CITY ADMINISTRATOR
Michael E. Parks

PLANNING COMMISSION
Kim Skriba
Carolyn Wade
Bo Bland
Jon Gomolak
Robert Yoe

PLANNING COMMISSION
AGENDA
September 25, 2024
1 Auburn Way
6:00 p.m.

CALL TO ORDER:

APPROVAL OF AGENDA

APPROVAL OF MINUTES – July 17, 2024

NEW BUSINESS:

1. Proposed adoption of an updated Official Zoning Map for the City of Auburn.
2. Proposed amendment to the City's Zoning Ordinance, Section 17.91, Auburn Downtown Overlay District.
3. **Case: ZTA 24-000**, MBC Developers, LLC c/o Andersen Tate & Carr, has submitted an application for a proposed amendment to the City's Zoning Ordinance, Section 17.90.140, PUD Planned Unit Development District
4. **Case: RZ 24-000**, MBC Developers, LLC c/o Andersen Tate & Carr, has submitted an application to rezone 100 Lyle Road (AU11 148) and 0 Main Street (AU11 031B), a combined 57.917± acres, from AG – Agricultural district to PUD – Planned Unit Development district for the purpose of developing the property with a 188-lot single-family detached subdivision.

Announcements

Adjournment

Agenda subject to change...

Planning & Zoning Commission Meeting Minutes

July 17, 2024

Meeting Called to order by Co-Chair Bo Bland

Co-Chair asked for a for the approval of the agenda, motion, 2nd, all in favor, motion carried.

Co-Chair asked for the approval of minutes from June 19, 2024, motion made to approve, 2nd - all in favor, motion carried.

Public Hearing Procedures read by Co-Chair Bo Bland

Co-Chair read old Business that was previously tabled at the June 19, 2024, meeting:

1. **Case**: **OAR 24-001**, Sullins Engineering, LLC has submitted an application for review in accordance with the provisions of the Auburn Downtown Overlay District Architectural Review (17.91.070) for approval of a site plan, landscaping & building design including elevations & architectural details of a proposed townhome development located on a portion of 0 6th Street (Tax Parcel AU1 121 pt).

Co-chair asked for a motion to remove the item **Case**: **OAR 24-001**, from being tabled from their last meeting, motion made to remove item from the table, 2nd, motion approved

Meeting was turned over to Sarah McQuade-City Planner

City Planner Sarah McQuade advised staff that the applicant sent an email the day prior to the meeting asking to withdraw their application from the agenda. The applicant will re-submit after the city has completed their update for the Downtown Overlay District Ordinance.

Commission member Rob Yoe inquired about when they would find out what the changes

are and what the process is. Planner advised that she has a draft ready to City Attorney for his review. Once the City attorney City Staff have a chance to review the ordinance it will be brought back to the Planning Commission for review and comment then onto the City Council for final approval at a Public Hearing for approval and final adoption.

The Co-Chair stated there are 2 items to discuss: to either ask for a motion to approve the withdrawal or a motion to deny the request to withdraw.

Commission member Carolyn Wade inquired as to how long this is going to go on since it had been tabled 3 times. City Planner stated that if they approve the request, it will be complete, the applicant will have to come back with a new application.

Co-Chair asked if there was a motion, motion made by Commission member Jon Gomolak to approve the request to withdraw, 2nd, all in favor.

Co-Chair read the next item on the agenda a discussion regarding City Code Section 16.43.013 – Rob Yoe Commission Member, floor was turned over Commission member.

Other Commission members had a chance to join in on the conversation regarding 16.43.013, this was a discussion only & nothing to vote on.

Co-chair asked if there were any citizen comments on the topic, citizen Jamie Bradley spoke on the topic 16.43.013 regarding the story behind the old oak trees. Helen Roquemore spoke about the trees in the city and how she has noticed the new developers come in and take down all the trees and the city should hold the developers to the plans submitted. Sylvia Barber also stated that the developers abide by the plans that were approved & to stop giving all the variance requests. Alyssa Knaut wanted to mention that if a big tree was to come down to put back mature native trees so that they have a chance to fully develop years down the road.

The Co-Chair closed the citizen comments and asked the City Planner if there are any announcements, no planning commission meeting schedule for August.

Co-Chair asked for a motion to adjourn, motion made, 2nd all in favor.

Motion to adjourn, 2nd, all approved.

ZONING MAP
CITY OF AUBURN, GA

Legend

- City Limits
- Streams

Zoning Districts

- AG
- C1
- C2
- C3
- CCD
- Downtown Overlay
- M1
- M2
- MH
- PSV
- R-100
- RM8
- RMD

0 0.25 0.5 1 1.5 2 Miles

NEGRC

Geographic Information Systems

Chapter 17.91 AUBURN DOWNTOWN OVERLAY DISTRICT

17.91.010 Purpose

The purpose and intent of the Downtown Overlay District is to promote and encourage orderly redevelopment while fostering the revitalization of historic structures and their architectural elements within the downtown area. The district aims to strike a balance between conserving the rich historical fabric of the community while facilitating innovative and sustainable development. The overlay identifies architectural and design qualities that define the downtown and proposes standards to ensure compatibility of new and infill projects with existing development. The criteria are intended to elicit high quality materials, enhanced pedestrian experience, an appropriate scale, and a development pattern that effectively implements the city's planning and visioning documents.

Specifically:

1. Implement the City of Auburn's "Auburn 2015" plan, 2023 Comprehensive Plan, and Define Our Auburn, the 2020 Livable Centers Initiative Study, to achieve specific land use and design objectives.
2. Accommodate mixed-use buildings and developments with neighborhood-serving retail, service and other uses on the ground floor and residential units above the nonresidential space.
3. Encourage rehabilitation and re-use of existing historic buildings where feasible.
4. Promote new infill residential development for all ages that would be attainable by a variety of households.
5. Promote new infill nonresidential development in a planned format.
6. Encourage development that exhibits the physical design characteristics that promotes pedestrian oriented storefront-style shopping.
7. Encourage historic styles as the basis of future development, both infill and new development.
8. Promote the health and well-being of residents by encouraging physical activity, alternative transportation modes, incorporating pedestrian and bicycling amenities, and greater social interaction.

17.91.020 Applicability

The Downtown Overlay District shall apply to properties within the Overlay District of the City of Auburn. The regulations of the overlay district either supplement or replace the regulations of the underlying zoning district, as described herein. The district boundaries shall be as established on the Official Zoning Map. For lots that are split by the Overlay District line, acreage majority within the district will determine inclusion within the Downtown Overlay District boundary, thus subject to these regulations. In the event of any conflict between the provisions of this Chapter and any other provision, the provisions of this Chapter shall control.

17.91.030 Principal uses.

The principal uses of land and structures which are allowed in the Auburn Downtown Overlay District are as provided below. All permitted and prohibited uses are subject to the limitations and standards contained within this Chapter 17.91.

17.91.031 Permitted principle uses.

Within the adopted downtown overlay district, no building shall be erected, used, or structurally altered, nor shall the land or premises be used in whole or in part, except for uses permitted in the following list:

Residential Uses:

1. Dwellings, to include:
    a. Renovation and/or reconstruction of existing single-family detached homes.
    b. New construction single-family detached, single-family attached, and residential over commercial or office.

Institutional Uses:

1. Public buildings, uses and facilities.
2. Place of Worship. Uses such as churches, synagogues, temples, and mosques.
3. Cultural facility or exhibit. To include museums and libraries.
4. Educational service. Public or private educational institutions offering general education courses, including nursery schools and kindergartens.
5. Community center.
6. Daycare facility. Uses provided care and supervision for children or adults away from their primary residence for less than 24 hours per day and provided it complies with all state day care and health department requirements.
7. Utility facility. Infrastructure services such as high-voltage electric substations, utility-scale power generation facilities, and utility-scale water storage facilities provided they comply with the following regulations:
    a. Any building or structure, except a surrounding fence, shall be set back at least thirty feet from any property line.
    b. The facility shall be either completely surrounded by a woven wire fence at least eight feet high or shall be enclosed within a building.
    c. The facility shall be furnished with a planted buffer not less than ten feet wide to create an effective visual screen on all sides.
    d. The facility may not be used for the storage of vehicles or equipment.

Commercial Uses:

1. Eating and Drinking. Examples include restaurants and breweries or brew pubs.
2. Financial service. To include banks, credit unions, brokerage, and investment services.
3. Medical service. Provided that these service uses are performed in an office setting with no overnight care. Typical uses include offices of physicians, dentists, psychiatrists, psychologists, physical therapists, and chiropractors.
4. Personal service. Uses that provide personal support and improvement services. Typical uses include barbers, salons, travel agencies, and day spas.

5. Studio or Instructional service. For individual or small group instruction or training in fine arts, music, drama, fitness, language, or similar activities.
6. Consumer maintenance and repair service. Uses that provide maintenance, cleaning, and repair services for consumer goods on a site. Typical uses include laundry and dry-cleaning pick-up shops, tailors, shoe repair, picture framing shops, locksmiths, electronics repair shops, and similar establishments.
7. Retail sales. Uses involving the sale, lease, or rental of new or used goods to the ultimate customer. Examples include drug stores, department stores, camera shops, bike and hobby shops, sporting goods, bookstores, gift shops, jewelry stores, and specialty shops
8. Office. Uses that focus on providing executive, management, administrative, and professional uses other than those included in the medical service use category.
9. Sports and Recreation. To be indoor facilities where participant sports and recreation uses are conducted entirely within buildings.

17.91.031 Prohibited uses.

The following uses shall not be permitted in the Auburn Downtown Overlay District:

1. Pawnshops and check cashing establishments.
2. Adult entertainment establishments.
3. Automotive sales or rentals.
4. Automotive repairs.
5. Billiard parlors and pool halls.
6. Animal services, including stables.
7. Boat storage or sales.
8. Car washes.
9. Shooting galleries, firearm, and archery ranges.
10. Firearms dealers.
11. Modeling agencies.
12. Massage parlors.
13. Bathhouses.
14. Flea markets.
15. Junk stores or scrap sales.
16. Hypnotists, palm readers, or fortune tellers.
17. Labor pools.
18. Tattoo parlors or shops.
19. Body piercing parlors or shops.
20. Data centers and bitcoin mining facilities
21. Vape Shops
22. Tobacco Shops

17.91.033 Temporary uses.

A. Temporary outdoor sales of merchandise.

1. Any applicant for a permit for temporary outdoor sales of merchandise shall demonstrate compliance with the regulations of this section through an annual permit obtained from the planning department as an occupational tax certificate.

2. The following temporary uses are allowed on properties within the Auburn Downtown Overlay District:

    a. The sale of fruits or vegetables not to exceed a period of six (6) months.

    b. Charitable or nonprofit events not to exceed four (4) days.

    c. Holiday sales between October 15th and January 1st.

    d. The sale of any items in association with an existing business located on the premises as a principal use (i.e., sidewalk, parking lot, or tent sales) not to exceed twenty (20) days.

3. Temporary sales activities are subject to the following regulations:

    a. No such temporary outdoor sales of merchandise may be conducted on public property, within any public right-of-way, and no display or sales area may block safe pedestrian movement.

    b. Tents may be used in conjunction with temporary sales activities for a maximum of five (5) days over a one-month period.

    c. No operator, employee, or representative may solicit directly to the motoring public.

    d. No temporary outdoor sales may be located fully within or encroach any drainage easement, public sidewalk or right-of-way, required parking spaces, fire lanes, designated loading areas, driveways, maneuvering aisles, or ADA minimum sidewalk width within private sidewalks or other areas intended for pedestrian movement.

B. Temporary stage or tent.

1. Temporary stages require the review and approval of a building permit.

2. Tents over 400 square feet require the review and approval of a building permit.

17.91.040 Single-family residential development standards.

A. Applicability. The building design regulations within this section shall apply to all buildings in the Downtown Overlay district that are used for single-family residential purposes, applied to the following housing types”

    a. Dwelling, single-family detached.

    b. Dwelling, attached.

    c. Dwelling, duplex.

B. Applicable facades. The building design regulations apply to all facades visible from the street, facing streets, facing main parking lots, and adjacent to or visible from required open spaces, unless otherwise noted.

    a. Facades style shall be in accordance with one of the following architectural styles to better align with the historic nature of the downtown area:

i. Victorian.

ii. Arts and Crafts (Craftsman).

iii. Art Deco.

iv. Alternative approved by the Mayor and City Council.

C. Exterior finish materials.

a. Exterior building materials shall be primarily brick, stone, other masonry, glass, wood, or cementitious fiberboard. Other materials such as vinyl may be used only as accent and trim materials.

b. All exposed foundation walls on all sides of the building shall be faced with brick, stone, or marble.

c. All brick, stone, or other masonry shall be full- or half-depth. Simulated veneer panels are prohibited. Simulated masonry that is individually stacked or applied are acceptable.

d. Metal shall be permitted only as metal split seam roofing or as an architectural accent comprising a maximum of ten percent of any one façade. Acceptable metal materials are limited to architectural metal panels, architectural metal cladding, metal mesh, and perforated metal. Examples of metal materials not permitted include but are not limited to stock PEMB metal skins commonly referred to as 'R-panel' and sheet metal systems with exposed fasteners, except as required for perforated metal.

e. Prohibited exterior materials include bare metal, aluminum siding, metal panels, plastic, and mirror glass.

D. Architectural Requirements. Every single-family residential dwelling unit shall provide at minimum one feature from each of the following categories:

a. Private outdoor space.

i. Front porch (minimum 30 square feet in area).

ii. Front-facing balcony (minimum 50 square feet in area).

iii. Rear terrace (minimum 100 square feet in area).

iv. Rooftop terrace (minimum 150 square feet in area).

v. Private yard space with at least one tree (minimum 150 square feet in area).

b. Architectural projection.

i. Projection window (bay or bow).

ii. Turret.

iii. Covered balcony or porch.

iv. Alternative approved by Mayor and City Council community development director.

c. Roof element.

i. Dormers.

ii. Front gable or pediment.

iii. Rooftop terrace.

iv. Varied gable system.

v. Cornice detailing.

vi. Alternative approved by the community development director.

d. Unit or façade variation (required when more than five units front on a single block face in single-family attached dwellings).

i. Change in brick/stone color or a change in masonry material.

ii. Change in window composition.

iii. Projection or recess of an architectural feature that is a minimum of five feet deep or 15 feet tall (used to distinguish and separate façades vertically because of the significance of the projection).

iv. Alternative approved by the Mayor and City Council. community development director.

e. Recessed window systems. Window systems recessed from the façade of the building a minimum of one and three-quarters inches. This reveal shall be accomplished through the design of the window casing reveals and frames.

E. Setbacks. The intention of this section is to encourage walkability and to promote construction closer to street rights of way than in other districts, so that the area increasingly demonstrates and retains a downtown character. The maximum front yard setback within the downtown overlay district shall be ten feet. The side yard setback may be zero where buildings meet applicable fire safety codes. In all other cases, the minimum side yard setback shall be five feet. The minimum rear yard setback shall be five feet.

F. Building Height. Building height shall not exceed forty-five feet, or three (3) stories. The minimum first floor height for developments along Fourth Avenue shall be fourteen feet.

G. Landscaping. Landscaping shall comply with the provisions of Section 17.110.060, in addition to the standards described herein.

a. On every site involving new development or redevelopment, street trees shall be provided at twenty-five-foot increments.

b. On every site involving new development or redevelopment, a landscape plan shall be submitted for review and approval. The landscape installation shall be identical to the landscape plan approved by the planning commission.

H. Additional Site Requirements.

a. Garage doors shall not take up more than 40 percent of the linear width of any street facing façade and shall be offset from the front façade a minimum of five feet.

b. All single-family attached buildings shall include a continuous street/sidewalk no less than four (4) feet in width connecting front entrances of all dwellings.

c. Uses that have garages shall provide driveways at least 25 feet in depth, as measured from back of sidewalk to the garage door, sufficient to accommodate a passenger vehicle without any portion of the vehicle overhanging or obstructing adjacent sidewalks.

17.91.042 Non-single-family residential development standards.

A. Applicability. The building design regulations of this section apply to all buildings in the Downtown Overlay District that are used for non-single-family residential purposes to include multi-family residential buildings, mixed use residential buildings, or residential over commercial buildings.

B. Applicable facades. The building design regulations apply to all facades visible from the street, facing streets, facing main parking lots, and adjacent to or visible from required open spaces, unless otherwise noted.

C. Facades style shall be in accordance with one of the following architectural styles to better align with the historic nature of the downtown area:

    a. Victorian.

    b. Arts and Crafts (Craftsman).

    c. Art Deco.

    d. Alternate approved by the Mayor and City Council.

D. Dumpsters. Dumpster and service areas shall be completely screened with landscaping, a fence, a wall, or a combination thereof.

E. Exterior finish materials.

    a. Primary building materials.

        i. Primary building materials shall be used on at least 70 percent of any building façade, calculated on the basis of each individual façade.

        ii. Primary building materials include brick, including full-depth and half-depth masonry brick; stone, including unpainted natural stone, unpainted cast stone having the appearance of natural stone; and unpainted terracotta. Simulated veneers are prohibited.

    b. Secondary building materials.

        i. Secondary building materials may be used on up to 30 percent of any exterior building façade, calculated on the basis of each individual façade.

        ii. Secondary building materials include wood, including natural wood or cement-based artificial wood siding; shingles, including wood or cement-based shakes and shingle.

    c. Other Standards.

        i. Building materials, other than those expressly identified in this section, may be used on up to ten percent of any exterior building façade, provided they have not been prohibited by this section.

        ii. Material proportion calculations shall not include building foundations, window systems, and doors. Proportions are calculated on the basis of each individual façade.

        iii. Materials shall continue around the corner of the building onto façades not visible from the public street a minimum depth of one architectural bay.

        iv. Prohibited materials. Synthetic stucco, concrete masonry units (CMU), and vinyl are not permitted as exterior finish materials.

        v. Building façades shall be constructed of no more than three primary materials and/or colors. Additional materials may be used as secondary, trim, or accent materials.

            1. Exterior colors shall be compatible with the colors on adjacent buildings, subject to review by the planning commission. Proposed colors shall be specified on the site plan. Colors must be in accordance with the preset palette of accepted colors for the overlay district.

    d. Awnings. Awnings shall be permitted on buildings as follows:

        i. Structural awnings/canopies are encouraged at the ground level to enhance articulation of the building volumes.

ii. The material of awnings and canopies shall be architectural materials that complement the building such as metal flashing and wood trim. Some fabrics may be allowed; however, vinyl is prohibited.

iii. Awnings/canopies shall not be internally illuminated.

iv. Awnings/canopies shall not exceed the length of fifty feet without a break.

v. Awnings/canopies, when installed, shall extend a minimum of three feet and a maximum of five feet over the sidewalk or right-of-way, whichever is closer.

vi. Awnings and canopies are not recommended adjacent to street trees and lighting.

vii. Awnings shall be attached directly to the building, rather than supported by columns or poles.

F. Building articulation on street facing façades. The ground story of all non-single-family residential façades fronting Fourth Avenue shall contain the following elements.

a. Cornice/articulated floor line. The cornice visually separates one floor from the adjacent floor(s). The cornice can be articulated with a change of color, pattern, or material.

b. Sign board. A sign board shall be an area between the cornice and window system where a wall sign is placed. The sign board shall be a minimum of two feet in height and shall extend the width of each architectural bay.

c. Transom. Transoms are horizontally articulated windows located below the sign board. The window system shall extend the full width of the architectural bay or tenant space but may be separated by mullions and muntins consistent with the design aesthetic. Grilles are prohibited.

d. Recessed entry. Recessed entries are important to the retail experience to protect the users from inclement weather, increase the amount of space in which to display merchandise, and to ease the transition of users to and from the public realm. Entryways shall be recessed from the plane of the shopfront façade a minimum of three feet.

e. Display window. Display windows provide frames for retail users to display merchandise and contribute to the active and vibrant character along the historic street front. Display windows shall not be separated with mullions, muntins, or grilles.

f. Bulkhead. Bulkheads shall be a minimum of 18 inches in height and shall extend the full length of the architectural bay or tenant space.

g. Fenestration. Fenestration proportions shall comply with standards in this section. Grilles, other faux features, and metal shopfront window systems are prohibited.

G. Wall projections. In order to avoid large expanses of flat (one-dimensional) exterior walls along sidewalks, building façades over 50 feet in length along a street, shall incorporate wall projections or recesses a minimum of 12 inches in depth. The combined length of such recesses and projections shall constitute at least 20 percent of the total façade length along the public street.

H. Vertical divisions. Each structure shall provide a minimum of one of the following to divide the façade into vertical divisions at increments no greater than 100 feet as measured along the base of the façade.

a. A change of façade material and window system from grade to roof; or

b. Change of building height of at least one story; or

c. A change in façade composition and/or architectural style from grade to roof; or

d. An open space or pedestrian passage with a minimum width of ten feet and a minimum depth of 30 feet.

e. Similar means intended to convey the impression of separate buildings.

f. Change in color alone, window system alone, or setback alone, do not satisfy this requirement.

I. Rooflines. Building roof lines along street-facing façades shall change at least once every 200 feet of façade length. This change shall occur for a minimum length of 20 feet and be accomplished through at least one of the following:

a. A change of roof parapet wall height and material.

b. A change of roof cornice design.

c. A change in the number of stories.

d. A change in roof-shape.

J. Blank walls. Blank wall area applies to ground and upper story façades visible from a street (not including an alley) or open space.

a. Blank wall area is measured in linear feet applied in both vertical and horizontal directions.

b. There shall be no more than 20 feet of blank wall area.

c. Blank wall area can be broken up or interrupted to meet these provisions with any one of the following interventions:

i. Fenestration.

ii. Substantial material change. Changing or alternating paint colors alone does not constitute a material change.

iii. Façade articulation greater than 12 inches in depth.

iv. Patterns and designs articulated with building materials.

v. Vertical green walls, made of landscaped material specified for vertical, climbing growth.

K. Residential balconies.

a. Where balconies are incorporated into the building design, they shall be integral to the façade.

b. Balconies on stepped-back stories may be independently secured, extending from the façade as a cantilever.

c. Juliet balconies are prohibited.

L. Window systems.

a. A minimum of 50 percent of commercial façades and 25 percent of residential façades shall be covered with fenestration. Fenestration percentage is calculated based on façade area and by floor. The façade area used to determine fenestration is measured from the top of the finished door to the top of the finished floor above or top of a roof parapet.

b. Fenestration requirements apply to façades that abut a public or private street (not including an alley), or a required open space.

c. Glass used to satisfy fenestration requirements shall be unpainted, shall have a transparency (visible light transmission) higher than 70 percent and shall have an external reflectance of less than 15 percent. Transparency and external light reflectance shall be established using the manufacturer's specifications.

d. Glazed doors, window frames, sashes, mullions, and similar features that are integral to the window system count towards fenestration requirements. Opaque doors and windows do not.

e. No shades, blinds, or other coverings are permitted on the ground floor fenestration of any non-residential building.

f. Grilles, inoperable shutters, and other faux window treatments are prohibited.

g. Window systems shall be recessed from the façade of the building a minimum of three inches. This reveal shall be accomplished through the design of the window casing reveals and frames.

M. Setbacks. The intention of this section is to provide uniformity of development so that the downtown area retains its current character. The maximum front yard setback within the downtown overlay district shall be ten (10) feet. The side yard setback may be zero (0) where buildings meet applicable fire safety codes. In all other cases, the minimum side yard setback shall be five (5) feet. The minimum rear yard setback shall be five (5) feet.

N. Building Height. Building height shall not exceed forty-five feet, or three stories. The minimum first floor height for developments along Fourth Avenue shall be fourteen feet.

O. Landscaping. Landscaping shall comply with the provisions of Section 17.110.060, in addition to the standards described herein.

a. On every site involving new development or redevelopment, street trees shall be provided at twenty-five-foot increments.

b. On every site involving new development or redevelopment, a landscape plan shall be submitted for review and approval. The landscape installation shall be identical to the landscape plan approved by the planning commission.

17.91.043 Non-residential buildings

A. Applicability. New non-residential buildings shall be required to meet the design regulations of this section which apply to all buildings in the Downtown Overlay District that are used for non-residential purposes to include commercial buildings and mixed commercial buildings.

B. Primary Frontage. Primary frontages must be constructed at the required build to line. Where there is required greenspace or open space between the proposed building and streetscape, the build to line may extend around said open space perimeter.

C. Applicable facades. The building design regulations apply to all facades visible from the street, facing streets, facing main parking lots, and adjacent to or visible from required open spaces, unless otherwise noted.

a. Facades style shall be in accordance with one of the following architectural styles to better align with the historic nature of the downtown area:

i. Victorian.

ii. Arts and Crafts (Craftsman).

iii. Art Deco.

iv. Alternate approved by the Mayor and City Council.

D. Dumpsters. Dumpster and service areas shall be completely screened with landscaping, a fence, a wall, or a combination thereof.

E. Street level façade. New non-residential development shall provide a street level façade that includes all of the following architectural features:

a. A non-glass base or knee wall below all windows beginning at grade and extending to a point no less than eight (8) inches but not more than twenty-four (24) inches above the sidewalk area at the build-to line. Knee wall may be waived when directly abutting a private patio.

b. A combination of glass display windows and doors covering a minimum of seventy-five (75) percent of the area of the facade that is located along the build-to line at the ground floor of the building.

c. Glass display windows shall be clear and provide visibility into the interior the building for minimum depth of two and one-half (2.5) feet.

d. Glass display windows shall be at least 8 feet tall, as measured from the sidewalk.
e. Primary pedestrian entrances on the street facade shall be recessed a maximum of seven (7) feet from the exterior façade. All other doors located along street frontage shall be of a character that matches with the surrounding downtown area.
f. A glass transom located above glass display windows and the entry door shall be between 24 inches and 36 inches tall, no more or less.
g. Provides no length of facade exceeding twenty (20) feet without intervening glass display windows or glass doors.
h. A sign band area located above the glass transom having a minimum height of thirty-six (36) inches. The sign band area is the area between the top of the transom window and cornice line.
i. A cornice line above the sign band a minimum height of eight (8) inches.
j. Street address numbers, a minimum of six (6) inches in height, located above the primary pedestrian entrance.
k. Finished ceiling height shall be a minimum of fourteen (14) feet.
l. Exterior height of single-story buildings shall be a minimum of eighteen (18) feet as measured at top of parapet. Parapet shall enclose all sides of the roof.

F. Setbacks. The intention of this section is to provide uniformity of development so that the downtown area retains its current character. The maximum front yard setback within the downtown overlay district shall be ten (10) feet. The side yard setback may be zero (0) where buildings meet applicable fire safety codes. In all other cases, the minimum side yard setback shall be five (5) feet. The minimum rear yard setback shall be five (5) feet.

G. Landscaping. Landscaping shall comply with the provisions of Section 17.110.060, in addition to the standards described herein.
a. On every site involving new development or redevelopment, street trees shall be provided at twenty-five-foot increments.
b. On every site involving new development or redevelopment, a landscape plan shall be submitted for review and approval. The landscape installation shall be identical to the landscape plan approved by the planning commission.

17.91.044 Greenspace / open space requirements.

A. Intent. Greenspace / open space is an area on a lot designated to be used for active or passive recreation. It is calculated as a percentage of total lot area. This section is intended to ensure adequate recreation and open space areas are available to residents and tenants. High quality greenspace will promote the health and well-being of residents by encouraging physical activity, pedestrian oriented design and amenities, and greater social interaction to advance the vision of the Auburn Downtown Overlay District and its intentions.

B. Applicability.

1. Every non-residential, mixed-use, and multi-family downtown development shall provide open space having a cumulative area of no less than 10 percent of the total lot area. This shall be measured by multiplying the total lot area by the minimum greenspace / open space percentage specified in this section.

2. Projects resulting in the construction of three or fewer single family detached dwelling units each upon their own single lot (i.e., infill development) or where the calculated required open space does not exceed 400 square feet as a result of small lot size are exempt from greenspace / open space requirement.

3. No portion of any detention facility or stream buffer may be credited towards satisfaction of the greenspace minimum.
4. No portion of outdoor space may be placed within a required transitional buffer or stream buffer, except for multi-use paths or trails.
5. The required open space shall be provided on site and shall meet the standards of either private greenspace or public greenspace below.
6. No portion of the required streetscape may be credited towards open space minimums, except for those portions of supplemental zones abutting residential treatment which are located wholly upon private lots and functionally serve as yards.
7. Greenspace must be constructed or dedicated as part of the first phase of construction, in an amount equivalent to the first phase proportion of the development.

C. Private greenspace.

1. Private greenspaces are amenities which are generally reserved for use by building tenants and owners and which may not necessarily be accessible to the public. Examples include roof decks, pool amenity areas, pet care areas, court yards, yards, balconies or porches.
2. Balconies or porches intended for single household use shall provide a minimum eight (8) foot depth and minimum five (5) foot width. Juliet balconies are not eligible for open space credit.
3. Private greenspaces shall provide a minimum area of 400 square feet of horizontal contiguous space.
4. Common outdoor spaces shall provide overhead clearance of at least eight (8) feet.
5. Individual unit balconies or individual unit porches shall provide a minimum length of eight (8) feet and minimum width of five (5) feet. To receive credit for said balconies or porches, users must be able to exit their unit completely by stepping onto an adjacent platform. Juliet balconies are not eligible to be credited towards open space minimums.
6. Court yards shall not be enclosed by walls or fences for more than 75% of the perimeter of the greenspace and/or open space, with the exception of a wall or fence shorter than four (4) feet tall.
7. Enclosed or roofed accessory structures are permitted within courtyards provided enclosed or roofed structures do not occupy more than 20 percent of the total outdoor space.
8. Common outdoor spaces shall be made available to all tenants of a building, at no cost, during the hours of operation of the building. The space may not be made permanently reserved or in any way exclude the tenant during the time it is required to be made available to all tenants.

D. Pedestrian outdoor greenspace standards.

1. Pedestrian outdoor greenspace are amenities that are publicly accessible and located in close proximity to the public sidewalk. Examples include plazas, patios, paths, and trails.
2. The finished floor or ground surface of a pedestrian space must be located either at the same grade as the pedestrian clear zone (see Section 9.1.7.C.2 Sidewalk Zone) or within the ground floor elevation minimums or maximums specified in this UDC.
3. Pedestrian space shall abut and be directly accessible from the public sidewalk along the primary frontages.
4. Pedestrian space cannot be separated from the sidewalk by any structure for more than 40% of the width of the open space, with the exception of a wall or fence shorter than 3 feet tall.
5. The façade facing the pedestrian space must meet storefront or residential treatment standards.
6. Mechanicals and utility equipment shall not be located within a pedestrian open space or between a pedestrian space and an adjacent building façade.

E. Additional regulations.

1. All single-family attached and duplex developments, in excess of two (2) acres, shall be required to provide and maintain a minimum of twenty (20) percent active greenspace that meets requirements of this Chapter.

2. Calculations for active greenspace / open space shall exclude required sidewalks and landscape strips but may include the following:
    i. Common square, green, or plaza improved for pedestrian use.
    ii. Active, non-commercial park.
    iii. Walking or bicycle trails.
    iv. Gardens.
    v. Alternate approved by the Mayor and City Council.

17.91.050 Signage.

A. Applicability. The regulations and requirements of this section apply to all signs within the Auburn Downtown Overlay District and shall supplement the regulations of the underlying zoning district. Where applicable, signage in the Auburn Downtown Overlay District shall also comply with the requirements of Auburn's Zoning Code Chapter 17.120. Signs.

B. General Design. The overall design of all signage including the mounting framework shall relate to the design of the principal building on the property. Buildings with a recognizable style such as Victorian, Arts and Crafts, Art Deco, et al., should use signage of the same style. For buildings without a recognizable style, the sign shall adopt the decorative features of the building or the elements of one of the aforementioned styles, utilizing the same materials and colors as the façade.

C. Purpose. It is the purpose of this section to promote public health, safety, and general welfare through reasonable, consistent, and non-discriminatory sign standards unique to the Auburn Downtown Overlay District. Sign copy is permitted if all other guidelines are met (size and quality).

D. Permit Required. A permit for any sign in this district shall be required before placement, erection, or installation. All signs are subject to review and approval through the Overlay Architectural Review (OAR) process.

E. Prohibited Signs.

1. Off-premises signs are prohibited.

2. Portable signs are prohibited except one A-frame "sandwich" sign will be allowed per business.

3. Roof top signs are prohibited.

4. Electronic message board signs are prohibited.

5. Inflatable, moving, animated and revolving signs are prohibited.

F. Measurements.

1. Sign Area

a. Unless otherwise stated, "sign area" refers to the area of the sign face as defined in Chapter 17.120. Signs. For signs on background, the entire framework or background of the sign is calculated as the sign area, including any material or color forming the sign face or the background used to differentiate the sign from the sign structure against which it is placed.

b. Permitted area may be divided up between a maximum of three signs. No single sign shall exceed eighty (80) square feet.

c. For double faced signs, provided only one side can be seen from the public right-of-way at any location, the sign area shall be computed by the measurement of the face with the largest sign area.

d. The total maximum allowable sign area for all wall mounted signs is two (2) square feet per linear front foot of the principal building on a public right-of-way including multi-tenant buildings. Signs affixed to awnings shall be considered a wall mounted sign.

e. The total allowable square footage of display area, per side of a monument sign is thirty-six (36) square feet.

f. Signs projecting from the building face shall not exceed fifteen (15) square feet or project farther than five feet or one-half the distance to the street curb, whichever is less.

g. Changeable copy message boards shall not exceed twenty-five (25) square feet and shall be counted toward the maximum square footage allowed for on-site signs.

2. Sign Height (for Freestanding Signs).

a. The height of the sign shall be measured from the finished grade, which shall not be raised so as to create additional sign height, or to the height of the roadway crown of the adjacent street which the sign faces, whichever is lower, to the highest point of the sign structure, including the bracket, supports, and any sign face surrounds.

b. Freestanding signs shall not be taller than eight (8) feet.

G. Mounting and Placement.

1. Signs shall be mounted or erected so as to not obscure the architectural features or openings of the building.

2. Signs and/or sign structures shall not extend into or above or be anchored or placed in any portion of the right-of-way unless projecting from building in conformance with this article.

3. Any sign placed on a sidewalk, walkway, or other public right of way shall comply with the criteria of this section and applicable provisions of the Americans with Disabilities Act (ADA).

4. No sign or portion of a sign shall extend above the cornice line at the top of the building face.

5. Freestanding signs must be located a minimum of ten (10) feet from the public right-of-way.

6. Ground-floor businesses in multi-story buildings cannot mount signs higher than fourteen (14) feet above grade.

7. The lowest portion of any sign projecting from a building face shall not be lower than eight feet (8) above the finished grade of the pedestrian area (i.e., the sidewalk, if applicable).

H. Materials. The structural materials of the sign shall match the historic materials of the building. Plastic, vinyl, or similar materials are prohibited. Resin simulating the appearance of wood, and fabric may be used as appropriate.

1. Wall, awning, and projecting signs shall be made of solid wood, metal, stucco, or masonry (brick or stone).

a. Wall signs may be painted directly onto the building façade.

2. Awning signs shall be made of cloth, canvas, metal, or wood.

3. Freestanding signs shall be made with a solid wood, metal, and/or masonry base. The base of the sign may not be narrower than the sign face.

I. Lighting.

1. Internally lit signs are subject to review through the OAR process.

2. Signs incorporating lighting (back illuminated, neon, etc.) shall be reviewed for appropriateness regardless of the above-mentioned size limitations.

3. Lighted signs shall use focused, low intensity illumination. Such lighting shall not shine into or create glare at pedestrian or vehicular traffic, nor shall it shine into adjacent areas. Light fixtures mounted on the ground shall be screened by landscaping.

4. Flashing, blinking, revolving, or rotating lights are prohibited.

5. Exposed neon may be used but only if appropriate to the context as decided by the planning and zoning department or their designee.

J. Window Signs.

1. Signs painted directly on window glass, affixed to the window, or hung in windows are permitted. They shall be counted toward the maximum size requirement and shall not exceed twenty-five (25) percent of any one window area.

K. Multi-Tenant Buildings.

1. Signage for the building and for the tenants shall be consistent in size and design.

2. Square footage allocation between various tenant spaces shall be the responsibility of the owner, but all tenants are permitted to have at least one (1) building sign. To facilitate, more than one (1) building sign is permitted per façade, provided the maximum aggregate sign area allowance is not exceeded for the building or the façade.

3. Multiple individual free-standing signs are prohibited.

4. Building signs not exceeding six (6) square feet are permitted.

L. Special Purpose Signs. Special purpose signs are not reviewed except as noted.

1. On-site construction signs or signs giving information about the construction or renovation of a building on the same site must be removed at the completion of the project.

2. Directional signs, real estate signs, or incidental safety signs such as "entrance" or "exit" or that give non-commercial information but do not contain advertisements are exempt from this article.

M. Building Codes. All signs must comply with building code requirements.

N. Non-Conforming Signs. A nonconforming sign is any sign permanently affixed to the ground or a building within the downtown overlay district on the effective date of this article, which is prohibited by, or does not conform to the requirements of these regulations. Temporary or portable signs shall not be afforded nonconforming status. Qualifying nonconforming signs may continue provided:

1. The sign is properly maintained.

2. It is not structurally altered except as required to meet building code requirements.

3. It is not expanded or altered in any manner except for a change of copy.

4. Any damage does not exceed fifty (50) percent of the estimated replacement cost.

17.91.060 Required Plans and Review.

A. Plans Required. Prior to the issuance of any land disturbance permit, building permit, or sign permit, the applicant shall submit to the planning and zoning commission, the following:

1. An application;
2. A site plan;
3. A landscape plan;
4. Building design including elevations and architectural details of proposed buildings, exterior materials and colors; and
5. Plans and elevations of all signs, all of which shall demonstrate that the proposed design follows all requirements of this Auburn Downtown Overlay District.
6. Requests for signs on zero setback properties fronting Fourth Avenue and Fifth Street shall be submitted for administrative review instead of the planning and zoning commission.

B. Review. The Planning Commission shall review each application for compliance with all requirements of the Auburn Downtown Overlay District based in part on the criteria outlined herein and make recommendations to the City Council for final review. Upon a decision by the Mayor and City Council that said plans comply with the requirements of the Auburn Downtown Overlay District, the applicant shall then be able to apply for land disturbance, building, or signs permits.

1. Review Criteria:

a. Applicant submittal includes a project narrative.

b. Applicant has submitted a conceptual plan showing all proposed buildings, site requirements, and other information pertinent to the development of the site.

c. Elevation drawings submitted shall include dimensions of all sides of existing and proposed structures. Architectural elevations and treatments illustrating the architectural finish of the structures.

d. Applicant has included exterior finish material selections for all relevant structures to comply with the requirements of Chapter 17.91 Auburn Downtown Overlay District.

e. Applicant has submitted sign plans and landscape plans in accordance with this Chapter 17.91 Auburn Downtown Overlay District.

f. Applicant submittal includes photos of neighboring properties to ensure compatibility with the proposed design.

g. Applicant shall provide any other information deemed necessary by the Community Development director to evaluate the appearance of the proposed site and its structures.

h. Property owned by the City or any Authority thereof shall be exempt from the Plan and Review process described herein.

C. Appeals. Any appeal of the Decision of the Mayor and Council may be appealed to the Superior Court of Barrow County.

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Zoning Text Amendment Application

(17.170.020) Initiation of Amendments: Applications for amendment of the text or maps of this title or for a special use permit, may be initiated by ordinance of the City Council, or by petition of any property owner addressed to the City Council. In the case a petition for the rezoning of property or special use permit is filed at the same time as a Text Amendment Application, the petition shall be submitted by the owner of record of the property, the owner's agent or by a contract purchaser with the owner's written consent.

Initiation by Petition of any Property Owner Addressed to the City Council for an Amendment of the Text of this Title.

Instructions: A properly completed application and fees are due at the time of submittal. Incomplete applications will not be accepted.

A petition for the amendment of text of this title shall be submitted by any property owner addressed to the City Council, and shall include the following:

1. Petition application (on form provided by the City planner);
2. Proposed text to be added, amended, or changed;
3. Provide a letter of intent stating the reason and need for the change in text. Describe the benefit to the public health, safety and welfare.

(Ord. 03-008, 2003; Ord. 265A (part), 2001).

Items Required to be Submitted with this Application

A. Filing Fee. The non-refundable filing fee is based on the type of use for which relief is requested. Make check payable to City of Auburn. Fee is subject to change.

☐ Text Amendment: $600.00

B. Meeting with City staff. Prior to the submittal of an application for a Text Amendment to the Zoning Ordinance, the applicant shall participate in a pre-application conference with the City staff.

☒ Meeting Date: August 2024

☒ Staff in Attendance: The Applicant met with City representatives

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Zoning Text Amendment Application

Application Checklist

Pursuant to O.C.G.A. § 8-2-26, this checklist must be completed and submitted with each permit application. Please check every item that is included with the application.

- ☐ Completed Application
- ☐ Text Amendment Information
- ☐ Owner Certification
- ☐ Agent Certification (if applicable)
- ☐ Conflict of Interest Disclosure
- ☐ Disclosure of Campaign Contributions
- ☐ Application Fee
- ☐ Application Checklist

Please note: Supplemental information may be required during application review to address deficiencies.

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Zoning Text Amendment Application

I. Application History: Have any previous applications been made to the subject property Subdivision, Site Permit (General Development Plan), Text Amendment)? ☐ Yes ☒ No

If yes, please provide the Plan/Permit File Number(s)

II. Petitioner Information: (If the petitioner(s) will have an agent serve on his or her behalf, the petitioners(s) must complete Section III. Agent, if different from Petition of the application.)

Name(s):	Registered Agent: (Or Officer or Authorized Signatory, if Petitioner is not an individual)
MBC Developers, LLC c/o Andersen Tate & Carr	

Address:	Parcel ID:
1960 Satellite Blvd., Suite 4000, Duluth, GA 30097	AU11 031B; AU11 148

Telephone:	Alt. Phone:	Fax:
770-822-0900		

Email Address:	Alt. Email Address:
mglouton@atclawfirm.com	

III. Agent (if different from Petitioner)

Name(s):	Firm or Agency
Melody A. Glouton, Esq.	Andersen Tate & Carr

Address: 1960 Satellite Blvd., Suite 4000, Duluth, GA 30097

Telephone:	Alt. Phone:	Fax:
770-822-0900		

Email Address:	Alt. Email Address:
mglouton@atclawfirm.com	

To the best of my knowledge, this application form is correct and complete. If additional materials are determined to be necessary, I understand that I am responsible for filing additional materials as specified by the City of Auburn Zoning Ordinance. I understand that failure to supply all required information (per the relevant Applicant Checklists and Requirements of the Auburn Zoning Ordinance) will result in the rejection of this application. I have read the provisions of the Georgia Code Section 36-67A-3 as required regarding Campaign Disclosures. My Signed Campaign Disclosure Statement is included.

Owner/Applicant Signature: Melody A Glouton Date: 08/23/2024

Sworn to and subscribed before me this 23 day of Aug 20 24.

Notary Public: Date: 08/23/2024

DAPHNE WILSON BOYD NOTARY PUBLIC JACKSON COUNTY GEORGIA EXPIRES NOV. 9, 2025

Application Received by:	Plan/Permit File Number:

Application Fee: ☐ $600

Public Hearing Date:

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Zoning Text Amendment Application

Text Amendment Information

A. Identify the specific section(s) number(s) of the Zoning Ordinance sought to be amended.

Section 17.90.140 (C)(1) and (6)

B. What is the existing text requested to be repealed, if any? Please provide an attachment if more space is needed.

(C) 1. The maximum density shall not exceed two and two-tenths dwelling units per gross acre.

(C) 6. There shall be no land disturbance beyond the areas needed for the construction of roads and other public utilities/facilities, prior to the issuance of building permits for the individual buildings within a PUD planned unit development.

C. What is the proposed text, if any? Please provide an attachment if more space is needed.

(C) 1. The maximum density shall not exceed three and two-tenths dwelling units per gross acre.

(C) 6. Repeal in its entirety.

D. State the reason(s) for the text amendment. Describe the benefit to the public health, safety and welfare. Please provide an attachment if more space is needed.

The Applicant is seeking to increase the overall density from 2.2/upa to provide more variety in housing types/sizes, as well as more affordable housing units. The request to repeal the land disturbance provision is to allow for multiple lot grading preparation and cohesiveness of the site, in addition to stormwater conveyance/management. The requested text amendments will enable the Applicant to develop the site as residential, single-family detached and provide necessary housing in the area.

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CERTIFICATIONS

In the event an owner's agent or contract purchaser is filing this application, both the owner's and agent's certifications must be completed. If the owner is filing the application, only the owner's certification must be completed.

OWNER'S CERTIFICATION

The undersigned below, hereby declares that they are the owner(s) of the property, located at

100 Lyle Rd Auburn, Ga. 30011

as shown in the records of Barrow or Gwinnett County, GA.

Donna J. Evans — Signature

8-14-2024 — Date

CAYLEE BAILEY KITTS NOTARY PUBLIC BARROW COUNTY GEORGIA EXPIRES JAN. 29, 2028

Appeared before me personally this 14 day of August, 20 24.

Caylee Kitts — Signature of Notary Public

8-14-24 — Date

P.O. Box 1059, Auburn GA, 30011
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CERTIFICATIONS

In the event an owner's agent or contract purchaser is filing this application, the certifications below must be completed. If the owner is filing the application, only the owner's certification must be completed.

AGENT'S CERTIFICATION

The undersigned below, or as attached, is hereby authorized to make this application by the property owner for the property listed below and located at

100 Lyle Road, Auburn, GA

as shown in the records of Barrow or Gwinnett County, GA.

Signature Melody A. Glouton, Attorney for Applicant

08/23/2024
Date

Appeared before me personally this 23rd day of August, 2024.

Signature of Notary Public

08/23/2024
Date

DAPHNE WILSON BOYD NOTARY PUBLIC JACKSON COUNTY GEORGIA EXPIRES NOV. 9, 2025

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CONFLICT OF INTEREST DISCLOSURE

The undersigned below, making application for Rezoning, Special Exception, Special Use Permit, Variance, etc., has complied with the Official Code of Georgia Section 36-67A-1, et. sec., Conflict of Interest in Zoning Actions, and has submitted or attached the required information on the forms provided.

Signature of Applicant — Melody A. Glouton, Atty for Applicant

08/23/2024
Date

Appeared before me personally this 23rd day of August, 20 24.

Notary Public

My Commission Expires:

Signature of Owner — Melody A. Glouton, with express permission

08/23/2024
Date

Appeared before me personally this 23rd day of August, 20 24.

Notary Public

My Commission Expires:

DAPHNE WILSON BOYD NOTARY PUBLIC JACKSON COUNTY GEORGIA EXPIRES NOV. 9, 2025

DISCLOSURE OF CAMPAIGN CONTRIBUTIONS

Have you, within the two years immediately preceding the filing of this application, made contributions aggregating $250.00 or more to a member of the City Council, Planning Commission, Zoning Board of Appeals, or any other government officials who may consider this application?

(Check one) YES ☐ NO ☒ Your Name: Donna J. Evans

Name and position of government official(s):

Date and amount (which aggregated $250 or more) of the contribution(s):

Signature of Applicant — Melody A. Glouton, Attorney for Applicant

Date: 08/23/2024

Signature of Applicant's Attorney/Representative

Date: 08/23/2024

ANDERSEN | TATE | CARR

September 6, 2024

COMBINED LETTER OF INTENT AND JUSTIFICATION FOR REZONING AND TEXT AMENDMENT

Rezoning Application
Text Amendment Application
City of Auburn
Barrow County, Georgia

Applicant:
MBC Developers, LLC

Rezoning Tract:
Tax Parcel IDs AU11 031B and AU11 148
±57.917 Acres of Land

Located at 100 Lyle Road, Auburn, Georgia
From AG to PUD

Submitted for Applicant by:
Melody A. Glouton, Esq.
ANDERSEN TATE & CARR, P.C.
One Sugarloaf Centre
1960 Satellite Blvd.
Suite 4000
Duluth, Georgia 30097
770.822.0900
mglouton@atclawfirm.com

I. INTRODUCTION

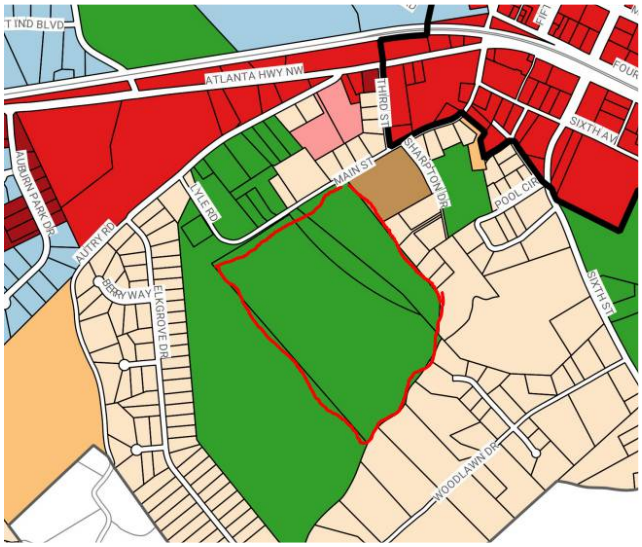
This Application for Rezoning and Text Amendment[1] is submitted for a 57.917-acre parcel of land located at 100 Lyle Road, just south of its intersection of Autry Road (hereinafter the "Property"). The Property is an assemblage of two tax parcels, with frontage on Lyle Road. The Property is currently zoned AG (Agricultural District) pursuant to the City of Auburn Zoning Ordinance (the "Zoning Ordinance"). The Applicant, MBC Developers, LLC (the "Applicant") now seeks approval to rezone the Property to PUD (Planned Unit Development District) in order to develop a distinctive and attractive single-family detached residential community with 188 lots.

This document is submitted as the Letter of Intent, Impact Analysis Statement, and other materials required by the Zoning Ordinance.

II. DESCRIPTION OF THE PROPERTY AND SURROUNDING AREA

The Property is a large tract fronting Lyle Road. It contains a personal residence and several accessory structures. The Property is mostly wooded and slopes southward toward a creek with floodplain. The surrounding zoning classifications and uses are as follows:

Location	Zoning
Proposed Site	*PUD*
North	AG and R-100
East	MH and R-100
South	R-100
West	AG



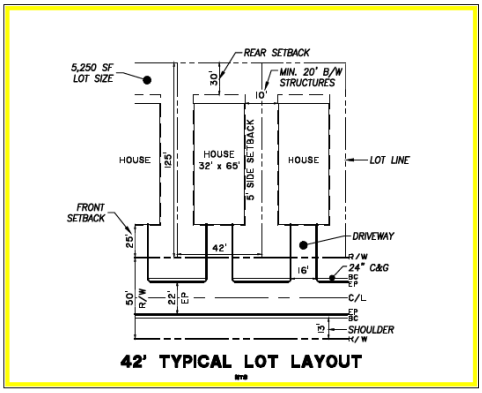
[1] In conjunction with the requested rezoning, the Applicant is seeking a text amendment to Section 17.90.140(C)(1) and (6) of the City of Auburn Zoning Ordinance.

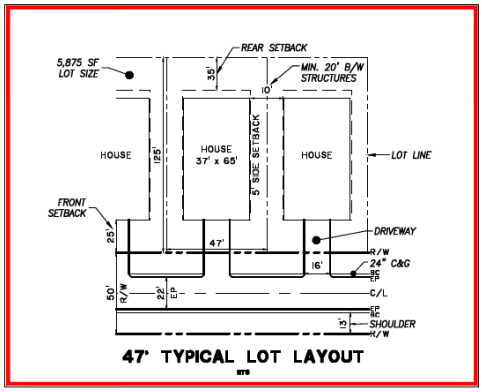
The Applicant is requesting the City of Auburn rezone the Property to allow for a planned unit development. The site is surrounded by other residential uses to include primarily R-100 zoning classifications. As such, the Property is ideal for development as a residential community and will allow for the development of more housing.

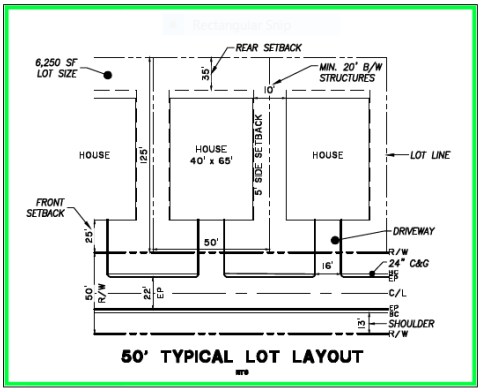
As stated in the City of Auburn's 2018 Comprehensive Plan (the "Comprehensive Plan"), the Future Land Use Map identifies this area as single-family residential. The rezoning and development of the Property, as intended by the Applicant, will enhance the surrounding and existing area. Specifically, the proposed development of a planned unit development will provide additional housing options for residents.

III. PROJECT SUMMARY

As shown on the site plan by Thomas & Hutton, dated August 21, 2024, and filed with this Application (hereinafter the "Site Plan"), the Applicant is proposing to rezone 57.917 acres from AG to PUD in order to accommodate the development of a planned unit development with 188 units. The Applicant proposes to develop the Property in compliance with the PUD zoning classification to allow for a more unique and creative community. The minimum heated floor area would be 1,600 square feet. To the extent necessary, the Applicant is seeking a concurrent variance from Section 17.90.150 as related to the minimum dwelling unit size. The development would include the required 50-foot buffer along all abutting R-100 zoning districts. As referenced on the Site Plan, the typical lot layout for each type of housing unit is identified below:







The proposed development will consist of homes at a size, quality, and price point commensurate with or exceeding homes in the surrounding communities. Generally, the architectural style and composition of the exterior of the homes would consist of brick, stacked stone, cedar and/or cementitious shake, siding board, and batten or combinations thereof. The Applicant has included sample renderings with this submittal. The proposed development would be served by a primary full-access entrance and a secondary entrance for emergency vehicles as required by Barrow County Fire Marshall along Lyle Road, which would be landscaped and maintained by a Homeowners' Association. The proposed development would be serviced by Barrow County Water & Sewer Authority (sewer) and the City of Auburn Public Works (water).

The Applicant further submits that several community benefits would result in the property being developed under the City's PUD zoning classification. For example, the proposed development would increase the supply of housing in the area, which is currently in high demand. By providing more homes, the development can help alleviate the shortage of single-family detached housing and provide citizens with additional housing options. In summary, the requested zoning of PUD for development of a neighborhood is consistent with the Comprehensive Plan.

PUD – Planned Unit Development District

Pursuant to Section 17.90.140, the intent and purpose of a PUD zoning is to provide for the possibility of relatively large scale, mixed-use planned developments, which incorporate innovative concepts of efficiency in land use, public services delivery, energy conservation, and environmental preservation. A planned unit development may allow more flexible placement, arrangement and orientation of residential structures, the accompanying flexibility in the subdivision of land, and the grouping of open space and accessory facilities such as garages and parking. A planned unit development is intended to allow a mixture and/or density of land uses not otherwise allowed in an established zoning district.

The planned development will contain a variety of housing and lot sizes to meet the increasing demand for the community. Moreover, the proposed development would provide attractive, high-end personal residences. Approximately 21 acres of the overall site will be preserved as open space, which far exceeds the minimum required per the Zoning Ordinance.

IV. TEXT AMENDMENT

The Applicant is seeking to amend Sections 17.90.140 (C)(1) and (6) of the City of Auburn Zoning Ordinance. The current Ordinance reads as follows, with the requested amendments (additions in **Bold**; redactions with ~~Strikethrough~~):

"C. Special Requirements. All proposed PUD planned unit development district applications shall conform to the following specific requirements:

1. The maximum density shall not to exceed ~~two and two-tenths~~ **three and three-tenths** dwelling units per gross acre.
2. The site must abut a public street for a distance of at least one hundred feet.
3. A registered engineer, architect, land surveyor or landscape architect shall prepare the plans required for inclusion in an application. The plans shall have their official registration seal.
4. Sidewalks shall be required along both sides of all streets within a PUD. The construction standard of the required sidewalks are given in the city development regulations.
5. Where a PUD abuts a R-100 district, the PUD shall contain a fifty-foot wide buffer strip along the abutting property lines, unless the property has the same land use and lot size (within a ten percent variation) is adjacent to the R-100 property; and shall further meet all requirements of the city landscape requirements.
6. ~~There shall be no land disturbance beyond the areas needed for the construction of roads and other public utilities/facilities, prior to issuance of building permits for the individual buildings within a PUD planned unit development~~."

The Applicant is seeking to increase the overall density from 2.2/upa to 3.3/upa to provide more variety in housing type/sizes, as well as more affordable housing units. The request to repeal the land disturbance provision is to allow for multiple lot grading during development, which will result in a more cohesive site. The proposed text amendments will promote and encourage the development of properties that incorporate more walkable communities in close proximity to neighbor-serving commercial uses. In addition, the text amendment will allow for a gradual density increase in communities that also incorporate open space, recreational areas, and community gathering areas. Moreover, by allowing for a mixed-use development with higher density, community members have improved access to things such as healthcare, grocery stores, and employment opportunities. In summary, by allowing for diverse housing options and community spaces, the text amendment can foster a sense of

community and belonging, as well as attract businesses and investments, leading to job creation and economic growth for the City.

V. SITE IMPACT ANALYSIS

Pursuant to the Zoning Resolution, the Applicant submits its written responses to the impact analysis which shows that rezoning to PUD satisfies the "Standards Governing Exercise of the Zoning Power," as follows:

A) Whether a proposed rezoning will permit a use that is suitable in view of the use and development of adjacent and nearby property:

Yes. The proposed rezoning is consistent and suitable with the existing use and development of adjacent and nearby properties. The Property maintains frontage on Lyle Road. The proposed residential development is compatible with existing residential uses and will further diversify housing options in the surrounding area.

B) Whether a proposed rezoning will adversely affect the existing use or useability of adjacent or nearby property:

No, approval of the proposed rezoning will not adversely affect the existing use or usability of adjacent or nearby properties. The proposed development is compatible with the Comprehensive Plan and complimentary to adjacent and nearby uses.

C) Whether the property to be affected by a proposed rezoning has reasonable economic use as currently zoned:

The Applicant submits that due to the size, location, layout, topography, and natural features of the Subject Property, it does not have reasonable economic use as currently zoned.

D) Whether the proposed rezoning will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools:

No, approval of the proposed rezoning will not result in an excessive or burdensome use of the existing infrastructure systems. The Property has direct access to Lyle Road and is in close proximity to Atlanta Highway. Appropriate zoning conditions and site development requirements can mitigate any potential impacts on public facilities such as traffic, utility demand, stormwater, and schools.

E) Whether the proposed rezoning is in conformity with the policy and intent of the Land Use Plan:

Yes, the proposed Rezoning Application conforms with the policy and intent of the Comprehensive Plan and Future Land Use Map. The Subject Property is identified as single-family residential on the future land use map.

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

Yes. The proposed Rezoning achieves a goal of the Comprehensive Plan by proposing a development and site layout that serves as an opportunity to provide additional housing.

VI. JUSTIFICATION FOR REZONING

The Applicant respectfully submits that "City of Auburn Zoning Ordinance" (the "Zoning Ordinance"), as amended from time to time, to the extent that it classifies the Property in any zoning district that would preclude development of a planned, unit development, under the PUD zoning classification, is unconstitutional as a taking of property, a denial of equal protection, an arbitrary and capricious act, and an unlawful delegation of authority under the specific constitutional provisions later set forth herein. Any existing inconsistent zoning of the Property pursuant to the Zoning Resolution deprives the Applicant and Property owner of any alternative reasonable use and development of the Property. Additionally, all other zoning classifications, including ones intervening between the existing classification and that requested herein, would deprive the Applicant and Property owner of any reasonable use and development of the Property. Further, any attempt by the Mayor and Council of the City of Auburn to impose greater restrictions upon the manner in which the Property will be developed than presently exist would be equally unlawful.

Accordingly, Applicant submits that the current zoning classification and any other zoning of the Property save for what has been requested as established in the Zoning Resolution constitute an arbitrary and unreasonable use of the zoning and police powers because they bear no substantial relationship to the public health, safety, morality or general welfare of the public and substantially harm the Applicant and Property owner. All inconsistent zoning classifications between the existing zoning and the zoning requested hereunder would constitute and arbitrary and unreasonable use of the zoning and police powers because they bear or would bear no substantial relationship to the public health, safety, morality, or general welfare of the public and would substantially harm the Applicant and Property owner. Further, the existing inconsistent zoning classification constitutes, and all zoning and plan classifications intervening between the existing inconsistent zoning classification and that required to develop this Project would constitute, a taking of the owner's private property without just compensation and without due process in violation of the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States, and Article I, Section I, Paragraph I and Article I, Section III, Paragraph I of the Constitution of the State of Georgia and the Due Process and Equal Protection Clauses of the Fourteenth Amendment to the Constitution of the United States.

Further, the Applicant respectfully submits that failure to approve the requested rezoning change would be unconstitutional and would discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and Property owner and owners of similarly situated property in violation of Article I, Section III, Paragraph I of the Constitution of the State of Georgia and the Equal Protection Clause of the Fourteenth Amendment of the Constitution of the United States.

Finally, the Applicant respectfully submits that the Mayor and Council of the City of Auburn cannot lawfully impose more restrictive standards upon the development of the Property than presently exist, as to do so not only would constitute a taking of the Property as set forth above, but also would amount to an unlawful delegation of their authority, in response to neighborhood opposition, in violation of Article IX, Section IV, Paragraph II of the Georgia Constitution.

This Application meets favorably with the prescribed test set out by the Georgia Supreme Court to be used in establishing the constitutional balance between private property rights and zoning and planning as an expression of the government's police power. See Guhl v. Holcomb Bridge Road Corp., 238 Ga. 322 (1977).

VII. CONCLUSION

For the foregoing reasons, the Applicant respectfully requests that this Application to Rezone from AG to PUD, as well as the associated Text Amendment, be approved. The Applicant welcomes the opportunity to meet with the City of Auburn Planning Department staff to answer any questions or to address any concerns relating to this Letter of Intent or supporting materials.

Respectfully submitted this 23rd day of August, 2024.

ANDERSEN, TATE & CARR, P.C.

Melody A. Glouton

Melody A. Glouton, Esq.

Enclosures
MAG/dwb
4863-0052-1186, v. 1

ANNEXATION & REZONING APPLICATION

AUBURN
GEORGIA - EST. 1892

CITY OF AUBURN
COMMUNITY DEVELOPMENT DEPARTMENT
1369 4TH AVE, AUBURN, GA 30011
(770) 963-4002
www.cityofauburn-ga.org

ANNEXATION & REZONING APPLICATION

AN APPLICATION TO AMEND THE OFFICIAL ZONING MAP FOR THE CITY OF AUBURN, GA.

APPLICANT INFORMATION	PROPERTY OWNER INFORMATION
NAME: MBC Developers, LLC c/o Andersen Tate & Carr	NAME: Donna J. Evans
ADDRESS: 1960 Satellite Blvd S-4000	ADDRESS: 100 Lyle Road
CITY: Duluth	CITY: Auburn
STATE: GA ZIP: 30097	STATE: GA ZIP: 30011
PHONE: 770-822-0900	PHONE:
EMAIL: mglouton@atclawfirm.com	EMAIL:

CONTACT PERSON: Melody A. Glouton	PHONE: 770-822-0900
EMAIL: mglouton@atclawfirm.com	

APPLICANT IS: ☐ OWNER'S AGENT	☐ PROPERTY OWNER	☒ CONTRACT PURCHASER
PRESENT ZONING DISTRICT(S): AG	REQUESTED ZONING DISTRICT: PUD	
PARCEL NUMBER(S): AU11 148 & AU11 031B	ACREAGE: 57.917	
ADDRESS OF PROPERTY: 100 Lyle Road, Auburn, GA		
PROPOSED DEVELOPMENT: Single Family Detached		

RESIDENTIAL DEVELOPMENT	NON-RESIDENTIAL DEVELOPMENT
NO. OF LOTS/DWELLING UNITS: 188	NO. OF BUILDINGS/LOTS:
DWELLING UNIT SIZE (SQ.FT.): 1600 sq feet	TOTAL BUILDING SQ.FT.:
GROSS DENSITY: 3.25 upa	DENSITY:
NET DENSITY:	

PLEASE ATTACHED A LETTER OF INTENT EXPLAINING PROPOSED DEVELOPMENT

REZONING APPLICANT'S CERTIFICATION

THE UNDERSIGNED BELOW IS AUTHORIZED TO MAKE THIS APPLICATION. THE UNDERSIGNED IS AWARE THAT NO APPLICATION OR REAPPLICATION AFFECTING THE SAME LAND SHALL BE ACTED UPON WITHIN 12 MONTHS FROM THE DATE OF LAST ACTION BY THE CITY COUNCIL UNLESS WAIVED BY THE CITY COUNCIL. IN NO CASE SHALL AN APPLICATION OR REAPPLICATION BE ACTED UPON IN LESS THAN SIX (6) MONTHS FROM THE DATE OF LAST ACTION BY THE CITY COUNCIL.

Melody A. Glouton 08/23/2024

SIGNATURE OF APPLICANT DATE

Melody A. Glouton, Attorney for Applicant

PRINT NAME AND TITLE

[signature] 08/23/2024

SIGNATURE OF NOTARY PUBLIC DATE NOTARY SEAL

DAPHNE WILSON BOYD NOTARY PUBLIC JACKSON COUNTY GEORGIA EXPIRES

REZONING PROPERTY OWNER'S CERTIFICATION

THE UNDERSIGNED BELOW, OR AS ATTACHED, IS THE OWNER OF THE PROPERTY CONSIDERED IN THIS APPLICATION. THE UNDERSIGNED IS AWARE THAT NO APPLICATION OR REAPPLICATION AFFECTING THE SAME LAND SHALL BE ACTED UPON WITHIN 12 MONTHS FROM THE DATE OF LAST ACTION BY THE CITY COUNCIL UNLESS WAIVED BY THE CITY COUNCIL. IN NO CASE SHALL AN APPLICATION OR REAPPLICATION BE ACTED UPON IN LESS THAN SIX (6) MONTHS FROM THE DATE OF LAST ACTION BY THE CITY COUNCIL.

Melody A. Glouton — 08/23/2024

SIGNATURE OF PROPERTY OWNER — DATE

Melody A. Glouton, with express permission from property owner

PRINT NAME AND TITLE

D Boyd — 08/24/2023

SIGNATURE OF NOTARY PUBLIC — DATE

DAPHNE WILSON BOYD NOTARY PUBLIC JACKSON COUNTY GEORGIA EXPIRES NOV. 9, 2025

NOTARY SEAL

CONFLICT OF INTEREST CERTIFICATION FOR REZONING

THE UNDERSIGNED BELOW, MAKING APPLICATION FOR A REZONING, HAS COMPLIED WITH THE OFFICIAL CODE OF GEORGIA SECTION 36-67A-1, ET. SEQ, CONFLICT OF INTEREST IN ZONING ACTIONS, AND HAS SUBMITTED OR ATTACHED THE REQUIRED INFORMATION ON THE FORMS PROVIDED.

Melody A. Glouton — 08/23/2024

SIGNATURE OF PROPERTY OWNER — DATE

Melody A. Glouton with express permission from property owner

PRINT NAME AND TITLE

08/23/2024

SIGNATURE OF NOTARY PUBLIC — DATE — NOTARY SEAL

DAPHNE WILSON BOYD NOTARY PUBLIC GEORGIA JACKSON COUNTY EXPIRES NOV. 9, 2025

DISCLOSURE OF CAMPAIGN CONTRIBUTIONS

HAVE YOU, WITHIN THE TWO YEARS IMMEDIATELY PRECEDING THE FILING OF THIS APPLICATION, MADE CAMPAIGN CONTRIBUTIONS AGGREGATING $250.00 OR MORE TO A MEMBER OF THE CITY COUNCIL OR A MEMBER OF THE AUBURN PLANNING COMMISSION?

☐ YES ☒ NO

Donna J. Evans

YOUR NAME

IF THE ANSWER IF YES, PLEASE COMPLETE THE FOLLOWING SECTION:

NAME AND POSITION OF GOVERNMENT OFFICIAL	CONTRIBUTIONS (LIST ALL WHICH AGGREGATE TO $250 OR MORE)	DATE CONTRIBUTION WAS MADE (WITHIN LAST TWO YEARS)

ATTACHED ADDITIONAL SHEETS IF NECESSARY, TO DISCLOSE OR DESCRIBE ALL CONTRIBUTIONS.

ANDERSEN | TATE | CARR

August 23, 2024

LETTER OF INTENT AND JUSTIFICATION FOR REZONING

Rezoning Application
City of Auburn
Barrow County, Georgia

Applicant:
MBC Developers, LLC

Rezoning Tract:
Tax Parcel IDs AU11 031B and AU11 148
±57.917 Acres of Land

Located at 100 Lyle Road, Auburn, Georgia
From AG to PUD

Submitted for Applicant by:
Melody A. Glouton, Esq.
ANDERSEN TATE & CARR, P.C.
One Sugarloaf Centre
1960 Satellite Blvd.
Suite 4000
Duluth, Georgia 30097
770.822.0900
mglouton@atclawfirm.com

I. INTRODUCTION

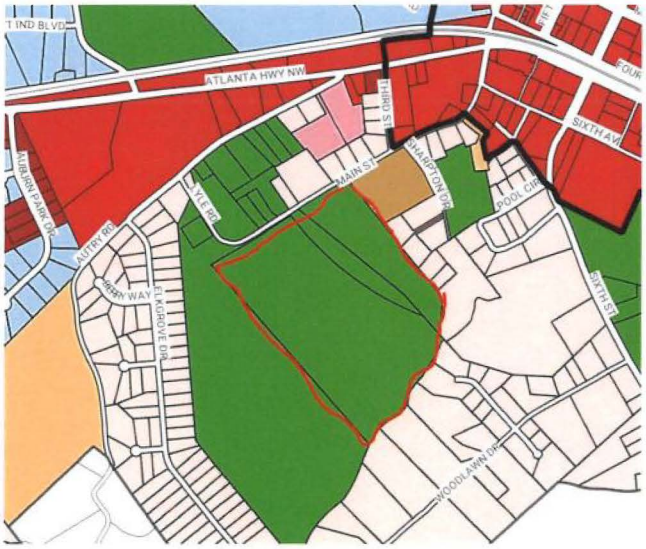
This Application for Rezoning is submitted for a 57.917-acre parcel of land located at 100 Lyle Road, just south of its intersection of Autry Road (hereinafter the "Property"). The Property is an assemblage of two tax parcels, with frontage on Lyle Road. The Property is currently zoned AG (Agricultural District) pursuant to the City of Auburn Zoning Ordinance (the "Zoning Ordinance"). The Applicant, MBC Developers, LLC (the "Applicant") now seeks approval to rezone the Property to PUD (Planned Unit Development District) in order to develop a distinctive and attractive single-family detached residential community with 188 lots.

This document is submitted as the Letter of Intent, Impact Analysis Statement, and other materials required by the Zoning Ordinance.

II. DESCRIPTION OF THE PROPERTY AND SURROUNDING AREA

The Property is a large tract fronting Lyle Road. It contains a personal residence and several accessory structures. The Property is mostly wooded and slopes southward toward a creek with floodplain. The surrounding zoning classifications and uses are as follows:

Location	Zoning
Proposed Site	*PUD*
North	AG and R-100
East	MH and R-100
South	R-100
West	AG



The Applicant is requesting the City of Auburn rezone the Property to allow for a planned unit development. The site is surrounded by other residential uses to include primarily R-100 zoning classifications. As such, the Property is ideal for development as a residential community and will allow for the development of more housing.

As stated in the City of Auburn's 2018 Comprehensive Plan (the "Comprehensive Plan"), the Future Land Use Map identifies this area as single-family residential. The rezoning and development of the Property, as intended by the Applicant, will enhance the surrounding and existing area. Specifically, the proposed development of a planned unit development will provide additional housing options for residents.

III. PROJECT SUMMARY

As shown on the site plan by Thomas & Hutton, dated August 21, 2024, and filed with this Application (hereinafter the "Site Plan"), the Applicant is proposing to rezone 57.917 acres from AG to PUD in order to accommodate the development of a planned unit development with 188 units. The Applicant proposes to develop the Property in compliance with the PUD zoning classification to allow for a more unique and creative community. The minimum heated floor area would be 1,600 square feet. To the extent necessary, the Applicant is seeking a concurrent variance from Section 17.90.150 as related to the minimum dwelling unit size. The proposed development will consist of homes at a size, quality, and price point commensurate with or exceeding homes in the surrounding communities. Generally, the architectural style and composition of the exterior of the homes would consist of brick, stacked stoned, cedar and/or cementitious shake, siding board and batten or combinations thereof. The Applicant has included sample renderings with this submittal. The proposed development would be served by a primary full access entrance and a secondary entrance for emergency vehicles as required by Barrow County Fire Marshall along Lyle Road, which would be landscaped and maintained by a Homeowners' Association.

The Applicant further submits that several community benefits would result in the property being developed under the City's PUD zoning classification. For example, the proposed development would increase the supply of housing in the area, which is currently in high demand. By providing more homes, the development can help alleviate the shortage of single-family detached housing and provide citizens with additional housing options. In summary, the requested zoning of PUD for development of a neighborhood is consistent with the Comprehensive Plan.

PUD – Planned Unit Development District

Pursuant to Section 17.90.140, the intent and purpose of a PUD zoning is to provide for the possibility of relatively large scale, mixed-use planned developments, which incorporate innovative concepts of efficiency in land use, public services delivery, energy conservation, and environmental preservation. A planned unit development may allow more flexible placement, arrangement and orientation of residential structures, the accompanying flexibility in the subdivision of land, and the grouping of open space and accessory facilities such as garages and parking. A planned unit development is intended to allow a mixture and/or density of land uses not otherwise allowed in an established zoning district.

The planned development will contain a variety of housing and lot sizes to meet the increasing demand for the community. Moreover, the proposed development would provide attractive, high-end personal residences. Approximately 21 acres of the overall site will be preserved as open space, which far exceeds the minimum required per the Zoning Ordinance.

IV. SITE IMPACT ANALYSIS

Pursuant to the Zoning Resolution, the Applicant submits its written responses to the impact analysis which shows that rezoning to PUD satisfies the "Standards Governing Exercise of the Zoning Power," as follows:

A) Whether a proposed rezoning will permit a use that is suitable in view of the use and development of adjacent and nearby property:

Yes. The proposed rezoning is consistent and suitable with the existing use and development of adjacent and nearby properties. The Property maintains frontage on Lyle Road. The proposed residential development is compatible with existing residential uses and will further diversify housing options in the surrounding area.

B) Whether a proposed rezoning will adversely affect the existing use or useability of adjacent or nearby property:

No, approval of the proposed rezoning will not adversely affect the existing use or usability of adjacent or nearby properties. The proposed development is compatible with the Comprehensive Plan and complimentary to adjacent and nearby uses.

C) Whether the property to be affected by a proposed rezoning has reasonable economic use as currently zoned:

The Applicant submits that due to the size, location, layout, topography, and natural features of the Subject Property, it does not have reasonable economic use as currently zoned.

D) Whether the proposed rezoning will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools:

No, approval of the proposed rezoning will not result in an excessive or burdensome use of the existing infrastructure systems. The Property has direct access to Lyle Road and is in close proximity to Atlanta Highway. Appropriate zoning conditions and site development requirements can mitigate any potential impacts on public facilities such as traffic, utility demand, stormwater, and schools.

E) Whether the proposed rezoning is in conformity with the policy and intent of the Land Use Plan:

Yes, the proposed Rezoning Application conforms with the policy and intent of the Comprehensive Plan and Future Land Use Map. The Subject Property is identified as single-family residential on the future land use map.

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

Yes. The proposed Rezoning achieves a goal of the Comprehensive Plan by proposing a development and site layout that serves as an opportunity to provide additional housing.

V. JUSTIFICATION FOR REZONING

The Applicant respectfully submits that "City of Auburn Zoning Ordinance" (the "Zoning Ordinance"), as amended from time to time, to the extent that it classifies the Property in any zoning district that would preclude development of a planned, unit development, under the PUD zoning classification, is unconstitutional as a taking of property, a denial of equal protection, an arbitrary and capricious act, and an unlawful delegation of authority under the specific constitutional provisions later set forth herein. Any existing inconsistent zoning of the Property pursuant to the Zoning Resolution deprives the Applicant and Property owner of any alternative reasonable use and development of the Property. Additionally, all other zoning classifications, including ones intervening between the existing classification and that requested herein, would deprive the Applicant and Property owner of any reasonable use and development of the Property. Further, any attempt by the Mayor and Council of the City of Auburn to impose greater restrictions upon the manner in which the Property will be developed than presently exist would be equally unlawful.

Accordingly, Applicant submits that the current zoning classification and any other zoning of the Property save for what has been requested as established in the Zoning Resolution constitute an arbitrary and unreasonable use of the zoning and police powers because they bear no substantial relationship to the public health, safety, morality or general welfare of the public and substantially harm the Applicant and Property owner. All inconsistent zoning classifications between the existing zoning and the zoning requested hereunder would constitute and arbitrary and unreasonable use of the zoning and police powers because they bear or would bear no substantial relationship to the public health, safety, morality, or general welfare of the public and would substantially harm the Applicant and Property owner. Further, the existing inconsistent zoning classification constitutes, and all zoning and plan classifications intervening between the existing inconsistent zoning classification and that required to develop this Project would constitute, a taking of the owner's private property without just compensation and without due process in violation of the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States, and Article I, Section I, Paragraph I and Article I, Section III, Paragraph I of the Constitution of the State of Georgia and the Due Process and Equal Protection Clauses of the Fourteenth Amendment to the Constitution of the United States.

Further, the Applicant respectfully submits that failure to approve the requested rezoning change would be unconstitutional and would discriminate in an arbitrary, capricious and

unreasonable manner between the Applicant and Property owner and owners of similarly situated property in violation of Article I, Section III, Paragraph I of the Constitution of the State of Georgia and the Equal Protection Clause of the Fourteenth Amendment of the Constitution of the United States.

Finally, the Applicant respectfully submits that the Mayor and Council of the City of Auburn cannot lawfully impose more restrictive standards upon the development of the Property than presently exist, as to do so not only would constitute a taking of the Property as set forth above, but also would amount to an unlawful delegation of their authority, in response to neighborhood opposition, in violation of Article IX, Section IV, Paragraph II of the Georgia Constitution.

This Application meets favorably with the prescribed test set out by the Georgia Supreme Court to be used in establishing the constitutional balance between private property rights and zoning and planning as an expression of the government's police power. See Guhl v. Holcomb Bridge Road Corp., 238 Ga. 322 (1977).

VI. CONCLUSION

For the foregoing reasons, the Applicant respectfully requests that this Application to Rezone from AG to PUD be approved. The Applicant welcomes the opportunity to meet with the City of Auburn Planning Department staff to answer any questions or to address any concerns relating to this Letter of Intent or supporting materials.

Respectfully submitted this 23rd day of August, 2024.

ANDERSEN, TATE & CARR, P.C.

Melody A. Glouton

Melody A. Glouton, Esq.

Enclosures
MAG/dwb
4855-9356-0795, v. 1

LEGAL DESCRIPTION

All that tract or parcel of land lying and being in G.M.D. 1740, City of Auburn, Barrow County, Georgia and being more particularly described as follows:

Beginning at the intersection of the centerline of Lyle Road (a.k.a. Main Street) and the centerline of Third Street; THENCE continuing 492.66 feet along said centerline of Lyle Road in a southwesterly direction to a point; THENCE South 29 degrees 53 minutes 18 seconds East 20.00 feet to a point located on the southeasterly right-of-way of Lyle Road, said point being THE TRUE POINT OF BEGINNING;

THENCE South 38 degrees 54 minutes 23 seconds East for a distance of 506.56 feet to a point;
THENCE South 39 degrees 07 minutes 00 seconds East for a distance of 262.17 feet to a point;
THENCE South 39 degrees 42 minutes 12 seconds East for a distance of 260.91 feet to a point;
THENCE South 37 degrees 12 minutes 14 seconds East for a distance of 117.42 feet to a point;
THENCE South 36 degrees 22 minutes 35 seconds East for a distance of 96.06 feet to a point;
THENCE South 36 degrees 22 minutes 35 seconds East for a distance of 72.20 feet to a point;
THENCE South 21 degrees 24 minutes 35 seconds West for a distance of 272.51 feet to a point located in the centerline of a creek;
THENCE continuing along said centerline of creek the following 13 calls:
THENCE South 12 degrees 08 minutes 00 seconds East for a distance of 94.40 feet to a point;
THENCE South 43 degrees 07 minutes 00 seconds East for a distance of 146.70 feet to a point;
THENCE South 28 degrees 33 minutes 00 seconds West for a distance of 124.90 feet to a point;
THENCE South 36 degrees 05 minutes 00 seconds West for a distance of 143.07 feet to a point;
THENCE South 42 degrees 57 minutes 00 seconds West for a distance of 149.40 feet to a point;
THENCE South 33 degrees 46 minutes 00 seconds West for a distance of 294.96 feet to a point;
THENCE South 6 degrees 53 minutes 00 seconds East for a distance of 66.00 feet to a point;
THENCE South 50 degrees 2 minutes 00 seconds West for a distance of 103.80 feet to a point;
THENCE North 85 degrees 44 minutes 00 seconds West for a distance of 57.70 feet to a point;
THENCE South 58 degrees 33 minutes 00 seconds West for a distance of 97.50 feet to a point;
THENCE South 36 degrees 26 minutes 00 seconds West for a distance of 50.00 feet to a point;
THENCE South 23 degrees 10 minutes 00 seconds East for a distance of 35.00 feet to a point;
THENCE South 54 degrees 53 minutes 00 seconds West for a distance of 71.10 feet to a point;
THENCE North 40 degrees 00 minutes 00 seconds West for a distance of 2075.30 feet leaving said creek to a point;
THENCE North 56 degrees 11 minutes 00 seconds East for a distance of 385.80 feet to a point located on the southeasterly right-of-way of Lyle Road;
THENCE North 60 degrees 03 minutes 41 seconds East for a distance of 114.32 feet to a point;
THENCE North 57 degrees 36 minutes 02 seconds East for a distance of 240.38 feet to a point;
THENCE North 56 degrees 03 minutes 34 seconds East for a distance of 76.79 feet to a point;
THENCE North 55 degrees 04 minutes 36 seconds East for a distance of 104.51 feet to a point;
THENCE along an arc of cure to the left for an arc length of 490.73 feet having a radius of 7,691.74 feet and being subtended by a chord bearing North 58 degrees 05 minutes 33 seconds East for a distance of 490.65 feet to a point, said point being THE TRUE POINT OF BEGINNING.

The above-described tract contains an area of 57.917 acres.

ANDERSEN | TATE | CARR

September 6, 2024

COMBINED LETTER OF INTENT AND JUSTIFICATION FOR REZONING AND TEXT AMENDMENT

Rezoning Application
Text Amendment Application
City of Auburn
Barrow County, Georgia

Applicant:
MBC Developers, LLC

Rezoning Tract:
Tax Parcel IDs AU11 031B and AU11 148
±57.917 Acres of Land

Located at 100 Lyle Road, Auburn, Georgia
From AG to PUD

Submitted for Applicant by:
Melody A. Glouton, Esq.
ANDERSEN TATE & CARR, P.C.
One Sugarloaf Centre
1960 Satellite Blvd.
Suite 4000
Duluth, Georgia 30097
770.822.0900
mglouton@atclawfirm.com

I. INTRODUCTION

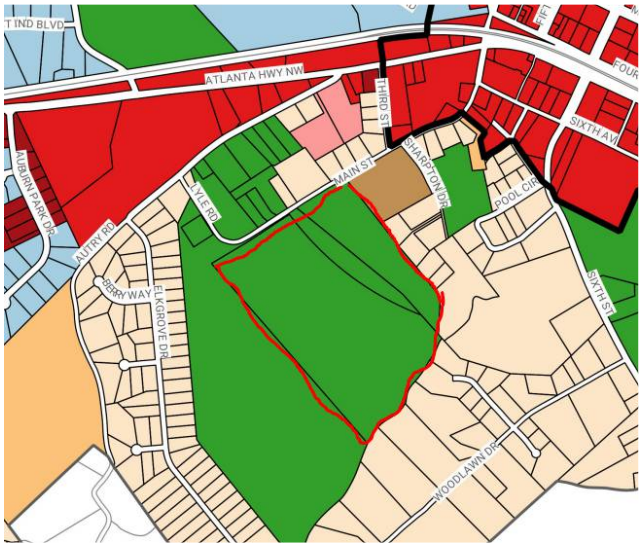
This Application for Rezoning and Text Amendment[1] is submitted for a 57.917-acre parcel of land located at 100 Lyle Road, just south of its intersection of Autry Road (hereinafter the "Property"). The Property is an assemblage of two tax parcels, with frontage on Lyle Road. The Property is currently zoned AG (Agricultural District) pursuant to the City of Auburn Zoning Ordinance (the "Zoning Ordinance"). The Applicant, MBC Developers, LLC (the "Applicant") now seeks approval to rezone the Property to PUD (Planned Unit Development District) in order to develop a distinctive and attractive single-family detached residential community with 188 lots.

This document is submitted as the Letter of Intent, Impact Analysis Statement, and other materials required by the Zoning Ordinance.

II. DESCRIPTION OF THE PROPERTY AND SURROUNDING AREA

The Property is a large tract fronting Lyle Road. It contains a personal residence and several accessory structures. The Property is mostly wooded and slopes southward toward a creek with floodplain. The surrounding zoning classifications and uses are as follows:

Location	Zoning
Proposed Site	*PUD*
North	AG and R-100
East	MH and R-100
South	R-100
West	AG



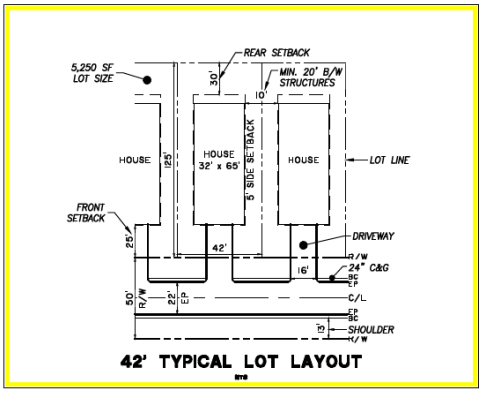
[1] In conjunction with the requested rezoning, the Applicant is seeking a text amendment to Section 17.90.140(C)(1) and (6) of the City of Auburn Zoning Ordinance.

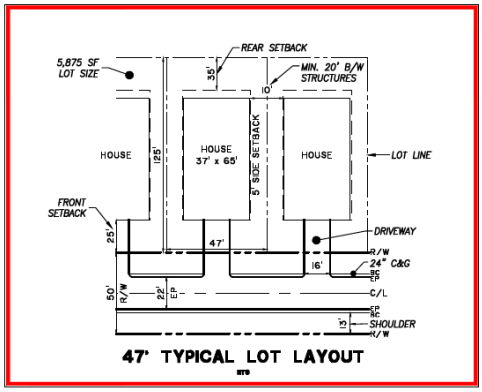
The Applicant is requesting the City of Auburn rezone the Property to allow for a planned unit development. The site is surrounded by other residential uses to include primarily R-100 zoning classifications. As such, the Property is ideal for development as a residential community and will allow for the development of more housing.

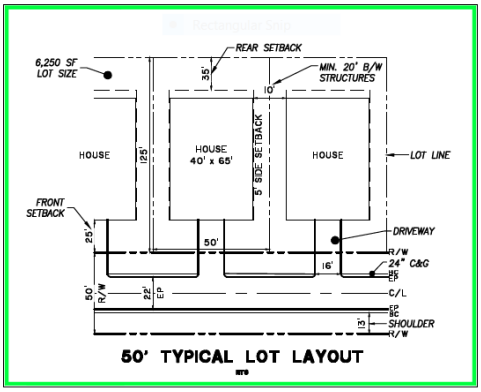
As stated in the City of Auburn's 2018 Comprehensive Plan (the "Comprehensive Plan"), the Future Land Use Map identifies this area as single-family residential. The rezoning and development of the Property, as intended by the Applicant, will enhance the surrounding and existing area. Specifically, the proposed development of a planned unit development will provide additional housing options for residents.

III. PROJECT SUMMARY

As shown on the site plan by Thomas & Hutton, dated August 21, 2024, and filed with this Application (hereinafter the "Site Plan"), the Applicant is proposing to rezone 57.917 acres from AG to PUD in order to accommodate the development of a planned unit development with 188 units. The Applicant proposes to develop the Property in compliance with the PUD zoning classification to allow for a more unique and creative community. The minimum heated floor area would be 1,600 square feet. To the extent necessary, the Applicant is seeking a concurrent variance from Section 17.90.150 as related to the minimum dwelling unit size. The development would include the required 50-foot buffer along all abutting R-100 zoning districts. As referenced on the Site Plan, the typical lot layout for each type of housing unit is identified below:







The proposed development will consist of homes at a size, quality, and price point commensurate with or exceeding homes in the surrounding communities. Generally, the architectural style and composition of the exterior of the homes would consist of brick, stacked stone, cedar and/or cementitious shake, siding board, and batten or combinations thereof. The Applicant has included sample renderings with this submittal. The proposed development would be served by a primary full-access entrance and a secondary entrance for emergency vehicles as required by Barrow County Fire Marshall along Lyle Road, which would be landscaped and maintained by a Homeowners' Association. The proposed development would be serviced by Barrow County Water & Sewer Authority (sewer) and the City of Auburn Public Works (water).

The Applicant further submits that several community benefits would result in the property being developed under the City's PUD zoning classification. For example, the proposed development would increase the supply of housing in the area, which is currently in high demand. By providing more homes, the development can help alleviate the shortage of single-family detached housing and provide citizens with additional housing options. In summary, the requested zoning of PUD for development of a neighborhood is consistent with the Comprehensive Plan.

PUD – Planned Unit Development District

Pursuant to Section 17.90.140, the intent and purpose of a PUD zoning is to provide for the possibility of relatively large scale, mixed-use planned developments, which incorporate innovative concepts of efficiency in land use, public services delivery, energy conservation, and environmental preservation. A planned unit development may allow more flexible placement, arrangement and orientation of residential structures, the accompanying flexibility in the subdivision of land, and the grouping of open space and accessory facilities such as garages and parking. A planned unit development is intended to allow a mixture and/or density of land uses not otherwise allowed in an established zoning district.

The planned development will contain a variety of housing and lot sizes to meet the increasing demand for the community. Moreover, the proposed development would provide attractive, high-end personal residences. Approximately 21 acres of the overall site will be preserved as open space, which far exceeds the minimum required per the Zoning Ordinance.

IV. TEXT AMENDMENT

The Applicant is seeking to amend Sections 17.90.140 (C)(1) and (6) of the City of Auburn Zoning Ordinance. The current Ordinance reads as follows, with the requested amendments (additions in **Bold**; redactions with ~~Strikethrough~~):

"C. Special Requirements. All proposed PUD planned unit development district applications shall conform to the following specific requirements:

1. The maximum density shall not to exceed ~~two and two-tenths~~ **three and three-tenths** dwelling units per gross acre.
2. The site must abut a public street for a distance of at least one hundred feet.
3. A registered engineer, architect, land surveyor or landscape architect shall prepare the plans required for inclusion in an application. The plans shall have their official registration seal.
4. Sidewalks shall be required along both sides of all streets within a PUD. The construction standard of the required sidewalks are given in the city development regulations.
5. Where a PUD abuts a R-100 district, the PUD shall contain a fifty-foot wide buffer strip along the abutting property lines, unless the property has the same land use and lot size (within a ten percent variation) is adjacent to the R-100 property; and shall further meet all requirements of the city landscape requirements.
6. ~~There shall be no land disturbance beyond the areas needed for the construction of roads and other public utilities/facilities, prior to issuance of building permits for the individual buildings within a PUD planned unit development~~."

The Applicant is seeking to increase the overall density from 2.2/upa to 3.3/upa to provide more variety in housing type/sizes, as well as more affordable housing units. The request to repeal the land disturbance provision is to allow for multiple lot grading during development, which will result in a more cohesive site. The proposed text amendments will promote and encourage the development of properties that incorporate more walkable communities in close proximity to neighbor-serving commercial uses. In addition, the text amendment will allow for a gradual density increase in communities that also incorporate open space, recreational areas, and community gathering areas. Moreover, by allowing for a mixed-use development with higher density, community members have improved access to things such as healthcare, grocery stores, and employment opportunities. In summary, by allowing for diverse housing options and community spaces, the text amendment can foster a sense of

community and belonging, as well as attract businesses and investments, leading to job creation and economic growth for the City.

V. SITE IMPACT ANALYSIS

Pursuant to the Zoning Resolution, the Applicant submits its written responses to the impact analysis which shows that rezoning to PUD satisfies the "Standards Governing Exercise of the Zoning Power," as follows:

A) Whether a proposed rezoning will permit a use that is suitable in view of the use and development of adjacent and nearby property:

Yes. The proposed rezoning is consistent and suitable with the existing use and development of adjacent and nearby properties. The Property maintains frontage on Lyle Road. The proposed residential development is compatible with existing residential uses and will further diversify housing options in the surrounding area.

B) Whether a proposed rezoning will adversely affect the existing use or useability of adjacent or nearby property:

No, approval of the proposed rezoning will not adversely affect the existing use or usability of adjacent or nearby properties. The proposed development is compatible with the Comprehensive Plan and complimentary to adjacent and nearby uses.

C) Whether the property to be affected by a proposed rezoning has reasonable economic use as currently zoned:

The Applicant submits that due to the size, location, layout, topography, and natural features of the Subject Property, it does not have reasonable economic use as currently zoned.

D) Whether the proposed rezoning will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools:

No, approval of the proposed rezoning will not result in an excessive or burdensome use of the existing infrastructure systems. The Property has direct access to Lyle Road and is in close proximity to Atlanta Highway. Appropriate zoning conditions and site development requirements can mitigate any potential impacts on public facilities such as traffic, utility demand, stormwater, and schools.

E) Whether the proposed rezoning is in conformity with the policy and intent of the Land Use Plan:

Yes, the proposed Rezoning Application conforms with the policy and intent of the Comprehensive Plan and Future Land Use Map. The Subject Property is identified as single-family residential on the future land use map.

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

Yes. The proposed Rezoning achieves a goal of the Comprehensive Plan by proposing a development and site layout that serves as an opportunity to provide additional housing.

VI. JUSTIFICATION FOR REZONING

The Applicant respectfully submits that "City of Auburn Zoning Ordinance" (the "Zoning Ordinance"), as amended from time to time, to the extent that it classifies the Property in any zoning district that would preclude development of a planned, unit development, under the PUD zoning classification, is unconstitutional as a taking of property, a denial of equal protection, an arbitrary and capricious act, and an unlawful delegation of authority under the specific constitutional provisions later set forth herein. Any existing inconsistent zoning of the Property pursuant to the Zoning Resolution deprives the Applicant and Property owner of any alternative reasonable use and development of the Property. Additionally, all other zoning classifications, including ones intervening between the existing classification and that requested herein, would deprive the Applicant and Property owner of any reasonable use and development of the Property. Further, any attempt by the Mayor and Council of the City of Auburn to impose greater restrictions upon the manner in which the Property will be developed than presently exist would be equally unlawful.

Accordingly, Applicant submits that the current zoning classification and any other zoning of the Property save for what has been requested as established in the Zoning Resolution constitute an arbitrary and unreasonable use of the zoning and police powers because they bear no substantial relationship to the public health, safety, morality or general welfare of the public and substantially harm the Applicant and Property owner. All inconsistent zoning classifications between the existing zoning and the zoning requested hereunder would constitute and arbitrary and unreasonable use of the zoning and police powers because they bear or would bear no substantial relationship to the public health, safety, morality, or general welfare of the public and would substantially harm the Applicant and Property owner. Further, the existing inconsistent zoning classification constitutes, and all zoning and plan classifications intervening between the existing inconsistent zoning classification and that required to develop this Project would constitute, a taking of the owner's private property without just compensation and without due process in violation of the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States, and Article I, Section I, Paragraph I and Article I, Section III, Paragraph I of the Constitution of the State of Georgia and the Due Process and Equal Protection Clauses of the Fourteenth Amendment to the Constitution of the United States.

Further, the Applicant respectfully submits that failure to approve the requested rezoning change would be unconstitutional and would discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and Property owner and owners of similarly situated property in violation of Article I, Section III, Paragraph I of the Constitution of the State of Georgia and the Equal Protection Clause of the Fourteenth Amendment of the Constitution of the United States.

Finally, the Applicant respectfully submits that the Mayor and Council of the City of Auburn cannot lawfully impose more restrictive standards upon the development of the Property than presently exist, as to do so not only would constitute a taking of the Property as set forth above, but also would amount to an unlawful delegation of their authority, in response to neighborhood opposition, in violation of Article IX, Section IV, Paragraph II of the Georgia Constitution.

This Application meets favorably with the prescribed test set out by the Georgia Supreme Court to be used in establishing the constitutional balance between private property rights and zoning and planning as an expression of the government's police power. See Guhl v. Holcomb Bridge Road Corp., 238 Ga. 322 (1977).

VII. CONCLUSION

For the foregoing reasons, the Applicant respectfully requests that this Application to Rezone from AG to PUD, as well as the associated Text Amendment, be approved. The Applicant welcomes the opportunity to meet with the City of Auburn Planning Department staff to answer any questions or to address any concerns relating to this Letter of Intent or supporting materials.

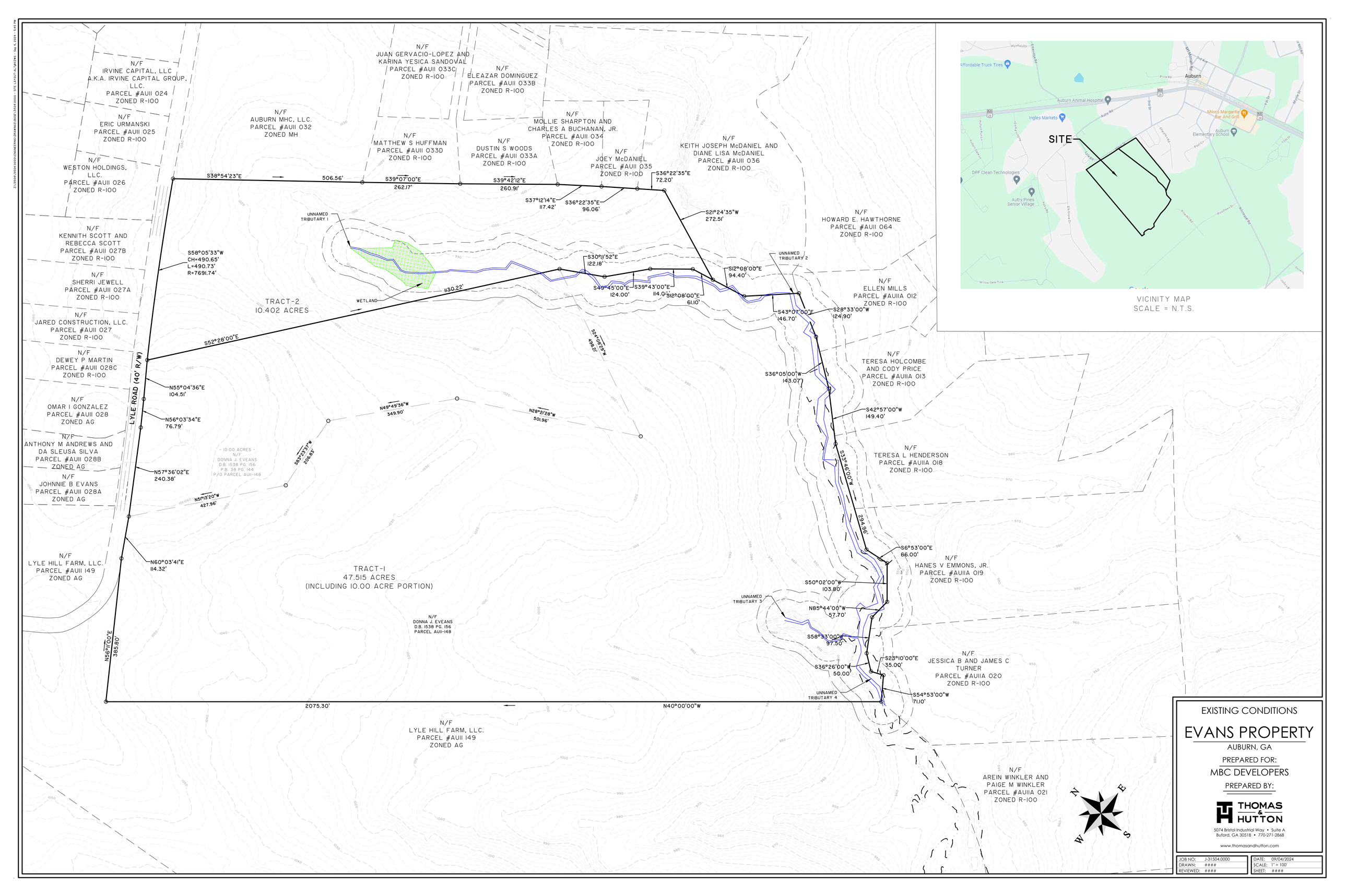
Respectfully submitted this 23rd day of August, 2024.

ANDERSEN, TATE & CARR, P.C.

Melody A. Glouton

Melody A. Glouton, Esq.

Enclosures
MAG/dwb
4863-0052-1186, v. 1



EXISTING CONDITIONS

EVANS PROPERTY

AUBURN, GA

PREPARED FOR:

MBC DEVELOPERS

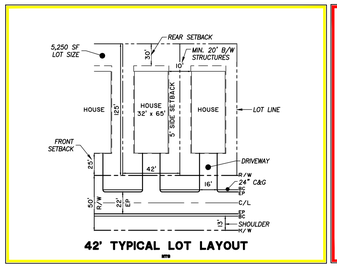
PREPARED BY:

THOMAS & HUTTON

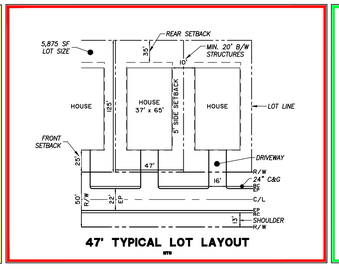
5074 Bristol Industrial Way • Suite A
Buford, GA 30518 • 770-271-2868

www.thomasandhutton.com

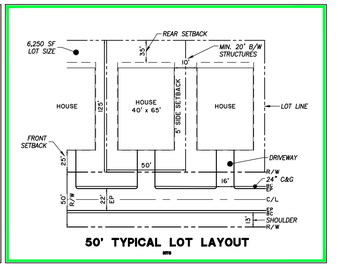
JOB NO:	J-31504.0000
DRAWN:	####
REVIEWED:	####
DATE:	09/04/2024
SCALE:	1" = 100'
SHEET:	####



42' TYPICAL LOT LAYOUT

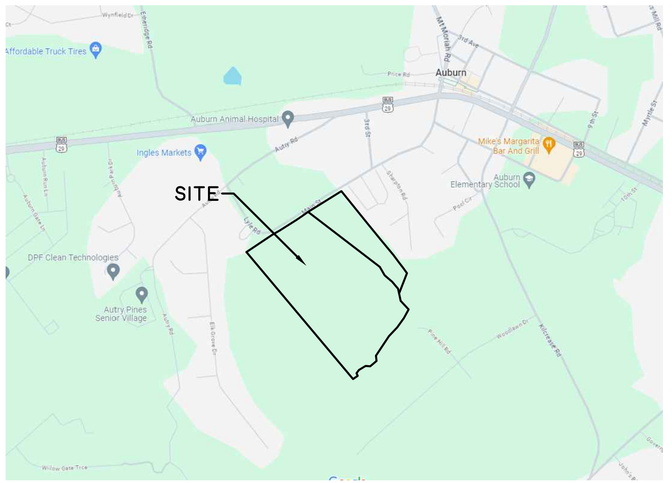


47' TYPICAL LOT LAYOUT



50' TYPICAL LOT LAYOUT

DEVELOPMENT SUMMARY				
TOTAL GROSS ACRES			±57.917 A.C.	
DENSITY PROVIDED			188 UNITS	
DU/GROSS A.C.			3.25 UNITS/A.C.	
OPEN SPACE REQUIRED (20%)			±11.58 A.C.	
OPEN SPACE PROVIDED			±21	
	42'X125'	47'X125'	50'X125'	TOTAL
	63	38	87	188
	33%	20%	47%	



VICINITY MAP
SCALE = N.T.S.

N/F
IRVINE CAPITAL, LLC
A.K.A. IRVINE CAPITAL GROUP, LLC.
PARCEL #AUII 024
ZONED R-100

N/F
ERIC URMANSKI
PARCEL #AUII 025
ZONED R-100

N/F
WESTON HOLDINGS, LLC.
PARCEL #AUII 026
ZONED R-100

SECONDARY EMERGENCY FIRE DEPARTMENT ACCESS

N/F
KENNITH SCOTT AND REBECCA SCOTT
PARCEL #AUII 027B
ZONED R-100

N/F
SHERRI JEWELL
PARCEL #AUII 027A
ZONED R-100

N/F
JARED CONSTRUCTION, LLC.
PARCEL #AUII 027
ZONED R-100

N/F
DEWEY P MARTIN
PARCEL #AUII 028C
ZONED R-100

N/F
OMAR I GONZALEZ
PARCEL #AUII 028
ZONED AG

N/F
ANTHONY M ANDREWS AND DA SLEUSA SILVA
PARCEL #AUII 028B
ZONED AG

N/F
JOHNNIE B EVANS
PARCEL #AUII 028A
ZONED AG

N/F
LYLE HILL FARM, LLC.
PARCEL #AUII 149
ZONED AG

N/F
AUBURN MHC, LLC.
PARCEL #AUII 032
ZONED MH

N/F
MATTHEW S HUFFMAN
PARCEL #AUII 033D
ZONED R-100

N/F
DUSTIN S WOODS
PARCEL #AUII 033A
ZONED R-100

N/F
MOLLIE SHARPTON AND CHARLES A BUCHANAN, JR.
PARCEL #AUII 034
ZONED R-100

N/F
JOEY McDANIEL
PARCEL #AUII 035
ZONED R-100

N/F
KEITH JOSEPH McDANIEL AND DIANE LISA McDANIEL
PARCEL #AUII 036
ZONED R-100

N/F
HOWARD E. HAWTHORNE
PARCEL #AUII 064
ZONED R-100

N/F
ELLEN MILLS
PARCEL #AUIIA 012
ZONED R-100

N/F
TERESA HOLCOMBE AND CODY PRICE
PARCEL #AUIIA 013
ZONED R-100

N/F
TERESA L HENDERSON
PARCEL #AUIIA 018
ZONED R-100

N/F
HANES V EMMONS, JR.
PARCEL #AUIIA 019
ZONED R-100

N/F
JESSICA B AND JAMES C TURNER
PARCEL #AUIIA 020
ZONED R-100

N/F
AREIN WINKLER AND PAIGE M WINKLER
PARCEL #AUIIA 021
ZONED R-100

50' UNDISTURBED BUFFER
75' IMPERVIOUS SETBACK
PROPOSED STORMWATER MANAGEMENT AREA
PROPOSED PASSIVE AMENITY AREA
PROPOSED COMMON AREA
30' LANDSCAPE SETBACK
30' REAR SETBACK
5' SIDE SETBACK
25' FRONT SETBACK
LYLE ROAD (40' R/W)
PUBLIC STREET (W/ ON-STREET PARKING) 60' R/W
PUBLIC STREET 60' R/W
PUBLIC STREET 50' R/W
50' WIDE LANE AND 50' TAPER
APPROXIMATE LOCATION OF ZONE A FLOODPLAIN
PROPOSED PUMP STATION LOCATION
ALONG THE LANDSCAPE SETBACK (1) TREE EVERY 50 LINEAR FEET, (1) SHRUB EVERY 30 LINEAR FEET.

DEVELOPMENT SUMMARY

1. TOTAL PROPERTY ACREAGE = ±57.917 AC. (PARCEL ID #'s AU11-148 & AU11-031B)
2. CURRENT ZONING: AG (AUBURN, GA)
3. PROPOSED ZONING: PUD
4. PROPOSED PUD SINGLE-FAMILY DETACHED LOT SETBACKS:
   FRONT = 25'
   SIDE = 5'
   REAR = 30'
   MAXIMUM BUILDING HEIGHT = 35 FEET
5. ON STREET PARKING: 23 SPACES
6. 50' EXTERIOR UNDISTURBED BUFFER
7. 30' FRONTAGE RIGHT-OF-WAY LANDSCAPE SETBACK
8. TOTAL NUMBER OF UNITS = 188 (3.25 UNITS/A.C.)
   NUMBER OF LOTS = 188
9. COMMON AREA PROVIDED = ±21 AC. (±36%)
   STORMWATER MANAGEMENT AREA = ±2.25 AC.
   CREDITABLE COMMON AREA = ±18.75 AC. (±32%)
10. TOPOGRAPHIC AND UTILITY INFORMATION BASED ON BARROW COUNTY GIS. DATUM IS MEAN SEA LEVEL. CONTOUR INTERVAL IS 2 FEET.
11. PORTIONS OF THE SUBJECT PROPERTY ARE LOCATED WITH A FLOOD HAZARD AREA AS PER BARROW COUNTY F.I.R.M. COMMUNITY PANEL NO. 13013C0040D DATED DECEMBER 1, 2022.
12. BOUNDARY INFORMATION BASED ON BARROW COUNTY GIS AND ADDITIONAL DEED RESEARCH.
13. WATER SERVICE TO BE PROVIDED BY THE CITY OF AUBURN. WASTEWATER SERVICE TO BE PROVIDED BY BARROW COUNTY. PROPOSED WASTEWATER PUMP STATION REQUIRED.
14. SITE PLAN IS CONCEPTUAL IN NATURE AND IS SUBJECT TO CHANGE BASED ON ACTUAL FIELD CONDITIONS.

VARIANCE REQUEST:
INCREASE OVERALL PROJECT DENSITY FROM 2.2 UNITS/AC. (17.90 140 C1)
VARIANCE TO ALLOW FOR MULTIPLE LOT GRADING PREPARATION TO ADDRESS STORMWATER CONVEYANCE (17.90 140 C6)

PASSIVE AMENITY AREA TO INCLUDE AT A MINIMUM A COVERED PAVILION, SODDED PLAY FIELD, TREES, SHRUBS AND SEASONAL COLOR.

CONCEPTUAL LAYOUT

EVANS PROPERTY

AUBURN, GA

PREPARED FOR:
MBC DEVELOPERS

PREPARED BY:

THOMAS & HUTTON
5074 Bristol Industrial Way • Suite A
Buford, GA 30518 • 770-271-2868
www.thomasandhutton.com

JOB NO:	J-31504.0000	DATE:	09/04/2024
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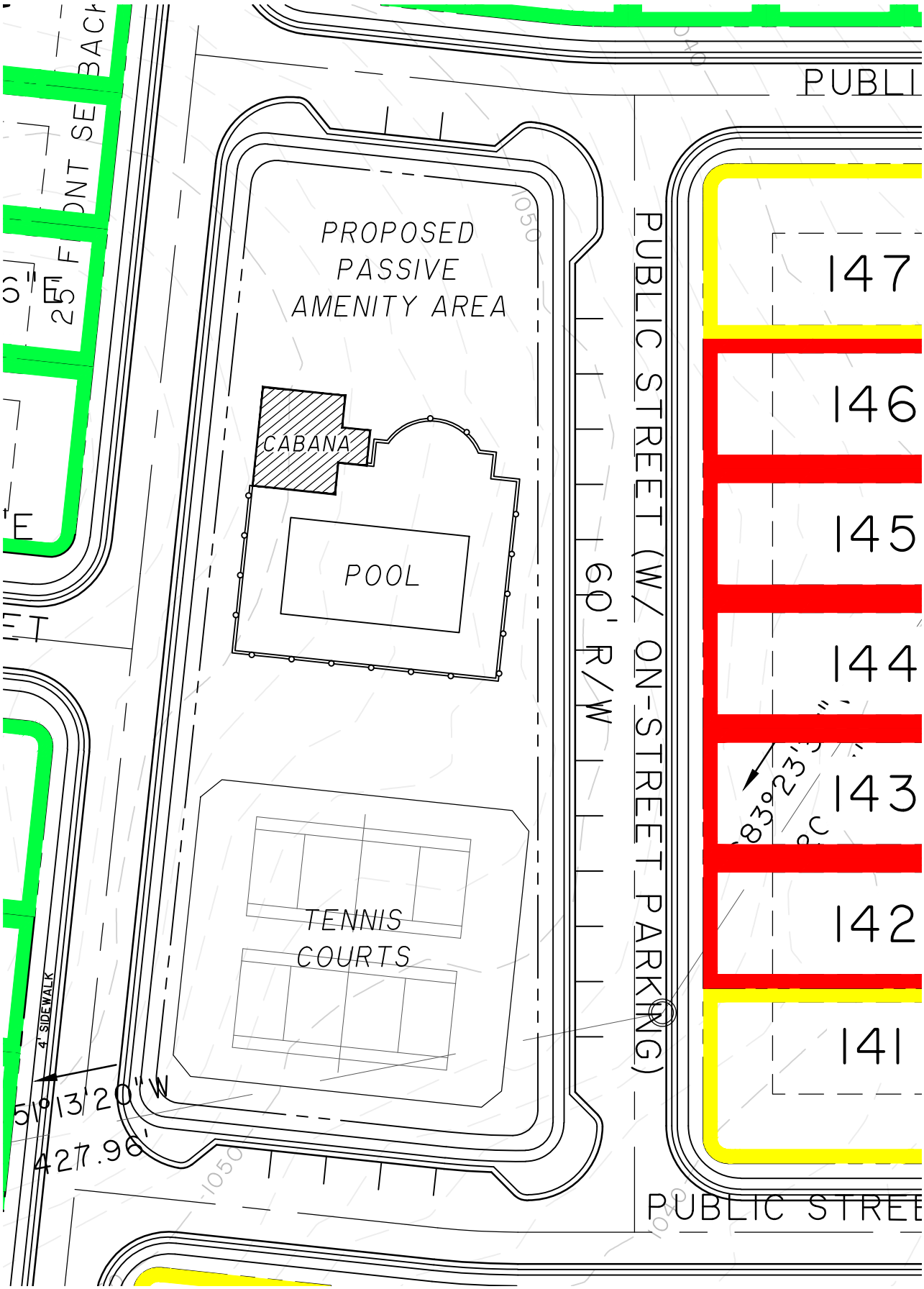
AMENITY AREA EXHIBIT
(TO SHOW SPATIAL REPRESENTATION)



SCALE: 1"= 50 FEET

PARK HAVEN

Front Entrance House Plans

FAIRMONT

FIRST FLOOR PLAN

UPPER FLOOR PLAN

OAKLEY

FIRST FLOOR PLAN A

FIRST FLOOR PLAN B

UPPER FLOOR PLAN

MADISON

FIRST FLOOR PLAN

UPPER FLOOR PLAN

MADDOX

FIRST FLOOR PLAN

UPPER FLOOR PLAN

MILLER

FIRST FLOOR PLAN

UPPER A FLOOR PLAN

UPPER B FLOOR PLAN

Bowen and Bowen Homebuilders, LLC

BUILDING A TRADITION OF VALUE SINCE 1968

Traffic Impact Study

Proposed Main Street / Lyle Road Residential Subdivision
City of Auburn, Georgia

June 13, 2024

SEI ENGINEERING, INC.

in collaboration with

ACAMPORA TRAFFIC, LLC

Traffic Impact Study

Proposed Main Street / Lyle Road Residential Subdivision
City of Auburn, Georgia

prepared for:

MBC Developers
5072 Bristol Industrial Way, Suite A
Buford, Georgia 30518

June 13, 2024

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

in collaboration with

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

Contents

Tables

Figures

Introduction

This study assesses the traffic impact of a proposed residential subdivision in the City of Auburn, Georgia. The site is located along the south side of Main Street between Autry Road and 3rd Street, as shown in Figure 1. The development will consist of 144 detached single-family homes and 44 attached townhomes which will be served by one full-movement access on Main Street. A secondary, emergency vehicle access will also be provided on Main Street.

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

Figure 1 – Site Location Map

Existing Traffic Conditions

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

Description of Existing Roadways

Main Street / Lyle Road is a two lane local street that begins to the northwest of the subject site at an all way stop sign controlled intersection at Autry Road (the fourth leg is the rear access to the Ingles retail center). From that intersection Lyle Road bends to the east, changes name to Main Street, passes the subject site, then bends back to the north, intersects 6th Avenue at an all-way stop sign controlled intersection, then a signalized intersection at Atlanta Highway (US 29 Business) (north of the intersection Main Street changes name to Mt Moriah Road). The terrain along Main Street / Lyle Road is level to gently rolling and the posted speed limit is 25 mph. The road is narrow with a rural cross-section with no sidewalks, shoulder, or curb-and-gutter and the pavement is in poor condition.

Pedestrian, Bicycle, and Transit Accessibility

There are no sidewalks along Main Street or Lyle Road or other local roadways. There is a sidewalk along the south side of US 29 Business and there are crosswalks and pedestrian signals on all approaches at the intersection of US 29 Business at Main Street. There are no dedicated bicycle lanes in this vicinity. There is no regularly scheduled mass transit within a reasonable walking distance of the proposed subdivision.

Existing Traffic Volumes

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

1. Autry Road at Lyle Road / Ingles Access (all way stop)
2. Main Street at 6th Avenue / Bank Access (all way stop)
3. Atlanta Highway (US 29 Business) at Main Street / Mt Moriah Road (signal)

Figure 2 shows the locations of the counted intersections.

Figure 2 – Traffic Volume Count Location Map

The intersection counts were collected on Tuesday, June 4, 2024 from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. From the intersection turning movement count data, the highest four consecutive 15-minute interval volumes at each intersection, during each time period, were determined. The counts were collected during summer recess in area schools, which could affect typical volumes and travel patterns. The Georgia DOT provides recommended adjustment factors by month in their publication *Georgia's Traffic Monitoring Guide*, 2018. Table 7: Factor Groups, in that document, assigns a Factor Group of 4 to the area roadways, based on the description "urban/small urban major collectors, minor collectors, and locals". Table 4 in that document recommends a monthly adjustment factor 1.00 for June, which would not change the counted volumes. These existing counts are shown in Figure 3. The raw count data is found in Appendix A.

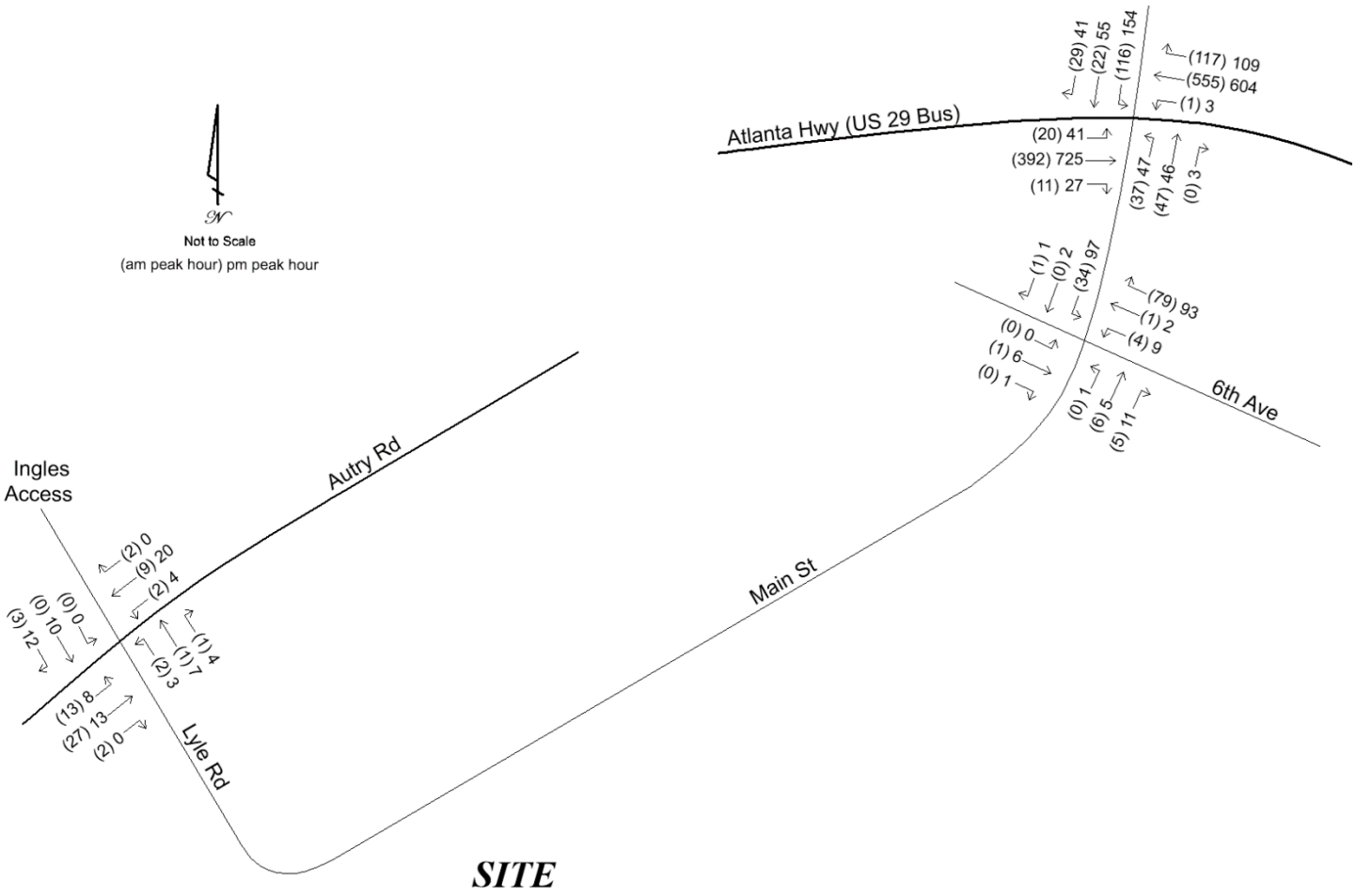


Figure 3 – Existing Weekday A.M. and P.M. Peak Hour Traffic Volumes

Existing Intersection Operations

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

Table 1 – Existing Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Autry Road at Lyle Road / Ingles Access (all-way stop)	A	7.2	A	7.2
northbound approach (Lyle Rd)	A	7.1	A	7.1
southbound approach (Ingles access)	A	6.5	A	6.9
eastbound approach (Autry Rd)	A	7.3	A	7.3
westbound approach (Autry Rd)	A	7.0	A	7.3
2. Main Street at 6th Avenue / Bank Access (all-way stop)	A	7.2	A	7.7
northbound approach (Main St)	A	7.0	A	7.1
southbound approach (Main St)	A	7.6	A	8.2
eastbound approach (bank access)	A	7.2	A	7.4
westbound approach (6th Ave)	A	7.0	A	7.4
3. US 29 Business at Main Street / Mt Moriah Road (signal)	C	20.8	C	26.3
northbound approach (Main St)	B	16.7	C	20.5
southbound approach (Main St)	B	18.6	C	25.6
eastbound approach (US 29 Bus)	B	11.5	C	23.3
westbound approach (US 29 Bus)	C	27.5	C	30.8

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

No-Build Traffic Conditions

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

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

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

Year	Atlanta Hwy E of Main	Annual Growth	Atlanta Hwy E of 6th St	Annual Growth	Carl Midway Church E of Kilcrease	Annual Growth
Station ID	013-0007		013-0009		013-7006	
2018	18,000		15,600		1,920	
2019	18,800	4.4%	15,800	1.3%	1,960	2.1%
2020	17,300	-8.0%	17,900	13.3%	1,820	-7.1%
2021	19,100	10.4%	19,400	8.4%	1,930	6.0%
2022	19,500	2.1%	16,300	-16.0%	2,090	8.3%
avg growth		*1.6%*		*0.9%*		*1.7%*

Growth in the area has fluctuated. Two of the three Georgia DOT count stations experienced a decrease in volumes between 2019 and 2020 which is considered an anomaly due to the pandemic. There was positive growth at all locations the following year, which is somewhat attributable to a return to pre-pandemic levels and not necessarily new growth. In the last year of the data there was an increase at two of the three count stations, but a -16.0% decrease on Atlanta Highway east of 6th Street. Overall there was a slight increasing trend at all three locations, ranging from 0.9% to 1.7%. Based on the growth trends identified in Table 2, and taking the pandemic into consideration, as well as the decrease on Atlanta Highway in the latest year of data, it was decided that a modest background annual growth rate of 2.0% could be expected on the roads in this study while the proposed subdivision is built-out. This equates to a 10.4% increase in volumes from existing to the anticipated 2029 project buildout year. The 10.4% background growth factor was applied to the counted trips at each study intersection to develop the 2029 no-build volumes.

Programmed Transportation Infrastructure Improvements

The Georgia DOT projects website was reviewed for transportation projects in the vicinity of the subject development. The following programmed (scheduled and funded) or planned (anticipated) transportation infrastructure project was identified:

Georgia DOT Project No. 0001816 – Grade Separation at CSX Railroad Tracks – This is a long-range (2052) project to grade separate certain intersections at the railroad crossings adjacent to Atlanta Highway. This project will occur well beyond the buildout date of the proposed subdivision and was, therefore, not included in the future modeling and analysis in this traffic study.

No-Build Intersection Operations

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

Table 3 – No-Build Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Autry Road at Lyle Road / Ingles Access (all-way stop)	A	7.2	A	7.2
northbound approach (Lyle Rd)	A	7.1	A	7.1
southbound approach (Ingles access)	A	6.5	A	7.0
eastbound approach (Autry Rd)	A	7.3	A	7.4
westbound approach (Autry Rd)	A	7.1	A	7.4
2. Main Street at 6th Avenue / Bank Access (all-way stop)	A	7.2	A	7.8
northbound approach (Main St)	A	7.1	A	7.2
southbound approach (Main St)	A	7.7	A	8.3
eastbound approach (bank access)	A	7.2	A	7.4
westbound approach (6th Ave)	A	7.0	A	7.5
3. US 29 Business at Main Street / Mt Moriah Road (signal)	C	22.0	C	31.7
northbound approach (Main St)	B	19.7	C	24.9
southbound approach (Main St)	C	22.2	C	33.0
eastbound approach (US 29 Bus)	B	11.0	C	27.4
westbound approach (US 29 Bus)	C	28.9	D	37.0

The no-build analysis reveals traffic operations comparable to the existing condition, with slight increases in delays. All locations will continue to operate acceptably in the no-build condition and no mitigation is identified at any study intersection.

Project Traffic Characteristics

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

Project Description

The proposed development is a residential subdivision which will consist of 144 detached single-family homes and 44 attached townhomes which will be served by one full-movement access on Main Street. A secondary, emergency vehicle access will also be provided on Main Street. The site plan is presented in Figure 4.

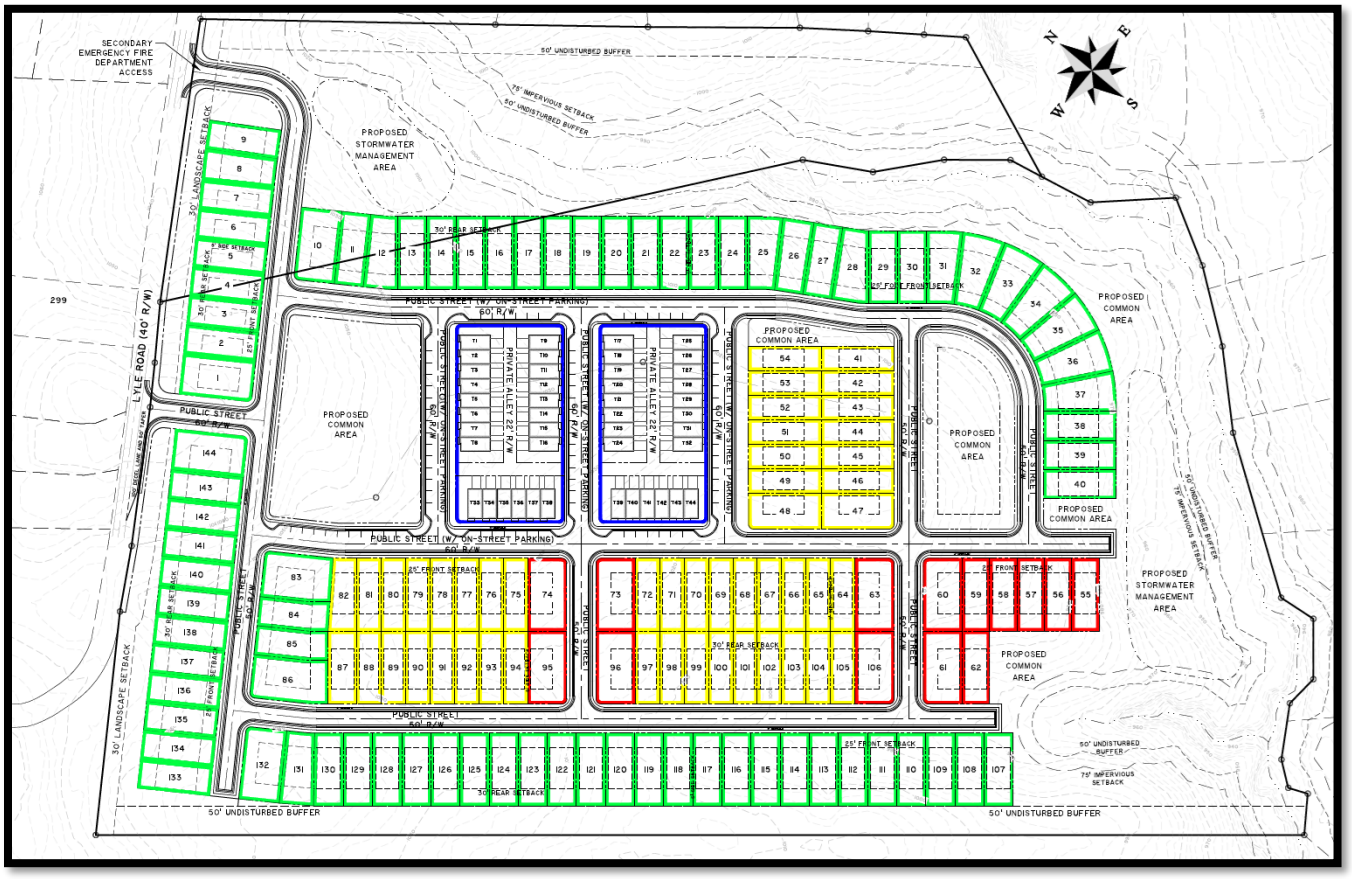


Figure 4 – Subdivision Site Plan

Trip Generation

Trip generation is an estimate of the number of entering and exiting vehicular trips that will be generated by the proposed development. The volume of traffic that will be generated by the project was calculated using the equations and rates in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition (the

current edition). ITE Land Use 210 – Single Family Detached Housing and ITE Land Use 215 – Single Family Attached Housing were chosen as representative of project. The trip generation for the project is presented in Table 4.

Table 4 – Main Street / Lyle Road Subdivision Trip Generation

Land Use	ITE Code	Size	A.M. Peak Hour			P.M. Peak Hour			24-Hour
			In	Out	Total	In	Out	Total	2-Way
Single Family Detached	210	144 homes	26	78	104	88	52	140	1,412
Single Family Attached	215	44 homes	4	13	17	13	9	22	286
Project Totals		188 homes	30	91	121	101	61	162	1,698

The proposed subdivision will generate 121 a.m. peak hour trips, 162 p.m. peak hour trips, and 1,698 weekday trips.

Trip Distribution and Assignment

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

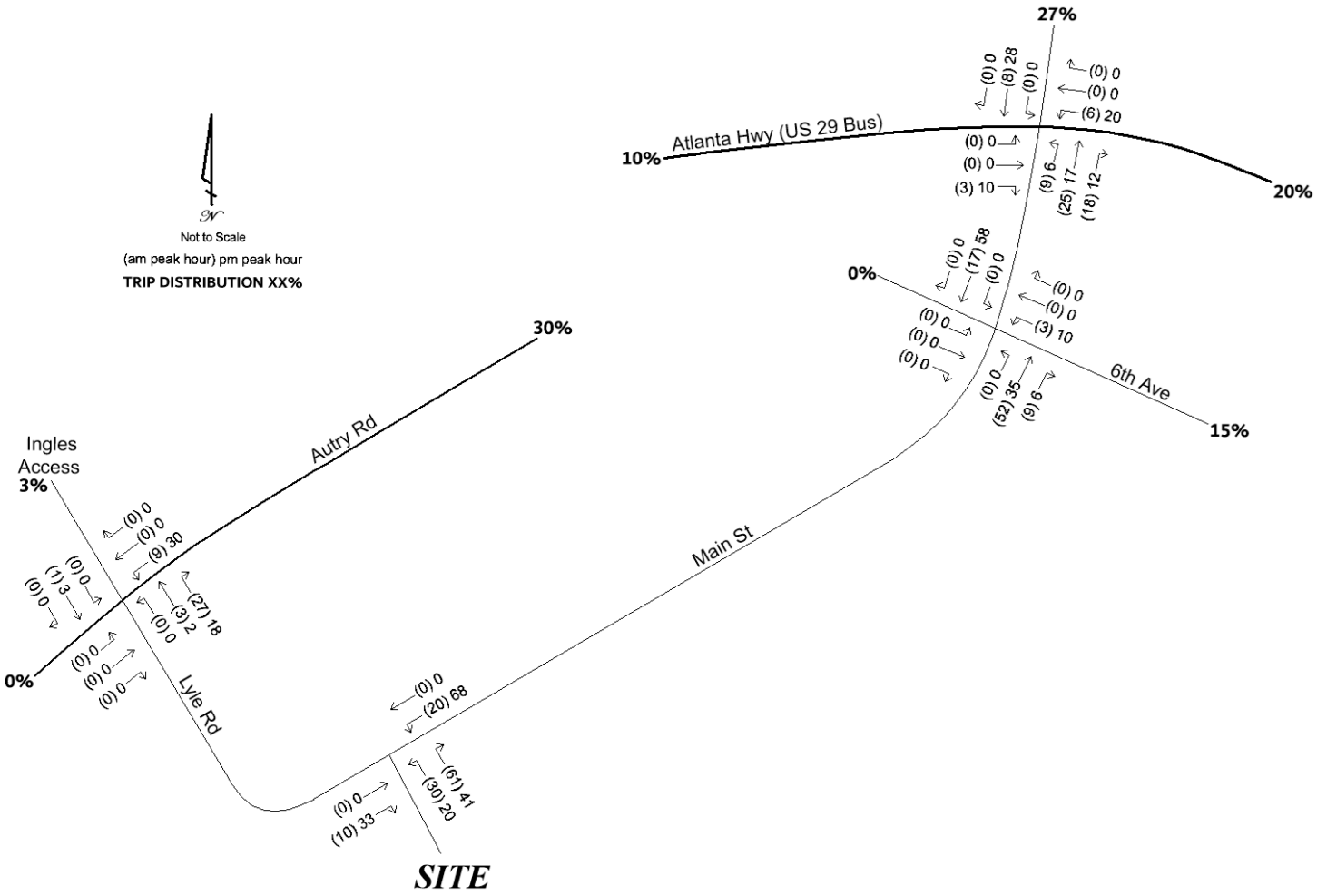


Figure 5 – Weekday A.M. and P.M. Peak Hour Project Trips and Distribution Percentages

Future Traffic Conditions

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

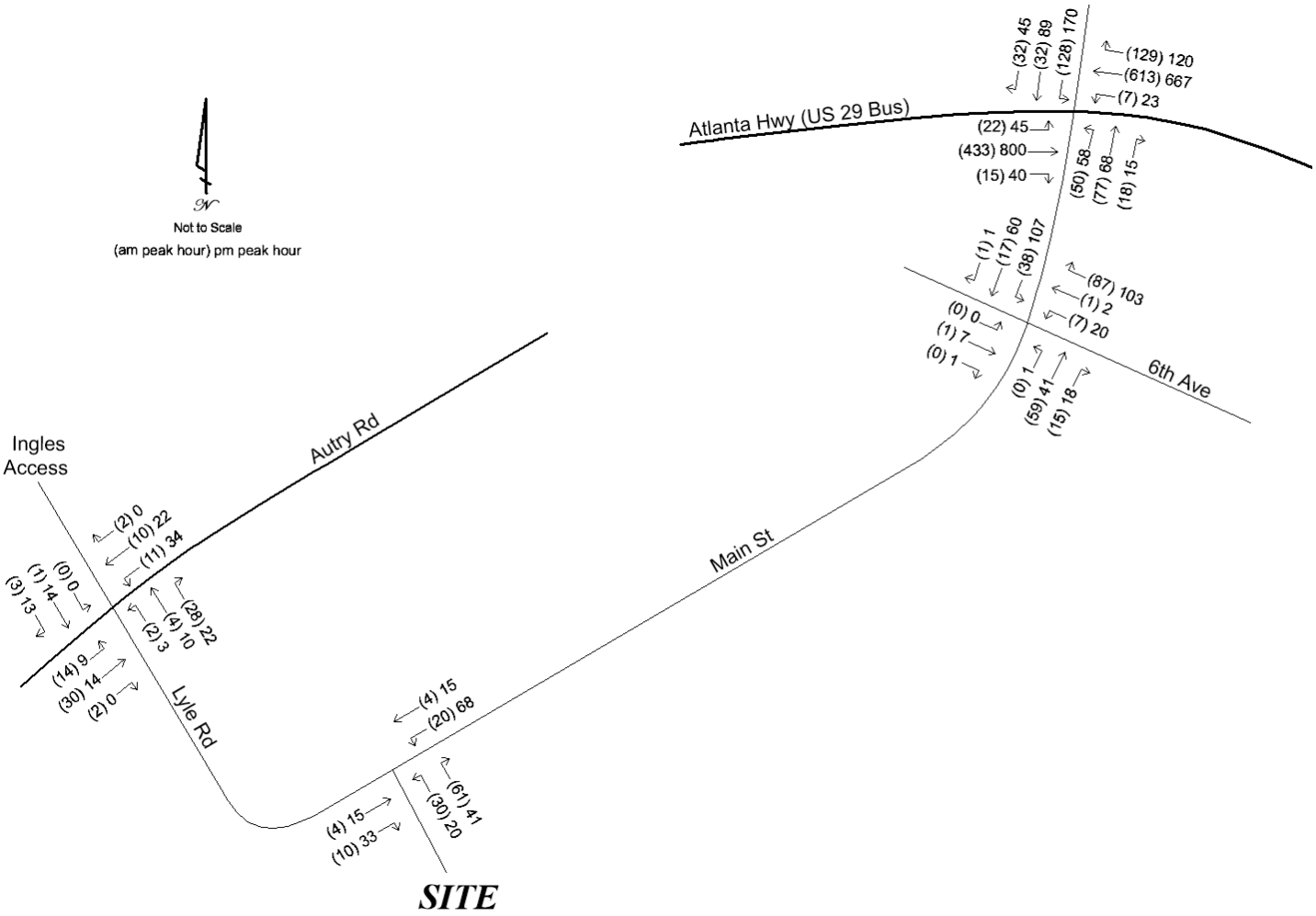


Figure 6 – Future Weekday A.M. and P.M. Peak Hour Volumes

Auxiliary Lane Requirements at Project Access

The Code of Ordinances of the City of Auburn was reviewed to determine the standards for providing left and right turn lanes on Main Street at the project main access. The Code Title 16 – Development Regulations, Chapter 16.28 – Access and Right of Way Requirements; Street Improvements and Construction Requirements, Section 16.28.020 – Minimum Right-of-Way and Street Improvements, B – Project Access Improvements – Single Family Detached Subdivisions states:

1. When property that abuts upon an existing or proposed city road is to be developed or redeveloped as a single family detached or duplex subdivision and the city street will provide access to the property, project

access improvements to the city road (deceleration lanes, turn lanes, etc.) shall be provided by the developer as required in this chapter.

2. A deceleration lane shall be required to be provided at each subdivision street entrance that is provided street access to a collector street or arterial street. In the event a street has an existing or proposed median, and the developer desires to construct a median break to serve the subdivision, a left turn lane leading to the median break shall be required to be provided by the developer and shall meet the standards contained herein.

3. Deceleration lanes shall have a length of one hundred fifty feet, with an additional fifty foot taper length, a pavement width of twelve feet (exclusive of curb and gutter) and shall be provided with curb and gutter. Additional right-of-way to accommodate the deceleration lane and an eleven foot shoulder shall be dedicated by the developer to the city at no cost. Associated drainage improvements as deemed necessary by the construction of the deceleration lane shall also be required.

4. Other project access improvements may be required by the city upon the recommendation of the Department of Transportation for Barrow and/or Gwinnett County or the state of Georgia in order to ensure adequate site access, pedestrian access, convenience and safety to the motoring public.

5. The developer shall be responsible for the relocation of public or private utilities and drainage structures, as may be occasioned by the required project access improvements.

Main Street / Lyle Street is a local street and as such, the code does not require an eastbound deceleration lane on Main Street at the project access. Given the extremely low volumes on Main Street (projected for the future at eastbound through 4 vehicles and 15 vehicles in the a.m. and p.m. peak hours, respectively, and westbound through also at 4 vehicles and 15 vehicles in the a.m. and p.m. peak hours, respectively), this study agrees with this conclusion. For the same reason, a westbound left turn lane is not considered necessary on Main Street at the project access. The secondary access was assumed to be for emergency vehicle use only and, therefore, no turn lanes are recommended on Main Street at the secondary access.

It is recommended that the project main access be constructed with one entering lane and one exiting lane. The exiting approach should be controlled by side street stop sign and accompanying stop bar.

Future Intersection Operations

An operational analysis was performed for the anticipated future project build-out at the study intersections. No analysis was performed at the project main access because the through volumes on Main Street are very low, as presented above, and the project access is expected to operate with minimal delays. Table 5 presents the results of the future analysis. Computer printouts containing detailed results of the future analysis are located in Appendix E. Levels of service and delays are provided for each overall intersection and for each controlled approach or movement. Locations that operate unacceptably (LOS E or LOS F) are presented in bold type.

Table 5 – Future Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Autry Road at Lyle Road / Ingles Access (all-way stop)	A	7.3	A	7.5
northbound approach (Lyle Rd)	A	7.1	A	7.2
southbound approach (Ingles access)	A	6.8	A	7.2
eastbound approach (Autry Rd)	A	7.5	A	7.5
westbound approach (Autry Rd)	A	7.4	A	7.9
2. Main Street at 6th Avenue / Bank Access (all-way stop)	A	7.7	A	8.5
northbound approach (Main St)	A	7.9	A	7.9
southbound approach (Main St)	A	7.9	A	9.0
eastbound approach (bank access)	A	7.6	A	7.8
westbound approach (6th Ave)	A	7.5	A	8.2
3. US 29 Business at Main Street / Mt Moriah Road (signal)	C	22.2	D	36.7
northbound approach (Main St)	C	21.6	C	26.3
southbound approach (Main St)	C	22.2	D	36.9
eastbound approach (US 29 Bus)	B	11.4	D	37.3
westbound approach (US 29 Bus)	C	28.7	D	38.3

The future analysis with the addition of the proposed subdivision's trips reveals a slight deterioration in operations at each study intersection, with all locations continuing to operate acceptably. Therefore, no mitigation is identified as a consequence of the proposed subdivision.

Conclusions and Recommendations

This study assesses the traffic impact of a proposed residential subdivision in the City of Auburn. The site is located along the south side of Main Street between Autry Road and 3rd Street. The development will consist of 144 detached single-family homes and 44 attached townhomes which will be served by one full-movement access on Main Street. A secondary, emergency vehicle access will also be provided on Main Street. The following are the findings and recommendations of this study:

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

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

3. The no-build analysis reveals operations comparable to the existing condition, with slight increases in delays. All locations will continue to operate acceptably in the no-build condition and no mitigation is identified at any study intersection.

4. The proposed subdivision will generate 121 a.m. peak hour trips, 162 p.m. peak hour trips, and 1,698 weekday trips.

5. The future analysis with the addition of the proposed subdivision's trips reveals a slight deterioration in operations at the study intersections. However, all study intersections will operate acceptably and no mitigation is recommended as a consequence of the proposed development.

6. No exclusive left or right turn lanes are required by City Code on Main Street at the main project access and none are recommended by this study.

7. The main subdivision access should be built with one entering lane and one exiting lane and the exiting approach should be controlled by side street stop sign and accompanying stop bar.

8. Main Street / Lyle Road is very narrow and the pavement is in poor condition. Improving this road from Autry Road to 6th Avenue to City standards, is advised.

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

Appendix A

Traffic Count Data

Lyle Road / Main Street Subdivision Traffic Impact Study

City of Auburn, Georgia

June 2024

Intersection: 1. Autry Road at Lyle Road / Ingles Access

Weekday A.M. Peak Hour	**Northbound Lyle Road**				**Southbound Ingles Access**				**Eastbound Autry Road**				**Westbound Autry Road**			
	L	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**
Counted Volumes (Tuesday, June 4, 2024 7:15-8:15)	2	1	1	4	0	0	3	3	13	27	2	42	2	9	2	13
GDOT Monthly Adjustment Factor	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Existing Adjusted Volumes	2	1	1	4	0	0	3	3	13	27	2	42	2	9	2	13
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	2	1	1	4	0	0	3	3	14	30	2	46	2	10	2	14
Lyle Road / Main Street Subdivision Trips	0	3	27	30	0	1	0	1	0	0	0	0	9	0	0	9
2029 Build Volumes	2	4	28	34	0	1	3	4	14	30	2	46	11	10	2	23

Weekday P.M. Peak Hour	**Northbound Lyle Road**				**Southbound Ingles Access**				**Eastbound Autry Road**				**Westbound Autry Road**			
	L	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**
Counted Volumes (Tuesday, June 4, 2024 4:30-5:30)	3	7	4	14	0	10	12	22	8	13	0	21	4	20	0	24
GDOT Monthly Adjustment Factor	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Existing Adjusted Volumes	3	7	4	14	0	10	12	22	8	13	0	21	4	20	0	24
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	3	8	4	15	0	11	13	24	9	14	0	23	4	22	0	26
Lyle Road / Main Street Subdivision Trips	0	2	18	20	0	3	0	3	0	0	0	0	30	0	0	30
2029 Build Volumes	3	10	22	35	0	14	13	27	9	14	0	23	34	22	0	56

Lyle Road / Main Street Subdivision Traffic Impact Study

City of Auburn, Georgia

June 2024

Intersection: 2. Main Street at 6th Avenue / Bank Access

Weekday A.M. Peak Hour	Northbound Main Street				Southbound Main Street				Eastbound Bank Access				Westbound 6th Avenue			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Tuesday, June 4, 2024 7:00-8:00)	0	6	5	11	34	0	1	35	0	1	0	1	4	1	79	84
GDOT Monthly Adjustment Factor	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Existing Adjusted Volumes	0	6	5	11	34	0	1	35	0	1	0	1	4	1	79	84
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	0	7	6	12	38	0	1	39	0	1	0	1	4	1	87	93
Lyle Road / Main Street Subdivision Trips	0	52	9	61	0	17	0	17	0	0	0	0	3	0	0	3
2029 Build Volumes	0	59	15	73	38	17	1	56	0	1	0	1	7	1	87	96

Weekday P.M. Peak Hour	Northbound Main Street				Southbound Main Street				Eastbound Bank Access				Westbound 6th Avenue			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Tuesday, June 4, 2024 4:30-5:30)	1	5	11	17	97	2	1	100	0	6	1	7	9	2	93	104
GDOT Monthly Adjustment Factor	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Existing Adjusted Volumes	1	5	11	17	97	2	1	100	0	6	1	7	9	2	93	104
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	1	6	12	19	107	2	1	110	0	7	1	8	10	2	103	115
Lyle Road / Main Street Subdivision Trips	0	35	6	41	0	58	0	58	0	0	0	0	10	0	0	10
2029 Build Volumes	1	41	18	60	107	60	1	168	0	7	1	8	20	2	103	125

Lyle Road / Main Street Subdivision Traffic Impact Study

City of Auburn, Georgia

June 2024

Intersection: 3. US 29 Business (Atlanta Highway) at Main Street / Mt Moriah Road

Weekday A.M. Peak Hour	Northbound Main Street				Southbound Mt Moriah Road				Eastbound US 29 Bus				Westbound US 29 Bus			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Tuesday, June 4, 2024 7:15-8:15)	37	47	0	84	116	22	29	167	20	392	11	423	1	555	117	673
GDOT Monthly Adjustment Factor	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Existing Adjusted Volumes	37	47	0	84	116	22	29	167	20	392	11	423	1	555	117	673
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	41	52	0	93	128	24	32	184	22	433	12	467	1	613	129	743
Lyle Road / Main Street Subdivision Trips	9	25	18	52	0	8	0	8	0	0	3	3	6	0	0	6
2029 Build Volumes	50	77	18	145	128	32	32	192	22	433	15	470	7	613	129	749

Weekday P.M. Peak Hour	Northbound Main Street				Southbound Mt Moriah Road				Eastbound US 29 Bus				Westbound US 29 Bus			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Tuesday, June 4, 2024 4:15-5:15)	47	46	3	96	154	55	41	250	41	725	27	793	3	604	109	716
GDOT Monthly Adjustment Factor	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Existing Adjusted Volumes	47	46	3	96	154	55	41	250	41	725	27	793	3	604	109	716
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	52	51	3	106	170	61	45	276	45	800	30	875	3	667	120	790
Lyle Road / Main Street Subdivision Trips	6	17	12	35	0	28	0	28	0	0	10	10	20	0	0	20
2029 Build Volumes	58	68	15	141	170	89	45	304	45	800	40	885	23	667	120	810

Reliable Traffic Data Services

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

TMC Data
Autry Rd @ Lyle Rd
Auburn, GA
7-9 AM | 4-6 PM

File Name : 48980001
Site Code : 48980001
Start Date : 6/4/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Autry Rd Northbound					Autry Rd Southbound					Private Drwy Eastbound					Lyle Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	2	5	1	0	8	0	4	0	0	4	0	0	0	0	0	1	0	0	0	1	13
07:15 AM	1	7	0	0	8	0	1	1	0	2	0	0	1	0	1	1	1	1	0	3	14
07:30 AM	6	3	1	0	10	1	4	0	0	5	0	0	0	0	0	1	0	0	0	1	16
07:45 AM	4	10	0	0	14	1	2	0	0	3	0	0	1	0	1	0	0	0	0	0	18
Total	13	25	2	0	40	2	11	1	0	14	0	0	2	0	2	3	1	1	0	5	61
08:00 AM	2	7	1	0	10	0	2	1	0	3	0	0	1	0	1	0	0	0	0	0	14
08:15 AM	1	6	0	0	7	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	9
08:30 AM	2	6	0	0	8	0	3	0	0	3	1	0	1	0	2	0	1	0	0	1	14
08:45 AM	1	2	1	0	4	0	2	1	0	3	0	1	3	0	4	0	0	0	0	0	11
Total	6	21	2	0	29	0	8	2	0	10	1	1	5	0	7	0	1	1	0	2	48
*** BREAK ***																					
04:00 PM	1	2	0	0	3	0	5	1	0	6	0	3	3	0	6	0	1	0	0	1	16
04:15 PM	3	1	0	0	4	0	4	0	0	4	1	2	1	0	4	0	0	0	0	0	12
04:30 PM	4	4	0	0	8	2	9	0	0	11	0	4	2	0	6	0	2	1	0	3	28
04:45 PM	1	3	0	0	4	1	6	0	0	7	0	1	4	0	5	0	0	1	0	1	17
Total	9	10	0	0	19	3	24	1	0	28	1	10	10	0	21	0	3	2	0	5	73
05:00 PM	2	3	0	0	5	1	1	0	0	2	0	1	2	0	3	3	2	1	0	6	16
05:15 PM	1	3	0	0	4	0	4	0	0	4	0	4	4	0	8	0	3	1	0	4	20
05:30 PM	0	3	0	0	3	1	7	0	0	8	1	3	2	0	6	0	2	0	0	2	19
05:45 PM	2	4	0	0	6	1	5	1	0	7	0	0	5	0	5	0	1	0	0	1	19
Total	5	13	0	0	18	3	17	1	0	21	1	8	13	0	22	3	8	2	0	13	74
Grand Total	33	69	4	0	106	8	60	5	0	73	3	19	30	0	52	6	13	6	0	25	256
Apprch %	31.1	65.1	3.8	0		11	82.2	6.8	0		5.8	36.5	57.7	0		24	52	24	0		
Total %	12.9	27	1.6	0	41.4	3.1	23.4	2	0	28.5	1.2	7.4	11.7	0	20.3	2.3	5.1	2.3	0	9.8	

Reliable Traffic Data Services

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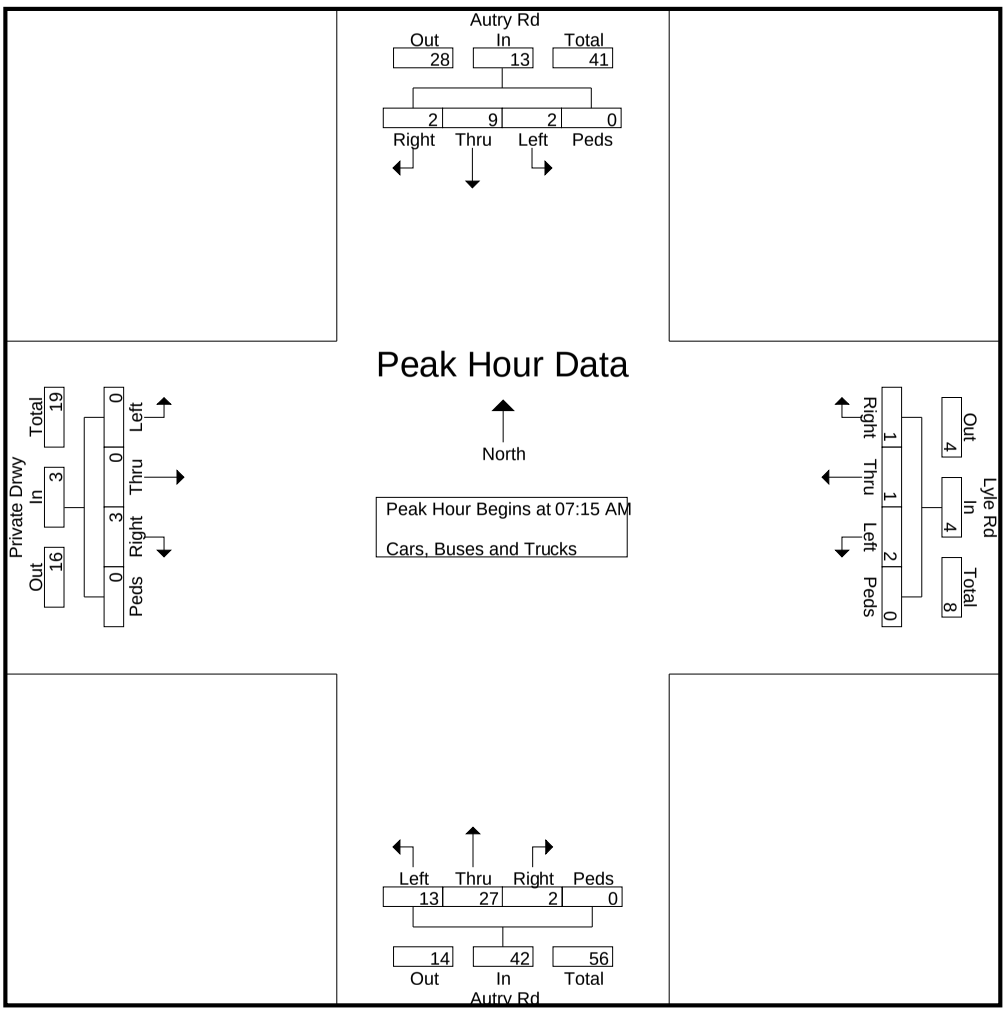
TMC Data
Autry Rd @ Lyle Rd
Auburn, GA
7-9 AM | 4-6 PM

File Name : 48980001
Site Code : 48980001
Start Date : 6/4/2024

	Autry Rd Northbound					Autry Rd Southbound					Private Drwy Eastbound					Lyle Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	1	7	0	0	8	0	1	**1**	0	2	0	0	**1**	0	**1**	**1**	**1**	**1**	0	**3**	14
07:30 AM	**6**	3	**1**	0	10	**1**	**4**	0	0	**5**	0	0	0	0	0	1	0	0	0	1	16
07:45 AM	4	**10**	0	0	**14**	1	2	0	0	3	0	0	1	0	1	0	0	0	0	0	**18**
08:00 AM	2	7	1	0	10	0	2	1	0	3	0	0	1	0	1	0	0	0	0	0	14
Total Volume	13	27	2	0	42	2	9	2	0	13	0	0	3	0	3	2	1	1	0	4	62
% App. Total		64.3				15.4	69.2	15.4													
PHF	.542	.675	.500	.000	.750	.500	.563	.500	.000	.650	.000	.000	.750	.000	.750	.500	.250	.250	.000	.333	.861



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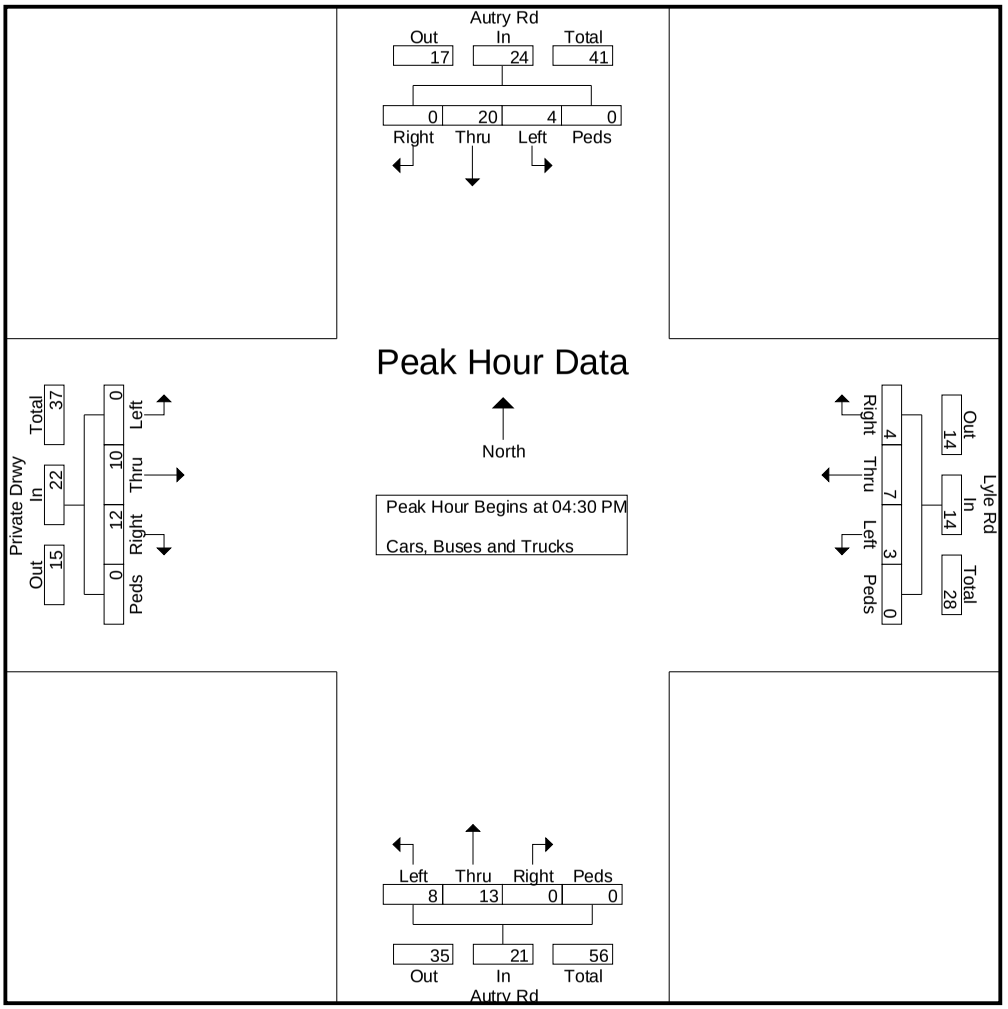
TMC Data
Autry Rd @ Lyle Rd
Auburn, GA
7-9 AM | 4-6 PM

File Name : 48980001
Site Code : 48980001
Start Date : 6/4/2024
Page No : 3

	Autry Rd Northbound					Autry Rd Southbound					Private Drwy Eastbound					Lyle Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	**4**	**4**	0	0	**8**	**2**	**9**	0	0	**11**	0	**4**	2	0	6	0	2	**1**	0	3	**28**
04:45 PM	1	3	0	0	4	1	6	0	0	7	0	1	**4**	0	5	0	0	1	0	1	17
05:00 PM	2	3	0	0	5	1	1	0	0	2	0	1	2	0	3	**3**	2	1	0	**6**	16
05:15 PM	1	3	0	0	4	0	4	0	0	4	0	4	4	0	**8**	0	**3**	1	0	4	20
Total Volume	8	13	0	0	21	4	20	0	0	24	0	10	12	0	22	3	7	4	0	14	81
% App. Total	38.1	61.9				16.7	83.3					45.5	54.5			21.4		28.6			
PHF	.500	.813	.000	.000	.656	.500	.556	.000	.000	.545	.000	.625	.750	.000	.688	.250	.583	1.00	.000	.583	.723



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TMC Data
Main St @ 6th Ave
Auburn, GA
7-9 AM | 4-6 PM

File Name : 48980002
Site Code : 48980002
Start Date : 6/4/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Main St Northbound					Main St Southbound					Private Drwy Eastbound					6th Ave Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	2	0	0	2	6	0	0	0	6	0	0	0	0	0	1	0	22	0	23	31
07:15 AM	0	0	1	0	1	5	0	1	0	6	0	1	0	0	1	0	1	27	0	28	36
07:30 AM	0	2	3	0	5	12	0	0	0	12	0	0	0	0	0	2	0	19	0	21	38
07:45 AM	0	2	1	0	3	11	0	0	0	11	0	0	0	0	0	1	0	11	0	12	26
Total	0	6	5	0	11	34	0	1	0	35	0	1	0	0	1	4	1	79	0	84	131
08:00 AM	0	1	2	0	3	6	0	0	0	6	0	0	0	0	0	1	0	19	0	20	29
08:15 AM	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	1	10	0	11	18
08:30 AM	0	0	1	0	1	8	1	0	0	9	0	0	0	0	0	0	0	10	0	10	20
08:45 AM	0	2	1	0	3	5	0	0	0	5	0	0	0	0	0	1	0	11	0	12	20
Total	0	3	4	0	7	26	1	0	0	27	0	0	0	0	0	2	1	50	0	53	87
*** BREAK ***																					
04:00 PM	1	1	3	0	5	19	0	0	0	19	1	5	0	0	6	2	1	14	0	17	47
04:15 PM	0	0	2	0	2	14	1	0	0	15	1	5	0	0	6	1	1	19	0	21	44
04:30 PM	0	0	5	0	5	18	0	0	0	18	0	2	0	0	2	2	0	35	0	37	62
04:45 PM	1	1	0	0	2	27	1	0	0	28	0	0	0	0	0	1	1	19	0	21	51
Total	2	2	10	0	14	78	2	0	0	80	2	12	0	0	14	6	3	87	0	96	204
05:00 PM	0	2	2	0	4	25	1	0	0	26	0	3	0	0	3	2	1	21	0	24	57
05:15 PM	0	2	4	0	6	27	0	1	0	28	0	1	1	0	2	4	0	18	0	22	58
05:30 PM	0	2	2	0	4	21	0	0	0	21	0	1	0	0	1	1	0	13	0	14	40
05:45 PM	0	1	0	0	1	15	0	1	0	16	0	2	0	0	2	1	0	13	0	14	33
Total	0	7	8	0	15	88	1	2	0	91	0	7	1	0	8	8	1	65	0	74	188
Grand Total	2	18	27	0	47	226	4	3	0	233	2	20	1	0	23	20	6	281	0	307	610
Apprch %	4.3	38.3	57.4	0		97	1.7	1.3	0		8.7	87	4.3	0		6.5	2	91.5	0		
Total %	0.3	3	4.4	0	7.7	37	0.7	0.5	0	38.2	0.3	3.3	0.2	0	3.8	3.3	1	46.1	0	50.3	

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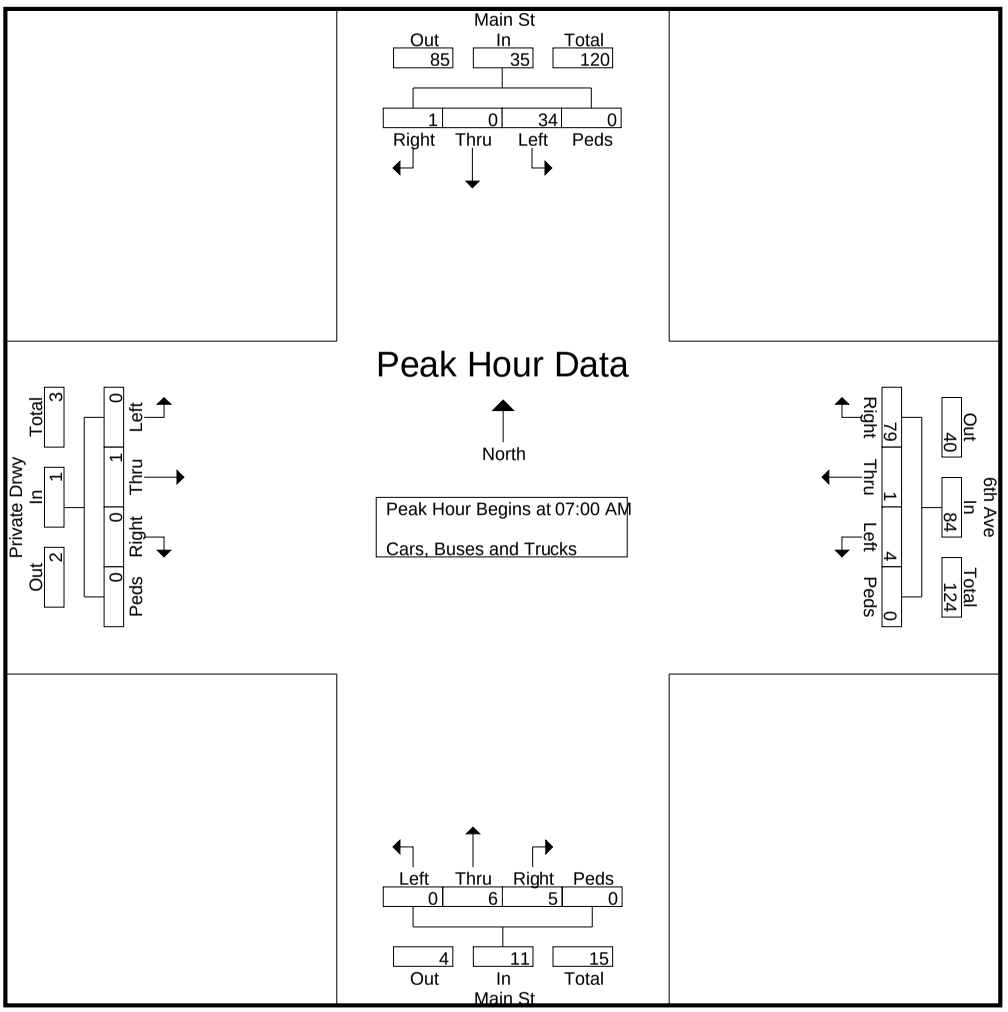
TMC Data
Main St @ 6th Ave
Auburn, GA
7-9 AM | 4-6 PM

File Name : 48980002
Site Code : 48980002
Start Date : 6/4/2024
Page No : 2

	Main St Northbound					Main St Southbound					Private Drwy Eastbound					6th Ave Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	**2**	0	0	2	6	0	0	0	6	0	0	0	0	0	1	0	22	0	23	31
07:15 AM	0	0	1	0	1	5	0	**1**	0	6	0	**1**	0	0	**1**	0	**1**	**27**	0	**28**	36
07:30 AM	0	2	**3**	0	**5**	**12**	0	0	0	**12**	0	0	0	0	0	**2**	0	19	0	21	**38**
07:45 AM	0	2	1	0	3	11	0	0	0	11	0	0	0	0	0	1	0	11	0	12	26
Total Volume	0	6	5	0	11	34	0	1	0	35	0	1	0	0	1	4	1	79	0	84	131
% App. Total		54.5	45.5			97.1															
PHF	.000	.750	.417	.000	.550	.708	.000	.250	.000	.729	.000	.250	.000	.000	.250	.500	.250	.731	.000	.750	.862



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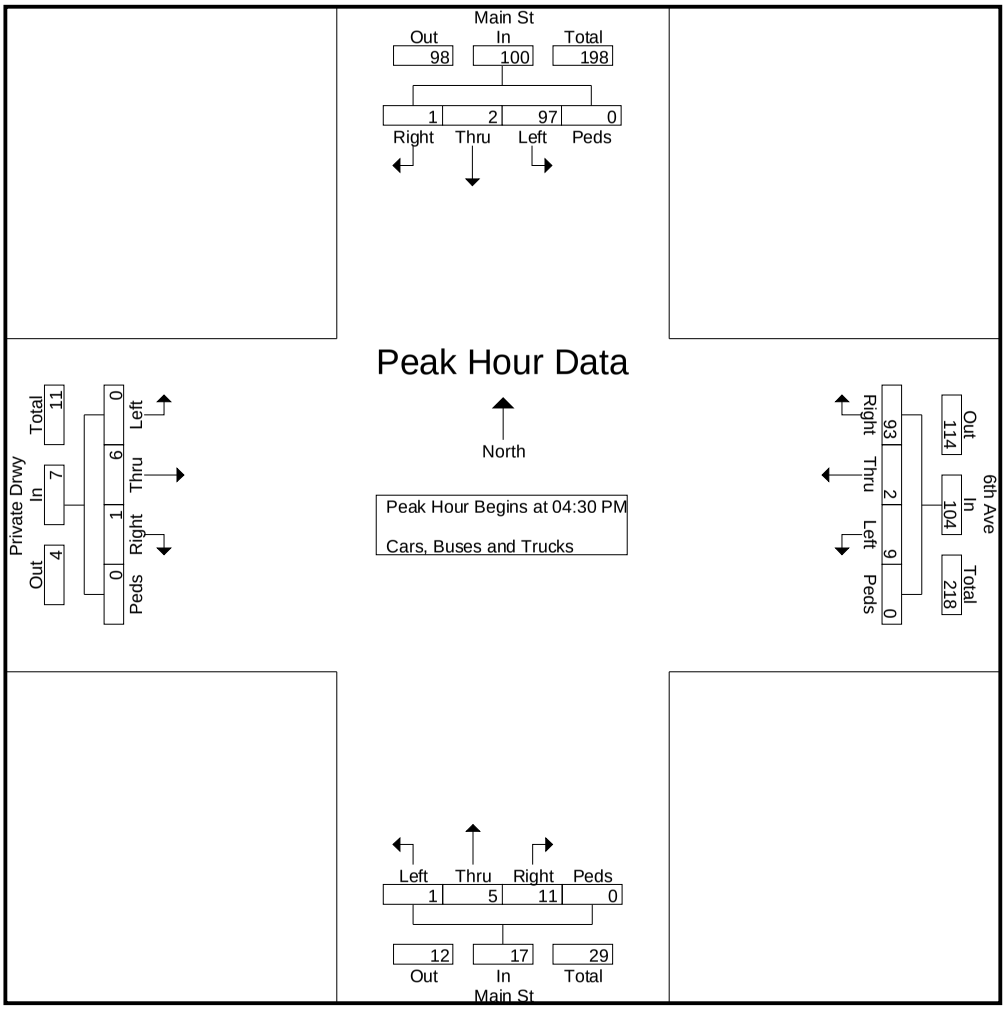
TMC Data
Main St @ 6th Ave
Auburn, GA
7-9 AM | 4-6 PM

File Name : 48980002
Site Code : 48980002
Start Date : 6/4/2024
Page No : 3

	Main St Northbound					Main St Southbound					Private Drwy Eastbound					6th Ave Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	**5**	0	5	18	0	0	0	18	0	2	0	0	2	2	0	**35**	0	**37**	**62**
04:45 PM	**1**	1	0	0	2	**27**	**1**	0	0	**28**	0	0	0	0	0	1	**1**	19	0	21	51
05:00 PM	0	**2**	2	0	4	25	1	0	0	26	0	**3**	0	0	**3**	2	1	21	0	24	57
05:15 PM	0	2	4	0	**6**	27	0	**1**	0	28	0	1	**1**	0	2	**4**	0	18	0	22	58
Total Volume	1	5	11	0	17	97	2	1	0	100	0	6	1	0	7	9	2	93	0	104	228
% App. Total		29.4	64.7									85.7	14.3					89.4			
PHF	.250	.625	.550	.000	.708	.898	.500	.250	.000	.893	.000	.500	.250	.000	.583	.563	.500	.664	.000	.703	.919



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TMC Data
Atlanta Hwy (US29 Bus) @ Main St
Auburn, GA
7-9 AM | 4-6 PM

File Name : 48980003
Site Code : 48980003
Start Date : 6/4/2024

Groups Printed- Cars, Buses and Trucks

	Main St Northbound					Mt Moriah Rd Southbound					Atlanta Hwy (US29 Bus) Eastbound					Atlanta Hwy (US29 Bus) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	8	13	1	0	22	27	4	7	0	38	8	67	2	0	77	0	165	21	0	186	323
07:15 AM	12	14	0	0	26	27	3	6	0	36	5	101	1	0	107	1	152	29	0	182	351
07:30 AM	7	13	0	0	20	25	8	9	0	42	4	102	2	0	108	0	141	27	0	168	338
07:45 AM	10	10	0	0	20	32	6	6	0	44	6	93	5	0	104	0	133	30	0	163	331
Total	37	50	1	0	88	111	21	28	0	160	23	363	10	0	396	1	591	107	0	699	1343
08:00 AM	8	10	0	0	18	32	5	8	0	45	5	96	3	0	104	0	129	31	0	160	327
08:15 AM	10	6	0	0	16	26	3	5	0	34	3	85	3	0	91	0	148	26	0	174	315
08:30 AM	3	4	0	0	7	35	5	4	0	44	7	89	3	0	99	1	130	25	0	156	306
08:45 AM	11	4	0	0	15	33	2	11	0	46	5	84	4	0	93	2	103	23	0	128	282
Total	32	24	0	0	56	126	15	28	0	169	20	354	13	0	387	3	510	105	0	618	1230
*** BREAK ***																					
04:00 PM	6	9	2	0	17	36	12	7	0	55	5	177	7	0	189	0	155	23	0	178	439
04:15 PM	8	10	0	0	18	38	8	13	0	59	7	184	7	0	198	2	161	26	0	189	464
04:30 PM	15	16	1	0	32	40	11	6	0	57	10	162	4	0	176	0	165	30	0	195	460
04:45 PM	14	9	1	0	24	38	22	12	0	72	10	190	7	0	207	0	122	28	0	150	453
Total	43	44	4	0	91	152	53	38	0	243	32	713	25	0	770	2	603	107	0	712	1816
05:00 PM	10	11	1	0	22	38	14	10	0	62	14	189	9	0	212	1	156	25	0	182	478
05:15 PM	6	12	1	0	19	42	18	12	0	72	10	169	10	0	189	2	151	29	0	182	462
05:30 PM	8	9	2	0	19	35	13	16	0	64	12	191	10	0	213	0	135	31	0	166	462
05:45 PM	9	3	1	0	13	58	12	7	0	77	12	147	5	0	164	0	101	21	0	122	376
Total	33	35	5	0	73	173	57	45	0	275	48	696	34	0	778	3	543	106	0	652	1778
Grand Total	145	153	10	0	308	562	146	139	0	847	123	2126	82	0	2331	9	2247	425	0	2681	6167
Apprch %	47.1	49.7	3.2	0		66.4	17.2	16.4	0		5.3	91.2	3.5	0		0.3	83.8	15.9	0		
Total %	2.4	2.5	0.2	0	5	9.1	2.4	2.3	0	13.7	2	34.5	1.3	0	37.8	0.1	36.4	6.9	0	43.5	

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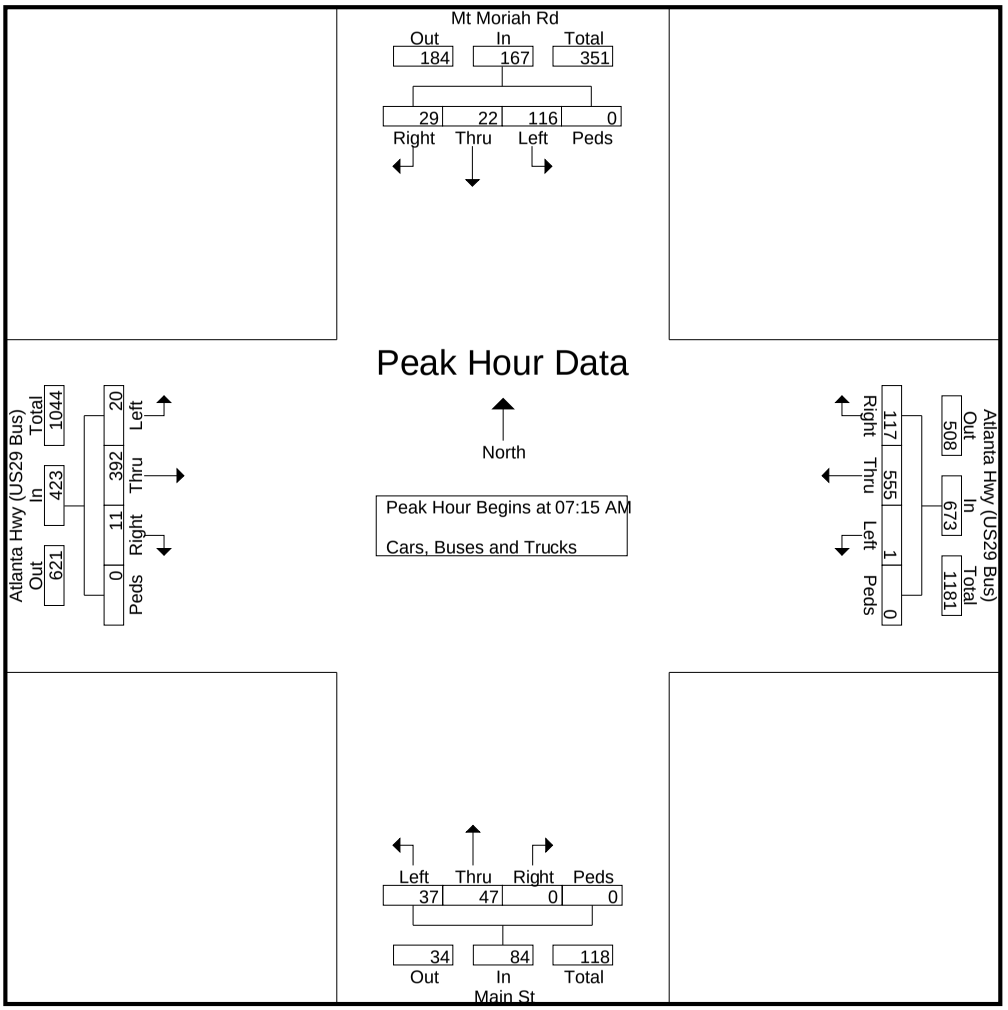
TMC Data
Atlanta Hwy (US29 Bus) @ Main St
Auburn, GA
7-9 AM | 4-6 PM

File Name : 48980003
Site Code : 48980003
Start Date : 6/4/2024
Page No : 2

	Main St Northbound					Mt Moriah Rd Southbound					Atlanta Hwy (US29 Bus) Eastbound					Atlanta Hwy (US29 Bus) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**12**	**14**	0	0	**26**	27	3	6	0	36	5	101	1	0	107	**1**	**152**	29	0	**182**	**351**
07:30 AM	7	13	0	0	20	25	**8**	**9**	0	42	4	**102**	2	0	**108**	0	141	27	0	168	338
07:45 AM	10	10	0	0	20	**32**	6	6	0	44	**6**	93	**5**	0	104	0	133	30	0	163	331
08:00 AM	8	10	0	0	18	32	5	8	0	**45**	5	96	3	0	104	0	129	**31**	0	160	327
Total Volume	37	47	0	0	84	116	22	29	0	167	20	392	11	0	423	1	555	117	0	673	1347
% App. Total						69.5	13.2	17.4				92.7					82.5	17.4			
PHF	.771	.839	.000	.000	.808	.906	.688	.806	.000	.928	.833	.961	.550	.000	.979	.250	.913	.944	.000	.924	.959



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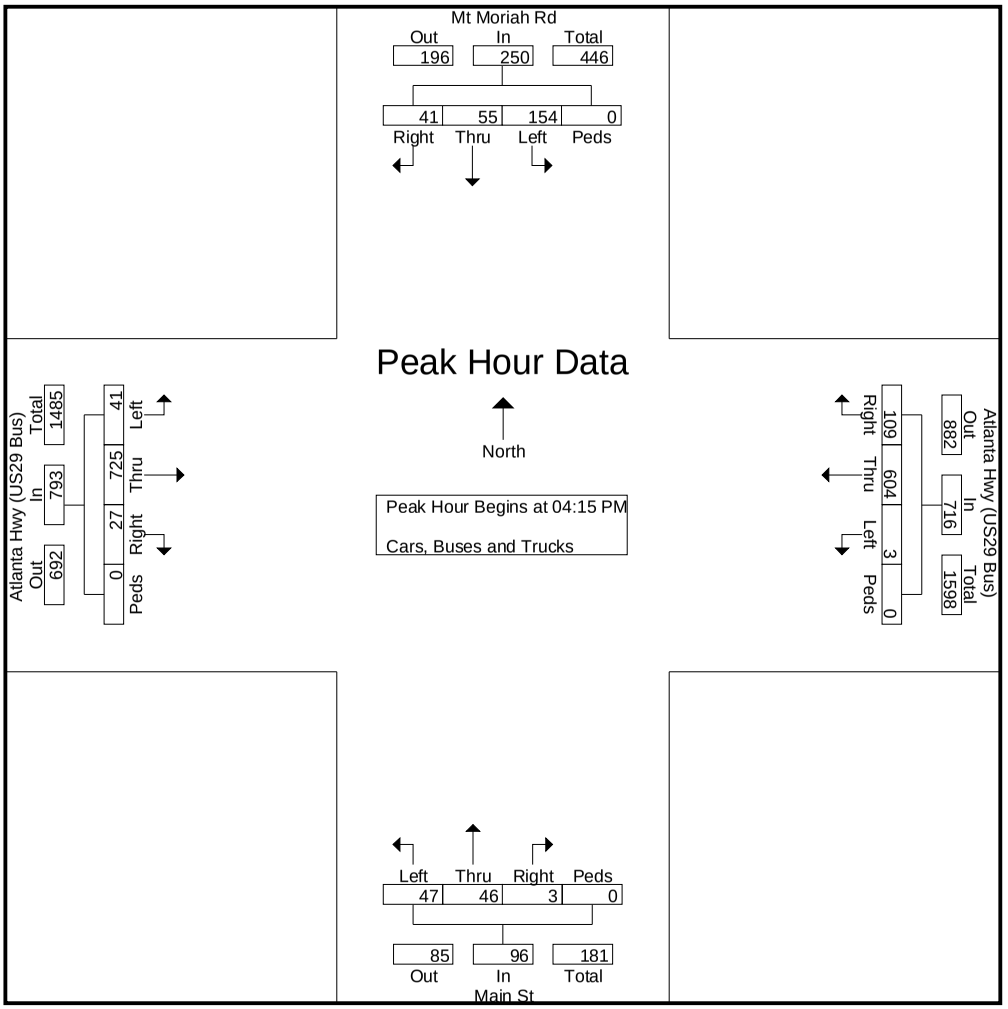
TMC Data
Atlanta Hwy (US29 Bus) @ Main St
Auburn, GA
7-9 AM | 4-6 PM

File Name : 48980003
Site Code : 48980003
Start Date : 6/4/2024
Page No : 3

	Main St Northbound					Mt Moriah Rd Southbound					Atlanta Hwy (US29 Bus) Eastbound					Atlanta Hwy (US29 Bus) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	8	10	0	0	18	38	8	**13**	0	59	7	184	7	0	198	**2**	161	26	0	189	464
04:30 PM	**15**	**16**	**1**	0	**32**	**40**	11	6	0	57	10	162	4	0	176	0	**165**	**30**	0	**195**	460
04:45 PM	14	9	1	0	24	38	**22**	12	0	**72**	10	**190**	7	0	207	0	122	28	0	150	453
05:00 PM	10	11	1	0	22	38	14	10	0	62	**14**	189	**9**	0	**212**	1	156	25	0	182	**478**
Total Volume	47	46	3	0	96	154	55	41	0	250	41	725	27	0	793	3	604	109	0	716	1855
% App. Total		47.9				61.6		16.4				91.4					84.4	15.2			
PHF	.783	.719	.750	.000	.750	.963	.625	.788	.000	.868	.732	.954	.750	.000	.935	.375	.915	.908	.000	.918	.970



Appendix B

Intersection Analysis Methodology

Intersection Analysis Methodology

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

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

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

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

Source: Highway Capacity Manual 7

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

Table B – Level of Service Criteria for Unsignalized Intersections

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

Source: Highway Capacity Manual 7

Appendix C

Existing Intersection Operational Analysis

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	27	2	2	9	2	2	1	1	0	0	3
Future Vol, veh/h	13	27	2	2	9	2	2	1	1	0	0	3
Peak Hour Factor	0.75	0.75	0.75	0.65	0.65	0.65	0.33	0.33	0.33	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	36	3	3	14	3	6	3	3	0	0	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.3	7	7.1	6.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	31%	15%	0%
Vol Thru, %	25%	64%	69%	0%
Vol Right, %	25%	5%	15%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	42	13	3
LT Vol	2	13	2	0
Through Vol	1	27	9	0
RT Vol	1	2	2	3
Lane Flow Rate	12	56	20	4
Geometry Grp	1	1	1	1
Degree of Util (X)	0.014	0.062	0.022	0.004
Departure Headway (Hd)	4.02	4.012	3.944	3.475
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	889	896	909	1026
Service Time	2.051	2.021	1.96	1.509
HCM Lane V/C Ratio	0.013	0.063	0.022	0.004
HCM Control Delay, s/veh	7.1	7.3	7	6.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.2	0.1	0

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	0	4	1	79	0	6	5	34	0	1
Future Vol, veh/h	0	1	0	4	1	79	0	6	5	34	0	1
Peak Hour Factor	0.25	0.25	0.25	0.75	0.75	0.75	0.55	0.55	0.55	0.73	0.73	0.73
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	0	5	1	105	0	11	9	47	0	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.2	7	7	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	5%	97%
Vol Thru, %	55%	100%	1%	0%
Vol Right, %	45%	0%	94%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	11	1	84	35
LT Vol	0	0	4	34
Through Vol	6	1	1	0
RT Vol	5	0	79	1
Lane Flow Rate	20	4	112	48
Geometry Grp	1	1	1	1
Degree of Util (X)	0.022	0.005	0.109	0.058
Departure Headway (Hd)	3.902	4.139	3.501	4.331
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	915	860	1019	828
Service Time	1.935	2.185	1.539	2.354
HCM Lane V/C Ratio	0.022	0.005	0.11	0.058
HCM Control Delay, s/veh	7	7.2	7	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0.4	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	392	11	1	555	117	37	47	0	116	22	29
Future Volume (veh/h)	20	392	11	1	555	117	37	47	0	116	22	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1870	1870	1811	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	400	11	1	603	127	46	58	0	125	24	31
Peak Hour Factor	0.98	0.98	0.98	0.92	0.92	0.92	0.81	0.81	0.81	0.93	0.93	0.93
Percent Heavy Veh, %	2	6	2	2	6	2	2	2	2	2	2	2
Cap, veh/h	209	842	23	436	664	140	273	315	0	393	78	78
Arrive On Green	0.02	0.48	0.48	0.00	0.46	0.46	0.30	0.30	0.00	0.30	0.30	0.30
Sat Flow, veh/h	1781	1754	48	1781	1451	306	629	1041	0	974	257	256
Grp Volume(v), veh/h	20	0	411	1	0	730	104	0	0	180	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1802	1781	0	1756	1670	0	0	1487	0	0
Q Serve(g_s), s	0.4	0.0	9.6	0.0	0.0	24.1	0.0	0.0	0.0	2.9	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	9.6	0.0	0.0	24.1	2.6	0.0	0.0	5.5	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.17	0.44		0.00	0.69		0.17
Lane Grp Cap(c), veh/h	209	0	865	436	0	804	589	0	0	548	0	0
V/C Ratio(X)	0.10	0.00	0.48	0.00	0.00	0.91	0.18	0.00	0.00	0.33	0.00	0.00
Avail Cap(c_a), veh/h	313	0	938	579	0	914	589	0	0	548	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.3	0.0	10.9	9.7	0.0	15.7	16.1	0.0	0.0	17.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.4	0.0	0.0	11.8	0.7	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	3.0	0.0	0.0	9.9	1.1	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.5	0.0	11.4	9.7	0.0	27.5	16.7	0.0	0.0	18.6	0.0	0.0
LnGrp LOS	B		B	A		C	B			B		
Approach Vol, veh/h		431			731			104			180	
Approach Delay, s/veh		11.5			27.5			16.7			18.6	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	23.4	4.6	34.5	23.4	6.0	33.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.9	5.1	32.5	18.9	5.1	32.5
Max Q Clear Time (g_c+I1), s	4.6	2.0	11.6	7.5	2.4	26.1
Green Ext Time (p_c), s	0.4	0.0	2.2	0.7	0.0	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	20.8
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	13	0	4	20	0	3	7	4	0	10	12
Future Vol, veh/h	8	13	0	4	20	0	3	7	4	0	10	12
Peak Hour Factor	0.66	0.66	0.66	0.55	0.55	0.55	0.58	0.58	0.58	0.69	0.69	0.69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	20	0	7	36	0	5	12	7	0	14	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.3	7.3	7.1	6.9
HCM LOS	A	A	A	A

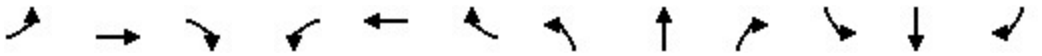
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	38%	17%	0%
Vol Thru, %	50%	62%	83%	45%
Vol Right, %	29%	0%	0%	55%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	21	24	22
LT Vol	3	8	4	0
Through Vol	7	13	20	10
RT Vol	4	0	0	12
Lane Flow Rate	24	32	44	32
Geometry Grp	1	1	1	1
Degree of Util (X)	0.027	0.037	0.05	0.033
Departure Headway (Hd)	3.96	4.139	4.087	3.755
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	900	864	875	948
Service Time	2.003	2.17	2.116	1.799
HCM Lane V/C Ratio	0.027	0.037	0.05	0.034
HCM Control Delay, s/veh	7.1	7.3	7.3	6.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.2	0.1

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	6	1	9	2	93	1	5	11	97	2	1
Future Vol, veh/h	0	6	1	9	2	93	1	5	11	97	2	1
Peak Hour Factor	0.58	0.58	0.58	0.70	0.70	0.70	0.71	0.71	0.71	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	10	2	13	3	133	1	7	15	109	2	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.4	7.4	7.1	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	0%	9%	97%
Vol Thru, %	29%	86%	2%	2%
Vol Right, %	65%	14%	89%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	17	7	104	100
LT Vol	1	0	9	97
Through Vol	5	6	2	2
RT Vol	11	1	93	1
Lane Flow Rate	24	12	149	112
Geometry Grp	1	1	1	1
Degree of Util (X)	0.026	0.014	0.151	0.138
Departure Headway (Hd)	3.925	4.304	3.659	4.421
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	900	837	964	808
Service Time	2.003	2.304	1.745	2.468
HCM Lane V/C Ratio	0.027	0.014	0.155	0.139
HCM Control Delay, s/veh	7.1	7.4	7.4	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0.5	0.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	725	27	3	604	109	47	46	3	154	55	41
Future Volume (veh/h)	41	725	27	3	604	109	47	46	3	154	55	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1870	1870	1811	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	771	29	3	657	118	63	61	4	177	63	47
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.75	0.75	0.75	0.87	0.87	0.87
Percent Heavy Veh, %	2	6	2	2	6	2	2	2	2	2	2	2
Cap, veh/h	217	891	34	190	714	128	275	246	14	343	119	75
Arrive On Green	0.04	0.51	0.51	0.00	0.48	0.48	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1781	1734	65	1781	1494	268	676	824	48	885	397	251
Grp Volume(v), veh/h	44	0	800	3	0	775	128	0	0	287	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1799	1781	0	1763	1548	0	0	1534	0	0
Q Serve(g_s), s	0.9	0.0	28.6	0.1	0.0	30.1	0.0	0.0	0.0	7.0	0.0	0.0
Cycle Q Clear(g_c), s	0.9	0.0	28.6	0.1	0.0	30.1	4.2	0.0	0.0	11.3	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.15	0.49		0.03	0.62		0.16
Lane Grp Cap(c), veh/h	217	0	924	190	0	842	535	0	0	537	0	0
V/C Ratio(X)	0.20	0.00	0.87	0.02	0.00	0.92	0.24	0.00	0.00	0.53	0.00	0.00
Avail Cap(c_a), veh/h	269	0	968	306	0	948	535	0	0	537	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.3	0.0	15.6	14.5	0.0	17.9	19.5	0.0	0.0	21.8	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	8.0	0.0	0.0	13.0	1.1	0.0	0.0	3.8	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	11.2	0.0	0.0	12.8	1.7	0.0	0.0	4.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.8	0.0	23.7	14.5	0.0	30.9	20.5	0.0	0.0	25.6	0.0	0.0
LnGrp LOS	B		C	B		C	C			C		
Approach Vol, veh/h		844			778			128			287	
Approach Delay, s/veh		23.3			30.8			20.5			25.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	26.4	4.8	42.2	26.4	7.5	39.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	21.9	5.1	39.5	21.9	5.1	39.5
Max Q Clear Time (g_c+I1), s	6.2	2.1	30.6	13.3	2.9	32.1
Green Ext Time (p_c), s	0.5	0.0	3.5	1.0	0.0	3.0

Intersection Summary	
HCM 7th Control Delay, s/veh	26.3
HCM 7th LOS	C

Appendix D

No-Build Intersection Operational Analysis

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	30	2	2	10	2	2	1	1	0	0	3
Future Vol, veh/h	14	30	2	2	10	2	2	1	1	0	0	3
Peak Hour Factor	0.75	0.75	0.75	0.65	0.65	0.65	0.33	0.33	0.33	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	40	3	3	15	3	6	3	3	0	0	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.3	7.1	7.1	6.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	30%	14%	0%
Vol Thru, %	25%	65%	71%	0%
Vol Right, %	25%	4%	14%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	46	14	3
LT Vol	2	14	2	0
Through Vol	1	30	10	0
RT Vol	1	2	2	3
Lane Flow Rate	12	61	22	4
Geometry Grp	1	1	1	1
Degree of Util (X)	0.014	0.068	0.024	0.004
Departure Headway (Hd)	4.032	4.014	3.952	3.487
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	885	895	907	1022
Service Time	2.067	2.024	1.969	1.524
HCM Lane V/C Ratio	0.014	0.068	0.024	0.004
HCM Control Delay, s/veh	7.1	7.3	7.1	6.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.2	0.1	0

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	0	4	1	87	0	7	6	38	0	1
Future Vol, veh/h	0	1	0	4	1	87	0	7	6	38	0	1
Peak Hour Factor	0.25	0.25	0.25	0.75	0.75	0.75	0.55	0.55	0.55	0.73	0.73	0.73
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	0	5	1	116	0	13	11	52	0	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.2	7	7.1	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	4%	97%
Vol Thru, %	54%	100%	1%	0%
Vol Right, %	46%	0%	95%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	1	92	39
LT Vol	0	0	4	38
Through Vol	7	1	1	0
RT Vol	6	0	87	1
Lane Flow Rate	24	4	123	53
Geometry Grp	1	1	1	1
Degree of Util (X)	0.026	0.005	0.12	0.065
Departure Headway (Hd)	3.919	4.161	3.511	4.354
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	910	854	1014	822
Service Time	1.959	2.216	1.556	2.382
HCM Lane V/C Ratio	0.026	0.005	0.121	0.064
HCM Control Delay, s/veh	7.1	7.2	7	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0.4	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	433	12	1	613	129	41	52	0	128	24	32
Future Volume (veh/h)	22	433	12	1	613	129	41	52	0	128	24	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1870	1870	1811	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	442	12	1	666	140	51	64	0	138	26	34
Peak Hour Factor	0.98	0.98	0.98	0.92	0.92	0.92	0.81	0.81	0.81	0.93	0.93	0.93
Percent Heavy Veh, %	2	6	2	2	6	2	2	2	2	2	2	2
Cap, veh/h	199	915	25	446	722	152	253	290	0	364	71	71
Arrive On Green	0.03	0.52	0.52	0.00	0.50	0.50	0.28	0.28	0.00	0.28	0.28	0.28
Sat Flow, veh/h	1781	1755	48	1781	1451	305	633	1042	0	984	254	257
Grp Volume(v), veh/h	22	0	454	1	0	806	115	0	0	198	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1803	1781	0	1756	1676	0	0	1495	0	0
Q Serve(g_s), s	0.4	0.0	10.9	0.0	0.0	28.9	0.0	0.0	0.0	3.6	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	10.9	0.0	0.0	28.9	3.2	0.0	0.0	6.9	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.17	0.44		0.00	0.70		0.17
Lane Grp Cap(c), veh/h	199	0	940	446	0	874	543	0	0	506	0	0
V/C Ratio(X)	0.11	0.00	0.48	0.00	0.00	0.92	0.21	0.00	0.00	0.39	0.00	0.00
Avail Cap(c_a), veh/h	288	0	996	577	0	970	543	0	0	506	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.2	0.0	10.4	9.2	0.0	15.8	18.8	0.0	0.0	20.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.4	0.0	0.0	13.1	0.9	0.0	0.0	2.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	3.4	0.0	0.0	12.0	1.4	0.0	0.0	2.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.4	0.0	10.8	9.2	0.0	28.9	19.7	0.0	0.0	22.2	0.0	0.0
LnGrp LOS	B		B	A		C	B			C		
Approach Vol, veh/h		476			807			115			198	
Approach Delay, s/veh		11.0			28.9			19.7			22.2	
Approach LOS		B			C			B			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.4	4.6	39.9		23.4	6.2	38.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.9	5.1	37.5		18.9	5.1	37.5				
Max Q Clear Time (g_c+I1), s		5.2	2.0	12.9		8.9	2.4	30.9				
Green Ext Time (p_c), s		0.4	0.0	2.6		0.7	0.0	2.9				

Intersection Summary		
HCM 7th Control Delay, s/veh		22.0
HCM 7th LOS		C

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	14	0	4	22	0	3	8	4	0	11	13
Future Vol, veh/h	9	14	0	4	22	0	3	8	4	0	11	13
Peak Hour Factor	0.66	0.66	0.66	0.55	0.55	0.55	0.58	0.58	0.58	0.69	0.69	0.69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	21	0	7	40	0	5	14	7	0	16	19
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.4	7.4	7.1	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	39%	15%	0%
Vol Thru, %	53%	61%	85%	46%
Vol Right, %	27%	0%	0%	54%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	23	26	24
LT Vol	3	9	4	0
Through Vol	8	14	22	11
RT Vol	4	0	0	13
Lane Flow Rate	26	35	47	35
Geometry Grp	1	1	1	1
Degree of Util (X)	0.029	0.04	0.054	0.036
Departure Headway (Hd)	3.983	4.154	4.097	3.771
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	894	860	873	944
Service Time	2.028	2.186	2.126	1.817
HCM Lane V/C Ratio	0.029	0.041	0.054	0.037
HCM Control Delay, s/veh	7.1	7.4	7.4	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.2	0.1

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	7	1	10	2	103	1	6	12	107	2	1
Future Vol, veh/h	0	7	1	10	2	103	1	6	12	107	2	1
Peak Hour Factor	0.58	0.58	0.58	0.70	0.70	0.70	0.71	0.71	0.71	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	2	14	3	147	1	8	17	120	2	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.4	7.5	7.2	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	0%	9%	97%
Vol Thru, %	32%	88%	2%	2%
Vol Right, %	63%	13%	90%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	8	115	110
LT Vol	1	0	10	107
Through Vol	6	7	2	2
RT Vol	12	1	103	1
Lane Flow Rate	27	14	164	124
Geometry Grp	1	1	1	1
Degree of Util (X)	0.03	0.017	0.168	0.153
Departure Headway (Hd)	3.972	4.368	3.684	4.454
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	886	824	954	800
Service Time	2.065	2.368	1.783	2.512
HCM Lane V/C Ratio	0.03	0.017	0.172	0.155
HCM Control Delay, s/veh	7.2	7.4	7.5	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.6	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	800	30	3	667	120	52	51	3	170	61	45
Future Volume (veh/h)	45	800	30	3	667	120	52	51	3	170	61	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1870	1870	1811	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	851	32	3	725	130	69	68	4	195	70	52
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.75	0.75	0.75	0.87	0.87	0.87
Percent Heavy Veh, %	2	6	2	2	6	2	2	2	2	2	2	2
Cap, veh/h	189	950	36	162	766	137	255	234	12	328	104	71
Arrive On Green	0.04	0.55	0.55	0.00	0.51	0.51	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1781	1734	65	1781	1495	268	662	804	43	894	358	246
Grp Volume(v), veh/h	48	0	883	3	0	855	141	0	0	317	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1799	1781	0	1763	1509	0	0	1498	0	0
Q Serve(g_s), s	1.0	0.0	37.3	0.1	0.0	39.4	0.0	0.0	0.0	10.2	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	37.3	0.1	0.0	39.4	5.9	0.0	0.0	16.0	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.15	0.49		0.03	0.62		0.16
Lane Grp Cap(c), veh/h	189	0	986	162	0	903	501	0	0	503	0	0
V/C Ratio(X)	0.25	0.00	0.90	0.02	0.00	0.95	0.28	0.00	0.00	0.63	0.00	0.00
Avail Cap(c_a), veh/h	224	0	986	261	0	957	501	0	0	503	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.6	0.0	17.2	16.9	0.0	19.8	23.5	0.0	0.0	27.1	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	10.7	0.0	0.0	17.2	1.4	0.0	0.0	5.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	15.4	0.0	0.0	17.7	2.3	0.0	0.0	6.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.3	0.0	27.9	17.0	0.0	37.0	24.9	0.0	0.0	33.0	0.0	0.0
LnGrp LOS	B		C	B		D	C			C		
Approach Vol, veh/h		931			858			141			317	
Approach Delay, s/veh		27.4			37.0			24.9			33.0	
Approach LOS		C			D			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		29.4	4.8	51.4		29.4	7.9	48.4				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		24.9	5.1	46.5		24.9	5.1	46.5				
Max Q Clear Time (g_c+I1), s		7.9	2.1	39.3		18.0	3.0	41.4				
Green Ext Time (p_c), s		0.6	0.0	3.4		1.0	0.0	2.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	31.7
HCM 7th LOS	C

Appendix E

Future Intersection Operational Analysis

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	30	2	11	10	2	2	4	28	0	1	3
Future Vol, veh/h	14	30	2	11	10	2	2	4	28	0	1	3
Peak Hour Factor	0.75	0.75	0.75	0.65	0.65	0.65	0.33	0.33	0.33	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	40	3	17	15	3	6	12	85	0	1	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.5	7.4	7.1	6.8
HCM LOS	A	A	A	A

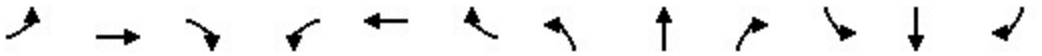
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	30%	48%	0%
Vol Thru, %	12%	65%	43%	25%
Vol Right, %	82%	4%	9%	75%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	46	23	4
LT Vol	2	14	11	0
Through Vol	4	30	10	1
RT Vol	28	2	2	3
Lane Flow Rate	103	61	35	5
Geometry Grp	1	1	1	1
Degree of Util (X)	0.104	0.071	0.041	0.006
Departure Headway (Hd)	3.623	4.186	4.216	3.731
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	982	854	847	949
Service Time	1.674	2.22	2.255	1.792
HCM Lane V/C Ratio	0.105	0.071	0.041	0.005
HCM Control Delay, s/veh	7.1	7.5	7.4	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0.1	0

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	0	7	1	87	0	59	15	38	17	1
Future Vol, veh/h	0	1	0	7	1	87	0	59	15	38	17	1
Peak Hour Factor	0.25	0.25	0.25	0.75	0.75	0.75	0.55	0.55	0.55	0.73	0.73	0.73
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	0	9	1	116	0	107	27	52	23	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.6	7.5	7.9	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	7%	68%
Vol Thru, %	80%	100%	1%	30%
Vol Right, %	20%	0%	92%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	74	1	95	56
LT Vol	0	0	7	38
Through Vol	59	1	1	17
RT Vol	15	0	87	1
Lane Flow Rate	135	4	127	77
Geometry Grp	1	1	1	1
Degree of Util (X)	0.153	0.005	0.136	0.094
Departure Headway (Hd)	4.101	4.534	3.876	4.395
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	865	793	931	806
Service Time	2.172	2.538	1.876	2.472
HCM Lane V/C Ratio	0.156	0.005	0.136	0.096
HCM Control Delay, s/veh	7.9	7.6	7.5	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0	0.5	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	433	15	7	613	129	50	77	18	128	32	32
Future Volume (veh/h)	22	433	15	7	613	129	50	77	18	128	32	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1870	1870	1811	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	442	15	8	666	140	62	95	22	138	34	34
Peak Hour Factor	0.98	0.98	0.98	0.92	0.92	0.92	0.81	0.81	0.81	0.93	0.93	0.93
Percent Heavy Veh, %	2	6	2	2	6	2	2	2	2	2	2	2
Cap, veh/h	199	892	30	448	722	152	200	285	58	348	86	68
Arrive On Green	0.03	0.51	0.51	0.01	0.50	0.50	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1781	1741	59	1781	1451	305	462	1023	208	931	308	245
Grp Volume(v), veh/h	22	0	457	8	0	806	179	0	0	206	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1800	1781	0	1756	1693	0	0	1485	0	0
Q Serve(g_s), s	0.4	0.0	11.3	0.2	0.0	28.9	0.0	0.0	0.0	1.7	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	11.3	0.2	0.0	28.9	5.3	0.0	0.0	7.0	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.17	0.35		0.12	0.67		0.17
Lane Grp Cap(c), veh/h	199	0	922	448	0	874	543	0	0	502	0	0
V/C Ratio(X)	0.11	0.00	0.50	0.02	0.00	0.92	0.33	0.00	0.00	0.41	0.00	0.00
Avail Cap(c_a), veh/h	288	0	995	564	0	970	543	0	0	502	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.2	0.0	10.8	9.0	0.0	15.8	19.6	0.0	0.0	20.1	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.4	0.0	0.0	13.1	1.6	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	3.6	0.0	0.0	12.0	2.3	0.0	0.0	2.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.4	0.0	11.2	9.1	0.0	28.9	21.2	0.0	0.0	22.6	0.0	0.0
LnGrp LOS	B		B	A		C	C			C		
Approach Vol, veh/h		479			814			179			206	
Approach Delay, s/veh		11.4			28.7			21.2			22.6	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	23.4	5.2	39.3	23.4	6.2	38.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.9	5.1	37.5	18.9	5.1	37.5
Max Q Clear Time (g_c+I1), s	7.3	2.2	13.3	9.0	2.4	30.9
Green Ext Time (p_c), s	0.7	0.0	2.6	0.8	0.0	2.9

Intersection Summary	
HCM 7th Control Delay, s/veh	22.2
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	14	0	34	22	0	3	10	22	0	14	13
Future Vol, veh/h	9	14	0	34	22	0	3	10	22	0	14	13
Peak Hour Factor	0.66	0.66	0.66	0.55	0.55	0.55	0.58	0.58	0.58	0.69	0.69	0.69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	21	0	62	40	0	5	17	38	0	20	19
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.5	7.9	7.2	7.2
HCM LOS	A	A	A	A

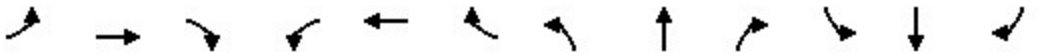
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	39%	61%	0%
Vol Thru, %	29%	61%	39%	52%
Vol Right, %	63%	0%	0%	48%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	23	56	27
LT Vol	3	9	34	0
Through Vol	10	14	22	14
RT Vol	22	0	0	13
Lane Flow Rate	60	35	102	39
Geometry Grp	1	1	1	1
Degree of Util (X)	0.064	0.041	0.12	0.043
Departure Headway (Hd)	3.841	4.265	4.256	3.93
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	918	833	839	897
Service Time	1.924	2.326	2.3	2.014
HCM Lane V/C Ratio	0.065	0.042	0.122	0.043
HCM Control Delay, s/veh	7.2	7.5	7.9	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.4	0.1

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	7	1	20	2	103	1	41	18	107	60	1
Future Vol, veh/h	0	7	1	20	2	103	1	41	18	107	60	1
Peak Hour Factor	0.58	0.58	0.58	0.70	0.70	0.70	0.71	0.71	0.71	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	2	29	3	147	1	58	25	120	67	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.8	8.2	7.9	9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	0%	16%	64%
Vol Thru, %	68%	88%	2%	36%
Vol Right, %	30%	13%	82%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	60	8	125	168
LT Vol	1	0	20	107
Through Vol	41	7	2	60
RT Vol	18	1	103	1
Lane Flow Rate	85	14	179	189
Geometry Grp	1	1	1	1
Degree of Util (X)	0.103	0.018	0.205	0.239
Departure Headway (Hd)	4.389	4.693	4.125	4.567
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	817	763	871	787
Service Time	2.414	2.718	2.14	2.589
HCM Lane V/C Ratio	0.104	0.018	0.206	0.24
HCM Control Delay, s/veh	7.9	7.8	8.2	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.8	0.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	800	40	23	667	120	58	68	15	170	89	45
Future Volume (veh/h)	45	800	40	23	667	120	58	68	15	170	89	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1870	1870	1811	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	851	43	25	725	130	77	91	20	195	102	52
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.75	0.75	0.75	0.87	0.87	0.87
Percent Heavy Veh, %	2	6	2	2	6	2	2	2	2	2	2	2
Cap, veh/h	184	893	45	160	761	136	215	239	47	295	132	63
Arrive On Green	0.04	0.52	0.52	0.03	0.51	0.51	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1781	1709	86	1781	1495	268	528	810	159	780	447	215
Grp Volume(v), veh/h	48	0	894	25	0	855	188	0	0	349	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1796	1781	0	1763	1498	0	0	1442	0	0
Q Serve(g_s), s	1.1	0.0	40.9	0.6	0.0	40.0	0.0	0.0	0.0	11.3	0.0	0.0
Cycle Q Clear(g_c), s	1.1	0.0	40.9	0.6	0.0	40.0	8.3	0.0	0.0	19.5	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.15	0.41		0.11	0.56		0.15
Lane Grp Cap(c), veh/h	184	0	938	160	0	897	501	0	0	491	0	0
V/C Ratio(X)	0.26	0.00	0.95	0.16	0.00	0.95	0.38	0.00	0.00	0.71	0.00	0.00
Avail Cap(c_a), veh/h	219	0	954	219	0	937	501	0	0	491	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.0	0.0	19.6	19.0	0.0	20.2	24.2	0.0	0.0	28.4	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	18.6	0.4	0.0	18.6	2.1	0.0	0.0	8.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	18.9	0.2	0.0	18.3	3.2	0.0	0.0	7.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.8	0.0	38.3	19.4	0.0	38.9	26.3	0.0	0.0	36.9	0.0	0.0
LnGrp LOS	B		D	B		D	C			D		
Approach Vol, veh/h		942			880			188			349	
Approach Delay, s/veh		37.3			38.3			26.3			36.9	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	30.0	6.8	49.6	30.0	7.9	48.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	25.5	5.1	45.9	25.5	5.1	45.9
Max Q Clear Time (g_c+I1), s	10.3	2.6	42.9	21.5	3.1	42.0
Green Ext Time (p_c), s	0.9	0.0	1.7	0.8	0.0	2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	36.7
HCM 7th LOS	D