



CITY COUNCIL

Kim Learnard, Mayor

Frank Destadio, Mayor Pro Tem | Laura Johnson, Post 1

Suzanne Brown, Post 2 | Clinton Holland, Post 3

SCAN FOR AGENDA
PACKET



Revised Regular Meeting Agenda

November 21, 2024 | 6:30 PM

City Hall

1. **Call to Order**
2. **Pledge of Allegiance and Moment of Silence**
3. **Announcements, Awards, Special Recognition**
 - A. ~~2024 Georgia Tree Council Outstanding Community Grand Award~~ (Will be presented at the December 19th meeting)
4. **Presentation**
 - A. Southern Crescent Habitat for Humanity (Cynthia Jenkins)
 - B. Planning Commission Presentation (Planning Commission Members)
5. **Public Comment**
6. **Agenda Changes**
7. **Minutes**
 - A. October 17, 2024 City Council Meeting Minutes
 - B. October 17, 2024 Executive Session Minutes
 - C. November 7, 2024 City Council Work Session Minutes
8. **Consent Agenda**
 - A. Ordinance #1230- Boards, Commissions, and Authorities Alternate Voting
 - B. Surplus and Disposal of Decommissioned Vehicles
 - C. Capital Improvement Vehicle Purchases
 - Funding Source: 2025 Capital Improvement Program
 - D. Purchase Replacement Skid Steer Track Loader for Public Works
 - Funding Source: FY25 CIP 337-4110-542050-CIP25-04
 - E. Extension of Mechanical Services Agreement
 - Funding Source: 100-1565-522250
 - F. Budget Amendment FY2024 - LMIG
 - Funding Source: 335-4100-334102 and 335-4100-522270-CIP24-23
 - G. Budget Amendments FY2024 and FY2025
 - Funding Source: Various - will be provided

- H. Budget Amendment FY2025 - ARPA
 - Funding Source: American Rescue Plan Act
- I. Budget Amendment FY2025 - Keep Peachtree City Beautiful Fund
 - Funding Source: 265-0000-311790 - Franchise Tax - Waste Haulers and 265-
- J. Wicker Hill Land Lease Agreement

9. Old Agenda Items

10. New Agenda Items

- A. 11-24-02 Resolution #11072024-DI-C Senior Property Tax Exemption
 - Funding Source: The estimated amount of the revenue reduction will be considered in formulating the FY 2026 and future operating budgets.
- B. 11-24-03 Ordinance #1231 Recreation Advisory Group (Justin Strickland)
- C. 11-24-04 Consider request to consent to withdrawal of application for rezoning for a portion of 201 Aberdeen Parkway (Ted Meeker)
- D. 11-24-05 Resolution #11212024-NA-10 Resolution of Support in an Amicus Brief

11. Public Hearings

- A. 11-24-06 Zoning text amendment to allow back-yard chickens as an accessory use in certain residential zoning districts (Lora Hooks)
- B. 11-24-07 Special Use Permit request for 400 Crosstown Drive (Lora Hooks)
- C. 11-24-08 Variance request for 516 Pine Circle (Lora Hooks)
- D. ~~11-24-09 Rezoning request for a portion of 201 Aberdeen Parkway from GC to GR (Withdrawn by applicant)~~

12. Council/Staff Topics

13. Executive Session

14. Adjourn

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.

This agenda is subject to change at any time up to 24 hours prior to the scheduled meeting.

This meeting will be held in Council Chambers at City Hall



*Seeking to put
God's love into action,
Southern Crescent
Habitat for Humanity
brings people
together
to build Homes,
Communities,
And Hope.*

Board of Directors

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Cynthia E. Jenkins

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November 11, 2024

Mayor and Council
Peachtree City, GA

Dear Mayor and Council,

Thank you so much for allowing me to speak on behalf of Southern Crescent Habitat for Humanity at your council meeting to talk about our home repair services.

The Southern Crescent Habitat for Humanity (SCHFH) affiliate was founded in 1986. Our affiliate started as the Clayton County Habitat for Humanity; however, in 1994, we expanded to Fayette and Henry Counties becoming known as Southern Crescent Habitat for Humanity. SCHFH is a nonprofit, ecumenical Christian ministry founded on the conviction that every man, woman, and child should have a decent, safe, and affordable place to live. Our mission is to put God's love into action, by bringing people together to build homes, communities, and hope. We serve low to moderate-income families in Clayton, Fayette, and Henry counties through our home repair and homeownership programs. We have continued to grow steadily over the years and are proud to celebrate 38 years of service in 2024. We have served more than 500 families through both home repair and homeownership. In 2013 we launched a home repair program that has served more than 250 families. We launched a veterans program with The Home Depot Foundation in 2015.

The presentation on Thursday November 21, 2024 will include information on our home repair services and information that your citizenry could use if they are income qualified for our program. We have found over the years that many seniors in the community have deferred maintenance and are living on less than they anticipated in retirement. We may be able to help if they know about our services. Thank you for your willingness to inform the public and help Peachtree City thrive for everyone.

Best regards and blessings,

A handwritten signature in black ink, appearing to read "Cynthia E. Jenkins".

Cynthia E. Jenkins, CEO
Southern Crescent Habitat for Humanity
Email: Cynthia.Jenkins@schabitat.org



CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council
VIA: Justin Strickland, City Manager
FROM:
DATE: November 21, 2024
SUBJECT: Planning Commission Presentation

Recommendation:

Discussion:

Budget Impact:

Attachments:

1. Development Regulation Improvement Proposals 11-21-2024

Development Regulation Improvement Proposals From Planning Commission

November 21st, 2024



Agenda For This Evening's Presentation

- Current State Of Development Regulations
- Opportunities For Improvement
- How To Implement Improvements
- Wrap-Up

Current State Of Development Regulations



We Currently Has Two Significant Ordinances To Manage Development Across The City



Zoning Ordinance

Appendix A

Zoning Districts: Defines different land-use zones (residential, commercial, industrial).

Permitted & Conditional Uses: Specifies what activities and structures are allowed in each zone.

Development Standards: Outlines regulations on building heights, setbacks, and density.

Parking & Signage: Establishes rules for parking spaces and signage requirements.

Landscaping: Sets guidelines for landscaping and buffering between different land uses.

Special Provisions: Includes additional regulations for specific areas or types of developments.

Land Development Ordinance

Appendix B

Development Procedures: Details the steps required for land development, including applications and approvals.

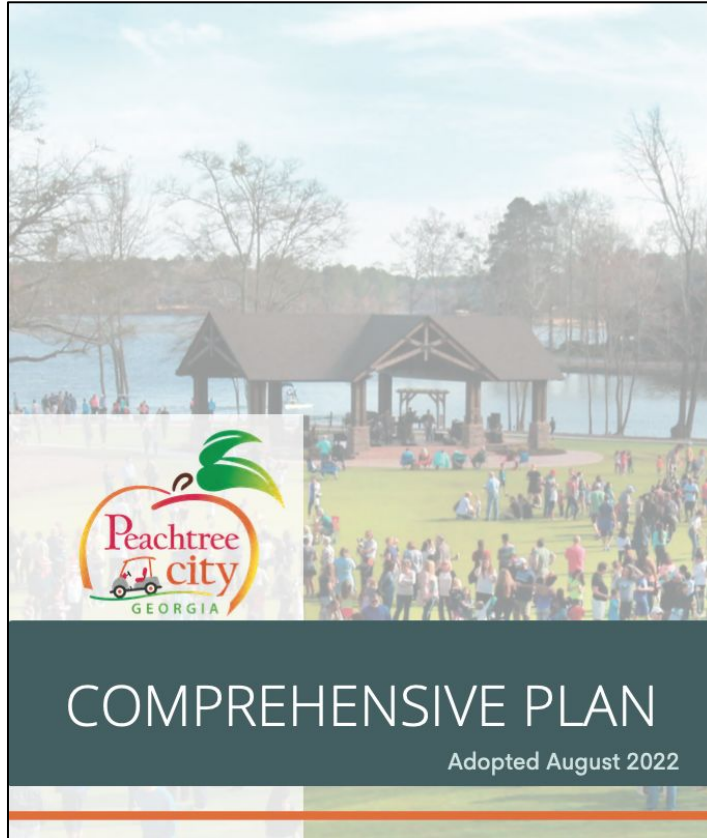
Subdivision Regulations: Outlines requirements for subdividing land, such as lot sizes, street layouts, and infrastructure.

Environmental Protections: Sets standards for managing stormwater, erosion control, and preserving natural resources.

Infrastructure Requirements: Specifies guidelines for utilities, roads, and public facilities within developments.

Design Standards: Provides criteria for the design and appearance of new developments.

Additionally, We Have The 2022 Comprehensive Plan To Guide Our Growth & Development



Summary Of The “Land Use & Development” Section

Pages 46-59

Village Concept: Central to Peachtree City’s development, we combine residential areas with vibrant Village Centers that prioritize walkability and social interaction.

Village Centers: We place commercial properties within a focused development with an emphasis on accessibility, safety, and aesthetics.

Land Use: Emphasizes protecting residential character, environmentally sensitive areas, and promoting redevelopment to maximize infrastructure.

Zoning: Structured around maintaining the Village Concept with appropriate zoning for each area to ensure sustainable growth and community preservation.

Four Design Guidelines Also Apply Additional Regulations & Standards To Certain Areas



Property Along Major Thoroughfares

- Applies to new construction & modifications to existing buildings within 500 feet of major thoroughfares
- Enforces our legacy Architectural Standards Ordinance

Property Within HWY 54 West

- Applies to area around The Avenue & Walmart
- Comprehensive rules adopted in 2023 emphasize aesthetic consistency, safety, and functionality, with guidelines for building design, landscaping, signage, and pedestrian access

Property Within Lexington Village Center

- Applies to area around Sprouts
- Rules adopted have different regulations than the HWY 54 West District to give area a consistent but different character
- Lacks some of HWY 54's Overlay District benefits like rules regarding pedestrian access

Property Within Wilshire Village Center

- Applies to Wilshire Pavilion in south PTC
- Rules adopted in 2001 have different regulations than the HWY 54 West District & Lexington Village Center to give area a consistent but (again) different character
- Lacks some of HWY 54's Overlay District benefits like rules regarding pedestrian access

Our Guides & Regulations Provide Numerous Benefits To Peachtree City



- **Village Concept:** Promotes walkability and social interaction, fostering a sense of community.
- **Zoning Districts:** Defines land-use zones to organize residential, commercial, and industrial areas, promoting orderly development.
- **Permitted Uses:** Specifies allowed activities, ensuring compatible land uses and protecting neighborhood character.
- **Development Standards:** Regulates building heights, setbacks, and density to maintain aesthetics and prevent overcrowding.
- **Environmental Protections:** Manages stormwater and erosion, preserving natural resources and reducing flood risks.
- **Infrastructure Requirements:** Ensures adequate utilities, roads, and public facilities, supporting sustainable growth.
- **Design Standards:** Guides the appearance of developments, enhancing community appeal and property values.
- **Subdivision Regulations:** Ensures proper lot sizes and street layouts, promoting well-planned neighborhoods.
- **Landscaping Requirements:** Enhances visual appeal and provides environmental benefits through green spaces and buffers.
- **Signage Control:** Maintains aesthetic consistency and reduces visual clutter, improving the overall appearance of the city.
- **Special Overlay Districts:** Adds tailored rules for specific areas, preserving unique character while guiding appropriate development.
- **Approval Process:** Ensures that all developments meet city standards, maintaining high quality and consistency in construction.

Opportunities For Improvement



Despite Benefits, There Are Areas To Improve Our Rules & Ordinances (1 of 2)



- **Unfocused Approach:** Current zoning and land development ordinances has been amended in a piecemeal fashion over the years without any single comprehensive assessment and amendment process. This has resulted in a number of ordinance provisions that need revision for consistency. For example, there are terms with contradictory definitions across the three documents.
- **Lack Requirements For All Village Centers:** Aberdeen, Braelinn, Glenloch & Kedron do not have designated guidelines like Wilshire, Lexington, and HWY 54 West.
- **Lack Requirements For All Land Use Categories:** For example, there are no design guidelines specific for mixed-use developments.
- **Contradictory Standards:** This has been flagged across multiple chapters and sections within the Local Design Manual.
- **Obsolete Language:** For example, documents contain old titles for city officials.

Despite Benefits, There Are Areas To Improve Our Rules & Ordinances (2 of 2)



- **Outdated Requirements:** Some older rules cannot be met, are undefined, or have historically not been required. Permitting requirements have particularly been flagged as having issues.
- **Lack Of Modernization:** Older ordinances may not easily adapt to evolving technologies or modern urban planning trends, such as sustainable building practices or the need for managing electric vehicle charging stations.
- **Potential for Uniformity:** The strict adherence to city-wide design guidelines may lead to a lack of diversity in architectural styles, making different areas of the city without overlays appear too similar.
- **Administrative Burden:** Inconsistent reviews and approvals could place a significant workload on city staff, potentially leading to delays and inefficiencies in managing development projects.
- **Lack Of Defined Consequences For Developers:** For example, Westpark Walk at 54/74 and Governor's Square changed their buildings without approval and had no fines or other punishments.

There Are Other Issues City Staff Has Identified

Snapshot Illustrating The Presence Of Out Of Date or Inaccurate Text Specifically Within Our Zoning Ordinances

Chapter	Section	Type	Section text	Issue	Recommendation
Zoning	908.1.l	Organization	RV storage structure standards and location	it is incorrectly located in the 'uses approved' section instead of the 'standards' section where all the other standards are located.	Move partial to 908.6. Have text about free-standing garage and carports apply to all structures and not just RV structures
Zoning	908.9.b	Update	Donation box standards	Remove requirement for permit and annual inspection by City. Not done since 2011	Remove permit requirement and keep standards.
Zoning	908.1	Update	Food Truck permits	State has changed permitting requirements	remove vendor permit, but keep site permit
Zoning	909	Reorganize	Parking lot dimensions in zoning ordinance	Should be with parking lot design section in LDO	Reorganize. Keep ratios in Zoning ordinance.
Zoning	913	Reorganize	Access to property	duplicates and conflicts with LDO Sec 803	Reorganize and remove conflicts
Zoning	1001.5	Redundant	Rezoning codified	no conditions	Remove
Zoning	1004A	Redundant	Rezoning codified	no conditions	Remove
Zoning	1004A.2	Redundant	Rezoning codified	some conditions	Remove?
Zoning	1004A.3	Redundant	Rezoning codified	some conditions	Remove?
Zoning	1004A.4	Redundant	Rezoning codified	no conditions	Remove
Zoning	1005B.1	Redundant	Rezoning codified	no conditions	Remove
Zoning	1005B.2	Redundant	Rezoning codified	some conditions	Remove?
Zoning	1005B.3	Redundant	Rezoning codified	property was rezoned at later date to LUC-12 and then LUC-19	Remove
Zoning	1005B.4	Redundant	Rezoning codified	some conditions	Remove?
Zoning	1005B.5	Redundant	Rezoning codified	some conditions	Remove?
Zoning	1005B.6	Redundant	Rezoning codified	some conditions	Remove?
Zoning	1005B.7	Redundant	Rezoning codified	some conditions	Remove?
Zoning	1006B.1-.32	Redundant	Rezoning codified	.12 rezoned to .19; plats wrong for .23 and .25	Remove all or just those that were rezoned?
Zoning	1010A	Redundant	Rezoning codified	property rezoned to LUR	Remove
Zoning	1013A.1-.20	Redundant	Rezoning codified	Are these required to be in the ordinance	Remove all or just those that were rezoned?
Zoning	1014A.1-.6	Redundant	Rezoning codified	Are these required to be in the ordinance	Remove all or just those that were rezoned?

There Are Other Issues City Staff Has Identified

Snapshot Illustrating The Presence Of Out Of Date or Inaccurate Text Within Our Various Other Ordinances

Chapter	Section	Type	Section text	Issue	Recommendation
LDO	402	Procedures	six paper copies, posted on website, 20 business days to review, planning commission workshop,	we do not accept paper, have shorter review times, do not put on workshop	Revise to comply with current operations
LDO	403	Procedures	6 paper copies, review times	we are electronic and have shorter review times	Revise to comply with current operations
LDO	404	Procedures	3 paper copies, review times, development inspector	electronic submittals, shorter review times, no development inspectors exist anymore	Revise to comply with current operations
LDO	405	Procedures	Requires pre-construction meeting held by development inspector	we do not have a development inspector	Revise to comply with current operations
LDO	406	Procedures	6 mylar copies, review times, acceptance by city council	electronic submittals, shorter review times, not accepted by city council	Revise to comply with current operations
LDO	407	New	Requires all replating to go through the full platting process	we need minor subdivision process when not creating new public liability (roads, utilities, etc.)	Add Minor Subdivision process
LDO	502	Procedures	requires mylar	mylar no longer accepted by County Clerks	Revise to comply with current operations
LDO	503	Procedures	requires mylar	mylar no longer accepted by County Clerks	Revise to comply with current operations
LDO	505	Procedures	paper copies	no longer take paper	Revise to comply with current operations
LDO	505.1.j, k, l	Procedures	requires schematic architectural elevations, materials, lighting plans	not all developments require architectural review	add "when required"
LDO	505.3 & .5	Procedures	requires tree survey and "project data sheet"	not all development requires tree survey, and we no longer have a "project data sheet" because we use software	Revise to comply with current operations
LDO	506	Procedures	paper copies	no longer take paper	Revise to comply with current operations
LDO	602	Procedures	require paper and CD, posted on website, 20 days to review, planning commission workshop	we have shorter review times, do not post on website and do not have workshop	Revise to comply with current operations
LDO	603	Procedures	20 day reviews, number of paper copies	we have shorter review and no longer take paper	Revise to comply with current operations
LDO	604	Reorganization	Reserved	Would like to bring Landscape Plan review process up to this part of the ordinance	Relocate landscape plan ordinance from parking lot design to this section
LDO	702	Clarification	"Maximum extent possible" "greatest extent practicable"	Vague language does not give staff power to stop clear-cutting and grading	Revise to add clear calculations to determine what this vague language means
LDO	707.1	Redundant	Very detailed and long section on utility marking	Can this be relocated into a manual and not an ordinance? Can we reference State law instead?	
LDO	708	Redundant	Solid waste minimization	State no longer requires this	Remove section
LDO	712.b	Clarification	requires minimum 2 acres, but only sets ratio if there are 100 dwelling units or more (712.a)	internal ordinance conflicts	Remove 2-acre minimum statement
LDO	731.2	Update	only incandescent, fluorescent, metal halide, mercury vapor or high-pressure sodium lighting allowed	does not list LED	update and add LED
LDO	732	Update	requires residential streetlighting of 0.2 footcandle	This is like an Airport landing strip! Too bright!	Reduce to comply with GA Power standards
LDO	733	Procedures	"the applicant shall be required to provide"	not all development requires an elevation review	Revise "shall" to "may"
LDO	733	Procedures	"a lighting plan shall be required"	not all development includes site lighting	Revise "shall" to "may"
LDO	803.a.2 & .3	Clarification	.2 says 50 feet, .3 says 40 feet	which is it?	Remove #3
LDO	1102	Clarification	"Major thoroughfares" are specifically defined in the landscape requirements article	This article does not use this definition. Also, it conflicts with Sec 723 definitions and minimum rights-of-way definitions in Sec 803	Remove this definition, or relocate if it applies somewhere else

We Are Proposing Two Solutions To These Issues



**Adopt A Unified Development
Ordinance
(UDO)**

**Create New Overlay
Districts For Village Centers**

How To Implement Improvements



Step #1 - Council Creates A New UDO Committee



- Create another steering committee to create an UDO that is a single document that is legally sound and addresses contemporary land development practices in a graphic-heavy and user-friendly format. *This must be a committee given the UDO's importance, scale, and complexity.*
- Allow the Planning Commission to serve as the committee's members given our expertise and history with regulations.
 - All members of the Planning Commission have agreed to participate in this process.
- Allow the City Manager, Planning & Development Director, City Engineer, and other identified staff to assist the committee as needed.
- Allow the committee access to professionals (this includes hiring consultants with already-allocated funds).

Step #2 - City Reviews & Adopts The UDO



- The UDO committee to present its recommendations when ready.
 - Given the size of this project, this could take between two to three years to complete.
- City council reviews recommendations and approves or adjusts as necessary.

Step #3 - Produce New Overlay Districts For Village Centers Lacking Guidelines

- Once the UDO is in place, the Planning Commission should develop new overlay districts to guide areas of the city currently without guidelines:
 - Aberdeen
 - Braelinn
 - Glenloch
 - Kedron

Step #4 - Revisit Legacy Overlay Districts For Village Centers

- After new overlay districts are created, the Planning Commission should revisit the previous overlay districts to provide necessary updates and to encourage appropriate consistencies.
 - Wilshire
 - Lexington
 - HWY 54 West

Wrap-Up



Overall, Moving Forward With These Solutions Will Be Beneficial To Peachtree City

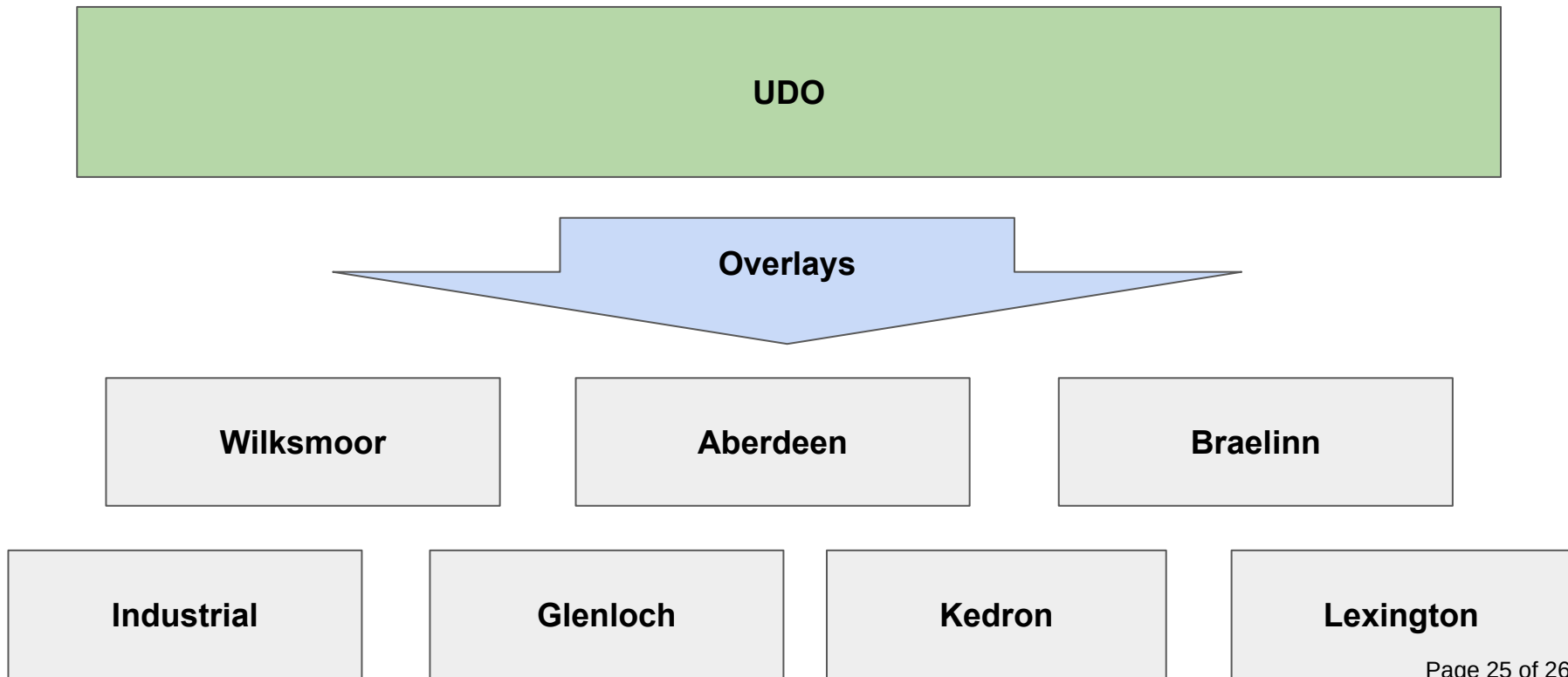
Example Benefits From Adopting A UDO

- Focused approach to zoning and land development
- Add requirements for all land use categories
- Fix contradictory standards
- Eliminate obsolete language & requirements
- Promote modernization
- Improve administrative efficiency

Example Benefits From Creating New Overlay Districts For Village Centers

- Give each village center its own unique identity
- Reduce uniformity
- Define consequences for rogue developers

Producing The UDO Is The Foundation For Further Guidelines The City Can Adopt



Final Comments From The Planning Commission



- **The PC wants to restructure ordinances, not create or develop ordinances.**
 - If we do implement changes, it is in respect to the criteria. For example, we would recommend adjustments to fix errors.
- **The PC wants to avoid “cookie cutter” recommendations within our ordinances and give allowances.**
 - For example, we could recommend lighting, but we do not want to recommend a specific light or structure that must be adhered to.
- **The PC hopes the cleaned-up UDO & Overlays will do the following:**
 - Support the comprehensive plan
 - Be clear and objective
 - Help the growth of economic development in the community (rather than hinder)
 - Support the community so it can flourish with respect to the things that make it unique

Final Comments From The Planning Commission



- **The PC wants organization.**
 - Have all definitions in one place and consistent.
 - Provide tables & graphics to clarify standards and communicate ideas effectively
- **The PC wants to bring in professionals & experts for guidance.**
 - Hire a consultant to help guide our process. There is still money sitting around in a CIP fund, though some has been used for other relevant projects.
 - Consultant could be great at bringing in experts.
 - If there are opportunities to bring in other PTC advisory groups, we would welcome them.
- **The PC wants citizen involvement throughout the process.**
 - The recent SPLOST development committee's way of receiving public input could serve as a guide for the UDO committee.
- **The PC wants to keep city council updated on our progress.**
 - For example, we could present our developments & next steps every six months.

Thanks!



Appendix



Guidelines For Property Along Major Thoroughfare:

- If a property is within 500 feet of a major thoroughfare, then any building must have its elevations reviewed and approved by the Planning Commission. This applies to all new construction and any modification to existing buildings, such as repainting, re-roofing, changing siding materials, or modifying windows and doors.
- The architectural standards are located here:
https://library.municode.com/ga/peachtree_city/codes/code_of_ordinances?nodeId=PTIICOOR_APXBLADEOR_ARTVIIGEDESTDEGU_DIV4STRECOINBUDE
- Single-family properties are exempt from this review

Major Thoroughfares:		
SR 54	Holly Grove Road	Riley Parkway
SR 74	Huddleston Road	Robinson Road
Aberdeen Parkway	Kedron Drive	Rockaway Road
Braelinn Road	Kelly Drive	Senoia Road
Cameron Trail	Line Creek Parkway	Stevens Entry
Crosstown Drive	Log House Road	Sumner Road
Dividend Drive	MacDuff Parkway	TDK Boulevard
Ebenezer Road	McIntosh Trail	Walt Banks Road
Fisher's Luck	Northlake Drive	Willowbend Road
Flat Creek Road	Paschall Road	Windgate Road
Georgian Park	Peachtree Parkway	Wisdom Road

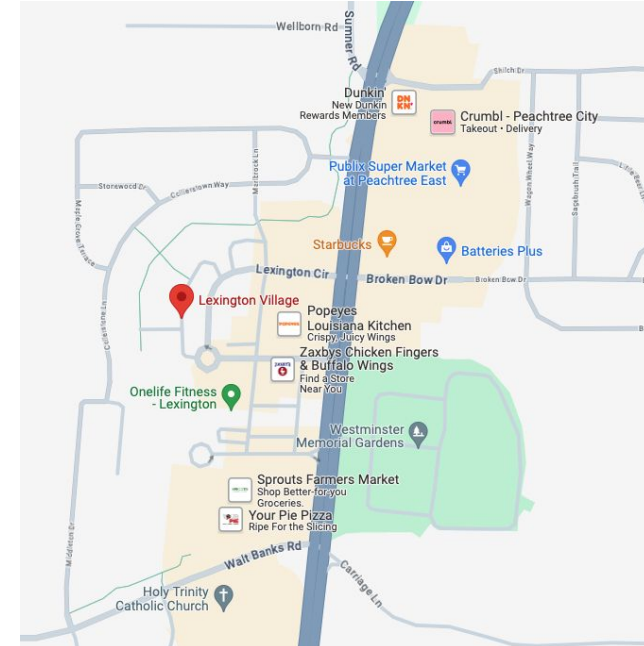
Guidelines For Property Within The HWY 54 West Zoning Overlay District

- As implementation of the Atlanta Regional Commission's Livable Centers Initiative Program on State Route 54 West, the City adopted a Zoning Overlay District on portions of State Route 54, west of the intersection with State Route 74.
- The design guidelines are located here:
<https://peachtree-city.org/DocumentCenter/View/15594/SR-54-West-Design-Guidelines?bidId=>



Guidelines For Property Within Lexington Village

- The design guidelines are located here:
<https://peachtree-city.org/DocumentCenter/View/16327/Lexington-Village-Design-Guidelines?bidId=>
- The “Lexington Circle Design Guidelines” document provides a detailed framework for the development within the Lexington Circle mixed-use area in Peachtree City, GA. It outlines:
 - **Intent:** To establish a pedestrian-oriented, traditionally styled community.
 - **Approved Uses:** General office, retail, theater, restaurant, and multi-family residential uses.
 - **Planning Regulations:** Include streets, setbacks, landscaping, signage, and lighting standards.
 - **Architectural Regulations:** Focus on maintaining a cohesive aesthetic with guidelines on materials, colors, and building elements.
- These guidelines ensure a consistent and high-quality development that aligns with the area’s vision.
- This affects the commercial and residential properties zoned LUC-16 and LUC-28.



Guidelines For Property Within Wilshire Village

- This affects the Wilshire Pavilion shopping center and the commercial properties across Highway 74 on Wilshire Village Drive.
- The design guidelines are located here: <https://peachtree-city.org/DocumentCenter/View/16328/Wilshire-Village?bidId=>

Staff Wishlist For UDO

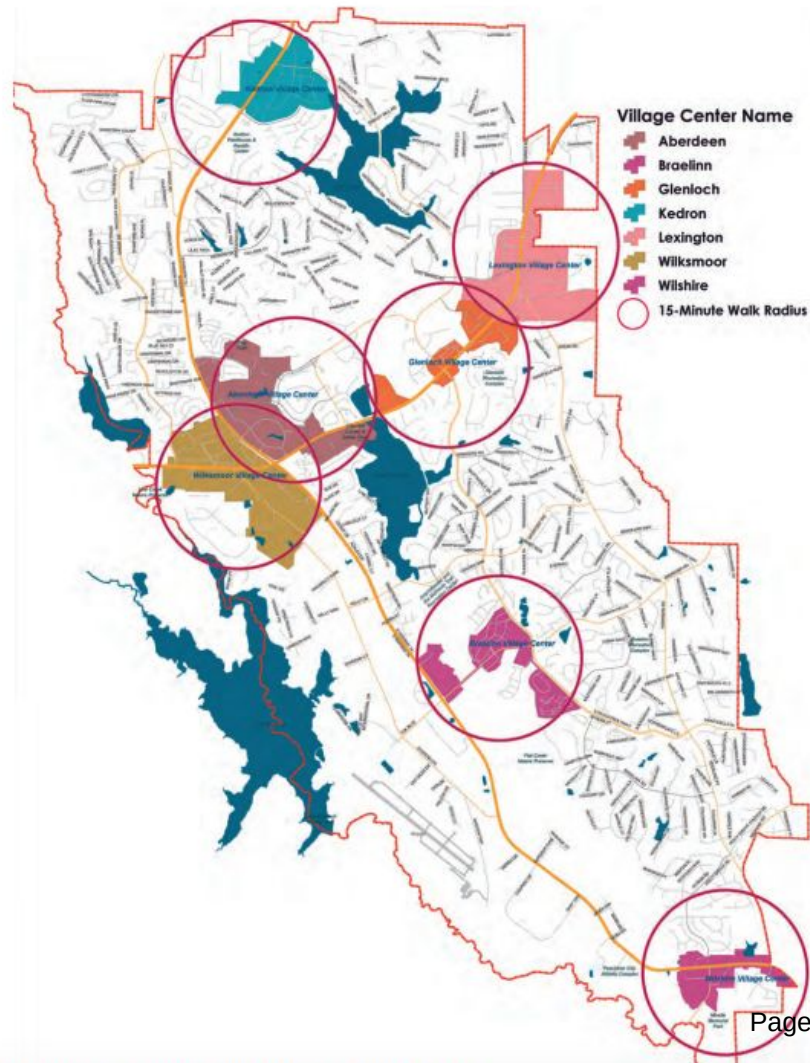
- Addressing codified (is this necessary?)
- Green infrastructure credits. Stormwater Dept has some- can we put them in the ordinance to help with transparency?
- Electric car charging stations
- Golf cart parking requirements
- Update Commercial plan review process to reflect current process.
 - Remove workshop
 - Update 20 day review, etc
- Allow Landscape plan to be submitted whenever they want (still require planning commission review, though).
- Add mail box kiosk requirements- parking, covered gazebo, etc.
- Update when tree survey required. Remove from industrial.
- Update tree planting standards
 - Consider adding caliper inch per acre requirements to residential
 - Consider adding native landscape requirement
- Clean ups:
 - Remove Line Creek SUP
 - Remove 1005B.3
 - Remove LUR -12 1013.A.13
 - Remove traffic study (?)
 - Remove annual donation box inspection
 - Remove section 1010A
 - Section 1006B.25 looks like wrong attachment?
- Add minor subdivision process
- Align street types- differing definitions in ordinance
- Define massage parlor verse spa
- Update public hearing requirements per HB 1405
- Talk about use of sun shades and tarps for covering driveways (don't allow)
- Add state law requirement for bee hives
- Define when 'stuff' can be stored outside verses rubbish. Outdoor storage of indoor stuff
- Lighting ordinance- update
 - Footcandles too bright in neighborhood streets.
 - Process incorrect for today's processes
 - Building and site lighting – update lighting types to include LED; eliminate outdated types? Does this affect illumination levels?
- Update food truck ordinances- simplify
- Apply 908.1(l) to all outdoor structures, not just RV storage
- Clarify sale/ rental of RVs & golf carts. Storage in GI? Sale in GC?
- Increase parking requirement for medical offices



VILLAGE CHARACTER AREA MAP

*Aberdeen, Braelinn, Glenloch, Kedron, and Wilksmoor are Village Character Areas.

*The Industrial Village is a separate Character Area.



Steering Committee Meeting #1 Presentation





Adam Black

Unified Development Ordinance



Steering Committee Meeting #1
May 9, 2023

GMC

Agenda for Tonight

- » Welcome & Introductions
- » Who is Involved ?
- » Steering Committee Purpose
- » Unified Development Ordinance (UDO) Process
- » Project Schedule
- » Review Online Survey
- » Exercise on UDO Topics & Issues



Who is Goodwyn Mills Cawood?

Birmingham

Bryan King, AICP, Planner, Urban Designer



Augusta

Glenn Coyne, FAICP, Georgia Planning Leader

Kalanos V. Johnson, Senior Planner

Savannah

Ed DiTommaso, AICP, GISP, GIS Manager

GMC

We are engineers, architects, planners, scientists, designers and more, working together to “**Build Communities.**”

GMC is a multidisciplinary architecture and engineering firm, with several different groups with various qualifications and expertise:

- Architecture
- Civil & Municipal Engineering
- Environmental
- Transportation Engineering
- Landscape Architecture & Planning
- Geotechnical Engineering
- Electrical Engineering
- Disaster Recovery

Code Development Experience

- » Jekyll Island Code Revisions, GA
- » Lowndes County Unified Land Development Code and Update, GA
- » Fernandina Beach Unified Development Code, FL
- » City of Tifton-Tift County Unified Development Ordinance, GA
- » City of Carrollton Unified Development Ordinance, GA
- » Fort Gillem Zoning District Ordinance, Forest Park, GA
- » Lynn Haven Unified Land Development Code, FL
- » Planned Commercial Development Zoning Ordinance Revision, Farragut, TN

Development Code Revisions

Labeling Code Sections
Comparison Table with New Chapters
Updated November 24, 2022

Existing Code Chapter	New Chapter
Chapter 1: GENERAL PROVISIONS	No Change. As is.
Chapter 2: ADMINISTRATION	No Change. As is.
Chapter 4: ZONING	Chapter 4: Zoning Ordinance
Chapter 5: BUILDINGS AND BUILDING REGULATIONS	Chapter 5: Building Code
Chapter 6: BUSINESSES AND BUSINESS REGULATIONS	
Article 6-1: General Business	Article 6-1: General Business
Article 6-2: Licensing	None. As is.
Division 1: General Business	None
Division 2: HOTELS, TOURIST CAMPS, AND SIMILAR PLACES	Repealed in Chapter 4, Article 4
Division 3: SALE OF LIQUOR, SALT, BEVERAGES AND WINES	Chapter 6: Article 6
Division 4: RENTALS OR CERTAIN VEHICLES	Chapter 26: Article 6
Article 6-3: Residential Rental Licensing	Chapter 20: Article 6, Section 1
Chapter 10: ENVIRONMENT	
Article 10-1: General Business	Article 10-1: General Business
Article 10-2: Air Quality Control	Article 10-2: Air Quality Control

Development Code Revisions Page 1 November 24, 2022

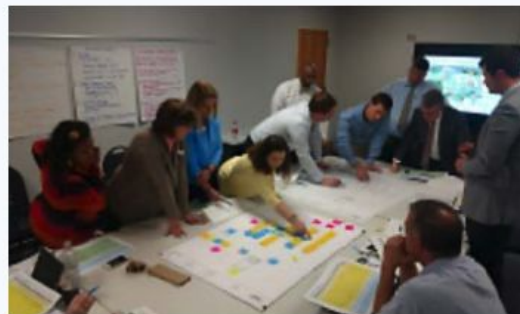


Who is Involved ?



Who is Involved?

- » Project Team – City Staff and GMC
- » **Steering Committee**
- » Public:
 - » Open House Meetings
 - » Online Survey
 - » Updates on City Website
- » Planning Commission
- » Mayor and City Council



Steering Committee Purpose

Help guide the public involvement process and provide input on UDO elements;

- A. Representatives of the community;
- B. Share expertise and on-the-ground knowledge;
- C. Advocates for the UDO and its implementation;
- D. View documents before public meetings; and
- E. Help to garner support for the UDO process by reaching out to the community.



GMC – City Staff Partnership

- » Bi-Weekly meetings to identify and discuss issues
- » Drafting revised code sections
- » Recommendations with implementation of new code sections
- » Bringing our experience as zoning administrators and from other code update projects



Public Involvement

- » Steering Committee: Three (3) Meetings
- » Two (2) Public Meetings
- » Online Survey
- » Stakeholder Interviews
- » Project Information Page on City Website
- » Presentation to the Planning Commission
- » Presentation to Mayor & City Council
- » Public Hearing prior to Adoption



Code Revision Process



Why does Peachtree City need a UDO?

- » Consolidate the Zoning Ordinance and Land Development Regulations into a Unified Development Ordinance (UDO).
- » User-friendly and logical organization of UDO
- » Good idea to revisit code every few years
- » Reflect best practices
- » Remove conflicts
- » Incorporate new or updated state laws and court rulings
- » Help to implement recommendations from the Comprehensive Plan Update



UDO Overview

User-Friendly Format and Structure

- » The code should have logical and accurately named chapters and divisions.
- » The table of contents should be accurate in the sense that the user should not find, for example, regulatory language in the definition section, nor procedures anywhere but in the procedures section.
- » A well-designed format ensures that every requirement has a unique citation.
- » This strategy is also forward-looking in that it is easier to update as amendments become necessary in the future.
- » The use of frequent cross-references is one strategy to guide the user to all applicable sections.



UDO Overview

Clarity and Consistency

- » The Unified Development Code must be internally consistent. This is best accomplished through avoiding repetition of regulations and using cross-references.
- » Clarity requires the use of plain English
- » Our process includes the recommendation of user-friendly regulatory language, streamlined presentation of the codes including tables and summary charts when possible, supplemental graphics to display the standards and architectural and landscape details as examples of the application of the design guidelines.



What we are doing...

1. Preparing an updated, well organized, concise Code for Peachtree City:

- » Easier to understand and interpret for users;
- » Provide reference tools, including visual elements such as drawings, graphics, and cross-referencing tables;
- » Clearly detailed processes and procedures that are simple, flexible, and easily administered.

2. Best-practices



What we are doing...

3. Administrative procedures
4. Reflect new technology and new uses – while respecting and retaining what makes Peachtree City unique
5. Addressing a list of Key Issues
 - » Based on Public and Steering Committee input, City Staff experience, and GMC review of Code



What we are NOT doing...

1. Opening up any new areas of Peachtree City for development
2. Changing any current and future land uses
3. Advocating any agenda, political policy or ideology



Project Schedule



Summary of Process



Review Online Survey Questionnaire



GMC

Online Community Survey

- » Public survey is designed to provide residents, visitors and business owners an opportunity to voice opinions on various topics dealing with development in the community.
- » Will assist the City in understanding the needs, goals, issues, and opportunities from the perspective of the people that live, work, and visit Peachtree City.
- » 11 Questions
- » Review and provide your comments to Staff by Monday, May 15th



Exercise on UDO Topics & Issues



GMC

Issues – Residential Regulations

- » Accessory Dwelling Units
- » Vehicle Parking
- » Outdoor Storage
- » Short-term Rentals
 - » Mayor & Council Workshop
- » Home Occupations



Issues – Commercial, Office & Industrial

- » Design Guidelines
- » Mixed-Use and Walkable Development
- » Preservation of Green Space



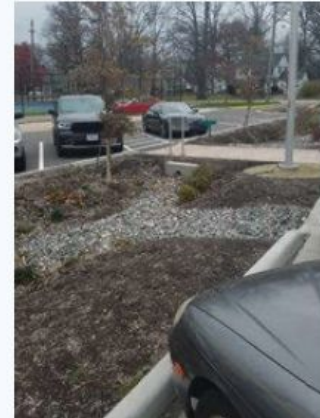
Issues – Environmental

- » Protection of Natural Features and Resources and Environmental Management
 - » Landscaping Plans
 - » Tree Planting Standards
 - » Stormwater Management and Green Infrastructure Credits



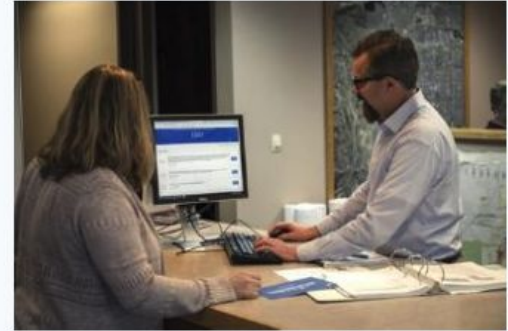
Issues – Parking

- » Parking standards for high-turnover areas
- » Golf Cart Parking
- » Electric Vehicle Charging
- » Landscaping
- » Stormwater Management
- » Lighting



Issues – Administrative

- » Administrative Matters
 - » Applications
 - » Procedure
- » Remove Obsolete Standards
 - » Paper → Digital
- » Meetings and Hearings



Next Steps

- » Project Team:
 - » Development Issues
 - » UDO Organization
- » Online Survey: Late May through Mid June
- » Public Workshop: To be Scheduled
- » Next Steering Committee Meeting:
Late July or Early August, 2023



**City Council of Peachtree City
Meeting Minutes
Thursday, October 17, 2024
6:30 PM**

Call to Order

The Mayor and Council of Peachtree City met in regular session on Thursday, October 17, 2024. Mayor Kim Learnard called the meeting to order at 6:30 p.m. Council members attending: Laura Johnson, Suzanne Brown, Clinton Holland, and Frank Destadio.

Pledge of Allegiance and Moment of Silence

Public Comment

Destadio moved to increase the total time allotted by 12 minutes. Johnson seconded. Motion carried unanimously.

Cary Cook expressed his opposition to the proposal for an active senior apartment community off Aberdeen Parkway because of increased traffic. Cook said the area, if developed, would be better suited for single-family homes or for commercial use.

Joan Brennan told Council she hoped they would keep Crabapple Lane closed to thru traffic, recalling that the previous Council gave Tyrone a year to come up with a plan for a path to connect their town to Peachtree City's path network on World Drive.

Erin Angelo said Crabapple Lane should be re-opened to cart traffic. She mentioned the difficulties this posed to Lily Huelfer, a Tyrone resident with autism who worked at the Kedron Village Kroger and used that access point to get to her job.

Hayley Eyre called for a public explanation of why Crabapple Lane could not be opened to golf carts. She pointed out that many Kedron Hills residents supported opening the gate but feared retribution if they spoke up. She said Council had turned down millions of dollars in funding in order to keep Crabapple closed.

Felicia Spicer also asked Council to re-open Crabapple Lane and collaborate with Tyrone and County leaders to construct a connection.

A Highgrove resident, Christina King, said she and her family regularly crossed into Peachtree City via the paths to go to school, shop, and dine, and she believed residents from Tyrone should have the same privilege. People from all areas made Peachtree City the thriving, interconnected city it was. She said there was no data to support the road being closed, and there was evidence some members of Council had conflicts of interest in this matter.

Robert Clough of Tyrone said he and his neighbors had used Peachtree City's paths for many years. He said it was time to re-open this path.

Teacher Chris Messer told Council it was discriminatory to have multiple access points in other areas, but to close the one on the north side from Tyrone. She said people across the school system were becoming aware of this.

Selfish Council members had placed their personal relationships with some Kedron Hills residents above the needs of a young woman with disabilities, Dennis Jarosz remarked. He also noted Peachtree City was missing out on County funds by doing this and called on Council Members to resign if they could not do the right thing.

A native of Mexico, now a U.S. citizen, Jose Casanova said he expected Peachtree City to live up to America's promise of justice and integrity. He asked Council to stand up for those values and re-open Crabapple Lane.

People from outside Peachtree City paid \$250 a year for access to the paths, Sue Murtaugh noted, and it was wrong to restrict Tyrone residents who paid that fee, while still allowing Fayetteville residents access. She pointed out there was no public transportation in Fayette County, and many people with disabilities used the paths.

Chrissy O'Neal pointed out that closing this road could delay ambulance access for someone in an emergency situation. She said life was hard for people with disabilities and their families and closing this path just made it more difficult.

Evan Huelfer of Tyrone asked Council if they were listening to just a handful of people or to Peachtree City at large? He said he had met and talked with Council, but they did not listen. He commented that Holland was operating under the incorrect idea that 2,000 new homes were being planned along Dogwood Trail, but that was not the case. Johnson had met and worked with them, he said, but cut off communication after receiving feedback from the Kedron Hills HOA, and Brown had not responded at all. He asked Council again to open this gate, collect data, and see if there was a problem.

Halloween was the deadliest day for child death in car accidents, Blake Hayes commented, and asked motorists to be careful when driving on Halloween.

Announcements, Awards, Special Recognition

None

Presentation

A. Fayette Senior Services

Fayette Senior Services CEO Nancy Meaders and Program Development Coordinator Morgan Lanier gave a presentation on the services they provided in the community and at the senior centers in Fayetteville and in Peachtree City.

Agenda Changes

Minutes

Holland moved to approve the September 19, 2024, Special Called Meeting Minutes, the September 19, 2024, Executive Session Minutes, the October 3, 2024, Work

Session Minutes, the October 10, 2024, 9 a.m. Special Called Meeting Minutes, and the October 10, 2024, 1 p.m. Special Called Meeting Minutes.

- A. September 19, 2024 Special Called Meeting Minutes**
APPROVED 4-0-1(DESTADIO)
- B. September 19, 2024 Executive Session Minutes**
APPROVED 4-0-1(DESTADIO)
- C. October 3, 2024 Work Session Minutes**
APPROVED 5-0
- D. October 10, 2024 9:00 Special Called Meeting Minutes**
APPROVED 5-0
- E. October 10, 2024 1:00 Special Called Meeting Minutes**
APPROVED 5-0

Quarterly Reports

A. 3rd Quarter 2024 Quarterly Reports

Brown asked Police Chief Janet Moon about the increase in underage DUIs, and Moon said that was simply a case of there being zero or one in most months, but then there were five in May, which skewed the percentage.

Johnson noted that golf cart collisions were down 34% versus the same quarter last year and asked the Chief what she thought the reason was. Moon told her they were spending more time on the paths doing enforcement and education. Having that presence made people a little more mindful, she said.

Destadio asked about the ages of people involved in the accidents, and Moon said she had breakdown she would send them. City Manager Justin Strickland said he had planned on sending it out, as well. Brown then noted that roadkill was one of the items on the report and asked Strickland if he could get the numbers on how many of those were deer. He told her he would try.

Holland said the quarterly reports were the one time you could get an overview of everything that was happening in the city. Brown stated that they all read the reports thoroughly.

Consent Agenda

Destadio moved to approve Consent Agenda items A through D. Holland seconded. Motion carried unanimously.

Learnard noted they had just approved appointments to the Airport Authority for Beth Phingsten, Max Braun, and Steve Hanes.

A. Consider appointments to the Peachtree City Airport Authority

APPROVED 5-0

B. Municipal Court Judicial Service Agreement

APPROVED 5-0

C. Ordinance # 1227 Solid Waste Management Amendment

APPROVED 5-0

D. Ordinance # 1228 Lake Peachtree Access and Prohibited Activities

APPROVED 5-0

Old Agenda Items

New Agenda Items

A. 10-24-01 Equipment Purchase through Stryker - Capital Improvement Budget

Deputy Fire Chief Kevin Baggett talked to Council about equipment that was rolled into the Special Purpose Local Option Sales Tax (SPLOST) funding for the ambulance. The ambulance acquisition had been delayed, but he was asking to go ahead and order this equipment in order to get ahead of a price increase from the manufacturer.

Brown moved to approve the purchase from Stryker Pro Care for \$56,586.22.
Destadio seconded. Motion carried unanimously.

B. 10-24-02 SPLOST Equipment Purchase Through Stryker

Once again trying to beat a price increase, Baggett asked Council to approve the purchase of additional equipment from Stryker.

Johnson moved to approve the purchase requested for a total of \$221,106.12.
Brown seconded. Motion carried unanimously.

C. 10-24-03 Actuarial Services

Strickland asked Council to terminate the agreement for actuarial services with current provider Cavanaugh MacDonald and enter into a new contract with Foster & Foster, one of the finalists when the contract was awarded to CavMac in the spring.

Holland moved to terminate the services agreement with CavMac. Destadio seconded. Motion carried unanimously.

Holland moved to approve a contract with Foster & Foster Consulting Actuaries for actuarial services and online member portal in the amount of \$47,000 annually which would be paid from the defined benefit pension fund. Destadio seconded. Motion carried unanimously.

Public Hearings

A. 10-24-04 Ordinance # 1229 Zoning text amendment to create a Short Term Rental permit

Planning and Development Director Robin Cailloux presented a timeline of all the public meetings and workshops that had been held on short-term rental (STR) permits over a two-year period. Council discussed the Planning Commission's recommendations at its October 3 work session, and Cailloux reviewed some key points.

Permits were required for all STRs, both new and existing. The original ordinance limited STRs to 1% of the homes in the city, but Council decided at the work session to set a flat cap of 135, which was 1% of the number of homes currently. People who could prove they operated an STR prior to the ordinance's adoption would get first priority on the permits.

The rentals could be the whole house or just bedrooms within a home. The house did not have to be owner-occupied. Rentals were not permitted for detached structures of any kind or for recreational vehicles (RVs). Subleasing was not permitted.

A local contact person was required. They must be at least 21 years old, available 24 hours a day and able to be on the property within one hour of notification. They could be a licensed managing agent, but this was not required.

Minimum standards for STRs included no parties or special events, all parking off-street on paved surfaces, and garbage screened from view. Sleeping could be done only in bedrooms as defined by the International Building Code with a maximum of three people per bedroom. The noise ordinance and parking requirements must be posted, along with the contact person's phone number.

The application required a criminal background check, but Council removed the fingerprinting requirement at the work session. The STR must pass both a Fire Marshal and Code Enforcement inspection. Owners must give the City a copy of the guest occupancy agreement as required by Georgia law. Permits were good for 365 days. Fees were reduced as a result of the last work session and would be \$375 for the initial permit, and \$300 for renewals.

Council removed the requirement of keeping an online database of STR permits and replaced it with written notification sent by the City to all property owners within 200 feet. This would include the local contact information.

Although ordinances typically went into effect the day Council approved them, Cailloux said she was asking them to make this ordinance effective January 1, 2025, in order to allow time to notify existing owners. They would have until March 1 to apply.

The Mayor opened the public hearing. No one wished to speak in favor of the

ordinance, and she asked for people who would like to speak in opposition.

Mike Murtaugh asked Council to start anew with this ordinance, stating that he felt fearmongering from a previous Council member had tainted the process and made law-abiding STR owners the scapegoats for one bad situation. He felt there was never any intent to create a fair and open ordinance and hoped for a second chance.

Fayette County Board of Realtor President Iris Owens said this ordinance would impair the right of property owners to rent out their properties on a short-term basis. She said State law prohibited inspections of rental properties by local governments without a sound reason. Owens also said permits should stay with the land, not the owner.

Some of the language in the ordinance was ambiguous, said Lois Bredemeier, citing the section that said a change in the point of contact had to be reported to City Hall. She said the City wanted deeds and room rates and that was against privacy laws. Bredemeier also had questions about multiple violations and how fines would be administered.

Rebecca Thomas, operated an STR attached to her house, thought this ordinance was aimed at whole home rentals. Thomas questioned the amount of the fee and noted that Police had said they were never called to STRs. She said it seemed like a punishment to STR owners and their guests.

Destadio moved to allot an additional two minutes for public comment from both sides. Holland seconded.

Jeff Meyer said he and his wife operated an Airbnb and hoped they would be able to continue. There had been no complaints from their neighbors. He saw not problem with STRs and wanted a reasonable solution.

The Mayor opened the floor to anyone who wished to speak in favor of the ordinance. No one wished to speak, and she closed the hearing.

She said she and Holland, keeping staff and other Council Members in the loop, had gone over some of the recommendations. Some STR owners had shared that they had no options for driveway parking. Also, there was no ordinance prohibiting parking on the street by homeowners or others, so it seemed punitive and unenforceable to prohibit it for STRs, Learnard commented, and recommended they remove that. Holland agreed, saying if it was allowed for others, it should be allowed for all.

Destadio was in favor of eliminating that, as was Brown. As she had done at previous meetings, Johnson recused herself from this discussion.

Learnard said she did not think the name and phone number of the local contact should be distributed to neighbors. Holland, Destadio, and Brown agreed, but Brown asked if a second person should be identified as a backup contact? Cailloux said her office could leave space on the permitting form for multiple contacts. The other Council Members agreed.

They also all agreed on eliminating language that said garbage containers must be screened from view because that did not apply to other homes.

The Mayor and Holland suggested the permits be up for renewal every two years, not every year as the draft proposed. Destadio and Brown agreed.

There had been privacy concerns about the guest registry, and the Mayor said keeping three years of this personal data was onerous and suggested 30 days.

She also noted she was the owner of an Airbnb in another state and through that platform had access to the guest's name, home city, and dates of stay, not personal data, such as their phone number. All communication was done through the Airbnb app. She would have no way of providing all the personal information this draft ordinance was asking for, such as home address.

However, the Police Department wanted access to that data, but she was not sure how to handle that. Holland said he understood that the Police might need to react quickly, and it might not be so simple to get the information from the platforms. He suggested they require name, home address, and license plate number.

Law enforcement entities could register with the Airbnb law enforcement portal and seek information through that, Learnard stated. City Attorney Ted Meeker said the name and home city would be a decent starting point, noting that most guests at the STRs would be in rental vehicles.

Moon said they could always get a subpoena if they needed information, but that took time. The biggest concern, she continued, was if there was an exigent circumstance, and they needed information quickly. Would they need more than name, home city, and dates of stay? Learnard asked, and Moon said the home address would be nice, but they could get information in other ways, and she would be okay in trying it this way.

Destadio pointed out that every hotel he had been to required his name, home address, and license plate number. Learnard said the STR owners did not have that information; information was shared through the platform, and communication was done only through the app. Destadio asked if guests could provide that information when they arrived.

Holland suggested allowing the STR owners who were present to speak on this. Julio noted that the ordinance said the guest would have to give this information on

the date of their arrival. Destadio said it would be like registering at a hotel. Brown said it was not like it would be in a book that everyone could see, but could be done in other ways, such as filling out a card and sending a photo to the owner. She agreed with Moon that if time was an issue, the Police needed a tag number before those people could leave town.

Learnard was concerned about privacy issues, and Meeker said he did not believe there were any. Hotels maintained registries of the people who stayed there, and these were standalone hotels. This ordinance required less than a hotel did, he said. He noted there was communication between the owner and guest upon arrival, so it should not be a problem to ask the guest to send a photo of the license plate.

He said there had been a lot of misunderstanding about who would get this information. It was only available in two scenarios: if there was a warrant and in exigent circumstances, which was the only exception to the Fourth Amendment.

If they did away with the guest registry, there would still be information on file through the platform. Meeker said the owner keeping the information for 30 days would be fine. He saw no problem with having the name and license plate and noted this was not something the Police could just walk up and demand. It would not be shared or posted anywhere.

Learnard asked if they were changing it to say the operator would keep for 30 days the guest information that came through the platform: name, home city, and dates? Cailloux asked if they were requiring the license plate number, too? Brown and Destadio said they were. Learnard said the operator did not have that, but Meeker said they could ask for it. Brown suggested the guest could take a photo of the tag and send it to the operator.

Learnard remarked that it was against her better judgement, but she would go along with asking for a tag number. Holland said he could go along with it.

Brown had sent an email with some questions. The ordinance said STRs were permitted in all residential zoning districts and in all zoning districts where residential uses were permitted. Brown asked if they were permitted in limited-use commercial (LUC), and Cailloux said they would be allowed if the LUC had residential as one of its permitted uses.

Would each condo unit need a permit or would one permit cover the entire building? Cailloux said each dwelling unit would need its own permit.

Holland mentioned that someone had complained that the ordinance said no food could be prepared in the STR, and he wanted to clarify this. Meeker said it meant that food could not be prepared in a bedroom, not that it could not be consumed there.

Holland also thought minor violations should have a cure provision to give owners a chance to rectify the situation. Cailloux said Code Enforcement had policies based on their experience. She did not want to put anything too specific in this ordinance because that would take away their ability to use discretion.

Learnard asked if the City would keep room rates on file, and Cailloux said they would not, although State law required the platforms to collect taxes, which were based on the room rates. The City never saw that data, just a check for the taxes.

Learnard said someone had mentioned that one violation multiplied by five days meant five violations, and Cailloux replied that was standard language. It gave them that ability but was seldom applied unless it was a repeat offender. Meeker said there would be a proof problem unless a citation was issued every day.

Brown noted the ordinance mentioned “a fine not to exceed \$500,” which she took to mean there was some play allowed. Meeker explained that meant there was no mandatory minimum fine.

Holland asked if the City had deeds on file. It was a public record on file with Fayette County and was easy to get, Cailloux said. It would be used to ensure the person applying for an STR permit was the rightful property owner.

Because she was worried about an influx of STRs in neighborhoods without HOAs, Brown stated she thought they needed to establish a percentage of the homes in any neighborhood that could have STRs. Too many STRs could negatively impact property values, Brown asserted. She said Strickland had told her they could identify how many houses were in a neighborhood, and she wanted to set the number at 2%.

Destadio said he and the Mayor had talked about this, and he agreed that they did not want to divide the City up arbitrarily. However, if they kept it to established subdivisions, he would be okay with 2%, but Learnard said she would not know where to start drawing lines in some areas. She said they had spent a lot of time and effort establishing the cap at 135 homes and felt that should stand. They could look at it later if needed.

Holland asked Strickland’s opinion. He said they had GIS records on all subdivisions based on platting at the time they were built. The City had put together different sections, as they were called in the City’s early days, to make cohesive neighborhoods where needed in their software.

If they had all that, Brown said, she did not see where this would be a problem. Destadio said he agreed with the Mayor and should stick with the 135.

Learnard said she had hoped they could vote on this, but it seemed that more time

was needed to put this together with the changes they had agreed on. They could vote on it at their November 7 work session.

Holland moved to continue this to November 7. Destadio seconded. Brown asked if they needed to establish that the ordinance would go into effect January 1, 2025? Meeker said they would put it in the ordinance, and Council could consider where they wanted that language to go when they voted. Motion carried 4-0-1, with Brown, Destadio, Holland, and Learnard voting in favor and Johnson abstaining.

B. 10-24-05 2024 Maintenance and Operation Millage Rate

Assistant Finance Director Kelly Bush said this was the last of the three required public hearings on the millage rate. They were proposing a millage rate of 5.983 mills, which was a reduction from 6.043 mills.

The total increase to the digest value was 8.6%, with 6.61% of that coming from reassessments and the remainder from new added growth. The millage rate had been reduced by 1.195 over the past 12 years.

The Mayor opened the public hearing and asked for speakers in favor of adopting this millage rate.

Blake Hayes noted that Peachtree City had the second lowest millage rate in the county when City-provided services were taken into account. Hayes also pointed out that the budget had already been passed, so lowering the millage rate would require reductions in the spending that had been approved.

No one else wished to speak, and the Mayor closed the public hearing.

Brown noted she voted against the budget and wanted to remove items from the budget. She would vote against this millage rate because she felt those items should be reviewed.

Destadio and Johnson said they supported this millage rate.

Holland said he wanted a larger rollback, but realized it would impact services. He said he felt they had worked to trim back where they could, but he did not see a way to slim down more this year without cutting essential items.

Destadio moved to approve the proposed millage rate of 5.983 mills. Johnson seconded. Motion carried 4-1 with Destadio, Holland, Johnson, and Learnard voting in favor, Brown in opposition.

Council/Staff Topics

NONE

Executive Session

Johnson moved to adjourn to executive session at 8:41 p.m. to discuss personnel and

the sale, acquisition, or leasing of real estate. Brown seconded. Motion carried unanimously.

Brown moved to reconvene in regular session at 9:18 p.m. Holland seconded. Motion carried unanimously.

Adjourn

There being no further business, Holland moved to adjourn the meeting. Brown seconded. Motion carried unanimously.

The meeting adjourned at 9:18 p.m.

Martha Barksdale, Recording Secretary

Kim Learnard, Mayor

City Council of Peachtree City
Meeting Minutes
Thursday, November 7, 2024
9:30 AM

Call to Order

The Mayor and Council of Peachtree City met on Thursday, November 7, 2024. Mayor Kim Learnard called the work session to order at 9:30 a.m. Council members attending: Laura Johnson, Suzanne Brown, Clinton Holland, and Frank Destadio.

Public Comment

Lois Bredemeier asked Council to delay voting on the short-term rental (STR) ordinance and meet with STR owners before their final decision. She expressed concerns about violations of private property laws.

Kathyn Hynson said she kept chickens on her five acres and expressed her views on the proposed ordinance regarding backyard poultry. She noted that owning chickens provided a constant source of fresh eggs and bug control and urged Council to consider allowing ducks as well as chickens, to remove the permit requirement, and to increase the number of chickens allowed.

Work Session Discussion Items

A. Deer Management Plan

City Manager Justin Strickland said Council, responding to citizen comments and complaints, had expressed an interest in what could be done to control the deer population. He introduced wildlife biologist Emily Rapach of the Georgia Department of Natural Resources (DNR) to discuss its deer management program. Rapach explained that urban areas such as Peachtree City provided excellent habitat that could support large deer populations. Predators and disease were not sufficient to keep the numbers in check.

She said Georgia law did not allow for non-lethal methods such as fertility control or relocation, and neither were effective, in any case. She explained that urban archery required hunters to shoot from an elevated position so stray arrows went into the ground, and there had been no reports of any bystander injuries.

Hunters took about 100 deer per year at Fort Yargo State Park in Winder, Rapach stated, and deer/vehicle collisions had been reduced by 57% since the hunts started. Forsyth County had started an urban archery program, as had many other communities around the country.

Holland asked about liability, and Rapach replied that the Georgia Recreational Property Act shielded property owners. It said no one could come onto a property to hunt or retrieve deer without permission from the owners.

Brown asked about the size of Fort Yargo, and Rapach said it was a large park, and firearms were used in its hunts. Learnard asked if it was reasonable to consider an urban archery program in a city of 25 square miles that was primarily residential? Rapach replied that the DNR would work with the city or with any neighborhood that wanted to participate in finding greenspace, determining how many hunters would be allowed and how many deer they could take.

How would they know when they had a manageable population? Johnson asked, and Rapach responded that they would have to look at the results. Were collisions down? Had conflict calls been reduced? They might be able to manage the number of deer with a hunt every few years rather than annually. So there was an ongoing relationship between an area and the DNR? Johnson inquired, and Rapach said the DNR would help them set goals and work out how to maintain them.

Brown asked how the hunters were enlisted? Rapach said they did not provide hunters or a list of hunters but could put things in place to make sure they were properly trained, such as a proficiency test or a course.

In response to a question from Holland, Rapach said there would be no cost to use the Georgia DNR, but the United States Department of Agriculture (USDA) conducted hunts and did impose a cost for using their services. Learnard mentioned working with adjacent areas such as Fayette County or Tyrone on this. Rapach liked that idea, saying deer management was a growing concern throughout the metro area.

Strickland explained that Peachtree City would set designated days and call for hunters through the DNR plan. This would have to be in deer season, September through January. However, the USDA could come in and do the hunt for them, at a cost, and that could be done at night and at any time of year.

Could the DNR provide guidelines? Holland asked, and Rapach said they would work closely with the city on anything to provide a good, safe hunt. Destadio asked who cleaned up? The hunters, Rapach replied, although DNR could help with disposal after field dressing.

Council agreed to ask Strickland to get more information and bring a proposal. Brown said she would like an estimate of what the USDA would charge because they could do something outside the parameters of the hunting season.

B. Boards, Commissions, and Authorities Alternate Voting Ordinance #1230

Interim Assistant City Manager Yasmin Julio said Council had discussed allowing alternate members of a board, commission, or authority to vote if one of the regular members was absent. Alternates had to attend at least 60% of the meetings and already participated in discussions, so they were familiar with the process, Julio said. As of now, only the Planning Commission had an alternate, the Mayor noted. Council agreed they wanted this on the next meeting agenda.

C. Senior Property Tax Exemption

Strickland referred them to a table showing the past five years of the senior homestead exemption and how many people used it, along with what the value was each year. He pointed out that the total cost to the City was minimal under the current exemption that had been in place since 2005.

He said he and Finance Director Paul Salvatore created a table showing the current exemption, what it would look like if everyone who was eligible applied, and an inflation adjustment to bring the value equal to what it would have been in 2005. However, he understood that Council wanted to do something more substantial that would outpace inflation for another 15 to 20 years. Strickland said a \$60,000 threshold for income would be sustainable for a good while and had decided a \$15,000 reduction on the assessment would be suitable. That increased the value of the senior exemption by about 200%, from \$30 to \$90.

Learnard said she was glad Brown had brought this to Council's attention and felt this recommendation was solid. Destadio agreed.

Brown asked Strickland how many people would qualify if they set the income limit at \$50,000? She said she was interested in a lower income level balanced out by a higher exemption.

At the \$50,000 threshold, there were 1,687 taxpayers who would qualify, according to 2020 census figures. Brown noted there were a lot of people currently who qualified but did not apply, and she thought they might if the benefit was greater. The financial impact on the City was estimated with total participation, and that was not going to happen, she stated.

Strickland said the sample resolution in the packet set the income limit at \$60,000 and the exemption at \$15,000. Brown said she supported \$60,000 and \$30,000 because that might have the greatest impact for the longest time.

The Mayor and Council agreed that \$60,000 and \$30,000 were workable. The number of people eligible was 1,964, and the amount they would save would be about \$180, with the cost to the City approximately \$352,000 if everyone took advantage of it. That was a 500% increase over the current amount.

Brown pointed out that they needed to get this in the hands of local legislators in time for a referendum in November 2025. It could take effect in 2026.

A resolution for \$60,000 income and \$30,000 exemption would be on the agenda for the next meeting, Learnard said.

D. Recreation Advisory Group

Strickland commented that Council had wanted the qualifications for the Recreation Advisory Group to be more generic than what they had for the Transportation

Advisory Group. Therefore, he had removed all the qualifications and said the committee that made the recommendations could look for specific qualifications when doing the interviews, as they did for other groups.

Learnard said that was reasonable, and the other Council members agreed.

Strickland asked if they wanted to include public art in the Recreation group. Learnard said no; she thought a public art committee would fit well under the Convention and Visitors Bureau (CVB). The other Council members agreed. Brown mentioned unique bike racks, and Deputy City Clerk Stacey Collins said they were working on that.

Holland asked how many people would be in the group? Strickland said seven. Holland said he wanted a variety of people represented.

E. Surplus and Disposal of Decommissioned Vehicles

Public Works Director Jonathan Miller said he would be seeking permission to sell two pick-up trucks that they no longer used or that would be replaced. Because the value was more than \$5,000, this was required to come before Council and would probably be on the Consent Agenda at the next meeting.

F. Capital Improvement Vehicle Purchases

In an attempt to keep budgeted purchases moving in spite of ongoing supply chain issues, Miller said he would be asking Council to approve the purchase of 30 vehicles. They would follow all ordinances, and any vehicle that exceeded the budgeted price would be brought back to Council. As the vehicles were purchased, Council would get information on who the vendor was and the purchase price. This, too, would be on the agenda at the next meeting.

G. Purchase Replacement Skid Steer Track Loader for Public Works

Miller said they had a quote of \$89,361 for a new skid steer, which was \$1,300 over the budgeted amount. However, other vehicles and equipment had been priced under budget, so that would supplement the overage here. This would be on the November 21 agenda, too.

H. Extension of Mechanical Services Agreement

On the next agenda there would be an item asking Council to approve a new one-year contract with Shumate Mechanical for HVAC maintenance. City Engineer Dave Borkowski explained that they had used Shumate since 2009 for all facilities. At \$177,500, there would be no price increase.

I. Budget Amendment FY2024 - LMIG

Assistant Finance Director Kelly Bush said the Georgia Department of Transportation (GDOT) was distributing surplus funds from the local maintenance and improvement grant (LMIG) program to municipalities. Peachtree City would get \$566,418.60 that would be allocated to paving. Council would be asked to approve

this at the next meeting.

J. Budget Amendments FY2024 and FY2025

These were routine housekeeping budget amendments that would be on the next agenda, Bush explained.

K. Budget Amendment FY2025 - ARPA

This was a request to move \$7,072,387.71 of the \$10 million in American Rescue Plan Act (ARPA) funds to the Capital Improvement Projects (CIP) fund for accounting purposes. The remainder of the money was earmarked for Water and Sewerage Authority (WASA) projects and would remain in the ARPA fund. The ARPA money had to be encumbered by December 31 or the City would lose it, Bush stated. This also would be on the November 21 agenda.

L. Budget Amendment FY2025 - Keep Peachtree City Beautiful Fund

This was a request to increase the franchise tax for garbage collection franchisees from \$1 quarterly per customer to \$1 per month. It would be on the next agenda.

M. Backyard Chickens

Senior Planner Lora Hooks said staff reviewed and compared ordinances from eight non-rural jurisdictions and presented a draft ordinance based on commonalities to the Planning Commission for discussion. Revisions were made based on that discussion.

The draft ordinance defined chicken as the female *Gallus gallus domesticus*, thereby prohibiting roosters, ducks, geese, turkeys, peafowl, guineas, quails, and pheasants. It required the chickens to be fully enclosed at all times and set the minimum coop area requirement at four square feet per chicken and the minimum run area at 10 square feet per chicken. Chickens could be kept in the rear yards only, and the minimum distance setback for a coop was set at 20 feet from property lines.

The ordinances they reviewed all established a maximum number of chickens permitted based on the lot size. This ordinance proposed chickens not be allowed on lots of less than 10,000 square feet. Hooks explained that lot size was tied closely to the zoning district in Peachtree City. Residentially zoned 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.

Coming out of the Planning Commission discussion was the requirement for a permit for coops. This permit gave inspectors the right to go onto the property and ensure the terms were being met.

The Planning Commission had several concerns, mostly about nuisance issues such as noise, waste, attraction of predators, and smells. They were also concerned about neighborhoods that did not have homeowners associations (HOA) to provide regulations in addition to the city's. The Planning Commission recommended that Council not adopt an ordinance to allow backyard chickens, but, if they did, chickens should be limited to lots of one acre or larger.

Destadio asked if the areas they looked at were primarily residential? She said yes, and listed Roswell, Suwanee, Oconee County, Marietta, Henry County, Gwinnett County, Chamblee, and John's Creek.

The Mayor clarified that a fenced back yard would be considered a run. She said she was surprised to hear the Planning Commission's recommendation, but they brought up good concerns, and she said she was inclined to go with the recommendation of a one-acre minimum.

Destadio confirmed that HOA rules would supersede this ordinance.

Holland said he did not like the idea of having chickens on a smaller lot, but he would be okay with a half acre or larger.

The Planning Commission was wrong, Brown stated, saying chickens did not take up much space and were not nuisances when properly cared for. She was concerned that they were not considering the square footage, only the zoning categories. Her house was in a neighborhood zoned R-15, but her lot was about 22,000 square feet, which would limit her to five chickens. She proposed allowing two chickens on lots of less than 10,000 square feet and progressively going up with the lot size to a maximum of 12 chickens per acre for lots of an acre or more.

Brown explained that coops did not need to be very big, so she questioned requiring four square feet of coop per chicken. She said she had kept chickens before and spoke from experience. Brown also said she did not see the need for a permit for the coop.

How did you find out the square footage of your lot? Johnson asked. Hooks said some of the older properties would have to be surveyed if there was no plat on file, but most likely they could provide that information. Brown suggested requiring a survey if they wanted more chickens than the zoning allowed.

Learnard again said she wanted to go with the Planning Commission's idea of 10 per acre, but she could be persuaded to support chickens on half-acre lots as well. Henry County allowed four chickens at half an acre, she noted. Only Suwanee required a permit, so she suggested they do this without permits. She proposed they keep it at 10 per acre, up to a maximum of 30, and four max on a half acre.

Brown said her yard size would not allow her to have any chickens, and she did not

think that was right. Holland said maybe they could make it 20,000 square feet, but Brown said she could not agree with that.

Johnson noted that people were already keeping chickens. She said she did not know about regulating this by lot size and said by zoning district might be easiest for Code Enforcement. She was not opposed to the draft ordinance. It was what staff had researched and felt was a good proposal for the city. She wanted to make sure they were not taking rights away from anyone. Right now, Hooks said the R-43 district had strict requirements for fencing and animal housing, and this would relax those requirements somewhat.

Brown asked about General Residential (GR, GR-4, GR-5). Hooks said she did not know.

Strickland noted that staff originally did not recommend the permit; that was added by the Planning Commission. Johnson said a permit might make enforcement easier. Destadio agreed. However, a permit was not required for Code Enforcement to enforce the ordinance, Strickland pointed out. Could the permit be free? Johnson asked. Learnard again said the ordinance could be enforced without a permit. Johnson said they could easily change the ordinance if there were any problems. Destadio said he would want a permit as the Planning Commission recommended.

Hooks said it would be under an accessory structure permit, which had a fee based on the size of the structure. City Attorney Ted Meeker said they were permitting the structure, rather than granting a license to keep chickens. Destadio said they did not need a permit for the structure, just for the chickens. Hooks suggested removing the clause about the permits, and Council all agreed.

Hooks said she wanted to clarify that the zoning districts were on the chart just to give an idea of how the square footage was aligned with the zoning. The number of chickens allowed was not tied to the zoning district. It was based on square footage. Brown then said she could accept the original proposal.

City Attorney Ted Meeker asked if there was anything that prohibited this in a multi-family setting? Hooks said it would not be allowed because the owners did not own land outside their walls. Meeker asked for an explicit statement that restricted this to single-family residences. Council agreed to that.

All members of Council agreed with the original proposal from staff. No permits would be required, and there would be a clause prohibiting chickens in multi-family districts.

It could be a challenge for Code Enforcement, but Hooks said they did not get many calls about having chickens, so it might not be a problem.

How about allowing ducks? Brown inquired, but the other Council members replied that they should limit this to chickens for now.

N. Wicker Hill Land Lease Agreement

Meeker said Verizon had noted an area where coverage was lacking and had identified an area next to the BMX track for a new cell tower. Discussions ensued between the City, the City's consultant, and Verizon and developed a lease agreement that would be on the next meeting's agenda.

Verizon was willing to provide a co-location for the 911 system, but the County needed to provide some details, and they had not, Meeker stated. Verizon had committed to amending the lease agreement when necessary, so staff's consensus was to move forward. Finance Director Paul Salvatore said he wanted the contract to say Verizon would allocate space on the tower, but Meeker was hesitant to write in an agreement to do something in the future, although he would if the County provided the specs.

Meeker also noted that the proposed tower was at least 500 feet from any residential structure and would look like a pine tree. Learnard wanted to know exactly where it would be, and Meeker said a color drawing of the location would be included in the meeting packet.

Destadio asked if it would have 5G capability, and Verizon's attorney said he believed it would. The Mayor noted that Federal law prohibited them from declining a cell tower based on health concerns.

New Agenda Items

A. 11-24-01 Film Location Agreement

Assistant Recreation and Special Events Director Harold Layton reported the City had recently received several film permit applications that would utilize a City facility, and they needed a document the City Manager could sign and could keep on file. A lot of the applications required quick approval.

Holland moved to approve New Agenda item A, film location agreement. Destadio seconded and asked about fees. Layton said they would impose the fees previously approved by Council, and they depended on the amount of impact to the citizens. Motion carried unanimously

Old Agenda Items

A. 10-24-04 Ordinance # 1229 Zoning text amendment to create a Short Term Rental permit

Strickland said they had held more than two and a half years of public hearings and meetings on an STR ordinance. The proposal reflected changes Council made during the November 7 meeting. He went over a few of these changes, such as making the permits valid for two years, allowing for more than one contact person,

and not including their information in the mailer sent to neighbors. Council also decided to remove language prohibiting on-street parking and requiring garbage cans to be screened. They decided STR owners would have to keep guest registry information for 30 days. Council decided the enactment date would be January 1, 2025, and current STR owners would have until March 1 to submit permit applications.

Destadio moved to approve the STR ordinance as written. Holland seconded.

Brown said she was concerned about the financial damage that could result to homeowners if any single neighborhood was inundated with STRs. She stated that the technology was available to define and monitor the neighborhoods, and she would like to see a clause in the ordinance that limited STRs to 1% of the houses in any one neighborhood. She was concerned that non-HOA neighborhoods would be especially vulnerable without this protection.

The Mayor called the vote on Destadio's motion to approve the ordinance as written. Holland asked if there could be discussion, and Learnard replied that Brown's proposal had been discussed several times previously, with Destadio and herself in opposition to it. Motion carried 3-1, with Destadio, Holland, Learnard voting in favor, and Brown against. Johnson abstained.

Council/Staff Topics

1. Invocation at the dais by the City Chaplain prior to meeting

Learnard said she had talked with her pastor and with the city chaplain and now proposed that the chaplain lead a prayer 10 or 15 minutes before City Council meetings began. It would be optional, and there would be no pressure for anyone to attend.

Brown objected, saying an invocation should be part of the meeting, led by a member of Council. She said all of the County's other governing bodies did this.

Being an elected civic leader did not make them religious leaders, Learnard countered, noting that words spoken on the dais became official speech. Prayer was not part of their official duties, and Learnard said a prayer as part of the meeting might discourage some members of the public who came to discuss city business. The Bible said prayer should be private, she added. If the prayer was public, there was also the question of what religion it should be.

Brown again said other governing bodies had invocations, and there were no problems. Each Council member could choose what to do, whether prayer or a moment of silence.

Destadio said he was in favor of having a prayer and liked the idea of the chaplain leading a non-denominational prayer.

Johnson said she hoped they could have a healthy debate on this and not let personal

feelings get in the way. She noted that some Council members might feel pressured if they were called on to pray, but she liked the idea of an invocation delivered by the chaplain. Johnson said she knew there had been invocations in the past, but they were discontinued, so there must have been a problem. She said she would be okay with either an invocation before the meeting or after it was called to order.

Holland said he agreed that it should be an invocation by the chaplain, not a prayer, and he would like it to be done on the dais before the meeting was called to order. It would only take a minute or two, he noted.

Holland noted there were at least two chaplains, and Learnard said Dr. George Dillard was who she was referring to, and he was the Fire Department's chaplain. The Police Department had two chaplains, but they had special areas of focus, such as the hospital, veterans, and suicides.

Holland asked if they needed to call on a variety of religions to deliver the invocation, and Meeker said he would need to look at court cases.

Holland said he agreed with Johnson about an invocation because it would be shorter and not specific to any one religion. Destadio said it might include a prayer, and Holland said that was fine.

Learnard said that was what they would begin doing, but Brown said it would have to be placed on a future agenda and voted on. However, Learnard said it did not if the invocation took place before the meeting, and Meeker agreed.

Johnson asked if this would be for all Council meetings and the work sessions? Holland said he saw no reason why they could not do it before any type of meeting, and Johnson and Destadio agreed.

2. Reminder of Veterans Day Celebration

Holland reminded everyone of the Veterans Day program at City Hall.

3. Pledge of Allegiance added to agenda for Work Sessions

Brown asked why they did not say the Pledge of Allegiance to the Flag at work sessions? Council agreed there was no reason not to and decided to add it to future agendas.

Executive Session

NONE

Adjourn

There being no further business, Holland moved to adjourn at 11:50 a.m. Destadio seconded. Motion carried unanimously.

Martha Barksdale, Recording Secretary

Kim Learnard, Mayor

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM: Yasmin Julio, City Clerk/ Director of Executive Services 11/12/2024
Justin Strickland, City Manager 11/15/2024

DATE: November 21, 2024

SUBJECT: Ordinance #1230- Boards, Commissions, and Authorities Alternate Voting

Recommendation:

Approve ordinance #1230 Boards, Commissions, and Authorities alternate voting.

Discussion:

Appointed alternates are required to attend a minimum of 60 percent of the regular and special-called meetings. While the ordinance allows them to participate in discussions, they are not authorized to vote. At the Council's request, the staff is bringing forward an amendment to the ordinance that would allow the alternate to be a voting member of the body in the absence of a regular member.

The initial interest was solely in the planning commission's alternate. However, the proposed amendment would allow any board that has an appointed alternate to be allowed to vote as well, since they also have an attendance requirement. Currently, the planning commission is the only board with an appointed alternate. This change would not apply to authorities authorized by the general assembly, such as development authorities, redevelopment agencies, etc.

Budget Impact:

Attachments:

1. Appointment Process to Commissions and Authorities

AN ORDINANCE TO AMEND ARTICLE V, BOARDS, COMMISSIONS AND AUTHORITIES, OF THE PEACHTREE CITY ADMINISTRATION ORDINANCE, AS AMENDED, ~~TO PROVIDE FOR APPOINTMENTS; TO AUTHORIZE THE ALTERNATE TO VOTE~~; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR SEVERABILITY; TO ESTABLISH AN EFFECTIVE DATE; AND FOR OTHER PURPOSES

NOW THEREFORE, BE IT AND IT IS HEREBY ORDAINED BY THE CITY COUNCIL OF THE CITY OF PEACHTREE CITY, GEORGIA, THAT:

Section 1. Article V, Boards, Commissions and Authorities, Section 2-336 of the Administration Ordinance of the City of Peachtree City, Georgia, as amended, is hereby further amended and is to be codified as follows:

Sec. 2-336. - Commission, authority, and board appointments, attendance.

(e) Filling of unexpired terms. At the time of appointment of a member(s) to a commission, authority, or association the city council may designate an alternate(s) from the pool of applicants. Any alternate shall have the ability to participate in all discussion of the commission, authority, or association, but shall not have the right to vote on any matter before the commission, authority, or association ~~;~~ provided, however, that in the event of an absence of an appointed member of a city commission or association, the alternate shall have the ability to be a voting member of such city commission or association. An alternate shall not be able to vote due to the absence of an appointed member of an authority created by the Georgia General Assembly.

The alternate shall be automatically elevated to a regular member of the commission, authority, or association upon a vacancy during an unexpired term, and serve the balance of the unexpired term. Subsequently, the vacant alternate position would be filled via the next regular interview process.

Section 2: This ordinance shall become effective upon adoption.

Section 3: Should any phrase, clause, or section of this ordinance be deemed unconstitutional by a court of competent jurisdiction, such determination shall not affect the remaining provisions of this ordinance, which provisions shall remain in full force and effect.

Section 4: All ordinances or resolutions, or parts thereof, which conflict with the provisions of this ordinance are, to the extent of such conflict, hereby repealed.

DONE, RATIFIED and PASSED, by the City Council of the City of Peachtree City, Georgia
on the _____ day of November, _____, in regular session assembled.

Kim Learnard, Mayor

ATTEST: _____
Yasmin Julio, City Clerk

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM: Jonathan Miller, Public Works Director 11/14/2024
Angela Egan, Purchasing Manager 11/14/2024
Paul Salvatore, Finance Director 11/14/2024
Yasmin Julio, City Clerk/ Director of Executive Services 11/15/2024
Justin Strickland, City Manager 11/15/2024

DATE: November 21, 2024

SUBJECT: Surplus and Disposal of Decommissioned Vehicles

Recommendation:

Approve the surplus of the specific vehicles listed.

Discussion:

Staff is utilizing [GovDeals](#) to sell vehicles/equipment that are no longer in use or needed and have been replaced in CIP or SPLOST. This complies with the city surplus policies.

We expect the value of the vehicles below to be \$5,000.00 or more and therefore require council approval to surplus.

2003 Ford E450
2009 Ford F-250 Pickup

[GovDeals](#) has a large base of registered bidders and will handle all the advertising.

Budget Impact:

This will have no negative impact on the City. Proceeds will be applied to the general fund line item, sale of fixed assets.

Attachments:

None

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM: Jonathan Miller, Public Works Director 11/14/2024
Janet Moon, Police Chief 11/14/2024
David Borkowski, City Engineer 11/14/2024
Paul Salvatore, Finance Director 11/14/2024
Justin Strickland, City Manager 11/15/2024

DATE: November 21, 2024

SUBJECT: Capital Improvement Vehicle Purchases

Recommendation:

Approve the purchase of 30 new and replacement vehicles for FY25, as presented, in the total amount of \$2,147,090 not to exceed the budgeted amount per vehicle.

Discussion:

To keep purchases moving in an efficient manner, staff is seeking approval to purchase all budgeted vehicles. In the fiscal years since COVID, staff has encountered an issue with order dates from dealerships opening and closing with little notice. All vehicles approved herein by City Council will either be purchased through state contracts, competitive quote solicitation, or the competitive public bid process. Staff will follow all state laws and city ordinances when purchasing Council approved vehicles. Additionally, a report of all purchased vehicles including the awarded vendor and total cost will be provided at the council meeting following the purchase. Any vehicle purchase that will exceed the budgeted amount listed below will require further council approval before it is purchased.

The specific vehicles and equipment are:

Division	Description	Budgeted Amount
PW	F250 Extended Cab - Street Crew	\$53,420
PW	F250 P/U- New Hire (Urban Forestry)	\$53,420
PW	Ford P/U- New Hire (PW Assistant Director)	\$50,000
Eng.	Ford Explorer - repl. Ranger 2421	\$55,000
Eng.	Ford Explorer-New Hire (Civil Engineer)	\$55,000

Bldgs	F-250 P/U - Repl. 5021	\$70,000
Bldgs	F-250 P/U Truck – New Hire (Tech)	\$65,000
Bldgs	F-250 w/Utility Bed - Fleet addition	\$60,450
Grnds.	F-350 Dump Truck Replacement (5072)	\$74,000
Rec.	F-350 Stake Bed w/Dump - F150 Repl.	\$70,000
P.D.	Police Vehicle Replacements (10@85,000)	\$850,000
P.D.	New Vehicles for SROs (6 @ \$85,000)	\$510,000
F.D.	Staff Vehicle Repl. (22007) 2013 Explorer	\$53,000
Code	Ford Maverick (Repl. Ranger)	\$24,300
IT	Staff Vehicle Repl. - Ford Exp or similar	\$51,750
P Comm	Staff Vehicle Repl. - Ford Exp or similar	\$51,750
Total	30 Vehicles Citywide	\$2,147,090

Budget Impact:

Sufficient funds are budgeted in the FY25 CIP.

Attachments:

None

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM: Angela Egan, Purchasing Manager 11/12/2024
Paul Salvatore, Finance Director 11/12/2024
Yasmin Julio, City Clerk/ Director of Executive Services 11/15/2024
Justin Strickland, City Manager 11/15/2024

DATE: November 21, 2024

SUBJECT: Purchase Replacement Skid Steer Track Loader for Public Works

Recommendation:

Approve the purchase of a skid steer in the amount of \$89,361 from Yancey/CAT.

Discussion:

The quoted price is attached and is a Sourcewell/Purchasing Cooperative price with an additional dealer reduction of \$26,308 for the City of Peachtree City. The skid steer unit will be available within a month of issuing a PO. This heavily discounted price is comparable to similar units by other manufacturers but includes a warranty for an additional 2 years.

Budget Impact:

The skid steer unit is budgeted for \$88,000 in the FY25 CIP. This unit is \$1,361.00 over the budgeted amount. However other Public Works CIP vehicles/equipment are under budget in the FY25 CIP allowing for sufficient funds for the \$1,361.00 overage.

Attachments:

1. CAT - Skid Steer CAT 299 Sourcewell Quote



October 30, 2024

City of Peachtree City

Sourcewell CAT CONTRACT# 011723
SOURCEWELL **Account #28121**

RE: Quote 269676-03

Caterpillar, Inc. Model: 299 HF

CONFIGURATION DETAILS				
Components	Ref No.	Wgt	Qty	List
CAT Consist				
299D3 CTL DCA6F	646-7571		1	131,740
345-6180 STANDARD RADIO(12V),BLUETOOTH				
357-0240 RUBBER BELT, 2 SPD, TF IDLERS				
465-3705 DISPLAY, ADVANCED, LCD, CAMERA				
495-1671 LIGHTS, LED				
512-3368 ROPS, ENCLOSED WITH A/C (C3)				
512-4115 CONTROL, ISO, PROP, WT				
512-4414 HYDRAULICS, PERFORMANCE, (H3)				
536-9738 SEAT,AIR SUSPENSION,CLOTH,HEAT				
568-4704 FILM,TWO SPEED W/HIGH FLOW XPS				
579-8782 FAN,COOLING, DEMAND, REVERSING				
For Lane 2/3 orders refer to mandatory section to select track.				
345-3556 HEATER, ENGINE COOLANT, 120V				

356-6082 REAR LIGHTS

512-3401 QUICK COUPLER, HYDRAULIC

512-4089 DEBRIS MGMT PKG, NONE
(DM0)

542-6994 SEAT BELT, 2"

563-1163 CERTIFICATION ARR, P65

568-5612 BATTERY,EXTRA HEAVY DUTY,
DISC

586-1308 DOOR, CAB, POLYCARBONATE

588-9140 CAB PACKAGE, ULTRA

597-4541 299D3 COMPACT TRACK
LOADER

INCLUDES:

LANE 1 - AVAILABLE FROM SANFORD
PDC

LANE 2 - AVAILABLE FROM SANFORD
FACTORY.

LANE 3 - AVAILABLE FROM SANFORD
FACTORY.

NOTE: Please refer to the Lane 1 section to
complete your order.

CAT Components (Attachments)

LANE 2 ORDER	0P-9002	1	0
TRACK,RUBBER,450MM(17.7 IN)BAR	454-6079	1	955
RIDE CONTROL, NONE	512-3490	1	0
PRODUCT LINK, CELLULAR PL243	641-1758	1	0
INSTRUCTIONS, ANSI, USA	512-4284	1	0
SERIALIZED TECHNICAL MEDIA KIT	421-8926	1	0
COUNTERWEIGHT,MACHINE,EXTERNAL	345-5148	1	1,365
FILM, SELF LEVEL, ANSI	435-9238	1	0
SHIPPING/STORAGE PROTECTION	0P-2266	1	274
PACK, DOMESTIC TRUCK	0P-0210	1	0

Total CAT List/Net:

134,334

Total Machine List Price \$138,654

Sourcwell Contract 21% off List Price for CTL's -\$28,210

Price after Sourcwell Discount \$110,444

Mandatory Service & Outbound Freight \$1,692

36 MO/ 3000 HR Premier Warranty \$2,848

24 Mo/ 1000 HR Parts only CVA \$685

Total Price after Add-Ons \$115,669

Additional Yancey Bros.Discount for Peachtree City -\$26,308

TOTAL QUOTE PRICE \$89,361

Accepted by _____ on _____

Sincerely,

Noah Rutherford

Machine Sales / Heavy Rents Rep
Yancey Bros. Co.



Serve. Solve. Succeed.

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM: David Borkowski, City Engineer 11/14/2024
Angela Egan, Purchasing Manager 11/14/2024
Paul Salvatore, Finance Director 11/14/2024
Yasmin Julio, City Clerk/ Director of Executive Services 11/15/2024
Justin Strickland, City Manager 11/15/2024

DATE: November 21, 2024

SUBJECT: Extension of Mechanical Services Agreement

Recommendation:

Approve the extension of the maintenance agreement with Shumate Mechanical in the amount of \$177,500.00.

Discussion:

Shumate Mechanical was originally awarded the HVAC maintenance contract by Council in 2009 and again in 2012. Since awarding this contract, the City has received excellent service from Shumate, which includes preventative, routine, and on-call services. Shumate also fulfills the City requirement to hold Trane's Applied Systems Contractor Certification and remains one of only three vendors in the metro area to continue to hold this status. In addition, Shumate has excellent knowledge of the history of all city facilities and equipment.

Therefore, it is staff's recommendation that we continue to use Shumate Mechanical for HVAC maintenance during FY25 based on past City experience and the fact that they were the most qualified vendor of the two proposals received years ago and that the price of \$177,500.00 reflects no increase in their rate from FY24.

Budget Impact:

Sufficient funds are available in the FY2025 budget for the annual contract.

Attachments:

None

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM: Jonathan Miller, Public Works Director 11/14/2024
Paul Salvatore, Finance Director 11/14/2024
Justin Strickland, City Manager 11/15/2024

DATE: November 21, 2024

SUBJECT: Budget Amendment FY2024 - LMIG

Recommendation:

Approve the attached budget amendment 24-27, in the amount of \$566,418.60, which budgets for the supplemental Local Maintenance and Improvement Grant (LMIG) funds received.

Discussion:

The Georgia Department of Transportation had funds remaining after the close of the 2024 local maintenance and improvement program. These additional funds were distributed to the local municipalities. Peachtree City received an additional \$566,418.60 that will be allocated to the FY2024 paving contract.

Budget Impact:

The proposed budget amendment will increase both revenues and expenditures in fund 335.

Attachments:

1. Budget Amendments for FY2024 - additional LMIG funding

CITY OF PEACHTREE CITY

BUDGET AMENDMENT

NUMBER 24-27

DATE 09/30/2024

[illegible]

NOW , THEREFORE, BE IT RESOLVED that this Council hereby amends the Fiscal Year 2024 Budget Resolution to budget for additional LMIG funding received from the Georgia Department of Transportation.

Entered

Approved

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM: Paul Salvatore, Finance Director 11/14/2024
Justin Strickland, City Manager 11/15/2024

DATE: November 21, 2024

SUBJECT: Budget Amendments FY2024 and FY2025

Recommendation:

Approve the attached budget amendments 25-03 and 25-04 to amend the 2025 budget resolution and amendment 24-28 to amend the 2024 budget resolution

Discussion:

Attached please find budget amendments 25-03 and 25-04 for fiscal year 2025 and budget amendment 24-28 for fiscal year 2024 submitted for your approval.

Budget amendment 24-28 is housekeeping in nature and is necessary to prepare for the annual audit and to issue financial statements for the fiscal year ended September 30, 2024.

Budget amendment 25-03 is housekeeping in nature and reflects the September 30, 2024, balance in each of the Special Revenue Funds brought forward to fiscal year 2025. This is done annually in lieu of trying to project the Special Revenue Funds budget balances during the budget process.

Budget amendment 25-04 requests the carryover of 2024 funds for omissions and projects planned and equipment ordered but not received or completed prior to 9/30/2024.

Budget Impact:

The proposed budget amendments affect the General Fund, Stormwater Fund, Debt Service Fund, Capital Equipment Lease Fund, and several Special Revenue Fund budgets. A separate reconciliation is provided for the net effect on each fund.

Attachments:

1. Budget Amendments 24-28 - Year end housekeeping
2. Budget Amendments 25-03 and 25-04 - Carryforward

CITY OF PEACHTREE CITY

BUDGET AMENDMENT	
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	NUMBER	24-28
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	DATE	09-30-2024
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[illegible]

NOW, THEREFORE, BE IT RESOLVED that this Council hereby amends the Fiscal Year 2024 Budget Resolution reallocating department budgets in the General Fund for fiscal year end (housekeeping).

ENTERED

APPROVED

CITY OF PEACHTREE CITY

BUDGET AMENDMENT

NUMBER 25-03

DATE 10/01/2024

ACCOUNT	PROJECT	DESCRIPTION	INCREASE	DECREASE
200-6110-531175		Operating Supplies - Memorial Bench/Baseball Mound	699	
200-6510-531180		Computer supplies - Library	882	
200-0000-389025		Surplus Carryover - Neighborhood Parks	1,581	
202-3210-531175		Operating Supplies - DARE	1,831	
202-0000-389025		Surplus Carryover - DARE	1,831	
203-3210-531175		Operating Supplies - State Seizures	17,054	
203-0000-389025		Surplus Carryover - State Seizures	17,054	
204-3510-531175		Operating Supplies - HAZMAT	7,034	
204-0000-389025		Surplus Carryover - HAZMAT	7,034	
206-3210-512500		Tuition Reimbursement - PD Tuition Fund	4,301	
206-0000-389025		Surplus Carryover - PD Tuition Fund	4,301	
207-6110-531175		Operating Supplies - Youth Council	503	
207-0000-389025		Surplus Carryover - Youth Council	503	
208-3210-531175		Operating Supplies - Public Safety Grants	10,624	
208-0000-389025		Surplus Carryover - Public Safety Grants	10,624	
209-3210-531175		Operating Supplies - CERT Grant	-	
209-0000-389025		Surplus Carryover - CERT Grant	-	
210-3210-531175		Operating Supplies - PD Donations	9,259	
210-0000-389025		Surplus Carryover - PD Donations	9,259	
211-3210-523700		Education & Training - Explorer Fund	1,254	
211-0000-389025		Surplus Carryover - Explorer Fund	1,254	
212-3210-531175		Operating Supplies - Federal Seizures	160	
212-0000-389025		Surplus Carryover - Federal Seizures	160	
215-4100-531178		Operating Supplies - Landscaping - Tree Fund	424,644	
215-0000-389025		Surplus Carryover - Tree Fund	424,644	
230-1505-541200		Site Improvements - various projects	10,596,912	
230-0000-389025		Surplus Carryover- ARP Fund	10,596,912	
276-6110-522251		TPD Facilities Repairs	232,750	
276-0000-389025		Surplus Carryover - Hotel/Motel TPD Fund	232,750	

NOW , THEREFORE, BE IT RESOLVED that this Council hereby amends the Fiscal Year 2025 Budget Resolution to establish budget for unbudgeted Special Purpose Funds based on 9/30/2024 fund balances.

CITY OF PEACHTREE CITY				
BUDGET AMENDMENT				
			25-04	
			DATE	10/01/2024
ACCOUNT	PROJECT	DESCRIPTION	INCREASE	DECREASE
100-0000-389025		Surplus Carryover	1,004,699	
100-7450-542050		Machinery & Equipment - Code Enforcement	22,000	
100-7450-511200		Part-time Employees - Code Enforcement	15,000	
100-7410-521306		Technical Services - Software - Planning	47,000	
100-3510-512105		Group Firefighter Insurance - Cancer/PTSD	23,000	
100-1320-521200		Professional Services - City Manager	18,581	
100-3210-521306		Technical Services - Software - Police	391,118	
100-1511-523700		Education & Training - Finance	8,000	
100-1540-511200		Part-Time Temp Employees (Interns) - HR	50,000	
100-1505-579144		Contingency - Facilities Maintenance	130,000	
100-1505-579135		Contingency - General Admin	200,000	
100-1505-579142		Contingency - Information Systems	100,000	
100-1505-611400		Operating Transfer to Fund 400	45,637	
100-1575-579101		Dept Contingency - Engineering		12,650
100-4100-579101		Dept Contingency - Public Works		23,787
100-6110-579101		Dept Contingency - Recreation		9,200
100-7520-523913		Other Economic Development - Grant Manager		45,000
100-1511-521245		Contractual Services - Grant Manager	45,000	
400-0000-391200		Operating Transfer from Fund 100	45,637	
400-8000-581219		2025 Capital Lease Principal	45,637	
521-0000-389025		Surplus Carryover	7,500	
521-4250-521200		Stormwater - Professional Services	7,500	
337-3210-54200	CIP25-16	SRO Vehicles		170,000
337-9999-393500		Loan Proceeds		28,420
337-1575-542200	CIP-37	Ford Explorer - Civil Engineer	55,000	
337-4110-542200	CIP-38	F250 P/U (Urban Forestry)	53,420	
337-4110-542200	CIP-39	Ford Pickup (Assistant PW Director)	50,000	
337-6110-542201	CIP-40	Vehicle (Event Specialist)	40,000	
NOW , THEREFORE, BE IT RESOLVED that this Council hereby amends the Fiscal Year 2025 Budget Resolution to allocate for omissions, projects, and equipment ordered but not completed or received prior to 9/30/2024.				

CITY OF PEACHTREE CITY

BUDGET AMENDMENTS - FISCAL YEAR 2025

November 21, 2024

General Fund	Increase both revenues and expenditures by \$1,004,699
Neighborhood Parks Fund	Increase both revenues and expenditures by \$1,581
DARE Program Fund	Increase both revenues and expenditures by \$1,831
State Seizures Fund	Increase both revenues and expenditures by \$17,054
HAZMAT Fund	Increase both revenues and expenditures by \$7,034
PD Tuition Fund	Increase both revenues and expenditures by \$4,301
Youth Council Fund	Increase both revenues and expenditures by \$503
Public Safety Grant Fund	Increase both revenues and expenditures by \$10,624
CERT Grant Fund	Increase both revenues and expenditures by \$
Police Donation Fund	Increase both revenues and expenditures by \$9,259
Explorer Troop Fund	Increase both revenues and expenditures by \$1,254
Federal Seizures Fund	Increase both revenues and expenditures by \$160
Tree Fund	Increase both revenues and expenditures by \$424,644
American Rescue Plan Fund	Increase both revenues and expenditures by \$10,596,912
Hotel/Motel TPD Fund	Increase both revenues and expenditures by \$232,750
Stormwater	Increases both revenues and expenditures by \$7,500
Debt Service	Increases both revenues and expenditures by \$45,637
Capital Equipment Lease	Increases both revenues and expenditures by \$28,420

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM: Paul Salvatore, Finance Director 11/14/2024
Justin Strickland, City Manager 11/15/2024

DATE: November 21, 2024

SUBJECT: Budget Amendment FY2025 - ARPA

Recommendation:

Approve the attached budget amendment 25-01 reallocating funds from Fund 230 American Rescue Plan to Fund 335 Capital Improvement Projects.

Discussion:

There is currently \$7,072,387.71 in capital facilities projects underway that are being funded by the American Rescue Plan Act (ARPA). All these projects fall under general government expenses – category 6.1 – revenue loss replacement. The attached budget amendment requests to reallocate these funds from the American Rescue Plan (ARPA) Fund to the Capital Improvement Projects Fund for accounting purposes. This will close out category 6.1 of the ARPA grant.

The five separate City Hall renovation projects are being combined into one project. The remaining balance of the Tennis Center projects is being reallocated to a CIP account for Tennis Center renovations. The balance from completed projects is being reallocated to CIP Contingency. The \$3,526,985 that is assigned to categories 5.1 and 5.2 will remain in the ARPA Fund 230 for WASA projects. There is also a request to allocate \$16,500 from CIP Contingency to a utility vehicle(RTV) for the GIS department.

Budget Impact:

The proposed budget amendment will net decrease and increase expenditures in fund 230 and increase both revenues and expenditures in fund 335.

Attachments:

1. Budget Amendment - 25-01 ARPA

CITY OF PEACHTREE CITY

BUDGET AMENDMENT

NUMBER 25-01

DATE 11/17/2024

ACCOUNT	PROJECT	DESCRIPTION	INCREASE	DECREASE
230-1505-540049		CONTINGENCY	-	160,182.69
230-1505-541200	CIP23-34	CITY HALL - RENOVATIONS	-	2,311,635.00
230-1505-541400		WASA REIMBURSEMENT - ARPA	-	1,966,614.00
230-6110-521200	CIP23-37	RECREATION MASTER PLAN	-	20,354.62
230-6110-541200	CIP23-26	TENNIS CENTER RENOVATIONS	-	701,539.40
230-6100-541200	CIP23-28	LED LIGHTING FOR ATHLETIC FIELDS	-	1,262,462.00
230-6122-541200	CIP23-29	KEDRON - NEW ROOF	-	649,600.00
230-0000-611355		OPERATING TRANSFER TO FUND 335	7,072,387.71	
335-0000-391230		OPERATING TRANSFER FROM FUND 230	7,072,387.71	
335-1505-541200		CONTINGENCY	143,682.69	
335-1505-541200	CIP23-34	CITY HALL - RENOVATIONS - ARPA	2,311,635.00	
335-1505-541400		WASA REIMBURSEMENT - ARPA	1,966,614.00	
335-6110-521200	CIP23-37	RECREATION MASTER PLAN	20,354.62	
335-6110-541200	CIP23-26	TENNIS CENTER RENOVATIONS	701,539.40	
335-6100-541200	CIP23-28	LED LIGHTING FOR ATHLETIC FIELDS	1,262,462.00	
335-6122-541200	CIP23-29	KEDRON - NEW ROOF	649,600.00	
335-1536-542050		MACHINERY & EQUIPMENT - GIS	16,500.00	

NOW , THEREFORE, BE IT RESOLVED that this Council hereby amends the Fiscal Year 2025 Budget Resolution to reallocate American Rescue Act lost revenue replacment funds from fund 230 to fund 335.

Entered _____

Approved _____

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM: Paul Salvatore, Finance Director 11/13/2024
Justin Strickland, City Manager 11/15/2024

DATE: November 21, 2024

SUBJECT: Budget Amendment FY2025 - Keep Peachtree City Beautiful Fund

Recommendation:

Approve the attached budget amendment 25-02 increasing the budget for Franchise Tax - Waste Haulers and Payment to KPTCB from \$46,783 to \$140,353 annually.

Discussion:

At the October 17, 2024, City Council Meeting, Council voted to amend the Solid Waste Management Ordinance to increase the franchise tax collection from quarterly to monthly. This will result in an increase in collections of approximately \$93,570 annually. The attached budget amendment 25-02, budgets for the collection of the additional funds and the pass through to Keep Peachtree City Beautiful, Inc.

Budget Impact:

The proposed budget amendment will increase both revenues and expenditures in fund 265

Attachments:

1. Budget Amendment 25-02 KPTCB

[illegible]

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM: Paul Salvatore, Finance Director 11/13/2024
Justin Strickland, City Manager 11/15/2024

DATE: November 21, 2024

SUBJECT: Wicker Hill Land Lease Agreement

Recommendation:

Approve land lease with Cellco Partnership to install a new cell tower off McIntosh Trail.

Discussion:

Cellco Partnership is proposing a land lease with the city to install a new cell tower off McIntosh Trail to improve the cellular reception in the area. The initial term of the lease begins after the installation of the equipment and will be for 5 years. The city contracts with Local Government Services, which reviews all telecommunication agreements for national standards and state law requirements. The proposed agreement has been reviewed by both LGS and our city attorney.

Budget Impact:

The annual rent paid to the city will be \$32,000 with a 3% increase each year of the agreement, an additional \$15,000 for the first year of the agreement, and 30% of all gross rental revenue of any subleases for the tower.

Attachments:

1. Wicker Hill - Land Lease Agreement (PE)
2. Wickerhill_Macro_16715433_CX DRAW_FINAL REV3_08-15-23
3. Approximate Location of Wickerhill Tower

Site Name: Wickerhill
Site Number: 5000894758

LAND LEASE AGREEMENT

This Land Lease Agreement (the "Agreement") is made by and between **THE CITY OF PEACHTREE CITY, a/k/a PEACHTREE CITY**, with its principal offices located at 151 Willowbend Road, Peachtree City, Georgia 30269, ("LESSOR") and **CELLCO PARTNERSHIP d/b/a Verizon Wireless** with its principal offices at One Verizon Way, Mail Stop 4AW100, Basking Ridge, New Jersey 07920 ("LESSEE"). LESSOR and LESSEE are at times collectively referred to hereinafter as the "Parties" or individually as the "Party."

WITNESSETH

In consideration of the mutual covenants contained herein and intending to be legally bound hereby, the Parties hereto agree as follows:

1. GRANT. LESSOR hereby grants to LESSEE the right to install, maintain, replace, add and operate communications equipment, including a tower and appurtenances thereto not to exceed one hundred sixty (160) feet in height, and all uses incidental thereto ("Use") upon a portion of that real property owned, leased or controlled by LESSOR located at McIntosh Trail, Peachtree City, Georgia 30269 as designated by Fayette County, Georgia as tax parcel number 0611 005 (the "Property"). The Property is legally described on Exhibit "A" attached hereto and made a part hereof. The "Premises" is approximately 6,400 square feet, and is shown in detail on Exhibit "B" attached hereto and made a part hereof. LESSEE may survey the Premises. Upon completion, the survey shall replace Exhibit "B" in its entirety.

2. INITIAL TERM. This Agreement shall be effective as of the date of execution by both Parties ("Effective Date"). The initial term of the Agreement shall be for 5 years beginning on the first day of the month after LESSEE begins installation of LESSEE's communications equipment on the Premises (the "Commencement Date") and will be acknowledged by the Parties in writing, including electronic mail.

3. EXTENSIONS. The initial term of this Agreement shall automatically be extended for 3 additional 5-year terms unless LESSEE gives LESSOR written notice of its intent to terminate at least three (3) months prior to the end of the then current term. The initial term and any extension terms shall be collectively referred to herein as the "Term".

4. RENTAL.

(a) Rental payments shall begin on the Commencement Date and be due at a total annual rental of \$32,000.00, to be paid in equal monthly installments on the first day of the month, in advance, to LESSOR or to such other person, firm, or place as LESSOR may, from time to time, designate in writing at least 30 days in advance of any rental payment due date by notice given in accordance with Paragraph 19 below. The initial rental payment shall be delivered by LESSEE no later than 90 days after the Commencement Date. Upon agreement of the Parties, LESSEE may pay rent by electronic funds transfer and in such event, LESSOR agrees to provide to LESSEE bank routing information for such purpose upon request of LESSEE. Throughout the Term, the annual rental shall increase on the first anniversary of the Commencement Date on and each annual anniversary thereafter (including any extension terms) such that the annual rental shall equal 103% of the annual rental paid immediately preceding such anniversary.

Site Name: Wickerhill
Site Number: 5000894758

(b) For any party to whom rental payments are to be made, LESSOR or any successor in interest of LESSOR hereby agrees to provide to LESSEE (i) a completed, current version of Internal Revenue Service Form W-9, or equivalent; (ii) complete and fully executed state and local withholding forms if required; (iii) LESSEE's payment direction form, and (iv) other documentation to verify LESSOR's or such other party's right to receive rental as is reasonably requested by LESSEE. Rental shall accrue in accordance with this Agreement, but LESSEE shall have no obligation to deliver rental payments until the requested documentation has been received by LESSEE. Upon receipt of the requested documentation, LESSEE shall deliver the accrued rental payments as directed by LESSOR.

(c) As additional consideration for this Agreement, LESSEE shall pay LESSOR a one-time, non-refundable, lump-sum signing bonus of \$15,000.00, which shall be considered additional rent for the Premises for the period from the Effective Date until the Commencement Date. The signing bonus shall be paid by LESSEE to LESSOR within 30 days of the Effective Date. LESSOR agrees that the payments to be made by LESSEE under this paragraph 4(c) is fair and adequate payment in exchange for LESSEE intentionally delaying installation of LESSEE's communications equipment, and LESSOR recognizes that Paragraph 2 of this Agreement governs the Commencement Date. This Paragraph 4(c) does not impact whether or not LESSEE chooses to install LESSEE's communications equipment and commence the Term.

(d) In addition to monthly-rental payments, LESSEE shall pay to LESSOR an amount (the "Sublease Fee") equal to thirty percent (30%) of the gross rentals per year that LESSEE actually receives from any other sublessees that collocate on the tower LESSEE-constructs pursuant to this Agreement (each additional carrier referred to individually as a "Sublessee" and collectively as "Sublessees"). The Parties agree that the Sublease Fee shall not include any payment received by LESSEE under the applicable sublease agreement for capital contribution or reimbursement of maintenance, monitoring, repair or operating expenses of LESSEE's communications equipment by LESSEE. To the extent LESSEE pays the Sublease Fee, the Sublease Fee shall be paid annually in one lump sum within thirty (30) days of the annual anniversary of the Commencement Date. No more than one (1) time in any twenty-four (24) month period, LESSOR shall have the right, at its sole cost and expense, to inspect solely those books and records of LESSEE or its successor or assigns that are necessary to verify the amount of gross rentals LESSEE received from Sublessees. LESSOR shall provide LESSEE with at least forty-five (45) days' notice of its intent to perform such an inspection. Should LESSOR exercise its right to inspect LESSEE'S books and records, said inspection shall occur at LESSEE's principal office as listed herein.

5. ACCESS/UTILITIES. LESSOR hereby grants LESSEE: (i) the non-exclusive easement for ingress and egress from a public right-of-way, 7 days a week, 24 hours a day, over the Property to and from the Premises for the purpose of installation, operation and maintenance of LESSEE's communications equipment over or along a 30 foot wide right-of-way ("Easement #1"), (ii) the non-exclusive easement for ingress and egress from a public right-of-way, 7 days a week, 24 hours a day, over the Property to and from the Premises for the purpose of installation, operation and maintenance of LESSEE's communications equipment over or along a 20 foot wide right-of-way ("Easement #2") and (iii) the non-exclusive easement for ingress and egress from a public right-of-way, 7 days a week, 24 hours a day, over the Property to and from the Premises for the purpose of installation, operation and maintenance of LESSEE's communications equipment over or along a 10 foot wide right-of-way ("Easement #3; Easement #1, Easement #2 and Easement #3 collectively, the "Easements"), which Easements shall be depicted on Exhibit "B". LESSEE may use the Easements for the installation, operation and maintenance of wires, cables, conduits and pipes for all necessary electrical, telephone, fiber and other similar support services as deemed necessary or appropriate by LESSEE for the operation of its communications equipment. In the event it is necessary, LESSOR agrees to grant LESSEE or the service

Site Name: Wickerhill
Site Number: 5000894758

provider the right to install such services on, through, over and/or under the Property, provided the location of such services shall be reasonably approved by LESSOR. In the event of any power interruption at the Premises, LESSEE shall be permitted to install, maintain and/or provide access to and use of a temporary power source to be located on the Property, including related equipment and appurtenances, such as conduits connecting the temporary power source to the Premises.

6. CONDITION OF PROPERTY. LESSOR shall deliver the Premises to LESSEE in a condition ready for LESSEE's Use and clean and free of debris. LESSOR represents and warrants to LESSEE that as of the Effective Date, the Property is (a) in compliance with all Laws; and (b) in compliance with all EH&S Laws (as defined in Paragraph 23). Within a reasonable amount of time following the Commencement Date, LESSEE, at its sole cost and expense, shall install a security fence consisting of material approved by LESSOR and consistent with LESSOR's ordinances or regulations around the perimeter of the Premises (specifically excluding the Easements).

7. IMPROVEMENTS. The communications equipment, including, without limitation, the tower structure, antennas, conduits, fiber, fencing and other screening, and other improvements shall be at LESSEE's expense, and installation shall be at the discretion and option of LESSEE. Notwithstanding anything in this Agreement to the contrary, LESSEE shall have the right to replace, repair, add to or otherwise modify its communications equipment, tower structure, antennas, conduits, fiber, fencing and other screening, or other improvements, or any portion thereof, and the frequencies over which the communications equipment operates, whether or not any of the communications equipment, antennas, conduits or other improvements are listed on any exhibit to this Agreement.

8. GOVERNMENT APPROVALS. LESSEE's Use is contingent upon LESSEE, after the Effective Date, obtaining all of the certificates, permits and other approvals (collectively the "Government Approvals") that may be required by any Federal, State or Local authorities (collectively, the "Government Entities") as well as a satisfactory soil boring test, environmental studies, or any other due diligence LESSEE chooses that will permit LESSEE's Use as set forth in Paragraph 1 of this Agreement. LESSOR shall cooperate with LESSEE in its effort to obtain such Government Approvals and shall take no action which would adversely affect the status of the Property with respect to LESSEE's Use. Notwithstanding anything contained herein to the contrary, LESSOR hereby agrees to allow LESSEE to install any RF frequency signage and/or barricades as are necessary to ensure LESSEE's compliance with Laws.

9. TERMINATION. LESSEE may, unless otherwise stated, immediately terminate this Agreement upon written notice to LESSOR in accordance with Paragraph 19 in the event that (i) any applications for such Government Approvals should be finally rejected; (ii) any Government Approval issued to LESSEE is canceled, expires, lapses or is otherwise withdrawn or terminated by any Government Entity; (iii) LESSEE determines that such Government Approvals may not be obtained in a timely manner; (iv) LESSEE determines any structural analysis or soil boring test is unsatisfactory; (v) LESSEE, in its sole discretion, determines the Use of the Premises is obsolete or unnecessary; (vi)-provided that LESSEE has provided LESSOR with at least six (6) months' prior notice, upon the annual anniversary of the Commencement Date; or (vii) at any time before the Commencement Date for any reason or no reason in LESSEE's sole discretion.

10. INDEMNIFICATION.- To the extent permitted by Georgia-law and subject to Paragraph 11, LESSEE shall indemnify and hold LESSOR harmless against any claim of liability or loss from personal injury or property damage resulting from or arising out of the negligence or willful misconduct of LESSEE, its employees, contractors or agents, except to the extent such claims or damages may be due to or caused

Site Name: Wickerhill
Site Number: 5000894758

by the negligence or willful misconduct of LESSOR, or its employees, contractors or agents. LESSOR will provide LESSEE with prompt, written notice of any claim that is subject to the indemnification obligations in this paragraph. LESSOR will cooperate appropriately with LESSEE in connection LESSEE's defense of such claim. All indemnification obligations shall survive the termination or expiration of this Agreement.

11. INSURANCE. The Parties agree to maintain during the term of this Agreement the following insurance policies:

a. Commercial general liability in the amount of \$2,000,000.00 per occurrence for bodily injury and property damage and \$4,000,000.00 in the annual aggregate. Each party shall be included as an additional insured as their interest may appear under this Agreement on the other party's insurance policy.

b. "All-Risk" property insurance on a replacement cost basis insuring their respective property with no coinsurance requirement. Where legally permissible, each party agrees to waive subrogation against the other party and to ensure said waiver is recognized by the insurance policies insuring the property.

12. LIMITATION OF LIABILITY. Except for indemnification pursuant to Paragraphs 10 and 23, a violation of Paragraph 26, or a violation of law, and to the extent permitted by Georgia law, neither Party shall be liable to the other, or any of their respective agents, representatives, or employees for any lost revenue, lost profits, diminution in value of business, loss of technology, rights or services, loss of data, or interruption or loss of use of service, incidental, punitive, indirect, special, trebled, enhanced or consequential damages, even if advised of the possibility of such damages, whether such damages are claimed for breach of contract, tort (including negligence), strict liability or otherwise, unless applicable law forbids a waiver of such damages.

13. INTERFERENCE.

(a) LESSEE agrees that LESSEE will not cause interference that is measurable in accordance with industry standards to LESSOR's equipment. LESSOR agrees that LESSOR and other occupants of the Property will not cause interference that is measurable in accordance with industry standards to the then existing communications equipment of LESSEE.

(b) Without limiting any other rights or remedies, if interference occurs and continues for a period in excess of 48 hours following notice to the interfering party via telephone to LESSEE'S Network Management Center (at (800) 264-6620) or to LESSOR at (912-598-9050), the interfering party shall or shall require any other user to reduce power or cease operations of the interfering equipment until the interference is cured.

(c) The Parties acknowledge that there will not be an adequate remedy at law for noncompliance with the provisions of this Paragraph and therefore the Parties shall have the right to equitable remedies such as, without limitation, injunctive relief and specific performance.

14. REMOVAL AT END OF TERM. Within 90 days of the expiration or earlier termination of the Agreement, LESSEE shall remove LESSEE's Communications Equipment (except footings and foundations) and restore the Premises to its original condition, reasonable wear and tear and casualty damage excepted. LESSOR agrees and acknowledges that the communications equipment shall remain the personal property of LESSEE and LESSEE shall have the right to remove the same at any time during the

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Term, whether or not said items are considered fixtures and attachments to real property under applicable laws.

15. INTENTIONALLY OMITTED.

16. RIGHTS UPON SALE. Should LESSOR, at any time during the Term, decide (i) to sell or otherwise transfer all or any part of the Property, or (ii) to grant to a third party by easement or other legal instrument an interest in and to any portion of the Premises, such sale, transfer, or grant of an easement or interest therein shall be under and subject to this Agreement and any such purchaser or transferee shall recognize LESSEE's rights hereunder. In the event that LESSOR completes any such sale, transfer, or grant described in this Paragraph without executing an assignment of the Agreement whereby the third party agrees in writing to assume all obligations of LESSOR under this Agreement, then LESSOR shall not be released from its obligations to LESSEE under this Agreement, and LESSEE shall have the right to look to LESSOR and the third party for the full performance of the Agreement.

17. LESSOR'S TITLE. LESSOR covenants that LESSEE, on paying the rent and performing the covenants herein, shall peaceably and quietly have, hold and enjoy the Premises. LESSOR represents and warrants to LESSEE as of the Effective Date and covenants during the Term that LESSOR has full authority to enter into and execute this Agreement and that there are no liens, judgments, covenants, easements, restrictions or other impediments of title that will adversely affect LESSEE's Use.

18. ASSIGNMENT. Without any approval or consent of the other Party, this Agreement may be sold, assigned or transferred by either Party to (i) any entity in which the Party directly or indirectly holds an equity or similar interest; (ii) any entity which directly or indirectly holds an equity or similar interest in the Party; or (iii) any entity directly or indirectly under common control with the Party. LESSEE may assign this Agreement to any entity which acquires all or substantially all of LESSEE's assets in the market defined by the FCC in which the Property is located by reason of a merger, acquisition or other business reorganization without approval or consent of LESSOR. As to other parties, this Agreement may not be sold, assigned or transferred without the written consent of the other Party, which such consent will not be unreasonably withheld, delayed or conditioned. No change of stock ownership, partnership interest or control of LESSEE or transfer upon partnership or corporate dissolution of either Party shall constitute an assignment hereunder. LESSEE may sublet the Premises in LESSEE's sole discretion subject to the provisions of Paragraph 4(d) of this Agreement.

19. NOTICE. Except for notices permitted via telephone in accordance with Paragraph 13, or via electronic mail in accordance with Paragraph 2, all notices hereunder must be in writing and shall be deemed validly given if sent by certified mail, return receipt requested or by commercial courier, provided the courier's regular business is delivery service and provided further that it guarantees delivery to the addressee by the end of the next business day following the courier's receipt from the sender, addressed as follows (or any other address that the Party to be notified may have designated to the sender by like notice):

LESSOR: The City of Peachtree City
 Attn: City Manager
 151 Willowbend Road
 Peachtree City, GA 30269

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LESSEE: Cellco Partnership
d/b/a Verizon Wireless
180 Washington Valley Road
Bedminster, New Jersey 07921
Attention: Network Real Estate

With a copy to:

Basking Ridge Mail Hub
Attn: Legal Intake
One Verizon Way
Basking Ridge, New Jersey 07920

Notice shall be effective upon actual receipt or refusal as shown on the receipt obtained pursuant to the foregoing.

20. SUBORDINATION AND NON-DISTURBANCE. At LESSOR's option, this Agreement shall be subordinate to any future master lease, ground lease, mortgage, deed of trust or other security interest (a "Mortgage") by LESSOR which from time to time may encumber all or part of the Property; provided, however, as a condition precedent to LESSEE being required to subordinate its interest in this Agreement to any future Mortgage covering the Property, LESSOR shall obtain for LESSEE's benefit a non-disturbance and attornment agreement for LESSEE's benefit in the form reasonably satisfactory to LESSEE, and containing the terms described below (the "Non-Disturbance Agreement"), and shall recognize LESSEE's rights under this Agreement. The Non-Disturbance Agreement shall include the encumbering party's ("Lender's") agreement that, if Lender or its successor-in-interest or any purchaser of Lender's or its successor's interest (a "Purchaser") acquires an ownership interest in the Property, Lender or such successor-in-interest or Purchaser will honor all of the terms of the Agreement. Such Non-Disturbance Agreement must be binding on all of Lender's participants in the subject loan (if any) and on all successors and assigns of Lender and/or its participants and on all Purchasers. In return for such Non-Disturbance Agreement, LESSEE will execute an agreement for Lender's benefit in which LESSEE (1) confirms that the Agreement is subordinate to the Mortgage or other real property interest in favor of Lender, (2) agrees to attorn to Lender if Lender becomes the owner of the Property and (3) agrees to accept a cure by Lender of any of LESSOR's defaults, provided such cure is completed within the deadline applicable to LESSOR. In the event LESSOR defaults in the payment and/or other performance of any mortgage or other real property interest encumbering the Property, LESSEE, may, at its sole option and without obligation, cure or correct LESSOR's default and upon doing so, LESSEE shall be subrogated to any and all rights, titles, liens and equities of the holders of such mortgage or other real property interest and LESSEE shall be entitled to deduct and setoff against all rents that may otherwise become due under this Agreement the sums paid by LESSEE to cure or correct such defaults.

21. DEFAULT. It is a "Default" if (i) either Party fails to comply with this Agreement and does not remedy the failure within 30 days after written notice by the other Party or, if the failure cannot reasonably be remedied in such time, if the failing Party does not commence a remedy within the allotted 30 days and diligently pursue the cure to completion within 90 days after the initial written notice, or (ii) LESSOR fails to comply with this Agreement and the failure interferes with LESSEE's Use and LESSOR does not remedy the failure within 5 days after written notice from LESSEE or, if the failure cannot reasonably be remedied in such time, if LESSOR does not commence a remedy within the allotted 5 days and diligently pursue the cure to completion within 15 days after the initial written notice. The cure periods set forth

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in this Paragraph 21 do not extend the period of time in which either Party has to cure interference pursuant to Paragraph 13 of this Agreement.

22. REMEDIES. In the event of a Default, without limiting the non-defaulting Party in the exercise of any right or remedy which the non-defaulting Party may have by reason of such default, the non-defaulting Party may terminate this Agreement and/or pursue any remedy now or hereafter available to the non-defaulting Party under the Laws or judicial decisions of the state in which the Property is located. Further, upon a Default, the non-defaulting Party may at its option (but without obligation to do so), perform the defaulting Party's duty or obligation. The costs and expenses of any such performance by the non-defaulting Party shall be due and payable by the defaulting Party upon receipt of an itemized invoice. If LESSEE undertakes any such performance on LESSOR's behalf and LESSOR does not pay LESSEE the full undisputed amount within 30 days of its receipt of an itemized invoice setting forth the amount due, LESSEE may offset the full undisputed amount due against all fees due and owing to LESSOR under this Agreement until the full undisputed amount is fully reimbursed to LESSEE.

23. ENVIRONMENTAL. LESSEE shall conduct its business in compliance with all applicable laws governing the protection of the environment or employee health and safety ("EH&S Laws"). LESSEE shall indemnify and hold harmless the LESSOR from claims to the extent resulting from LESSEE's violation of any applicable EH&S Laws or to the extent that LESSEE causes a release of any regulated substance to the environment. LESSOR shall indemnify and hold harmless LESSEE from all claims resulting from the violation of any applicable EH&S Laws or a release of any regulated substance to the environment except to the extent resulting from the activities of LESSEE. The Parties recognize that LESSEE is only leasing a small portion of the Property and that LESSEE shall not be responsible for any environmental condition or issue except to the extent resulting from LESSEE's specific activities and responsibilities. In the event that LESSEE encounters any hazardous substances that do not result from its activities, LESSEE may relocate its facilities to avoid such hazardous substances to a mutually agreeable location or, if LESSEE desires to remove at its own cost all or some the hazardous substances or materials (such as soil) containing those hazardous substances, LESSOR agrees to sign any necessary waste manifest associated with the removal, transportation and/or disposal of such substances.

24. CASUALTY. If a fire or other casualty damages the Property or the Premises and impairs LESSEE's Use, rent shall abate until LESSEE's Use is restored. If LESSEE's Use is not restored within 45 days, LESSEE may terminate this Agreement.

25. CONDEMNATION. If a condemnation of any portion of the Property or Premises impairs LESSEE's Use, LESSEE may terminate this Agreement. LESSEE may on its own behalf make a claim in any condemnation proceeding involving the Premises for losses related to LESSEE's communications equipment, relocation costs and, specifically excluding loss of LESSEE's leasehold interest, any other damages LESSEE may incur as a result of any such condemnation.

26. APPLICABLE LAWS. During the Term, LESSOR shall maintain the Property in compliance with all applicable laws, EH&S Laws, rules, regulations, ordinances, directives, covenants, easements, consent decrees, zoning and land use regulations, and restrictions of record, permits, building codes, and the requirements of any applicable fire insurance underwriter or rating bureau, now in effect or which may hereafter come into effect (including, without limitation, the Americans with Disabilities Act and laws regulating hazardous substances) (collectively "Laws"). LESSEE shall, in respect to the condition of the Premises and at LESSEE's sole cost and expense, comply with (i) all Laws relating solely to LESSEE's specific and unique nature of use of the Premises; and (ii) all building codes requiring modifications to the

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Premises due to the improvements being made by LESSEE in the Premises. It shall be LESSOR's obligation to comply with all Laws relating to the Property, without regard to specific use (including, without limitation, modifications required to enable LESSEE to obtain all necessary building permits).

27. TAXES. The Property is currently tax exempt. Special assessments impositions levied and assessed against the Property, if any, shall be the sole responsibility of LESSOR. If real estate taxes are later assessed against the Property because of LESSEE'S Use (and this Agreement), LESSEE shall be responsible to pay such taxes to the extent directly attributable to LESSEE'S Use or this Agreement, with LESSOR being solely responsible for any real estate taxes that are not directly attributable to LESSEE's Use or this Agreement. LESSEE shall be solely responsible to pay any taxes that are assessed against or are otherwise the legal responsibility of LESSEE with respect to itself, its property and the transactions contemplated by this Agreement.

28. NON-DISCLOSURE. The Parties agree that this Agreement and any information exchanged between the Parties regarding the Agreement are confidential. The Parties agree not to provide copies of this Agreement or any other confidential information to any third party without the prior written consent of the other or as required by law. If a disclosure is required by law, prior to disclosure, the Party shall notify the other Party and cooperate to take lawful steps to resist, narrow, or eliminate the need for that disclosure.

29. INTENTIONALLY OMITTED.

30. MISCELLANEOUS. This Agreement contains all agreements, promises and understandings between the LESSOR and the LESSEE regarding this transaction, and no oral agreement, promises or understandings shall be binding upon either the LESSOR or the LESSEE in any dispute, controversy or proceeding. This Agreement may not be amended or varied except in a writing signed by all Parties. This Agreement shall extend to and bind the heirs, personal representatives, successors and assigns hereto. The failure of either party to insist upon strict performance of any of the terms or conditions of this Agreement or to exercise any of its rights hereunder shall not waive such rights and such party shall have the right to enforce such rights at any time. The performance of this Agreement shall be governed, interpreted, construed and regulated by the laws of the state in which the Premises is located without reference to its choice of law rules. Except as expressly set forth in this Agreement, nothing in this Agreement shall grant, suggest or imply any authority for one Party to use the name, trademarks, service marks or trade names of the other for any purpose whatsoever. LESSOR agrees to execute a Memorandum of this Agreement, which LESSEE may record with the appropriate recording officer. The provisions of the Agreement relating to indemnification from one Party to the other Party shall survive any termination or expiration of this Agreement. This Agreement may be executed in counterparts, including written and- electronic forms. All executed counterparts shall constitute one Agreement, and each counterpart shall be deemed an original.

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IN WITNESS WHEREOF, this Agreement is entered into by the Parties as of the Effective Date.

LESSOR:

THE CITY OF PEACHTREE CITY, a/k/a
PEACHTREE CITY

By: _____

Name: _____

Its: _____

Date: _____

LESSEE:

CELLCO PARTNERSHIP d/b/a Verizon Wireless

By: 

Name: Richard Bolt
Sr. Director, Network Engineering

Its: _____

Date: 9/17/2024

EXHIBIT "A"

PROPERTY DESCRIPTION

PROPERTY:

All that tract or parcel of land lying and being in Land Lot 50 of the 6th District of Fayette County, Georgia, and being more particularly described as follows:

BEGINNING at an iron pin on the southeast side of the right-of-way of McIntosh Trail (a road having a 100 foot right-of-way) 1192.99 feet westerly as measured along the southerly side of the right-of-way of McIntosh Trail from the corner formed by the intersection of the southerly side of the right-of-way of McIntosh Trail with the westerly right-of-way line of Peachtree Parkway (a road having a 130 foot right-of-way at that point), if said street lines were extended to form an angle instead of a curve; running thence south 28 degrees 08 minutes 09 seconds east 693.15 feet to an iron pin; running thence south 59 degrees 50 minutes 36 seconds east 512.30 feet to an iron pin; running thence south 47 degrees 54 minutes 17 seconds east 150.00 feet to an iron pin; running thence south 15 degrees 43 minutes 57 seconds west 361.48 feet to an iron pin; running thence south 15 degrees 15 minutes 00 seconds east 340.38 feet to an iron pin; running thence south 32 degrees 30 minutes 06 seconds west 147.30 feet to an iron pin; running thence south 37 degrees 50 minutes 58 seconds west 220.34 feet to an iron pin; running thence south 72 degrees 41 minutes 45 seconds west 297.85 feet to an iron pin; running thence south 84 degrees 45 minutes 26 seconds west 157.75 feet to an iron pin; running thence north 85 degrees 07 minutes 08 seconds west 131.27 feet to an iron pin; running thence north 01 degrees 09 minutes 01 seconds west 188.75 feet to an iron pin; running thence north 66 degrees 36 minutes 40 seconds west 592.44 feet to an iron pin; running thence north 88 degrees 27 minutes 17 seconds east 372.31 feet to an iron pin; running thence north 26 degrees 59 minutes 09 seconds east 643.69 feet to an iron pin; running thence north 05 degrees 42 minutes 09 seconds west 277.91 feet to an iron pin; running thence north 28 degrees 08 minutes 09 seconds west 667.18 feet to an iron pin on the southeasterly side of the right-of-way of McIntosh Trail; running thence north 37 degrees 51 minutes 46 seconds east along the southeast side of the right-of-way of McIntosh Trail 97.25 feet to an iron pin; continuing thence in a northeasterly direction along the southeasterly side of the right-of-way of McIntosh Trail and along the arc of a curve to the right 117.70 (the chord of said curve having a magnetic bearing of north 42 degrees 34 minutes 56 seconds east and a length of 117.67 feet) to a point and the point of beginning.

The above described property contains 25.566 acres and is shown on that certain plat of survey for Peachtree City Development Corp. prepared by Kenneth B. Piper, Registered Land Surveyor No. 1655, dated November 6, 1980; reference to said plat is hereby had for a more particular description of the property herein conveyed; said plat being last revised on January 19, 1982.

Equitable reserves unto itself, its successors and assigns, a perpetual utility easement (hereinafter the "Utility Easement") for the installation and maintenance of any and all utilities across the northerly ten feet of the above described property which easement shall extend ten feet inward onto the above described property from the southeasterly right-of-way line of McIntosh Trail, a 100 foot right-of-way.

The above described property is hereinafter referred to as the "Recreational Property" and any improvements thereon are hereinafter referred to as the "Recreational Facilities".

All that tract or parcel of land lying and being in Land Lots 50 and 51 of the 6th District of Fayette County, Georgia and being more particularly described as follows:

TO ARRIVE AT THE TRUE POINT OF BEGINNING, begin at the corner formed by the intersection of the west line of the right of way of Peachtree Parkway (a road having a 130 foot right of way) with the south line of the right of way of McIntosh Trail (a road having a 100 foot right of way); from said intersection run thence in a generally westerly and southwesterly direction along the southerly and southeasterly lines of the right of way of McIntosh Trail, following the curvature thereof, a distance of 2,771.57 feet to a point and the TRUE POINT OF BEGINNING; from said TRUE POINT OF BEGINNING, run thence south 37 degrees 42 minutes 39 seconds east a distance of 573.53 feet to a point; continuing thence south 61 degrees 08 minutes 01 seconds east a distance of 432.20 feet to an iron pin; continuing thence south 66 degrees 46 minutes 39 seconds east a distance of 592.53 feet to an iron pin; running thence south 01 degrees 15 minutes 44 seconds east a distance of 188.44 feet to a point; running thence south 85 degrees 10 minutes 42 seconds east a distance of 131.03 feet to a point; running thence south 44 degrees 12 minutes 15 seconds east a distance of 228.67 feet to a point; running thence south 80 degrees 32 minutes 13 seconds west a distance of 215.37 feet to the center of a manhole cover; running thence north 49 degrees 49 minutes 36 seconds west a distance of 356.90 feet to the center of a manhole cover; running thence north 47 degrees 07 minutes 20 seconds west a distance of 240.40 feet to the center of a manhole cover; running thence north 47 degrees 46 minutes 47 seconds west a distance of 377.29 feet to the center of a manhole cover; running thence north 80 degrees 23 minutes 34 seconds west a distance of 419.39 feet to the center of a manhole cover; running thence north 54 degrees 07 minutes 24 seconds west a distance of 368.11 feet to the center of a manhole cover; running thence north 12 degrees 08 minutes 19 seconds west a distance of 283.67 feet to a point; running thence north 00 degrees 07 minutes 11 seconds west a distance of 83.60 feet to a point on the south line of the right of way of McIntosh Trail; running thence north 89 degrees 42 minutes 00 seconds east a distance of 144.28 feet to a point and

the TRUE POINT OF BEGINNING; being the same property shown as containing 7.798 acres and identified as Tract B on that certain Plat of Survey prepared for Peachtree City by Lewis Heard Surveyors, Inc. (Lewis Rowland Heard, Georgia Registered Land Surveyor No. 1414); a reduced copy of said plat being attached hereto as Exhibit "A" and by this reference made a part hereof.

Grantor reserves for itself and Georgia Utilities Company, their successors and assigns an easement for the installation, maintenance, replacement and repair of a sanitary sewer line in the area shown as a 15 foot - 30 foot Georgia Utilities Easement (the "Sewer Easement") on the aforesaid plat together with an easement for ingress and egress over and across the above described property as necessary to the use and enjoyment of the Sewer Easement.

All that tract or parcel of land lying and being in Land Lots 50 and 51 of the Sixth District of Fayette County, Georgia being more particularly described as follows:

TO FIND THE TRUE POINT OF BEGINNING commence at the point of intersection of the southeasterly right-of-way of McIntosh Trail (100 foot right-of-way) and the westerly right-of-way of Peachtree Parkway; thence running in a southwesterly direction along said right-of-way of McIntosh Trail a distance of 1,407.94 feet to a point said point being the TRUE POINT OF BEGINNING; thence running south 38°00'00" west and continuing along said right-of-way of McIntosh Trail a distance of 465 feet to a point; thence continuing along said right-of-way of McIntosh Trail in a southwesterly direction along the arc of a curve a distance of 314.96 feet to a point; thence running south 59°00'00" west and continuing along said right-of-way of McIntosh Trail a distance of 120 feet to a point; thence continuing along said right-of-way and running in a southwesterly direction along the arc of a curve 465.33 feet to a point; thence running south 37°30'40" east a distance of 601.61 feet to a point; thence running south 60°56'43" east a distance of 432.21 feet to a point; thence running north 88°28'34" east a distance of 372.31 feet to a point; thence running north 27°01'18" east a distance of 643.69 feet to a point; thence running north 05°40'00" west a distance of 277.94 feet to a point; thence running north 28°07'10" west a distance of 667.18 feet to the TRUE POINT OF BEGINNING; said property containing 25 acres more or less according to a plat prepared by Travis Pruitt and Associates date April 20, 1976.

PREMISES:

That portion of Tract A, Tax Parcel 0611-005 in Peachtree City, Georgia, lying in the 6th District, Peachtree City, Fayette County, Georgia, more particularly described as follows:
Commencing at a found concrete monument on the southeast right-of-way of McIntosh Trail, having Georgia West State Plane Coordinates N: 1231715.77 E: 2173923.20; thence South 34°14'30" East 1042.38 feet to a set 1/2" rebar and the Point Of Beginning; thence South 27°59'59" East 80.00 feet to a set 1/2" rebar;
thence South 62°00'01" West 80.00 feet; thence North 27°59'59" West 80.00 feet; thence North 62°00'01" East 80.00 feet to the Point Of Beginning. Containing 6,400.0 Square Feet, or 0.15 acres, more or less.

EASEMENT #1:

That portion of Tract A, Tax Parcel 0611-005 in Peachtree City, Georgia, lying in the 6th District, Peachtree City, Fayette County, Georgia, more particularly described as follows:
Commencing at a found concrete monument on the southeast right-of-way of McIntosh Trail, having Georgia West State Plane Coordinates N: 1231715.77 E: 2173923.20; thence South 34°14'30" East 1042.38 feet to a set 1/2" rebar; thence South 27°59'59" East 40.00 feet to the point of beginning of an Ingress/Egress & Utility/Fiber Easement being 30 feet in width and lying 15 feet on each side of the following described centerline; thence North 16°20'26" East 42.98 feet; thence North 23°17'13" East 108.46 feet; thence North 24°10'48" West 85.11 feet; thence North 09°16'13" East 63.70 feet to a tangential curve to the left; thence along said curve having a radius of 40.00 feet and an arc length of 42.06 feet, said curve having a chord bearing and distance of North 20°50'58" West, 40.14 feet; thence North 50°58'09" West 51.61 feet; thence North 38°51'36" West 130.72 feet;
thence North 77°09'30" West 103.56 feet the Point of Ending. Containing 18,848.0 square feet or 0.43 acres, more or less.

EASEMENT #2:

That portion of Tract A, Tax Parcel 0611-005 in Peachtree City, Georgia, lying in the 6th District, Peachtree City, Fayette County, Georgia, more particularly described as follows:
Commencing at a found concrete monument on the southeast right-of-way of McIntosh Trail, having Georgia West State Plane Coordinates N: 1231715.77 E: 2173923.20; thence South 34°14'30" East 1042.38 feet to a set 1/2" rebar; thence South 27°59'59" East 40.00 feet; thence North 16°20'26" East 42.98 feet; thence North 23°17'13" East 108.46 feet; thence North 24°10'48" West 85.11 feet; thence North 09°16'13" East 63.70 feet to a tangential curve to the left; thence along said curve having a radius of 40.00 feet and an arc length of 42.06 feet, said curve having a chord bearing and distance of North 20°50'58" West, 40.14 feet; thence North 50°58'09" West 51.61 feet; thence North 38°51'36" West 130.72 feet; thence North 77°09'30" West 103.56 feet to the Point of Beginning of an Ingress/Egress Easement being 20 feet in width lying 10 feet each side of the following described centerline; thence North 00°40'48" West 54.56 feet to a tangential curve to the left; thence along said curve having a radius of 312.97 feet and a length of 160.88 feet, said curve having a chord bearing and chord length of North 18°02'40" West, 159.12 feet; thence North 33°01'05" West 145.85 feet to a tangential curve to the right; thence along said curve having a radius of 500.00 feet and an arc length of 98.51 feet, said curve having a chord bearing and chord length of North 27°22'26" West 98.35 feet; thence North 21°43'47" West 139.24 feet to a tangential curve to the left; thence along said curve having a radius of 150.00 feet and an arc length of 61.53 feet, said curve having a chord bearing and chord length of North 33°26'51" West 61.10 feet more or less to the southeast right-of-way of McIntosh Trail and the point of ending. Containing 13,211.2 square feet or 0.30 acres, more or less.

EASEMENT #3:

That portion of Tract A, Tax Parcel 0611-005 in Peachtree City, Georgia, lying in the 6th District, Peachtree City, Fayette County, Georgia, more particularly described as follows:
Commencing at a found concrete monument on the southeast right-of-way of McIntosh Trail, having Georgia West State Plane Coordinates N: 1231715.77 E: 2173923.20; thence South 34°14'30" East 1042.38 feet to a set 1/2" rebar; thence South 27°59'59" East 40.00 feet; thence North 16°20'26" East 42.98 feet; thence North 23°17'13" East 108.46 feet; thence North 24°10'48" West 85.11 feet; thence North 09°16'13" East 63.70 feet to a tangential curve to the left; thence along said curve having a radius of 40.00 feet and an arc length of 42.06 feet, said curve having a chord bearing and distance of North 20°50'58" West, 40.14 feet; thence North 50°58'09" West 51.61 feet; thence North 38°51'36" West 130.72 feet; thence North 77°09'30" West 103.56 feet; thence North 77°09'30" West a distance of 10.29 feet to the Point of Beginning of a Utility/Fiber Easement being 10 feet in width lying 5 feet each side of the following described centerline; thence North 77°09'30" West 50.00 feet; thence North 02°12'21" West 168.83 feet; thence North 33°40'01" West 234.63 feet; thence North 20°44'08" West 169.95 feet; thence North 38°06'37" West 41.30 feet, more or less, to the southeast right-of-way of McIntosh Trail and the point of ending. Containing 6,653.8 square feet or 0.15 acres, more or less.

EXHIBIT "B"

SITE PLAN OF THE PREMISES

(See Attached)

Property (PER OWNERSHIP VERIFICATION)

BOOK 252 PAGE 713

[illegible]

BOOK 3157 PAGE 114

All that tract or parcel of land herein being in and out of the South District of Fayette County, Georgia being more particularly described as follows:

To FIND THE TRUE POINT OF BEGINNING commence at the point of intersection of the southeasterly right-of-way of Michelson Trail (100 feet right-of-way) and the westerly right-of-way of Peachtree Parkway; thence running in a southerly direction along said right-of-way of Michelson Trail a distance of 1,407.94 feet to a point said point being the TRUE POINT OF BEGINNING; thence running south 38°00'00" west and curving to the left by means of three circular arcs each having a radius of 600 feet and subtending angles of 120°, 120° and 120° respectively, so that the bearing and distance of the last arc shall be north 60°55'43" east and containing doing said right-of-way of Michelson Trail a distance of 465 feet to a point; thence continuing along said Michelson Trail a distance of 491.11 feet to a point; thence continuing along said right-of-way and curving to the left by means of two circular arcs each having a radius of 600 feet and subtending angles of 120° and 120° respectively, so that the bearing and distance of the last arc shall be north 60°55'43" east a distance of 432.71 feet to a point; thence running along said right-of-way of Peachtree Parkway a distance of 432.71 feet to a point; thence running north 82°29'34" east a distance of 373.31 feet to a point; thence running north 27°01'18" east a distance of 54.69 feet to a point; thence running north 05°40'00" east a distance of 277.94 feet to a point; thence running north 28°07'10" west a distance of 697.18 feet to the TRUE POINT OF BEGINNING; said property containing 25 acres more or less according to a plat prepared by Travis Pruitt and Associates dated June 20, 1976.

80' X 80' Premises (AS-SURVEYED)
That portion of Peachtree City Tract described in Book Georgia, more particularly described as follows:

Commanding at a found concrete monument on the southeast right 79-59' East 80.00' feet to a set 1/2" rebar. Thence North 27-59-59" West 80.00' feet to a set 1/2" rebar. Thence North 82-00-01" West 80.00' feet to the Point of Beginning. Containing 6,400.0 Square Feet, or 0.15 acres, more or less.

LESSEE'S PROPOSED 30' Easement #1

[illegible]

Commencing at a found centerline on the southeast right-of-way of Mainline Trail, having Georgia West State Plane Coordinates N: 1231715.577 E: 2179329.502; thence South 35.14°20' East to a set 1/2" curve, thence South 27°59'59" East 40.00 feet; thence North 16°20'26" East 42.98 feet; thence North 23°17'15" East 108.66 feet; thence North 24°10'48" East 85.11 feet; thence North 09°18'15" East 63.70 feet to a tangential curve to the left, thence along said curve having a radius of 40.00 feet and an arc length of 42.00 feet; said curve having a chord bearing true distance of North 75°56'10" East 63.70 feet; thence North 25°50'00" East 100.00 feet to the left, thence along said curve having a radius of 42.00 feet and an arc length of 42.00 feet; said curve having a chord bearing true distance of North 55°55'55" East 54.55 feet to a tangential curve to the left, thence along said curve having a radius of 31.97 feet and an arc length of 160.88 feet; thence curve having a chord bearing true distance of North 18°02'40" West 159.12 feet; thence North 33°01'05" East 158.85 feet to a tangential curve to the right, thence along said curve having a radius of 500.00 feet and an arc length of 95.51 feet; said curve having a chord bearing true distance of North 27°22'45" West 99.35 feet; thence North 21°34'37" West 135.24 feet to a tangential curve to the left, thence along said curve having a radius of 150.00 feet and an arc length of 61.53 feet; said curve having a chord bearing true distance of North 32°26'51" West 51.10 feet more or less to the southeast, right-of-way of Mainline Trail and the point, ending Curve Length 32.21 Square feet or 0.50 acre, more or less.

LASSER'S PROPOSED 10' Easement is
 This portion of Peachtree City Tract described in 3157 Page 114 as recorded in the Office of Clerk of Superior Court, Fayette County, Georgia, lying in the 6th District, Peachtree City, Fayette County, Georgia.
 more particularly described as follows:

[illegible]

SURVEYOR'S CERTIFICATION

[illegible]

7moth 271

M&L Geomatics and Design, PLLC
1860 THE WOODS ROAD
KILTY HAVEN, NC 27848
252.264.1300
www.mldg.com

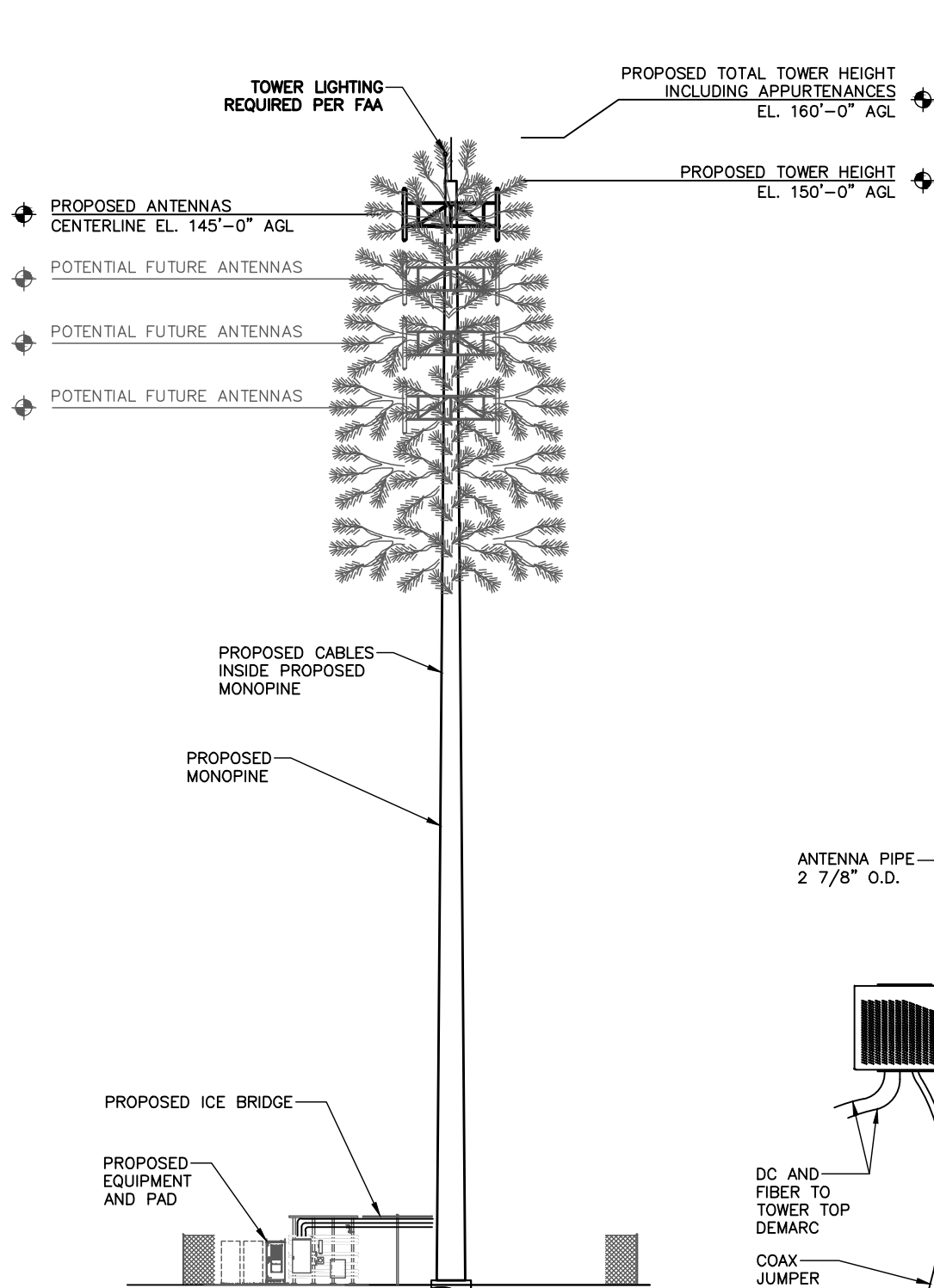
WICKERHILL
FUZE #: 16715433 MDG #: 709629
PORTION OF TRACT A, 6th DISTRICT
FAYETTE COUNTY, GEORGIA



SMW Engineering Group, Inc.
158 Business Center Drive
Birmingham, Alabama 35244
Ph: 205-252-6985
www.smweng.com

FOR: **verizon**[✓] VERIZON WIRELESS
10300 OLD ALABAMA ROAD CONN.
ALPHARETTA, GA 30072
(678) 277-3500

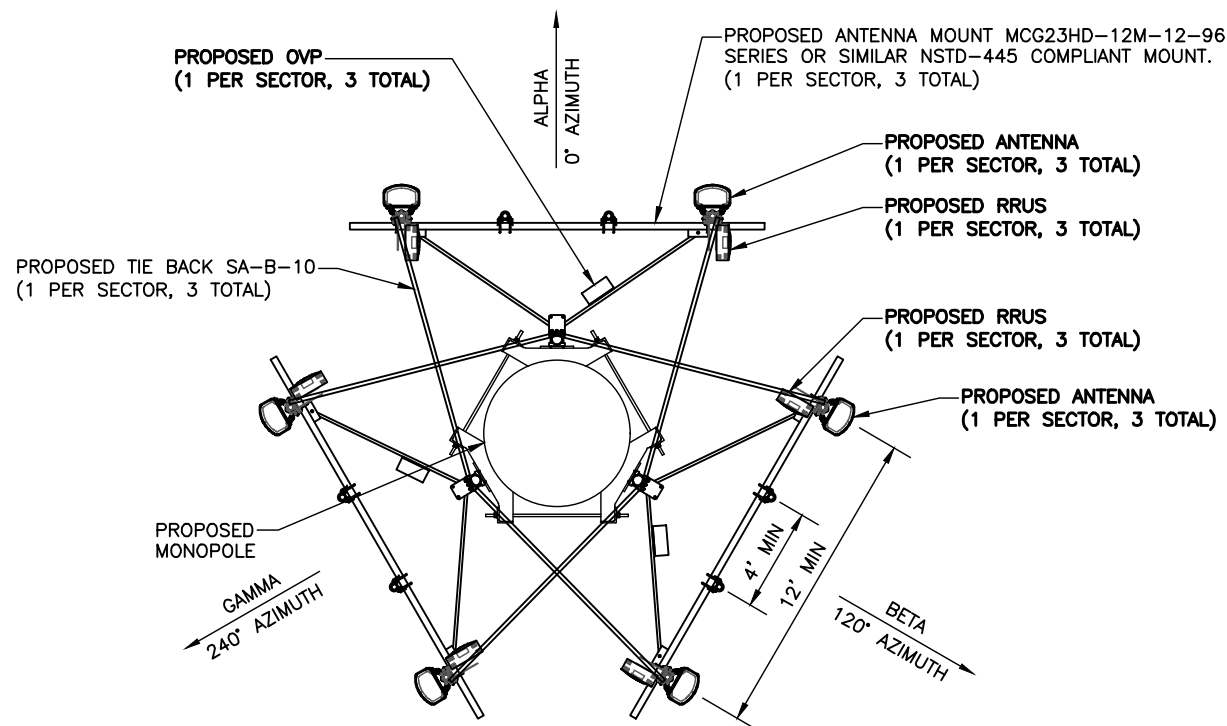
DRAWN BY: SEL CHECKED BY: CS FIELD CREW: MCC APPROVED BY: MKD DATE: 07/13/20 SCALE: AS SHOWN SHEET 2 OF 2	PROJECT NO 22-0274	NO	REVISION	DATE	BY
		1	OWNERSHIP VERIFICATION	03/20/23	KM
		2	CLIENT COMMENTS	02/27/24	PN
		3	CLIENT COMMENTS	03/04/24	SEL



1 TOWER ELEVATION
C-5 NOT TO SCALE

STRUCTURAL NOTES:

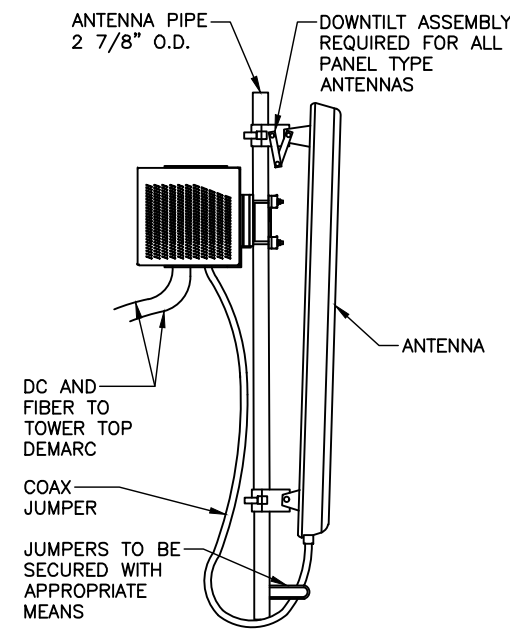
1. STRUCTURAL CALCULATION PREPARED BY OTHERS. CONTRACTOR TO COORDINATE WITH REPRESENTATIVE TO OBTAIN A COPY.
2. CONTRACTOR TO REFER TO TOWER STRUCTURAL ANALYSIS FOR ADDITIONAL LOADS. NO ERECTION OR MODIFICATION OF TOWER SHALL BE MADE WITHOUT APPROVAL OF STRUCTURAL ENGINEER.



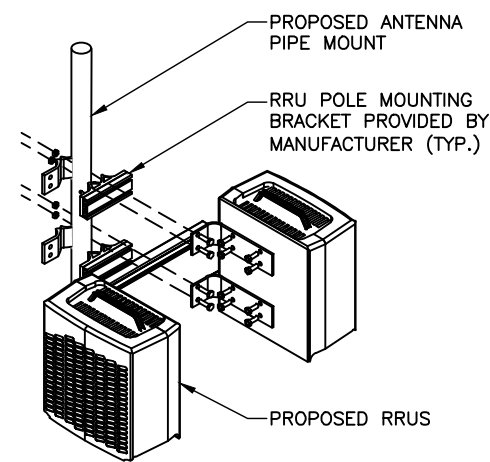
2 ANTENNA ORIENTATION DETAIL
C-5 NOT TO SCALE

NOTES:

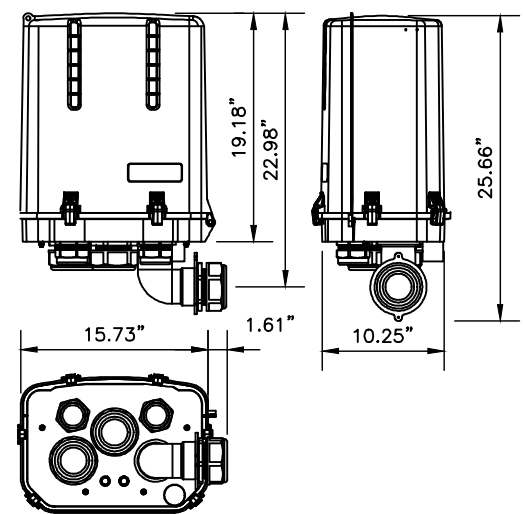
1. EXACT LOCATION OF PROPOSED RRUS AND OVP BOX TO BE DETERMINED IN FIELD DURING INSTALLATION AS NOT TO INTERFERE WITH TOWER CLIMBING OR COAXIAL CABLE LADDER.
2. AT GRADE, CONTRACTOR WILL PROVIDE LOCATION OF OVP BOX AT TIME OF CONSTRUCTION.
3. NO RFDS HAS BEEN RECEIVED OF THE DATE ON THESE CDS.



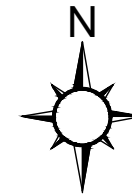
3 ANTENNA ORIENTATION DETAIL
C-5 NOT TO SCALE



4 RRU PIPE MOUNT DETAIL
C-5 NOT TO SCALE

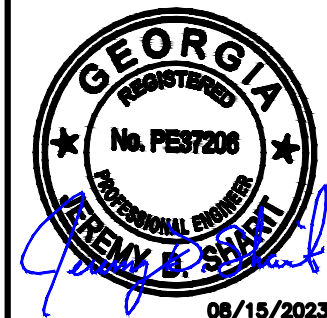


5 OVP DETAIL
C-5 NOT TO SCALE



#	DATE	DESCRIPTION
0	08/02/22	ISSUED FOR CLIENT REV.
1	09/20/22	ISSUED FOR CLIENT REV.
2	11/15/22	ISSUED FOR CONSTRUCTION
3	08/15/23	REVISED PER TOWER LIGHTING

CA#: GA PEF005625



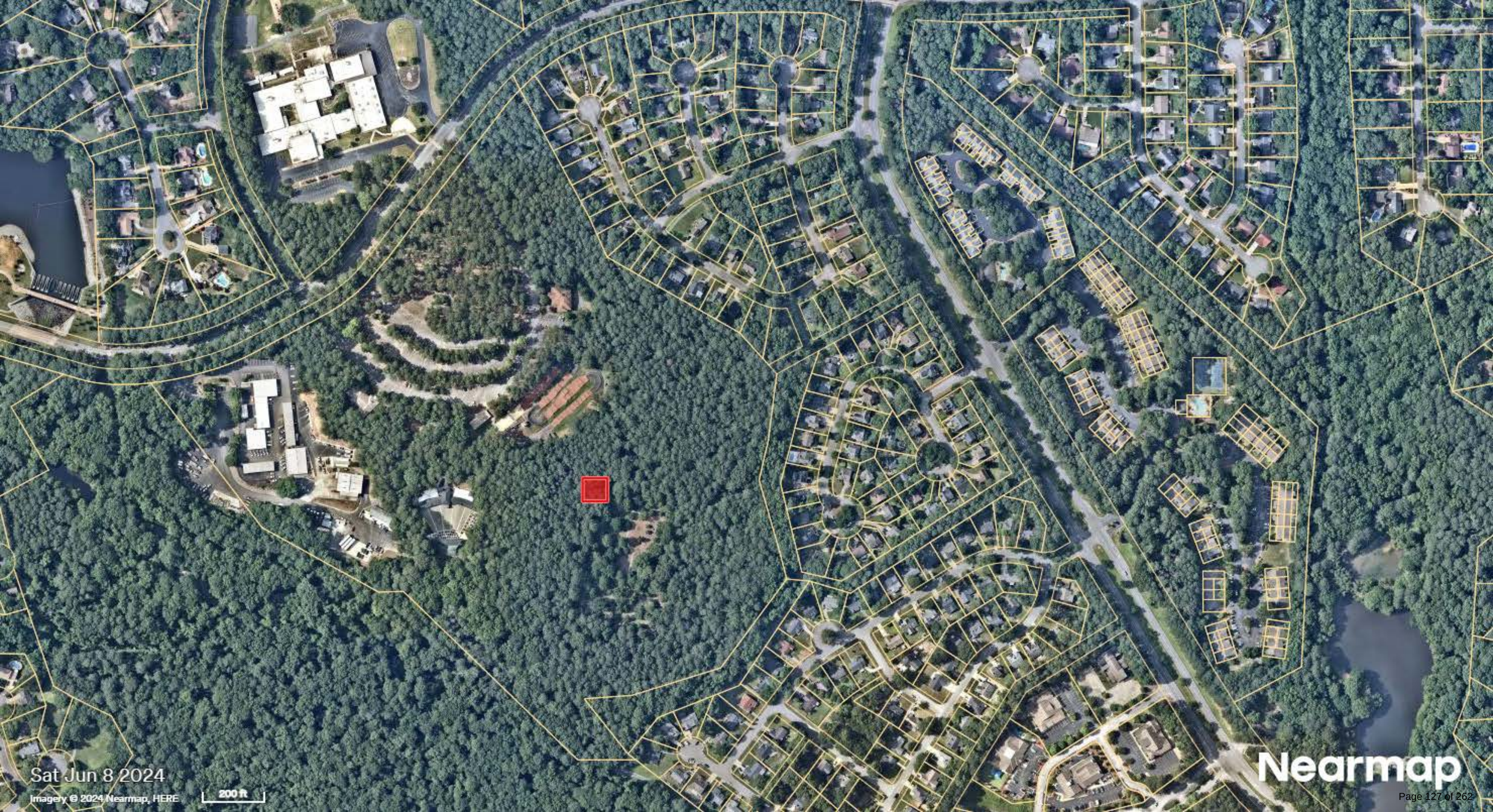
SITE NAME
WICKERHILL

SMW#: 22-0274
FUZE ID: 16715433
PSLC #: 709629

DESIGNED: JDS
DRAWN: CCH
CHECKED: BS

SHEET NAME
TOWER ELEVATION
AND DETAILS

SHEET NUMBER
C-5



Sat Jun 8 2024

Imagery © 2024 Nearmap, HERE

200 ft

Nearmap

Page 127 of 262

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM: Paul Salvatore, Finance Director
Yasmin Julio, City Clerk/ Director of Executive Services
Justin Strickland, City Manager

DATE: November 21, 2024

SUBJECT: 11-24-02 Resolution #11072024-DI-C Senior Property Tax Exemption

Recommendation:

Approve resolution #11072024-DI-C Senior Homestead Property Tax Exemption modification.

Discussion:

The city has had a property tax exemption in place for seniors for approximately 20 years, with no changes to the exemption amount or income qualifications since inception. As the city's millage rate has come down over 1.1 mills over the past 12 years, and inflation over that same timeframe has had a significant impact on the buying power of the exemption, a desire has been expressed to review and possibly amend the exemption criteria.

Staff, during the previous work session, recommended that Council raise the income threshold to \$60,000 and increase the value exemption to \$15,000. The age requirement would remain at 65 or older. This would take an applicant's savings from \$29.92 to \$89.75. A 200% increase in savings. This threshold would also increase the number of households in Peachtree City that would qualify for the exemption from around 1,000 to around 2,000.

Council, during the previous work session, expressed interest in increasing the value exemption to \$30,000. That amount is represented in the attached resolution and exhibit. The income threshold matches the staff recommended \$60,000 and the age requirement remains at 65 or older. This would take an applicant's savings from \$29.92 (current exemption) to \$179.49. A 500% increase in savings. This threshold would also increase the number of households in Peachtree City that would qualify for the exemption from around 1,000 to around 2,000.

Senior Homestead Exemption History

Year	People Enrolled	Credit Value	Total Cost to City
2019	99	\$ 31.16	\$ 3,084.84
2020	85	\$ 31.16	\$ 2,648.60
2021	59	\$ 30.22	\$ 1,782.98
2022	74	\$ 30.22	\$ 2,235.91
2023	80	\$ 30.22	\$ 2,417.20
Average	79.4	\$ 30.59	\$ 2,433.91

Senior Homestead Exemption Scenarios

	Income Threshold	Total Value Exemption	Applicants	Current Millage	Credit Value	Total Cost to City
Current	\$30,000	\$5,000	80	5.983	\$29.92	\$2,393
Current if all applied	\$30,000	\$5,000	1,139	5.983	\$29.92	\$34,073
Inflation Adjustment	\$60,000	\$7,750	1,964	5.983	\$46.37	\$91,067
	\$60,000	\$10,000	1,964	5.983	\$59.83	\$117,506
	\$60,000	\$12,500	1,964	5.983	\$74.79	\$146,883
Recommendation	\$60,000	\$15,000	1,964	5.983	\$89.75	\$176,259
	\$60,000	\$20,000	1,964	5.983	\$119.66	\$235,012
Council Request	\$60,000	\$30,000	1,964	5.983	\$179.49	\$352,518
	\$70,000	\$30,000	2,890	5.983	\$179.49	\$518,726
	\$50,000	\$40,000	1,687	5.983	\$239.32	\$403,733
	\$50,000	\$50,000	1,687	5.983	\$299.15	\$504,666

Budget Impact:

The budget impact will be determined once the new criteria are established. Staff estimates the ongoing annual cost impact of the revised criteria at approximately \$352,518.

Attachments:

1. Resolution Expansion Senior Exemption

2. Draft Legislation- Senior Exemption (2)

CITY OF PEACHTREE CITY
STATE OF GEORGIA

RESOLUTION No. 11072024-DI-C

A RESOLUTION TO APPROVE THE PROPOSED LEGISLATION TO BE INTRODUCED IN THE GENERAL ASSEMBLY OF THE STATE OF GEORGIA SO AS TO AMEND THE HOMESTEAD TAX EXEMPTION FOR SENIOR CITIZENS IN THE CITY; TO REPEAL CONFLICTING LAWS AND RESOLUTIONS; AND FOR OTHER PURPOSES.

WHEREAS, the City of Peachtree City, Fayette County, Georgia, was duly incorporated by an act appearing at 1959 Ga. Laws, p. 2049, as amended by Ordinance No. 770, adopted September 6, 2001, et. seq.; and

WHEREAS, the Georgia General Assembly, during the 2005 Legislative Session, passed Act 203 (H.B. 590) and the Governor approved the act on May 5, 2005; and

WHEREAS, the voters of the City of Peachtree City approved the act by referendum on November 8, 2005; and

WHEREAS, the City Council of the City of Peachtree City desires to expand the ad valorem tax relief for certain citizens of the City, and has determined such relief to be in the best interest of the citizens of the City of Peachtree City.

THEREFORE, BE IT RESOLVED that the City Council of the Peachtree City Council do hereby express their desire that the City's elected representatives in the General Assembly seek legislation which is similar to that the proposed legislation attached hereto as Exhibit "A".

IT IS SO RESOLVED, this _____ day of November, 2024.

ATTEST:

Yasmin Julio, City Clerk

Kim Learnard, Mayor

Frank Destadio, Mayor Pro-Tem

Clint Holland, Councilmember

Laura Johnson, Councilmember

Suzanne Brown, Councilmember

CLERK'S CERTIFICATION

I, Yasmin Julio, City Clerk of the City of Peachtree City, do hereby certify that I am the keeper of the seal, minutes, and records of said City; that the attached is a true, correct, and exact copy of the original Resolution Number _____ as the same appears on record in the office of the City Clerk of the City of Peachtree City, Georgia; adopted November 21, 2024.

IN WITNESS WHEREOF, I have hereunto affixed my official signature and the corporate seal of the City this the ____ day of _____, 2024.

Yasmin Julio, City Clerk
City of Peachtree City, Georgia

A BILL TO BE ENTITLED
AN ACT

To expand the homestead exemption from certain City of Peachtree City ad valorem taxes for municipal purposes to the increased amount of \$30,000.00 from the original \$5,000 of the assessed value of the homestead for certain residents of the City of Peachtree City who are senior citizens and whose income does not exceed \$60,000.00; to provide for definitions; to specify the terms and conditions of the exemption and the procedures relating thereto; to provide for applicability; to provide for a referendum, effective dates, and automatic repeal; to repeal conflicting laws; and for other purposes.

BE IT ENACTED BY THE GENERAL ASSEMBLY OF GEORGIA:

SECTION 1.

(a) As used in this Act, the term:

(1) "Ad valorem taxes for municipal purposes" means all municipal ad valorem taxes for municipal purposes, levied by, for, or on behalf of the City of Peachtree City, except for taxes to pay interest on and to retire municipal bonded indebtedness.

(2) "Homestead" means homestead as defined and qualified in Code Section 48-5-40 of the O.C.G.A.

(3) "Income" means federal adjusted gross income determined pursuant to the Internal Revenue Code of 1986, as amended, for federal income tax purposes.

(4) "Senior citizen" means a person who is 65 years of age or over on or before January 1 of the year in which application for the exemption under this Act is made.

(b) Each resident of the City of Peachtree City who is a senior citizen is granted an exemption on that person's homestead from all City of Peachtree City ad valorem taxes for municipal purposes in the amount of \$30,000.00 of the assessed value of that homestead. The value of that property in excess of such exempted amount shall remain subject to taxation. The exemption under this subsection shall only be granted if that person's income, together with the income of the spouse who also occupies and resides at such homestead does not exceed \$60,000.00 for the immediately preceding year.

(c) A person shall not receive the homestead exemption granted by subsection (b) of this section unless the person or person's agent files an application with the governing authority of the City of Peachtree City, or the designee thereof, giving such information relative to receiving such exemption as will enable the governing authority of the City of Peachtree City, or the designee thereof, to make a determination as to whether such owner is entitled to such exemption. Such application shall be filed on an annual basis, and shall also include an affidavit of the age of the applicant.

(d) The governing authority of the City of Peachtree City, or the designee thereof, shall provide application and affidavit forms for the exemptions granted by this section which shall require such information as may be necessary to determine the initial and continuing eligibility of the owner for the exemption under subsection (b) of this section.

(e) The exemption under subsection (b) of this section shall be claimed and returned as provided in Code Section 48-5-50.1 of the O.C.G.A. The exemption under subsection (b) of this section shall be renewed each year. It shall be the duty of any person granted the homestead exemption under subsection (b) of this section to notify the governing authority of the City of Peachtree City, or the designee thereof, in the event that person for any reason becomes ineligible for that exemption.

(f) The exemption granted by this Act shall not apply to or affect state ad valorem taxes, county ad valorem taxes for county purposes, or school district ad valorem taxes for educational purposes. The homestead exemption granted by subsection (b) of this section shall be in addition to and not in lieu of any other homestead exemption applicable to municipal ad valorem taxes for municipal purposes.

(g) The exemption granted by subsection (b) of this section shall apply to all taxable years beginning on or after January 1, 2026.

SECTION 2.

Unless prohibited by the federal Voting Rights Act of 1965, as amended, the municipal election superintendent of City of Peachtree City shall call and conduct an election as provided in this section for the purpose of submitting this Act to the electors of the City of Peachtree City for approval or rejection. The municipal election superintendent shall conduct that election on the date of the November 2025, municipal election, and shall issue the call and conduct that election as provided by general law. The municipal superintendent shall cause the date and purpose of the election to be published once week for two weeks immediately preceding the date thereof in the official organ of Fayette County. The ballot shall have written or printed thereon the words:

- () YES Shall the Act be approved which provides an expansion of the homestead exemption from certain City of Peachtree City ad valorem taxes for municipal purposes in the amount of \$30,000.00 of the assessed value of that homestead for residents of the City of Peachtree City who are 65 years of age or older, if that person's income, together with the income of the spouse who also occupies and resides at such homestead does not exceed \$60,000.00 for the immediately preceding year?"
- () NO

All persons desiring to vote for approval of the Act shall vote "Yes," and those persons desiring to vote for rejection of the Act shall vote "No." If more than one-half of the votes cast on such question are for approval of the Act, Section 1 of this Act shall become of full force and effect on January 1, 2026. If the Act is not so approved or if the election is not conducted as provided in this section, Section 1 of this Act shall not become effective and this Act shall be automatically repealed on the first day of January immediately following that election date.

The expense of such election shall be borne by the City of Peachtree City. It shall be the municipal election superintendent's duty to certify the result thereof to the Secretary of State.

SECTION 3.

Except as otherwise provided in Section 2 of this Act, this Act shall become effective upon its approval by the Governor or upon its becoming law without such approval.

SECTION 4.

All laws and parts of laws in conflict with this Act are repealed.

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council
VIA: Justin Strickland, City Manager
FROM: Justin Strickland, City Manager 11/15/2024
DATE: November 21, 2024
SUBJECT: 11-24-03 Ordinance #1231 Recreation Advisory Group

Recommendation:

Approve Ordinance #1231 to re-establish the City's Recreation Advisory Group.

Discussion:

The Mayor and Council have expressed interest in re-establishing an advisory group to advise and make recommendations for recreational purposes. The Recreation Advisory group will be composed of 7 residents with three-year terms following their initial terms and one ex-officio non-voting member filled by staff.

The Recreation Advisory Group shall solicit comments, concerns, and advice from Peachtree City residents regarding the impacts, conflicts, and benefits, and status of the public playgrounds, playfields, indoor recreation centers and other recreation facilities owned or controlled by the city.

Evaluate citizen concerns and proposals to better develop recommendations that are prioritized based upon feasibility, safety, potential liability, and funding parameters. Recommend to city staff and city council any form of recreation or cultural activity that will employ the leisure time of the people in a wholesome and constructive manner. The recreation advisory group has no binding authority over city staff or city council for any recommendations or proposals presented or votes taken.

If adopted, staff will begin an application period for 30 days. Then, the mayor will need to establish a selection committee to review the applications, interview candidates, and make a recommendation to the City Council for appointments.

Budget Impact:

None

Attachments:

1. Recreation Advisory Group

DIVISION 6. RECREATION ADVISORY GROUP

Sec. 2-471. Established; organization.

There is established a recreation advisory group. The group shall consist of seven appointed persons serving without pay and one ex-officio non-voting member.

- Ex-officio non-voting member shall be the recreation and special events director or assistant recreation and special events director.

(Ord. No. 1036, § 1, 10-6-2011)

Sec. 2-472. Terms.

The terms of office shall be three years, or until their successors are appointed, except that the initial term of seat 1 and seat 4 of such group first appointed shall be for one year; seat 2 and seat 5 of such group first appointed shall be for two years; seat 3, seat 6, and seat 7 of such group first appointed shall be for three years. Immediately after their appointment, recreation advisory group members shall meet and organize by electing a chairman and vice chairman. The chairman and vice chairman shall be selected by the group members annually by a majority vote, at the first meeting in January. The advisory group shall serve at the pleasure of the mayor and the council. Members of the group may be removed, or the group may be disbanded at any time by a majority vote of the council.

Sec. 2-473. Duties.

The recreation advisory group shall solicit comments, concerns, and advice from city residents regarding the impacts, conflicts, benefits, and status of the public playgrounds, playfields, indoor recreation centers and other recreation facilities owned or controlled by the city. The group will serve to evaluate citizen concerns and proposals to better develop recommendations that are prioritized based upon feasibility, safety, potential liability, and funding parameters. It shall be able to recommend to city staff and city council any form of recreation or cultural activity that will employ the leisure time of the people in a wholesome and constructive manner. In collaboration with city staff, it may conduct such activities on public properties with the consent of the authorities of the property and on private properties with the consent of the owner. The recreation advisory group has no binding authority over city staff or city council for any recommendations or proposals presented or votes taken.

(Ord. No. 1036, § 1, 10-6-2011)

Sec. 2-474. Recommendations to city council generally.

The group may make recommendations to the mayor and council and city staff for new or changes to recreation projects and recreation related issues that have been referred to them by the city manager or city staff, including, but not limited to:

- (1) Recommending measures to mitigate safety concerns regarding city owned recreational equipment, facilities, fields, and other recreational areas.
- (2) Recommending promotional and educational strategies for recreation.
- (3) Locating and advising staff of potential upgrades to city owned recreational equipment, facilities, fields, and other recreational areas.
- (4) Reviewing playground and facility conditions annually.
- (5) Collaborating with staff for an annual prioritization of recreation projects.
- (6) An annual review with staff regarding progress of the Recreation Master Plan.
- (7) An annual review with staff regarding recommended changes, additions, or deletions to the city's Americans with Disability Act Transition Plan with the final adoption being the responsibility of the city council.(Ord. No. 1036, § 1, 10-6-2011)

Sec. 2-475. Reports to council; funds.

The group may solicit or receive any gifts or bequests of money or other personal property or any donation to be applied, principal or income, for either temporary or permanent use for facilities or other recreational purposes. All gifts, properties, and donations must be accepted by city council. Such funds will be maintained in a separate account for other recreation purposes under established guidelines and shall be subject to the city's annual audit.

The ex-officio member of the recreation advisory group shall represent the group and will present reports and recommendations to the mayor and council on behalf of the group at least once per calendar year.(Ord. No. 1036, § 1, 10-6-2011)

Secs. 2-476—2-480. Reserved.

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM: Lora Hooks, Senior Planner
Justin Strickland, City Manager

DATE: November 21, 2024

SUBJECT: 11-24-04 Consider request to consent to withdrawal of application for rezoning for a portion of 201 Aberdeen Parkway

Recommendation:

Consider request to consent to withdrawal of application

Discussion:

The applicant, Strada Retirement Living, has requested to withdraw their rezoning application for a portion of 201 Aberdeen Parkway from GC to GR. They intend to continue having discussions with City officials and community members and request that you waive the normal six-month restriction that would normally apply to the subject site of a denied rezoning request.

Budget Impact:

There is no impact on the budget.

Attachments:

1. Withdrawal Request



November 14th, 2024

Dear Mayor, and Members of the City Council:

As you know, by now, Strada Retirement Living has formally requested that the City allow us to withdraw our rezoning application for that certain property located on Aberdeen Parkway as part of the excess retail- zoned land at the Crowne Plaza Hotel and Conference Center. We are interested in continuing discussions with the City and the community to explore how and if a facility similar to the one we included in our rezoning application is permissible at this location. While we are withdrawing our rezoning application and will need to make a completely new application following additional discussion with City officials and community members, we respectfully request that you waive the normal six-month restriction that would otherwise apply to the subject site in the case of a rejected zoning proposal.

Our team has spent several hundred thousand dollars in expenses to date, as well as substantial time digging into what we consider to be an exciting project. As some of you may recall, we were also encouraged to pursue this Conference Center site as a preferred alternative to our original undeveloped site across from the High School. Our project shares some quiet enthusiasm within your community. We hope to be able to come back in advance of six months, if possible, to re-file and go through the formal zoning process again, next time, hopefully successfully.

Many thanks for your consideration of this waiver, and for your time this evening.

Robert P. Voyles
Founder/ Principal
Seven Oaks Company, LLC

Member - Strada Senior Living Team

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM:

DATE: November 21, 2024

SUBJECT: 11-24-05 Resolution #11212024-NA-10 Resolution of Support in an Amicus Brief

Recommendation:

Discussion:

Budget Impact:

Attachments:

1. Resolution of Support (Milton)

RESOLUTION #11212024-NA-10

RESOLUTION OF THE CITY OF PEACHTREE CITY, GEORGIA (the “CITY”) AUTHORIZING PARTICIPATION IN AN AMICUS BRIEF IN THE CHANG V. CITY OF MILTON APPEAL

WHEREAS, there is presently pending before the Court of Appeals and/or Supreme Court of Georgia an appeal of a civil lawsuit that, at the trial court level, was referred to as Chang, et. al. v. City of Milton, State Court of Fulton County, Case No. 18EV004442;

WHEREAS, the case involves a claim of liability against the City of Milton for personal injuries due to a 2016 vehicle collision with a fixed obstruction (a masonry planter) located on City-owned right of way where the obstruction was outside the motoring lanes of travel;

WHEREAS, the masonry planter had been at the same location since 1992 and had never been the subject of a complaint or prior accident;

WHEREAS, at the trial court, the City of Milton was found to be partially at fault and a jury awarded money damages against the City of Milton of \$35,000,000;

WHEREAS, the Court of Appeals affirmed the findings of the trial court, City of Milton v. Chang, et. al., 2024 WL 4195584 (Chang appellate ruling);

WHEREAS, the Court of Appeals ruled that the “*planter...was a hazard for vehicles leaving the travel lanes*” and that its presence “*renders the use of these thoroughfares more hazardous*”;

WHEREAS, the CITY is concerned by the Court of Appeals decision finding that a municipality may be liable for fixed obstructions located outside the motoring lanes of travel where the obstruction had never been the subject of a prior collision or complaint;

WHEREAS, the CITY believes the Court of Appeals decision is inconsistent with existing legal precedent and should be overturned; and,

WHEREAS, the CITY believes the financial implications of the Court of Appeals decision could be devastating for Georgia municipalities.

NOW THEREFORE BE IT RESOLVED, that the City of Peachtree City does hereby authorize participation in an amicus brief before the Georgia Supreme Court asking that the Chang appellate ruling be taken by the Supreme Court and reversed. An amicus brief so tendered may include the City’s name as a participating party.

This _____, day of _____, 2024.

Kim Learnard, Mayor

Laura Johnson, Post 1

Suzanne Brown, Post 2

Clinton Holland, Post 3

Frank Destadio, Post 4

ATTEST: _____
Yasmin Julio, City Clerk

SEAL:

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM: Lora Hooks, Senior Planner 11/14/2024
Justin Strickland, City Manager 11/15/2024

DATE: November 21, 2024

SUBJECT: 11-24-06 Zoning text amendment to allow back-yard chickens as an accessory use in certain residential zoning districts

Recommendation:

Consider adoption of the ordinance as proposed.

Discussion:

At the request of City Council, staff drafted an ordinance to allow backyard chickens in certain residential zoning districts. The Planning Commission held a public hearing on October 14, 2024, where they recommended the ordinance not be adopted, but if City Council chose to adopt the ordinance, they recommended chickens only be permitted on lots of 43,000 square feet or greater with a permitting process. Next, City Council held a workshop on November 7, 2024 to discuss the proposed ordinance showing the Planning Commission's recommended modifications. They requested the following modifications:

- Reduce the minimum lot size from 43,000 SF down to a minimum of 10,000 SF
- Remove the permit requirement
- Add a statement prohibiting chickens in multi-family residential districts

A draft of the ordinance with City Council's requested modifications is attached to this memo.

Budget Impact:

Potential impacts include staff time to inspect properties when complaints are received and to enforce the ordinance.

Attachments:

1. Backyard Chickens Ordinance Draft v3

Sec. 908. Accessory uses.

In addition to the principal uses permitted within the zoning districts established by this ordinance, it is intended that certain uses customarily incidental or accessory to such principal uses shall also be permitted.

For the purposes of this ordinance, each of the following uses is considered to be a customary accessory use, and may be situated on the same zoning lot as the principal use or uses for which it serves as an accessory:

(908.1) Uses accessory to dwellings:

- (a) Private garages.
- (b) Structure for the storage of equipment and supplies used in maintaining the principal building and its grounds.
- (c) Structure for a children's playhouse and the storage of children's play equipment.
- (d) Private kennel in any zoning district designated for residential use, with the stipulation that no more than three dogs or cats (total) four months of age or older shall be kept on a single premise at any one time. A permitted kennel shall not be maintained in such a way as to constitute a nuisance to any adjoining property.

The keeping of animals as identified within the ER and AR zoning districts shall abide by regulations established within those districts.
- (e) Private swimming pool and bath house or cabana.
- (f) Private tennis courts provided that lights are not used in conjunction with their use in any residential zoning district other than R-43, ER and AR. A private tennis court as contemplated by this section may be surrounded by a fence up to ten feet in height; and if said fence is a chain link fence, it must be coated with green vinyl.
- (g) Noncommercial garden, including a greenhouse and other customary garden structures not over eight feet in height.
- (h) Private boat docks and boathouses on zoning lots adjoining a water body to which the residents of the principal building have legal access rights.
- (i) Pump and well houses for on-site water systems.
- (j) Decks, patios, bar-b-que grills and other such facilities.
- (k) Fences, walls, exterior lighting fixtures, and other general landscaping and site development facilities.
- (l) The term "recreational vehicles" as used herein shall refer to travel trailers, camper pick-up coaches, motorized homes, boats, personal watercraft (e.g., jet skis, etc.) and trailers associated with boats and personal watercraft.

Recreational vehicles may be stored on a residential zoning lot within an enclosed garage or carport attached to the primary structure or constructed as a freestanding structure in accordance with applicable building setbacks. The exterior building and roof materials, roof pitch and color scheme of a freestanding garage or carport shall be similar to the building and roof materials, roof pitch and color scheme used on the primary structure on the zoning lot.

Recreational vehicles stored on a residential zoning lot that are not located within an enclosed garage or carport shall be parked in accordance with city ordinances and shall not be located in front of or at the side of the primary structure on the zoning lot.

- (m) No accessory use permitted by this section shall be constructed for the purpose of conducting commercial activities outside a permitted dwelling on a zoning lot.

PROPOSED DRAFT ORDINANCE: BACKYARD CHICKENS

- (n) No accessory use permitted by this section shall be constructed for the purpose of providing separate, self-contained living quarters outside a permitted dwelling on a zoning lot, except in ER estate residential, AR agricultural[-Reserve], and R-43 residential zoning districts. Self-contained living quarters are considered as a minimum to include kitchen facilities, a bath, and a bedroom area.
- (o) For purposes of interpreting and administering paragraphs (m) and (n) above, accessory uses cannot be attached to and made a part of a permitted dwelling by extended hallways or breezeways; rather, in order to qualify for use as an area for a home occupation or for living quarters, the space must be within and be an integral part of a permitted dwelling.
- (p) Temporary accessory storage units such as portable on-demand storage units (PODS or similar), box trailers, cargo containers or cargo boxes, or dumpsters for the purpose of storage of household items or construction tools and materials, may be permitted for a period not to exceed 30 days. When used in conjunction with a renovation or new residential construction project, they must be removed within 30 days of the approved final inspection or the building permit expiration.

Temporary accessory storage units must be placed on a drive, parking area, or any other hard-surfaced area on the property except when the construction of renovation project will not allow for the use of these areas. Temporary accessory storage shall not be placed on a street or other public area without the approval of the planning and development director or his/her designee. Temporary accessory storage units shall not be required to meet the setback requirements or color standards of other permitted accessory buildings or structures due to the temporary nature of their use on site.

(q) Notwithstanding any other provisions of this ordinance, Ecoops and enclosed runs for female pullet or hens (*Gallus gallus domesticus*), also known as backyard chickens, subject to the following performance standards and criteria:

- (a) No chicken shall be permitted on any zoning lot containing a dwelling other than a one-family residential dwelling as defined by this zoning ordinance. A permit from the City to keep backyard chickens is required.
- (b) Roosters, ducks, geese, turkeys, peafowl, guineas, quail, and pheasants are not permitted.
- (c) Chickens are maintained for personal pets and/or for egg production, but not for meat productivity or breeding. Sale of eggs, chicks, and chicken meat is prohibited.
- (d) The minimum lot size for keeping backyard chickens is ~~43~~10,000 square feet.
- (e) The maximum number of chickens permitted per lot size shall be as follows: ~~The maximum number of chickens is ten chickens per acre or fraction thereof, up to a maximum of 30 chickens.~~
 - i. Lot size less than 10,000 square feet = 0 chickens
 - ii. Lot size 10,000 square feet to 11,999 square feet = 3 chickens
 - iii. Lot size 12,000 square feet to 21,999 square feet = 5 chickens
 - iv. Lot size 22,000 square feet to 42,999 square feet = 8 chickens
 - v. Lot size 43,000 square feet or larger = 10 chickens per acre, or fraction thereof, up to a maximum of 30
- (f) Chickens shall be kept within an enclosed coop (a covered house or structure that provides chickens with shelter from weather and with a roosting area protected from predators) or run (fenced or wired area).
 - i. Coops and runs shall be located in the rear yard only.

- ii. Coops shall be located at least 20 feet from any property line and shall not exceed eight feet in height above the existing ground at its eave line or 12 feet above the existing ground at the highest point of its roof.
- iii. Coops shall have a roof and a minimum of four square feet in area per chicken over the age of four months.
- iv. Runs shall be a minimum area of ten square feet per chicken over the age of four months.
- v. Fencing and wiring shall comply with the city's fencing regulations.
- vi. Property owners who elect to keep backyard chickens consent to inspections of their property upon complaint to the Code Enforcement Department as related to backyard chickens.

(g) Backyard chickens, coops, and runs must be kept in sanitary conditions and shall not be a public nuisance as define by the state and within Chapter 51 of the Peachtree City Code of Ordinances.

(Ord. No. 171, 9-13-1979; Ord. No. 215, 10-2-1980; Ord. No. 358, 3-28-1985; Ord. No. 366, § 19, 5-22-1985; Ord. No. 563, 5-16-1991; Ord. No. 935, § 1, 2-21-2008; Ord. No. 1097, § 1, 10-15-2015; Ord. No. 1127, § 1, 5-18-2017)

(908.2) Uses accessory to churches:

- (a) Off-street parking area for the use of members and visitors to the church.
- (b) Religious education building, including an assembly room that may be used for church-related recreation activities.
- (c) Parsonage, pastorium or parish house, including any use accessory to a dwelling as permitted in subsection (908.1).
- (d) Fences, walls, exterior lighting fixtures, and other general landscaping and site development facilities.

(908.3) Uses accessory to businesses and industries:

- (a) Off-street parking areas for customers, clients, and employees.
- (b) Off-street loading facilities.
- (c) Central trash collection dumpsters, provided they are effectively screened from view from any adjoining streets.
- (d) Completely enclosed buildings for the storage of supplies, stock, merchandise, and equipment.
- (e) Repair or service facility incidental to the principal use, provided that the operation of the repair or service facility does not constitute a nuisance to adjoining properties, and the operation is not otherwise specifically prohibited in the zoning district.
- (f) Exterior display and sales facilities including on-site signs, provided such use is not otherwise specifically prohibited in the zoning district.
- (g) The open, outside storage of building materials, junk, salvage, and inoperative vehicles is prohibited unless specifically permitted in the zoning district, and such use is properly screened from view from adjoining streets and properties.
- (h) Fences, walls, exterior lighting fixtures, and other general landscaping and site development facilities.
- (i) Outdoor display of merchandise, provided that the display of merchandise is in compliance with section 908.7.

- (j) Special events, provided that a special event permit is issued for the event in compliance with section 908.11.

(908.4) Uses accessory to agriculture:

- (a) Dwellings, including any use accessory to a dwelling as permitted in subsection (908.1).
- (b) All structures and facilities commonly associated with the operation of the permitted agricultural activities, unless otherwise specifically prohibited.

(908.5) Uses accessory to open space: All structures and facilities commonly associated with the operation of the permitted uses in OS zoning districts, provided such structures and facilities are not otherwise specifically prohibited in the district.

(908.6) Accessory use standards:

- (a) No accessory use structure shall be located in the rear setback area of any residential zoning lot that is less than 50 feet wide at the rear property line.
- (b) If a residential zoning lot is at least 50 feet wide at the rear property line, a single accessory use structure with an area of no more than 100 square feet may be located in the rear setback area.
- (c) If a residential zoning lot is at least 100 feet wide at the rear property line, two accessory use structures may be located in the rear setback area provided the total combined area of the structures does not exceed 125 square feet.
- (d) No accessory use structure which is allowed to encroach into the rear setback area of any residential zoning lot in accordance with the provisions of this ordinance shall be located closer than three feet to the rear property line, nor shall any encroaching structure exceed eight feet in height above the existing ground at its eave line or 12 feet above the existing ground at the highest point of its roof.
- (e) The color scheme of an accessory use structure shall blend with the colors of the primary structure on the same zoning lot, or shall be earth tones.
- (f) No accessory use structure intended to store flammable materials shall be located closer than 20 feet to the primary structure on the zoning lot, or any other primary or accessory structure.
- (g) The location and design of swimming pools and pool accessories are regulated by article X of the building and construction ordinance, [chapter 18].
- (h) Structures intended to be used as coops for chickens shall be located at least 20 feet from any property line.

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM: Lora Hooks, Senior Planner 11/13/2024
Justin Strickland, City Manager 11/15/2024

DATE: November 21, 2024

SUBJECT: 11-24-07 Special Use Permit request for 400 Crosstown Drive

Recommendation:

Consider Special Use Permit for the re-use of an existing building at 400 Crosstown Drive.

Discussion:

The property owner of 400 Crosstown Drive, know more commonly as the Kmart building, is requesting a Special Use Permit (SUP) in order to divide the existing building into multiple tenants with leasable space of over 32,000 square feet each. The owner is proposing to subdivide the building into two 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 the city ordinance, an SUP application is treated similarly to zoning requests in that there are two public hearings 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:

1. Compatibility of the proposed use and location with policies established in the comprehensive plan.
2. Compatibility of the proposed use with the character of adjacent properties and the surrounding neighborhoods and with existing and proposed development.
3. Availability of, or ability to provide, adequate utilities, drainage, parking and loading space, lighting, screening, landscaping and open space.

4. Provision of safe and convenient vehicular, pedestrian, bicycle, and alternate modes of transportation.
5. Compatibility of the proposed use with the intent and function of the GC zoning district.
6. Compliance with the 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 opened will continue to operate at a Level of Service of D or better, which is the City's standard.

Planning Commission Action

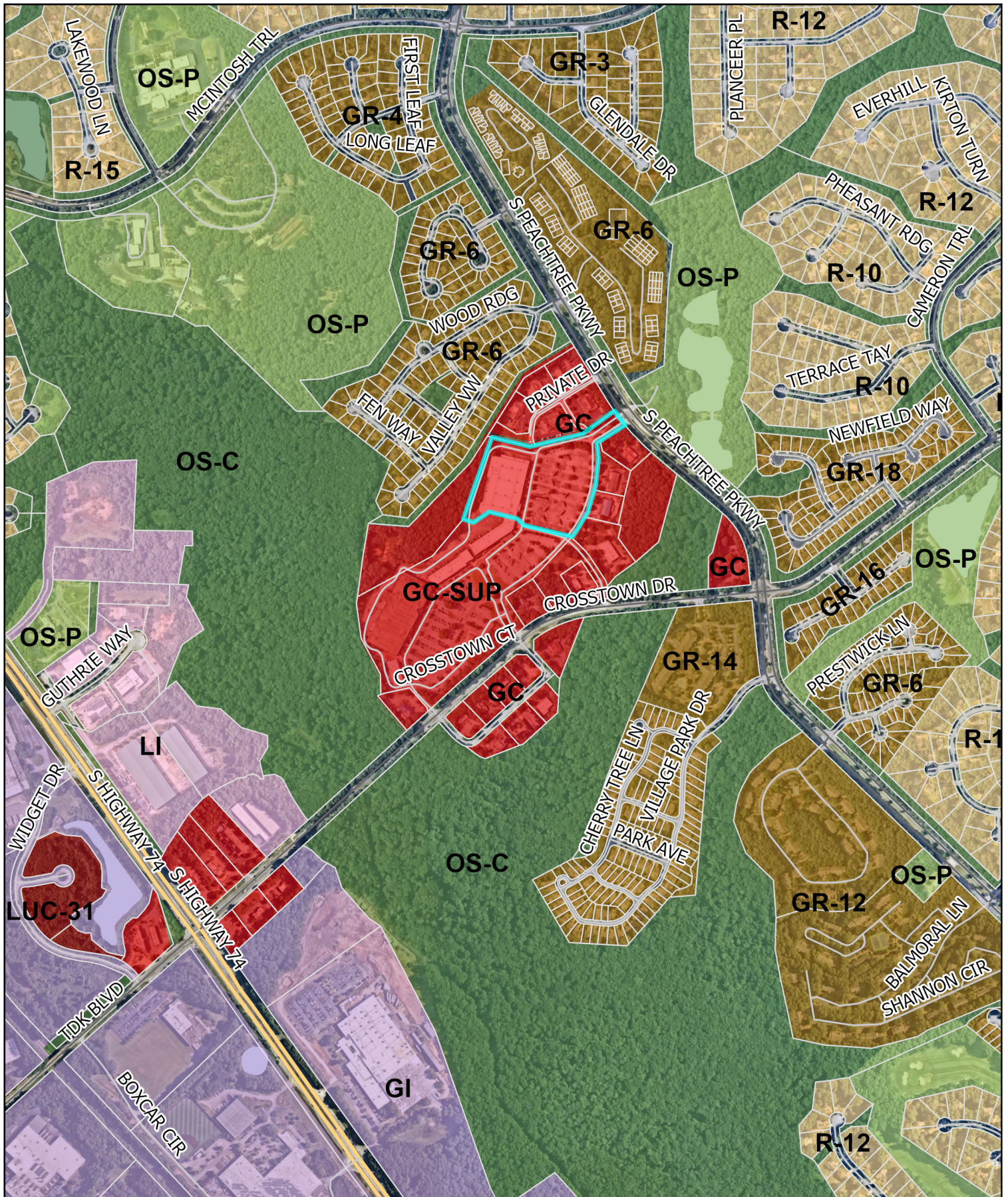
The Peachtree City Planning Commission conducted a Public Hearing on this request at their October 28, 2024 regular meeting. At that meeting, Commissioners voted 5-0 to recommend approval of the request with no conditions.

Budget Impact:

There are no budget impacts associated with this request.

Attachments:

1. Zoning Map
2. Applicant Narrative
3. Tenant Plan
4. Traffic Impact Study



Zoning Map

400 Crosstown Drive
Special Use Permit Application

2024

For informational purposes only



Site

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.

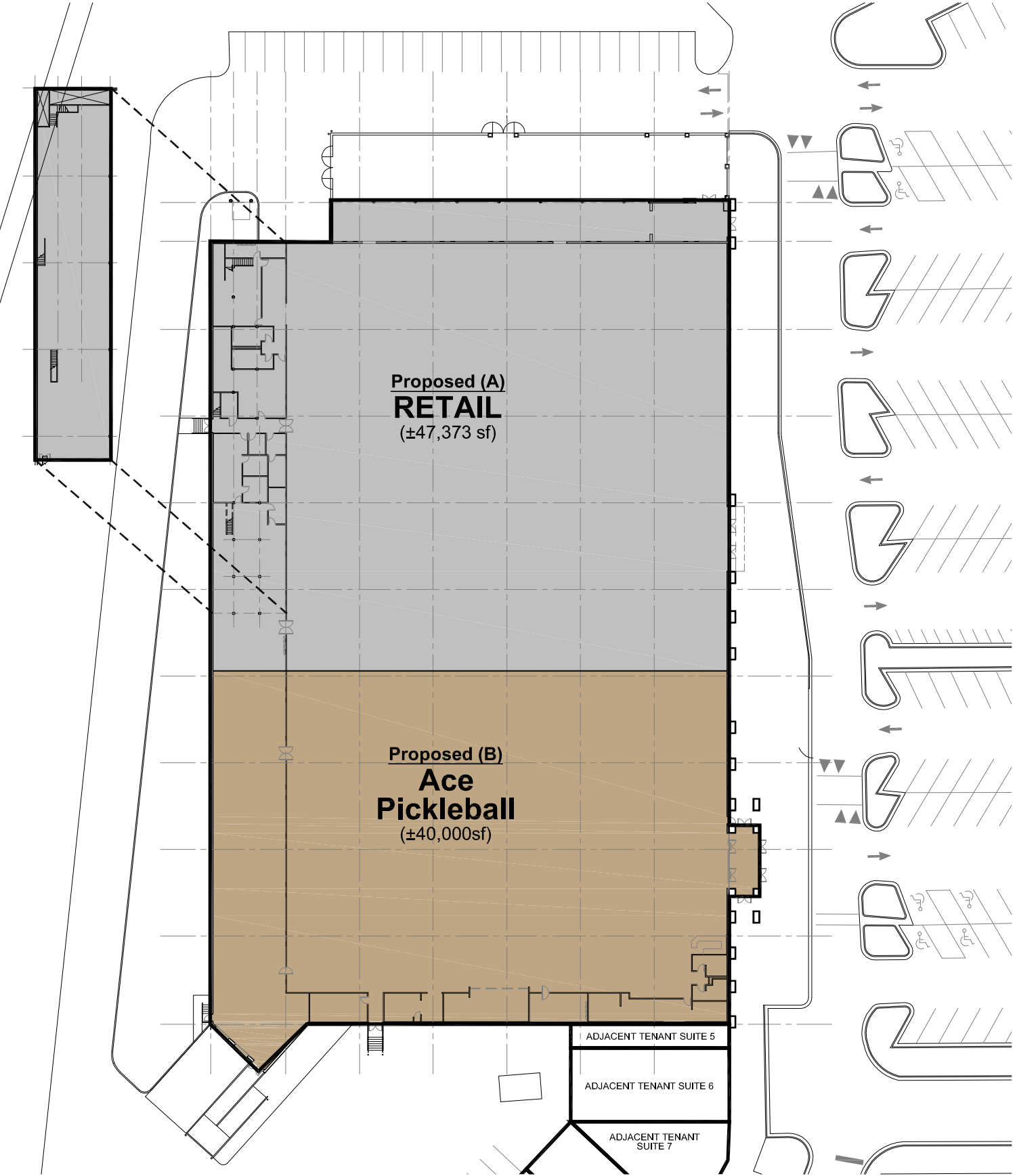
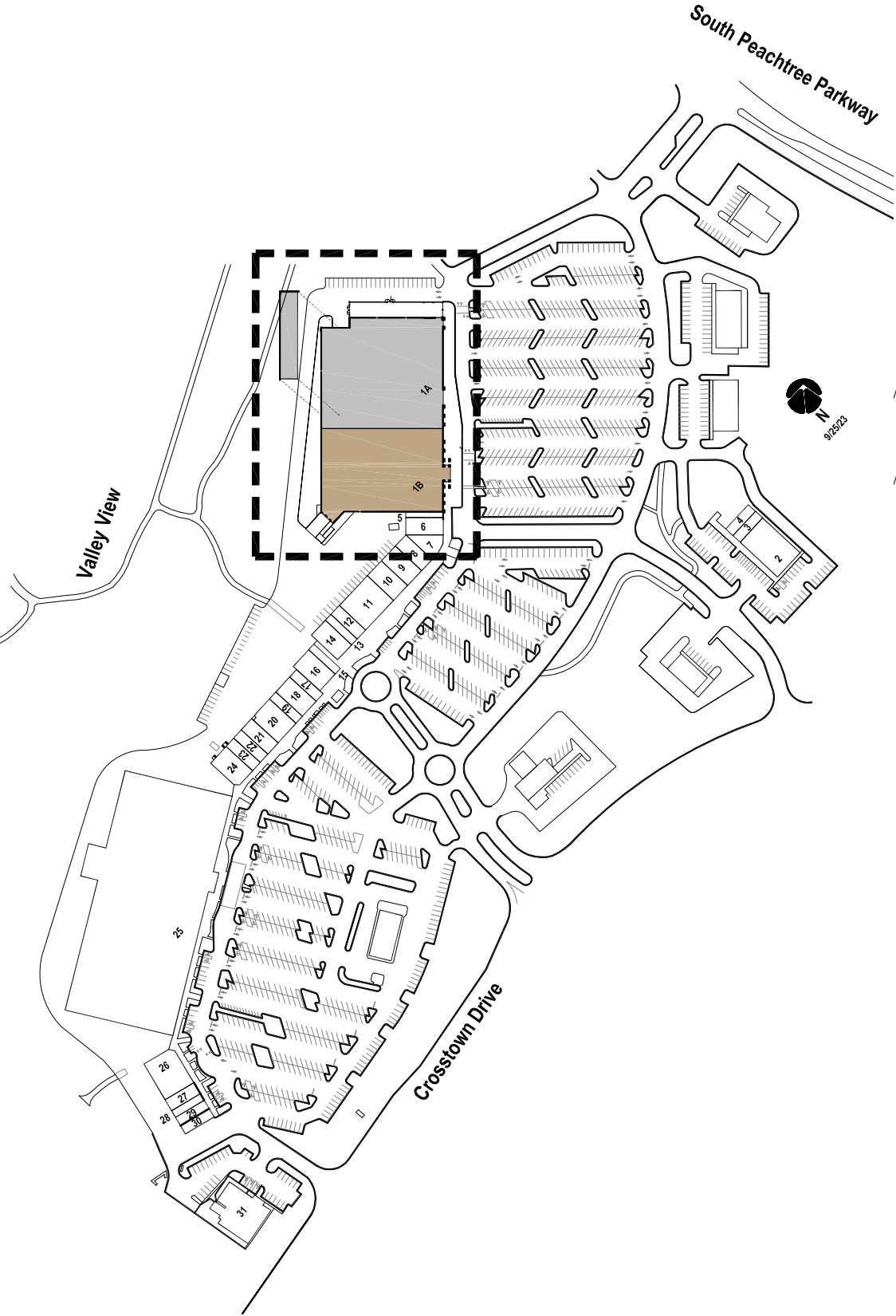
PARKING		
EXTG	4.74/1000	1,261
REMOVED		-00
ADDED		+00
TOTAL	4.74/1000	1,261
REQD	N/A	N/A

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

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Appendix B: Intersection Volume Worksheets

Appendix C: Synchro Analysis Reports

Appendix D: Raw Traffic Counts

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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**.

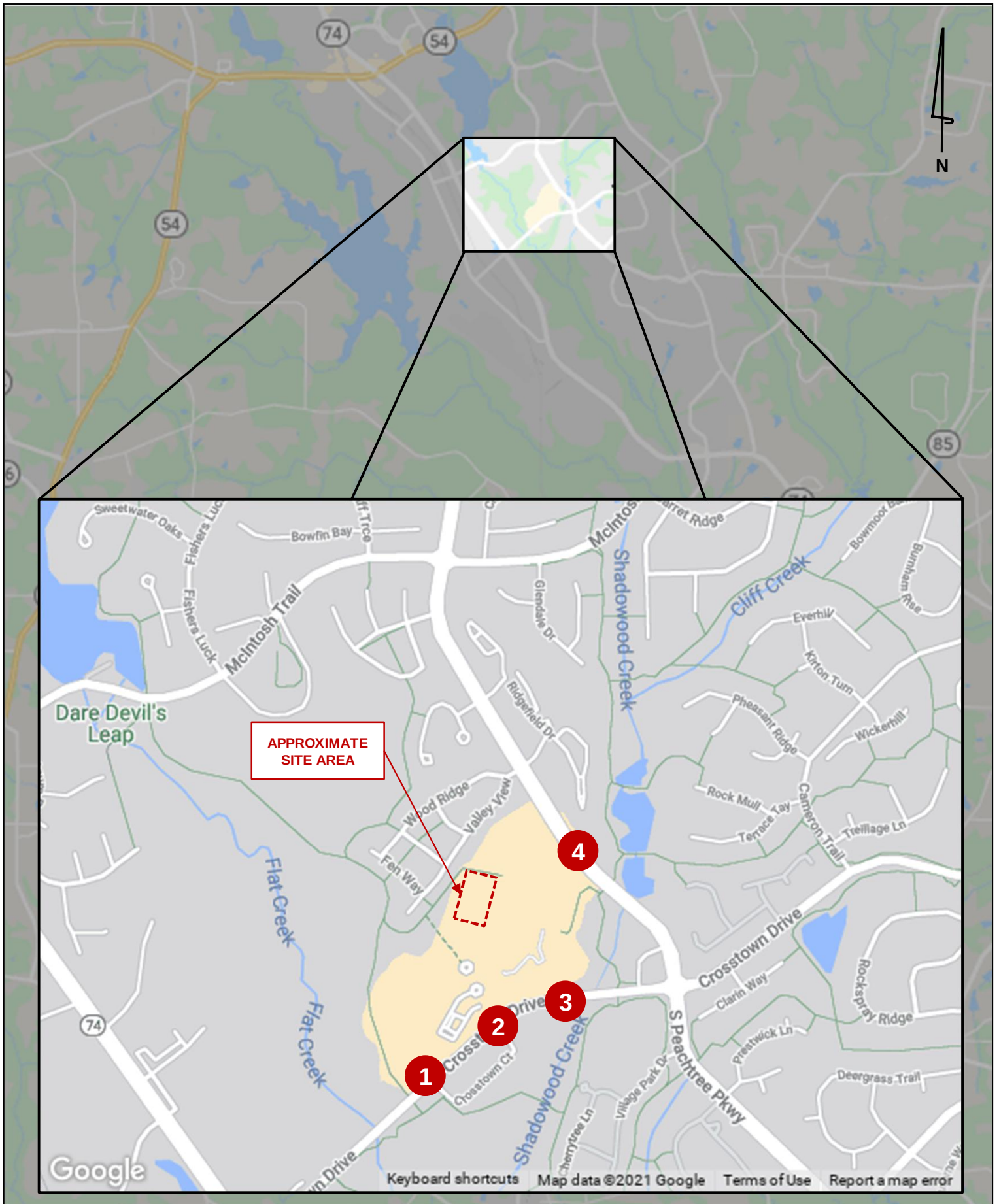
2.0 STUDY AREA DETERMINATION

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

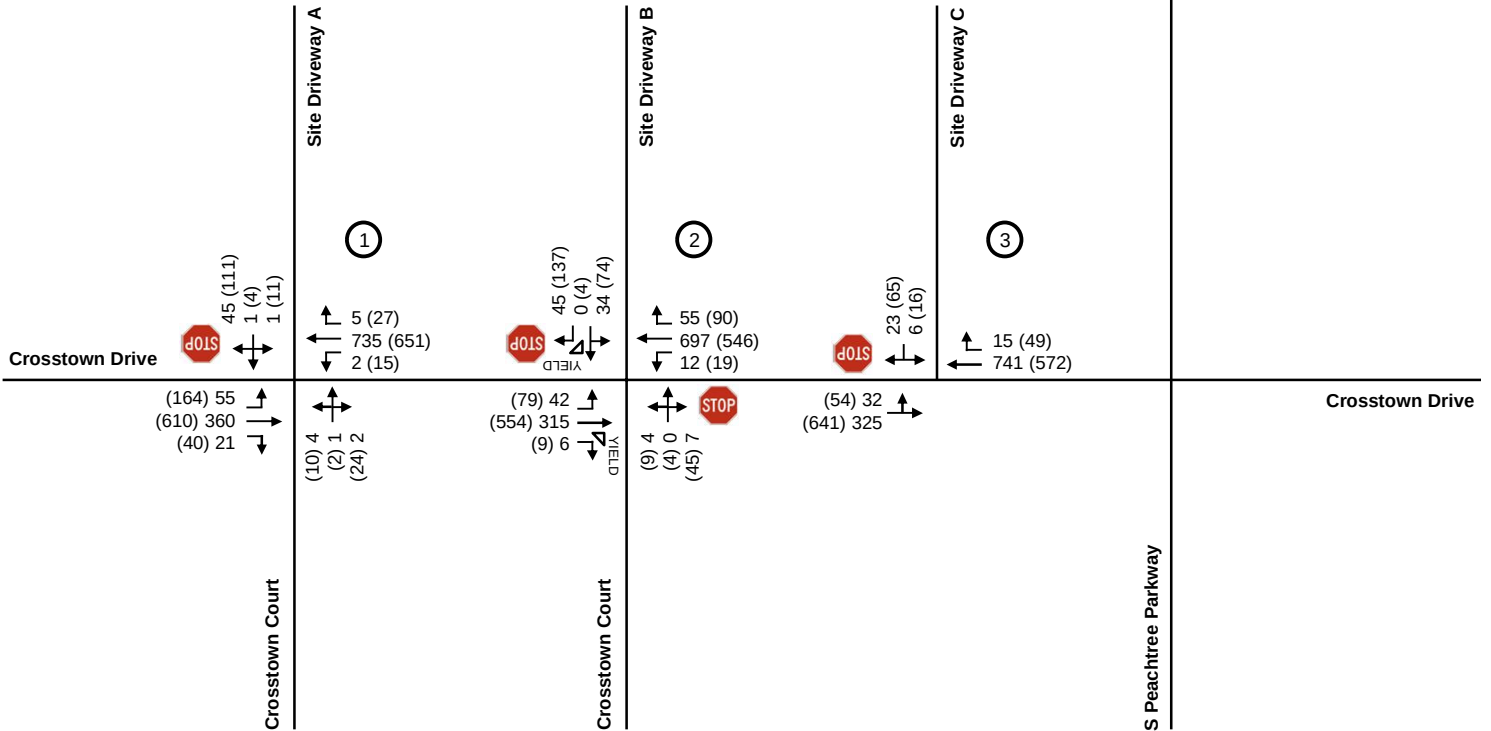
The GDOT GeoPI system, the ARC's Atlanta Region's Plan, Peachtree City 2023 SPLOST, and Fayette County 2023 SPLOST project lists were researched to identify any currently programmed transportation projects within the vicinity of the proposed development. Two (2) projects were identified:

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

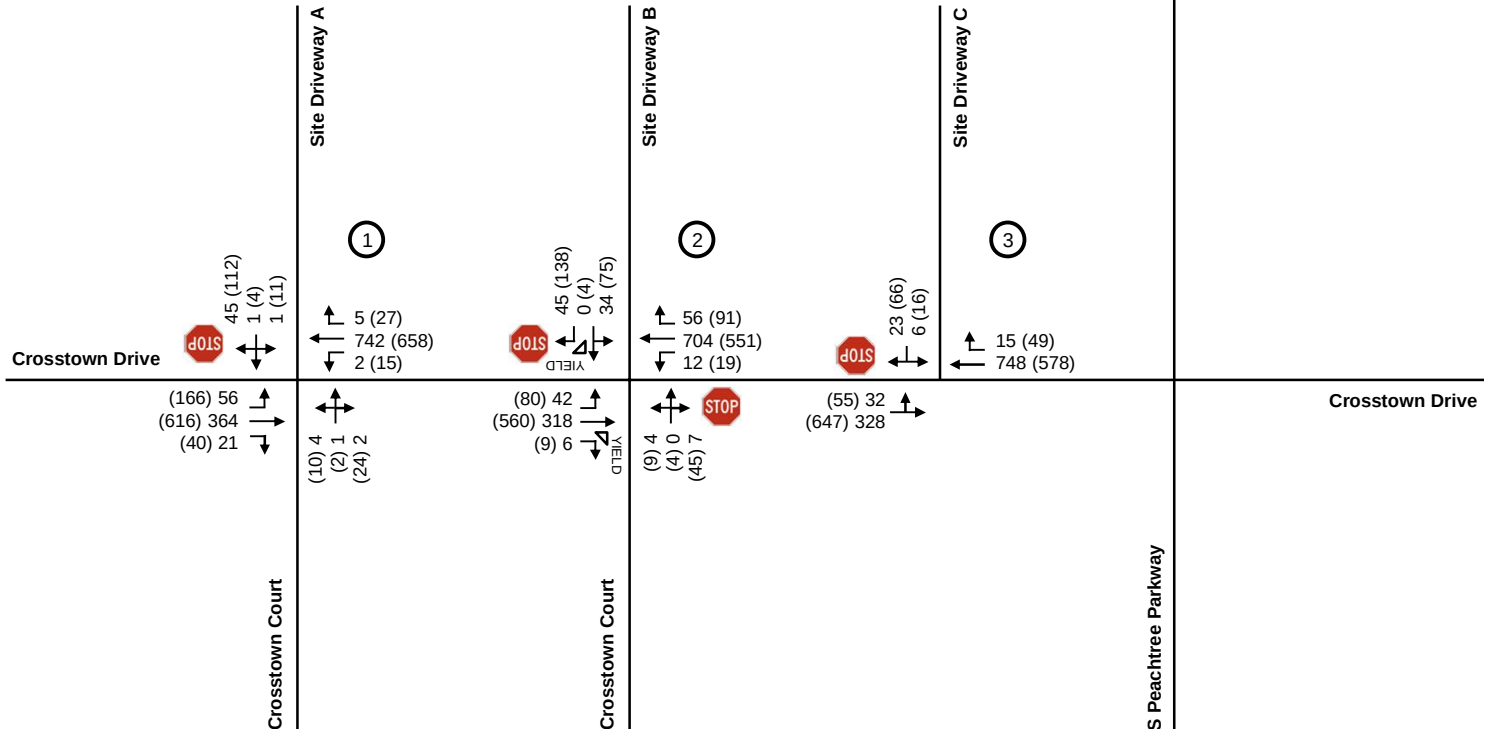
- Existing Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- STOP Existing Stop Control
- (X) Intersection Reference Number



LEGEND

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

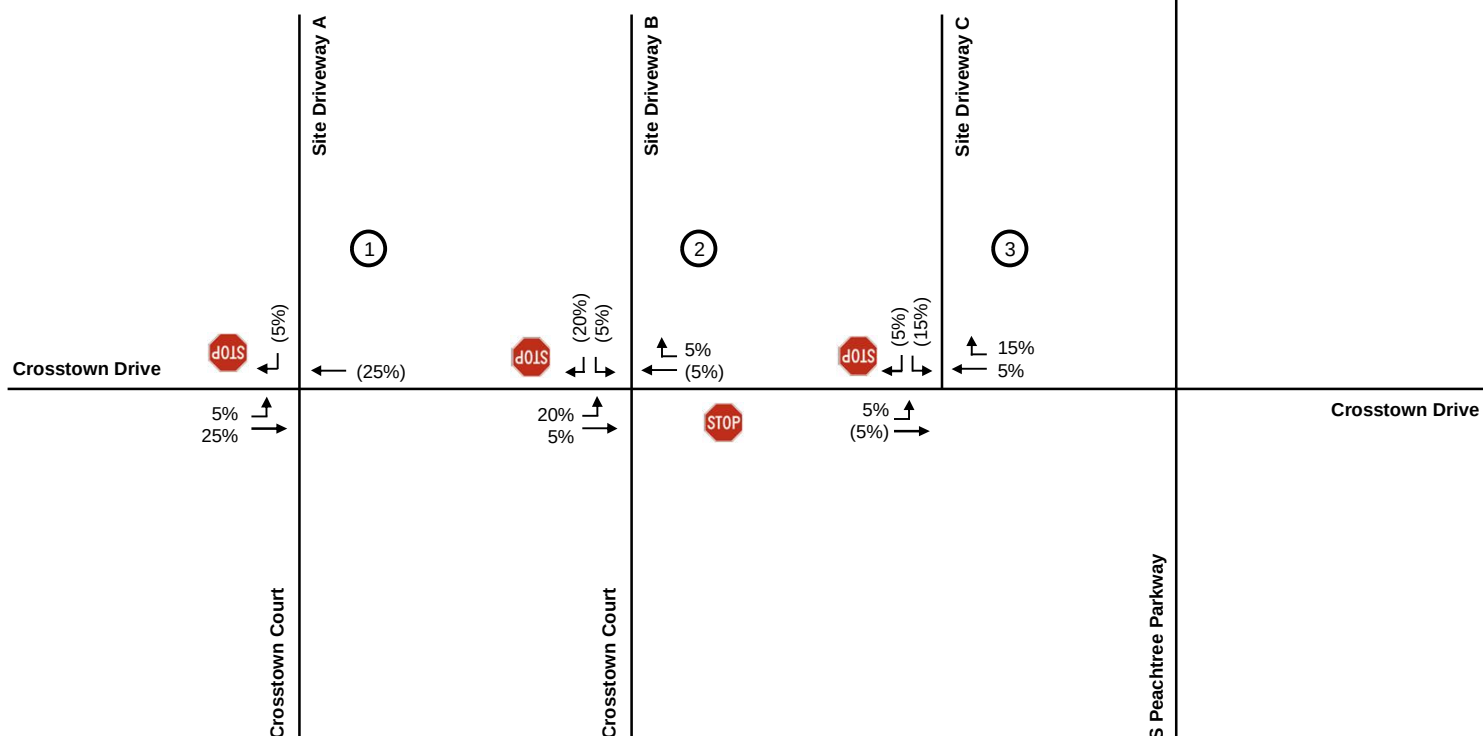
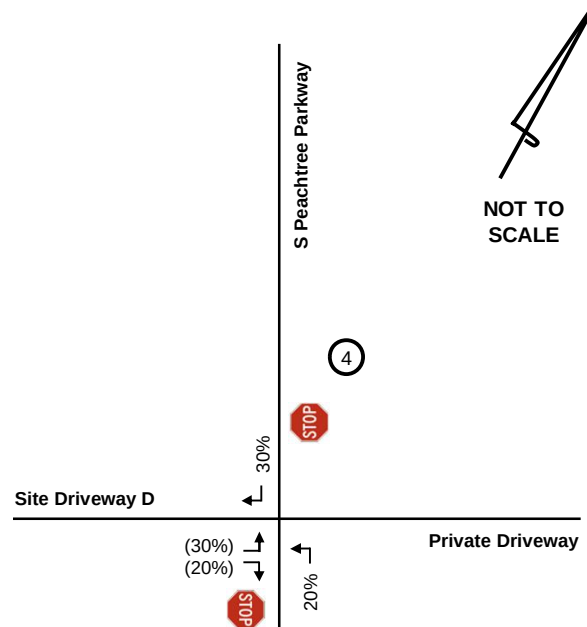
Level-of-service (LOS) determinations were made for the weekday AM and PM peak hours for the existing study network intersections and proposed access intersections using *Synchro Professional, Version 11.0*. The programs use methodologies contained in the *Highway Capacity Manual, 6th Edition* to determine 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.

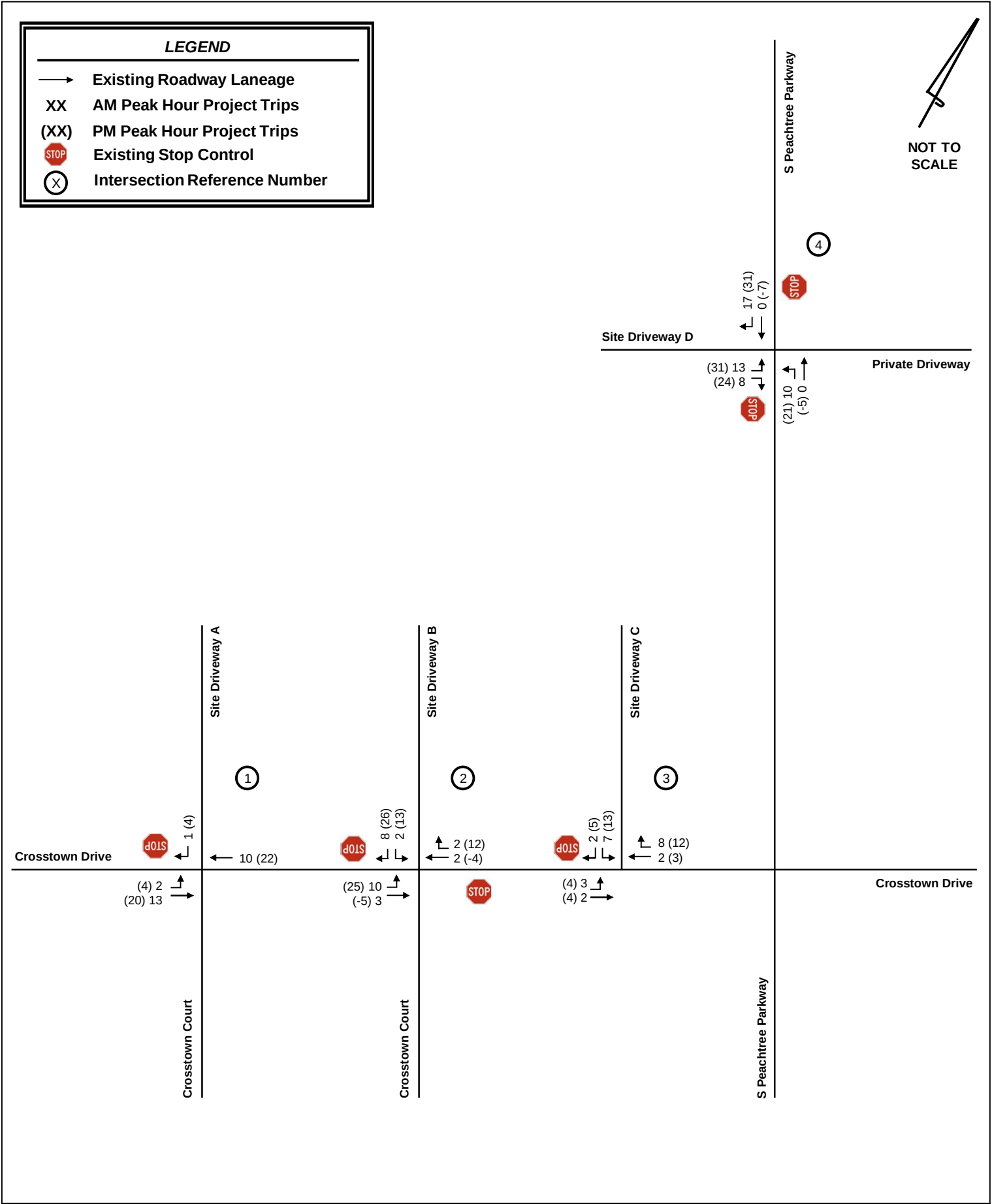
LOS is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions of a traffic stream. The *Highway Capacity Manual* defines six levels of service,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

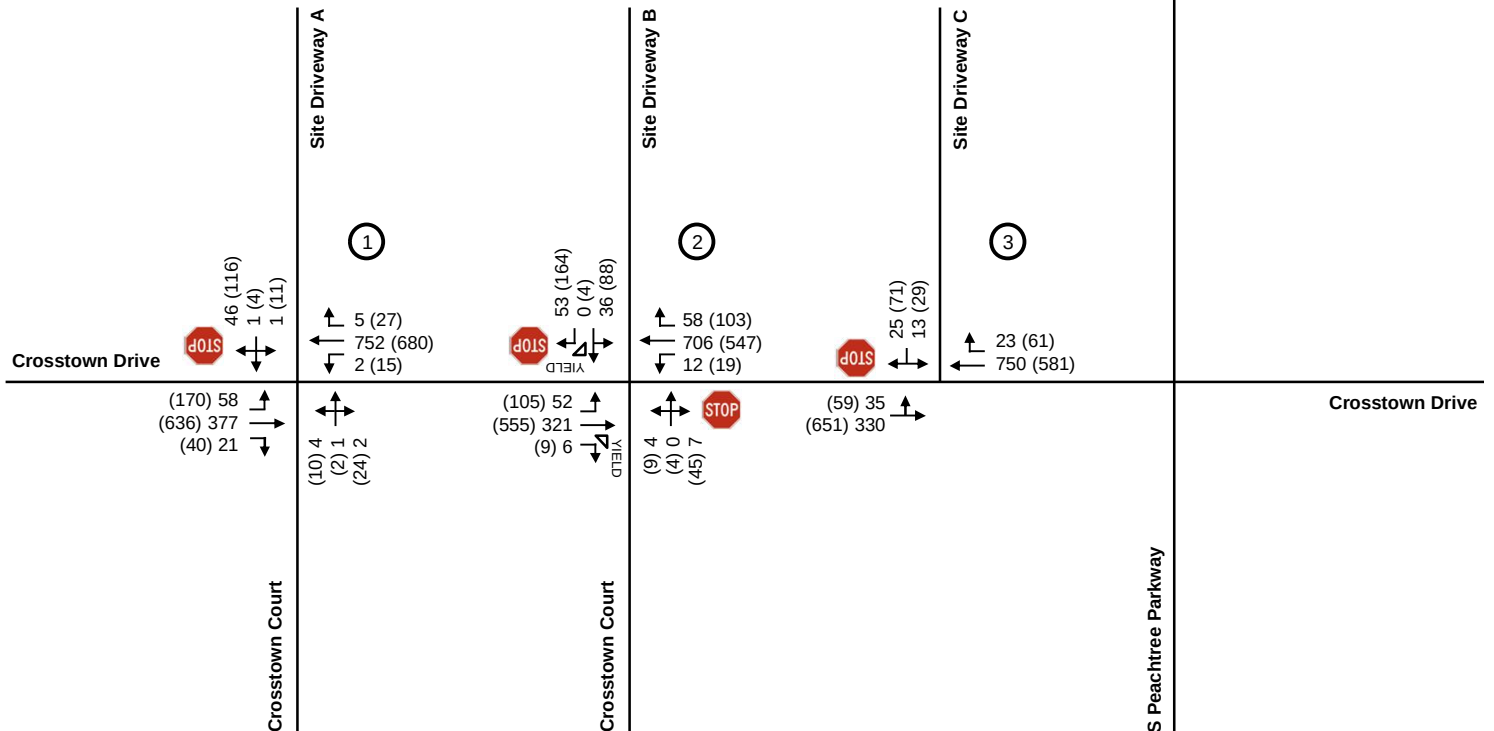


Table 3: Level-of-Service Summary <i>LOS (Delay in Seconds)</i>							
Intersection	Approach	Existing 2024		Projected 2025 No-Build		Projected 2025 Build	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. Crosstown Drive at Site Driveway A (two-way stop control)	NB	D (29.1)	F (57.5)	D (29.7)	F (61.5)	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.

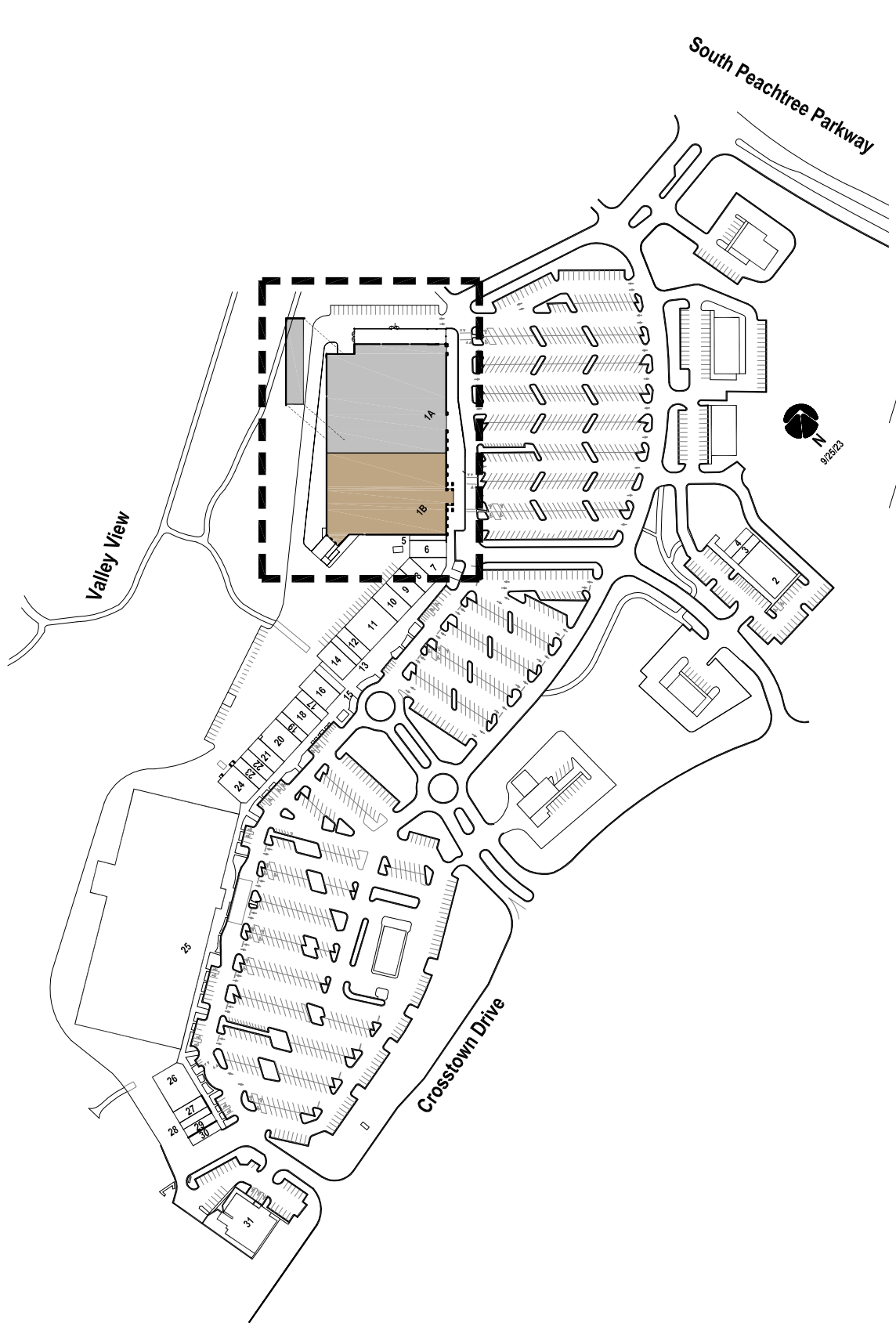
PARKING		
EXTG	4.74/1000	1,261
REMOVED		-00
ADDED		+00
TOTAL	4.74/1000	1,261
REQD	N/A	N/A

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

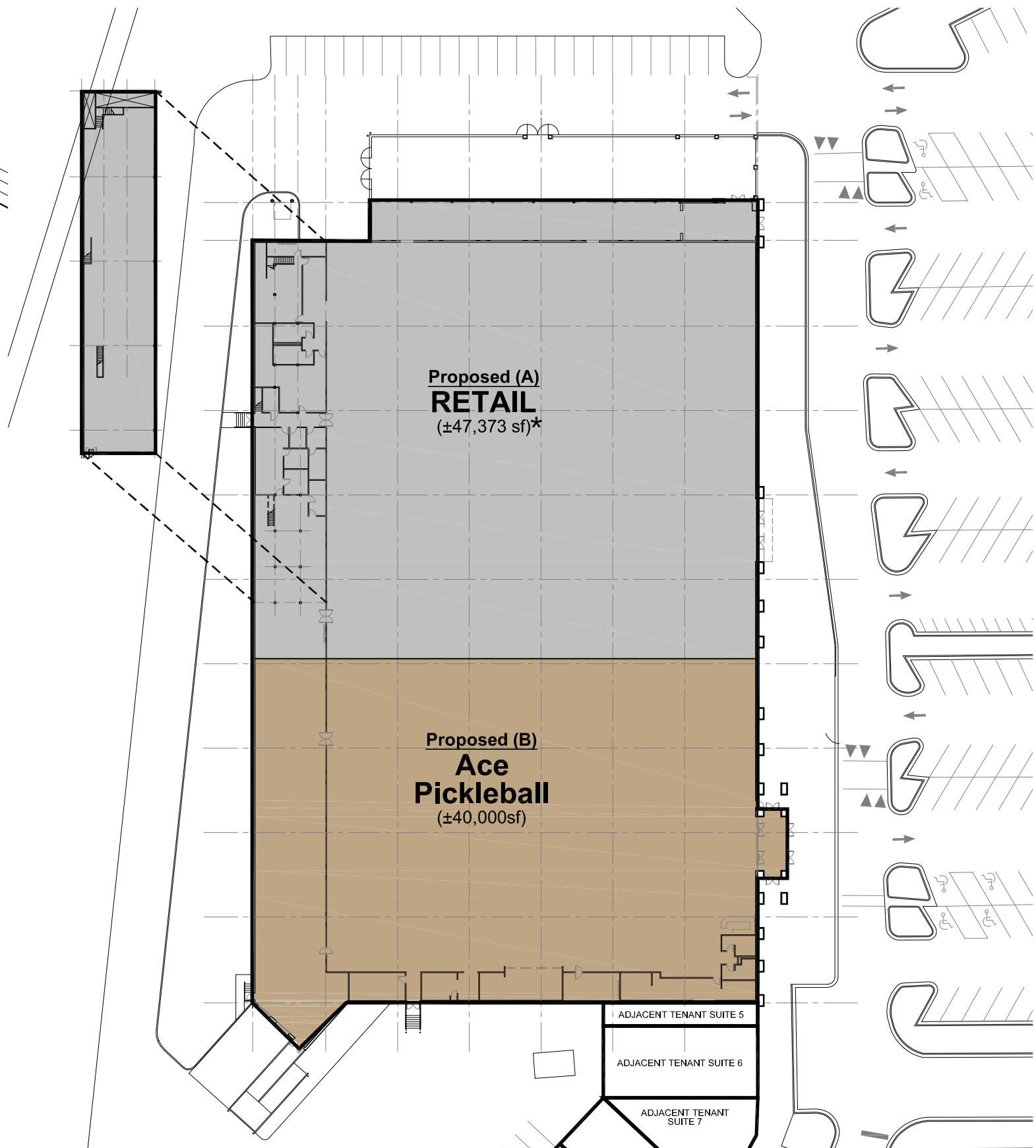
The information presented herein is intended for use by Kimco Realty Corporation, for the purposes of schematic planning only and should not be used as a construction document. Owner, contractor and /or tenant are responsible to verify all dimensions and conditions prior to permit or construction. This 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

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

Braelinn Village Shopping Center TIA
Existing AM Peak

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
Stage 1	-	-	-	-	615
Stage 2	-	-	-	-	805
Critical Hdwy	4.16	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.254	-	-	-	3.518
Pot Cap-1 Maneuver	903	-	-	-	150
Stage 1	-	-	-	-	539
Stage 2	-	-	-	-	440
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	903	-	-	-	134
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	-	-

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

Braelinn Village Shopping Center TIA
Projected 2025 No-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	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

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

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

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

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

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
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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
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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				

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

Braelinn Village Shopping Center TIA
Projected 2025 Build PM Peak

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	1	0	0	0	1	0	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	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	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	0	0	0	0	0	6	0	9	30	2	0	0	21	1	0	70
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	1	0	0	0	1	0	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	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	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	1	21	0	0	0	28	1	0	54
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	1	0	0	0	1	0	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	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	1	0	0	0	1	0	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	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		
		EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
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 : 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								TOTAL
PEAK HR VOL :		0 0		0 0		0 0		0 0		0
PEAK HR FACTOR :										

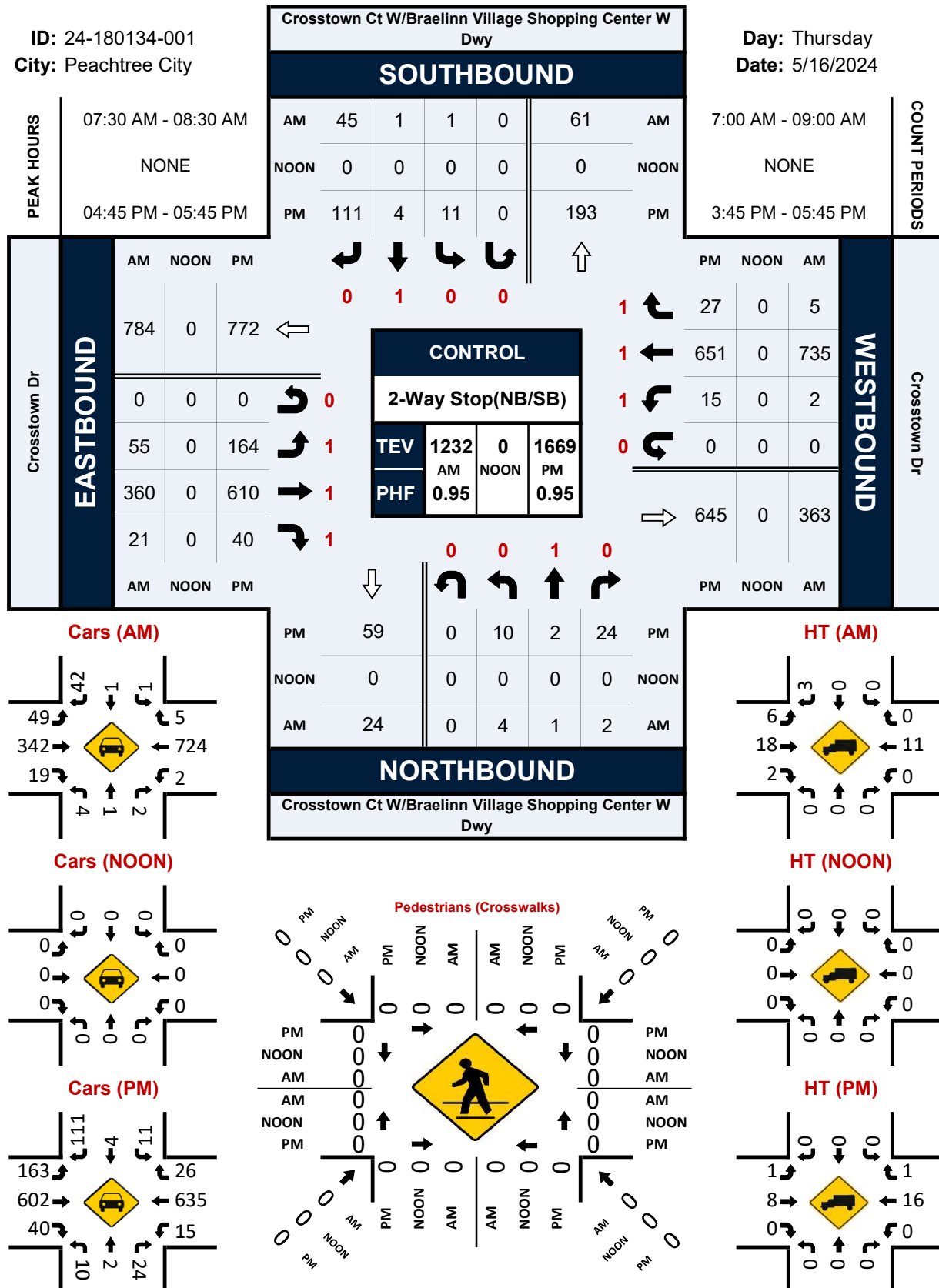
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES : 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				

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 - 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 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	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 0	NT 0	NR 2	NU 0	SL 3	ST 0	SR 0	SU 0	EL 0	ET 30	ER 0	EU 0	WL 1	WT 22	WR 1	WU 0	TOTAL 59
APPROACH %'s :	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 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	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 0	NT 0	NR 0	NU 0	SL 1	ST 0	SR 2	SU 0	EL 0	ET 22	ER 0	EU 0	WL 0	WT 27	WR 1	WU 0	TOTAL 53
APPROACH %'s :					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 :									

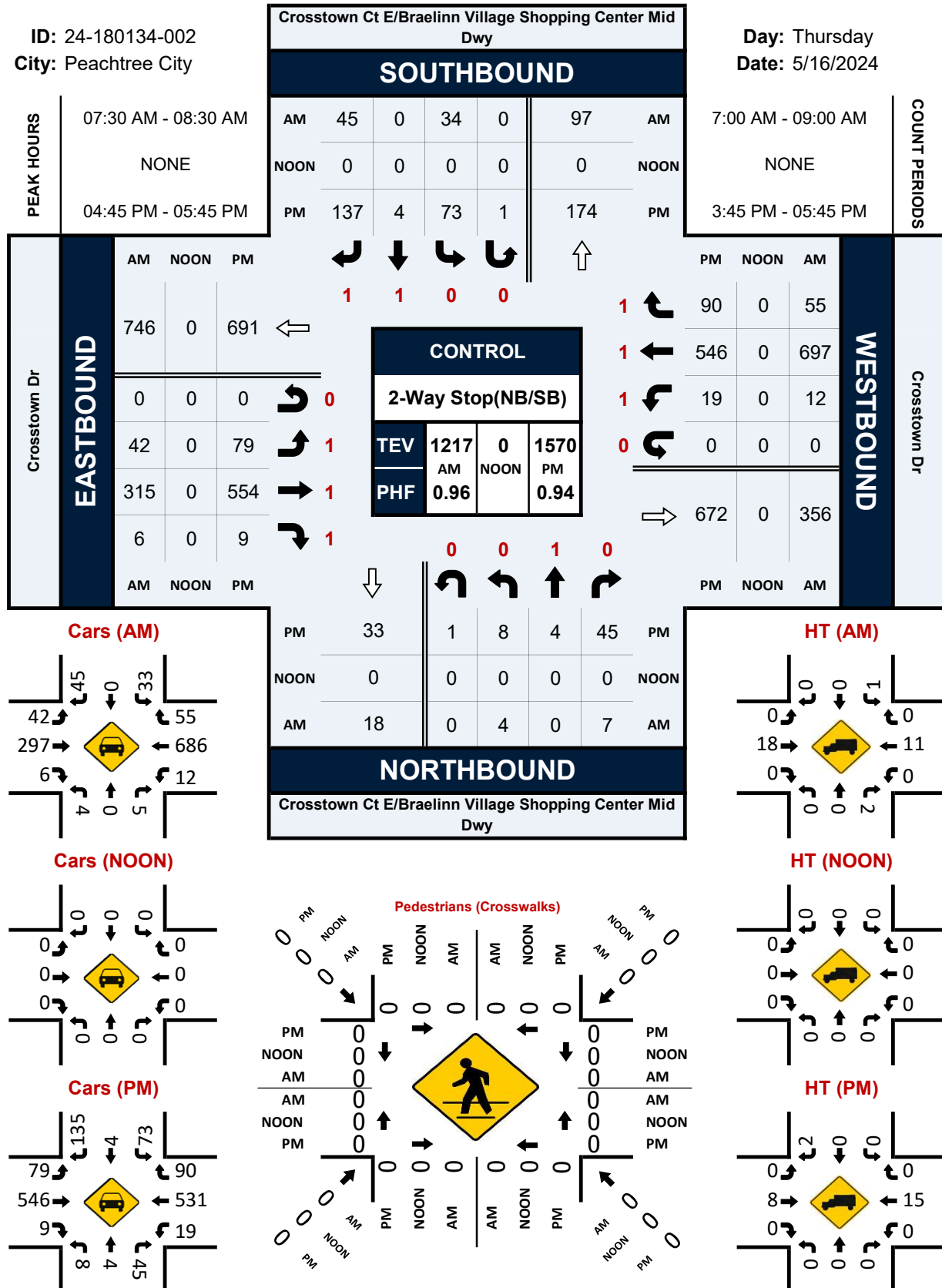
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	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																TOTAL
PEAK HR VOL :	0	0	0	0	6	0	22	0	31	304	0	0	0	731	15	0	1109
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	0.956
					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																TOTAL
PEAK HR VOL :	0	0	0	0	16	0	63	0	50	630	0	1	0	563	48	0	1371
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	0.929
					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
City: Peachtree City

Project ID: 24-180134-003
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 :	EB	WB	EB	WB	NB	SB	NB	SB
APPROACH %'s :	0	0	0	0	0	0	0	0
PEAK HR :	07:30 AM - 08:30 AM							
PEAK HR VOL :	0	0	0	0	0	0	0	0
PEAK HR FACTOR :								

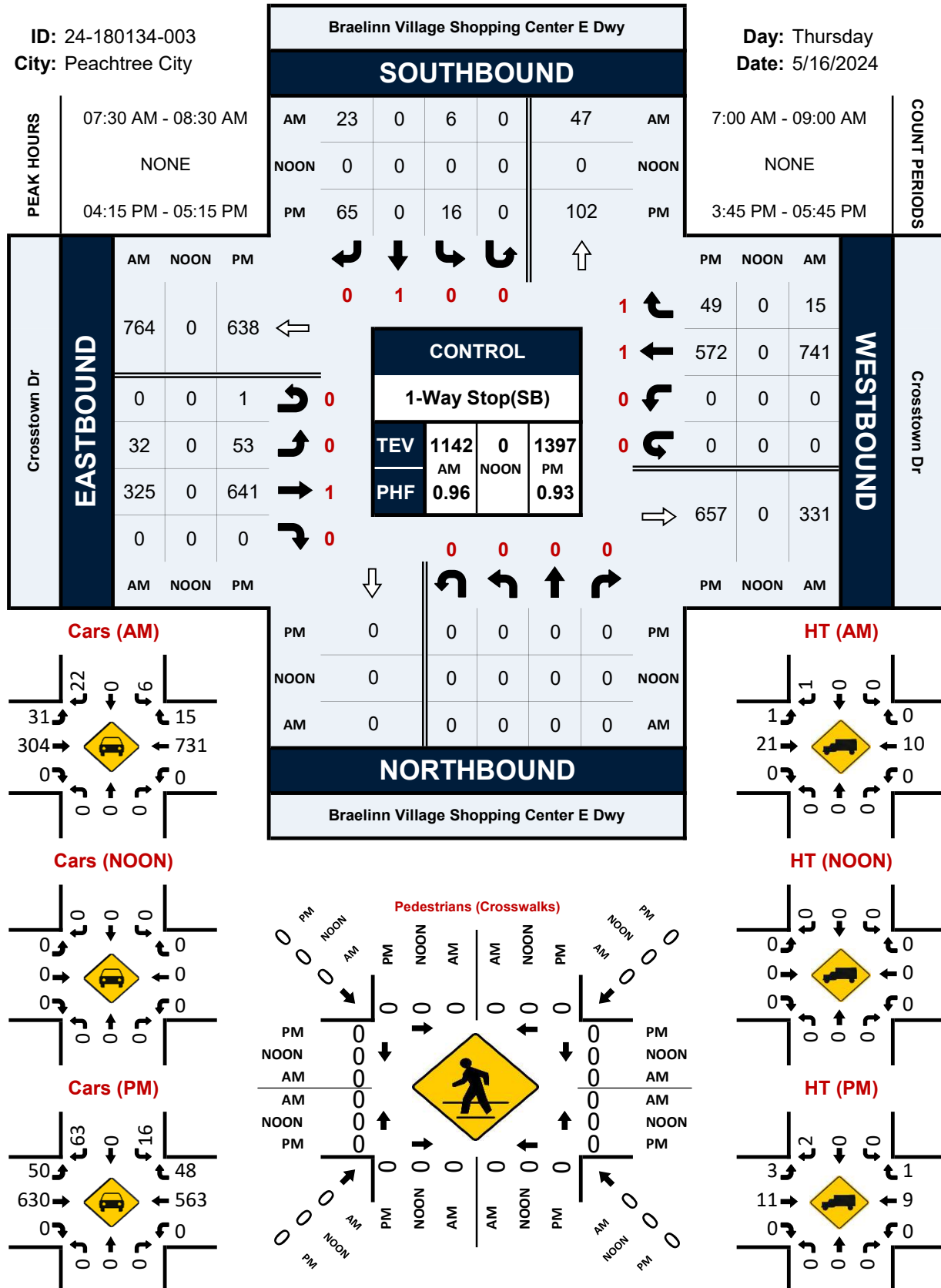
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB
APPROACH %'s :	0	0	0	0	0	0	0	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 : APPROACH %'s :	EB 0	WB 0	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 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 :									

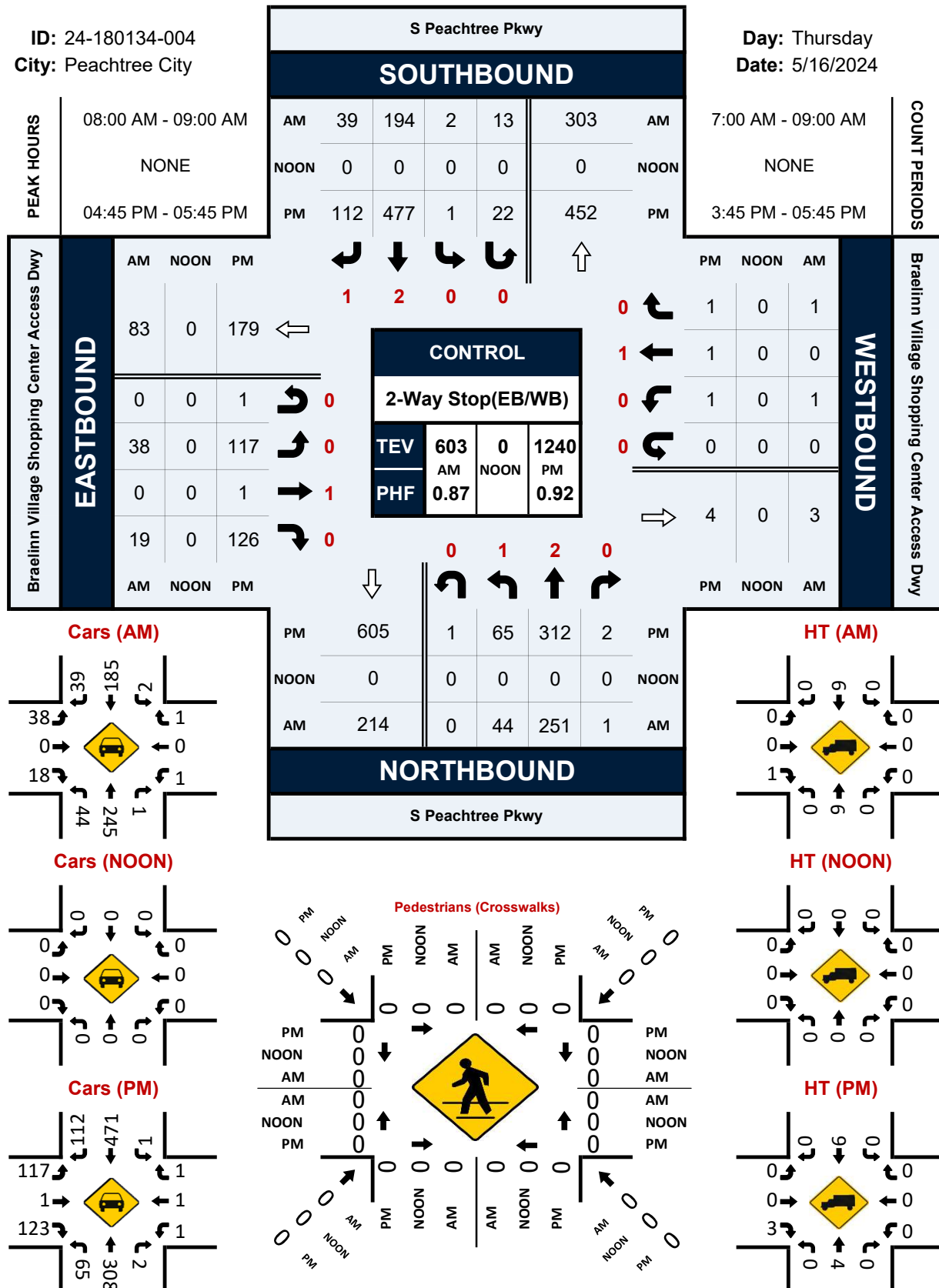
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES : 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 :									

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.

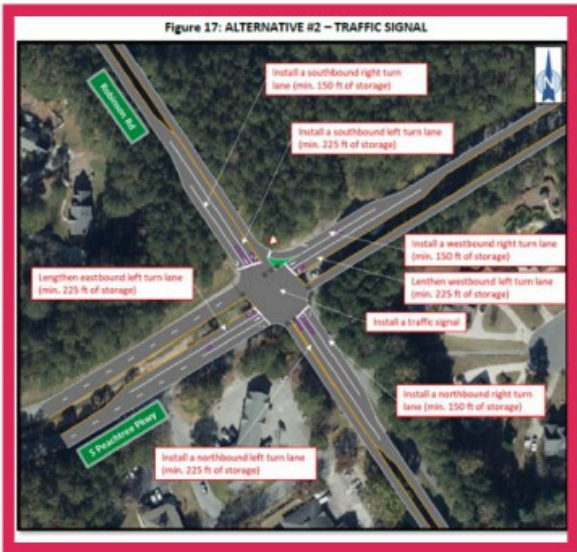


Table 13: CAPACITY ANALYSIS RESULTS, PROJECTED 2045 CONDITIONS – ALTERNATIVES

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: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM: Lora Hooks, Senior Planner 11/14/2024
Justin Strickland, City Manager 11/15/2024

DATE: November 21, 2024

SUBJECT: 11-24-08 Variance request for 516 Pine Circle

Recommendation:

Should the City Council decide to approve the variance request, staff recommends approval with these conditions:

1. A foundation survey of both the covered patio and the pool deck, as applicable, shall be provided for approval during the foundation phase of the project.
2. The color scheme of the patio structure shall be compatible with the colors of the primary structure.

Discussion:

The Applicant purchased the property in 2021. The lot has an unusual shape due to a cemetery located behind the house in a city-owned greenbelt. The original house on the property was demolished, and a new house built by the prior owner in 2019. The new house is two levels, has a slightly larger footprint, and takes up most of the buildable area on the odd-shaped lot.

The homeowners would like to add an outdoor entertainment area that includes an in-ground pool with a pool deck area containing a hot tub, and both uncovered and covered patio areas. A variance for a similar proposal with the outdoor pavilion was requested by the homeowner in 2022 and was denied.

The proposed pool deck and covered patio will encroach into the required setbacks. Therefore, the Applicant is requesting relief in the form of variances from these setback requirements:

- 10-foot encroachment of the pool deck into the 15-foot side setback
- 24.8-foot encroachment of the covered patio into the 30-foot rear setback

This neighborhood is one of the older neighborhoods in the City, platted back in 1967,

and most of the homes were built in the late 1960s and early 1970s. Historical zoning maps show the original zoning for the district was R-150. The entire City was rezoned in 1977, converting to the current zoning districts we have today. The R-150 zoning district was re-numbered to R-22. The setbacks then and now are the same:

- Front setback: 50 feet
- Side setback: 15 feet
- Rear setback: 30 feet

As part of the application the Applicant has included a justification narrative, a site plan, renderings, and letters of support from neighbors which are attached to this memo.

In accordance with Section 1202 of the Zoning Ordinance, City Council may grant a variance when:

(a) Relief, if granted, would be in harmony with, or could be made to be in harmony with, the general purpose and intent of the zoning ordinance; or

(b) The application of the particular provision of the zoning ordinance to a particular piece of property, due to extraordinary and exceptional conditions pertaining to that property because of its size, shape, or topography, would create an unnecessary hardship for the owner while causing no detriment to the public.

Per section 1207 of the Peachtree City Zoning Ordinance, City Council shall consider the following factors when making a decision:

(a.) There are special circumstances applicable to the property, including location, shape, size, surroundings, or topography so that the strict application of this ordinance denies the property of privileges enjoyed by other property in the vicinity and under identical zoning district classification;

(b.) The strict or literal interpretation and application of this ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the Zoning Ordinance, or would deprive the Applicant of privileges granted to others in similar circumstances;

(c.) There are exceptional or extraordinary circumstances or conditions applicable to the property involved or the intended development of the property which preclude the applicant from complying with this ordinance and that do not apply generally to other property in the same zoning district and which prevent the applicant from complying with existing regulations;

(d.) The granting of such variance will not constitute the granting of special privileges inconsistent with the limitations on other property in the same zoning district;

(e.) The granting of such variance will not be materially detrimental to the public health, safety, or general welfare nor injurious to property or improvements in the zone or neighborhood in which the property is located; and

(f.) The granting of such variance will not create inconsistencies with any objective of the Comprehensive Plan.

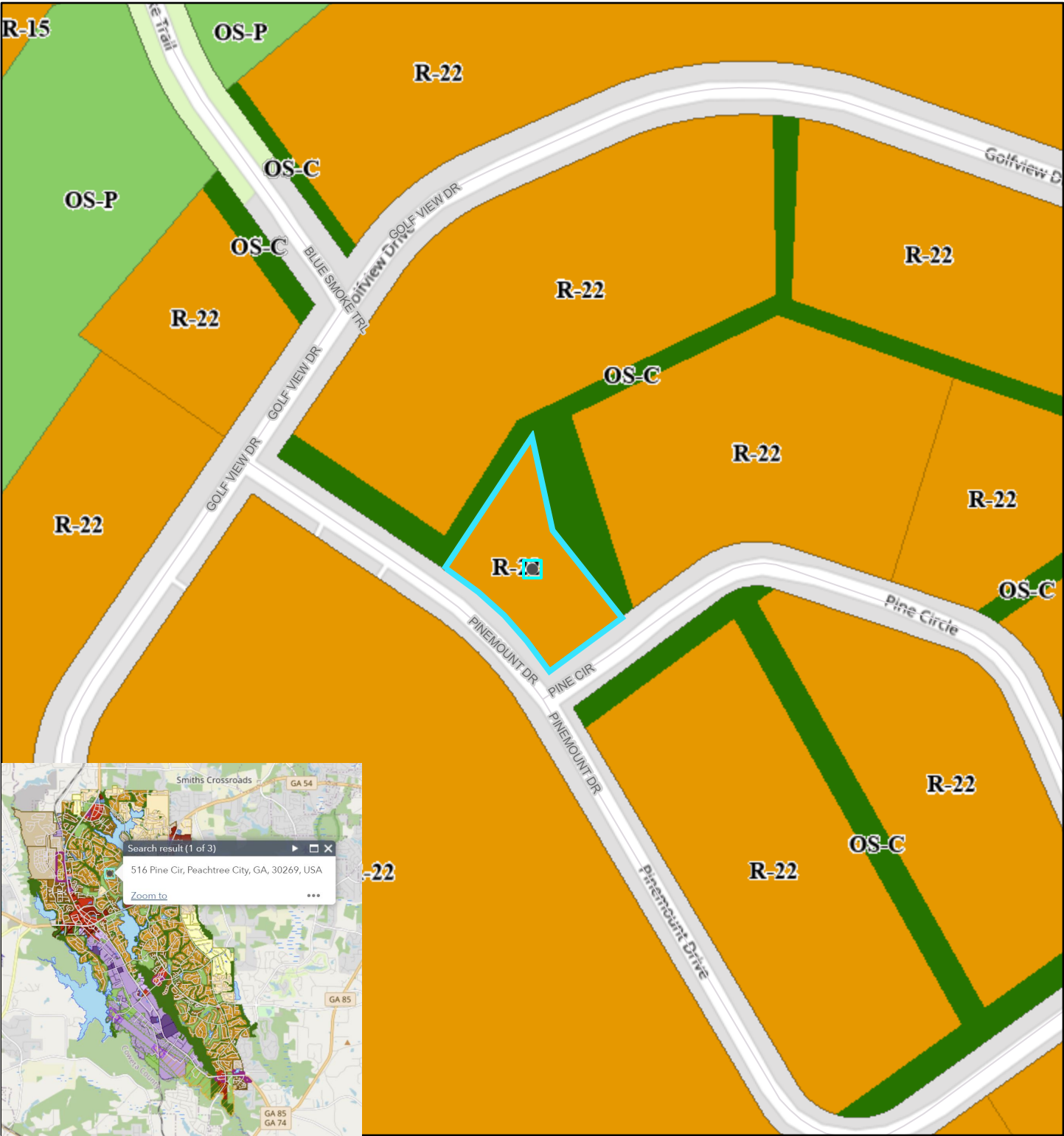
Budget Impact:

There are no budget impacts associated with this request.

Attachments:

1. Zoning Map
2. Justification Narrative
3. Site Plan
4. Renderings
5. Neighbor Letters of Support

516 Pine Circle
Zoned: R-22

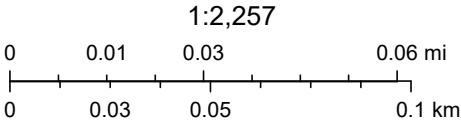


11/14/2024, 2:47:48 PM

— Road Centerlines

Zoning

- R
- OS-C
- OS-P



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

FROM THE DESK OF
BERNADETTE & TONY GIGLIO

August 22, 2024

Peachtree City Council
City of Peachtree City
153 Willowbend Road
Peachtree City, GA 30269

Re: Variance for 516 Pine Cir

Dear Esteemed Members of the Peachtree City Council,

We're writing to you today to request a variance for a covered outdoor patio our property at 516 Pine Cir.

Project Description

The outdoor covered patio will encompass a 20'x20' area; enough for a fireplace and seating area. It'll also contain electricity, recessed lighting and a ceiling fan. The design of the pavilion will be in the same style and colors as our home.

Here is a link to the proposed design:

www.youtube.com/watch?v=ESRjopLqwV4

We believe this variance meets all the criteria highlighted per the variance application's "Detailed Report Providing Support for Request" section. By point:

(a) There are special circumstances applicable to the property, including location, shape, size, surroundings, or topography so that the strict application of this ordinance denies the property of privileges enjoyed by other property in the vicinity and under identical zoning district classification.

The special circumstances are that our property is adjacent to city owned property, a "cemetery" marked by the city as a historical landmark. This is located Northwest of our home. (See Conceptual Plan for visuals). This limits the setback area available to us.

(b) The strict or literal interpretation and application of this ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the zoning ordinance, or would deprive the applicant of privileges granted to others in similar circumstances

We simply request the ability to build an outdoor patio as any home would be able to do. The issue for us isn't land, as we have plenty of land to build. When they reconstructed our home, they made the side yard the back yard and the back yard the side yard. Without a variance we simply cannot do what we'd like to do causing an undue hardship. This project not only adds to our home, but to the beauty of our neighborhood and Peachtree City.

(c) There are exceptional or extraordinary circumstances or conditions applicable to the property involved or the intended development of the property which preclude the applicant from complying with this ordinance and that do not apply generally to other property in the same zoning district and which prevent the applicant from complying with existing regulations

The setback area of our property has been greatly reduced because of the restrictions put upon us by the city's unorthodox property lines. This makes building a covered patio area without a variance impossible.

It's clear looking at the city property lines next to our property compared to other corner lot homes in our area, that the city carved out land meant for our property and designated it for the "cemetery". Our corner lot square footage is considerably smaller than comparable corner lots.

It's the odd carve out that DIRECTLY leads us to having to get a variance. It's not a straight "North-South or East-West" line. It's irregular triangular shaped. This has created the undue hardship for which we require a variance.

And, with respect, the city property (aka "the cemetery") in question is an issue. Neighbors who have lived in the area for decades can testify to you that in over 4+ decades of living in their homes adjacent to the "cemetery" they have never seen the city crew come out to prune or manage the area in the last 40 years. The only time the city has come out was two years ago at our request because of dead trees which could fall on our property and the property of our neighbors, Mr. & Mrs. Brown.

And the term "cemetery" is at best generous. First off, it's not a cemetery. It's one grave. The grave isn't preserved or maintained. In fact, it's been destroyed by centuries of aging and falling trees as well as local vandalism, as witnessed and reported to the Peachtree City Police Department by our neighbor, Norman Hallford. There are no clear entryways or access points. Our neighbor's, the Vann's,

were also scolded when they tried to prune some wild bushes. So the city won't maintain this area, and they won't allow us to maintain it either. It is an eyesore.

I have a 6 year old daughter. This area is dangerous. We've seen snakes and ticks. Our proposed plan will allow my family to be safe. We'll also, by default, create clear lines of entry, since we plan on fencing our property, should the city in the future create accessible entry points.

(d) The granting of such variance will not constitute the granting of special privileges inconsistent with the limitations on other property in the same zoning district

We are not asking for any special privileges. The outdoor project is contained entirely within our property. We're not asking to infringe on anyone or the city's property. We simply would like to use the abundant area contained within our property lines. To enjoy the habitability of our property as allowed to the full extent of the law. Our situation is EXACTLY why variances exist.

(e) The granting of such variance will not be materially detrimental to the public health, safety, or general welfare nor injurious to property or improvements in the zone or neighborhood in which the property is located

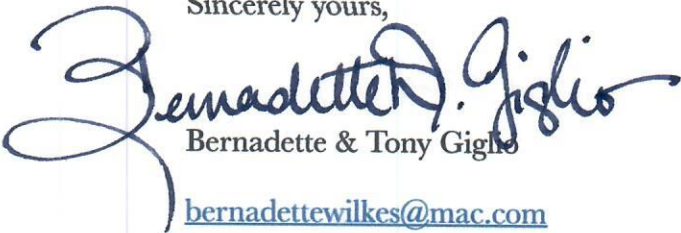
No. The granting of this variance will not be materially detrimental to the public health, safety, to general welfare. In fact, it will improve it.

(f) The granting of such variance will not create inconsistencies with any objective of the comprehensive plan

No. We believe the outdoor project will only enhance the beauty (and value) of our community. As previously mentioned, the design of the patio will be in the same style & colors of the main house.

We love Peachtree City. We love our community and our neighbors. As you can see, our neighbors all support this endeavor. We ask to grant us this variance so we can complete our dream home. Thank you for your consideration.

Sincerely yours,


Bernadette & Tony Giglio
bernadettewilkes@mac.com



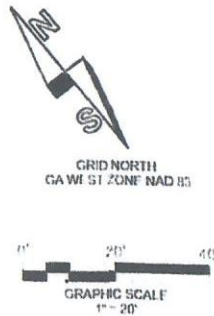
the_war_room@me.com

AS BUILT ACCEPTED

This "As Built" survey has been reviewed by City Staff and found to be in compliance with the zoning ordinance and the conditions of final plat approval adopted by the Southern City Planning Commission.

Sally Gaskins
Planning & Engineering Inc.

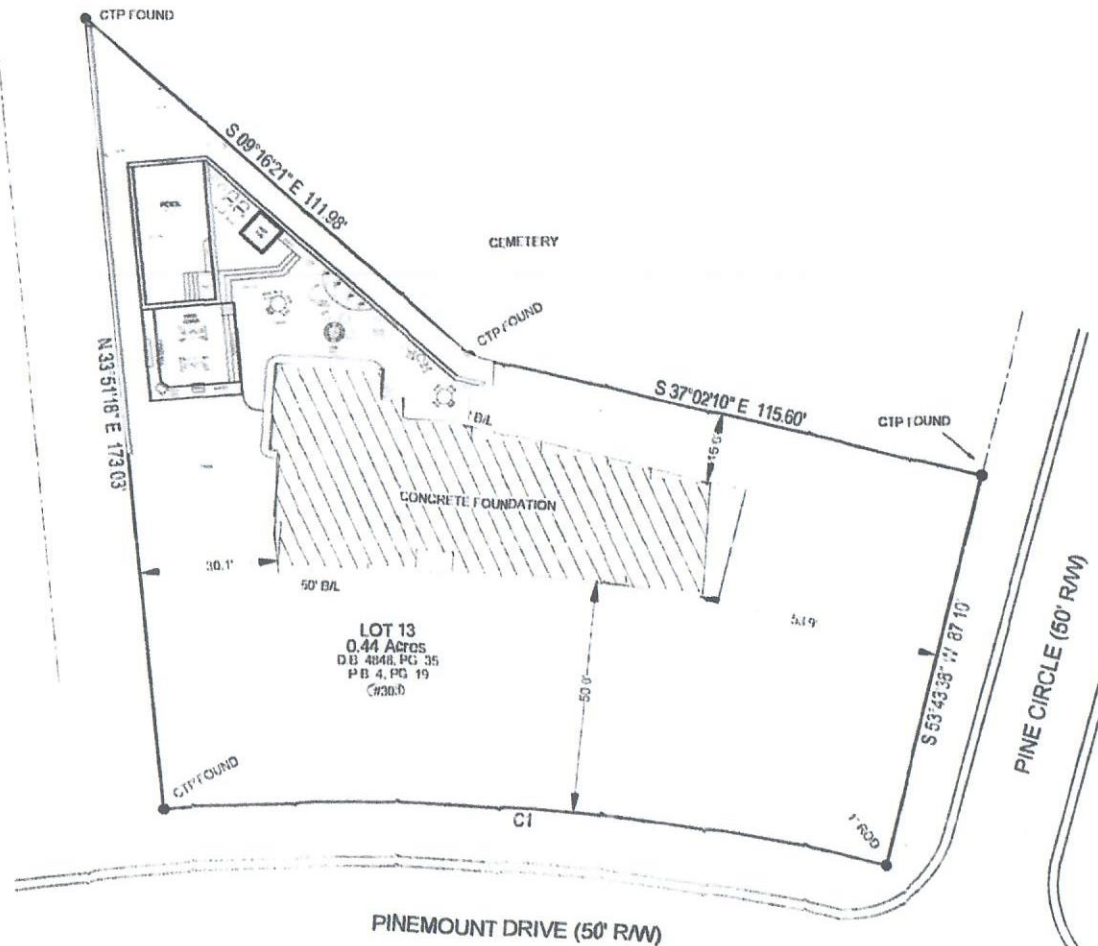
N/E
DAVID E. &
JODI W. VANN
D.B. 4729, PG. 653



DATE: 01/27/20
BY: SALLY GASKINS
CHECKED BY: JODI W. VANN
APPROVED BY: DAVID E. VANN

LEGEND
RIDE: REPAIR FOUND
RIDE: REPAIR SET
CTP: CEMENT TYPING
L.L.: LAND LOT LINE
L.L.L.: LAND LOT LINE
P.L.: PROPERTY LINE
C.O.: CONSTRUCTION ENTRANCE
E.P.: END OF PROPERTY
P.O.D.: POINT OF BEGINNING
D.L.: DRAINAGE ELEVATION
D.L.: DRAINAGE ELEVATION
N.P.: NEW PROPERTY LINE
I.W.P.D.: FIELD WORK
P.E.D.: PERFORMED DATA
O.P.: OUT OF FLOOD PLAIN
D.O.: DRAINAGE
P.L.: PLAT
P.L.: PLAT BOOK
(S.N.): HOUSE NUMBER

AS BUILT SURVEY



CLOSURE STATEMENT
THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 42,167 FEET AND AN ANGULAR ERROR OF 00° 00' 02" PER ANGLE POINT AND HAS BEEN ADJUSTED USING THE COMPASS RULE METHOD.

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

ANGULAR & LINEAR MEASUREMENTS WERE OBTAINED USING A LEICA 401TCR TOTAL STATION.

FLOOD STATEMENT
ACCORDING TO FEMA FLOOD INSURANCE RATE MAP NUMBER 131113001E, DATED SEPTEMBER 26, 2008, THIS PROPERTY DOES NOT LIE WITHIN A SPECIAL FLOOD HAZARD AREA.

Job No 19-054

Drawn By: SALLY GASKINS
Reviewed By: JODI W. VANN
Issue Date: 01/27/20

F.W.P.D.: 01/27/20

Revisions: _____ Date: _____



Prepared For:

MAUREEN VILLELLA

516 Pine Cir.

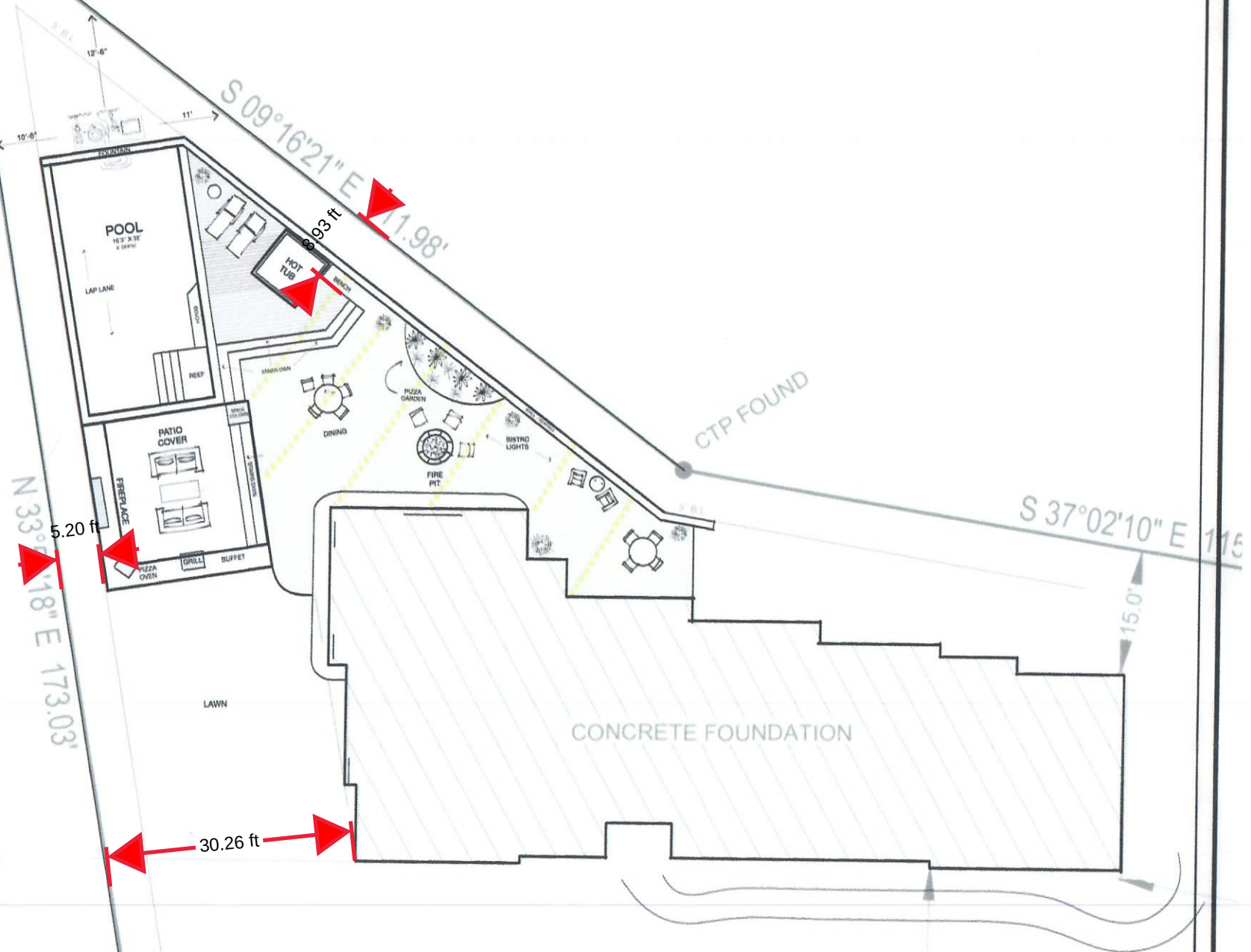
Lot 13, Block D of the
Golfview Subdivision, Section 9
Recorded in Plat Book 4, Page 19

1 and Lot 125 Of The 7th Land District
Fayette County, Georgia

S.A. GASKINS &
ASSOCIATES, LLC

Surveyors, planners, development consultants
P.O. BOX 303 BROOKS, GA 30205
678-571-3054
rdgaskins-pl@gmail.com

CTP FOUND



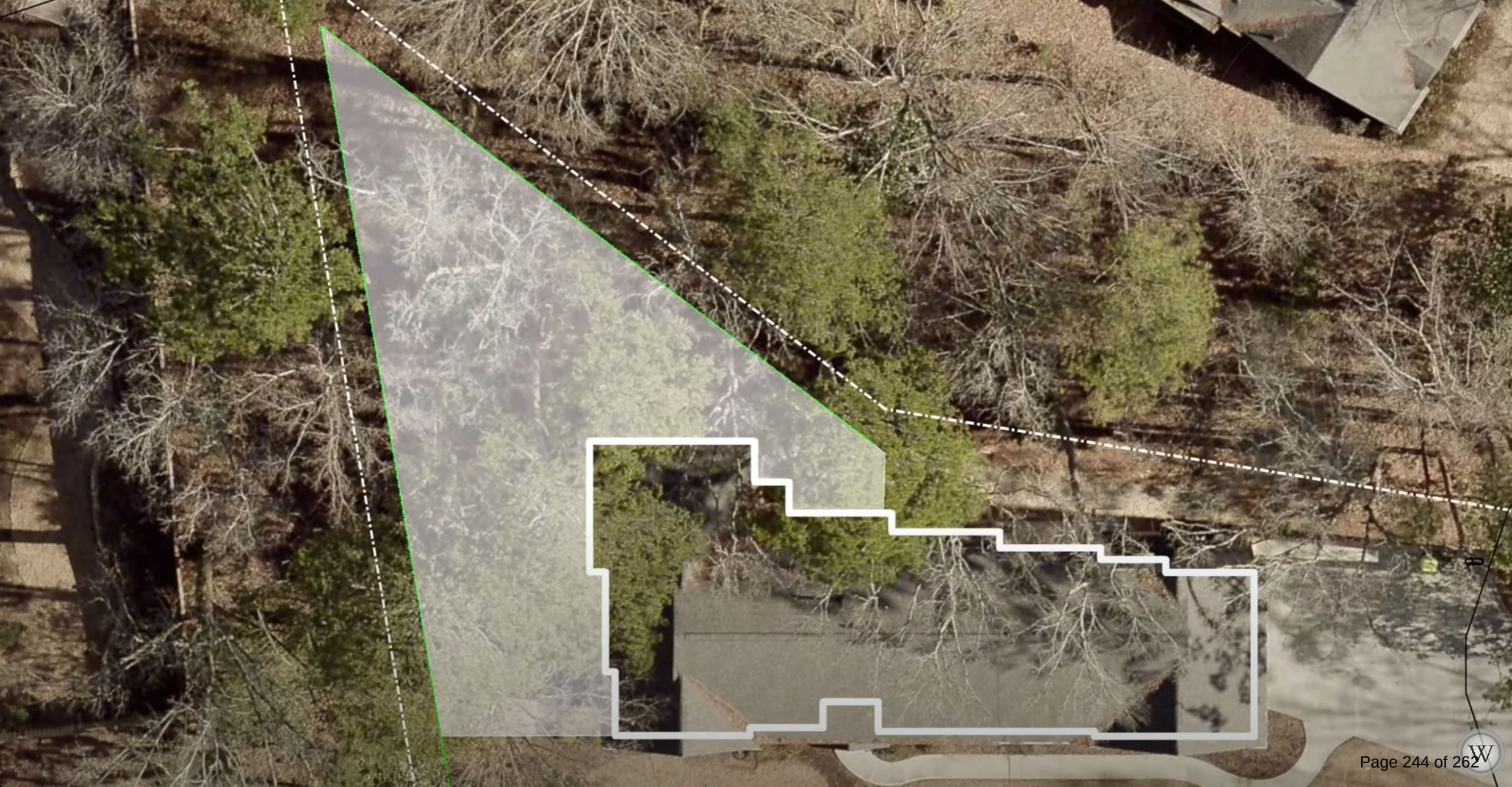
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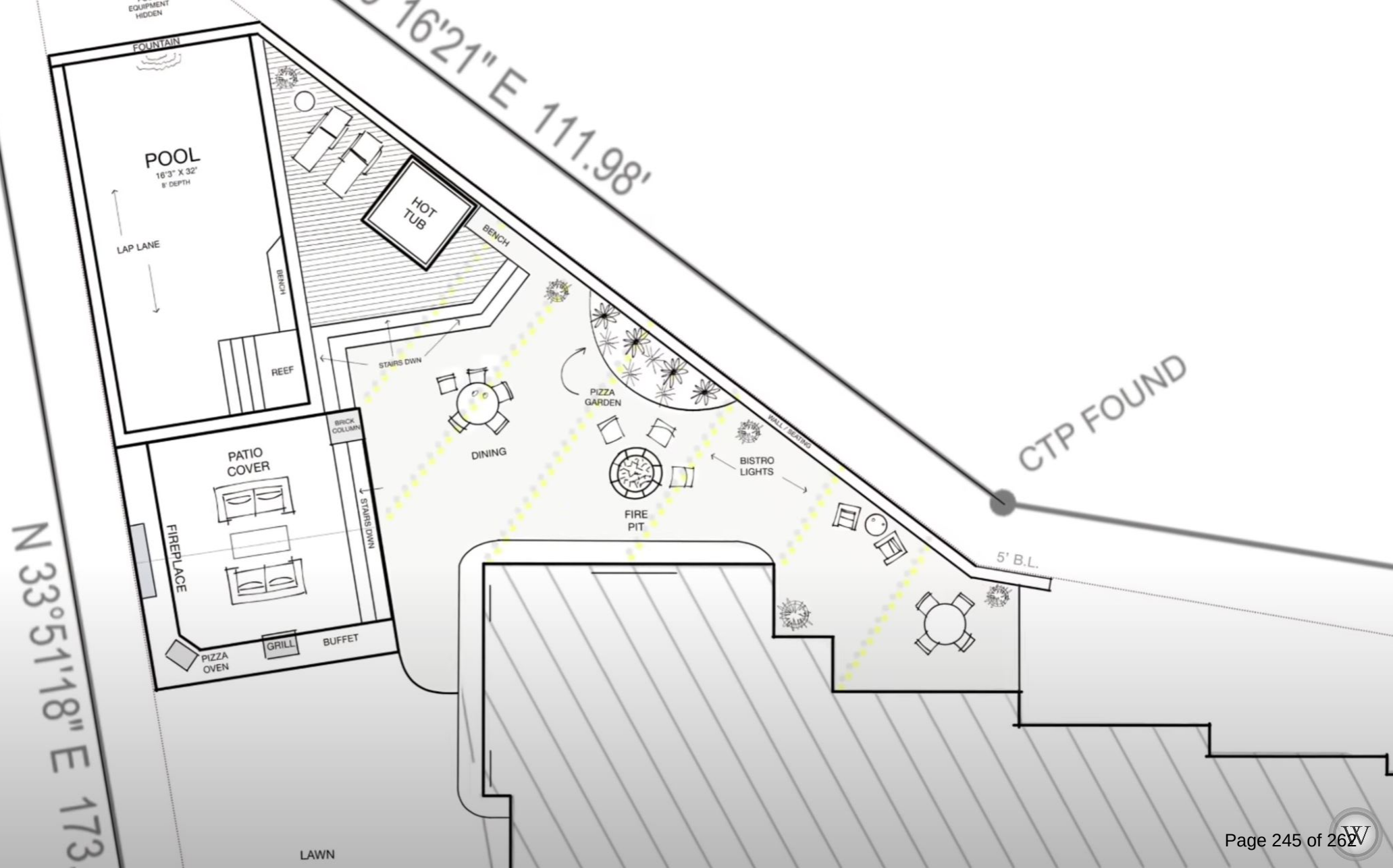
WATERSHAPE DESIGN

FOR THE
GIGLIO FAMILY
516 PINE CIRCLE
PEACHTREE CITY, GA
SCALE: 1" = 20'



REVISION 11-6-23





INSPIRATION PHOTO









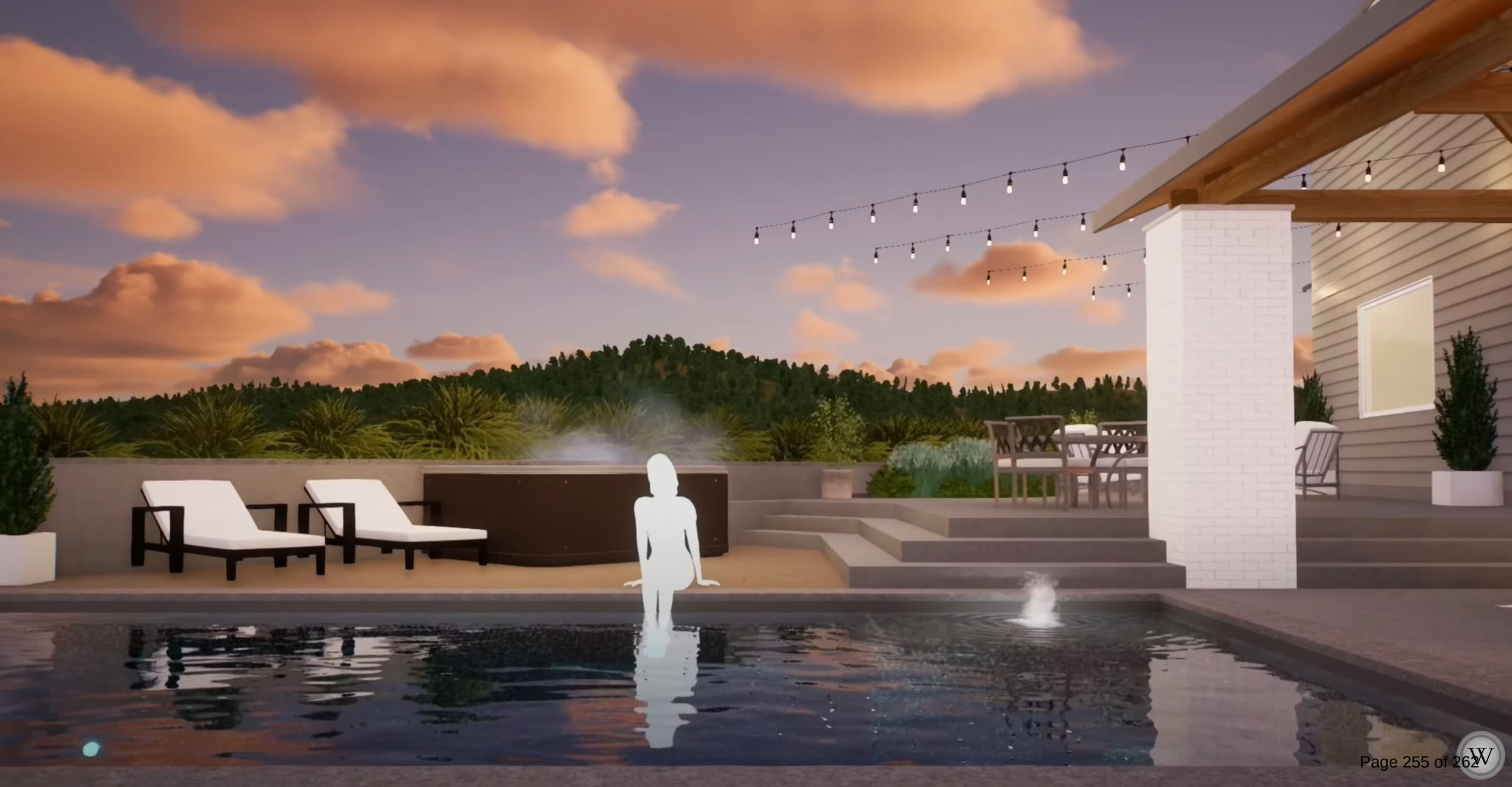














July 10, 2024

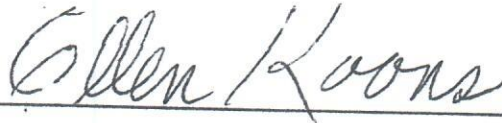
Robin Bechtel Cailloux, AICP
Director
Planning & Development
City of Peachtree City
153 Willowbend Road
Peachtree City, GA 30269

Re: Variance for 516 Pine Circle, Peachtree City, Georgia 30269

Dear Robin,

I have reviewed Tony & Bernadette Giglio's proposed outdoor project and whole heartedly approve.

Sincerely yours,



Ellen Koons

313 Pinemount Dr

Peachtree City, GA 30269

(770) 597-4349

**Donna & Sonny Ishmael
311 Pinemount Drive
Peachtree City, GA 30269**

**Peachtree City
153 Willowbend Rd.
Peachtree City, GA 30269**

**RE: VARIANCE APPLICATION FOR GIGLIO
516 PINE CIRCLE, PEACHTREE CITY, GA 30269**

Dear Peachtree City Counsel,

I am a neighbor of the Giglio Family. I understand how the Giglio's need an outdoor living space to enjoy nature as well as enjoy the company of their neighbors and community here in beautiful Peachtree City.

**Currently, they have no front porch or back deck area to sit, have coffee, barbecue, read and relax, or to entertain for friends and family.
There also isn't a flat grass area of yard for their daughter to play catch with her dad or yard games with family and friends.**

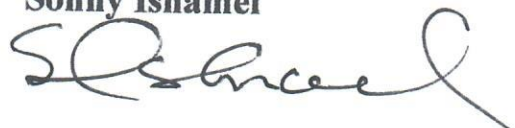
I support their plan and the design they shared with me to enjoy their home and property to its full potential.

Sincerely,

Donna Ishamel



Sonny Ishamel



**Norman & Joanne Hallford
514 Pine Circle
Peachtree City, GA 30269**

**Peachtree City
153 Willowbend Rd.
Peachtree City, GA 30269**

**RE: VARIANCE APPLICATION FOR GIGLIO
516 PINE CIRCLE, PEACHTREE CITY, GA 30269**

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I support their plan and the design they shared with me to enjoy their home and property to its full potential.

Sincerely,


Norman Hallford


Joanne Hallford

**David & Jodi Vann
525 Golfview Dr.
Peachtree City, GA 30269**

**Peachtree City
153 Willowbend Rd.
Peachtree City, GA 30269**

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Sincerely,



David Vann



Jodi Vann

**William & Paola Brown
523 Golfview Dr.
Peachtree City, GA 30269**

**Peachtree City
153 Willowbend Rd.
Peachtree City, GA 30269**

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516 PINE CIRCLE, PEACHTREE CITY, GA 30269**

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I support their plan and the design they shared with me to enjoy their home and property to its full potential.

Sincerely,

Paola Brown

Paola A. Brown

William Brown

William Brown

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM:

DATE: November 21, 2024

SUBJECT: ~~11-24-09 Rezoning request for a portion of 201 Aberdeen Parkway from GC to GR (Withdrawn by applicant)~~

Recommendation:

Discussion:

Budget Impact:

Attachments:

None