signs on site for our residents and guests.

Community Facilities and Infrastructure Plan:

There are no significant impacts on community facilities and infrastructure. The project is an in-fill sited development thus not creating city sprawl described in the City's Comprehensive Plan. As earlier stated in the Written Description 1(b) our residents do not contribute to impacts with the schools, traffic, or EMS services.

Daily Activities of Strada Active Retirement Community

Residents will enjoy the peace of living within a park-like setting. Activities may include a stroll around the expansive property, exercising or swimming in our wellness center, enjoying gardening, playing Bocci ball or Pickleball, having a meal on the veranda, or driving to a local market on a golf cart along one of the multi-use paths. Alternatively, if they have a personal vehicle, they can visit city services. Afternoon activities may include a community BBQ or a guest speaker.

On-site staff is anticipated to include a Community Manager, Social Director, Sales, Receptionist / Concierge, Security, Housekeeping, Maintenance, Exercise Therapist, and Food Service staff. Landscapers and a visiting doctor will visit the property on dedicated days.



July 11, 2024

Ms. Connie Engel
Strada Communities
Submitted via email: cengel@stradacommunities.com

Re: Trip Generation Estimate.
Retirement Community, Peachtree City, GA

Dear Ms. Engel,

This letter contains trip generation estimates for the proposed retirement community consisting of 175 living units. The location of the development is shown in Attachment A.

The trips expected to be generated were estimated based on trip rates from the Institute of Transportation Engineers (ITE) publication Trip Generation, 11th Edition. The estimated trip generation is summarized in the table below. Trip reports from the ITE Trip Generation application are reprinted in Attachment B.

ESTIMATED TRIP GENERATION											
ITE USE CODE	SIZE No. Units	DAILY		AM PEAK HOUR				PM PEAK HOUR			
		RATE EQ. T=Trips X=No. Units	TOTAL	RATE EQ. T=Trips X=No. Units	TOTAL	IN	OUT	RATE EQ. T=Trips X=No. Units	TOTAL	IN	OUT
252	175	T = 2.89 (X) +24.82	531	T = 0.19 (X)+0.9	34	12 (34%)	22 (66%)	T = 0.25 (X)+0.07	44	25 (56%)	19 (44%)

The ITE Land Use Code 252 is for senior adult housing, multifamily. This category includes independent living developments that are called various names including retirement communities, age-restricted housing, and active adult communities. They have a specific age restriction for its residents, typically a minimum of 55 years of age for at least one resident of the household. Residents in these communities are typically considered active and requiring little to no medical supervision. The percentage of retired residents varies by development. The development may include amenities such as a golf course, swimming pool, 24-hour security, transportation, and common recreational facilities. They generally lack centralized dining and on-site health facilities. The dwelling units share both floors and walls with other units in the residential building.

The developers indicate that the average age of residents in this community is expected to be approximately 80 years. Therefore, the trip estimates in the table above may be slightly higher than what actually occurs.

The proposed development will have two points of access, one right-in right-out connection to Aberdeen Parkway and a full access connection to the Crown Plaza driveway, which connects to Aberdeen Parkway.

If a traffic impact assessment is required, the generated traffic would be assigned to the street system using a distribution pattern that would be developed based on an examination of existing travel patterns. An approximate assignment was made assuming that inbound and outbound trips would be evenly assigned in all directions on SR 74 and SR 54. The approximate assignment of generated trips is show in Attachment C.

The generated trips from this development are minimal. In my opinion, the resulting impact on the road system would be minimal.

If you have any questions, please contact me at 770.362.6184.

Sincerely,
MALDINO AND WILBURN, LLC



Vern Wilburn, PE
Manager

Attachment A



Site Location

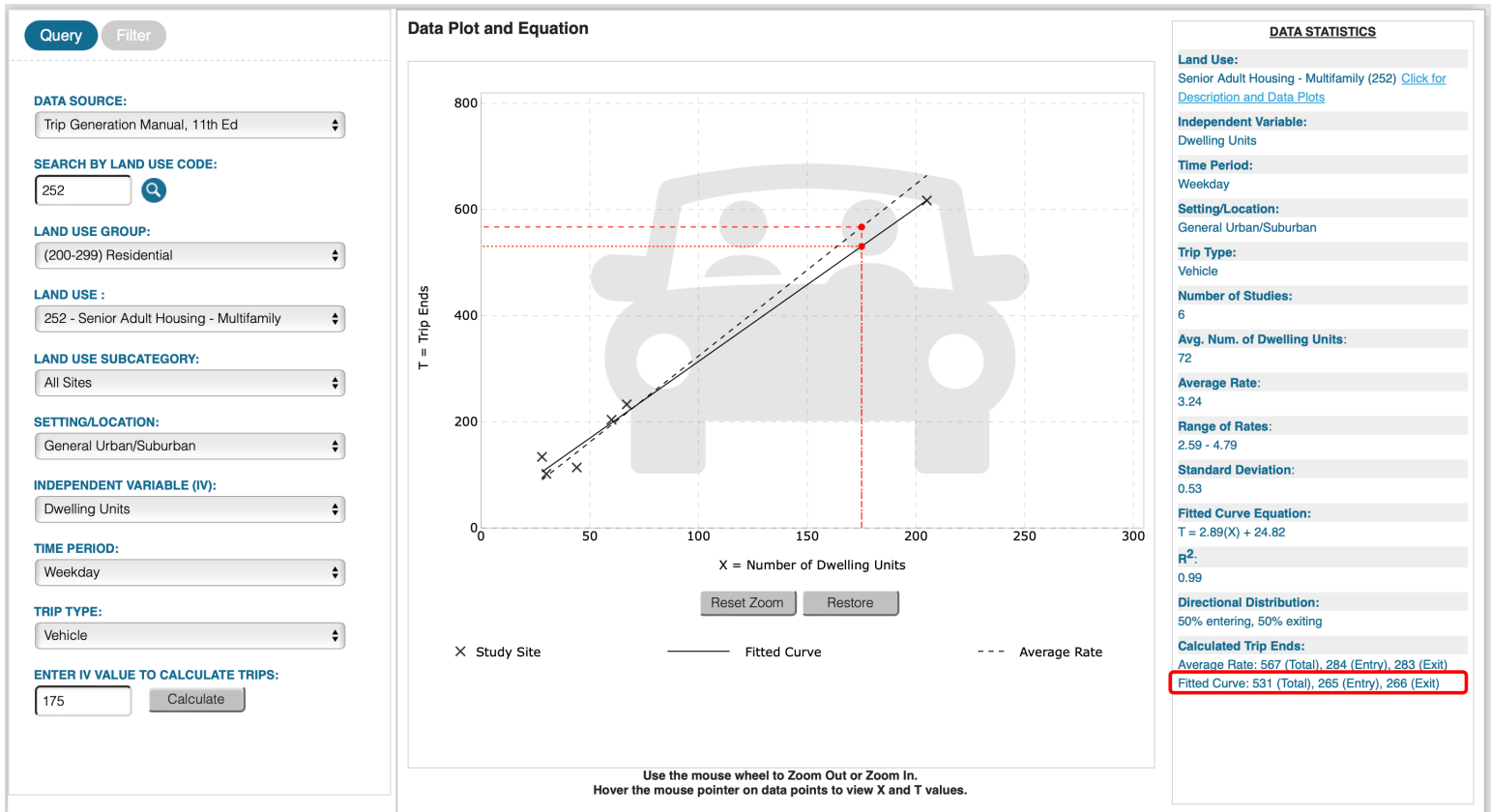


Attachment B

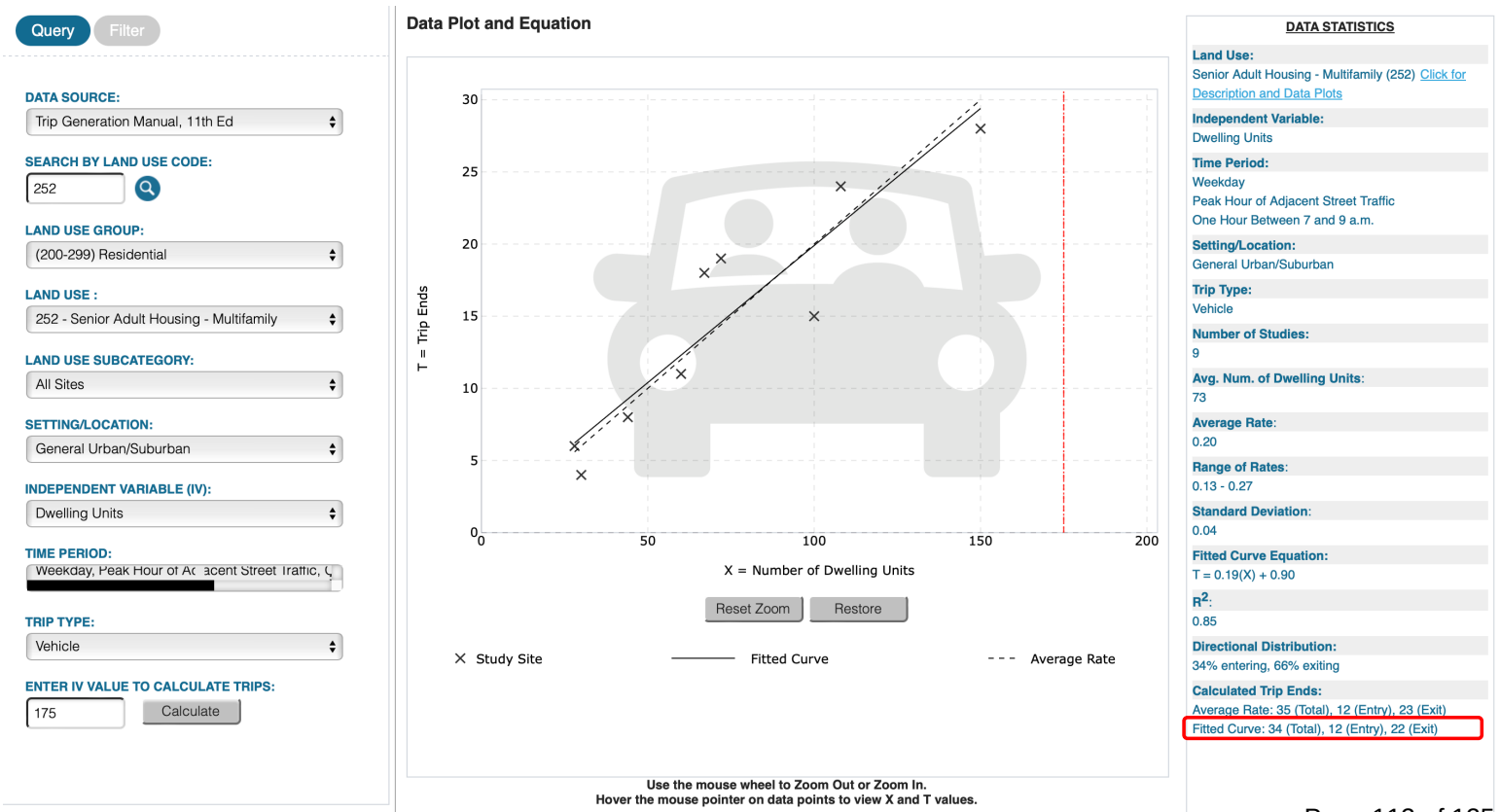


Trip Generation Reports

DAILY TRIPS, Senior Adult Housing - Multifamily (ITE Land Use 252)



AM PEAK HOUR TRIPS, Senior Adult Housing - Multifamily (ITE Land Use 252)



PM PEAK HOUR TRIPS, Senior Adult Housing - Multifamily (ITE Land Use 252)

Query Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
252

LAND USE GROUP:
(200-299) Residential

LAND USE :
252 - Senior Adult Housing - Multifamily

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

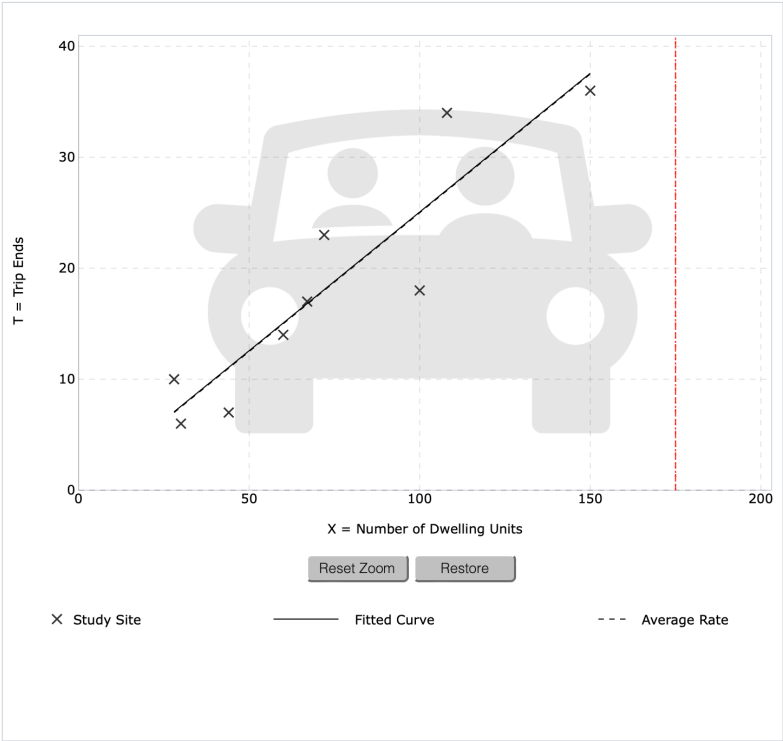
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
nt Street Traffic, One Hour Between 4 and 6 p.m.

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
175 Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:	Senior Adult Housing - Multifamily (252) Click for Description and Data Plots
Independent Variable:	Dwelling Units
Time Period:	Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.
Setting/Location:	General Urban/Suburban
Trip Type:	Vehicle
Number of Studies:	9
Avg. Num. of Dwelling Units:	73
Average Rate:	0.25
Range of Rates:	0.16 - 0.36
Standard Deviation:	0.06
Fitted Curve Equation:	$T = 0.25(X) + 0.07$
R ² :	0.84
Directional Distribution:	56% entering, 44% exiting
Calculated Trip Ends:	Average Rate: 44 (Total), 25 (Entry), 19 (Exit) Fitted Curve: 44 (Total), 25 (Entry), 19 (Exit)

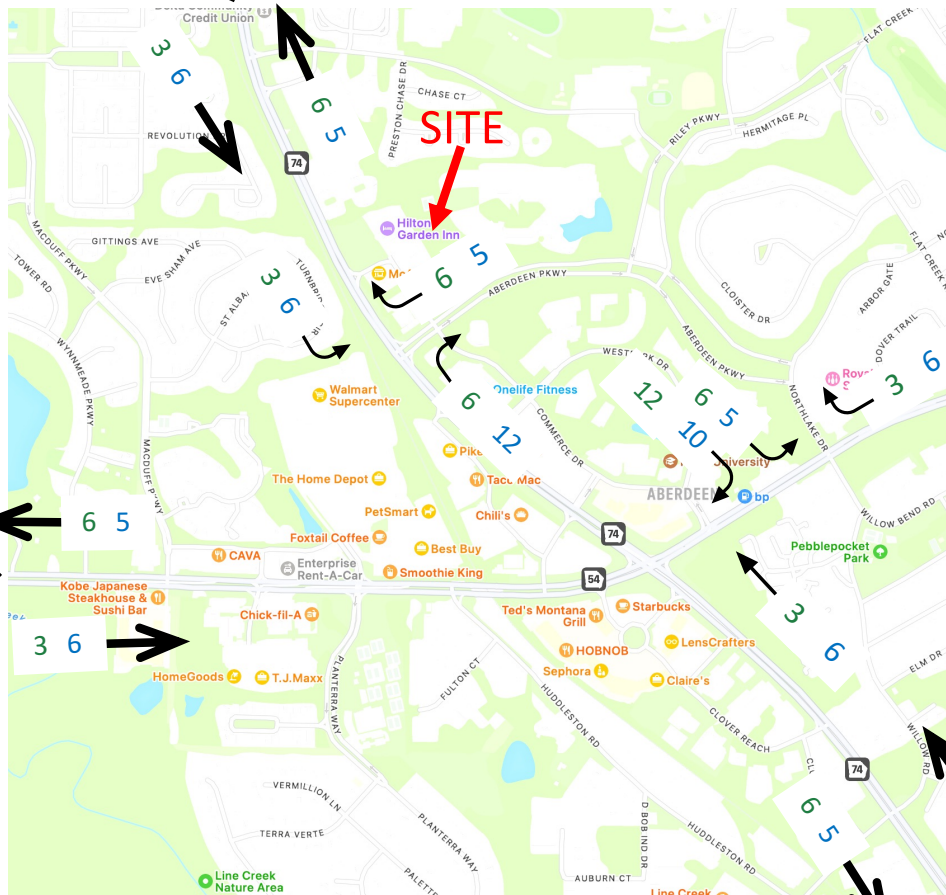
Attachment C



Estimated Trip Generation Assignment

TOTAL PEAK-HOUR TRIPS

	Total	In	Out
AM	34	12	22
PM	44	25	19



LEGEND

AM Peak Hour
PM Peak Hour



CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Planning Commission

FROM: Lora Hooks, Senior Planner 10/23/2024

DATE: October 28, 2024

SUBJECT: Conceptual Site Plan & Building Elevations, Vystar Credit Union, 705 HWY 54 W

Recommendation:

Discussion:

Sevan Soluitions has submitted a conceptual site plan and building elevations for a Vystar Credit Union to be located at 705 HWY 54 W. The parcel is situated at the front of the Peachtree Crossing Shopping Center adjacent to Chick-fil-A. The proposal is to demolish the existing building, construct a new 2,780 SF building, and repave the site for 24 parking spaces.

Zoning Requirements

The subject tract is a total of 1.1 acres and is zoned GC, General Commercial, which permits the use as proposed. The proposed site layout conforms to all zoning setbacks:

- front building - 40 feet
- front parking setbacks - 20 feet
- side setbacks - 10 feet
- rear setbacks - 20 feet

Site Characteristics and Development Standards

The property includes an existing, vacant building, formerly the BB&T Bank, with 31 parking spaces. The parcel is currently considered legally non-conforming because it has more parking spaces than would be permitted by today's standards, and the existing landscape buffer does not meet the current tree-save landscape buffer requirement along a major thoroughfare. As a result of the proposed redevelopment, the property must come into compliance with all current development standards.

Being situated along a major thoroughfare also triggers an additional architectural review from the Planning Commission.

Access, Circulation, and Parking Standards

The property has two access points from within the shopping center which will serve as an efficient ingress and egress for the drive-thru lanes. Twenty-four parking spaces are proposed, 12 spaces with impervious paving and 12 spaces with pervious paving. This

exceeds the maximum spaces permitted by the parking lot design standards that state permanent off-street parking shall not exceed 125 percent of the minimum number of spaces required (as per Section 1108 of the Land Development Ordinance).

On August 15, 2024, the City Council approved the request for a variance from the maximum number of parking spaces allowed up to a maximum of 24 spaces with the condition that the tree replacement requirements calculated for the additional paved surfaces (both impervious and pervious) shall be doubled and reflected on the landscape plan (as per Section 1108(b)(1) of the Land Development Ordinance).

PARKING CALCULATIONS				
	REQUIRED RATIO	AREA	REQUIRED	PROVIDED
Automobile Parking				
<i>Bank</i>	1/250 SF	2,780 SF	11	24
TOTAL			11	24 (permitted by variance)

Tree-save Landscape Buffer

The existing site does not comply with the current ordinance for buffers along a major thoroughfare, but the redevelopment will be required to comply. Therefore, a 60-foot landscape buffer is proposed adjacent to HWY 54.

Architectural Design

Section 725 of the Land Development Ordinance (LDO) establishes goals for architectural design, including innovative and diverse architectural design and compatibility with the surrounding development.

Brick and stone veneer are proposed for primary materials, accompanied by stucco and metal accents. The building also includes lots of windows on the front elevation and a portion of the side elevations. As a general rule, front facades should be 80% primary materials and side facades should be at least 50% primary materials. Excluding the window area, the front facade will be approximately 60% primary materials and the sides approximately 64% primary materials.

Staff is of the opinion the proposed materials and design satisfy the intent of the ordinance.

Exterior Colors

Sections 728 through 730 of the LDO establish color requirements which state that the predominant colors should be neutral or earth tones. The palette proposed for the bank includes neutral grays with hints of warmer browns in the brick and blue accents.

- Cultured Stone - Arriscraft Midtown Series, Abbey Road
- Brick Veneer - Glen-Gery, Bayhill
- Stucco Parapet - Painted Sherwin-Williams, SW 7653 Silverpointe
- Stucco Cornice - Painted Sherwin-Williams, SW 7650 Ellie Gray
- Metal Accent - Aluminum, Sapphire Blue

Staff is of the opinion the color selection is neutral and will be compatible with the surrounding development.

Budget Impact:

There are no budget impacts associated with this item.

Attachments:

1. Zoning Map
2. Conceptual Site Plan
3. Renderings and Materials
4. Colored Elevations



10/23/2024, 1:53:17 PM

Road Centerlines

Zoning

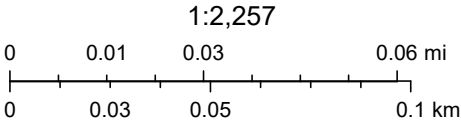
GC; GC-C

OS-C

OS-P

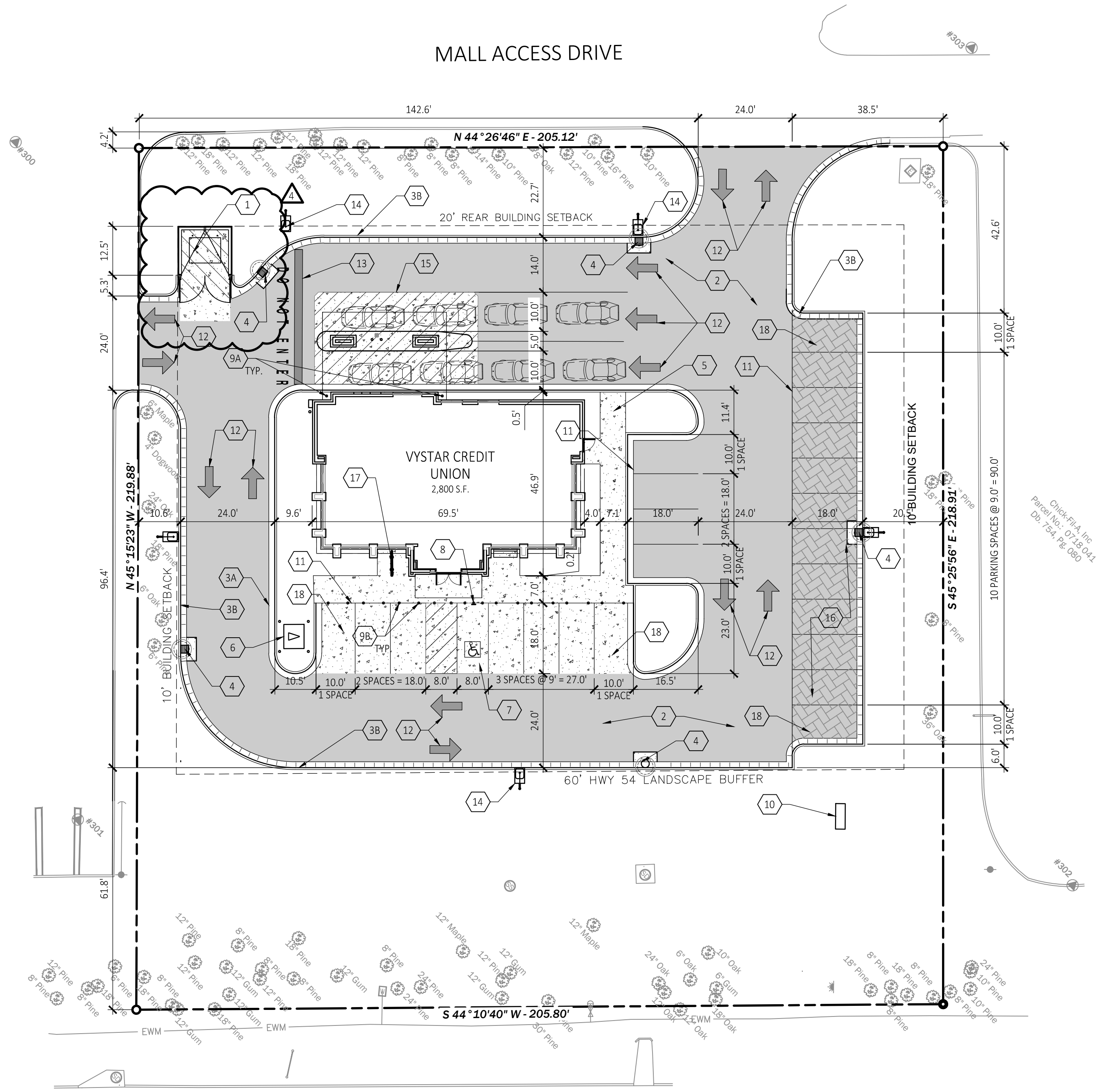
R

OI



nkeith, Map data © OpenStreetMap contributors, CC-BY-SA

CONTROL POINTS:				
Point ID	Northing	Easting	Elevation	Description
300	1240326.231	2174002.771	848.33	PK NAIL
301	1240216.221	2174137.048	844.26	PK NAIL
302	1240385.210	2174327.073	843.03	PK NAIL
303	1240516.818	2174156.740	849.75	PK NAIL



GEORGIA HIGHWAY 54 - FLOY FARR PARKWAY
80' RIGHT-OF WAY

GENERAL SITE NOTES

- ALL DIMENSIONS AND CURB RADII ARE TO FACE OF CURB UNLESS NOTED OTHERWISE.
- CONTRACTOR SHALL VERIFY SITE CONDITIONS AND DIMENSIONS BEFORE BEGINNING WORK AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES.
- CONTRACTOR SHALL REFER TO SURVEY FOR ALL INFORMATION REGARDING EXISTING CONDITIONS.
- ALL WORK IN PUBLIC RIGHT-OF-WAYS SHALL BE IN ACCORDANCE WITH ALL STATE AND LOCAL REQUIREMENTS AND STANDARDS.
- SITE GEOMETRY IS PARALLEL AND PERPENDICULAR TO THE S 45° 25' 56" 218.19' PROPERTY LINE.
- 23 STANDARD + 1 ACCESSIBLE = 24 PARKING SPACES.
2 DRIVE UP LANES = 8 STACKING QUEUE.
- LEGAL PLAT COULD NOT BE LOCATED.

PROPOSED SITE IMPROVEMENTS

- TRASH ENCLOSURE, CONCRETE PAD AND PROTECTIVE BOLLARDS. SEE ARCHITECTURAL DRAWINGS.
- STANDARD DUTY ASPHALT PAVEMENT.
- CONCRETE CURB AND GUTTER TYPE 'SPILL'. SEE DETAIL 8/C5.01.
- CONCRETE CURB AND GUTTER TYPE 'CATCH'. SEE DETAIL 9/C5.01.
- POURED CONCRETE STRUCTURE COLLAR. COORDINATE ELEVATION WITH TOP OF STRUCTURE. SEE DETAIL 2/C5.02.
- CONCRETE SIDEWALK. SEE DETAIL 6/C5.01.
- TRANSFORMER PAD PER SERVICE PROVIDER SPECIFICATIONS.
- VAN ACCESSIBLE PARKING SPACE WITH PAINTED ACCESSIBILITY SPACE SYMBOL AS REQUIRED BY FEDERAL, STATE OR LOCAL CODE. SEE DETAIL 5/C5.01.
- ACCESSIBLE RESERVED PARKING SIGN AS REQUIRED BY FEDERAL, STATE OR LOCAL CODE. SEE DETAIL 7/C5.01.
- PROTECTIVE BOLLARD. SEE DETAIL 14/C5.01.
- FRONT PARKING BOLLARD. SEE DETAIL 2/C5.01.
- MONUMENT SIGN. SEE SIGNAGE PLANS.
- 4" PAINTED PARKING STRIPE. COLOR: YELLOW.
- PAINTED DIRECTIONAL TRAFFIC ARROWS. COLOR TO MATCH PARKING STRIPING. SEE DETAIL 3/C5.01.
- PAINTED STOP BAR. COLOR TO MATCH PARKING STRIPE. SEE DETAIL 3/C5.01.
- POLE MOUNTED SITE LIGHT. SEE PHOTOMETRIC PLAN.
- CONCRETE DRIVE THRU PAD.
- PERVIOUS PAVERS, GROUND WATER RECHARGE AREA.
- BIKE RACK.
- 10' WIDE PARKING STALL AT END OF ROW/ADJOINING MEDIAN IN ACCORDANCE WITH LDO ARTICLE IX, SEC. 909.

PAVING LEGEND:

	STANDARD DUTY ASPHALT PAVEMENT REFER TO DETAIL 13 ON SHEET C5.01.
	SIDEWALK CONCRETE PAVEMENT REFER TO DETAIL 6 ON SHEET C5.01.
	CONCRETE TRASH ENCLOSURE & DRIVE THRU SLAB
	PERVIOUS PAVERS

PROPOSED CURB & GUTTER LEGEND:

	"CATCH" CURB & GUTTER DETAIL 9/C5.01
	"SPILL" CURB & GUTTER DETAIL 8/C5.01

ITEM	REQUIRED	PROPOSED	ORDINANCE
PARKING REQUIREMENTS:			
MIN. STANDARD SPACE SIZE	9' X 18' AND 10' X 18' AT END OF ROW ADJOINING ISLAND OR MEDIAN	9' X 18' AND 10' X 18' AT END OF ROW ADJOINING ISLAND OR MEDIAN	ZONING ORDINANCE SEC. 909.1
MIN. PARKING CALCULATION	1 SPACE FOR EVERY 250 SF OF GROSS FLOOR AREA	2,780 / 250 = 11 SPACES	ZONING ORDINANCE SEC. 909.3
MAX. PARKING CALCULATION	SHALL NOT EXCEED 125% OF THE MINIMUM	14 ALLOWED-VARIANCE APPROVED FOR 24 PARKING SPACES	LAND DEVELOPMENT ORDINANCE SECTION 1108
PARKING ISLAND CALCULATION	NO MORE THAN 12 PARKING SPACES SHALL BE LOCATED IN A CONTINUOUS ROW WITHOUT A PLANTING ISLAND	NO PARKING ROWS GREATER THAN 12 PARKING SPACES	LAND DEVELOPMENT ORDINANCE SECTION 1108
ADA SPACES	1 PER 25 SPACES UP TO 100	1	ANSI/CC A117.1
MIN. LOADING ZONE SIZE	12'W X 35'L W/ 14' OVERHEAD CLEARANCE	12' X 35'	ZONING ORDINANCE 910
LOADING ZONE REQUIRED	> 2,000 FT IN FLOOR AREA = 1 PER /25,000 SF.	12' X 35'	ZONING ORDINANCE 910

ZONING ORDINANCE REVIEW	
ZONING ORDINANCE	PEACHTREE CITY CODE OF ORDINANCE
ZONING MAP	https://ptcgis.maps.arcgis.com/apps/webappviewer/index.html?id=f85aebcb90147808d1496772c5ab857
SITE ZONING	GC- GENERAL COMMERCIAL
PERMITTED USE	A FINANCIAL INSTITUTION IS A PERMITTED USE

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Downers Grove, IL 60515
info@sevanengineers.com www.sevanengineers.com

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SEAL

I HEREBY CERTIFY THAT THESE DRAWINGS HAVE BEEN PREPARED UNDER MY DIRECT SUPERVISION AND THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF, THEY COMPLY WITH THE BUILDING CODES AND ORDINANCES OF THE LOCAL MUNICIPALITY.



REVISIONS

REV.	DATE	DESCRIPTION
1	05.03.2024	PARKING VARIANCE
2	08.01.2024	PERMITS
3	09.12.2024	CONCEPT COMMENTS
4	10.22.2024	TRASH ENCLOSURE UPDATE

CONSULTANTS

PROJECT INFORMATION

SITE DIMENSIONAL PLAN

VCU PEACHTREE CITY
705 HWY 54
PEACHTREE CITY, GA 30269
FAVETTE COUNTY

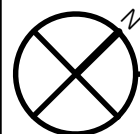
SHEET MANAGEMENT

PROJECT NUMBER:	VCU PEACHTREE CITY
ISSUED DATE:	05.03.2024
DRAWN BY:	SH
CHECKED BY:	DK
PROJ. MGR:	SM

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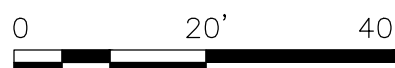
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C1.20



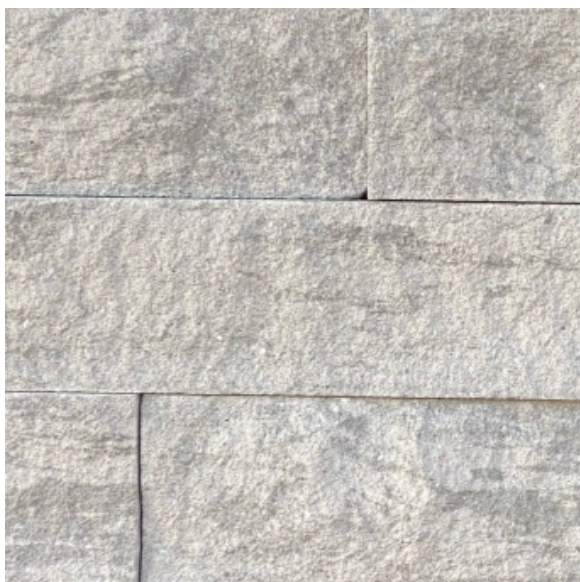
SITE DIMENSIONAL PLAN

SCALE: 1" = 20'-0"





1 - THIN BRICK
THIN BRICK
GLEN-GERY
COLOR: BAYHILL



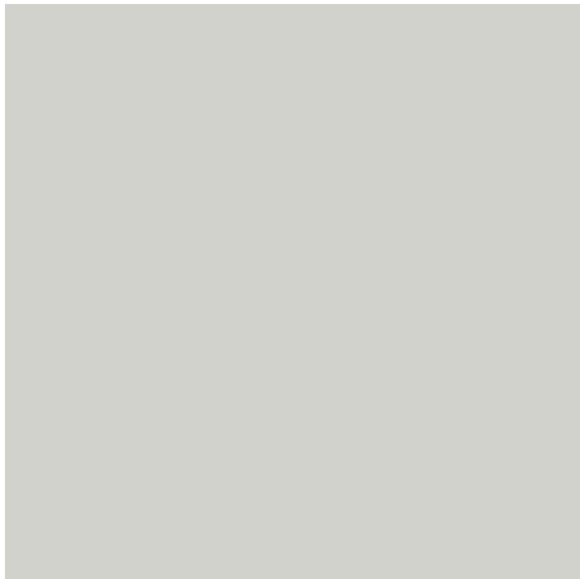
3 - CULTURED STONE
CULTURED STONE
ARRISCRAFT
PROFILE: MIDTOWN SERIES
SIZE: VARIED (2-1/8" & 3-5/8")
COLOR: ABBEY ROAD



5 - PARAPET CAP
ALUMINUM
SW 7653 SILVERPOINTE



2 - STUCCO
EXTERIOR STUCCO PAINT
SHERWIN WILLIAMS
SW 7650 ELLIE GRAY
(ACCENT BANDS)



4 - PRE-FORMED STUCCO
EXTERIOR STUCCO PAINT
SHERWIN WILLIAMS
SW 7653 SILVERPOINTE



6 - ACM
ALUMINUM COMPOSITE MATERIAL
SAPPHIRE BLUE

Y:\Shared\Clients\VyStar Credit Union\New Site Acquisition\Peachtree City, GA 7750 Highway 54\AL030 Peach Design\Rev\VyStar Peachtree City, GA_Peatch Design_2022.rvt
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Downers Grove, IL 60515

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REVISIONS

REV.	DATE	DESCRIPTION
------	------	-------------

CONSULTANTS

PROJECT INFORMATION

BUILDING RENDERING & MATERIALS

PROPOSED NEW CONSTRUCTION
705 HWY 54
PEACHTREE CITY, GA 30289

SHEET MANAGEMENT

PROJECT NUMBER:	
ISSUED DATE:	10/21/2024
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SHEET

A-1

Page 121 of 125



3D PERSPECTIVE 1



3D PERSPECTIVE 2



3D PERSPECTIVE 3



3D PERSPECTIVE 4

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EXTERIOR FINISH SCHEDULE		
DESCRIPTION	MANUFACTURER	REMARKS
PREFORMED STUCCO PAINT	SHERWIN WILLIAMS	COLOR: SW 7653 SILVERPOINTE
PREFORMED STUCCO PARAPET PAINT	SHERWIN WILLIAMS	COLOR: SW 7650 ELLIE GRAY
STUCCO ACCENT PAINT	SHERWIN WILLIAMS	COLOR: SW 7650 ELLIE GRAY
BRICK VENEER	GLEN-GERY	BAYHILL THIN BRICK
CULTURED STONE	ARRISCRAFT	PROFILE: MIDTOWN SERIES, SIZE: VARIED SIZES (2 1/8" & 3 5/8") COLOR: ABBEY ROAD
ALUMINUM COMPOSITE MATERIAL (ACM)	REYNOBOND	BLUE BAND, FINISH NAME: SAPPHIRE BLUE

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REVISIONS		
REV.	DATE	DESCRIPTION

CONSULTANTS

PROJECT INFORMATION

BUILDING ELEVATIONS

PROPOSED NEW CONSTRUCTION
705 HWY 54
PEACHTREE CITY, GA 30289

SHEET MANAGEMENT	
PROJECT NUMBER:	
ISSUED DATE:	10/21/2024
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A-2



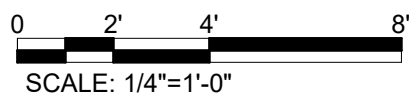
1 FRONT ELEVATION
SCALE: 1/4" = 1'-0"

FRONT FINISH PERCENTAGES		
DESCRIPTION	%	AREA (SF)
TOTAL FACADE		
STUCCO	23%	321
BRICK	19%	260
STONE	24%	336
METAL (BLUE ACCENT BAND)	7%	97
METAL (GREY)	-	-
GLASS	28%	386



2 REAR ELEVATION
SCALE: 1/4" = 1'-0"

REAR FINISH PERCENTAGES		
DESCRIPTION	%	AREA (SF)
TOTAL FACADE		
STUCCO	17%	243
BRICK	53%	738
STONE	22%	300
METAL (BLUE ACCENT BAND)	3%	42
METAL (GREY)	-	-
GLASS	5%	70



Y:\Shared\Clients\VyStar Credit Union\New Site Acquisition\Peacree City, GA 1705 Highway 54\A\030 Peacree Design\Rev\VyStar Peacree City, GA_Peacree Design_0321.rvt
1/21/2024 8:08:32 AM

EXTERIOR FINISH SCHEDULE		
DESCRIPTION	MANUFACTURER	REMARKS
PREFORMED STUCCO PAINT	SHERWIN WILLIAMS	COLOR: SW 7653 SILVERPOINTE
PREFORMED STUCCO PARAPET PAINT	SHERWIN WILLIAMS	COLOR: SW 7650 ELLIE GRAY
STUCCO ACCENT PAINT	SHERWIN WILLIAMS	COLOR: SW 7650 ELLIE GRAY
BRICK VENEER	GLEN-GERY	BAYHILL THIN BRICK
CULTURED STONE	ARRISCRAFT	PROFILE: MIDTOWN SERIES, SIZE: VARIED SIZES (2 1/8" & 3 5/8") COLOR: ABBEY ROAD
ALUMINUM COMPOSITE MATERIAL (ACM)	REYNOBOND	BLUE BAND, FINISH NAME: SAPPHIRE BLUE

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VyStar

Credit Union

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REVISIONS		
REV.	DATE	DESCRIPTION

CONSULTANTS

PROJECT INFORMATION

BUILDING ELEVATIONS

PROPOSED NEW CONSTRUCTION

705 HWY 54

PEACHTREE CITY, GA 30289

SHEET MANAGEMENT	
PROJECT NUMBER:	
ISSUED DATE:	10/21/2024
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SHEET

A-3



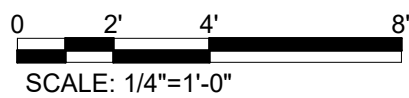
1 RIGHT ELEVATION
SCALE: 1/4" = 1'-0"

SIDE (R) FINISH PERCENTAGES		
DESCRIPTION	%	AREA (SF)
TOTAL FACADE		
STUCCO	25%	272
BRICK	14%	151
STONE	40%	440
METAL (BLUE ACCENT BAND)	6%	66
METAL (DOOR)	2%	25
GLASS	13%	148



2 LEFT ELEVATION
SCALE: 1/4" = 1'-0"

SIDE (L) FINISH PERCENTAGES		
DESCRIPTION	%	AREA (SF)
TOTAL FACADE		
STUCCO	25%	272
BRICK	14%	151
STONE	42%	465
METAL (BLUE ACCENT BAND)	6%	66
METAL (DOOR)	-	-
GLASS	13%	148



CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Planning Commission

FROM:

DATE: October 28, 2024

SUBJECT: ~~Building Elevations, Magnolia Dental, 100 Gates Entry~~
Postponed

Recommendation:

Discussion:

Budget Impact:

Attachments:

None