



Planning and Zoning Commission
Agenda

Tuesday, September 3, 2024
at 7:00 p.m.

Location: 56 SW Malone St Fairburn, GA 30213

A. Call to Order

B. Determination of a Quorum

C. Pledge of Allegiance

D. Approval of the Meeting Agenda

E. Approval of the Meeting Minutes

1. Approval of the August 2024- Regular Meeting Minutes

F. Public Comments

G. Old Business

1. Text Amendment

Applicant: Safeguard Landfill Management c/o Henry Bailey-
Text Amendment- Section 80-220(b)(11). The applicant requests to delete and replace Section 80- 220(b)(11)

2. Use Permit

Applicant: Safeguard Landfill Management c/o Henry Bailey
Request the expansion of the C&D Landfill
Parcel ID: 07-260001540892, 7700 Roosevelt Hwy, Parcel ID: 07-260001350359, Bishop Rd
Parcel ID: 07-260001540736, Bishop Rd, Parcel ID: 07-260001540744, Bishop Rd, Parcel ID: 07-260001540751, Bishop Rd
Parcel ID: 07-290001551516, 6905 B Roosevelt Hwy, Parcel ID: 07-260001540876, Bishop Rd, Parcel ID: 07-290001551557,
Roosevelt Hwy, Parcel ID: 07-290001551540, Roosevelt Hwy, Parcel ID: 07-290001551185, 7700 Bishop Rd

H. Public Hearings

1. Variance - Big Dan's Car Wash LLC

Property Location: 7925 Senoia Road (Parcel ID # 09F070300270350)
Requests: To reduce the Distance Requirement of Signage to Right-of-Way from 15' to 12'
and to reduce the Distance Requirement of Signage to any other Signage, Structure, or Building from 40' to 18' (Chapter 80
Zoning, Article XII Sign Regulations, Section 431 Regulated signs, b- Non-residential allowable signs, 1-Freestanding and
monument signs, f

I. New Business

1. Rezoning and Variance – Meadow Glen Village

Applicant: Portman Residential, LLC
Request to rezone the subject parcels from PD (Commercial) to PD (Commercial and Multifamily).
Location: Highway 74/Senoia Road and Meadow Glen Parkway., Parcel No. 09F020100121014 and Parcel #09F070000271062
Concurrent Variance- to reduce the parking requirements, Sec. 80-337.

2. Text Amendment -Future Land Use Amendment

Request to review regulations regarding amendments to the Future Land Use Map

3. Text Amendment -Sign Regulations

Request to review new regulations for the nonconforming signs

J. Other Business

K. Adjournment



Planning and Zoning Commission
Meeting Minutes

City Hall: 56 Malone Street,
Fairburn, GA 30213
Tuesday, July 6, 2024
7:00 p.m.

Jason Jones, Vice Chair
Michelle James
Lina Parker
Elizabeth Echols
Tony Smith

Planning Director: Denise Brookins
Planner: Chancellor Felton
City Attorney: Valerie Ross

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- A. Call to Order:** The meeting was called to order at 7:00 pm by Vice Chairman Jones.
- B. Determination of a Quorum:** A quorum was determined, and the meeting proceeded.
- C. Pledge of Allegiance**
- D. Approval of the Meeting Agenda:**
1. Commissioner James made a motion to approve the agenda. Commissioner Echols seconded.
THE MOTION CARRIED.
- E. Approval of the Meeting Minutes:**
1. Commissioner Echols made a motion to approve the June 4, 2024, minutes. Commissioner Smith seconded.
THE MOTION CARRIED.
- F. Public Comments:** None.
- G. Old Business:** None.
- H. New Business:**
1. **Future Land Use Amendment Text Amendment Discussion**
Request to discuss the text amendment.
 - a. Vice Chairman Jones introduced the case. Denise Brookins presented the case on behalf of Staff. Vice Chairman Jones opened the floor for the Commission to ask Staff questions.
 - b. Vice Chairman Jones wanted to clarify that this Future Land Use Amendment Text Amendment was to ensure that there was a formal process for a future land use amendment.
 - c. Ms. Brookins said yes. As it stands the City does not have a future land use amendment process, which could lead to the City missing out on good development opportunities.
 - d. Commissioner James inquired about the Comprehensive Plan Update. Ms. Brookins noted that the agenda item being discussed is for a singular text amendment to the Zoning Code. The Comprehensive Plan Update is different from that.
 - e. Vice Chairman Jones closed the floor to ask Staff questions.

2. **Poplar Commons Rezoning**

Applicant: Freedom Land Holdings LLC

Address: 0 Milo Fisher Street [Parcel ID: 09F100900520167], Parcel ID: 09F100900520332, Parcel ID: 09F100900520340, and Parcel ID: 09F100900520357

Request to review the rezoning.

- a. Vice Chairman Jones introduced the case. Denise Brookins presented the case on behalf of Staff. Staff made a recommendation for approval with conditions. Vice Chairman Jones opened the floor for the Commission to ask Staff questions.
- b. Commissioner Smith asked how far the development is away from Landmark. Ms. Brookins said that the development is really close.
- c. Vice Chairman Jones inquired why Staff was partially in support of the request. Ms. Brookins answered that due to one of the parcels having a Rural Residential Future Land Use Designation, Staff could not support the full request. The development has a higher density than what the future land use designation will allow.
- d. Commissioner James asked what the density is for Rural Residential. Ms. Brookins said about one home per acre.
- e. Vice Chairman Jones asked if a runoff study had been done. Ms. Brookins said that a runoff study is done after approval and any findings that would need mitigation from said study will be the responsibility of the applicant.
- f. Vice Chairman Jones asked if access is only off of Milo Fisher and not East Campbellton Road. Ms. Brookins said yes.
- g. Commissioner James inquired about the square footage of an average home in the development. Ms. Brookins said that the minimum square foot in the proposed zoning district R-CT is 1,200 square feet.
- h. Commissioner Parker asked what the price point is for the homes. Ms. Brookins said that pricing is not a consideration during this review process and the applicant may be able to answer.
- i. Vice Chairman Jones closed the floor to ask Staff questions and opened the floor to ask the applicant questions and address the Commission.
- j. The applicant presented to the Commission.
- k. Commissioner Smith asked how far the development is away from Landmark. The applicant said that the development is across the street from Landmark.
- l. Commissioner Smith asked if there was a town hall meeting with Landmark leadership. The applicant said that they have been involved since inception. Commissioner Smith if they are okay with the development. The applicant said that they have heard no objections.
- m. Commissioner James inquired about guest parking. The applicant said that there are two-car garages, driveways, and overflow guest parking spaces with one parking space per two households.
- n. Commissioner James asked what the price point is for the homes. The applicant said upper \$300,000s and lower \$400,000s.
- o. Commissioner Echols asked if these homes would be specifically for Landmark parents and personnel. The applicant said no.

- p. Commissioner Smith asked how big the homes would be. The applicant said more than 2,400 square feet.
- q. Commissioner Parker stated that a traffic study should be required.
- r. Commissioner James asked if there would be a homeowners' association. The applicant said yes.
- s. Vice Chairman Jones closed the floor to ask the applicant questions and opened the floor to public comments.
- t. Mr. Brooks made a public comment about the traffic and density increasing.
- u. Mr. Alderman made a public comment about the traffic, density, and property taxes increasing.
- v. Ms. Scharko made a public comment about the septic system being challenged and traffic increasing.
- w. Mr. Pallend made a public comment that he does not think that this type of development is appropriate for the neighborhood.
- x. Mr. Ballard made a public comment that the development changes the character of the neighborhood and that the developer is not fully transparent and reliable.
- y. Mr. Scharko made a public comment about the existing infrastructure issues that will be exacerbated by this type of development.
- z. The applicant stated that they tried their best to address concerns. They dropped their density and incorporated the water features on the site. A traffic study will be done if required.
- aa. Mr. Brooks made a public comment to always consider the environmental impacts of proposed developments.
- bb. Ms. Mayfield made a public comment that Landmark has personnel and parents that would move into these homes and have a hard time looking for homes near the school. She stated that crime is not an issue and the original use of the Landmark-owned parcel was to be institutional – not rural.
- cc. Vice Chairman Jones closed the floor to public comments.
- dd. Commissioner James noted that this decision is very complex and is a difficult one to make. She notes that there is a delicate balance between considering senior residents on fixed incomes who can't afford property tax increases with building more homes that will woo more commercial and service providers to the City that will enhance the quality of life of residents.

Commissioner James made a motion to **APPROVE**. Commissioner Echols seconded.

THE MOTION CARRIED.

3. **Poplar Commons Concurrent Variance**

Applicant: Freedom Land Holdings LLC

Address: 0 Milo Fisher Street [Parcel ID: 09F100900520167], Parcel ID: 09F100900520332, Parcel ID: 09F100900520340, and Parcel ID: 09F100900520357

Request to review the concurrent variance.

Commissioner James motioned to **APPROVE**. Commissioner Echols seconded.

THE MOTION CARRIED.

I. Adjournment:

1. Commissioner Smith motioned to adjourn the public meeting at 8:21 pm. Commissioner Echols seconded.

THE MOTION CARRIED.



**CITY OF FAIRBURN
PLANNING & ZONING COMMISSION**

AGENDA ITEM

To: Planning and Zoning Commission
From: Chancellor Felton, Planner
Date: September 3, 2024

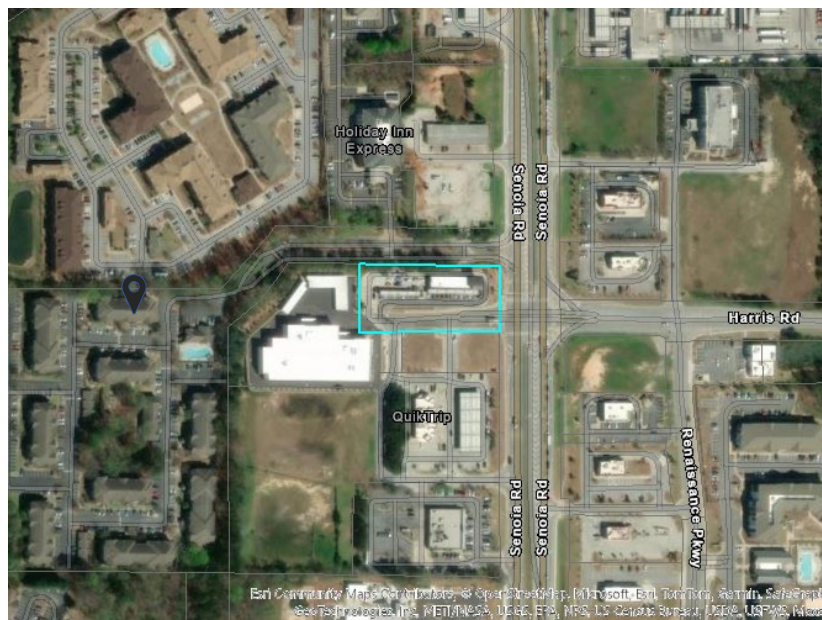
Agenda Item: Big Dan’s Car Wash Sign – 7925 Senoia Road [Parcel ID: 09F070300270350] – Request to reduce the Distance Requirement of Signage to Right-of-Way from 15 feet to 12 feet and to reduce the Distance Requirement of Signage to any other Signage, Structure, or Building from 40 feet to 18 feet.

Agent/Applicant/Petitioner Information

Applicant: Big Dan’s Car Wash LLC
Property Owner: Jarrett Shadday

Background

The site is located at 7925 Senoia Road on the southwest corner of the intersection of Senoia Road (Highway 74) and Peachtree Landing Circle. The site is currently zoned C-2 (General Commercial). The site is approximately 1.43 acres.



Discussion

The applicant is proposing to relocate their existing sign to another location on their property. This is due to the road widening project by the Georgia Department of Transportation (GDOT). GDOT has taken some property from the applicant for said project, which has induced the need to relocate the sign as the sign is currently located on the property that GDOT has acquired.

The Zoning Code requires that freestanding and monument signs “shall not be located within 15 feet of a street right-of-way or within 40 feet of any other sign, structure, or building except temporary signs.”

The applicant is proposing to reduce the Distance Requirement of Signage to Right-of-Way from 15 feet to 12 feet and to reduce the Distance Requirement of Signage to any other Signage, Structure, or Building from 40 feet to 18 feet.

Authority

As authorized in Section 80-254, the Planning and Zoning Commission may authorize variances from any zoning ordinance provision that is not being handled as a minor, administrative minor, or concurrent variance only upon making the following findings:

Variance Considerations

Section 80-251 – Variances may be considered in all districts. Primary variances and concurrent variances shall only be granted upon showing that:

1. Relief, if granted, would be in harmony with, or, could be made to be in harmony with, the general purpose and intent of this chapter.

This condition has been satisfied. The purpose and intent of the Sign Regulations are to encourage the effective use of signs as a means of communication in the city. Therefore, if relief is granted, the proposed relocation would be in harmony with the general purpose and intent of the Sign Regulations.

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

This condition has been satisfied. This property does have extraordinary and exceptional conditions, because of its size and shape that would create an unnecessary hardship for the owner while causing no detriment to the public.

3. Conditions resulting from existing foliage or structures bring about a hardship whereby a sign meeting minimum letter size, square footage and height requirements cannot be read from an adjoining public road.

Not applicable.



Staff Recommendations

Staff recommends **APPROVAL** with the following condition:

1. Any significant modifications as determined by Staff to the proposed signage plan in regard to the 15-foot Distance Requirement of Signage to Right-of-Way reduction and/or the 40-foot Distance Requirement of Signage to any other Signage, Structure, or Building reduction would necessitate a further review by the Planning and Zoning Commission.

Attachments:

- Site Pictures
- Application
- Letter of Intent
- Current Survey
- Proposed Signage Plan
- Deed with Legal Description

SITE PICTURES



Southwest Viewpoint



Northwest viewpoint



Northeast viewpoint



**CITY OF FAIRBURN
PLANNING AND ZONING COMMISSION
AGENDA ITEM**

To: Planning and Zoning Commission

From: Denise Brookins

Date: September 3, 2024 Planning and Zoning Commission

Agenda Item: Rezoning from PD to PD (Commercial and Multifamily). Meadow Glen Village - Highway 74/Senoia Road and Meadow Glen Parkway. Concurrent Variance- The applicant submitted a request for a concurrent variance to reduce the parking requirements.

APPLICANT/PETITIONER INFORMATION

Property Owner	Petitioner
White Brookwood LLC	Portman Residential, LLC

PROPERTY INFORMATION

Address, Parcel Number Highway 74/Senoia Road and Meadow Glen Parkway., Parcel No. 09F020100121014 (a portion of) and Parcel #09F070000271062 (collectively, the “Application”)

Frontage: Highway 74/Senoia Road and on the south side of Meadow Glen Parkway.

Area of Property: 23-\+ acres

Existing Zoning and Use: Planned Development (Commercial Tract) and Undeveloped

Overlay District: Highway 74 Overlay District

Prior Zoning Cases/History: Rezoning Approved February 23, 1998, 98-07, Senoia & Bohannon Rd

2035 Comprehensive Future Land Use Map Designation: **Highway Mixed Use** - The Commercial Character Area is south of Downtown Fairburn and south of I-85, along Fairburn Industrial Boulevard/Senoia Road. Businesses in the Commercial Character Area rely on and serve a wider population than the commercial businesses in the Town Center Character Area, including the entire city, surrounding counties, and pass-through traffic.

Proposed Zoning: Planned Development-PD

INTENT

Rezoning of 23 acres, from PD to PD. The applicant is requesting approval to amend and rezone a portion of the Master Planned Development (PD) zoning district of Meadow Glen, in lieu of the commercial development proposed on the property in the 1998 ordinance, the current proposal is to develop a mixed-use community on this portion of the property including a maximum of 12,000 sf retail, office, institutional and personal service use, and 364 multifamily units.

EXISTING LAND USE AND ZONING OF ABUTTING PROPERTIES

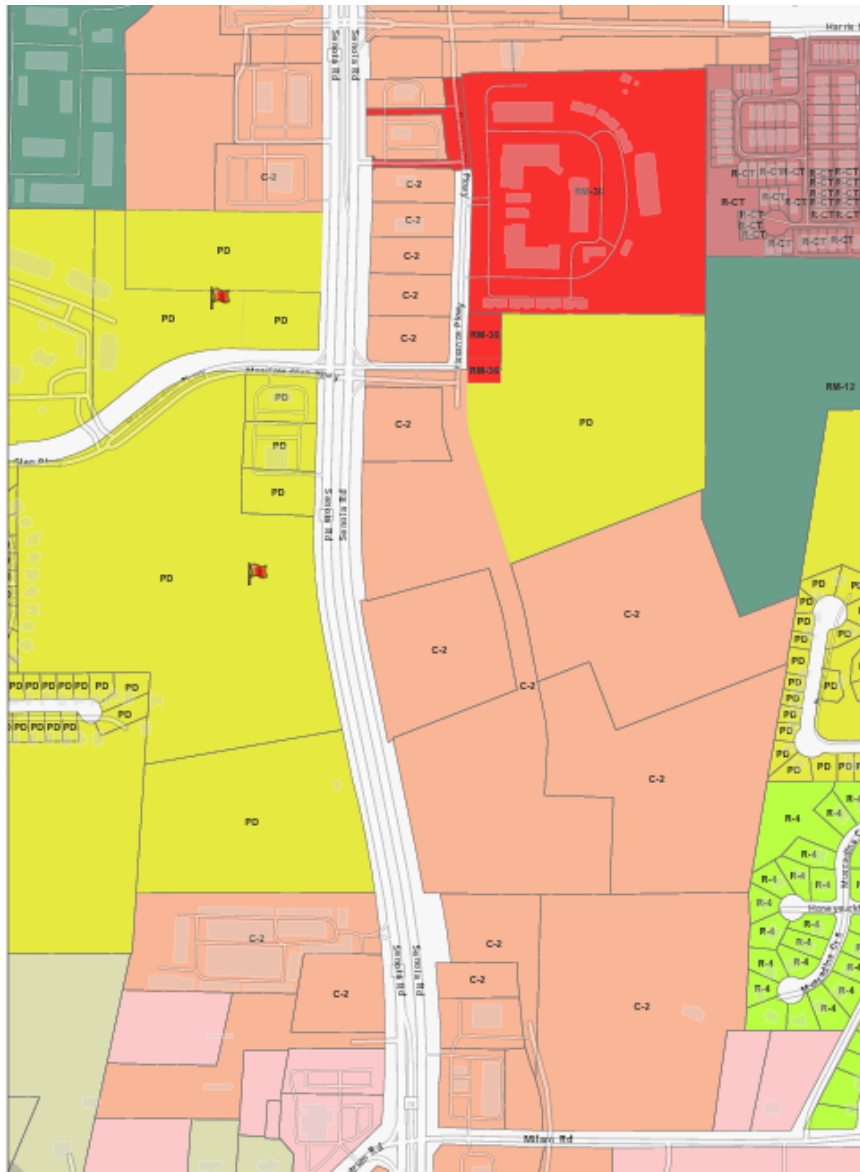
North: C-2 (General Commercial) and PD (Planned Development) - Commercial

East: PD (Planned Development) - Commercial

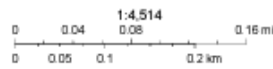
South: PD (Planned Development)- Single Family and Multifamily

West: PD (Planned Development)- Single Family and Multifamily

Zoning Map:



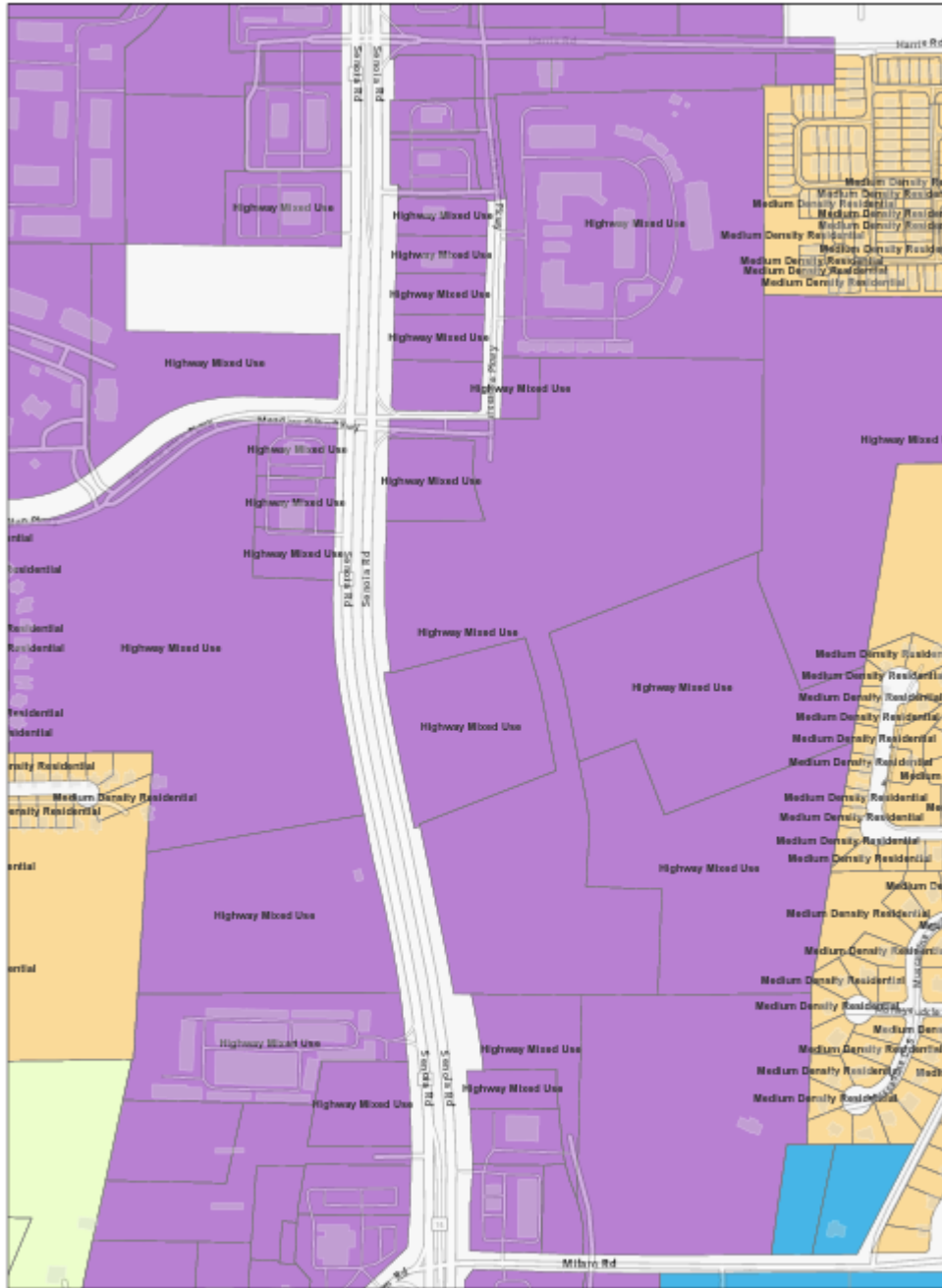
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ArcGIS Web AppBuilder

Future Land Use Map:

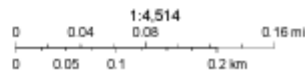


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▭ Tax Parcels 2022 (Fulton County Assessors)

Future Land Use

- Rural Residential
- Medium Density Residential
- Highway Mixed Use
- Office



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ArcGIS Web AppBuilder

BACKGROUND

The subject parcel is located in the area designated as “commercial” in the original master plan for the Meadow Glen community. The development was annexed into the City of Fairburn in 1998, subsequently zoned as Planned Development for single family units, multifamily, commercial, and industrial areas.

The current regulations permit the following:

Residential:

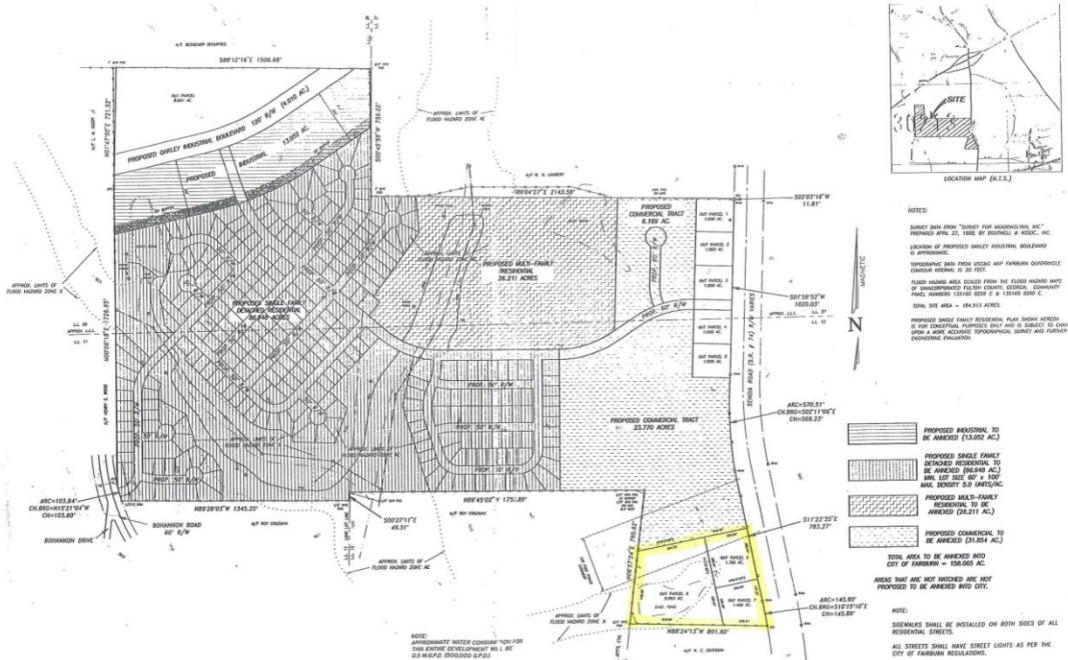
- Development of 208 multifamily units on 26.211 acres. This represents a density of eight (8) units per acre.
- Development of 284 single family units on 86.948 acres. This represents a density of 3.27 units per acre.

Commercial Areas:

- Major Group 55 (auto dealers and gasoline service stations) and Major Group 75 (auto repair and related services) as well as all of the conditional uses under the C-2 District regulations will be prohibited in the areas designated as “commercial”. Convenience stores (SIC Code 5411) which include gasoline sales will be permitted in the areas designated as “commercial”.

Industrial

- The area designated as “industrial” shall be limited to uses permitted in the M-1, Light industrial district.
- Developer shall covenant to preserve a recreation easement for the purpose of future trail construction by the Homeowners Association or the City of some 1,300 linear feet within the 50-foot buffer identified on the area designated as industrial land. All trail systems shall be available to all residents of Fairburn.



Public Participation:

The applicant held two community meetings on June 25, 2024, and July 23, 2024, and each meeting had only one attendee.

STAFF COMMENTS**A. Fire Department:**

No Comments

B. Utility Department:

Water and sewer capacity is available as shown in the capacity letter that was sent to Chris Harrell on 7/8/2024.

C. Traffic Review:

1. The Traffic Impact Study failed to consider the City of Fairburn’s requirements regarding turn lanes. The study should be revised to capture these requirements. In instances where there is conflict between the GDOT requirements and City of Fairburn requirements, the most restrictive or that imposing the highest standards shall govern.
2. Nothing in these regulations shall impose any obligation on the city to obtain or assist in obtaining permits, approvals, and/or clearances from other local, state or federal agencies having jurisdiction over elements of a project. It is solely the developer's responsibility to obtain all such required permits, approvals, and/or clearances. The developer shall furnish the city with copies of all such permits, approvals and/or clearances before authorization to proceed with development is requested. (Sec. 71-6) **Approval from the Georgia Department of Transportation will be required to be received prior to Site development Plan approval. A copy of the approved permit and approved plans are required to verify alignment with the proposed site development plans.**
3. Turning lanes may be required by the city to meet projected traffic demand and/or safe operations, as determined by the city engineer. When provided, turning lanes shall meet the following criteria:
 - Provide not less than 150 feet of storage length for arterial roadways.
 - Provide not less than 100 feet of storage length for collector roadways.
 - Provide taper lengths of not less than 100 feet. Longer storage and taper lengths may be required when traffic projections indicate they are justified. [Sec. 71-38 (4)]
1. Except as indicated, acceleration and deceleration lanes shall be provided for new street and driveway connections to existing streets. The lanes will not be required if any of the following conditions are met:
 - The driveway is for a one-family or two-family residence;
 - Total traffic on the existing roadway is less than 2,000 vehicles per day including traffic projected as
 - a result of the proposed development (count of existing traffic must have been made within one year

- of the development plan submittal date);
 - The driveway is for a small business with ingress/egress of less than 100 vehicles per day; or
 - Construction cost of the lanes exceeds 25 percent of the estimated development cost. [Sec. 71-40]
2. Traffic control devices consisting of street name signs, traffic control signs, traffic markings and traffic signals shall be provided by the developer as appropriate to serve each development.
- The Traffic Impact Study should be updated to analyze the intersection of Meadow Glenn Parkway and SR 47/Senoia to determine if a permissive or protected left-turn signal is required to be installed as a result of the proposed development.**

D. Zoning Review:

A. Does the proposal permit a use that is suitable in view of the use and development of adjacent and nearby property?

The request to rezone the subject property from commercial to mixed use with a substantial residential component is suitable based on the existing uses of the adjacent and nearby properties.

B. Does the proposal adversely affect the existing use or usability of adjacent or nearby property?

The proposed rezoning request with sufficient buffers, traffic control and design standards should not adversely affect existing uses or the usability of nearby properties.

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

The property appears to have reasonable economic use as currently zoned.

D. Will the proposal result in a use that could cause excessive or burdensome use of existing streets, transportation facilities, utilities, or schools?

The proposed rezoning and development would increase traffic on existing streets, given the requested density, a traffic impact report was provided, and city staff has requested conditions. An increase in impacts on public facilities would be anticipated in the form of traffic, utility demand, and stormwater runoff; however, these impacts would be mitigated with appropriate conditions, site development requirements, transportation improvements and planning. An increased impact is anticipated on school enrollment.

E. Is the proposal in conformity with the policies and intent of the land use plan?

The subject property designation in the Comprehensive Plan is Highway Mixed Use. There are two Commercial Character areas. One is simply entitled Commercial and is a more general designation. The other is Neighborhood Commercial. The Comprehensive plan states that it is important to minimize the impact of commercial areas on surrounding uses by considering their additional vehicular traffic generation, the potential of their aesthetics on the site and surrounding properties and ensuring compatibility. The Commercial Character Areas are adjacent to Residential and Office Industrial Character Areas, providing goods and services to workers, residents, and commuters within a reasonable distance of where they live, work, and travel.

Appropriate zoning districts in the Commercial Character Area include C-1, C-2, O & I, R-CT, RM-12, RM-36, and PD.

The following are the development strategies for the area:

- Vibrant commercial corridors that provide a comprehensive array of goods and services to Fairburn residents as well as Coweta and Fayette County residents
- Smaller scale, walkable retail centers with a variety of stores and shops
- Developments that are accessible and safe for pedestrians and cyclists, as well as automobiles
- To promote a variety of housing types in the area.
- Limit multi-family densities to no more than 36 units an acre
- Building height should be limited to four (4) stories.

- Multi-family and townhome should be used as a transition from the intense commercial use to the residential uses

Appropriate land uses in the Comprehensive Plan for the subject parcels:

- | | |
|---|---|
| <ul style="list-style-type: none"> — Mixed-Use — Retail Sales of Goods (Clothing, Shoes, Accessories, Gifts, Sporting Goods, etc.) — Grocery Stores — Restaurants/Cafés — Drug Stores/Pharmacies — Dry Cleaners | <ul style="list-style-type: none"> — Medical and professional offices/other service providers — Theaters — Multi-family housing — Townhomes — Lodging — Transit-oriented development |
|---|---|

The proposed development use does align with the Comprehensive Plan.

F. Are there existing or changing conditions that affect the use and development of the property which support either approval or denial of the proposal?

Most of the adjacent properties in the master planned area are residential developments. As higher density residential demand has increased along Highway 74, there might be limited areas for commercial developments outside of quick serve restaurants or automotive uses in the city limits.

G. Does the proposal permit a use that can be considered environmentally adverse to the natural resources, environment, and citizens of Fairburn?

To the best of staff’s knowledge, the proposal would not permit a use which could be considered environmentally adverse to the natural resources, environment, or citizens of Fairburn. The developer will be required to adhere to the City’s stream buffer ordinance and best management practices (BMP).

Staff Report:

It is the opinion of staff that the rezoning request is in conformity with the Future Development Map, which designates the site as Highway Mixed Use. Based on the staff's evaluation of the request, the Department of Planning and Zoning recommends **APPROVAL** of the rezoning request with the following conditions:

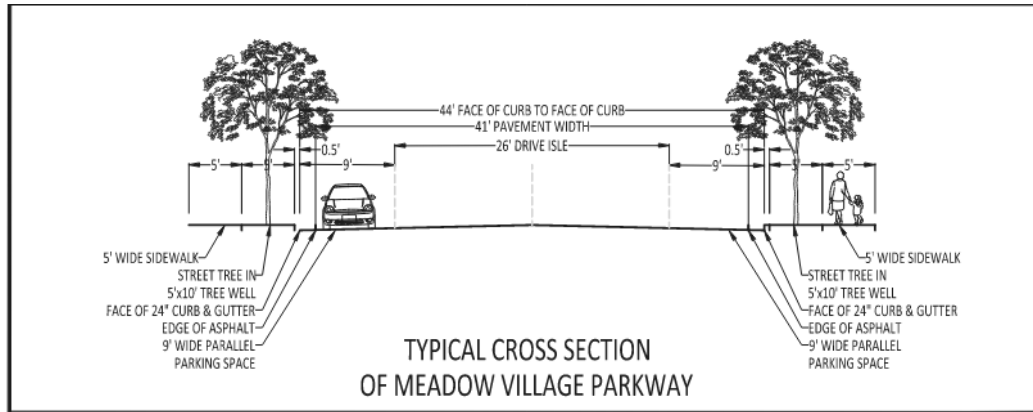
General Requirements:

1. Prior to any site disturbance or building permits being issued for the project, the staff comments listed in this report must be addressed and approved by each department.
2. Implement the development, traffic improvement and/or traffic control requirements from the Public Works and Community Development Department.
3. A fence and minimum 30-foot wide vegetative buffer will be required on the rear of any parcel adjacent to existing single family residential developments, all proposed landscaping and fencing materials must be approved by staff.
4. Under no circumstances shall any mechanical equipment or related elements such as air conditioning units, meter boxes and utility conduits, HVAC mechanical equipment systems, satellite dishes or any other similar mechanical equipment or related elements be attached or mounted to any exterior building elevation that is visible from pedestrian view from required sidewalks along adjacent private streets or sidewalks abutting a common area or community amenity. Any mechanical equipment or related elements located at finished grade shall be completely screened from view with dense, evergreen landscaping or an opaque wall veneered in brick, indigenous rock or natural stone, with an appearance that is complementary to the architecture of the dwelling unit. All roof mounted equipment shall be screened from the public right-of-way.
5. Parking shall be on a paved or concrete surface.
6. Pedestrian-scale street lighting shall be provided along both sides of internal streets throughout the development.
7. A minimum of eight alternative fuel vehicle charging stations shall be provided on the property by the developer prior to the issuance of any commercial certificate of occupancy.
8. Additional landscaping may be required alongside side elevation facing public roads.
9. Provide permanently anchored bicycle racks as part of the internal pedestrian pathway network for short-term use.
10. Appropriate landscape features and pedestrian amenities, such as shading, seating, lighting, public art, trash cans, and other street amenities shall be provided.
11. Site shall be developed substantially as depicted on the submitted site plan and elevations, labeled Exhibit B and Exhibit C, except for modifications required to comply with the conditions below and subject to meeting all City code requirements and conditions of zoning.
12. The applicant must submit an updated conceptual layout of site plan and the final building elevations subject to approval of the Planning Commission and in compliance with the zoning conditions.

Streetscape Standards:

Along Meadow Village Parkway, the development shall have street furniture, 5’ pedestrian sidewalk on both sides, a green strip with trees buffer or planting and regularly placed streetlights, on street parking (on both sides), with 2 vehicular lanes, see Exhibit A. All other parking areas must have vehicular use area landscaping subject to city staff approval.

Exhibit A



Development Standards:

Maximum Density	364
Maximum Building Height (Buildings 1,2,4,6,7,8&9)	1 to 3 stories
Maximum Building Height (Buildings 3 and 5)	1 to 4 stories
Minimum Common Outdoor Area:	25%
Building Setbacks	
(1) Front:0' (2) Side:0'* *required 10' minimum separation between structures (3) Rear:15'	

Residential Standards:

The total number of units shall not exceed (364) total dwelling units:

1. To ensure a mix of uses, for every 182 residential units constructed, there shall be a minimum of 6,000 square feet of commercial, office, and/or institutional use constructed. The project shall include an amenity package for the residential units including a clubroom and pool.
2. Exterior materials on the residential units shall include a minimum of thirty percent (30%) brick or stone and forty percent (40%) stone or other cementitious materials. Vinyl siding and veneers are prohibited.
3. Along Meadow Village Parkway, each unit above the first floor will have at minimum one private balcony per unit. Balconies and decks shall consist of concrete or composite board decking materials and shall be supported by metal or wood brackets having an appropriate size and strength or with architectural columns or pillars also having an appropriate size and strength. The required brackets or architectural columns or pillars shall have an appearance that is complementary to the architecture of the overall structure.
4. The minimum heated floor area per residential unit shall be 600 square feet.

5. The number of three (3) bedroom multifamily units shall be limited to no more than ten percent (10%) of the total number of units.
6. Security bars on doors and or windows shall be prohibited.
7. All dumpsters shall be screened from public view on three sides by a masonry wall enclosure that is a minimum of eight feet in height. The fourth side shall provide access by an opaque steel gate.
8. Outdoor lighting shall incorporate shielding in their designs to reflect light away from adjacent properties and streets.

Standards for Non-Residential and Mixed-Use Buildings.

1. Building materials for facades of buildings oriented to public streets shall be constructed of brick, stone (natural or artificial), textured concrete masonry units, wood, stucco, cement-based siding, or glass. Polyvinyl chloride building products are prohibited.
2. The development shall include at least 12,000 sf of commercial, office, and/or institutional.
3. The length of facade without intervening fenestration, architectural detailing or entryway shall not exceed thirty (30) feet.
4. All building facades that contain a public entrance shall include fenestration into their design. All fenestration treatments shall be visually and architecturally consistent and compatible with each other. The director of planning and zoning may consider fenestration amounts that differ from the standards above based upon the use, visibility from public areas, and other architectural treatments proposed on the structure.
5. The primary pedestrian access to all sidewalk level uses and business establishments with public or private street frontage, or parking lot frontage shall be directly accessible and visible from the sidewalk adjacent to such street or parking lot.
6. The development must include a neighborhood park area with all the amenities and structures illustrated in the March 2024 Concept Rendering enclosed in the application.

Prohibited uses:

1. Drug rehabilitation center or other facility for treatment of drug dependency;
2. Halfway house;
3. Residential mental health facility;
4. Transitional housing facility;
5. Gas Stations;
6. Drive Through Restaurants;
7. Automotive repair and maintenance;
8. Home and garden equipment repair and maintenance;
9. Pawn shops;
10. Motor vehicle sales;
11. Any industrial uses;
12. Overnight commercial vehicle parking; and

Exhibit B



Exhibit C



CONCEPT RENDERINGS

Meadow Glen Village
Concept Design | May 2024
PORTMAN TSW



CEPT RENDERINGS

Meadow Glen Village
Conceptual Architecture & Landscape
BORTMAN TSW



ONCEPT RENDERINGS

Meadow Glen Village
Concept Design | May 2024
BORTMAN TSW

Concurrent Variance

In accordance with Section 80-251, the applicant submitted a request for a concurrent variance is to reduce the required parking from 2.0 spaces per dwelling unit to 1.5 spaces per dwelling unit and to reduce required parking for restaurant use from 1 space per 100 square feet to 1 space per 150 square feet, Sec. 80-337.

Standards for Variance Consideration

Section 80-251 of the City's Zoning Ordinance includes one or more criteria, which must be met before a variance can be approved. Variances may be considered in all districts. Primary variances and concurrent variances shall only be granted upon showing that:

A. "Relief, if granted, would be in harmony with, or, could be made to be in harmony with, the general purpose and intent of this chapter; OR"

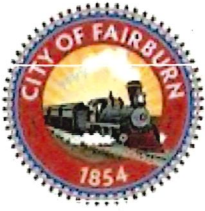
Yes, The zoning ordinance requires two parking spaces per dwelling unit, however, multifamily developments in this market and similar markets typically demand parking of 1.5 spaces and other developments have been granted relief from this requirement. Staff is of the opinion that the request to reduce the required parking from 2 spaces per unit to 1.50 spaces per unit is in harmony with the intent of the Zoning Ordinance and would not be a detriment to adjacent properties. The proposed 364-unit multi-family residential development would require 728 parking spaces and the applicant is proposing 424 surface parking spaces. The off-street parking regulations does not provide separate standards for multi-family or single-family development. Both residential uses require 2 parking spaces per dwelling units The majority of the units are one- and two-bedroom units; therefore, additional parking spaces will not be required to accommodate the number of proposed units. Additionally, the request is consistent with industry standards (1 to 1.5 spaces for 1 bedroom, 1.5 to 2 spaces for 2 bedrooms and 1.75 to 2 spaces for 3 bedrooms).

B. "The application of the particular provision of this chapter to a particular piece of property, due to extraordinary and exceptional conditions pertaining to that property because of its size, shape or topography, would create an unnecessary hardship for the owner while causing no detriment to the public; OR "

There are not extraordinary and exceptional conditions pertaining to the property due to its size, shape or topography. However, the property is subject to the Georgia Power easement.

B. A significant portion of the development does have an irregular shape with a significant amount of frontage on existing roads. N/A

Staff recommends **APPROVAL** of the concurrent variance petition.



APPLICATION FOR REZONING

City of Fairburn
Community Development Department
26 W. Campbellton Street
Fairburn, GA 30213

Date Received: _____

REZONING #: _____
(Office Use Only)

APPLICANT INFORMATION

Applicant Name: Portman Residential

Address: 303 Peachtree Center Ave NE Suite 575 Atlanta, GA 30303

Phone: 404-934-0293 Cell: 404-934-0293 Fax: _____

Email Address: mbrambrut@portmanresidential.com

OWNER INFORMATION (If different from Applicant) SEE NEXT PAGE FOR 2ND OWNER

Owner Name: White Brookwood Limited Liability Company

Address: 24 Stanton Way, Winder, GA 30680

Phone: 770-867-7431 Cell: _____ Fax: _____

Email Address: banker3434@gmail.com

PROPERTY INFORMATION

Address: 0 MEADOW GLEN CIR, FAIRBURN, GA 30213

Parcel ID#: 09F020100121014 & 09F070000271062 Land Lot: 12 and 27 District: 09F

REZONING REQUEST

Current Zoning: PD pursuant to Ordinance No. 98-07 Current Land Use: Highway Mixed-Use

Proposed Zoning: PD Proposed Land Use: No change - Highway Mixed-Use

Proposed Density (Residential Only): Maximum of 364 multifamily dwelling units



APPLICATION FOR REZONING

City of Fairburn
Community Development Department
26 W. Campbellton Street
Fairburn, GA 30213

Date Received: _____

REZONING #: _____
(Office Use Only)

APPLICANT INFORMATION

Applicant Name: Portman Residential

Address: 303 Peachtree Center Ave, NE

Phone: 404-934-0293 Cell: 404-934-0293 Fax: _____

Email Address: mbrambut@portmanresidential.com

OWNER INFORMATION (If different from Applicant) (2nd OWNER)

Owner Name: 3 Patas Real Estate Investments LLC

Address: 2048 Fairhaven Circle, NE, Atlanta, GA 30305

Phone: 404-784-9258 Cell: _____ Fax: _____

Email Address: s.sanchez2000@yahoo.com

PROPERTY INFORMATION

Address: 0 MEADOW GLEN CIR., FAIRBURN, GA 30213

Parcel ID#: 09F020100121014 & 09F070000271062 Land Lot: 12 and 27 District: 09F

REZONING REQUEST

Current Zoning: PD pursuant to Ordinance No. 98-07 Current Land Use: Highway Mixed-Use (vacant)

Proposed Zoning: PD Proposed Land Use: No change - Highway Mixed-Use (mixed use)

Proposed Density (Residential Only): Maximum of 364 multifamily dwelling units

SECTION I

REZONING REQUEST

Office use only:
ZONING CASE #: _____ ROAD FRONTAGE: _____

PROPERTY ADDRESS (if available): _____

The undersigned, having an interest in the property herein described, respectfully petitions that said property be rezoned from _____ PD _____ to an amended PD as described herein
Existing Zoning(s) Proposed Zoning(s)

SECTION IV

OWNER/PETITIONER

NOTICE: Part 1 and/or Part 2 below must be signed and notarized when the petition is submitted. Please complete Section IV as follows:

- a) If you are the sole owner of the property and not the petitioner complete Part 1.
- b) If you are the petitioner and not the sole owner of the property complete Part 2.
- c) If you are the sole owner and petitioner complete Part 1.
- d) If there are multiple owners each must complete a separate Part 1 and include it in the application.

Part 1. Owner states under oath that he/she is the owner of the property described in the attached legal description, which is made part of this application.

White Brookwood Limited Liability Company
 TYPE OR PRINT OWNER'S NAME By Steven F Smith
24 Stanton Way
 ADDRESS
Winder, GA 30680
 CITY & STATE ZIP CODE
StFS
 OWNER'S SIGNATURE
banker3434@gmail.com
 EMAIL ADDRESS

Sworn to and subscribed before me this the
18th Day of June 20 24
[Signature]
 NOTARY PUBLIC
(770) 867-7431
 PHONE NUMBER

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

Michelle Simpson
 TYPE OR PRINT PETITIONER'S NAME
303 Peachtree Center
 ADDRESS
Atlanta GA 30303
 CITY & STATE ZIP CODE
MSimpson
 PETITIONER'S SIGNATURE
MSimpson@portmanholdings.com
 EMAIL ADDRESS

Sworn to and subscribed before me this the
26th Day of June 20 24
[Signature]
 NOTARY PUBLIC

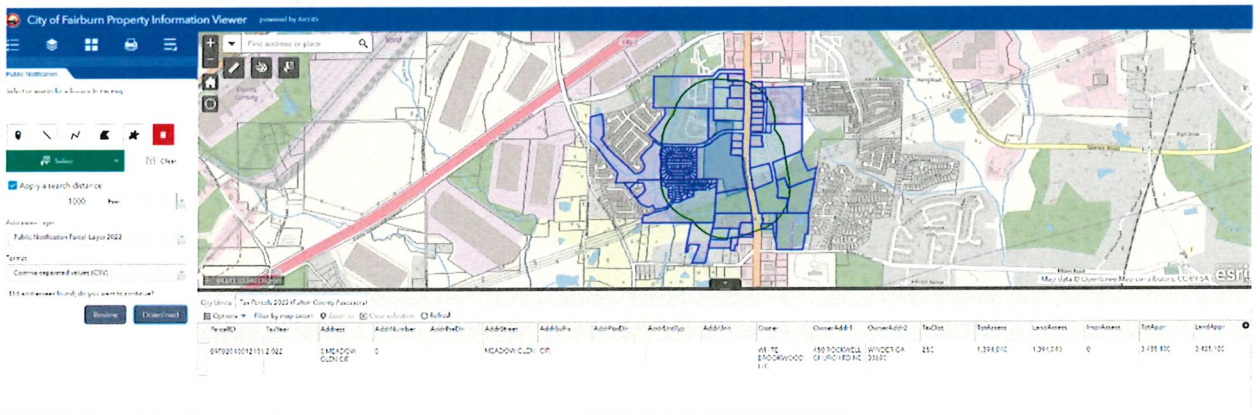
1175062942
 PHONE NUMBER

Meadow Glen Village: Public Participation Plan

Applicant: Portman Residential, LLC

- The following individuals (property owners within 1000 feet of the property), homeowner's associations, political jurisdictions, other public agencies, etc. will be notified:**

Using Fairburn's GIS database for public notification, the attached letter was mailed to the approximately 160 property owners within 1,000 feet of the property (see the attached database).



- The individuals and others listed in 1. above will be notified of the requested rezoning/use permit using the following method(s): (e.g., letters, meeting notices, telephone calls, e-mails, etc.)**

The individuals and others listed above were notified via the attached letter.

- Individuals and others listed in 1. above will be allowed to participate in the following manner: (At least one meeting at a convenient time and location is required.)**

Per the attached letter, individuals and others are invited to participate in the two virtual community meetings. Additionally, the applicant hosted two meetings with

representatives of the Meadow Glen HOA before hosting the official community meetings (one virtually on May 2nd, 2024 and one in person on May 22nd, 2024).



303 Peachtree Center Ave NE
Suite 575
Atlanta, Georgia 30303
404. 614. 5252

June 5, 2024

VIA US MAIL

NOTICE TO INTERESTED PARTIES OF REZONING COMMUNITY MEETING

Date: Tuesday, June 25th at 6:00 p.m. and Tuesday, July 23rd at 6:00 p.m.
Location: Virtual Community Meetings (details provided below)
Petitioner: Portman Residential

Dear Fairburn Neighbor:

Portman Residential (the "Petitioner") proposes a zoning amendment on an approximately 25-acre site located on the west side of Highway 74/Senoia Road and on the southern and northern side of Meadow Glen Parkway. The Petitioner is requesting a zoning amendment from the existing PD zoning district to accommodate its development plans for a mixed-use community comprising of retail, multifamily, and townhomes. A property map is included for your reference.

In accordance with the Public Participation Program requirements in the City of Fairburn Zoning Ordinance, the Petitioner will hold Official Community Meetings prior to the Public Hearing on this Rezoning Petition for the purpose of discussing this rezoning proposal with nearby property owners and organizations. The Fairburn GIS records indicate that you are either a representative of a registered neighborhood organization or an owner of property that adjoins or is located within 1,000 feet from the Property.

The Official Community Meeting will be held virtually in accordance with guidance provided by the Fairburn Planning Design & Development Department. We invite you to attend one or both virtual Official Community Meetings via Microsoft Teams on Tuesday, June 25th at 6:00 p.m. and/or Tuesday, July 23rd at 6:00 p.m.

You may join the virtual meeting by visiting the following website, and entering the following meeting ID and passcodes: www.microsoft.com/en-us/microsoft-teams/join-a-meeting

June 25th:

Meeting ID: 219 262 793 262

Passcode: bHLqnz

July 23rd:

Meeting ID: 226 776 938 861

Passcode: Nb9kj5

If you expect you will be unable to access the virtual meeting and would like additional information, please contact Marc Brambrut at mbrambrut@portmanresidential.com or call 404-934-0293 and we can make alternative arrangements for you to receive the rezoning information.

Sincerely,

A handwritten signature in blue ink, appearing to read "mbrambrut".

Marc Brambrut

Senior Vice President, Development



Portman Meadow Glen Property Map



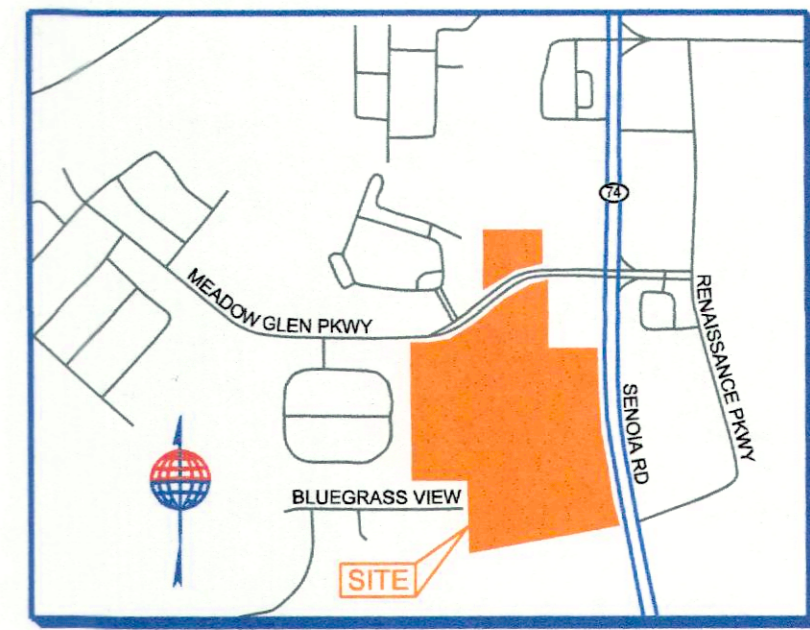
09F020100120529	1084 MEADOW GLEN CIR	SPRINGER CORBIN & DENNIS	1084 MEADOW GLEN	FAIRBURN GA 30213	199200	79680	0.1524	101 R3	25	2022
09F020200132937	0 SENOIA RD	MILAM VILLAGE LLC	136 HOOD ST STE C	MCDONOUGH GA 30253	183400	73360	0.85	300 C3	25	2022
09F020100121105	8100 SENOIA RD	CITY OF FAIRBURN GEORGIA	56 MALONE ST	FAIRBURN GA 30213	974600		5.268	300 E1	25	2022
09F070300270483	8040 SENOIA RD UNIT 1B	CLG FAIRBURN LLC	1369 MONROE DR	MONROE GA 30655	142520		0.584	300 C3	25	2022
09F0100000114185	0 MEADOW GLEN WAY	KNIGHT GROUP THE	9497 THORNTON BLVD	JONESBORO GA 30236	325600	130240	15.78	100 R5	25	2022
09F010000124036	5949 BLUEGRASS VIEW	BAIER APRIL	5949 BLUEGRASS VIEW	FAIRBURN GA 30213	236900	94760	0.2057	101 R3	25	2022
09F0201001210800	1009 MEADOW GLEN CIR	SFR XII ATL OWNER 6 LP	9200 E HAMPTON DR	CAPITAL HEIGHTS MD 20743	199800	79920	0.1377	101 R3	25	2022
09F020100121097	8045 MEADOW GLEN CIR	LANE CREEK INVESTMENTS LLC	1280 SNOWS MILL RD	BOGART GA 30622	925300	370120	1.034	325 C3	25C	2022
09F010000123988	5929 BLUEGRASS VIEW	PROGRESS RESIDENTIAL BORROWER 3 LLC	P O BOX 4090	SCOTTSDALE AZ 85261	210700	84280	0.1446	101 R3	25	2022
09F010000123905	5997 BLUEGRASS VIEW	WASHINGTON BLAIR	5897 BLUEGRASS VIEW	FAIRBURN GA 30213	185200	74080	0.1377	101 R3	25	2022
09F020100120883	1045 MEADOW GLEN CIR	DIVVY HOMES WAREHOUSE I LLC	530 HOWARD ST STE 100	SAN FRANCISCO CA 94105	199700	79880	0.1377	101 R3	25	2022
09F020100120743	3029 MEADOW GLEN PASS	BANKS MONIQUE & DASHAWN	3029 MEADOW GLEN PASS	FAIRBURN GA 30213	223200	89280	0.1705	101 R3	25	2022
09F010000123723	135 BELMONT TER	GRACE RAYMOND L	135 BELMONT TER	FAIRBURN GA 30213	248100	99240	0.3613	101 R3	25	2022
09F020100120388	1028 MEADOW GLEN CIR	GIBSON VICKIE	1028 MEADOW GLEN CIR	FAIRBURN GA 30213-4236	205200	82080	0.1656	101 R3	25	2022
09F020100120974	3008 MEADOW GLEN CIR	BARNETT CHANTELL M	3008 MEADOW GLEN CIR	FAIRBURN GA 30213	198300	79320	0.1377	101 R3	25	2022
09F020100120685	3005 MEADOW GLEN PASS	YAMASA CO LTD	P O BOX 4090	SCOTTSDALE AZ 85261	189000	75600	0.138	101 R3	25	2022
09F020100120446	1052 MEADOW GLEN CIR	SWANN BERTHA M	1052 MEADOW GLEN CIR	FAIRBURN GA 30213	198700	79480	0.2632	101 R3	25	2022
09F010000123780	5900 BLUEGRASS VIEW	HOUSTON SHAQUONZA & HOUSTON WAYNE ANTHONY	5900 BLUEGRASS VW	FAIRBURN GA 30213	241200	96480	0.1377	101 R3	25	2022
09F020100121098	8055 MEADOW GLEN CIR	MEADOW GLEN PARTNERS LLC	1931 STRADELLA RD	LOS ANGELES CA 90077	1723700	689480	1.034	374 C3	25C	2022
09F020100120602	2016 MEADOW GLEN CIR	PACE CHRISTOPHER	2016 MEADOW GLEN CIR	FAIRBURN GA 30213-3136	200500	80200	0.1636	101 R3	25	2022
09F010000123871	5885 BLUEGRASS VIEW	OPENDOOR PROPERTY TRUST I	5885 BLUEGRASS VW	FAIRBURN GA 30213	237800	95120	0.1377	101 R3	25	2022
09F020100121212	8040 SENOIA RD UNIT 4B-2	FAIRBURN COMMONS LLC	3350 RIVERWOOD PKWY STE 450	ATLANTA GA 30339	1564800	625920	1.868	374 C3	25	2022
09F010000123640	8307 CHAMPION TRL	WAQLOU PATIENCE	8307 CHAMPION TRL	FAIRBURN GA 30213	256200	102480	0.234	101 R3	25	2022
09F020100120479	1054 MEADOW GLEN CIR	EVANS CASSANDRA	1054 MEADOW GLEN CIR	FAIRBURN GA 30213	192400	76960	0.1615	101 R3	25	2022
09F020100121154	8335 SENOIA RD	AMSDELL STORAGE VENTURES S2 LLC	20445 EMERALD PARKWAY DR STE 220	CLEVELAND OH 44135	2508600	1003440	4.04	396 C4	25	2022
09F010000124044	8322 CHAMPION TRL	FKH SFR C1 LP	1850 PARKWAY PL STE 900	MARIETTA GA 30067	248900	99560	0.1961	101 R3	25	2022
09F020100120339	1008 MEADOW GLEN CIR	SHARPE WILLIAM T	1008 MEADOW GLEN CIR	FAIRBURN GA 30213	210900	84360	0.1722	101 R3	25	2022
09F020100120891	1049 MEADOW GLEN CIR	ARMOUR WILLIE	1049 MEADOW GLEN CIR	FAIRBURN GA 30213	196800	78720	0.1377	101 R3	25	2022
09F020100120834	1025 MEADOW GLEN CIR	BRIDGES CASSANDRA J	1025 MEADOW GLEN CIR	FAIRBURN GA 30213	191400	76560	0.1468	101 R3	25	2022
09F010000123821	5905 BLUEGRASS VIEW	SWINGER CHERYL B	5905 BLUEGRASS VIEW	FAIRBURN GA 30213	229900	91960	0.1377	101 R3	25	2022
09F020100120750	1069 MEADOW GLEN CIR	IH4 PROPERTY GEORGIA LP	950 NORTH-POINT PKWY	ALPHARETTA GA 30005	197500	79000	0.1378	101 R3	25	2022
09F010000123731	130 BELMONT TER	SRMZ 3 LLC	5001 PLAZA ON THE LK STE 200	AUSTIN TX 78746	251800	100720	0.2683	101 R3	25	2022
09F010000123996	5933 BLUEGRASS VIEW	JORDAN SHIRL	5933 BLUEGRASS VIEW	FAIRBURN GA 30213	247300	98920	0.1377	101 R3	25	2022
09F020100120396	1032 MEADOW GLEN CIR	PORTER RASCHELLE	1032 MEADOW GLEN CIR	FAIRBURN GA 30213	222200	88880	0.1409	101 R3	25	2022
09F020100120693	3009 MEADOW GLEN PASS	TREJO JOSE R	3009 MEADOW GLEN PASS	FAIRBURN GA 30213	199500	79800	0.1377	101 R3	25	2022
09F020100120552	1096 MEADOW GLEN CIR	ILG HOLDINGS LLC	P O BOX 596	SHARPSBURG GA 30277	210200	84080	0.3053	101 R3	25	2022
09F070300260419	8000 SENOIA RD	IH KRYSITL FAIRBURN LLC	201 ALLEN RD STE 300	ATLANTA GA 30328	749600	299840	0.858	325 C3	25	2022
09F020100120503	1076 MEADOW GLEN CIR	HOSEA CELICE	1076 MEADOW GLEN CIR	FAIRBURN GA 30213	202500	81000	0.1377	101 R3	25	2022
09F020100120867	1037 MEADOW GLEN CIR	HERNANDEZ SARA	1037 MEADOW GLEN CIR	FAIRBURN GA 30213	200000	80000	0.1377	101 R3	25	2022
09F070300270236	0 SENOIA RD	CMISGS INVESTMENTS LLC	3890 REDWINE RD SW STE 210	ATLANTA GA 30331	343600	137440	0.91	300 C3	25	2022
09F020100120636	2028 MEADOW GLEN CIR	SUTPHIN ANTHONY J	796 SACCO PL	BELLMORE NY 11710	222800	89120	0.3008	101 R3	25	2022
09F070300270350	7925 SENOIA RD	WASH ME FAST FAIRBURN LLC	6320 HIGHWAY 5	DOUGLASVILLE GA 30135	780700	312280	1.43	336 C3	25C	2022
09F020100120289	5796 LANDRUM RD	BULLOCK GEORGE F SR & BARBARA	5796 LANDRUM RD	FAIRBURN GA 30213-2812	214400	85760	6	101 R4	25	2022
09F010000123913	5901 BLUEGRASS VIEW	FKH SFR C1 LP	1850 PARKWAY PL STE 900	MARIETTA GA 30067	247100	98840	0.1377	101 R3	25	2022
09F020100121162	0 SENOIA RD	PARROTT TIMOTHY H & MARSHA	339 TRICKUM CREEK RD	TYRONE GA 30290-9705	61800	24720	0.929	100 C3	25	2022
09F010000123673	8319 CHAMPION TRL	MC CORD ROMON	8319 CHAMPION TRL	FAIRBURN GA 30213	219700	87880	0.1446	101 R3	25	2022
09F020100120925	3028 MEADOW GLEN PASS	GARCIA SERGIO & CARMEN HERMOSILLO	3028 MEADOW GLEN PASS	FAIRBURN GA 30213	277700	111080	0.1705	101 R3	25	2022
09F010000123962	5921 BLUEGRASS VIEW	LUXOR SFR SPV 1 LLC	1114 AVENUE OF THE AMERICAS FLOOR 29TH	NEW YORK NY 10036	226100	90440	0.1377	101 R3	25	2022
09F070000121220	0 MEADOW GLEN CIR	GARCIA HURFILIO GARCIA	728 SOUTH FAIRFIELD DR	PEACHTREE CITY GA 30269	472500	189000	1	300 C3	25C	2022
09F010000123764	5908 BLUEGRASS VIEW	RH PARTNERS OWNERCO LLC	5001 PLAZA ON THE LK STE 200	AUSTIN TX 78746	237700	95080	0.1377	101 R3	25	2022
09F020100120420	1044 MEADOW GLEN CIR	MARTINEZ ABEL	1044 MEADOW GLEN CIR	FAIRBURN GA 30213	199100	79640	0.1501	101 R3	25	2022
09F010000124077	8306 CHAMPION TRL	DESRAVINES MACKLEEN & SPARKMAN DORYAN A	8310 CHAMPION TRL	FAIRBURN GA 30213	190000	76000	0.1663	101 R3	25	2022
09F020100120958	3016 MEADOW GLEN PASS	ASHMON BAXTER	3016 MEADOW GLEN DR	FAIRBURN GA 30213	204300	81720	0.1377	101 R3	25	2022
09F020100120662	1020 MEADOW GLEN CIR	WHITE BROOKWOOD LIMITED LIABILITY CO	450 ROCKWELL CHURCH RD NE	WINNER GA 30660	165200	66080	7.5	100 R4	25	2022
09F020100120727	3021 MEADOW GLEN PASS	RAMCHARAN MICHAEL & ANNIE	1020 MEADOW GLEN CIR	FAIRBURN GA 30213	257200	102880	0.3629	101 R3	25	2022
09F020100120727	3021 MEADOW GLEN PASS	YENGLE MARIA I	3021 MEADOW GLENN PASS	FAIRBURN GA 30213	188800	75520	0.1377	101 R3	25	2022
09F010000123707	115 BELMONT TER	ASSOCIATED PARTNERS LLC	3418 DEER LANE DR	TALLAHASSEE FL 32312	222700	89080	0.1839	101 R3	25	2022
09F020100120669	2040 MEADOW GLEN CIR	SMITH PHYLLIS M	2040 MEADOW GLEN CIR	FAIRBURN GA 30213	208100	83240	0.1956	101 R3	25	2022

09F020100120537	1088 MEADOW GLEN CIR	ELDER LARRY & KIMBERLY	1088 MEADOW GLEN CIR	FAIRBURN GA 30213	209200	83660	0.1807	101 R3	25	2022
09F010000123848	5873 BLUEGRASS VIEW	STROZIER ANTHONY W	5873 BLUEGRASS VIEW	FAIRBURN GA 30213	236600	95440	0.3381	101 R3	25	2022
09F0703000260443	0 SENOIA RD	BISHOP KAMMERER II LLC	7475 ROSWELL RD	ATLANTA GA 30328	462000	184800	1.067	300 C3	25	2022
09F0703000260476	8040 SENOIA RD UNIT 1A	DEVELOPMENT AUTHORITY OF FULTON COUNTY	3715 NORTHSIDE PKY STE 1-310	ATLANTA GA 30327	43677700	9609090	17.528	888 C5	25	2022
09F020100120511	1080 MEADOW GLEN CIR	SMITH TIJANA TAVARES	1080 MEADOW GLEN CIR	FAIRBURN GA 30213	193300	77320	0.1377	101 R3	25	2022
09F020100120875	1041 MEADOW GLEN CIR	JOHNSON MAURICE	1041 MEADOW GLEN CIR	FAIRBURN GA 30213	225600	90240	0.1377	101 R3	25	2022
09F020100120644	2032 MEADOW GLEN CIR	DENHAM SHANNON A	2032 MEADOW GLEN CIR	FAIRBURN GA 30213	228100	91240	0.2384	101 R3	25	2022
09F010000123855	5877 BLUEGRASS VIEW	MILLS MELISSA L	5877 BLUEGRASS VIEW	FAIRBURN GA 30213	251900	100760	0.207	101 R3	25	2022
09F020100120313	1000 MEADOW GLEN CIR	PARADES LUSI G & CHICAS HECTOR M	1000 MEADOW GLEN CIR	FAIRBURN GA 30213	200000	80000	0.2043	101 R3	25	2022
09F070000270999	79145 SENOIA RD	PEACHTREE LANDING GARDENS LP	999 WATERSIDE DR STE 2300	NORFOLK VA 23510	28690000	11476000	26.48 2A1	C5	25	2022
09F010000123681	6323 CHAMPION TRL	ALTO ASSET COMPANY 1 LLC	5001 PLAZA ON THE LK STE 200	AUSTIN TX 78746	273400	109360	0.1788	101 R3	25	2022
09F010000123947	5913 BLUEGRASS VIEW	GEMES KATRINA A	5913 BLUEGRASS VW	FAIRBURN GA 30213	249900	99960	0.1377	101 R3	25	2022
09F020100120818	1013 MEADOW GLEN CIR	LESLIE JAMES	P.O. BOX 592	TYRONE GA 30290	203100	81240	0.1547	101 R3	25	2022
09F020100120982	3004 MEADOW GLEN PASS	COLFIN AI GA 1 LLC	8665 E HARTFORD DR STE 200	SCOTTSDALE AZ 85255	141600	56640	0.138	101 R3	25	2022
09F070300273487										
09F020100120370	1024 MEADOW GLEN CIR	2014-2 IH BORROWER L P	901 MAIN ST STE 4700	DALLAS TX 75202	188000	75200	0.2328	101 R3	25	2022
09F070000279982	7595 SENOIA RD	CBOSCS	307 HARTMANN DR	LEBANON TN 37087	1267300	506920	2.32	321 C4	25C	2022
09F010000123715	125 BELMONTTIER	ROUNDTREE ALCANA A	125 BELMONTTIER	FAIRBURN GA 30213	240400	96160	0.1963	101 R3	25	2022
09F020100120677	1021 MEADOW GLEN CIR	CAMERON DELABIA L	1021 MEADOW GLEN CIR	FAIRBURN GA 30213	218600	87440	0.1468	101 R3	25	2022
09F0703000260435	0 SENOIA RD	GARCIA MARICELA GARCIA	726 S FAIRFIELD DR	PEACHTREE CITY GA 30269	346500	136600	0.926	300 C3	25	2022
09F020100120610	2020 MEADOW GLEN CIR	PLEHN NHORA M	145 EDMONDSON WAY	FAYETTEVILLE GA 30214	198300	79320	0.2342	101 R3	25	2022
09F020100121204	804 SENOIA RD UNIT 4B-1	OCF FAIRBURN LLC	1922 PROFESSIONAL CIR STE 100	AUBURN AL 36830	5858300	2343320	31.046	300 C5	25	2022
09F010000123798	5886 BLUEGRASS VIEW	BROWN KEISHA T	5886 BLUEGRASS VIEW	FAIRBURN GA 30213	227100	90840	0.1377	101 R3	25	2022
09F020100121048	0 LANDRUM RD	AMSDELL STORAGE VENTURES S2 LLC	20445 EMERALD PARKWAY DR STE 220	CLEVELAND OH 44135	110500	44200	2.452	300 C4	25	2022
09F010000123889	5889 BLUEGRASS VIEW	MC CARTHNEY MACK & MARGARET	5889 BLUEGRASS VIEW	FAIRBURN GA 30213	230200	92080	0.1377	101 R3	25	2022
09F020100120487	1068 MEADOW GLEN CIR	US SFE ASSET COMPANY 2 LLC	P O BOX 4090	SCOTTSDALE AZ 85261	190400	76160	0.1377	101 R3	25	2022
09F010000123657	8311 CHAMPION TRL	CITY OF FAIRBURN GEORGIA	8300 N MOPAC EXPRESSWAY # 200	AUSTIN TX 78759	246500	98600	0.1931	101 R3	25	2022
09F020100121113	8140 SENOIA RD	COLON VIVIAN	56 MALONE ST	FAIRBURN GA 30213	1480600		11.796	300 E1	25	2022
09F020100120347	1012 MEADOW GLEN CIR	PORTER BERYL RODERICK	1012 MEADOW GLEN CIR	FAIRBURN GA 30213	192000	76800	0.1995	101 R3	25	2022
09F020100120909	1053 MEADOW GLEN CIR	MAVS CAANDI G	1053 MEADOW GLEN CIR	FAIRBURN GA 30213	202200	80880	0.1381	101 R3	25	2022
09F020100120784	1001 MEADOW GLEN CIR	875 WOODSTOCK LLC	1001 MEADOWS GLEN CIR	FAIRBURN GA 30213	227800	91120	0.1377	101 R3	25	2022
09F070000279974	0 SENOIA RD	FRANCOIS MICHELLE	2145 A DULUTH HIGHWAY 120	DULUTH GA 30097-4007	67300	26920	0.63	339 C3	25C	2022
09F010000123939	5909 BLUEGRASS VIEW	QUARLES JAMES H & JOYCE	5909 BLUEGRASS VW	FAIRBURN GA 30213	221900	88760	0.1377	101 R3	25	2022
09F020100120404	1036 MEADOW GLEN CIR	HOME SFR BORROWER II LLC	1029 MEADOW GLEN CIR	FAIRBURN GA 30313	205000	82000	0.1378	101 R3	25	2022
09F020100120842	1029 MEADOW GLEN CIR	PROGRESS RESIDENTIAL BORROWER 17 LLC	1110 STRAND ST STE 2A	CHRISTIANSSTED 00820	201900	80760	0.1377	101 R3	25	2022
09F010000124028	5945 BLUEGRASS VIEW	FAIRBURN SHOPS LLC	PO BOX 4090	SCOTTSDALE AZ 85261	224000	89600	0.2012	101 R3	25	2022
09F020200130436	5650 MILAM RD	ELLIS JACQUELINE	131 GULF BRIDGE LN	SUNNYSIDE FL 32461	666500	266600	14.243	300 C5	25	2022
09F020100120701	3013 MEADOW GLEN PASS	STEPHENS CALVIN A	3013 MEADOW GLEN PASS	FAIRBURN GA 30213	191900	76760	0.1377	101 R3	25	2022
09F020100120453	1056 MEADOW GLEN CIR	LOCKETT SHERRY L & WHITTE	1056 MEADOW GLEN CIR	FAIRBURN GA 30213	216500	86600	0.3316	101 R3	25	2022
09F010000123822	5884 BLUEGRASS VIEW	WILLIAMS MAILAN	5884 BLUEGRASS VIEW	FAIRBURN GA 30213	246500	98600	0.1377	101 R3	25	2022
09F020100120586	2008 MEADOW GLEN CIR		2008 MEADOW GLEN CIR	FAIRBURN GA 30213	204700	81880	0.1475	101 R3	25	2022

MISC. NOTE

THIS SURVEY IS A RETRACEMENT OF EXISTING PARCELS OF LAND...

ALTA/NSPS LAND TITLE SURVEY FOR TRACT A & D: PORTMAN RESIDENTIAL, LLC & FIDELITY NATIONAL TITLE INSURANCE COMPANY...



LOCATION MAP

NOT TO SCALE LAT: 33°02'02.57" N LONG: -84°34'44.32" W

AREAS OF INTEREST TABLE

AREA OF INTEREST

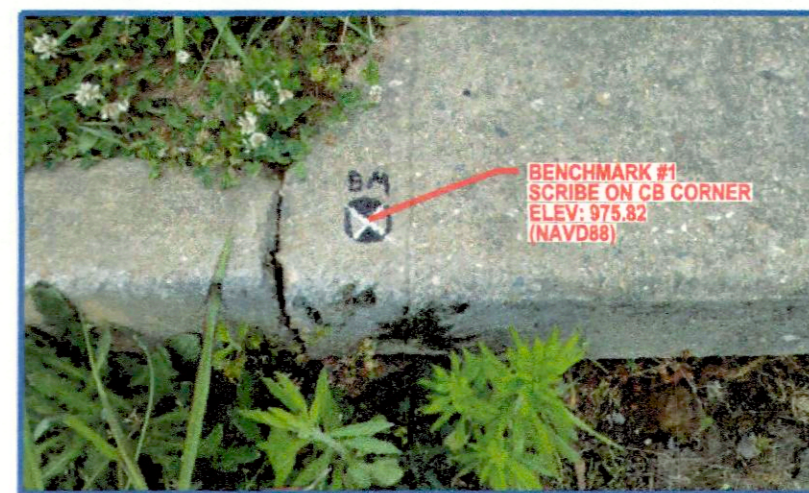
- 1. COMMUNICATION LINE CROSSES PROPERTY LINE
2. ELECTRIC LINE CROSSES PROPERTY LINE
3. FENCE AND COLUMNS ON SUBJECT PROPERTY...

AREA TABLE

TRACT A: 879,386 SQ.FT. OR 20.1880 AC.
TRACT C: 109,682 SQ.FT. OR 2.5179 AC.
TRACT D: 128,646 SQ.FT. OR 2.9533 AC.
TOTAL: 1,117,714 SQ.FT. OR 25.6592 AC.

REFERENCE MATERIAL

- 1. GDOT RW PLANS FOR STATE ROUTE 74
2. PRELIMINARY SUBDIVISION PLAT OF MEADOW GLEN OUTPARCELS
3. ALTA/NSPS LAND TITLE SURVEY FOR WHITE CONSTRUCTION COMPANY...



BENCHMARK #1



BENCHMARK #2

SURVEY NOTES

EQUIPMENT USED: A TRIMBLE S3 SERIES TOTAL STATION WAS USED TO OBTAIN ANGULAR MEASUREMENTS AND DISTANCE MEASUREMENTS.
A TRIMBLE R-12 DUAL FREQUENCY GPS UNIT WAS USED FOR ESTABLISHING CONTROL...

TITLE NOTES - TRACT A & D

- I. ACCORDING TO THE "FIRM" (FLOOD INSURANCE RATE MAP) OF FULTON COUNTY, GEORGIA...
II. SUBJECT PROPERTY HAS DIRECT VEHICULAR ACCESS TO THE PUBLIC RIGHTS-OF-WAY OF MEADOW GLEN PARKWAY AND GEORGIA STATE ROUTE 74 AS SHOWN HEREON.

TITLE NOTES - TRACT C

- I. ACCORDING TO THE "FIRM" (FLOOD INSURANCE RATE MAP) OF FULTON COUNTY, GEORGIA...
II. SUBJECT PROPERTY HAS ACCESS TO THE PUBLIC RIGHT-OF-WAY OF GEORGIA STATE ROUTE 74. NO CURB CUTS OR EXISTING DRIVES OBSERVED.

PROPERTY DESCRIPTION (TRACT A)

All that tract or parcel of land lying and being in Land Lots 12 & 27, 9F District, City of Fairburn, Fulton County, Georgia and being more particularly described as follows:

To find the Point of Beginning, commence at a capped rebar found "LSF #00538" at the intersection of the Southern Right-of-Way Line of Meadow Glen Parkway...

- 1. South 01° 57' 51" West, 503.16 feet; thence,
2. North 87° 39' 47" West, 45.89 feet; thence,
3. South 01° 57' 51" West, 349.63 feet; thence,
4. North 87° 39' 47" East, 325.07 feet to a point on the aforesaid line of Georgia State Route 74...

Property is subject to all easements and rights of way recorded and unrecorded.

SITE INFORMATION

TRACT "A" CURRENT OWNER: WHITE BROOKWOOD LIMITED LIABILITY COMPANY DB. 28568 PG. 114

TAX PARCEL ID # 09F020100121014 (A PORTION OF) ADDRESS: UNASSIGNED

TRACT "C" CURRENT OWNER: 3 PATAS REAL ESTATE INVESTMENTS LLC DB. 66509 PG. 274

TAX PARCEL ID # 09F020100121014 (A PORTION OF) ADDRESS: UNASSIGNED

TRACT "D" CURRENT OWNER: WHITE BROOKWOOD LIMITED LIABILITY COMPANY DB. 48406 PG. 44

TAX PARCEL ID # 09F070002071062 ADDRESS: UNASSIGNED

ZONING INFORMATION (TRACT A, C & D) ZONING: PD (PLANNED DEVELOPMENT ZONING DISTRICT) JURISDICTION: CITY OF FAIRBURN

SETBACKS & LANDSCAPE BUFFERS SHOWN PER REF. #2, #4, & PB. 446 PG. 84

LOCAL GOVERNING AUTHORITIES SHOULD BE CONSULTED TO VERIFY THE DIMENSIONS OF THE SETBACKS SHOWN HEREON.

MAXIMUM BUILDING HEIGHT: 48 FEET

NO PARKING SPACES OBSERVED ON SITE.

NO BUILDINGS OBSERVED ON SITE.

UTILITY NOTES

THE UNDERGROUND UTILITIES SHOWN HEREON ARE BASED ON LOCATION OF MARKINGS PROVIDED BY:

GROUNDHAWK SUBTERRANEAN INTELLIGENCE 355 ONETA STREET, SUITE D200 ATHENS, GA 30601 PHONE: 706-204-9516 ATTENTION: RYAN MCCRAME

To find the Point of Beginning, commence at a capped rebar found "LSF #00538" at the intersection of the Southern Right-of-Way Line of Meadow Glen Parkway...

- 1. South 01° 57' 51" West, 145.55 feet; thence,
2. 203.81 feet along the arc of a curve deflecting to the left, having a radius of 1,473.60 feet and a chord bearing and distance of South 01° 59' 53" East, 203.65 feet; thence, leaving the aforesaid line of Georgia State Route 74 and running
3. North 87° 39' 47" West, 325.07 feet; thence,
4. North 01° 57' 51" East, 349.63 feet; thence,
5. South 87° 39' 47" East, 311.00 feet to the Point of Beginning, containing 109,682 square feet or 2.5179 acres of land, more or less.

Property is subject to all easements and rights of way recorded and unrecorded.

UTILITY PROVIDERS

Table with columns: GAS (Atlanta Gas Light Clayton 404-387-5184), WATER (City of Atlanta City of Fairburn 404-546-3519 / 407-367-3617), COMMUNICATION (AT&T Comcast Verizon Business Bandwidth Infrastructure Group GA, LLC 305-409-1542 / 878-708-7112 / 800-654-9875), ELECTRIC (COWETA FAYETTE EMC City of Fairburn GDOT (TRAFFIC) GREYSTONE POWER CORPORATION 770-252-7448 / 878-201-2541 / 404-635-2893 / 878-831-2444), SEWER (Fulton County 404-612-2023)

PROPERTY DESCRIPTION (TRACT C)

All that tract or parcel of land lying and being in Land Lot 12, 9F District, City of Fairburn, Fulton County, Georgia and being more particularly described as follows:

To find the Point of Beginning, commence at a capped rebar found "LSF #00538" at the intersection of the Southern Right-of-Way Line of Meadow Glen Parkway...

- 1. South 01° 57' 51" West, 145.55 feet; thence,
2. 203.81 feet along the arc of a curve deflecting to the left, having a radius of 1,473.60 feet and a chord bearing and distance of South 01° 59' 53" East, 203.65 feet; thence, leaving the aforesaid line of Georgia State Route 74 and running
3. North 87° 39' 47" West, 325.07 feet; thence,
4. North 01° 57' 51" East, 349.63 feet; thence,
5. South 87° 39' 47" East, 311.00 feet to the Point of Beginning, containing 109,682 square feet or 2.5179 acres of land, more or less.

PROPERTY DESCRIPTION (TRACT D)

All that tract or parcel of land lying and being in Land Lots 12 & 27, 9F District, City of Fairburn, Fulton County, Georgia and being more particularly described as follows:

To find the Point of Beginning, commence at a point at the intersection of the Northern Right-of-Way Line of Meadow Glen Parkway...

- 1. 305.48 feet along the arc of a curve deflecting to the left, having a radius of 490.00 feet and a chord bearing and distance of South 68° 56' 26" West, 300.55 feet; thence,
2. South 51° 13' 21" West, 212.63 feet; thence, leaving the aforesaid line of Meadow Glen Parkway and running
3. North 02° 07' 32" East, 456.65 feet; thence,
4. South 88° 01' 50" East, 434.79 feet; thence,
5. South 01° 58' 10" West, 200.44 feet to the Point of Beginning, containing 128,646 square feet or 2.9533 acres of land, more or less.

Property is subject to all easements and rights of way recorded and unrecorded.

SPECIAL NOTES

- 1. CERTIFICATION AND DECLARATION IS MADE TO THE ENTITIES AS LISTED IN THE TITLE BLOCK AND/OR CERTIFICATIONS, THE CERTIFICATIONS AND DECLARATIONS ON THIS PLAT ARE NOT TRANSFERABLE TO ADDITIONAL INSTITUTIONS OR SUBSEQUENT OWNERS.
2. SUBSURFACE AND ENVIRONMENTAL CONDITIONS WERE NOT EXAMINED OR CONSIDERED AS A PART OF THIS SURVEY. NO STATEMENT IS MADE CONCERNING THE EXISTENCE OF UNDERGROUND OR OVERHEAD CONTAINERS OR FACILITIES THAT MAY AFFECT THE USE OR DEVELOPMENT OF THIS PROPERTY.

RECORDING CERTIFICATE

THIS PLAT IS A RETRACEMENT OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT SURVEY OR CREATE A NEW PARCEL OR MAKE ANY CHANGES TO ANY REAL PROPERTY BOUNDARIES. THE RECORDING INFORMATION OF THE DOCUMENTS, MAPS, PLATS, OR OTHER INSTRUMENTS WHICH CREATED THE PARCEL OR PARCELS ARE STATED HEREON. RECORDING INFORMATION DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REGULATIONS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.



JOSHUA D. WILSON REGISTERED NUMBER: 3501

ALTA/NSPS CERTIFICATE

TO: TRACT A & D: PORTMAN RESIDENTIAL, LLC & FIDELITY NATIONAL TITLE INSURANCE COMPANY
TRACT C: 3 PATAS REAL ESTATE INVESTMENTS LLC & FIDELITY NATIONAL TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR SURVEY AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6(A), 8(D), 7(B), 7(D), 11, 12, 13, 14, 15, 17 & 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JUNE 7, 2024. THE DATE OF THE SURVEY OR MAP IS JUNE 14, 2024.



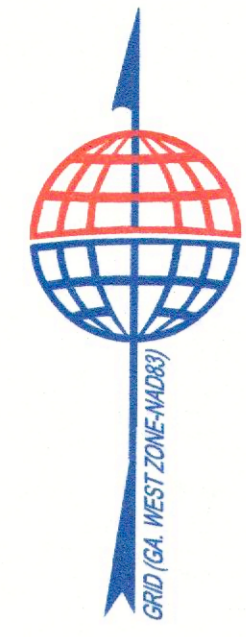
JOSHUA D. WILSON REGISTERED NUMBER: 3501

Phone No. (770) 421-1827 www.TerraMark.com 1386 Bellis Ferry Road Marietta, Georgia 30066



Table with columns: Project No., Survey Owner, Date, Scale, etc.

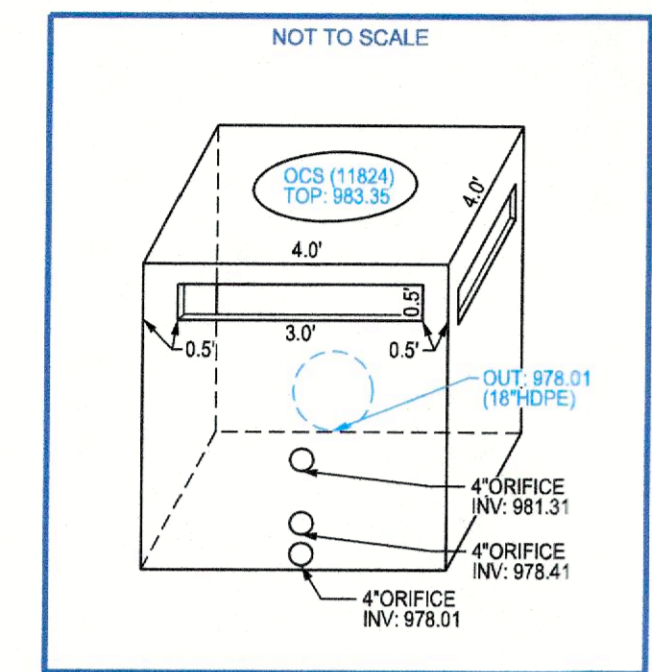
ALTA/NSPS LAND TITLE SURVEY FOR TRACT A & D: PORTMAN RESIDENTIAL, LLC & FIDELITY NATIONAL TITLE INSURANCE COMPANY TRACT C: 3 PATAS REAL ESTATE INVESTMENTS LLC & FIDELITY NATIONAL TITLE INSURANCE COMPANY (MEADOW GLEN VILLAGE) LOCATED IN LAND LOTS 12 & 27, DISTRICT 9F CITY OF FAIRBURN, FULTON COUNTY, GEORGIA



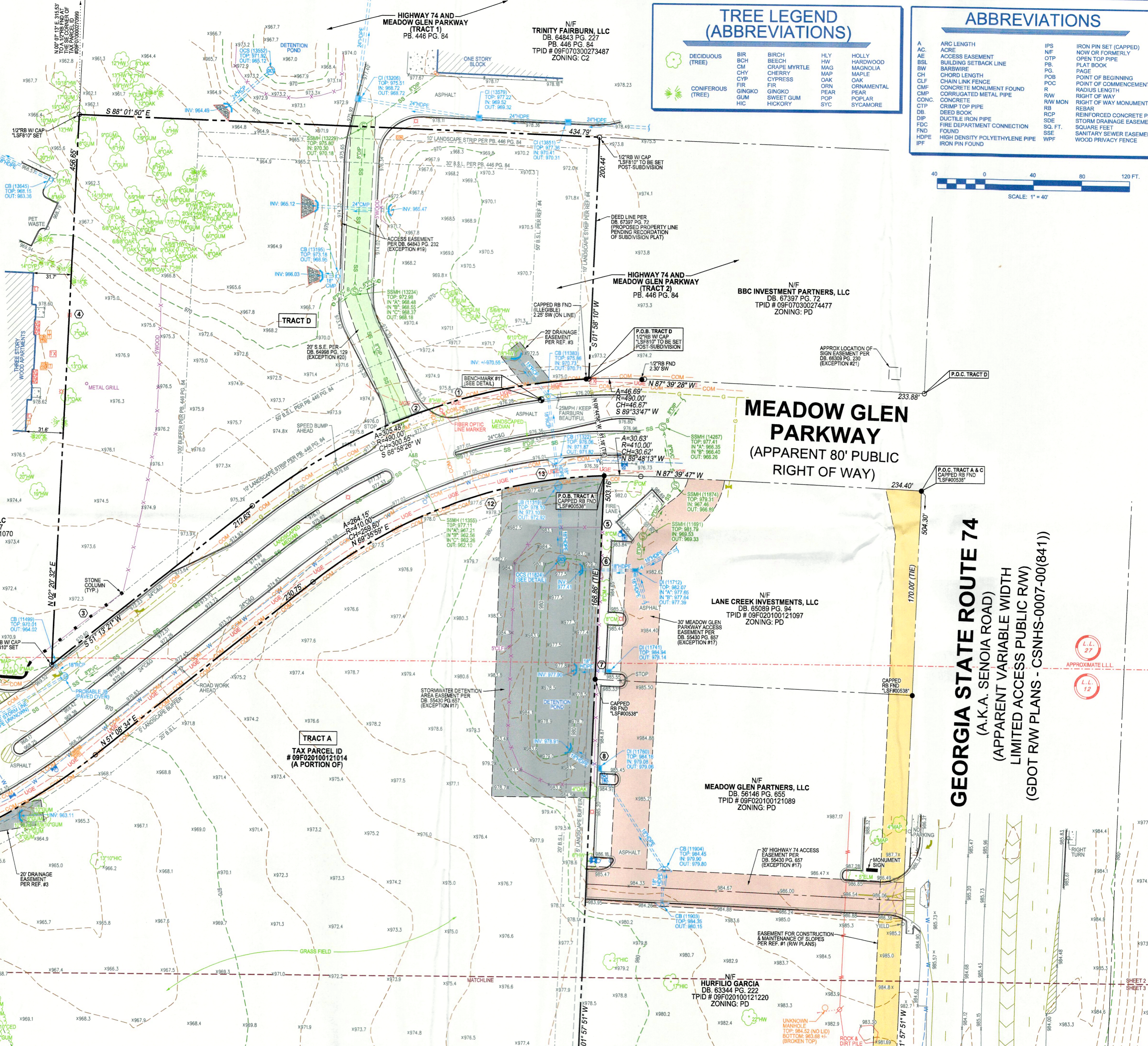
THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT.

LEGEND

- CURB AND GUTTER (C&G)
 - FENCE
 - HANDRAIL
 - - - STORM DRAIN LINE
 - - - SANITARY SEWER
 - - - WATER LINE
 - - - GAS LINE
 - - - UNDERGROUND POWER LINE
 - - - OVERHEAD POWER LINE
 - - - COMMUNICATION
 - - - TOPOGRAPHIC CONTOUR
 - - - PROPERTY LINE
 - CATCH BASIN (DWBC)
 - CATCH BASIN (SWBC)
 - DROP INLET (DI)
 - JUNCTION BOX (JB)
 - HEAD WALL (HW)
 - CURB INLET (CI)
 - FLARED END SECTION (FES)
 - OUTLET CONTROL STRUCTURE
 - YARD DRAIN INLET
 - SS MANHOLE (MH)
 - CLEAN OUT (CO)
 - GREASE TRAP (GT)
 - IRRIGATION CONTROL VALVE
 - FIRE HYDRANT (FH)
 - WATER VALVE (WV)
 - WATER METER (WM)
 - FIRE DEPT. CONNECTION (FDC)
 - WATER VALVE MARKER
 - TRANSFORMER BOX (TX)
 - AIR CONDITIONER (AC)
 - ELECTRIC METER (EM)
 - ELECTRIC UTILITY
 - LIGHT POLE (LP)
 - POWER POLE WITH LIGHT
 - POWER POLE (PP)
 - UTILITY MANHOLE (UM)
 - SPOTLIGHT
 - GAS METER (GM)
 - GAS VALVE (GV)
 - TELEPHONE PEDESTAL
 - COMMUNICATION BOX
 - TRAFFIC SIGNAL
 - BOLLARD (BO)
 - MAIL BOX
 - SIGN
 - CROSSWALK SIGNAL
 - SPOT ELEVATION
 - CONCRETE AREA
 - OVERHANG AREA
 - RIP-RAP AREA
 - BRICK AREA
 - TREELINE
- x 1000.00



OCS (11824) DETAIL

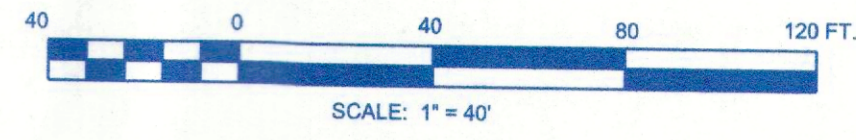


TREE LEGEND (ABBREVIATIONS)

DECIDUOUS (TREE)	BIRCH	BEECH	HLY	HOLLY
	BCH	CRAPE MYRTLE	HW	HARDWOOD
	CM	CHERRY	MAG	MAGNOLIA
	CYP	CYPRESS	MAP	MAPLE
CONIFEROUS (TREE)	GINGKO	FIR	OAK	OAK
	GUM	SWEET GUM	ORN	ORNAMANTAL
	HIC	HICKORY	PEAR	PEAR
			POP	POPULAR
			SYC	SYCAMORE

ABBREVIATIONS

A	ARC LENGTH	IPS	IRON PIN SET (CAPPED)
AC	ACRE	NF	NOW OR FORMERLY
AE	ACCESS EASEMENT	OTP	OPEN TOP PIPE
BSL	BUILDING SETBACK LINE	PB	PLAT BOOK
BW	BARBWARE	PG	PAGE
CH	CHAIN LENGTH	POB	POINT OF BEGINNING
CLF	CHAIN LINK FENCE	POC	POINT OF COMMENCEMENT
CMF	CONCRETE MONUMENT FOUND	R	RADIUS LENGTH
CMPT	CORRUGATED METAL PIPE	RM	RIGHT OF WAY MONUMENT
CONC.	CONCRETE	RW	RIGHT OF WAY
CPT	CRIMP TOP PIPE	RB	REBAR
DIP	DEED BOOK	RCP	REINFORCED CONCRETE PIPE
FDC	FIRE DEPARTMENT CONNECTION	SDE	STORM DRAINAGE EASEMENT
FND	FIND	SQ. FT.	SQUARE FEET
HDP	HIGH DENSITY POLYETHYLENE PIPE	SSE	SANITARY SEWER EASEMENT
IPF	IRON PIN FOUND	WPF	WOOD PRIVACY FENCE



SCALE: 1" = 40'

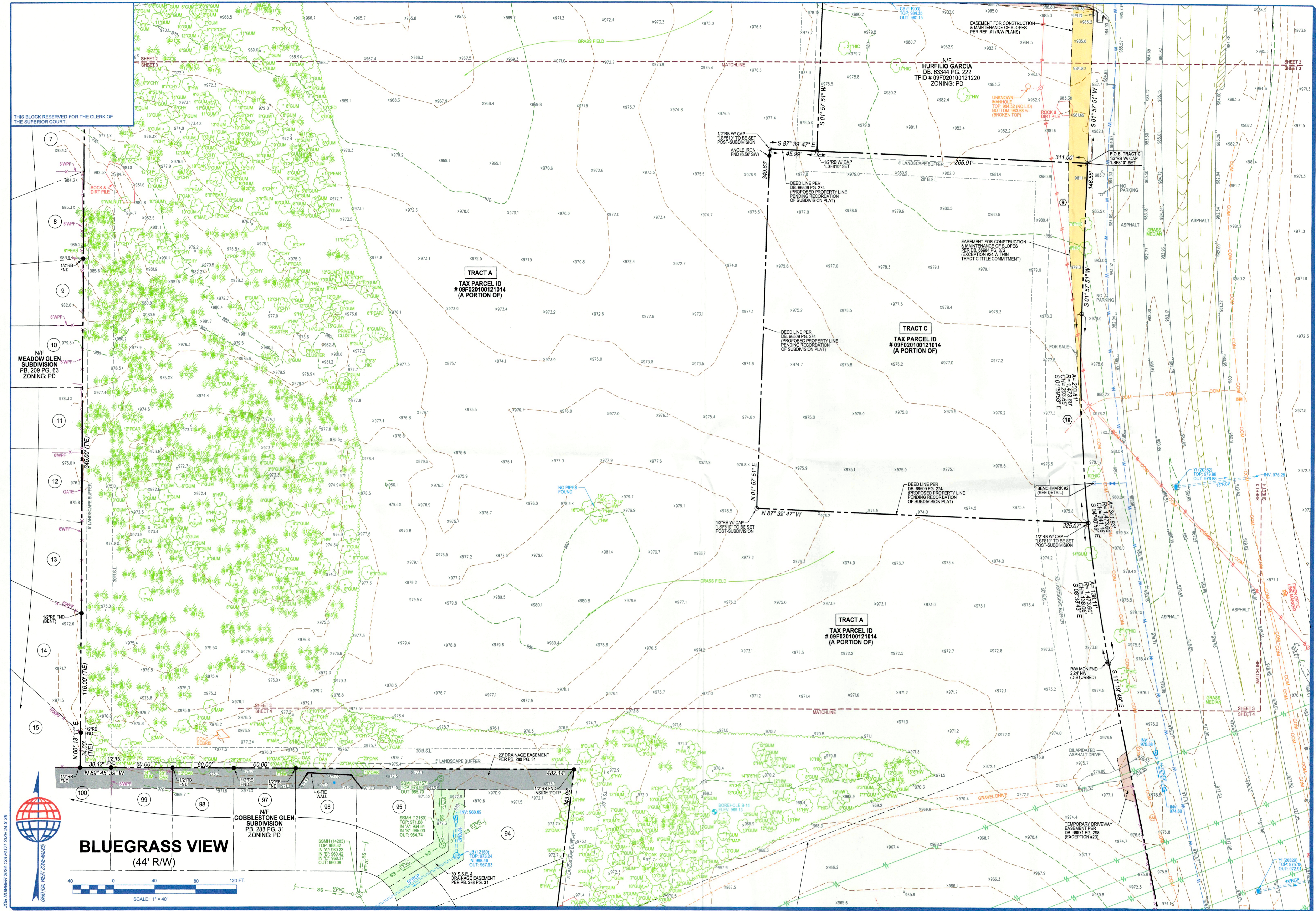


Phone No. (770) 421-1927
C.O.A.# LSF008710
TerraMark Geospatial
TerraMark Land Surveying, Inc.
1508 Bliss Ferry Road
Marietta, Georgia 30066

Date	Revision

ALTA'S LAND TITLE SURVEY FOR TRACT A & D: PORTMAN RESIDENTIAL, LLC & FIDELITY NATIONAL TITLE INSURANCE COMPANY, TRACT B & C: HAWTHORNE REAL ESTATE INVESTMENTS, LLC & FIDELITY NATIONAL TITLE INSURANCE COMPANY (MEADOW GLEN VILLAGE) LOCATED IN LAND LOTS 12 & 27, DISTRICT 9F, CITY OF FAIRBURN, FULTON COUNTY, GEORGIA

SHEET NO.
2/4
DRAWING# TM-24-133



JOB NUMBER: 2024-133; PLOT SIZE: 24 X 36



BLUEGRASS VIEW
(44' R/W)

COBBLESTONE GLEN
SUBDIVISION
PB. 288 PG. 31
ZONING: PD

MEADOW GLEN
SUBDIVISION
PB. 209 PG. 83
ZONING: PD

30' S.S.E. & DRAINAGE EASEMENT
PER PB. 288 PG. 31

20' DRAINAGE EASEMENT
PER PB. 288 PG. 31

DEED LINE PER DB. 66509 PG. 274
PROPOSED PROPERTY LINE
PENDING RECORDATION OF SUBDIVISION PLAT

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PENDING RECORDATION OF SUBDIVISION PLAT

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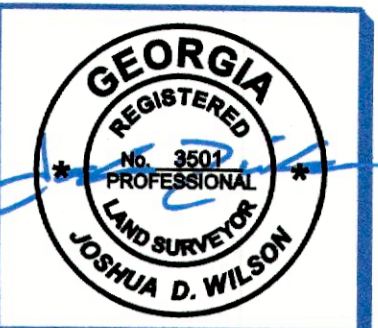
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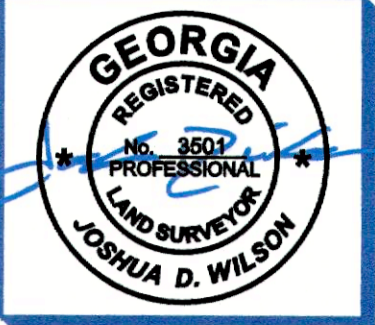


TerraMark Geospatial, Inc.
1398 Balls Bluff Road
Marietta, Georgia 30066
Phone No. 770-421-1927
C.O.# A# LSE00810

Project No.	2024-133	Survey Chrg.	CF	Drawn By	AT	Approved By	JDW	Date	08/14/2024	Scale	1"=40'
Revision											
No.	1										
Rev.											

ALTANSOPS LAND TITLE SURVEY
FOR
TRACT A & D: PORTMAN RESIDENTIAL, LLC &
FIDELITY NATAS REAL ESTATE INVESTMENTS, LLC &
TRACT C: 3 PATAS NATIONAL TITLE INSURANCE COMPANY
(MEADOW GLEN VILLAGE)
LOCATED IN
LAND LOTS 12 & 27, DISTRICT 9F
CITY OF FAIRBURN, FULTON COUNTY, GEORGIA

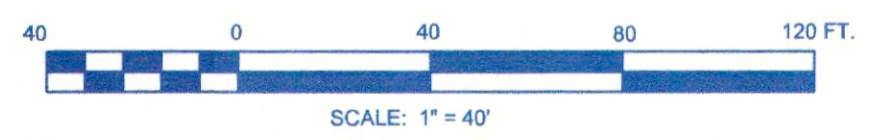
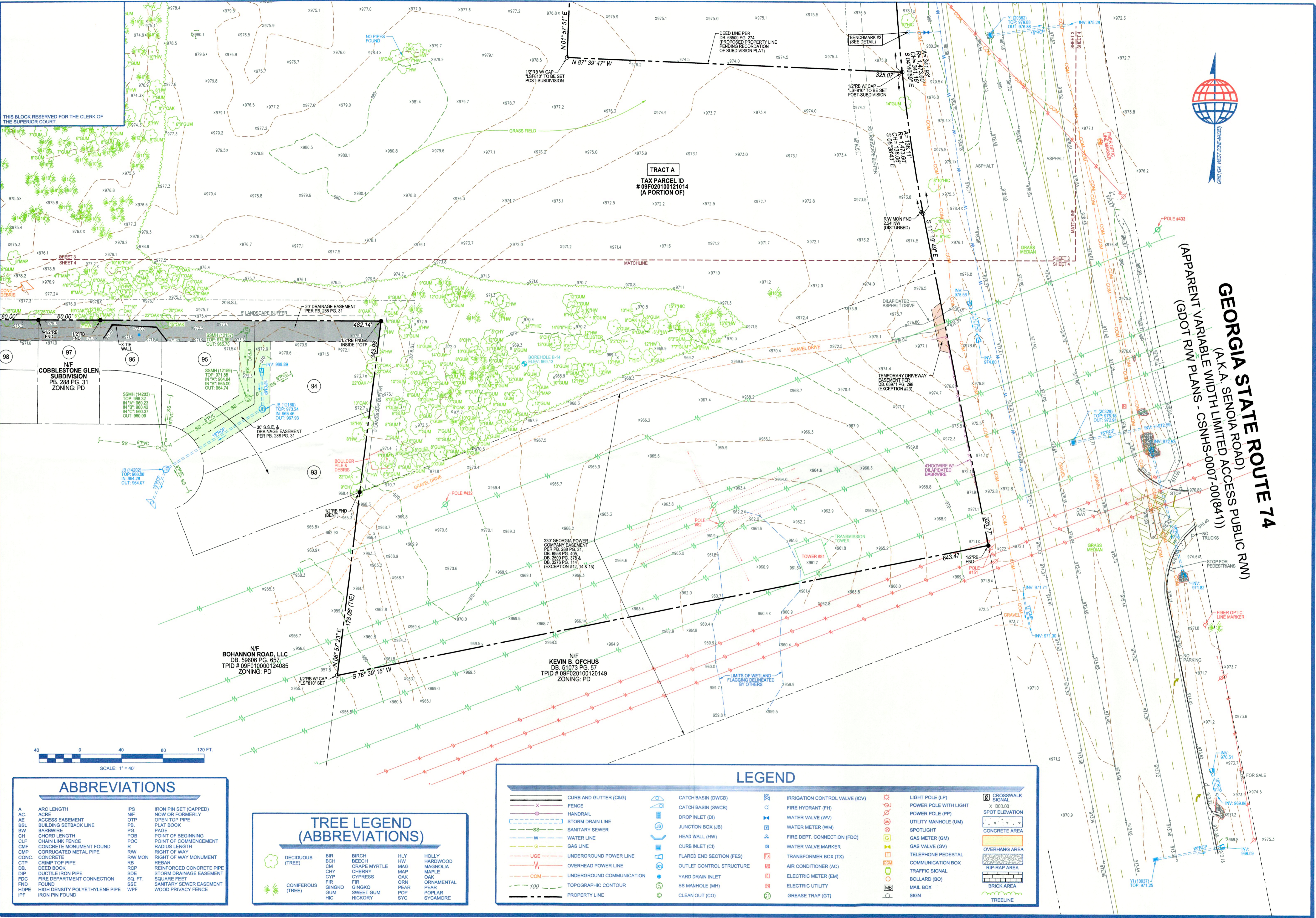
SHEET NO.
3
4
DRAWING# TM 24-133



TerraMark Geospatial
 TerraMark Land Surveying, Inc.
 1308 Belle Ferry Road
 Marietta, Georgia 30066
 Phone No. (770) 421-1827
 www.TerraMark.com
 C. D. # 150000000



GEORGIA STATE ROUTE 74
 (A.K.A. SENOIA ROAD)
 (APPARENT VARIABLE WIDTH LIMITED ACCESS PUBLIC RM)
 (GDOT RM PLANS - CSNHS-0007-00(8411))



ABBREVIATIONS			
A	ARC LENGTH	IPS	IRON PIN SET (CAPPED)
AC	ACRE	N/F	NOW OR FORMERLY
AE	ACCESS EASEMENT	OTP	OPEN TOP PIPE
BSL	BUILDING SETBACK LINE	PB	PLAT BOOK
BW	BARBWARE	PG	PAGE
CH	CHORD LENGTH	POB	POINT OF BEGINNING
CLF	CHAIN LINK FENCE	POC	POINT OF COMMENCEMENT
CMF	CONCRETE MONUMENT FOUND	R	RADIUS LENGTH
CMP	CORRUGATED METAL PIPE	RAW	RIGHT OF WAY
CONC	CONCRETE	RW MON	RIGHT OF WAY MONUMENT
CTP	CRIMP TOP PIPE	REBAR	REBAR
DB	DEED BOOK	RCP	REINFORCED CONCRETE PIPE
DIP	DUCTILE IRON PIPE	SE	STORM DRAINAGE EASEMENT
FDC	FIRE DEPARTMENT CONNECTION	SO, FT.	SQUARE FEET
FND	FOUND	SSE	SANITARY SEWER EASEMENT
HDPE	HIGH DENSITY POLYETHYLENE PIPE	WPF	WOOD PRIVACY FENCE
IPF	IRON PIN FOUND		

TREE LEGEND (ABBREVIATIONS)			
	DECIDUOUS (TREE)	BIR	BIRCH
	CONIFEROUS (TREE)	BCH	BEECH
		OM	ORANGE MYRTLE
		CHY	CHERRY
		CYP	CYPRESS
		FIR	FIR
		GIN	GINGKO
		GUM	SWEET GUM
		HIC	HICKORY
		HLV	HOLLY
		HW	HARDWOOD
		MAG	MAGNOLIA
		MAP	MAPLE
		OAK	OAK
		ORN	ORNAMENTAL
		PEAR	PEAR
		POP	POPLAR
		SYC	SYCAMORE

LEGEND			
	CURB AND GUTTER (C&G)		CATCH BASIN (DWCB)
	FENCE		CATCH BASIN (SWCB)
	HANDRAIL		DROP INLET (DI)
	STORM DRAIN LINE		JUNCTION BOX (JB)
	SANITARY SEWER		HEAD WALL (HW)
	WATER LINE		CURB INLET (CI)
	GAS LINE		FLARED END SECTION (FES)
	UNDERGROUND POWER LINE		OUTLET CONTROL STRUCTURE
	OVERHEAD POWER LINE		YARD DRAIN INLET
	UNDERGROUND COMMUNICATION		SS MANHOLE (MH)
	TOPOGRAPHIC CONTOUR		CLEAN OUT (CO)
	PROPERTY LINE		IRRIGATION CONTROL VALVE (ICV)
	FIRE HYDRANT (FH)		WATER VALVE (WV)
	WATER METER (WM)		FIRE DEPT. CONNECTION (FDC)
	FIRE DEPT. CONNECTION (FDC)		WATER VALVE MARKER
	TRANSFORMER BOX (TX)		AIR CONDITIONER (AC)
	LIGHT POLE (LP)		ELECTRIC METER (EM)
	POWER POLE WITH LIGHT		ELECTRIC UTILITY
	SPOT ELEVATION		GREASE TRAP (GT)
	CONCRETE AREA		LIGHT POLE (LP)
	OVERHANG AREA		POWER POLE WITH LIGHT
	RIP-RAP AREA		UTILITY MANHOLE (UM)
	BRICK AREA		SPOTLIGHT
	TREELINE		GAS METER (GM)
			GAS VALVE (GV)
			TELEPHONE PEDESTAL
			COMMUNICATION BOX
			TRAFFIC SIGNAL
			BOLLARD (BO)
			MAIL BOX
			SIGN

Project No.	2024-133	No.	#1	#2	#3	#4	#5	#6
Survey Owner	CF	AT	AT	AT	AT	AT	AT	AT
Drawn By								
Approved By								
Date								
Scale								

ALTAIRSPS LAND TITLE SURVEY FOR TRACT A & D: PORTMAN RESIDENTIAL, LLC & FIDELITY NATIONAL TITLE INSURANCE COMPANY TRACT C: 3 NATIONAL TITLE INVESTMENTS, LLC & FIDELITY NATIONAL TITLE INSURANCE COMPANY (MEADOW GLEN VILLAGE)
 LAND LOTS 12 & 27, DISTRICT 9E CITY OF FAIRBURN, FULTON COUNTY, GEORGIA



Meadow Glenn Village
Concept Design | May 2024

LEGEND

- A** COMMERCIAL
- B** PAVILION
- C** PUBLIC GREEN SPACE
- D** RESIDENTIAL GREEN SPACE
- E** PARKING
- F** MULTI-FAMILY
- G** CLUB/LEASING OFFICE
- H** RESIDENTIAL DOG PARK
- I** STORMWATER DETENTION
- J** POOL
- K** STACKED TOWNHOMES

LAND USE SUMMARY

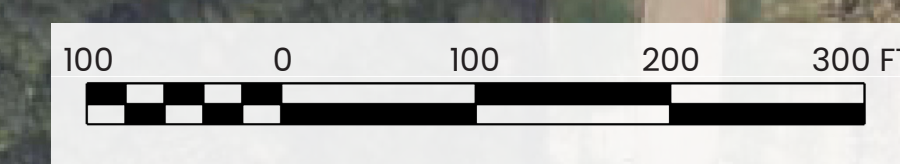
Uses	Buildings	Units	Total Square Feet
Multi-Family	10	300	-
Townhomes	12	24	-
Commercial	2	-	9,800 sq.ft.
Club	1	-	4,000 sq.ft.
Grand Total	-	324	13,800 sq.ft.

Parking Summary	Required	Proposed
Multi-Family	1.5 per unit 450 Spaces	468 Spaces
Commercial	5/1000 49 Spaces	91 Spaces



COORDINATE SENOIA ROAD CURB CUT WITH PARCEL OWNER

INTER-PARCEL ACCESS EASEMENT AREA (LOCATION TO BE COORDINATED)



LEGEND

A COMMERCIAL BUILDINGS WITH PATIO SPACES

B PAVILIONS WITH TABLES AND CHAIRS

C PUBLIC GREEN SPACE WITH SHADE TREES

D FIRE FEATURE / GATHERING SPACE

PUBLIC PARKING

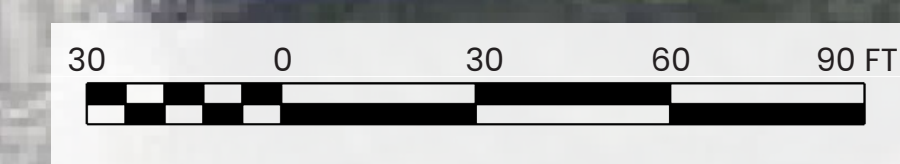
INTER-PARCEL ACCESS EASEMENT AREA (LOCATION TO BE COORDINATED)

COORDINATE SENOIA ROAD CURB CUT WITH PARCEL OWNER

BLUEGRASS VIEW

POWER EASEMENT

SENOIA ROAD











Jessica L. Hill
D 404.885.3925
jessica.hill@troutman.com

August 13, 2024

VIA EMAIL

City of Fairburn Department of Planning and Zoning
Attn: Ms. Denise Brookins, Planning and Zoning Director

**RE: Rezoning and Concurrent Variance Application for Meadow Glen Project on
Fulton County Tax Parcel #09F020100121014 (a portion of) and
Tax Parcel #09F070000271062 (collectively, the "Application")**

Dear Denise:

Enclosed are the following revised items to amend the above captioned rezoning and concurrent variance application:

- Legal description reflecting a site area of 23.14 acres;
- Letter of intent;
- Impact analysis;
- Public participation plan report;
- Site plan;
- Color concept plan
- Traffic study; and
- Georgia law required appeal rights reservation.

The updated materials reflect a reduction in the site area to 23.14 acres, the addition of a third use to meet the PD district requirements, the deceleration lanes required and preliminary comments from Fairburn staff regarding traffic, water and sewer. Please amend the application with the enclosed materials.

Sincerely yours,



Jessica L. Hill

LEGAL DESCRIPTION

LEGAL DESCRIPTION

PROPERTY DESCRIPTION (TRACT A)

All that tract or parcel of land lying and being in Land Lots 12 & 27, 9F District, City of Fairburn, Fulton County, Georgia and being more particularly described as follows:

To find the Point of Beginning, commence at a capped rebar found "LSF #00538" at the intersection of the Southerly Right-of-Way Line of Meadow Glen Parkway, (apparent 80 feet wide public right-of-way) and the Westerly Right-of-Way Line of Georgia State Route 74 (a.k.a. Senoia Road), (apparent variable width public right-of-way) as per GDOT Right-of-Way Plans - Project No. CSNHS-0007-00(841); thence, leaving said point and running with the said line of Meadow Glen Parkway, North 87° 39' 47" West, 234.40 feet; thence, 30.63 feet along the arc of a curve deflecting to the left, having a radius of 410.00 feet and a chord bearing and distance of North 89° 48' 13" West, 30.62 feet to a capped rebar found "LSF #00538", being the True Point of Beginning of the herein described tract or parcel of land; thence, leaving the said Point of Beginning and the said line of Meadow Glen Parkway and running

1. South 01° 57' 51" West, 503.16 feet; thence,
2. North 87° 39' 47" West, 45.99 feet; thence,
3. South 01° 57' 51" West, 349.63 feet; thence,
4. South 87° 39' 47" East, 325.07 feet to a point on the aforesaid line of Georgia State Route 74; thence, running with the said line of Georgia State Route 74
5. 138.11 feet along the arc of a curve deflecting to the left, having a radius of 1,473.60 feet and a chord bearing and distance of South 08° 38' 43" East, 138.06 feet; thence,
6. South 11° 19' 49" East, 325.77 feet to a 1/2 inch rebar found; thence,
7. South 78° 39' 15" West, 643.47 feet; thence,
8. North 06° 57' 23" East, 343.98 feet to a 1/2 inch rebar found inside of a 1 inch open top pipe; thence,
9. North 89° 45' 39" West, 482.14 feet to a 1/2 inch rebar found; thence,
10. North 00° 18' 11" East, 759.04 feet to a point on the aforesaid line of Meadow Glen Parkway; thence, running with the said line of Meadow Glen Parkway
11. 334.87 feet along the arc of a curve deflecting to the left, having a radius of 490.00 feet and a chord bearing and distance of North 70° 43' 14" East, 328.39 feet; thence,
12. North 51° 08' 34" East, 230.75 feet; thence,
13. 264.15 feet along the arc of a curve deflecting to the right, having a radius of 410.00 feet and a chord bearing and distance of North 69° 35' 59" East, 259.60 feet to the Point of Beginning, containing 879,386 square feet or 20.1880 acres of land, more or less.

Property is subject to all easements and rights of way recorded and unrecorded.

LEGAL DESCRIPTION

PROPERTY DESCRIPTION (TRACT D)

All that tract or parcel of land lying and being in Land Lots 12 & 27, 9F District, City of Fairburn, Fulton County, Georgia and being more particularly described as follows:

To find the Point of Beginning, commence at a point at the intersection of the Northerly Right-of-Way Line of Meadow Glen Parkway, (apparent 80 feet wide public right-of-way) and the Westerly Right-of-Way Line of Georgia State Route 74 (a.k.a. Senoia Road), (apparent variable width public right-of-way) as per GDOT Right-of-Way Plans - Project No. CSNHS-0007-00(841); thence, leaving said point and running with the said line of Meadow Glen Parkway, South 87° 39' 28" West, 233.88; thence, 46.69 feet along the arc of a curve deflecting to the left, having a radius of 490.00 feet and a chord bearing and distance of South 89° 33' 47" West, 46.67 feet to the True Point of Beginning of the herein described tract or parcel of land; thence, leaving the said Point of Beginning and continuing along the said line of Meadow Glen Parkway

1. 305.48 feet along the arc of a curve deflecting to the left, having a radius of 490.00 feet and a chord bearing and distance of South 68° 58' 26" West, 300.55 feet; thence,
2. South 51° 13' 21" West, 212.63 feet; thence, leaving the aforesaid line of Meadow Glen Parkway and running
3. North 02° 20' 32" East, 456.65 feet; thence,
4. South 88° 01' 50" East, 434.79 feet; thence,
5. South 01° 58' 10" West, 200.44 feet to the Point of Beginning, containing 128,646 square feet or 2.9533 acres of land, more or less.

Property is subject to all easements and rights of way recorded and unrecorded.

LETTER OF INTENT

**REZONING APPLICATION
[LETTER OF INTENT]**

Dear City of Fairburn:

Portman Residential proposes a zoning amendment on an approximately 22-acre site located on the west side of Highway 74/Senoia Road and on the south side of Meadow Glen Parkway. The property is currently zoned PD as part of a larger project pursuant to Ordinance No. 98-07, adopted in 1998. A portion of the property zoned in the 1998 ordinance has been developed with residential uses, however, the subject property has remained undeveloped. In lieu of the commercial development proposed on the property in the 1998 ordinance, the current proposal is to develop a mixed-use community on this portion of the property including a maximum of 12,000 of retail, office, institutional and personal service use, and 364 multifamily units.

Listed below are the proposed development standards for the subject property:

1. The number of residential units on the property shall not exceed 20 units per acre or 364 units, whichever is less.
2. A maximum of 364 multifamily dwelling units shall be permitted.
3. A maximum of 12,000 square feet of nonresidential development shall be permitted. Nonresidential development shall be limited to the area with frontage on State Route 74.
4. Automobile, boat and motorcycle dealers (new and/or used), automotive exhaust system repair shop, general automotive repair, automotive transmission repair shops and gasoline service stations shall be prohibited.
5. No minimum lot frontage shall be required.
6. The minimum heated floor area per residential unit shall be 600 square feet.
7. The number of three (3) bedroom multifamily units shall be limited to no more than ten percent (10%) of the total number of units.
8. The project shall include an amenity package for the residential units including a clubroom and pool.
9. Exterior materials on the residential units shall include a minimum of thirty percent (30%) brick or stone and forty percent (40%) stone or other cementitious materials. Vinyl siding and veneers are prohibited.
10. All roof mount equipment shall be screened from the public rights-of-way.
11. Each single family attached dwelling unit (townhome) shall include an individual garage.
12. A minimum of eight alternative fuel vehicle charging stations shall be provided on the property.
13. A deceleration lane on the northern boundary of Meadow Glen Parkway shall only be required if that portion of the property is improved with dwelling units.

Sincerely,



Marc Brambrut

IMPACT ANALYSIS



IMPACT ANALYSIS

Applicant: _____

Analyze the impact of the proposed rezoning and answer the following questions:

1. Does the proposal permit a use that is suitable in view of the use and development of adjacent and nearby property? _____

2. Does the proposal adversely affect the existing use or usability of adjacent or nearby property? _____

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

4. Will the proposal result in a use that could cause an excessive or burdensome use of existing streets, transportation facilities, utilities or schools? _____

5. Is the proposal in conformity with the policies and intent of the land use plan? _____

6. Are there existing or changing conditions that affect the use and development of the property which support either approval or denial of the proposal? _____

7. Does the proposal permit a use that can be considered environmentally adverse to the natural resources, environment and citizens of City of Fairburn? _____

Attach additional sheets as needed.

IMPACT ANALYSIS

Does the proposal permit a use that is suitable in view of the use and development of adjacent and nearby property?

The use and development of adjacent and nearby property is a mix of residential and commercial uses. Along highway 74 the uses are primarily commercial south of the I-85 intersection and include drive through, quick serve and sit down restaurants, gas stations, storage, a funeral home, a learning academy, retail and auto related uses. West of the property is a mix of single family dwellings and multifamily apartment homes. The proposal will add a mixed use development with multifamily dwellings and nonresidential uses including commercial, office and/or institutional use. The proposed use is consistent with the other existing uses located on adjacent and nearby properties.

Does the proposal adversely affect the existing use or usability of adjacent or nearby property?

The proposed development locates the more intense development with nonresidential use along the Highway 74 frontage and then provides residential use on the balance of the property. This orientation complements the other commercial uses along Highway 74, preserving the commercial character of that frontage. Further, the residential use proposed is situated in a way to provide a transition from the busy Highway 74 corridor to the residential uses west of the subject property. A landscape buffer is proposed between the property and the adjacent residential development to the west to further mitigate any potential impact. The proposal fits within the existing development fabric and will not adversely affect the existing use and usability of adjacent or nearby property.

Does the property have a reasonable economic use as currently zoned?

The vacant state of the property since the zoning approval in 1998 suggests the current zoning does not have a reasonable economic use or that the use is impaired. Changing the zoning entitlements from an all commercial development to a mixed use project will create a more economically viable project.

Will the proposal result in a use that could cause excessive or burdensome use of existing streets, transportation facilities, utilities or schools?

A traffic study conducted to assess the impact of the project determined the road network currently has excess vehicular capacity to accommodate the proposed development. A trip generation comparison was performed to compare the proposed mixed-use development with the all commercial development allowed by the current development. The proposed mixed-use development is much less intense than the by right option. The all commercial

by right plan will generate significantly more trips than the proposed plan in the AM peak hour, the PM peak hour and over a 24 hour period. No excessive or burdensome impact on existing streets or transportation facilities is expected.

All necessary utilities are currently available to the property. No adverse impact on the existing utilities is expected based on the project scope.

Allowing a residential use on the property will have some impact on schools but the impact is not expected to be burdensome. Multifamily use typically does not have many school aged children residents due to the dwelling unit sizes and development form. Further, the number of three-bedroom apartments in the development will be limited which will minimize the number of families interested in living in the project.

Is the proposal in conformity with the policies of the land use plan?

The City of Fairburn Future Land Use Map locates the property within in the Highway Mixed-Use District. The proposed development provides a mixture of retail, restaurants/cafes and multifamily housing, all of which are designated “appropriate land uses” under the land use plan in the Highway Mixed-Use District. Further, the proposal is consistent with other stated goals in the land use plan, particularly around Highway 74. Specifically:

- The proposal is consistent with community goals of building passive recreation park close to Highway 74
- The proposed development includes an opportunity for sit-down restaurants to be located along Highway 74. Outdoor restaurant patios are being provided with direct access to greenspace, providing patrons and their children the opportunity to play while waiting for a table or after dining.
- The project includes a commercial component along the Highway 74 frontage that provides goods and services to nearby residents and those utilizing the highway, creating a gateway to the city from the south.
- A live/work/play design is incorporated into the project.

Are there existing or changing conditions that affect the use of development of the property which support either approval or denial of the proposal?

The Highway 74 corridor is in a time of transition. The subject property has been vacant since the 1998 approval of the zoning allowing commercial use. In 2022, the City of Fairburn approved a rezoning immediately across Highway 74 from the property to rezone from C-2 to PD to allow 288 multifamily units and 4,000 square feet of retail and reduce required parking from two spaces per unit to 1.5 spaces per unit (Rezoning 2022045). The change in zoning requested will allow a complementary project to be developed across the street, creating a

cohesive development pattern in this bloc. The change from C-2 to a PD for a mixed use project immediately across the street creates a change in conditions supporting this proposal.

Does the proposal permit a use that can be considered environmentally adverse to the natural resources, environment and citizens of City of Fairburn?

No environmental features have been identified on the property. The development proposed is not expected to be environmentally adverse to the natural resources, environment and citizens of the City of Fairburn. The proposal adds to the residential and commercial uses that already exist in the area and complements the existing mix of uses in the development pattern in the broader area.

CONCURRENT VARIANCE RESPONSE

In accordance with Section 80-251, a concurrent variance is requested to reduce required parking from (i) 2.0 spaces per dwelling unit to 1.5 spaces per dwelling unit and (ii) to reduce required parking for restaurant use from 1 space per 100 square feet to 1 space per 150 square feet. Granting a variance requires a showing meeting one of the three following requirements: (1) relief, if granted, would be in harmony with, or, could be made to be in harmony with, the general purpose and intent of this chapter; or (2) the application of the particular provision of this chapter to a particular piece of property, due to extraordinary and exceptional conditions pertaining to that property because of its lot size, shape, or topography, would create an unnecessary hardship for the owner while causing no detriment to the public; or (3) conditions resulting from existing foliage or structures bring about a hardship whereby a sign meeting minimum letter size, square footage and height requirements cannot be read from an adjoining public road. This proposal meets the first criteria.

The zoning ordinance requires two parking spaces per dwelling unit, however, multifamily developments in this market and similar markets typically demand parking of 1.5 spaces or fewer per unit. Demonstrating this demand, a variance was granted in 2022 for the proposed multifamily residential use by South City Partners at 0 Renaissance Parkway, located immediately across the street from the property.

Similarly, the applicant proposes to have a mix of retail and restaurant uses and park them at 6 spaces per 1,000 square feet. This parking ratio is commensurate with other similar developments, such as 8030 Senoia Road located across the street and including 80 parking spaces for 13,200 square feet (i.e., 6 spaces per 1,000sf). Further 7794 Ella Lane contains 11,020 square feet and 57 parking spaces (i.e., 5 spaces per 1,000sf).

The requested reductions are consistent with market demands. The reductions would also reduce the amount of surface parking and paving included in the development, improving the visual aesthetic. The reduction proposed is in harmony with the general purpose and intent of the zoning ordinance and generally benefits the public good and welfare.

PUBLIC PARTICIPATION PLAN REPORT

PUBLIC PARTICIPATION PLAN REPORT

Applicant: Portman Residential, LLC Petition No. _____

Date: _____

1. The following parties were notified of the requested rezoning/use permit:

Attached is a list of the property owners notified regarding the applications. Property owners within 1,000 feet of the

property were notified. Also attached is the notification letter providing the meeting details.

2. The following meetings were held regarding this petition: (Include the date, time, and meeting location.)

Virtual meetings were held using Microsoft Teams on June 25, 2024 and July 23, 2024.

3. The following issues and concerns were expressed:

Each meeting only had one attendee. At the June 25th meeting the attendee did not have any questions or concerns about

the project and was attending for information purposes. At the July 23rd meeting, the attendee was a representative from South

City Partners, the developer of the mixed use project across the street. He did not have any issues or concerns.

4. The applicant's response to issues and concerns was as follows:

N/A

5. Applicants are required to attach copies of sign-in sheets from meetings as well as meeting announcements, i.e., notices, flyers, letters, and any other documentation which supports the opportunity for public input.

Attach additional sheets as needed.

ParcelID	Address	Owner	OwnerAddr1	OwnerAddr2
09F070000271070	900 MEADOW GLEN CIR	PATRICIAN CF LLC	8027 JEFFERSON HWY	BATON ROUGE LA 70809
09F020100120628	2024 MEADOW GLEN CIR	TAH 2017 2 BORROWER LLC	1508 BROOKHOLLOW DR	SANTA ANA CA 92705
09F020100121022	8335 SENOIA RD	AMSDELL STORAGE VENTURES 52 LLC	20445 EMERALD PARKWAY DR STE 220	CLEVELAND OH 44135
09F010000123665	8315 CHAMPION TRL	SMART MILLS MONICA	8315 CHAMPION TRL	FAIRBURN GA 30213
09F020100120354	1016 MEADOW GLEN CIR	TORRES LUZ A	1016 MEADOW GLEN CIR	FAIRBURN GA 30213
09F020100120933	3024 MEADOW GLEN PASS	CHAMPION BERNARD	3024 MEADOW GLEN PASS	FAIRBURN GA 30213
09F020100120792	1005 MEADOW GLEN CIR	SMITH CHATTAM III & FRIESON LEONA L	1005 MEADOW GLEN CIR	FAIRBURN GA 30213
09F010000123970	5925 BLUEGRASS VIEW	ROTHERHAM TODD M & KIM Y	4764 SUNSHINE AVE	SANTA ROSA CA 95409
09F020100120859	1033 MEADOW GLEN CIR	BUTLER TRENECIA S	1033 MEADOW GLEN CIR	FAIRBURN GA 30213
09F070300320304	7940 SENOIA RD	WADE PROPERTIES LLC	7490 CLUBHOUSE RD	BOULDER CO 80301
09F070300260450	0 SENOIA RD	BISHOP KAMMERER LLC	7475 ROSWELL RD	ATLANTA GA 30328
09F020100120438	1048 MEADOW GLEN CIR	LEWIS EDWARD L & CATHERINE	1048 MEADOW GLEN CIR	FAIRBURN GA 30213
09F010000124085	0 CHAMPION TRL	BOHANNON ROAD LLC	P O BOX 420367	ATLANTA GA 30342
09F020200130063	0 MILAM RD SUITE 100	FAIRBURN SHOPS LLC	131 GULF BRIDGE LN NW	SUNNYSIDE FL 32461
09F020100120966	3012 MEADOW GLEN PASS	WILLIAMS TERETTA	3012 MEADOW GLEN PASS	FAIRBURN GA 30213
09F020100120735	3025 MEADOW GLEN PASS	RAMIREZ ALEX & RADOLFO A	3025 MEADOW GLEN PASS	FAIRBURN GA 30213
09F020100120651	2036 MEADOW GLEN CIR	VELEZ GLORIA A	2036 MEADOW GLEN CIR	FAIRBURN GA 30213
09F070000260628	0 SENOIA RD	DEVELOPMENT AUTHORITY OF FULTON COUNTY	3715 NORTHSIDE PKY STE I-310	ATLANTA GA 30327
09F020100120594	2012 MEADOW GLEN CIR	V E PROPERTIES LLC	378 EBENEZER CHURCH RD	FAYETTEVILLE GA 30215-5208
09F010000123772	5904 BLUEGRASS VIEW	2018 1 IH BORROWER LP	1717 MAIN ST STE 2000	KENSAL ND 58455-0607
09F010000123830	5872 BLUEGRASS VIEW	BOYD MIA	5872 BLUEGRASS VW	FAIRBURN GA 30213
09F020100120545	1092 MEADOW GLEN CIR	2018 4 IH BORROWER LP	1717 MAIN ST STE 2000	DALLAS TX 75201
09F010000123632	8303 CHAMPION TRL	KOROMA ABU BAKARR KOROMA CYNTHIA	8303 CHAMPION TRL	FAIRBURN GA 30213
09F010000123863	5881 BLUEGRASS VIEW	SFR JV 2 PROPERTY LLC	PO BOX 15087	SANTA ANA CA 92735
09F010000114094	0 TROTTERS CIR	BOHANNON ROAD LLC	P O BOX 420367	ATLANTA GA 30342
09F020100120461	1060 MEADOW GLEN CIR	CHAPPELL PEARL & DORIS	1060 MEADOW GLEN CIR	FAIRBURN GA 30213
09F020100120321	1004 MEADOW GLEN CIR	RAMDULAR NEIL & REBECCA	1004 MEADOW GLEN CIR	FAIRBURN GA 30213
09F020100120826	1017 MEADOW GLEN CIR	CARTER DELLA	1017 MEADOW GLEN CIR	FAIRBURN GA 30213
09F020100121014	0 MEADOW GLEN CIR	WHITE BROOKWOOD LLC	450 ROCKWELL CHURCH RD NE	WINDER GA 30680
09F020100121170	0 SENOIA RD	CITY OF FAIRBURN GEORGIA	56 MALONE ST	FAIRBURN GA 30213
09F070300270343	7920 SENOIA RD	AB STAR PROPERTY LLC	5295 LAKE BEACH DR	DOUGLASVILLE GA 30135
09F010000123749	120 BELMONT TER	TOLSTOY GA LLC	853 BROADWAY FLOOR 5TH	NEW YORK NY 10033
09F010000124002	5937 BLUEGRASS VIEW	WYNN LISA M	5937 BLUEGRASS VIEW	FAIRBURN GA 30213
09F020100120768	1073 MEADOW GLEN CIR	ARVM 5 LLC	5001 PLAZA ON THE LAKE SUITE 200	AUSTIN TX 78746
09F010000124051	8318 CHAMPION TRL	NGUYEN DAVID & TRAN LOAN T	8318 CHAMPION TRL	FAIRBURN GA 30213
09F070000270973	7995 SENOIA RD	MERCHANT CENTERS LLC & GUTHRIE RAVIN DEVELOPMENT LLC	P O BOX 599	FAYETTEVILLE GA 30214-0599
09F020100120149	0 SENOIA RD	OFCHUS KEVIN B OFCHUS SONYA D	1820 PEACHTREE ST NE #903	ATLANTA GA 30309
09F070300260427	8022 SENOIA RD	BARBARA G BROWN INVESTMENTS LLC ET AL	201 ALLEN RD # 300	ATLANTA GA 30328
09F020100120560	2000 MEADOW GLEN CIR	LUXOR SFR SPV 1 LLC	1114 AVENUE OF THE AMERICAS FLOOR 28TH	NEW YORK NY 10036
09F070300270368	7935 SENOIA RD	FAIRBURN 85 STORAGE LLC	3715 NORTHSIDE PKWY BLDG/STE 400 100	ATLANTA GA 30327
09F010000123806	5892 BLUEGRASS VIEW	HODGES JANELA	5892 BLUEGRASS VIEW	FAIRBURN GA 30213
09F020100121006	0 SENOIA RD	PARROTT TIMOTHY H & MARSHA	339 TRICKUM CREEK RD	TYRONE GA 30290-9705
09F020100120495	1072 MEADOW GLEN CIR	ROE DOROTHY J & BEATTY CHERAMIE	5 RAINBOW LN	AMITYVILLE NY 11701
09F010000123897	5893 BLUEGRASS VIEW	JONES ANTHONY & JONES RHONDA ALICIA	5893 BLUEGRASS VIEW	FAIRBURN GA 30213
09F010000123954	5917 BLUEGRASS VIEW	MC CAIN ARLICIA N	5917 BLUEGRASS VIEW	FAIRBURN GA 30213
09F020100120917	1057 MEADOW GLEN CIR	EDWARDS BATISA	1057 MEADOW GLEN CIR	FAIRBURN GA 30213
09F070000279958	7975 SENOIA RD	875 WOODSTOCK LLC	2145 DULUTH HWY STE A	DULUTH GA 30097
09F010000123756	5912 BLUEGRASS VIEW	CALDERON MAIRA ARELY NOLASCO & NOLASCO NELSON A LINARES	5912 BLUEGRASS VW	FAIRBURN GA 30213
09F010000124010	5941 BLUEGRASS VIEW	HAUGHTON RACQUEL R	5941 BLUEGRASS VW	FAIRBURN GA 30213
09F020100120412	1040 MEADOW GLEN CIR	WARE CHRISTINE	1040 MEADOW GLEN CIR	FAIRBURN GA 30213
09F020100120776	1077 MEADOW GLEN CIR	YAMASA CO LTD	P O BOX 4090	SCOTTSDALE AZ 85261
09F020100120719	3017 MEADOW GLEN PASS	HAWKINS AUGUSTUS SR & BRENDA	3017 MEADOW GLEN PASS	FAIRBURN GA 30213
09F010000124069	8314 CHAMPION TRL	DANCER ERIC A	8314 CHAMPION TRL	FAIRBURN GA 30213
09F020100120941	3020 MEADOW GLEN CIR	FKH SFR C1 LP	1850 PARKWAY PL STE 900	MARIETTA GA 30067
09F010000123699	105 BELMONT TER	FELDER JEREMY	105 BELMONT TER	FAIRBURN GA 30213
09F010000123814	5888 BLUEGRASS VIEW	SFR ASSETS OWNER LLC	8300 N MOPAC EXPRESSWAY STE 200	AUSTIN TX 78759
09F020100120578	2004 MEADOW GLEN CIR	BHOWMICK VIKASH	2004 MEADOW GLEN CIR	FAIRBURN GA 30213
09F020100120529	1084 MEADOW GLEN CIR	SPRINGER CORBIN & DENNIS	1084 MEADOW GLN	FAIRBURN GA 30213
09F020200132937	0 SENOIA RD	MILAM VILLAGE LLC	136 HOOD ST STE C	MCDONOUGH GA 30253
09F020100121105	8100 SENOIA RD	CITY OF FAIRBURN GEORGIA	56 MALONE ST	FAIRBURN GA 30213
09F070300270483	8040 SENOIA RD UNIT 1B	CLG FAIRBURN LLC	1369 MONROE DR	MONROE GA 30655
09F010000114185	0 MEADOW GLEN WAY	KNIGHT GROUP THE	9497 THORNTON BLVD	JONESBORO GA 30236
09F010000124036	5949 BLUEGRASS VIEW	BAIER APRIL	5949 BLUEGRASS VIEW	FAIRBURN GA 30213
09F020100120800	1009 MEADOW GLEN CIR	SFR XII ATL OWNER 6 LP	9200 E HAMPTON DR	CAPITAL HEIGHTS MD 20743
09F020100121097	8045 MEADOW GLEN CIR	LANE CREEK INVESTMENTS LLC	1280 SNOWS MILL RD	BOGART GA 30622
09F010000123988	5929 BLUEGRASS VIEW	PROGRESS RESIDENTIAL BORROWER 3 LLC	P O BOX 4090	SCOTTSDALE AZ 85261
09F010000123905	5897 BLUEGRASS VIEW	WASHINGTON BLAIR	5897 BLUEGRASS VIEW	FAIRBURN GA 30213
09F020100120883	1045 MEADOW GLEN CIR	DIVVY HOMES WAREHOUSE II LLC	530 HOWARD ST STE 100	SAN FRANCISCO CA 94105
09F020100120743	3029 MEADOW GLEN PASS	BANKS MONIQUE & DASHAWN	3029 MEADOW GLEN PASS	FAIRBURN GA 30213
09F010000123723	135 BELMONT TER	GRACE RAYMOND L	135 BELMONT TER	FAIRBURN GA 30213
09F020100120388	1028 MEADOW GLEN CIR	GIBSON VICKIE	1028 MEADOW GLEN CIR	FAIRBURN GA 30213-4236
09F020100120974	3008 MEADOW GLEN CIR	BARNETT CHANTELL M	3008 MEADOW GLEN CIR	FAIRBURN GA 30213
09F020100120685	3005 MEADOW GLEN PASS	YAMASA CO LTD	P O BOX 4090	SCOTTSDALE AZ 85261
09F020100120446	1052 MEADOW GLEN CIR	SWANN BERTHA M	1052 MEADOW GLEN CIR	FAIRBURN GA 30213
09F010000123780	5900 BLUEGRASS VIEW	HOUSTON SHAQUONZA & HOUSTON WAYNE ANTHONY	5900 BLUEGRASS VW	FAIRBURN GA 30213
09F020100121089	8055 MEADOW GLEN CIR	MEADOW GLEN PARTNERS LLC	1931 STRADILLA RD	LOS ANGELES CA 90077
09F020100120602	2016 MEADOW GLEN CIR	PACE CHRISTOPHER	2016 MEADOW GLEN CIR	FAIRBURN GA 30213-3136
09F010000123871	5885 BLUEGRASS VIEW	OPENDOOR PROPERTY TRUST I	5885 BLUEGRASS VW	FAIRBURN GA 30213
09F020100121212	8040 SENOIA RD UNIT 4B-2	FAIRBURN COMMONS LLC	3350 RIVERWOOD PKWY STE 450	ATLANTA GA 30339
09F010000123640	8307 CHAMPION TRL	WAQUOI PATIENCE	8307 CHAMPION TRL	FAIRBURN GA 30213
09F020100120479	1064 MEADOW GLEN CIR	EVANS CASSANDRA	1064 MEADOW GLEN CIR	FAIRBURN GA 30213
09F020100121154	8335 SENOIA RD	AMSDELL STORAGE VENTURES 52 LLC	20445 EMERALD PARKWAY DR STE 220	CLEVELAND OH 44135
09F010000124044	8322 CHAMPION TRL	FKH SFR C1 LP	1850 PARKWAY PL STE 900	MARIETTA GA 30067
09F020100120339	1008 MEADOW GLEN CIR	SHARPE WILLIAM T	1008 MEADOW GLEN CIR	FAIRBURN GA 30213
09F020100120891	1049 MEADOW GLEN CIR	ARMOUR WILLIE	1049 MEADOW GLEN CIR	FAIRBURN GA 30213
09F020100120834	1025 MEADOW GLEN CIR	BRIDGES CASSANDRA J	1025 MEADOW GLEN CIR	FAIRBURN GA 30213
09F010000123921	5905 BLUEGRASS VIEW	SWINGER CHERYL B	5905 BLUEGRASS VIEW	FAIRBURN GA 30213
09F020100120750	1069 MEADOW GLEN CIR	IH4 PROPERTY GEORGIA LP	950 NORTHPOINT PKWY	ALPHARETTA GA 30005
09F010000123731	130 BELMONT TER	SRMZ 3 LLC	5001 PLAZA ON THE LK STE 200	AUSTIN TX 78746
09F010000123996	5933 BLUEGRASS VIEW	JORDAN SHIRL	5933 BLUEGRASS VIEW	FAIRBURN GA 30213
09F020100120396	1032 MEADOW GLEN CIR	PORTER RASCHELLE	1032 MEADOW GLEN CIR	FAIRBURN GA 30213
09F020100120693	3009 MEADOW GLEN PASS	TREJO JOSE R	3009 MEADOW GLEN PASS	FAIRBURN GA 30213
09F020100120552	1096 MEADOW GLEN CIR	TLG HOLDINGS LLC	P O BOX 596	SHARPSBURG GA 30277

09F070300260419	8000 SENOIA RD	IH KRISTAL FAIRBURN LLC	201 ALLEN RD STE 300	ATLANTA GA 30328
09F020100120503	1076 MEADOW GLEN CIR	HOSEA CELICE	1076 MEADOW GLEN CIR	FAIRBURN GA 30213
09F020100120867	1037 MEADOW GLEN CIR	HERNANDEZ SARA	1037 MEADOW GLEN CIR	FAIRBURN GA 30213
09F070300270236	0 SENOIA RD	CMSG INVESTMENTS LLC	3890 REDWINE RD SW STE 210	ATLANTA GA 30331
09F020100120636	2028 MEADOW GLEN CIR	SUTPHIN ANTHONY J	796 SACCO PL	BELLMORE NY 11710
09F070300270350	7925 SENOIA RD	WASH ME FAST FAIRBURN LLC	6320 HIGHWAY 5	DOUGLASVILLE GA 30135
09F020100120289	5796 LANDRUM RD	BULLOCK GEORGE F SR & BARBARA	5796 LANDRUM RD	FAIRBURN GA 30213-2812
09F010000123913	5901 BLUEGRASS VIEW	FKH SFR C1 LP	1850 PARKWAY PL STE 900	MARIETTA GA 30067
09F020100121162	0 SENOIA RD	PARROTT TIMOTHY H & MARSHA	339 TRICKUM CREEK RD	TYRONE GA 30290-9705
09F010000123673	8319 CHAMPION TRL	MC CORD ROMON	8319 CHAMPION TRL	FAIRBURN GA 30213
09F020100120925	3028 MEADOW GLEN PASS	GARCIA SERGIO & CARMEN HERMOSILLO	3028 MEADOW GLEN PASS	FAIRBURN GA 30213
09F010000123962	5921 BLUEGRASS VIEW	LUXOR SFR SPV 1 LLC	1114 AVENUE OF THE AMERICAS FLOOR 29TH	NEW YORK NY 10036
09F020100121220	0 MEADOW GLEN CIR	GARCIA HURFILIO GARCIA	726 SOUTH FAIRFIELD DR	PEACHTREE CITY GA 30269
09F010000123764	5908 BLUEGRASS VIEW	RH PARTNERS OWNERCO LLC	5001 PLAZA ON THE LK STE 200	AUSTIN TX 78746
09F020100120420	1044 MEADOW GLEN CIR	MARTINEZ ABEL	1044 MEADOW GLEN CIR	FAIRBURN GA 30213
09F010000124077	8306 CHAMPION TRL	DESRAVINES MACKLEEN & SPARKMAN DORYAN A	8310 CHAMPION TRL	FAIRBURN GA 30213
09F020100120958	3016 MEADOW GLEN PASS	ASHMON BAXTER	3016 MEADOW GLEN DR	FAIRBURN GA 30213
09F070000271062	0 MEADOW GLEN CIR	WHITE BROOKWOOD LIMITED LIABILITY CO	450 ROCKWELL CHURCH RD NE	WINDER GA 30680
09F020100120362	1020 MEADOW GLEN CIR	RAMCHARAN MICHAEL & ANNIE	1020 MEADOW GLEN CIR	FAIRBURN GA 30213
09F020100120727	3021 MEADOW GLEN PASS	YENGLE MARIA I	3021 MEADOW GLENN PASS	FAIRBURN GA 30213
09F010000123707	115 BELMONT TER	ASSOCIATED PARTNERS LLC	3418 DEER LANE DR	TALLAHASSEE FL 32312
09F020100120669	2040 MEADOW GLEN CIR	SMITH PHYLLIS M	2040 MEADOW GLEN CIR	FAIRBURN GA 30213
09F020100120537	1088 MEADOW GLEN CIR	ELDER LARRY & KIMBERLY	1088 MEADOW GLEN CIR	FAIRBURN GA 30213
09F010000123848	5873 BLUEGRASS VIEW	STROZIER ANTHONY W	5873 BLUEGRASS VIEW	FAIRBURN GA 30213
09F070300260443	0 SENOIA RD	BISHOP KAMMERER II LLC	7475 ROSWELL RD	ATLANTA GA 30328
09F070300260476	8040 SENOIA RD UNIT 1A	DEVELOPMENT AUTHORITY OF FULTON COUNTY	3715 NORTHSIDE PKY STE I-310	FAIRBURN GA 30213
09F020100120511	1080 MEADOW GLEN CIR	SMITH TJUANA TAVARES	1080 MEADOW GLEN CIR	FAIRBURN GA 30213
09F020100120875	1041 MEADOW GLEN CIR	JOHNSON MAURICE	1041 MEADOW GLEN CIR	FAIRBURN GA 30213
09F020100120644	2032 MEADOW GLEN CIR	DENHAM SHANNON A	2032 MEADOW GLEN CIR	FAIRBURN GA 30213
09F010000123855	5877 BLUEGRASS VIEW	MILLS MELISSA L	5877 BLUEGRASS VIEW	FAIRBURN GA 30213
09F020100120313	1000 MEADOW GLEN CIR	PAREDES LUSI G & CHICAS HECTOR M	1000 MEADOW GLEN CIR	FAIRBURN GA 30213
09F070000270999	7915 SENOIA RD	PEACHTREE LANDING GARDENS LP	999 WATERSIDE DR STE 2300	NORFOLK VA 23510
09F010000123681	8323 CHAMPION TRL	ALTO ASSET COMPANY 1 LLC	5001 PLAZA ON THE LK STE 200	AUSTIN TX 78746
09F010000123947	5913 BLUEGRASS VIEW	GEMES KATRINA A	5913 BLUEGRASS VW	FAIRBURN GA 30213
09F020100120818	1013 MEADOW GLEN CIR	LESLIE JAMES	P.O. BOX 592	TYRONE GA 30290
09F020100120982	3004 MEADOW GLEN PASS	COLFIN AI GA 1 LLC	8665 E HARTFORD DR STE 200	SCOTTSDALE AZ 85255
09F070300273487				
09F020100120370	1024 MEADOW GLEN CIR	2014 2 IH BORROWER L P	901 MAIN ST STE 4700	DALLAS TX 75202
09F070000279982	7995 SENOIA RD	CBOCS	307 HARTMANN DR	LEBANON TN 37087
09F010000123715	125 BELMONT TER	ROUNDTREE ALCANA A	125 BELMONT TER	FAIRBURN GA 30213
09F020100120677	1021 MEADOW GLEN CIR	CAMERON DELABIA L	1021 MEADOW GLEN CIR	FAIRBURN GA 30213
09F070300260435	0 SENOIA RD	GARCIA MARICELA GARCIA	726 S FAIRFIELD DR	PEACHTREE CITY GA 30269
09F020100120610	2020 MEADOW GLEN CIR	PLEHN NHORA M	145 EDMONDSON WAY	FAYETTEVILLE GA 30214
09F020100121204	8040 SENOIA RD UNIT 4B-1	OCF FAIRBURN LLC	1922 PROFESSIONAL CIR STE 100	AUBURN AL 36830
09F010000123798	5896 BLUEGRASS VIEW	BROWN KEISHA T	5896 BLUEGRASS VIEW	FAIRBURN GA 30213
09F020100121048	0 LANDRUM RD	AMSDELL STORAGE VENTURES 52 LLC	20445 EMERALD PARKWAY DR STE 220	CLEVELAND OH 44135
09F010000123889	5889 BLUEGRASS VIEW	MC CARTHNEY MACK & MARGARET	5889 BLUEGRASS VIEW	FAIRBURN GA 30213
09F020100120487	1068 MEADOW GLEN CIR	PROGRESS RESIDENTIAL BORROWER 11 LLC	P O BOX 4090	SCOTTSDALE AZ 85261
09F010000123657	8311 CHAMPION TRL	US SFE ASSET COMPANY 2 LLC	8300 N MOPAC EXPRESSWAY # 200	AUSTIN TX 78759
09F020100121113	8140 SENOIA RD	CITY OF FAIRBURN GEORGIA	56 MALONE ST	FAIRBURN GA 30213
09F020100120347	1012 MEADOW GLEN CIR	COLON VIVIAN	1012 MEADOW GLEN CIR	FAIRBURN GA 30213
09F020100120909	1053 MEADOW GLEN CIR	PORTER BERYL RODERICK	1053 MEADOW GLEN CIR	FAIRBURN GA 30213
09F020100120784	1001 MEADOW GLEN CIR	MAYS CAANDI G	1001 MEADOWS GLEN CIR	FAIRBURN GA 30213
09F070000279974	0 SENOIA RD	875 WOODSTOCK LLC	2145 A DULUTH HIGHWAY 120	DULUTH GA 30097-4007
09F010000123939	5909 BLUEGRASS VIEW	FRANCOIS MICHELLE	5909 BLUEGRASS VW	FAIRBURN GA 30213
09F020100120842	1029 MEADOW GLEN CIR	QUARLES JAMES H & JOYCE	1029 MEADOW GLEN CIR	FAIRBURN GA 30313
09F020100120404	1036 MEADOW GLEN CIR	HOME SFR BORROWER II LLC	1110 STRAND ST STE 2A	CHRISTIANSTED 00820
09F010000124028	5945 BLUEGRASS VIEW	PROGRESS RESIDENTIAL BORROWER 17 LLC	PO BOX 4090	SCOTTSDALE AZ 85261
09F020200130436	5650 MILAM RD	FAIRBURN SHOPS LLC	131 GULF BRIDGE LN	SUNNYSIDE FL 32461
09F020100120701	3013 MEADOW GLEN PASS	ELLIS JACQUELINE	3013 MEADOW GLEN PASS	FAIRBURN GA 30213
09F020100120453	1056 MEADOW GLEN CIR	STEPHENS CALVIN A	1056 MEADOW GLEN CIR	FAIRBURN GA 30213
09F010000123822	5884 BLUEGRASS VIEW	LOCKETT SHERRY L & WHITTIE	5884 BLUEGRASS VIEW	FAIRBURN GA 30213
09F020100120586	2008 MEADOW GLEN CIR	WILLIAMS MAI LAN	2008 MEADOW GLEN CIR	FAIRBURN GA 30213



303 Peachtree Center Ave NE
Suite 575
Atlanta, Georgia 30303
404.614.5252

June 5, 2024

VIA US MAIL

NOTICE TO INTERESTED PARTIES OF REZONING COMMUNITY MEETING

Date: Tuesday, June 25th at 6:00 p.m. and Tuesday, July 23rd at 6:00 p.m.
Location: Virtual Community Meetings (details provided below)
Petitioner: Portman Residential

Dear Fairburn Neighbor:

Portman Residential (the "Petitioner") proposes a zoning amendment on an approximately 25-acre site located on the west side of Highway 74/Senoia Road and on the southern and northern side of Meadow Glen Parkway. The Petitioner is requesting a zoning amendment from the existing PD zoning district to accommodate its development plans for a mixed-use community comprising of retail, multifamily, and townhomes. A property map is included for your reference.

In accordance with the Public Participation Program requirements in the City of Fairburn Zoning Ordinance, the Petitioner will hold Official Community Meetings prior to the Public Hearing on this Rezoning Petition for the purpose of discussing this rezoning proposal with nearby property owners and organizations. The Fairburn GIS records indicate that you are either a representative of a registered neighborhood organization or an owner of property that adjoins or is located within 1,000 feet from the Property.

The Official Community Meeting will be held virtually in accordance with guidance provided by the Fairburn Planning Design & Development Department. We invite you to attend one or both virtual Official Community Meetings via Microsoft Teams on **Tuesday, June 25th at 6:00 p.m. and/or Tuesday, July 23rd at 6:00 p.m.**

You may join the virtual meeting by visiting the following website, and entering the following meeting ID and passcodes: www.microsoft.com/en-us/microsoft-teams/join-a-meeting

June 25th:
Meeting ID: 219 262 793 262
Passcode: bHLqnz

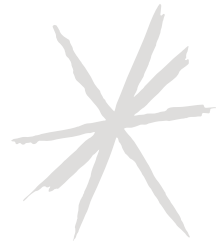
July 23rd:
Meeting ID: 226 776 938 861
Passcode: Nb9kj5

If you expect you will be unable to access the virtual meeting and would like additional information, please contact Marc Brambrut at mbrambrut@portmanresidential.com or call 404-934-0293 and we can make alternative arrangements for you to receive the rezoning information.

Sincerely,

A handwritten signature in blue ink, appearing to read "mbrambrut".

Marc Brambrut
Senior Vice President, Development



Portman Meadow Glen Property Map



SITE PLAN



Summit
Engineering Consultants, Inc.
6550 Shiloh Road, Suite 100
Atlanta, Georgia 30328
(404) 779-8679

**PORTMAN
RESIDENTIAL**
303 Peachtree Center Ave NE
Suite 575
Atlanta, Georgia 30303

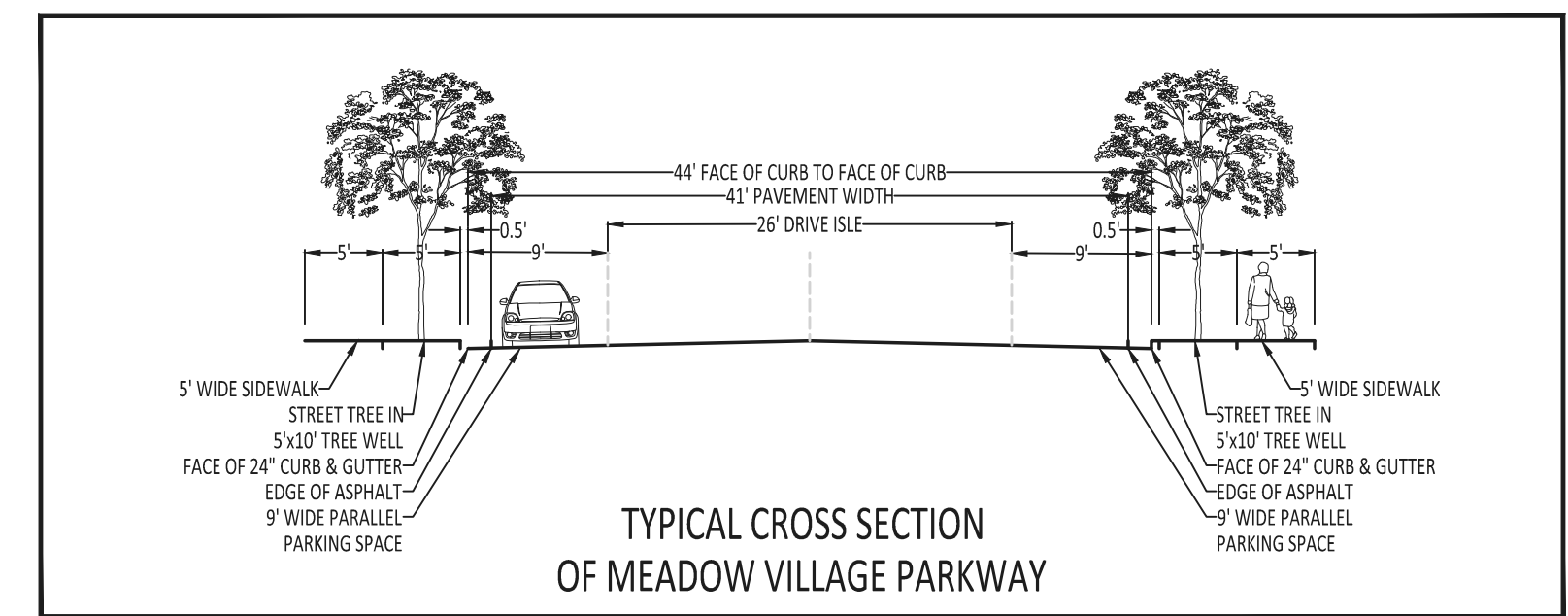
Date: 8/7/24

Revision Schedule	
No.	Comments
1	ADDRESS, ZONING, COMMENTS

Project No. S-23-017
 Design By: CKH
 Drawn By: DG/CKH
 Checked By: CKH
 Date: 7/2/24
 Scale: 1" = 70'

ZONING SITE PLAN
MEADOW GLEN VILLAGE
 LAND LOTS 12 & 27 - DISTRICT 9F
 CITY OF FAIRBURN
 FULTON COUNTY, GEORGIA

Drawing No.
1 of 1
 S-23-017zon.dwg



SITE DATA
 CURRENT OWNERS: 3 PATAS REAL ESTATE INVESTMENTS LLC
 2048 FAIRHAVEN CIR NE
 ATLANTA, GA 30305
 404-784-9258

DEVELOPER: WHITE BROOKWOOD LIMITED LIABILITY CO
 450 ROCKWELL CHURCH RD NE
 WINDER GA 30680

DESIGNER: PORTMAN RESIDENTIAL, LLC
 303 PEACHTREE CENTER AVE NE, SUITE 575
 ATLANTA, GEORGIA 30303
 404-934-0293

SUMMIT ENGINEERING CONSULTANTS, INC.
 6550 SHILOH ROAD, SUITE 100
 ALPHARETTA, GA 30005
 770-667-0094

SITE ACREAGE:
 MULTI-FAMILY AREA (SOUTH): 16.01 ACRES
 MULTI-FAMILY AREA (NORTH): 2.95 ACRES
 COMMERCIAL / OFFICE / INSTITUTIONAL AREA: 4.18 ACRES
 TOTAL ACREAGE: 23.14 ACRES

IMPERVIOUS AREA:
 MULTI-FAMILY AREA (SOUTH): 10.1 ACRES 63%
 MULTI-FAMILY AREA (NORTH): 1.05 ACRES 36%
 COMMERCIAL / OFFICE / INSTITUTIONAL AREA: 1.7 ACRES 41%

ZONING:
 CURRENT ZONING: PD (PLANNED DEVELOPMENT)
 PROPOSED ZONING: PD (ALTERED CONDITIONS)

COMMON AREA:
 AREA REQUIRED: 550 SF / UNIT
 182,600 SF MULTI-FAMILY (SOUTH)
 17,600 SF MULTI-FAMILY (NORTH)
 207,440 SF MULTI-FAMILY (SOUTH)

AREA PROVIDED: 60,700 SF MULTI-FAMILY (NORTH)
 NOTE: 25% OF THE TOTAL SITE AREA IS TO BE COMMON OUTDOOR AREA. THE DEVELOPMENT COMPLIES WITH THIS REQUIREMENT.

UNIT INFORMATION:
 PROPOSED UNITS: 332 MULTI-FAMILY UNITS (SOUTH)
 32 MULTI-FAMILY UNITS (NORTH)
 PROPOSED DENSITY: MF (SOUTH) 20.74 UNITS / ACRE (332/16.01)
 MF (NORTH) 10.85 UNITS / ACRE (32/2.95)
 MAX BUILDING HEIGHT: 46 FEET
 BUILDING HEIGHTS: BUILDINGS 1, 2, 4, 6, 7, 8, 9 3 STORIES
 BUILDINGS 3 & 5 4 STORIES

PROPOSED COMMERCIAL / OFFICE / INSTITUTIONAL SF: 12,000 SF

SETBACKS:
 MULTI-FAMILY (SOUTH) SETBACKS: AS SHOWN ON PLAN WITH NO INTERNAL SETBACKS
 COMMERCIAL / OFFICE / INSTITUTIONAL AREA SETBACKS: 50 FEET & 95 FOOT LANDSCAPE BUFFER
 FRONT: 30 FEET
 SIDE: AS SHOWN ON PLAN WITH NO INTERNAL SETBACKS
 REAR: AS SHOWN ON PLAN WITH NO INTERNAL SETBACKS
 MULTI-FAMILY (NORTH) SETBACKS: 20 FEET
 FRONT: 20 FEET
 SIDE: 30 FEET
 REAR: 20 FEET

MULTI-FAMILY PARKING:
 REQUIRED PARKING: 2.0 SPACES PER UNIT
 PROVIDED PARKING: 1.5 SPACES PER UNIT (CONCURRENT VARIANCE)

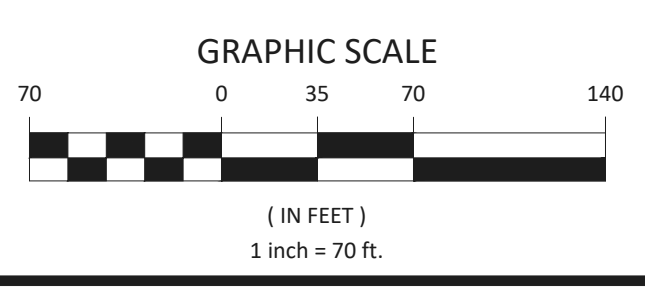
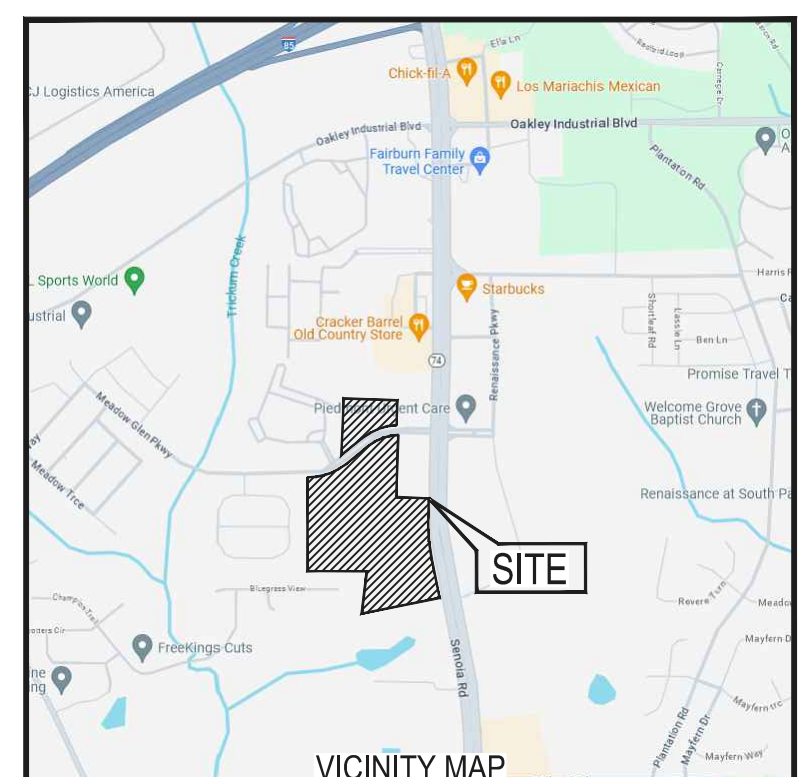
COMMERCIAL / OFFICE / INSTITUTIONAL AREA PARKING:
 OFFICE REQUIRED PARKING: 1 SPACE PER 250 SF or 1 PER 300 SF
 RETAIL / PERSONAL SERVICE REQUIRED PARKING: 1 SPACE PER 200 SF
 RESTAURANT / INDOOR RECREATION / ASSEMBLY REQUIRED PARKING: 1 SPACE PER 100 SF
 OFFICE PROVIDED PARKING: 1 SPACE PER 250 SF or 1 PER 300 SF
 RETAIL / PERSONAL SERVICE PROVIDED PARKING: 1 SPACE PER 200 SF
 RESTAURANT / INDOOR RECREATION / ASSEMBLY PROVIDED PARKING: 1 SPACE PER 150 SF (CONCURRENT VARIANCE)

NOTE: NO NEW PUBLIC ROAD ARE PROPOSED. ALL ROADS SHOWN ARE TO BE PRIVATELY OWNED AND MAINTAINED.

THE SUBJECT PROPERTY IS NOT LOCATED WITHIN 200 FEET OF JURISDICTIONAL WATERS. NO STREAMS AND ASSOCIATED REQUIRED BUFFERS ARE REQUIRED.

WETLANDS DO EXIST ON SITE AS SHOWN.

FLOOD PLAIN: THIS PROPERTY IS NOT LOCATED WITHIN A 100 YEAR FLOOD PLAIN AS SHOWN ON F.I.R.M. COMMUNITY PANEL NUMBER 13121C 0462F, EFFECTIVE ON 9/18/2013.



GEORGIA STATE ROUTE 7A
 (APPROXIMATE VERTICAL ALIGNMENT PLAN NO. 00007841)

330' GEORGIA POWER COMPANY EASEMENT PER RB. 288 PG. 31

NEIGHBORING PROPERTY: TRINITY FAIRBURN, LLC (TRD # 00017500273487 ZONING: PD)

NEIGHBORING PROPERTY: NIF INVESTMENT PARTNERS, LLC (TRD # 00017500273487 ZONING: PD)

NEIGHBORING PROPERTY: NIF LAND CREEK INVESTMENTS, LLC (TRD # 00008 PG. 055 ZONING: PD)

NEIGHBORING PROPERTY: NIF MEADOW GLEN PARTNERS, LLC (TRD # 00001100127088 ZONING: PD)

NEIGHBORING PROPERTY: NIF HUNTERFIELD GARCIA (TRD # 00001100127088 ZONING: PD)

NEIGHBORING PROPERTY: NIF MEADOW GLEN SUBDIVISION (TRD # 00001100127088 ZONING: PD)

NEIGHBORING PROPERTY: NIF COBBLESTONE GLEN SUBDIVISION (TRD # 00001100127088 ZONING: PD)

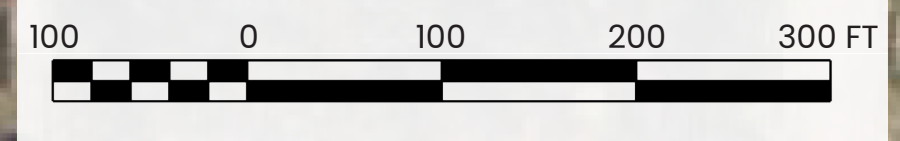
NEIGHBORING PROPERTY: NIF BOHANNON ROAD, LLC (TRD # 00001100127088 ZONING: PD)

NEIGHBORING PROPERTY: NIF KEVIN W. BUCHER (TRD # 00001100127088 ZONING: PD)

COLOR CONCEPTUAL SITE PLAN

LEGEND

- A** COMMERCIAL
- B** PAVILION
- C** PUBLIC GREEN SPACE
- D** RESIDENTIAL DOG PARK
- E** PARKING
- F** MULTI-FAMILY
- G** CLUB/LEASING OFFICE
- H** STORMWATER DETENTION
- I** POOL



LEGEND

A COMMERCIAL BUILDINGS WITH PATIO SPACES

B PAVILIONS WITH TABLES AND CHAIRS

C PUBLIC GREEN SPACE WITH SHADE TREES

D FIRE FEATURE / GATHERING SPACE

PUBLIC PARKING - 91 TOTAL SPACES

8

BLUEGRASS VIEW

POWER EASEMENT

SENOIA ROAD

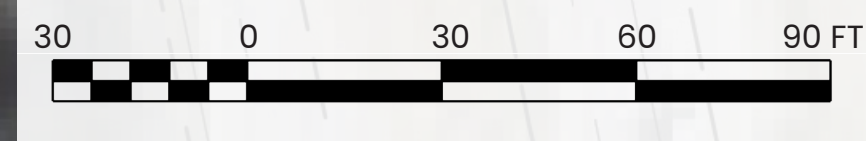
2,100 FT²
PATIO SPACE
A1
5,400 FT²
60' X 90'

2,100 FT²
PATIO SPACE
A2
5,400 FT²
60' X 90'

23

29

36



TRAFFIC STUDY

**TRAFFIC IMPACT STUDY
FOR
8055 SENOIA ROAD MIXED-USE DEVELOPMENT**

FAIRBURN, GEORGIA



Prepared for:

***Portman Residential, LLC.
303 Peachtree Center Ave NE # 575
Atlanta, GA 30303***

Prepared By:



A&R Engineering Inc.

2160 Kingston Court, Suite O
Marietta, GA 30067
Tel: (770) 690-9255 Fax: (770) 690-9210
www.areng.com

May 30, 2024
Revised July 31, 2024
A & R Project # 24-095

TABLE OF CONTENTS

Item	Page
1.0 Introduction	1
2.0 Existing Facilities / Conditions.....	4
2.1 Roadway Facilities	4
2.1.1 SR 74 (Senoia Road).....	4
2.1.2 Meadow Glen Parkway.....	4
2.1.3 Landrum Road	4
2.1.4 Milam Road.....	4
3.0 Study Methodology	5
3.1 Unsignalized Intersections.....	5
3.2 Signalized Intersections	6
4.0 Existing 2024 Traffic Analysis	7
4.1 Existing Traffic Volumes.....	7
4.2 Existing Traffic Operations.....	10
5.0 Proposed Development	11
5.1 Trip Generation	13
5.2 Trip Distribution.....	13
6.0 Future 2026 Traffic Analysis	16
6.1 Future “No-Build” Conditions.....	16
6.1.1 Annual Traffic Growth	16
6.2 Future “Build” Conditions.....	16
6.3 Auxiliary Lane Analysis.....	19
6.3.1 Left Turn Lane Analysis	19
6.3.2 Deceleration Turn Lane Analysis	19
6.4 Future Traffic Operations	20
6.4.1 Left-Turn Phase Analysis.....	20
7.0 Conclusions and Recommendations.....	22
7.1 Recommendations for Site Access Configuration	23
Appendix	

LIST OF TABLES

Item	Page
Table 1 – Level-of-service Criteria for Unsignalized Intersections.....	5
Table 2 – Level-of-service Criteria for Signalized Intersections	6
Table 3 – Existing Intersection Operations	10
Table 4 – Trip Generation – Proposed Site	13
Table 4a – Trip Generation – Adjacent Parcel	13
Table 5 – GDOT Requirements for Left Turn Lanes	19
Table 6 – Future Intersection Operations.....	20

LIST OF FIGURES

Item	Page
Figure 1 – Location Map.....	3
Figure 2 – Existing Weekday Peak Hour Volumes.....	8
Figure 3 – Existing Traffic Control and Lane Geometry	9
Figure 4 – Site Plan.....	12
Figure 5 – Trip Distribution and Site Generated Peak Hour Volumes	14
Figure 6 – Site Peak Hour Pass-by Volumes.....	15
Figure 7 – Future (No-Build) Peak Hour Volumes.....	17
Figure 8 – Future (Build) Peak Hour Volumes.....	18
Figure 9 – Future Traffic Control and Lane Geometry	21

1.0 INTRODUCTION

The purpose of this study is to determine the traffic impact from the proposed mixed-use development that will be located at 8055 Senoia Road (SR 74) in Fairburn, Georgia. The traffic analysis evaluates the current operations and the future conditions with the traffic generated by the development. The proposed development will consist of:

- Low-Rise Apartments: 300 units
- Townhomes: 30 units
- Retail: 3,600 sf
- Restaurant: 8,400 sf

An adjacent parcel that will have joint access has the following proposed land-uses. We have included the trips from the adjacent parcel in our analysis.

- Retail: 11,200 sf
- Restaurant: 4,450 sf



The development proposes access at the following locations:

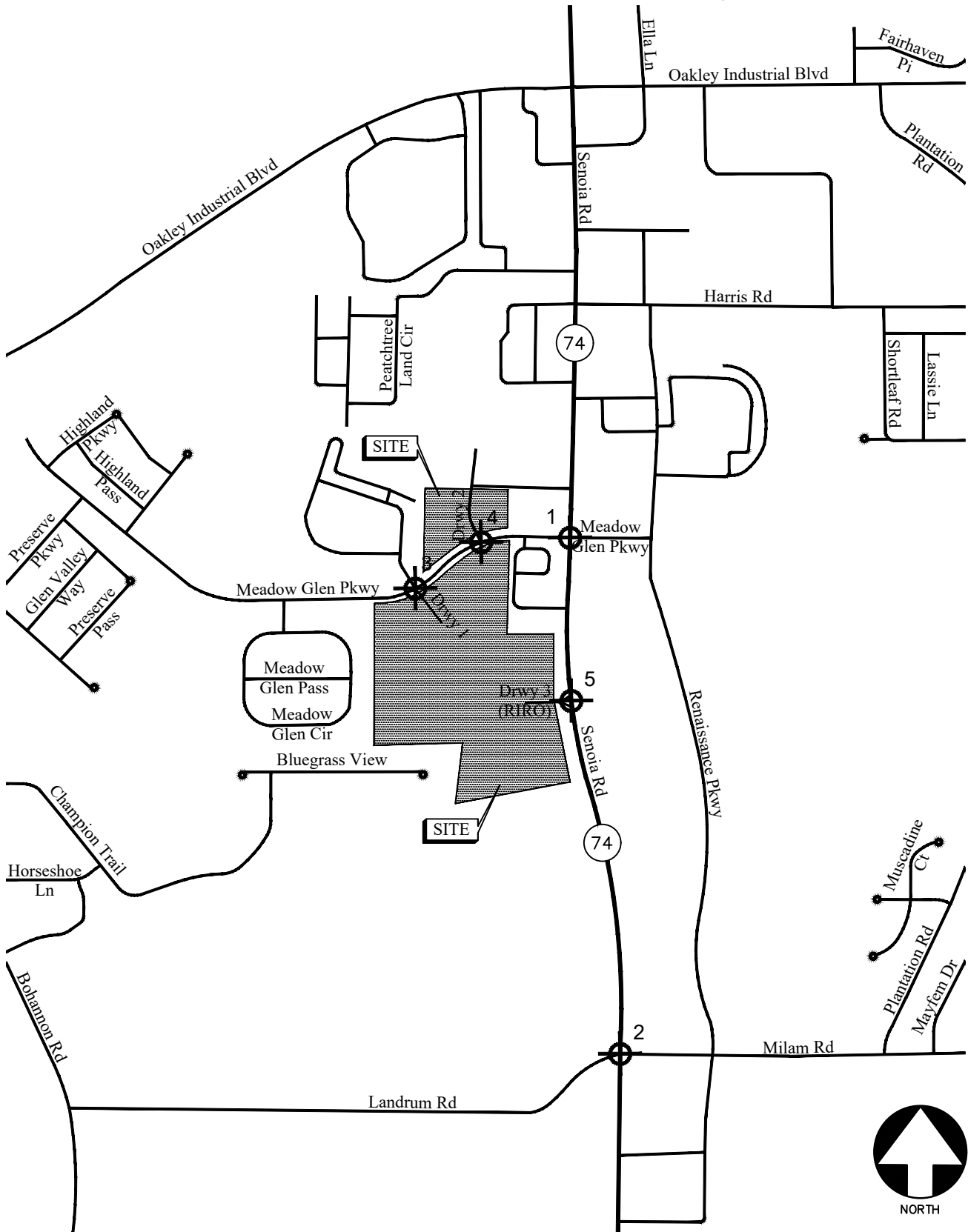
- Site Driveway 1: Proposed full access driveway on Meadow Glen Parkway, across from the driveway to Cambridge Faire Apartment Homes
- Site Driveway 2: Existing full access driveway on Meadow Glen Parkway, shared with Tractor Supply Company for townhomes.
- Site Driveway 3: Proposed right-in/right-out driveway on SR 74 (Senoia Road)

The AM and PM peak hours have been analyzed in this study. In addition to the site access points, this study includes the evaluation of traffic operations at the intersections of:

- SR 74 (Senoia Road) @ Meadow Glen Parkway
- SR 74 (Senoia Road @ Landrum Road / Milam Road

The location of the development and the surrounding roadway network is shown in Figure 1.

Study Intersection



LOCATION MAP

FIGURE 1

A&R Engineering Inc.

2.0 EXISTING FACILITIES / CONDITIONS

2.1 Roadway Facilities

The following is a brief description of each of the roadway facilities located in proximity to the site:

2.1.1 SR 74 (Senoia Road)

SR 74 (Senoia Road) is a north-south, four-lane, median-divided roadway with a posted speed limit of 55 mph in the vicinity of the site. Georgia Department of Transportation (GDOT) traffic counts (Station ID 121-0278) indicate that the daily traffic volume on SR 74 (Senoia Road) in 2022 was 35,600 vehicles per day between Meadow Glen Parkway and Landrum Road / Milam Road. GDOT classifies SR 74 (Senoia Road) as an Urban Principal Arterial roadway.

2.1.2 Meadow Glen Parkway

Meadow Glen Parkway is an east-west, two-lane, median-divided roadway with a posted speed limit of 25 mph in the vicinity of the site.

2.1.3 Landrum Road

Landrum Road is an east-west, two-lane, un-divided roadway with a posted speed limit of 35 mph in the vicinity of the site. GDOT traffic counts (Station ID 121-8811) indicate that the daily traffic volume on Landrum Road in 2022 was 2,320 vehicles per day west of SR 74 (Senoia Road). GDOT classifies Landrum Road as an Urban Local roadway.

2.1.4 Milam Road

Milam Road is an east-west, two-lane, un-divided roadway with a posted speed limit of 35 mph in the vicinity of the site. GDOT traffic counts (Station ID 113-8108) indicate that the daily traffic volume on Milam Road in 2022 was 4,100 vehicles per day east of SR 74 (Senoia Road). GDOT classifies Milam Road as an Urban Local roadway.

3.0 STUDY METHODOLOGY

In this study, the methodology used for evaluating traffic operations at each of the subject intersections is based on the criteria set forth in the Transportation Research Board’s Highway Capacity Manual, 6th edition (HCM 6). Synchro software, which utilizes the HCM methodology, was used for the analysis. The following is a description of the methodology employed for the analysis of unsignalized and signalized intersections.

3.1 Unsignalized Intersections

For unsignalized intersections controlled by a stop sign on minor streets, the level-of-service (LOS) for motor vehicles with controlled movements is determined by the computed control delay according to the thresholds stated in Table 1 below. LOS is determined for each minor street movement (or shared movement), as well as major street left turns. LOS is not defined for the intersection as a whole or for major street approaches. The LOS of any controlled movement which experiences a volume to capacity ratio greater than 1 is designed as “F” regardless of the control delay.

Control delay for unsignalized intersections includes initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. Several factors affect the control delay for unsignalized intersections, such as the availability and distribution of gaps in the conflicting traffic stream, critical gaps and follow-up time for a vehicle in the queue.

Level-of-service is assigned a letter designation from “A” through “F”. Level-of-service “A” indicates excellent operations with little delay to motorists, while level-of-service “F” exists when there are insufficient gaps of acceptable size to allow vehicles on the side street to cross the main road without experiencing long delays.

TABLE 1 — LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS		
Control Delay (sec/vehicle)	LOS by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	v/c > 1.0
≤ 10	A	F
> 10 and ≤ 15	B	F
> 15 and ≤ 25	C	F
> 25 and ≤ 35	D	F
> 35 and ≤ 50	E	F
> 50	F	F

*The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection.

Source: Highway Capacity Manual, 6th edition, Exhibit 20-2 *LOS Criteria: Motorized Vehicle Mode*

3.2 Signalized Intersections

According to HCM procedures, LOS can be calculated for the entire intersection, each intersection approach, and each lane group. HCM uses control delay alone to characterize LOS for the entire intersection or an approach. Control delay per vehicle is composed of initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. Both control delay and volume-to-capacity ratio are used to characterize LOS for a lane group. A volume-to-capacity ratio greater than 1.0 for a lane group indicates failure from capacity perspective. Therefore, such a lane group is assigned LOS F regardless of the amount of control delay.

Table 2 below summarizes the LOS criteria from HCM for motorized vehicles at signalized intersections.

TABLE 2 – LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS		
Control Delay (sec/vehicle)*	LOS for Lane Group by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	v/c > 1.0
≤ 10	A	F
> 10 and ≤ 20	B	F
> 20 and ≤ 35	C	F
> 35 and ≤ 55	D	F
> 55 and ≤ 80	E	F
> 80	F	F

*For approach-based and intersection wide assessments, LOS is defined solely by control delay

Source: Highway Capacity Manual, 6th edition, Exhibit 19-8 *LOS Criteria: Motorized Vehicle Mode*

LOS A is typically assigned when the volume-to-capacity (v/c) ratio is low and either progression is exceptionally favorable, or the cycle length is very short. LOS B is typically assigned when the v/c ratio is low and either progression is highly favorable, or the cycle length is short. However, more vehicles are stopped than with LOS A. LOS C is typically assigned when progression is favorable, or the cycle length is moderate. Individual cycle failures (one or more queued vehicles are not able to depart because of insufficient capacity during the cycle) may begin to appear at this level. Many vehicles still pass through the intersection without stopping, but the number of vehicles stopping is significant. LOS D is typically assigned when the v/c ratio is high and either progression is ineffective, or the cycle length is long. There are many vehicle-stops and individual cycle failures are noticeable. LOS E is typically assigned when the v/c ratio is high, progression is very poor, the cycle length is long, and individual cycle failures are frequent. LOS F is typically assigned when the v/c ratio is very high, progression is very poor, the cycle length is long, and most cycles fail to clear the queue.

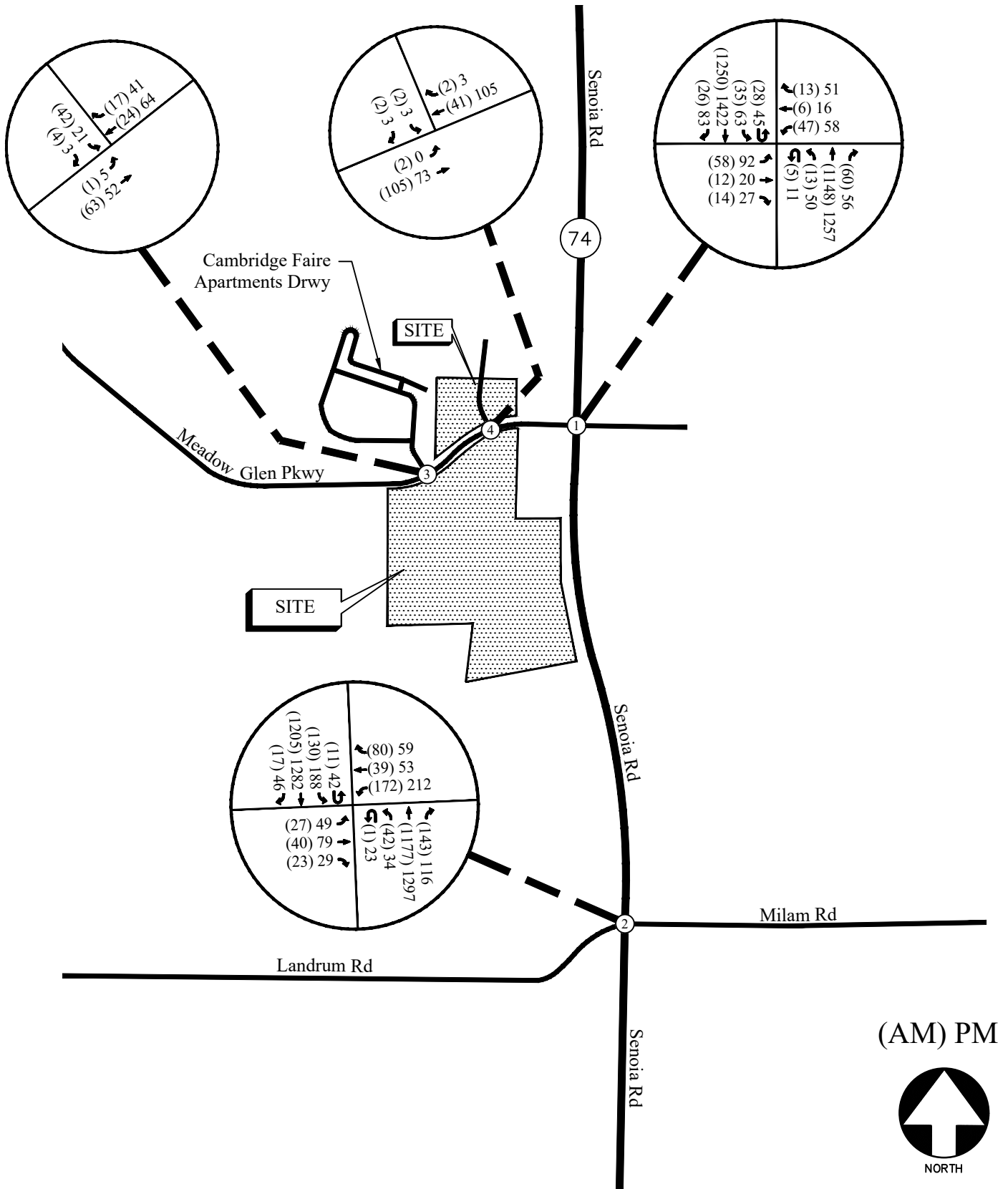
4.0 EXISTING 2024 TRAFFIC ANALYSIS

4.1 Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersections:

- SR 74 (Senoia Road) @ Meadow Glen Parkway
- SR 74 (Senoia Road @ Landrum Road / Milam Road
- Meadow Glen Parkway @ Cambridge Faire Apartment Homes Driveway

Turning movement counts were collected on Thursday, May 16, 2024. All turning movement counts were recorded during the AM and PM peak hours between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively. Truck data was included separately in the counts. The four consecutive 15-minute interval volumes that produced the highest volume at the intersections were then determined. These volumes make up the peak hour traffic volumes for the intersections counted and are shown in Figure 2. The existing traffic control and lane geometry for the intersections are shown in Figure 3.






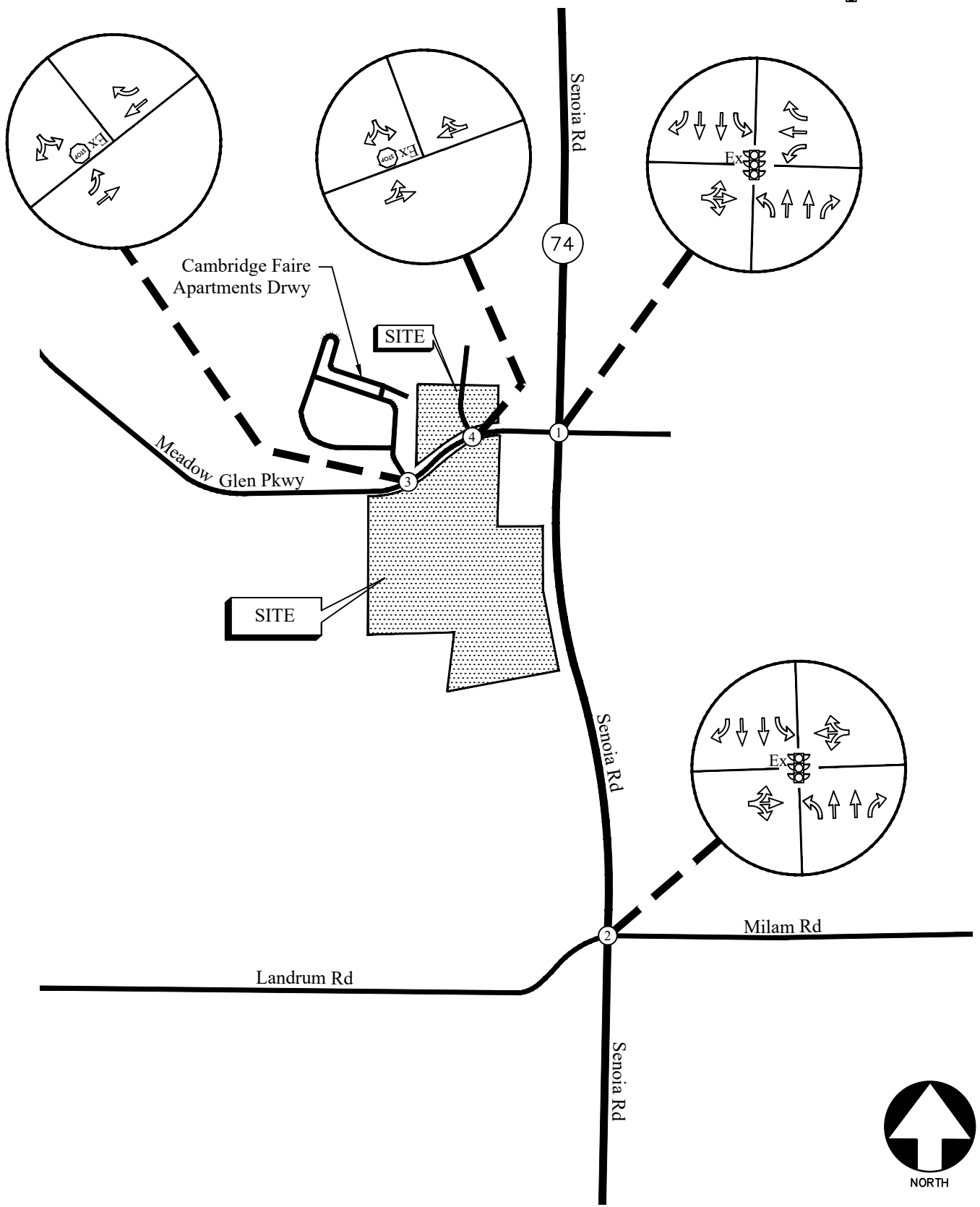
EXISTING WEEKDAY PEAK-HOUR VOLUMES

FIGURE 2

A&R Engineering Inc.

LEGEND

- Ex  Existing Signed Approach
-  Existing Lane Geometry
- Ex  Existing Traffic Signal



EXISTING TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 3

A&R Engineering Inc.

4.2 Existing Traffic Operations

Existing 2024 traffic operations were analyzed at the study intersections in accordance with the HCM methodology. The results of the analyses are shown in Table 3.

TABLE 3 – EXISTING INTERSECTION OPERATIONS				
Intersection		Traffic Control	LOS (Delay)	
			AM Peak Hour	PM Peak Hour
1	<u>SR 74 (Senoia Road) @ Meadow Glen Parkway</u>	Signalized	<u>A (8.4)</u>	<u>B (12.9)</u>
	-Eastbound Approach		E (56.9)	D (54.5)
	-Westbound Approach		D (53.8)	D (48.6)
	-Northbound Approach		A (6.1)	A (9.5)
	-Southbound Approach		A (5.6)	B (10.2)
2	<u>SR 74 (Senoia Road @ Landrum Road / Milam Road</u>	Signalized	<u>C (21.3)</u>	<u>C (28.4)</u>
	-Eastbound Approach		D (37.2)	D (35.1)
	-Westbound Approach		D (52.0)	D (53.1)
	-Northbound Approach		B (17.8)	C (25.8)
	-Southbound Approach		B (17.4)	C (25.0)
3	<u>Meadow Glen Parkway @ Cambridge Faire Apartment Homes Driveway</u>	Stop Controlled on SB Approach		
	-Eastbound Left		A (7.3)	A (7.4)
	-Southbound Approach		A (9.3)	A (9.3)
4	<u>Meadow Glen Parkway @ Tractor Supply Driveway</u>	Stop Controlled on SB Approach		
	-Eastbound Left		A (7.3)	A (7.5)
	-Southbound Approach		A (9.0)	A (9.2)

The results of the existing traffic operations analysis indicate that the signalized study intersections are operating at an overall level of service “C” or better in both the AM and PM peak hours, while the stop-controlled approach at the unsignalized study intersection is operating at a level of service “A” in both the AM and PM peak hours.

5.0 PROPOSED DEVELOPMENT

The proposed mixed-use development will be located at 8055 Senoia Road (SR 74) in Fairburn, Georgia. The development will consist of:

- Low-Rise Apartments: 300 units
- Townhomes: 30 units
- Retail: 3,600 sf
- Restaurant: 8,400 sf

An adjacent parcel that will have joint access has the following proposed land-uses. We have included the trips from the adjacent parcel in our analysis.

- Retail: 11,200 sf
- Restaurant: 4,450 sf



The development proposes access at the following locations:

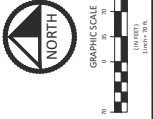
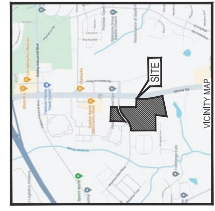
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- Site Driveway 2: Existing full access driveway on Meadow Glen Parkway, shared with Tractor Supply Company for townhomes.
- Site Driveway 3: Proposed right-in/right-out driveway on SR 74 (Senoia Road)

A site plan is shown in Figure 4.

ZONING SITE PLAN

MEADOW GLEN VILLAGE
LAND LOTS 12 & 27 - DISTRICT 9F
CITY OF FARMBUR
FULTON COUNTY, GEORGIA

Drawing No.
1 of 1
S-25-27Z09-000



Project No. 25027
Design By: CMK
Drawn By: CMK
Checked By: CMK
Date: 7/23/24
Scale: 1" = 20'

Revision	Description

PORTMAN RESIDENTIAL
303 Peachtree Center Ave NE
Suite 575
Atlanta, Georgia 30303



CLIENT: 3 FARMER REAL ESTATE INVESTMENTS, LLC
1400 Peachtree Street NE, Suite 300
Atlanta, GA 30309
404-766-9958

DEVELOPER: PORTMAN RESIDENTIAL, LLC
1000 Peachtree Street NE, Suite 575
Atlanta, Georgia 30309
404-525-0994

DESIGNER: SUMMIT ENGINEERING CONSULTANTS, INC.
865 Peachtree Street NE, Suite 300
Atlanta, Georgia 30309
770-462-0204

SITE ADDRESS: 12 & 27 DISTRICT 9F, LOTS 12 & 27
MEADOW GLEN VILLAGE, FULTON COUNTY, GEORGIA
TOTAL AREA: 2.7 ACRES
TOTAL LOTS: 2
TOTAL PLOTS: 2

IMPROVED AREA:
MULTI-FAMILY AREA (SOUTH): 0.3 ACRES 63%
MULTI-FAMILY AREA (NORTH): 2.4 ACRES 87%
TOTAL IMPROVED AREA: 2.7 ACRES

ZONING: PD (PREPARED PRELIMINARY)
PROPOSED ZONING: PD (ALTERED CONDITIONS)

LOT COVERAGE: 75%

COMMON AREA: 166 SF / UNIT
6520 S.F. COMMON AREA (SOUTH) 2.7 ACRES
COMMERCIAL AREA (SOUTH): 1.7 ACRES 41%
116,000 S.F. MULTI-FAMILY (SOUTH)
222,000 S.F. MULTI-FAMILY (NORTH)
40,700 S.F. MULTI-FAMILY (NORTH)

AREA PROVIDED: 12,000 SF

UNIT INFORMATION:
12 MULTI-FAMILY UNITS (SOUTH)
12 MULTI-FAMILY UNITS (NORTH)
PROPOSED DENSITY: 44 UNITS/ACRE (222,000)
PROPOSED UNIT COUNT: 24 UNITS
BUILDING HEIGHTS: 1,2,4,6,7,8,9 4 STORIES

PROPOSED RETAIL BUILDINGS SF: 12,000 SF

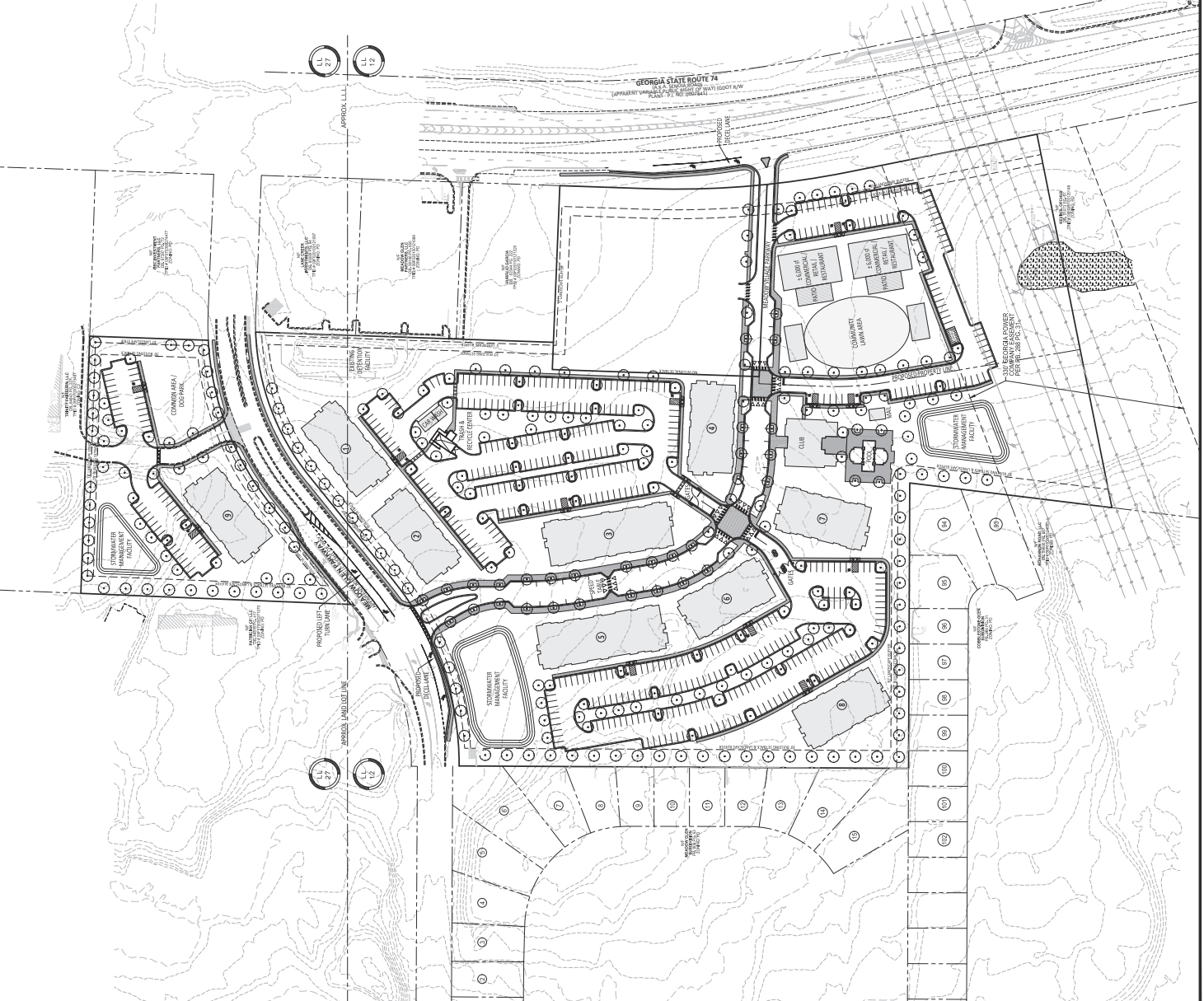
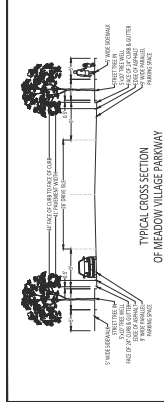
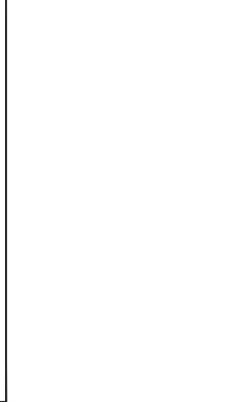
RETAIL:
MULTI-FAMILY SOUTH STRUCKS: AS SHOWN ON PLAN
WITH NO INTERNAL STRUCKS
COMMERCIAL STRUCKS: 50 FT. & 35' LANDSCAPE BUMPER
FRONT: 20 FEET
FRONT: FAMILY (NORTH) STRUCKS: 20 FEET
REAR: 20 FEET
REAR: 20 FEET

MULTI-FAMILY PARKING:
1.5 SPACES PER UNIT
1.5 SPACES PER UNIT
(CONCURRENCE VARIANCE)

COMMERCIAL PARKING: 1 SPACE PER 300 SF
RETAIL PROVIDED PARKING: 1 SPACE PER 300 SF
RESTAURANT PROVIDED PARKING: (CONCURRENCE VARIANCE)

NOTE: NO NEW PUBLIC ROAD ARE PROPOSED. ALL ROADS SHOWN ARE TO BE PRIVATELY OWNED AND MAINTAINED. THE PROPOSED DEVELOPMENT WILL BE SUBJECT TO ALL APPLICABLE REGULATIONS, ORDINANCES, AND ASSOCIATED REQUIREMENTS. VARIANCES DO NOT EXIST ON SITE AS SHOWN.

PLANNING AND DESIGN INFORMATION: ALL DEVELOPMENT SHALL BE IN ACCORDANCE WITH THE CITY OF FARMBUR ZONING ORDINANCE AND THE FULTON COUNTY ZONING ORDINANCE. THE DEVELOPMENT SHALL BE SUBJECT TO ALL APPLICABLE REGULATIONS, ORDINANCES, AND ASSOCIATED REQUIREMENTS. THE DEVELOPMENT SHALL BE SUBJECT TO ALL APPLICABLE REGULATIONS, ORDINANCES, AND ASSOCIATED REQUIREMENTS. THE DEVELOPMENT SHALL BE SUBJECT TO ALL APPLICABLE REGULATIONS, ORDINANCES, AND ASSOCIATED REQUIREMENTS.



5.1 Trip Generation

Trip generation estimates for the project were based on the rates and equations published in the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation report. The trip generation was based on the following ITE *Land Uses*: 215 – *Single-Family Attached Housing*, 220 – *Multifamily Housing (Low-Rise) - Not Close to Rail Transit*, 822 – *Strip Retail Plaza (<40k)*, 931 – *Restaurant* and 934 – *Restaurant*. Due to the nature of the development, pass-by and mixed-use reductions have been applied per ITE standards. The calculated total trip generation for the proposed development is shown in Table 4.

TABLE 4 – TRIP GENERATION – PROPOSED SITE

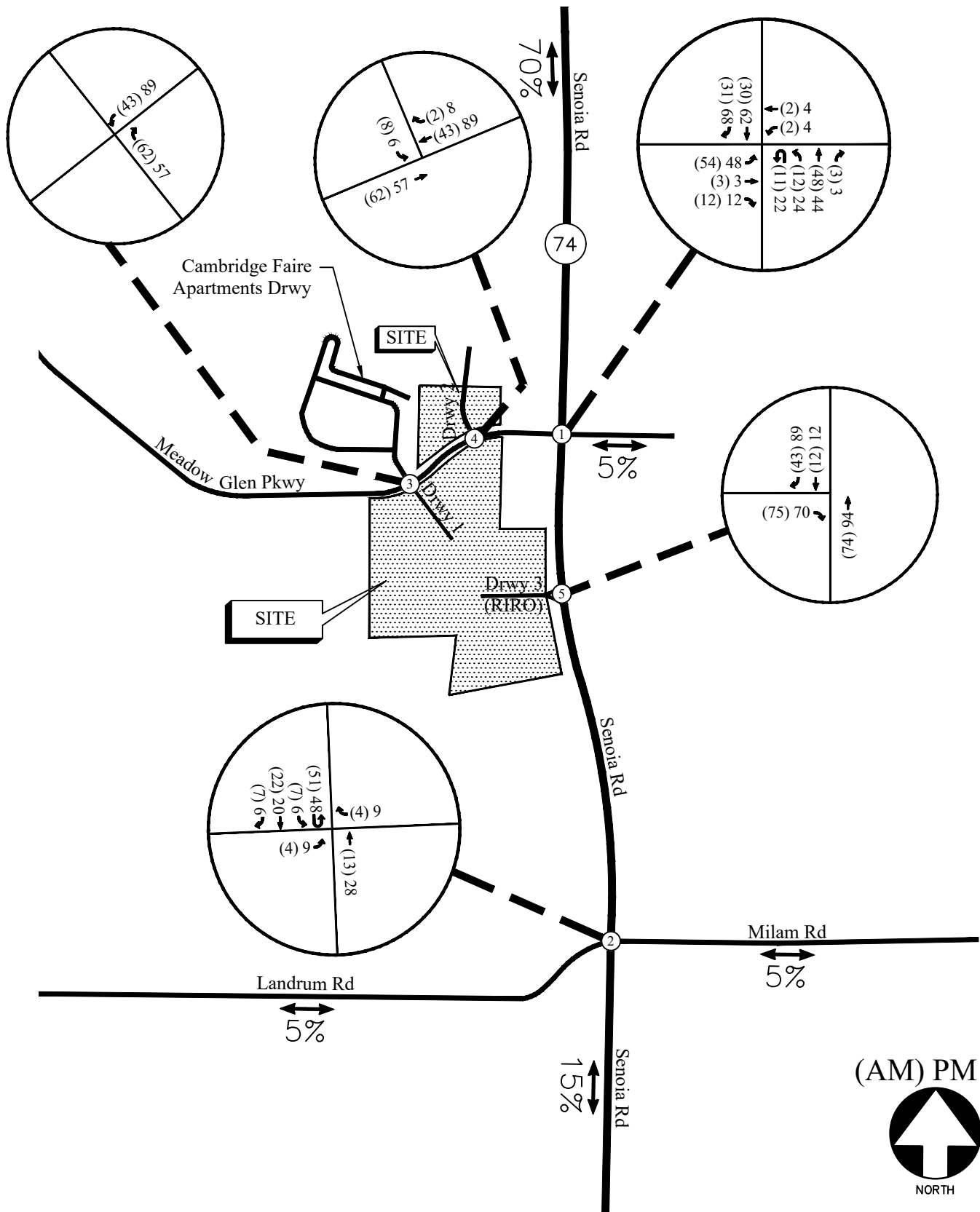
Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
ITE 215 – Single-Family Attached Housing	30 units	2	8	10	8	6	14	178
ITE 220 – Multifamily Housing	300 units	28	88	116	94	56	150	1,998
Mixed-Use Reduction		-1	-1	-2	-5	-6	-11	-109
ITE 822 – Strip Retail Plaza (<40k)	3,600 sf	9	6	15	19	19	38	382
Mixed-Use Reduction		-	-	-	-2	-2	-4	-38
ITE 931 – Restaurant	8,400 sf	3	3	6	44	22	66	704
Mixed-Use Reduction		-1	-1	-2	-4	-3	-7	-71
Pass-by Trips (0%) 44%		0	0	0	-18	-8	-26	-260*
Total Trips (without Reductions)		42	105	147	165	103	268	3,262
New External Trips (with Reductions)		40	103	143	136	84	220	2,784

TABLE 4A – TRIP GENERATION – ADJACENT PARCEL

Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
ITE 822 – Strip Retail Plaza (<40k)	11,200 sf	19	12	31	42	42	84	702
Mixed-Use Reduction		-8	-6	-14	-13	-12	-25	-85
ITE 934 – Restaurant	4,450 sf	101	98	199	76	71	147	2,080
Mixed-Use Reduction		-16	-15	-31	-18	-10	-28	-209
Pass-by Trips (50%) 55%		-48	-47	-95	-37	-44	-71	-1,156
Total Trips (without Reductions)		120	110	230	118	113	231	2,782
New External Trips (with Reductions)		48	42	90	50	49	99	1,332

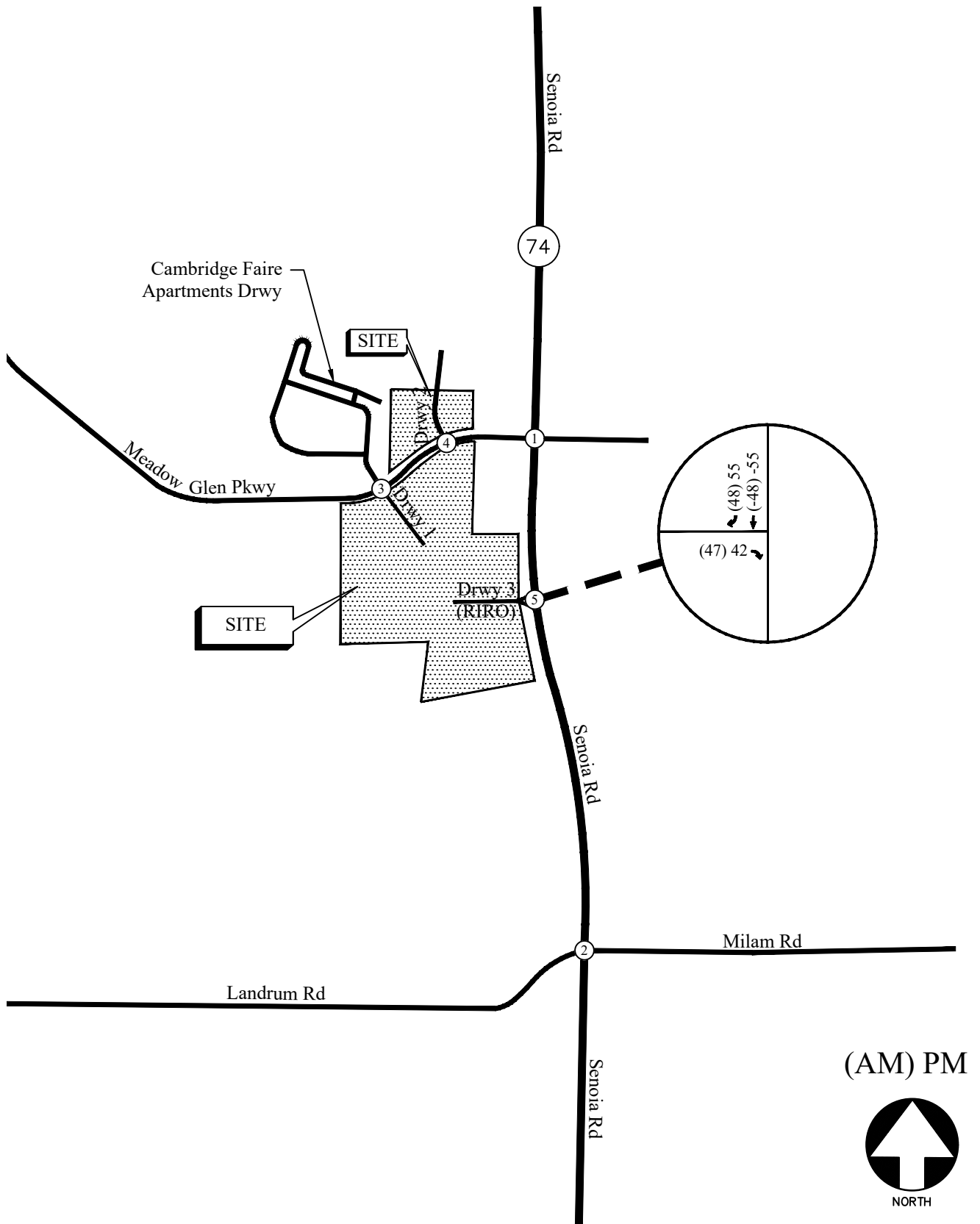
5.2 Trip Distribution

The trip distribution describes how traffic arrives and departs from the site. An overall trip distribution was developed for the site based on a review of the existing travel patterns in the area and the locations of major roadways and highways that will serve the development. The site-generated peak hour traffic volumes, shown in Table 4, were assigned to the study area intersections based on this distribution. The outer-leg distribution and AM and PM peak hour new traffic generated by the site are shown in Figure 5. Pass-by volumes have also been distributed based on existing travel patterns and are shown in Figure 6.



TRIP DISTRIBUTION AND NEW SITE-GENERATED
WEEKDAY PEAK HOUR VOLUMES

FIGURE 5
A&R Engineering Inc.



SITE PEAK HOUR PASS-BY VOLUMES

FIGURE 6
A&R Engineering Inc.

6.0 FUTURE 2026 TRAFFIC ANALYSIS

The future 2026 traffic operations are analyzed for the “Build” and “No-Build” conditions.

6.1 Future “No-Build” Conditions

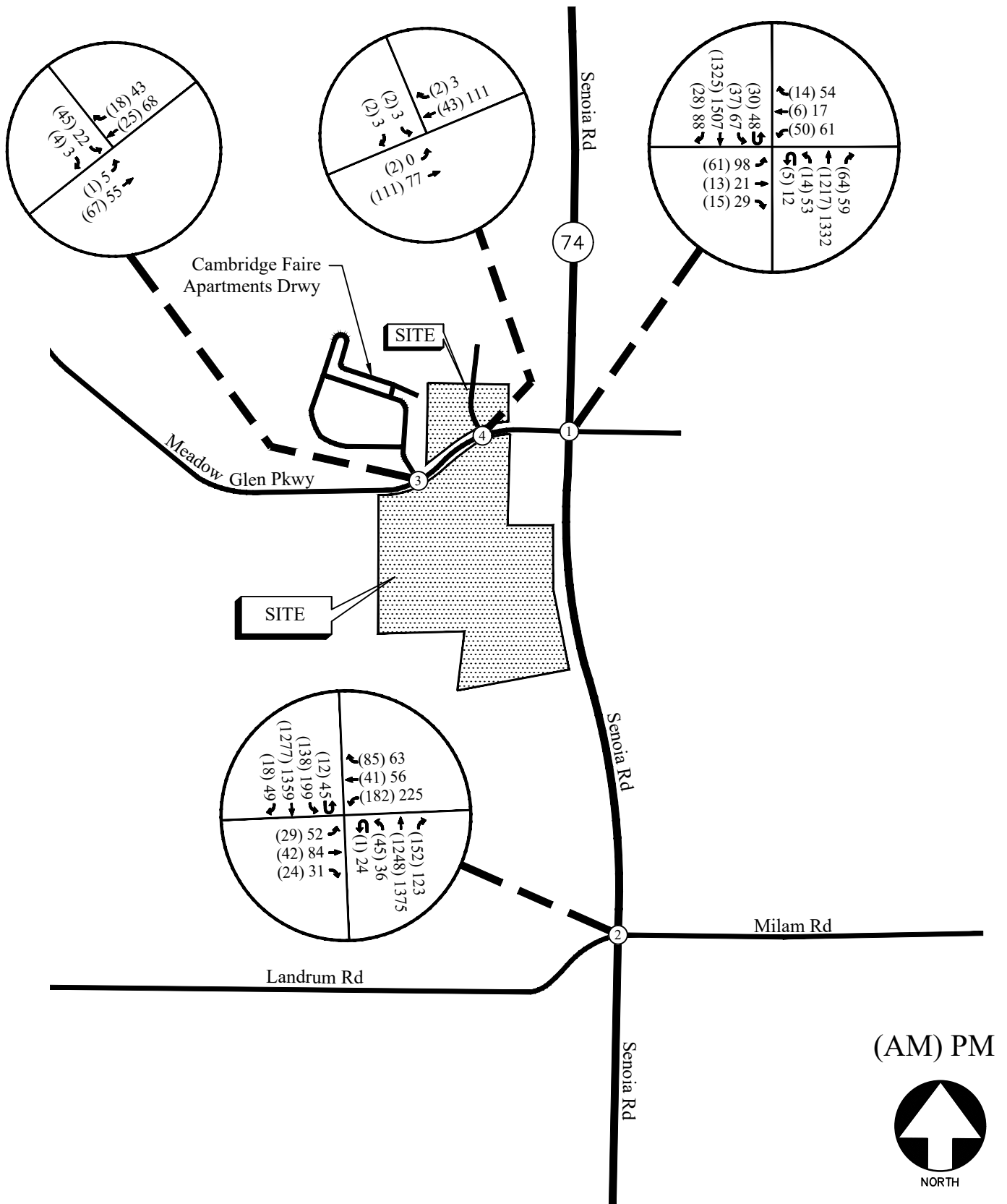
The “No-Build” (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future “No-Build” volumes consist of the existing traffic volumes (Figure 2) plus increases for annual growth of traffic.

6.1.1 Annual Traffic Growth

To evaluate future traffic operations in this area, a projection of normal traffic growth was applied to the existing volumes. The Georgia Department of Transportation recorded average daily traffic volumes at several locations in the vicinity of the site. Reviewing the growth over the last five years (2017-2019, 2021-2022) revealed growth of approximately 3% in the area. This growth factor was applied to the existing traffic volumes to estimate the future year traffic volumes prior to the addition of site-generated traffic. The resulting Future “No-Build” volumes on the roadway are shown in Figure 7.

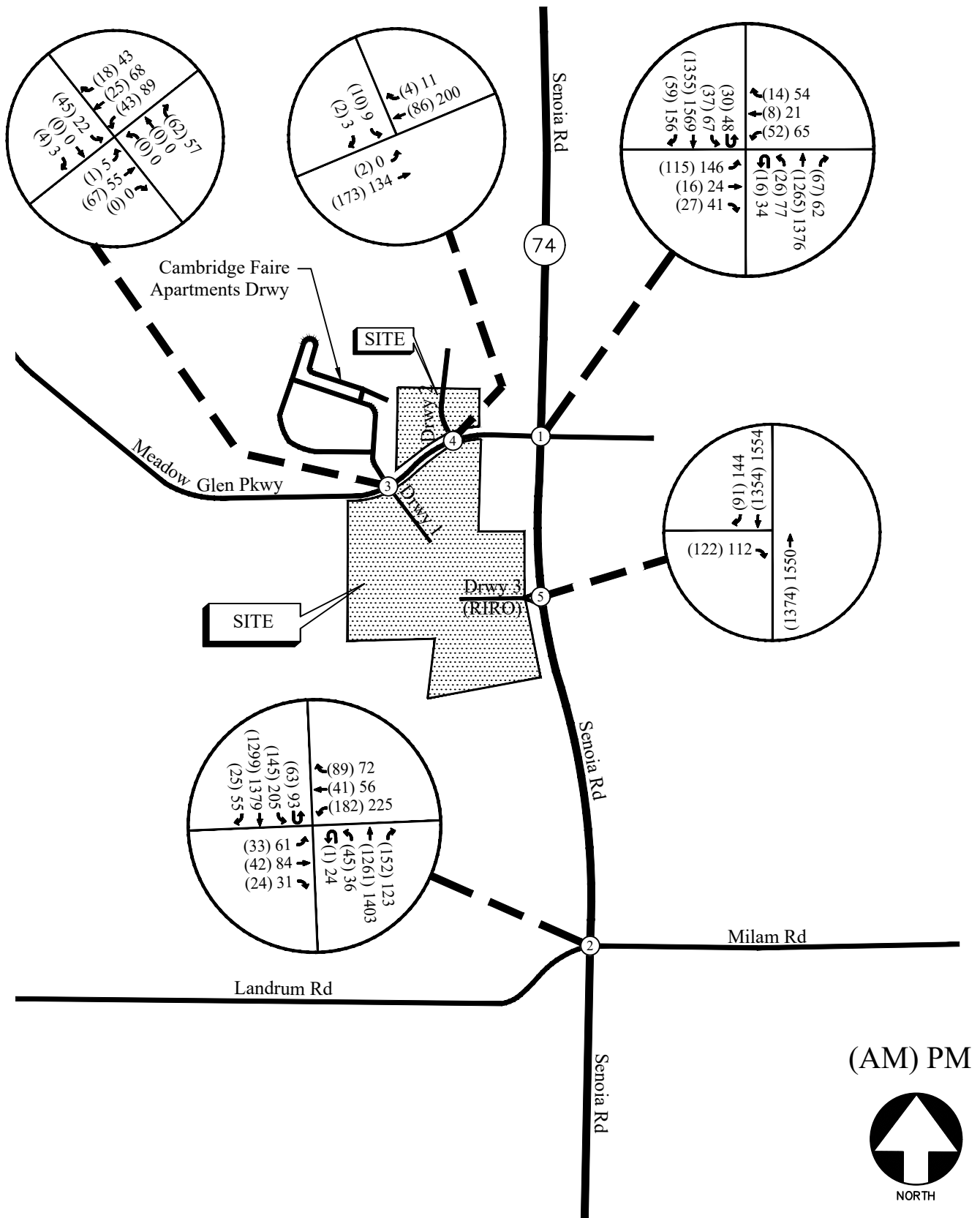
6.2 Future “Build” Conditions

The “Build” or development conditions include the estimated background traffic from the “No-Build” conditions plus the traffic from the proposed development. In order to evaluate future traffic operations in this area, the additional traffic volumes from the site (Figure 5) and pass-by volumes (Figure 6) were added to base traffic volumes (Figure 7) to calculate the future traffic volumes after the construction of the development. These total future “Build” traffic volumes are shown in Figure 8.



FUTURE (NO-BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 7
A&R Engineering Inc.



FUTURE (BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 8

A&R Engineering Inc.

6.3 Auxiliary Lane Analysis

Included below are analyses for left-turn lanes and deceleration lanes for all site driveways per City of Fairburn/GDOT standards. The analyses below are based off the trip distribution included in Section 5.2. According to the trip distribution, the 24-hour two-way volume entering and exiting the site is 178 townhome trips and 5,636 other trips. The ADT on Meadow Glen Parkway is assumed to be less than 6,000 vehicles based on the GDOT volumes on the surrounding roadways.

6.3.1 Left Turn Lane Analysis

City of Fairburn’s Development Standards 2008 do not give left-turn lane standards. We are therefore using GDOT standards. For two lane roadways with AADT’s less than 6,000 vehicles and a posted speed limit of 25 mph, the daily site generated traffic left-turn movements threshold to warrant a left-turn lane is 300 left-turning vehicles a day. The projected left-turn volumes per day for each driveway is included in Table 5.

TABLE 5 – GDOT REQUIREMENTS FOR LEFT TURN LANES

Intersection	Left turn traffic (% total entering)	Left-turn Volume (vehicles/day)	Roadway Speed/ # lanes / ADT	GDOT Threshold (vehicles/day)	Warrants met?
Meadow Glen Parkway @ Cambridge Faire Apartment Homes Driveway / Site Driveway 1	50% of Apartment/Retail/ Restaurant Trips	1,227	25 mph / 2-Lane / < 6,000	300	Yes
Meadow Glen Parkway @ Shared Site Driveway 2	0%	0	25 mph / 2-Lane / < 6,000	300	No

*Pass-by reductions included, mixed use reductions not included

A left-turn lane is warranted on Meadow Glen Parkway at Site Driveway 1 per GDOT standards.

6.3.2 Deceleration Turn Lane Analysis

Section 4.6 of City of Fairburn’s Land Development Standards Manual 2008 requires a deceleration for all residential developments of more than 2 family residences. Therefore right-turn lanes will be warranted.

6.4 Future Traffic Operations

The future “No-Build” and “Build” traffic operations were analyzed using the volumes in Figure 7 and Figure 8, respectively. The results of the future traffic operations analysis are shown below in Table 6. Recommendations for future traffic control and lane geometry are shown in Figure 9.






TABLE 6 – FUTURE INTERSECTION OPERATIONS					
Intersection		LOS (Delay)			
		NO-BUILD		BUILD	
		AM Peak	PM Peak	AM Peak	PM Peak
1	<u>SR 74 (Senoia Road) @ Meadow Glen Parkway</u>	<u>A (8.9)</u>	<u>B (13.8)</u>	<u>B (12.9)</u>	<u>B (18.8)</u>
	-Eastbound Approach	E (56.7)	D (54.1)	E (56.1)	D (51.3)
	-Westbound Approach	D (53.5)	D (47.9)	D (47.6)	D (42.1)
	-Northbound Approach	A (6.5)	B (10.5)	A (9.5)	B (15.2)
	-Southbound Approach	A (6.1)	B (11.4)	A (9.7)	B (16.8)
2	<u>SR 74 (Senoia Road @ Landrum Road / Milam Road</u>	<u>C (23.6)</u>	<u>C (34.9)</u>	<u>C (25.9)</u>	<u>D (43.4)</u>
	-Eastbound Approach	D (36.1)	C (33.8)	D (36.1)	C (33.6)
	-Westbound Approach	D (52.5)	D (54.1)	D (54.1)	D (54.7)
	-Northbound Approach	C (20.3)	D (35.4)	C (22.5)	D (45.3)
	-Southbound Approach	C (20.0)	C (30.4)	C (22.8)	D (40.1)
3	<u>Meadow Glen Parkway @ Cambridge Faire Apartment Homes Driveway / Site Driveway 1</u>				
	-Eastbound Left	A (7.3)	A (7.4)	A (7.3)	A (7.4)
	-Westbound Left	-	-	A (7.5)	A (7.5)
	-Northbound Approach	-	-	A (9.0)	A (8.8)
	-Southbound Approach	A (9.3)	A (9.3)	B (11.2)	B (11.8)
4	<u>Meadow Glen Pkwy @ Townhomes Shared Drwy 2</u>				
	-Eastbound Left	A (7.3)	A (7.5)	A (7.4)	A (7.7)
	-Southbound Approach	A (9.3)	A (9.3)	B (10.2)	B (10.5)
5	<u>SR 74 (Senoia Road) @ Site Driveway 3 (RIRO)</u>				
	-Eastbound Approach	-	-	C (20.6)	C (24.3)

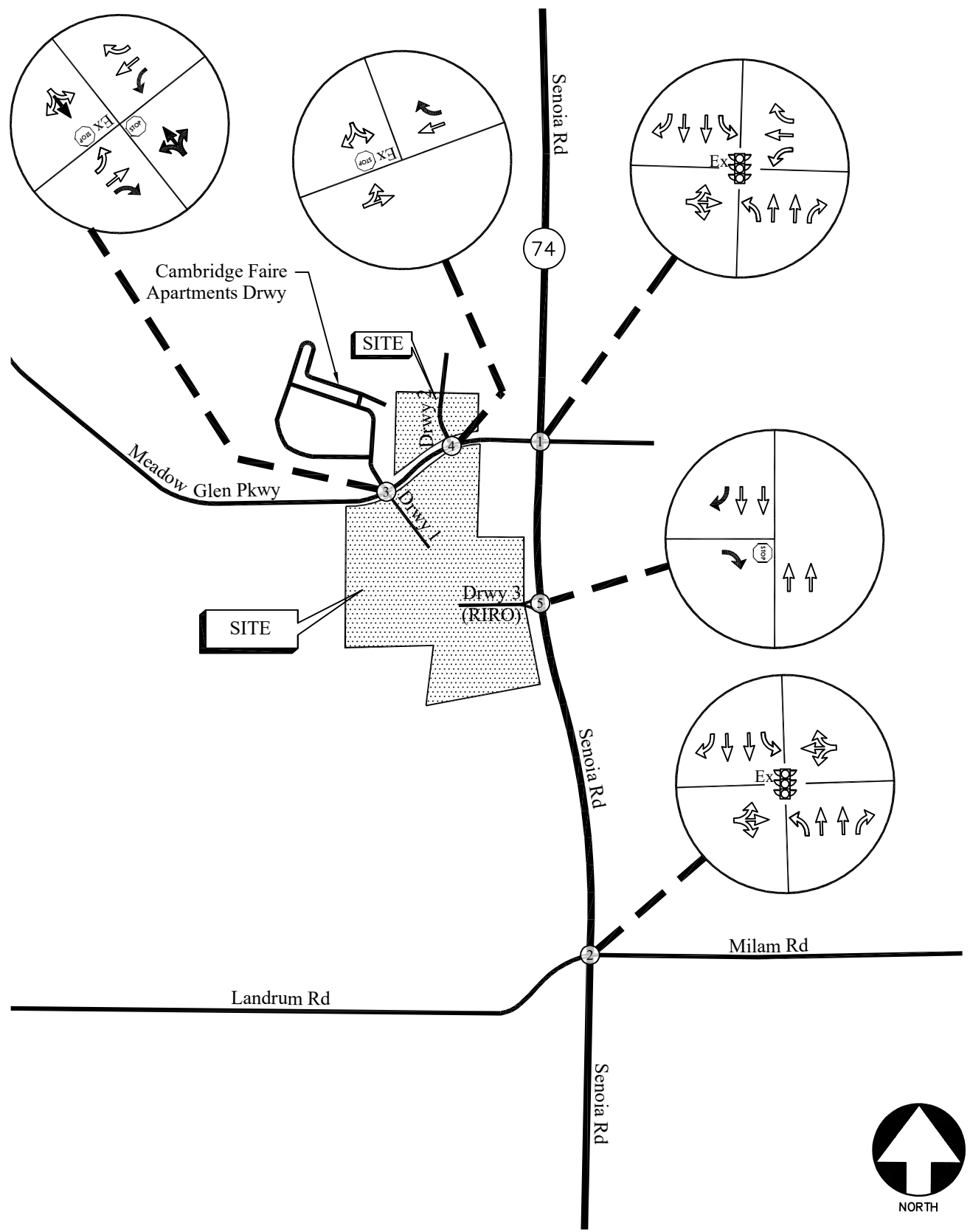
The results of the future traffic operations analysis show that the signalized study intersections will continue to operate at a satisfactory overall level of service “D” or better in both the AM and PM peak hours, while the stop-controlled approaches at the unsignalized study intersections will also operate at a satisfactory level of service “C” or better. Impact of the stie generated traffic on traffic operations at the study intersections is minimal.

6.4.1 Left-Turn Phase Analysis

A left-turn phase analysis was completed for eastbound and westbound approaches of Meadow Glen Parkway at SR 74 (Senoia Road) based on traffic volumes in “No-Build” and “Build” conditions. In both conditions, an eastbound left-turn phase is warranted based only on PM peak hour volumes. A left-turn phase is not warranted based on cross-product rule. There are no left-turn crashes reported at the intersection in Gears during the last 2 years (Jan 2022 to December 2023). Therefore, a left-turn phase is not warranted based on crash history. Left-Turn Phase Analysis and crash history are included in Appendix.

LEGEND

- Ex  Existing Signed Approach  Proposed Signed Approach
-  Existing Lane Geometry  Proposed Lane Geometry
- Ex  Existing Traffic Signal



FUTURE TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 9

A&R Engineering Inc.

7.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the proposed mixed-use development that will be located at 8055 Senoia Road (SR 74) in Fairburn, Georgia. The proposed development will consist of:

- Low-Rise Apartments: 300 units
- Townhomes: 30 units
- Retail: 3,600 sf
- Restaurant: 8,400 sf

An adjacent parcel that will have joint access has the following proposed land-uses. We have included the trips from the adjacent parcel in our analysis.

- Retail: 11,200 sf
- Restaurant: 4,450 sf

The development proposes access at the following locations:

- Site Driveway 1: Proposed full access driveway on Meadow Glen Parkway, across from the driveway to Cambridge Faire Apartment Homes
- Site Driveway 2: Existing full access driveway on Meadow Glen Parkway, shared with Tractor Supply Company
- Site Driveway 3: Proposed right-in/right-out driveway on SR 74 (Senoia Road)

The AM and PM peak hours have been analyzed in this study. In addition to the site access points, this study includes the evaluation of traffic operations at the intersections of:

- SR 74 (Senoia Road) @ Meadow Glen Parkway
- SR 74 (Senoia Road) @ Landrum Road / Milam Road

The analysis included the evaluation of Future operations for “No-Build” and “Build” conditions, both of which account for increases in annual growth of through traffic.

The results of the future traffic operations analysis show that the signalized study intersections will continue to operate at a satisfactory overall level of service “D” or better in both the AM and PM peak hours, while the stop-controlled approaches at the unsignalized study intersections will also operate at a satisfactory level of service “C” or better. Impact of the stie generated traffic on traffic operations at the study intersections is minimal.

7.1 Recommendations for Site Access Configuration

The following access configuration is recommended for the site driveway intersections.

- Site Driveway 1: Proposed full access driveway on Meadow Glen Parkway, across from the driveway to Cambridge Faire Apartment Homes
 - One entering lane and one exiting lane.
 - Stop-sign controlled on the driveway approach with Meadow Glen Parkway remaining free flow.
 - Left Turn Lane on Meadow Glen Parkway for entering traffic.
 - Right Turn Lane on Meadow Glen Parkway for entering traffic.
 - Provide adequate sight distance per AASHTO standards.

- Site Driveway 2: Existing full access driveway on Meadow Glen Parkway, shared with Tractor Supply Company
 - Existing one entering lane and one exiting lane.
 - Stop-sign controlled on the driveway approach with Meadow Glen Parkway remaining free flow.
 - Right Turn Lane for entering traffic.
 - Confirm adequate sight distance per AASHTO standards.

- Site Driveway 3: Proposed right-in/right-out driveway on SR 74 (Senoia Road)
 - One entering lane and one exiting right-turn lane.
 - Stop-sign controlled on the driveway approach with SR 74 remaining free flow.
 - Right Turn Lane on SR 74 for entering traffic.
 - Provide adequate sight distance per AASHTO standards.

Appendix

Existing Intersection Traffic Counts	
Linear Regression of Daily Traffic.....	
Existing Intersection Analysis.....	
Future “No-Build” Intersection Analysis	
Future “Build” Intersection Analysis.....	
Traffic Volume Worksheets	
Left-Turn Phase Analysis	
Crash History.....	

EXISTING INTERSECTION TRAFFIC COUNTS

A & R Engineering, Inc.

2160 Kingston Court, Suite 'O'
Marietta, GA 30067

TMC Data
SR 74 (Senoia Rd) @ Meadow Glen Pkwy
7-9 am | 4-6 pm

File Name : 20240216
Site Code : 20240216
Start Date : 05-16-2024
Page No : 1

Groups Printed- Cars & Buses - Trucks

Start Time	SR 74 (Senoia Rd) Northbound					SR 74 (Senoia Rd) Southbound					Meadow Glen Pkwy Eastbound				Meadow Glen Pkwy Westbound				Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	270	3	0	274	8	261	8	7	284	17	0	4	21	6	1	2	9	588
07:15 AM	2	310	11	2	325	10	285	6	6	307	25	2	8	35	12	2	6	20	687
07:30 AM	5	267	24	2	298	10	339	8	3	360	16	5	0	21	11	2	3	16	695
07:45 AM	1	287	19	1	308	7	301	6	7	321	6	3	3	12	10	0	1	11	652
Total	9	1134	57	5	1205	35	1186	28	23	1272	64	10	15	89	39	5	12	56	2622
08:00 AM	5	284	6	0	295	8	325	6	12	351	11	2	3	16	14	2	3	19	681
08:15 AM	3	268	5	2	278	11	278	9	13	311	10	1	4	15	15	1	4	20	624
08:30 AM	1	264	6	0	271	9	337	4	10	360	8	2	3	13	10	2	4	16	660
08:45 AM	6	263	3	0	272	15	286	0	9	310	11	3	4	18	7	3	7	17	617
Total	15	1079	20	2	1116	43	1226	19	44	1332	40	8	14	62	46	8	18	72	2582
*** BREAK ***																			
04:00 PM	10	278	19	3	310	17	332	11	13	373	32	10	6	48	13	3	18	34	765
04:15 PM	15	275	17	2	309	19	392	21	9	441	23	1	6	30	10	4	14	28	808
04:30 PM	15	315	17	0	347	14	340	22	10	386	17	0	5	22	10	3	13	26	781
04:45 PM	9	287	16	1	313	16	391	16	9	432	30	0	7	37	15	4	14	33	815
Total	49	1155	69	6	1279	66	1455	70	41	1632	102	11	24	137	48	14	59	121	3169
05:00 PM	9	293	11	2	315	16	349	18	9	392	28	4	2	34	13	2	11	26	767
05:15 PM	8	319	11	1	339	11	329	25	14	379	14	5	9	28	17	5	12	34	780
05:30 PM	16	327	15	4	362	19	357	26	11	413	28	4	5	37	16	2	9	27	839
05:45 PM	17	318	19	4	358	17	387	14	11	429	22	7	11	40	12	7	19	38	865
Total	50	1257	56	11	1374	63	1422	83	45	1613	92	20	27	139	58	16	51	125	3251
Grand Total	123	4625	202	24	4974	207	5289	200	153	5849	298	49	80	427	191	43	140	374	11624
Apprch %	2.5	93	4.1	0.5		3.5	90.4	3.4	2.6		69.8	11.5	18.7		51.1	11.5	37.4		
Total %	1.1	39.8	1.7	0.2	42.8	1.8	45.5	1.7	1.3	50.3	2.6	0.4	0.7	3.7	1.6	0.4	1.2	3.2	
Cars & Buses	123	4444	198	24	4789	194	5078	196	152	5620	297	49	80	426	189	43	132	364	11199
% Cars & Buses	100	96.1	98	100	96.3	93.7	96	98	99.3	96.1	99.7	100	100	99.8	99	100	94.3	97.3	96.3
Trucks	0	181	4	0	185	13	211	4	1	229	1	0	0	1	2	0	8	10	425
% Trucks	0	3.9	2	0	3.7	6.3	4	2	0.7	3.9	0.3	0	0	0.2	1	0	5.7	2.7	3.7

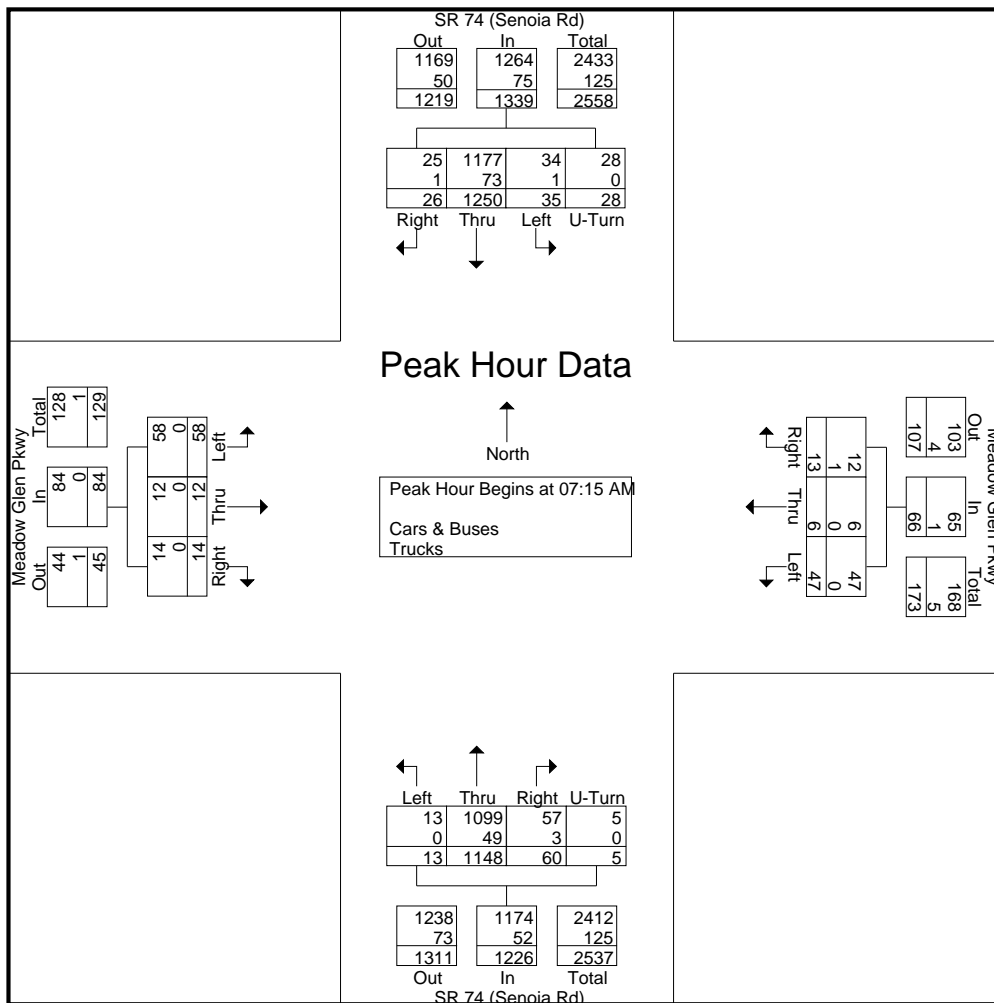
A & R Engineering, Inc.

2160 Kingston Court, Suite 'O'
Marietta, GA 30067

TMC Data
SR 74 (Senoia Rd) @ Meadow Glen Pkwy
7-9 am | 4-6 pm

File Name : 20240216
Site Code : 20240216
Start Date : 05-16-2024
Page No : 2

Start Time	SR 74 (Senoia Rd) Northbound					SR 74 (Senoia Rd) Southbound					Meadow Glen Pkwy Eastbound				Meadow Glen Pkwy Westbound				Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	2	310	11	2	325	10	285	6	6	307	25	2	8	35	12	2	6	20	687
07:30 AM	5	267	24	2	298	10	339	8	3	360	16	5	0	21	11	2	3	16	695
07:45 AM	1	287	19	1	308	7	301	6	7	321	6	3	3	12	10	0	1	11	652
08:00 AM	5	284	6	0	295	8	325	6	12	351	11	2	3	16	14	2	3	19	681
Total Volume	13	1148	60	5	1226	35	1250	26	28	1339	58	12	14	84	47	6	13	66	2715
% App. Total	1.1	93.6	4.9	0.4		2.6	93.4	1.9	2.1		69	14.3	16.7		71.2	9.1	19.7		
PHF	.650	.926	.625	.625	.943	.875	.922	.813	.583	.930	.580	.600	.438	.600	.839	.750	.542	.825	.977
Cars & Buses	13	1099	57	5	1174	34	1177	25	28	1264	58	12	14	84	47	6	12	65	2587
% Cars & Buses	100	95.7	95.0	100	95.8	97.1	94.2	96.2	100	94.4	100	100	100	100	100	100	92.3	98.5	95.3
Trucks	0	49	3	0	52	1	73	1	0	75	0	0	0	0	0	0	1	1	128
% Trucks	0	4.3	5.0	0	4.2	2.9	5.8	3.8	0	5.6	0	0	0	0	0	0	7.7	1.5	4.7



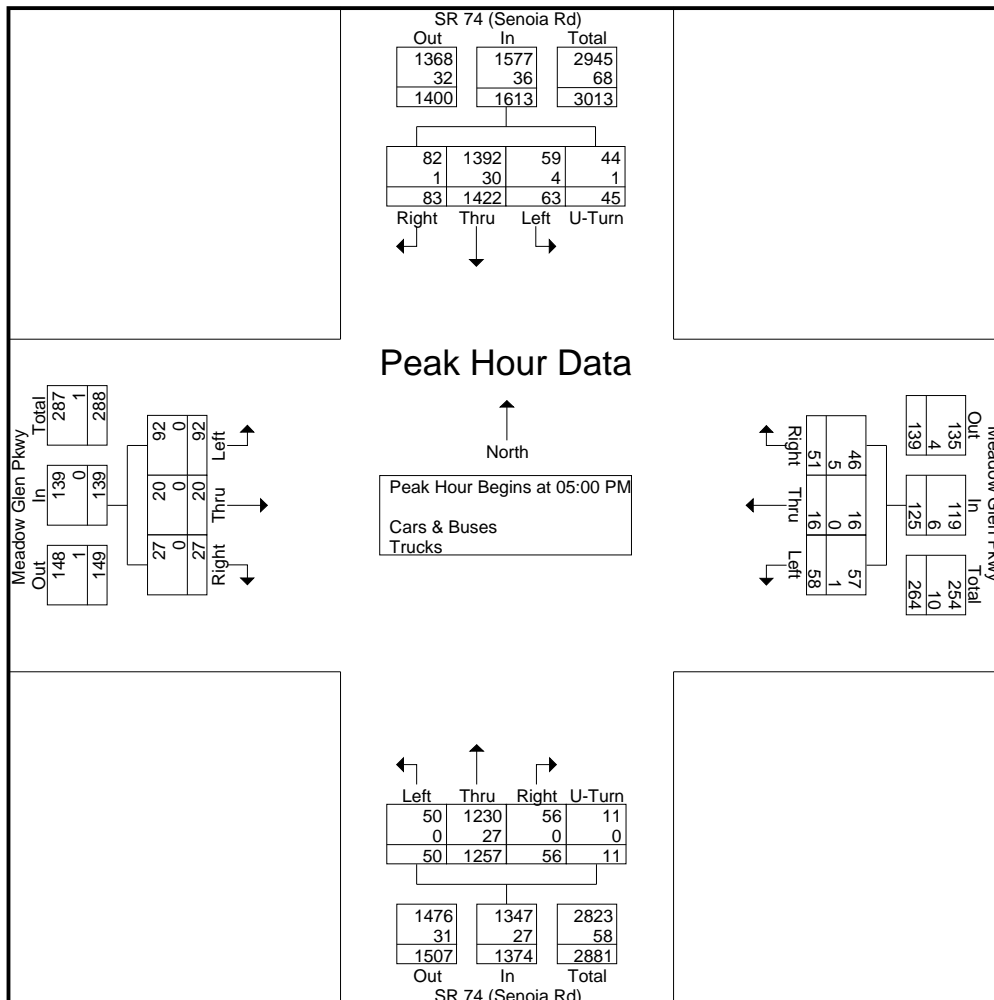
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TMC Data
SR 74 (Senoia Rd) @ Meadow Glen Pkwy
7-9 am | 4-6 pm

File Name : 20240216
Site Code : 20240216
Start Date : 05-16-2024
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Start Time	SR 74 (Senoia Rd) Northbound					SR 74 (Senoia Rd) Southbound					Meadow Glen Pkwy Eastbound				Meadow Glen Pkwy Westbound				Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 05:00 PM																			
05:00 PM	9	293	11	2	315	16	349	18	9	392	28	4	2	34	13	2	11	26	767
05:15 PM	8	319	11	1	339	11	329	25	14	379	14	5	9	28	17	5	12	34	780
05:30 PM	16	327	15	4	362	19	357	26	11	413	28	4	5	37	16	2	9	27	839
05:45 PM	17	318	19	4	358	17	387	14	11	429	22	7	11	40	12	7	19	38	865
Total Volume	50	1257	56	11	1374	63	1422	83	45	1613	92	20	27	139	58	16	51	125	3251
% App. Total	3.6	91.5	4.1	0.8		3.9	88.2	5.1	2.8		66.2	14.4	19.4		46.4	12.8	40.8		
PHF	.735	.961	.737	.688	.949	.829	.919	.798	.804	.940	.821	.714	.614	.869	.853	.571	.671	.822	.940
Cars & Buses	50	1230	56	11	1347	59	1392	82	44	1577	92	20	27	139	57	16	46	119	3182
% Cars & Buses	100	97.9	100	100	98.0	93.7	97.9	98.8	97.8	97.8	100	100	100	100	98.3	100	90.2	95.2	97.9
Trucks	0	27	0	0	27	4	30	1	1	36	0	0	0	0	1	0	5	6	69
% Trucks	0	2.1	0	0	2.0	6.3	2.1	1.2	2.2	2.2	0	0	0	0	1.7	0	9.8	4.8	2.1



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2160 Kingston Court, Suite 'O'
Marietta, GA 30067

TMC Data
SR 74 (Senoia Rd) @ Milam Rd-Landrum Rd
7-9 am | 4-6 pm

File Name : 20240217
Site Code : 20240217
Start Date : 05-16-2024
Page No : 1

Groups Printed- Cars & Buses - Trucks

Start Time	SR 74 (Senoia Rd) Northbound					SR 74 (Senoia Rd) Southbound					Landrum Rd Eastbound				Milam Rd Westbound				Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	258	21	0	283	22	213	3	0	238	3	16	6	25	35	1	15	51	597
07:15 AM	10	288	42	0	340	28	232	6	3	269	4	13	5	22	49	7	22	78	709
07:30 AM	8	337	45	1	391	31	331	7	1	370	8	9	6	23	43	11	21	75	859
07:45 AM	13	265	35	0	313	34	297	1	5	337	12	10	1	23	41	10	22	73	746
Total	35	1148	143	1	1327	115	1073	17	9	1214	27	48	18	93	168	29	80	277	2911
08:00 AM	11	287	21	0	319	37	345	3	2	387	3	8	11	22	39	11	15	65	793
08:15 AM	10	269	27	2	308	27	250	3	2	282	7	4	7	18	41	8	26	75	683
08:30 AM	5	268	23	1	297	34	276	7	1	318	8	7	5	20	35	6	10	51	686
08:45 AM	5	242	18	3	268	27	280	10	2	319	3	9	1	13	37	4	17	58	658
Total	31	1066	89	6	1192	125	1151	23	7	1306	21	28	24	73	152	29	68	249	2820
09:00 AM	0	15	0	0	15	0	24	1	0	25	0	0	0	0	1	0	1	2	42
*** BREAK ***																			
Total	0	15	0	0	15	0	24	1	0	25	0	0	0	0	1	0	1	2	42
*** BREAK ***																			
04:00 PM	7	346	31	6	390	38	305	9	5	357	15	23	10	48	53	16	13	82	877
04:15 PM	9	356	28	7	400	46	352	13	10	421	14	21	8	43	49	8	19	76	940
04:30 PM	8	331	26	2	367	49	289	11	13	362	9	20	3	32	57	14	12	83	844
04:45 PM	10	264	31	8	313	55	336	13	14	418	11	15	8	34	53	15	15	83	848
Total	34	1297	116	23	1470	188	1282	46	42	1558	49	79	29	157	212	53	59	324	3509
05:00 PM	12	265	28	7	312	61	280	14	16	371	8	18	6	32	51	17	18	86	801
05:15 PM	15	293	33	6	347	58	275	12	15	360	10	19	8	37	58	15	17	90	834
05:30 PM	13	307	29	5	354	63	298	11	17	389	9	14	4	27	61	16	13	90	860
05:45 PM	8	299	32	8	347	69	326	9	13	417	7	16	7	30	55	19	15	89	883
Total	48	1164	122	26	1360	251	1179	46	61	1537	34	67	25	126	225	67	63	355	3378
Grand Total	148	4690	470	56	5364	679	4709	133	119	5640	131	222	96	449	758	178	271	1207	12660
Apprch %	2.8	87.4	8.8	1		12	83.5	2.4	2.1		29.2	49.4	21.4		62.8	14.7	22.5		
Total %	1.2	37	3.7	0.4	42.4	5.4	37.2	1.1	0.9	44.5	1	1.8	0.8	3.5	6	1.4	2.1	9.5	
Cars & Buses	145	4529	467	56	5197	678	4541	129	118	5466	128	220	94	442	754	177	267	1198	12303
% Cars & Buses	98	96.6	99.4	100	96.9	99.9	96.4	97	99.2	96.9	97.7	99.1	97.9	98.4	99.5	99.4	98.5	99.3	97.2
Trucks	3	161	3	0	167	1	168	4	1	174	3	2	2	7	4	1	4	9	357
% Trucks	2	3.4	0.6	0	3.1	0.1	3.6	3	0.8	3.1	2.3	0.9	2.1	1.6	0.5	0.6	1.5	0.7	2.8

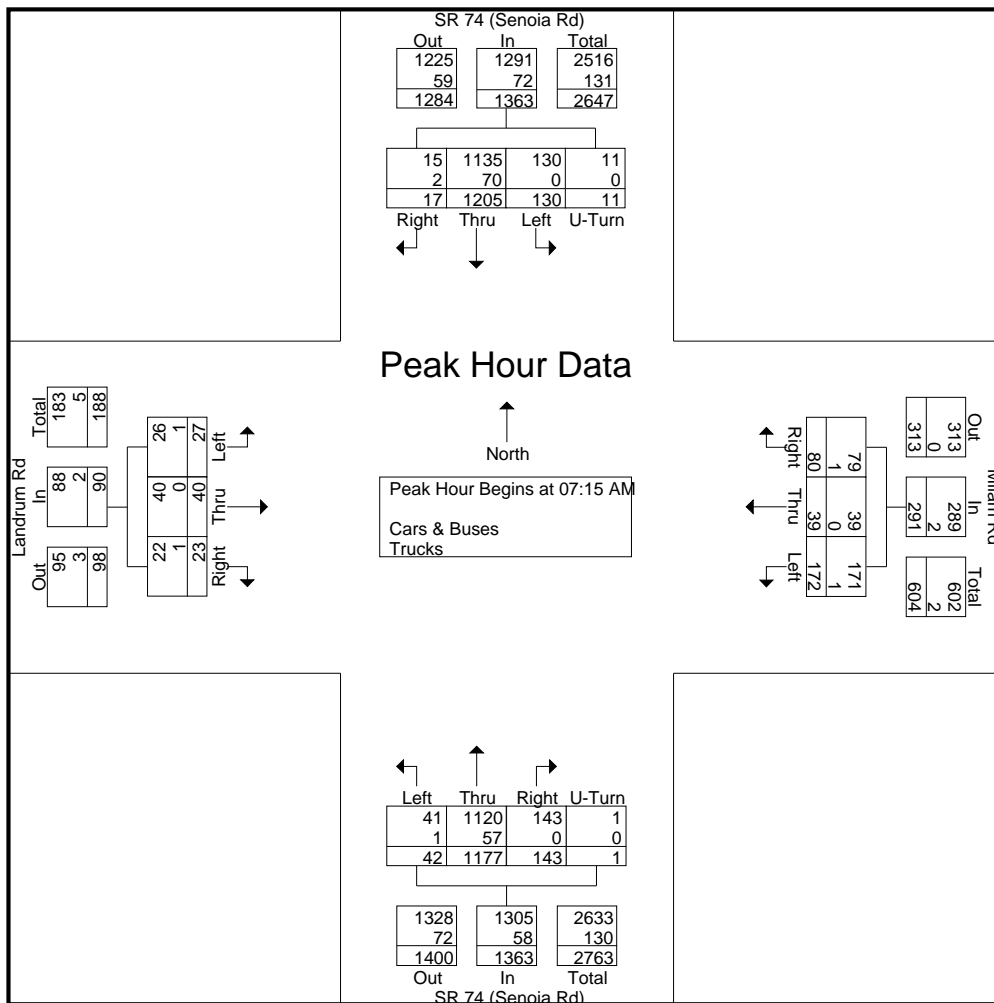
A & R Engineering, Inc.

2160 Kingston Court, Suite 'O'
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TMC Data
SR 74 (Senoia Rd) @ Milam Rd-Landrum Rd
7-9 am | 4-6 pm

File Name : 20240217
Site Code : 20240217
Start Date : 05-16-2024
Page No : 2

Start Time	SR 74 (Senoia Rd) Northbound					SR 74 (Senoia Rd) Southbound					Landrum Rd Eastbound				Milam Rd Westbound				Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	10	288	42	0	340	28	232	6	3	269	4	13	5	22	49	7	22	78	709
07:30 AM	8	337	45	1	391	31	331	7	1	370	8	9	6	23	43	11	21	75	859
07:45 AM	13	265	35	0	313	34	297	1	5	337	12	10	1	23	41	10	22	73	746
08:00 AM	11	287	21	0	319	37	345	3	2	387	3	8	11	22	39	11	15	65	793
Total Volume	42	1177	143	1	1363	130	1205	17	11	1363	27	40	23	90	172	39	80	291	3107
% App. Total	3.1	86.4	10.5	0.1		9.5	88.4	1.2	0.8		30	44.4	25.6		59.1	13.4	27.5		
PHF	.808	.873	.794	.250	.871	.878	.873	.607	.550	.880	.563	.769	.523	.978	.878	.886	.909	.933	.904
Cars & Buses	41	1120	143	1	1305	130	1135	15	11	1291	26	40	22	88	171	39	79	289	2973
% Cars & Buses	97.6	95.2	100	100	95.7	100	94.2	88.2	100	94.7	96.3	100	95.7	97.8	99.4	100	98.8	99.3	95.7
Trucks	1	57	0	0	58	0	70	2	0	72	1	0	1	2	1	0	1	2	134
% Trucks	2.4	4.8	0	0	4.3	0	5.8	11.8	0	5.3	3.7	0	4.3	2.2	0.6	0	1.3	0.7	4.3



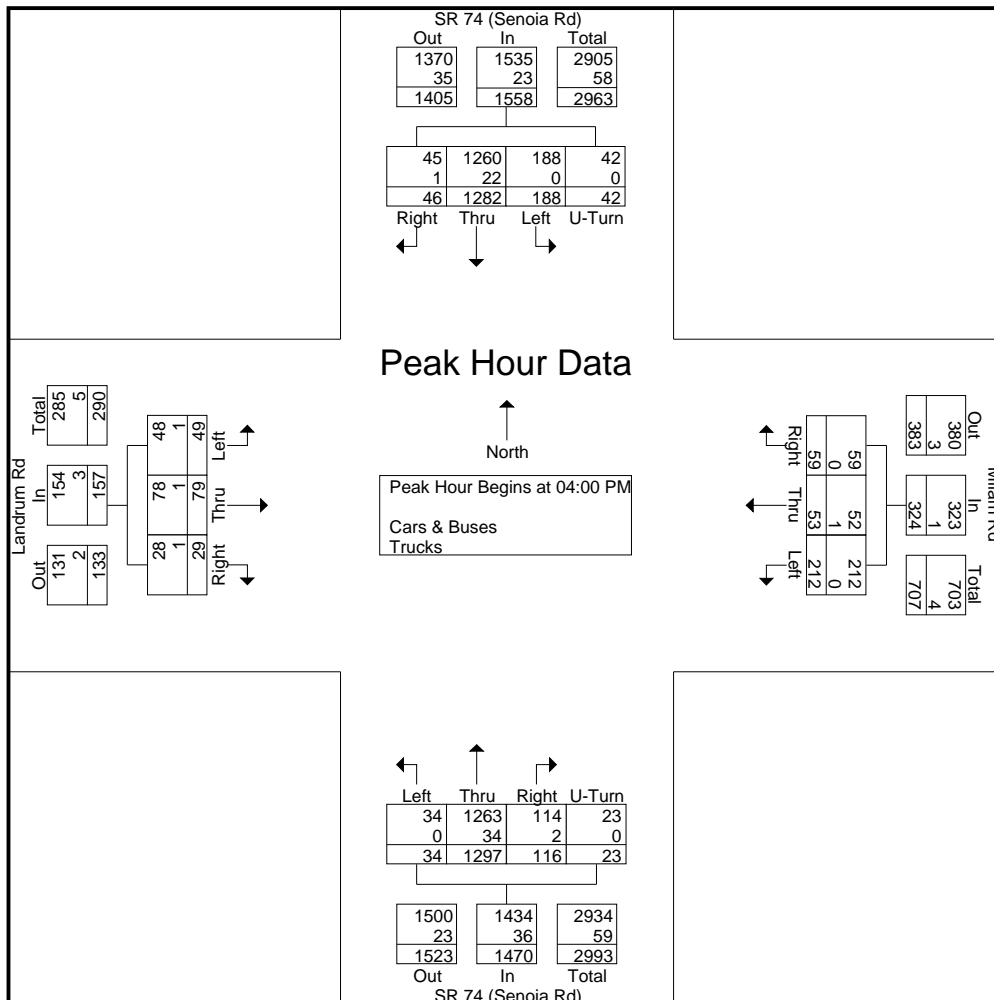
A & R Engineering, Inc.

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TMC Data
SR 74 (Senoia Rd) @ Milam Rd-Landrum Rd
7-9 am | 4-6 pm

File Name : 20240217
Site Code : 20240217
Start Date : 05-16-2024
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Start Time	SR 74 (Senoia Rd) Northbound					SR 74 (Senoia Rd) Southbound					Landrum Rd Eastbound				Milam Rd Westbound				Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 04:00 PM																			
04:00 PM	7	346	31	6	390	38	305	9	5	357	15	23	10	48	53	16	13	82	877
04:15 PM	9	356	28	7	400	46	352	13	10	421	14	21	8	43	49	8	19	76	940
04:30 PM	8	331	26	2	367	49	289	11	13	362	9	20	3	32	57	14	12	83	844
04:45 PM	10	264	31	8	313	55	336	13	14	418	11	15	8	34	53	15	15	83	848
Total Volume	34	1297	116	23	1470	188	1282	46	42	1558	49	79	29	157	212	53	59	324	3509
% App. Total	2.3	88.2	7.9	1.6		12.1	82.3	3	2.7		31.2	50.3	18.5		65.4	16.4	18.2		
PHF	.850	.911	.935	.719	.919	.855	.911	.885	.750	.925	.817	.859	.725	.818	.930	.828	.776	.976	.933
Cars & Buses	34	1263	114	23	1434	188	1260	45	42	1535	48	78	28	154	212	52	59	323	3446
% Cars & Buses	100	97.4	98.3	100	97.6	100	98.3	97.8	100	98.5	98.0	98.7	96.6	98.1	100	98.1	100	99.7	98.2
Trucks	0	34	2	0	36	0	22	1	0	23	1	1	1	3	0	1	0	1	63
% Trucks	0	2.6	1.7	0	2.4	0	1.7	2.2	0	1.5	2.0	1.3	3.4	1.9	0	1.9	0	0.3	1.8



A & R Engineering, Inc.

2160 Kingston Court Suite '0'
Marietta, GA 30067

TMC Data
Meadow Glen Pkwy @ Cambridge Faire
Apartment Drwy
7-9 am | 4-6 pm

File Name : 20240218
Site Code : 20240218
Start Date : 05-16-2024
Page No : 1

Groups Printed- Cars, Buses & Trucks

Start Time	Northbound				Cambridge Faire Apartment Drwy Southbound				Meadow Glen Parkway Eastbound				Meadow Glen Parkway Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	9	0	1	10	1	13	0	14	0	4	4	8	32
07:15 AM	0	0	0	0	8	0	1	9	0	16	0	16	0	6	4	10	35
07:30 AM	0	0	0	0	18	0	1	19	0	17	0	17	0	9	3	12	48
07:45 AM	0	0	0	0	7	0	1	8	0	17	0	17	0	5	6	11	36
Total	0	0	0	0	42	0	4	46	1	63	0	64	0	24	17	41	151
08:00 AM	0	0	0	0	6	0	0	6	1	7	0	8	0	7	3	10	24
08:15 AM	0	0	0	0	6	0	2	8	0	10	0	10	0	7	1	8	26
08:30 AM	0	0	0	0	5	0	0	5	0	8	0	8	0	7	5	12	25
08:45 AM	0	0	0	0	7	0	1	8	3	8	0	11	0	4	4	8	27
Total	0	0	0	0	24	0	3	27	4	33	0	37	0	25	13	38	102
*** BREAK ***																	
04:00 PM	0	0	0	0	7	0	0	7	1	19	0	20	0	7	6	13	40
04:15 PM	0	0	0	0	5	0	1	6	1	12	0	13	0	17	4	21	40
04:30 PM	0	0	0	0	5	0	1	6	1	11	0	12	0	11	13	24	42
04:45 PM	0	0	0	0	7	0	0	7	0	15	0	15	0	13	7	20	42
Total	0	0	0	0	24	0	2	26	3	57	0	60	0	48	30	78	164
05:00 PM	0	0	0	0	5	0	1	6	1	13	0	14	0	7	9	16	36
05:15 PM	0	0	0	0	4	0	0	4	0	18	0	18	0	23	6	29	51
05:30 PM	0	0	0	0	5	0	0	5	1	11	0	12	0	17	15	32	49
05:45 PM	0	0	0	0	7	0	2	9	3	10	0	13	0	17	11	28	50
Total	0	0	0	0	21	0	3	24	5	52	0	57	0	64	41	105	186
Grand Total	0	0	0	0	111	0	12	123	13	205	0	218	0	161	101	262	603
Apprch %	0	0	0		90.2	0	9.8		6	94	0		0	61.5	38.5		
Total %	0	0	0	0	18.4	0	2	20.4	2.2	34	0	36.2	0	26.7	16.7	43.4	

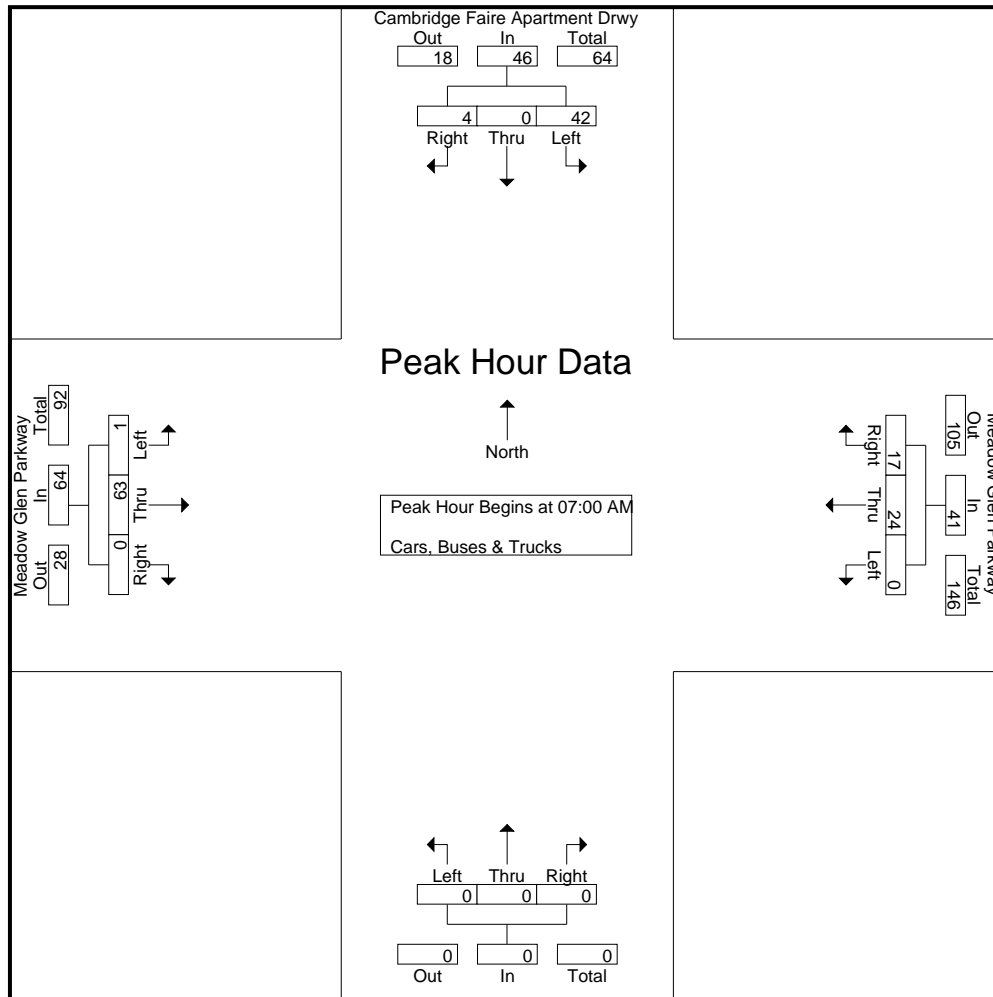
A & R Engineering, Inc.

2160 Kingston Court Suite '0'
Marietta, GA 30067

TMC Data
Meadow Glen Pkwy @ Cambridge Faire
Apartment Drwy
7-9 am | 4-6 pm

File Name : 20240218
Site Code : 20240218
Start Date : 05-16-2024
Page No : 2

Start Time	Northbound				Cambridge Faire Apartment Drwy Southbound				Meadow Glen Parkway Eastbound				Meadow Glen Parkway Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	0	0	0	9	0	1	10	1	13	0	14	0	4	4	8	32
07:15 AM	0	0	0	0	8	0	1	9	0	16	0	16	0	6	4	10	35
07:30 AM	0	0	0	0	18	0	1	19	0	17	0	17	0	9	3	12	48
07:45 AM	0	0	0	0	7	0	1	8	0	17	0	17	0	5	6	11	36
Total Volume	0	0	0	0	42	0	4	46	1	63	0	64	0	24	17	41	151
% App. Total	0	0	0	0	91.3	0	8.7		1.6	98.4	0		0	58.5	41.5		
PHF	.000	.000	.000	.000	.583	.000	1.00	.605	.250	.926	.000	.941	.000	.667	.708	.854	.786



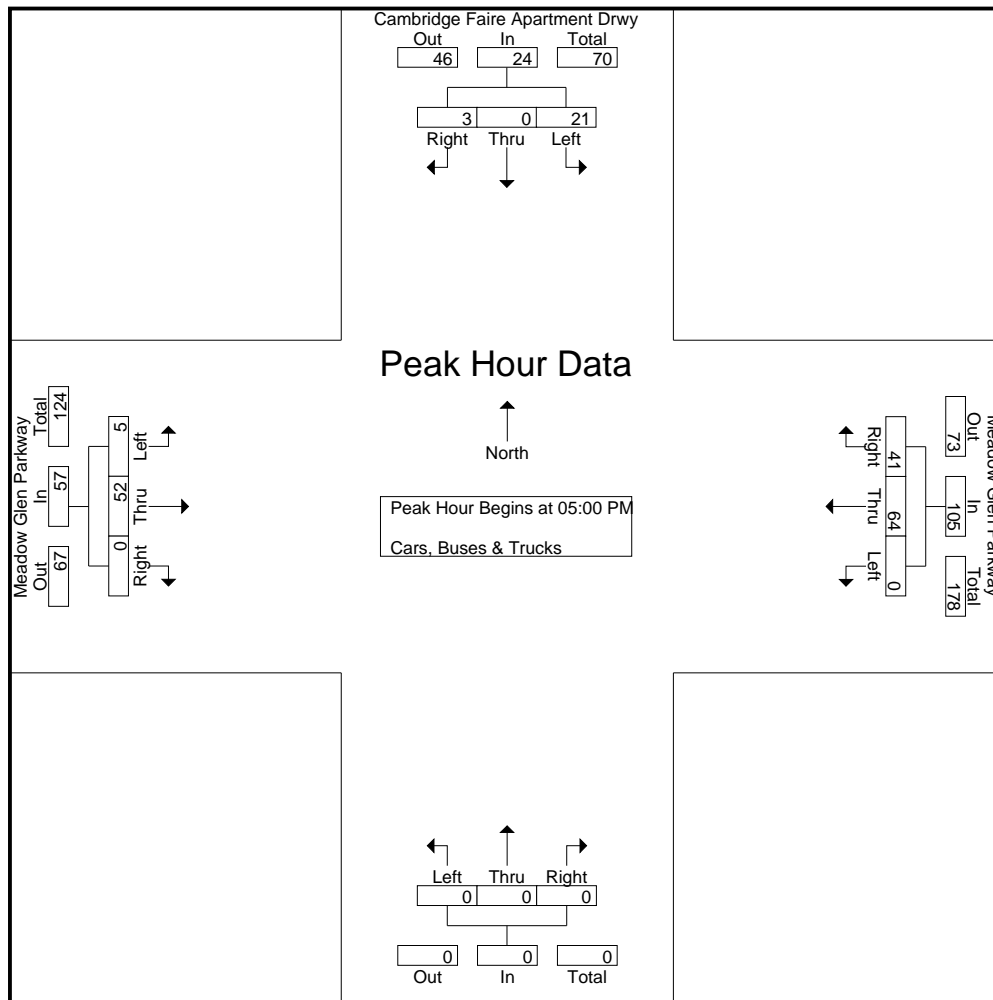
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2160 Kingston Court Suite '0'
Marietta, GA 30067

TMC Data
Meadow Glen Pkwy @ Cambridge Faire
Apartment Drwy
7-9 am | 4-6 pm

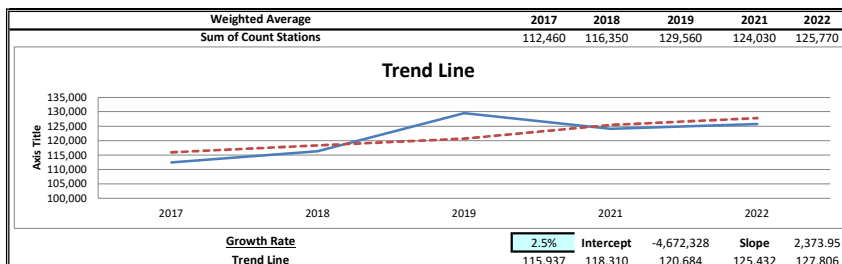
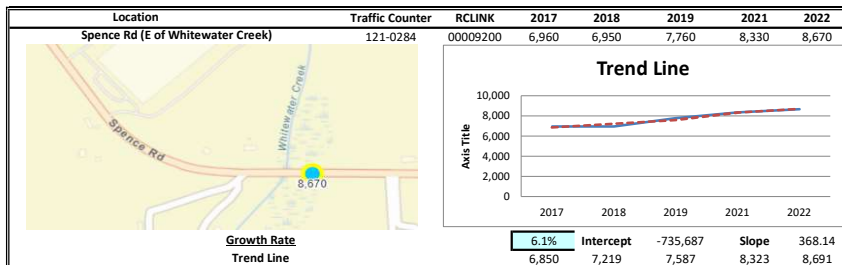
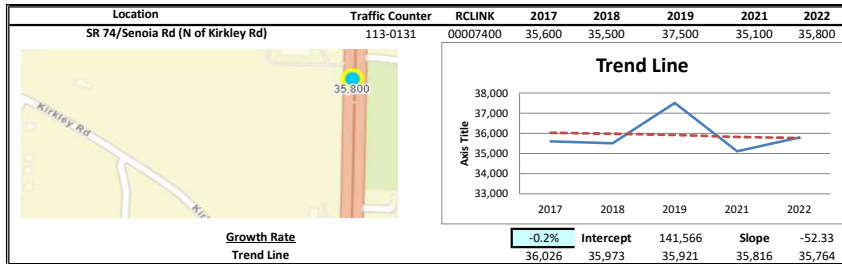
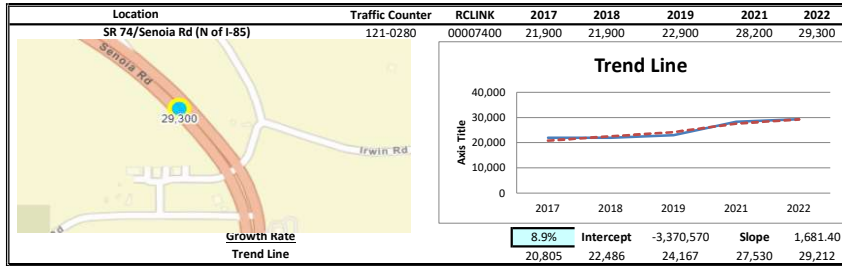
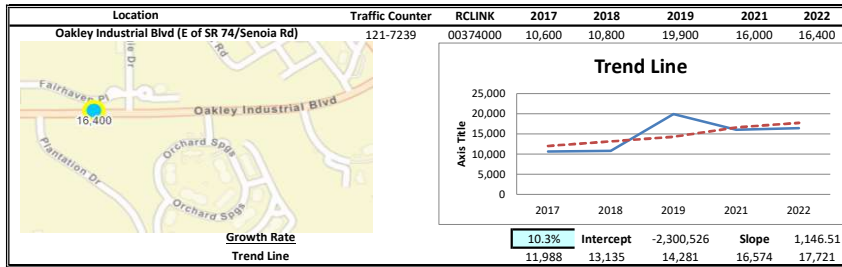
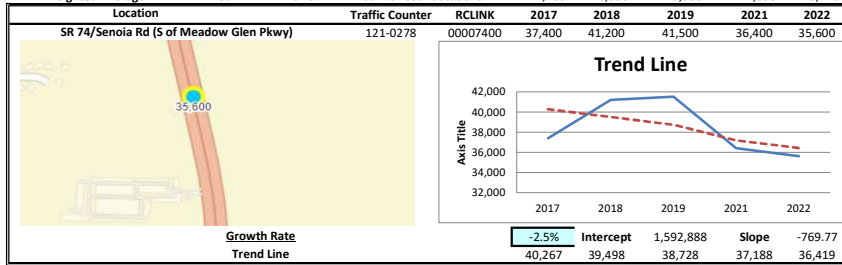
File Name : 20240218
Site Code : 20240218
Start Date : 05-16-2024
Page No : 3

Start Time	Northbound				Cambridge Faire Apartment Drwy Southbound				Meadow Glen Parkway Eastbound				Meadow Glen Parkway Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	5	0	1	6	1	13	0	14	0	7	9	16	36
05:15 PM	0	0	0	0	4	0	0	4	0	18	0	18	0	23	6	29	51
05:30 PM	0	0	0	0	5	0	0	5	1	11	0	12	0	17	15	32	49
05:45 PM	0	0	0	0	7	0	2	9	3	10	0	13	0	17	11	28	50
Total Volume	0	0	0	0	21	0	3	24	5	52	0	57	0	64	41	105	186
% App. Total	0	0	0	0	87.5	0	12.5		8.8	91.2	0		0	61	39		
PHF	.000	.000	.000	.000	.750	.000	.375	.667	.417	.722	.000	.792	.000	.696	.683	.820	.912



LINEAR REGRESSION OF DAILY TRAFFIC

Location	Growth Rate	R Squared	Station ID	Route	2017	2018	2019	2021	2022
SR 74/Senoia Rd (S of Meadow Glen Pkwy)	-2.5%	0.34	121-0278	00007400	37,400	41,200	41,500	36,400	35,600
Oakley Industrial Blvd (E of SR 74)	10.3%	0.36	121-7239	00374000	10,600	10,800	19,900	16,000	16,400
SR 74/Senoia Rd (N of I-85)	8.9%	0.93	121-0280	00007400	21,900	21,900	22,900	28,200	29,300
SR 74/Senoia Rd (N of Kirkley Rd)	-0.2%	0.01	113-0131	00007400	35,600	35,500	37,500	35,100	35,800
Spence Rd (E of Whitewater Cre)	6.1%	0.95	121-0284	00009200	6,960	6,950	7,760	8,330	8,670
Weighted Average	2.5%	0.49	Sum of Count Stations =		112,460	116,350	129,560	124,030	125,770



EXISTING INTERSECTION ANALYSIS

Timings
1: SR 74 (Senoia Rd) & Meadow Glen Pkwy

1a. Existing 2024 AM
05/29/2024



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↖	↗	↖	↖	↗	↖	↖	↗	↖
Traffic Volume (vph)	58	12	47	6	13	18	1148	60	63	1250	26
Future Volume (vph)	58	12	47	6	13	18	1148	60	63	1250	26
Lane Group Flow (vph)	0	85	48	6	13	18	1171	61	64	1276	27
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8		1	6		5	2	
Permitted Phases	4		8		8	6		6	2		2
Detector Phase	4	4	8	8	8	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	48.5	48.5	49.5	49.5	49.5	15.0	30.5	30.5	15.0	31.5	31.5
Total Split (s)	49.0	49.0	49.0	49.0	49.0	15.0	56.0	56.0	15.0	56.0	56.0
Total Split (%)	40.8%	40.8%	40.8%	40.8%	40.8%	12.5%	46.7%	46.7%	12.5%	46.7%	46.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio		0.57	0.37	0.03	0.06	0.05	0.44	0.05	0.17	0.47	0.02
Control Delay		60.7	57.4	46.8	0.5	4.4	6.8	2.5	3.7	6.5	0.0
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		60.7	57.4	46.8	0.5	4.4	6.8	2.5	3.7	6.5	0.0
Queue Length 50th (ft)		57	35	4	0	2	98	0	8	123	0
Queue Length 95th (ft)		107	72	17	0	m6	202	m10	20	303	0
Internal Link Dist (ft)		414		332			1348			908	
Turn Bay Length (ft)			125			1000		305	300		170
Base Capacity (vph)		537	497	688	626	415	2642	1188	419	2736	1262
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.16	0.10	0.01	0.02	0.04	0.44	0.05	0.15	0.47	0.02

Intersection Summary























Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 22 (18%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: SR 74 (Senoia Rd) & Meadow Glen Pkwy



HCM 6th Signalized Intersection Summary
 1: SR 74 (Senoia Rd) & Meadow Glen Pkwy

1a. Existing 2024 AM
 05/29/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	12	14	47	6	13	18	1148	60	63	1250	26
Future Volume (veh/h)	58	12	14	47	6	13	18	1148	60	63	1250	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1900	1900	1900	1900	1900	1885	1900	1841	1826	1856	1811	1841
Adj Flow Rate, veh/h	59	12	14	48	6	0	18	1171	0	64	1276	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	1	0	4	5	3	6	4
Cap, veh/h	125	20	19	169	141		373	2628		423	2648	
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.00	0.02	0.75	0.00	0.04	0.77	0.00
Sat Flow, veh/h	1004	272	251	1407	1900	1598	1810	3497	1547	1767	3441	1560
Grp Volume(v), veh/h	85	0	0	48	6	0	18	1171	0	64	1276	0
Grp Sat Flow(s),veh/h/ln	1527	0	0	1407	1900	1598	1810	1749	1547	1767	1721	1560
Q Serve(g_s), s	6.1	0.0	0.0	0.0	0.4	0.0	0.3	15.0	0.0	1.0	16.3	0.0
Cycle Q Clear(g_c), s	6.5	0.0	0.0	3.7	0.4	0.0	0.3	15.0	0.0	1.0	16.3	0.0
Prop In Lane	0.69		0.16	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	164	0	0	169	141		373	2628		423	2648	
V/C Ratio(X)	0.52	0.00	0.00	0.28	0.04		0.05	0.45		0.15	0.48	
Avail Cap(c_a), veh/h	600	0	0	575	689		482	2628		498	2648	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.4	0.0	0.0	53.1	51.6	0.0	4.1	5.6	0.0	3.9	5.1	0.0
Incr Delay (d2), s/veh	2.5	0.0	0.0	0.9	0.1	0.0	0.1	0.5	0.0	0.2	0.6	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	2.7	0.0	0.0	1.4	0.2	0.0	0.1	4.0	0.0	0.2	4.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.9	0.0	0.0	54.0	51.7	0.0	4.1	6.1	0.0	4.0	5.7	0.0
LnGrp LOS	E	A	A	D	D		A	A		A	A	
Approach Vol, veh/h		85			54			1189			1340	
Approach Delay, s/veh		56.9			53.8			6.1			5.6	
Approach LOS		E			D			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	97.8		14.4	9.9	95.7		14.4				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	50.5		43.5	9.5	50.5		43.5				
Max Q Clear Time (g_c+I1), s	2.3	18.3		8.5	3.0	17.0		5.7				
Green Ext Time (p_c), s	0.0	18.6		0.5	0.0	17.1		0.1				

Intersection Summary

HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.
 Unsignalized Delay for [NBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Timings
2: SR 74 (Senoia Rd) & Landrum Rd/Milam Rd

1a. Existing 2024 AM
05/29/2024



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↕↕	↖	↕↕	↖	↖	↕↕	↖
Traffic Volume (vph)	27	40	172	39	43	1177	143	141	1205	17
Future Volume (vph)	27	40	172	39	43	1177	143	141	1205	17
Lane Group Flow (vph)	0	100	0	323	48	1308	159	157	1339	19
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	1	6		5	2	
Permitted Phases	4		8		6		6	2		2
Detector Phase	4	4	8	8	1	6	6	5	2	2
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	31.5	31.5	30.5	30.5	15.0	28.5	28.5	15.0	28.5	28.5
Total Split (s)	41.0	41.0	41.0	41.0	15.0	63.0	63.0	16.0	64.0	64.0
Total Split (%)	34.2%	34.2%	34.2%	34.2%	12.5%	52.5%	52.5%	13.3%	53.3%	53.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio		0.25		0.89	0.22	0.72	0.17	0.63	0.69	0.02
Control Delay		30.1		66.1	11.5	25.5	4.6	31.8	18.5	0.1
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		30.1		66.1	11.5	25.5	4.6	31.8	18.5	0.1
Queue Length 50th (ft)		51		226	13	407	9	47	268	0
Queue Length 95th (ft)		95		#358	30	531	46	146	312	m0
Internal Link Dist (ft)		747		818		1030			1305	
Turn Bay Length (ft)					345		230	350		200
Base Capacity (vph)		462		419	262	1821	919	269	1937	851
Starvation Cap Reductn		0		0	0	0	0	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.22		0.77	0.18	0.72	0.17	0.58	0.69	0.02

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: SR 74 (Senoia Rd) & Landrum Rd/Milam Rd



HCM 6th Signalized Intersection Summary
 2: SR 74 (Senoia Rd) & Landrum Rd/Milam Rd

1a. Existing 2024 AM
 05/29/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↕	↖	↗	↕	↖
Traffic Volume (veh/h)	27	40	23	172	39	80	43	1177	143	141	1205	17
Future Volume (veh/h)	27	40	23	172	39	80	43	1177	143	141	1205	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1841	1900	1841	1885	1900	1885	1870	1826	1900	1900	1811	1722
Adj Flow Rate, veh/h	30	44	0	191	43	89	48	1308	159	157	1339	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	0	4	1	0	1	2	5	0	0	6	12
Cap, veh/h	167	230		258	47	98	260	2012	934	274	2062	
Arrive On Green	0.23	0.23	0.00	0.23	0.23	0.23	0.03	0.58	0.58	0.05	0.60	0.00
Sat Flow, veh/h	544	999	0	912	205	425	1781	3469	1610	1810	3441	1459
Grp Volume(v), veh/h	74	0	0	323	0	0	48	1308	159	157	1339	0
Grp Sat Flow(s),veh/h/ln	1543	0	0	1542	0	0	1781	1735	1610	1810	1721	1459
Q Serve(g_s), s	0.0	0.0	0.0	20.4	0.0	0.0	1.3	30.5	5.5	4.2	30.6	0.0
Cycle Q Clear(g_c), s	4.0	0.0	0.0	24.4	0.0	0.0	1.3	30.5	5.5	4.2	30.6	0.0
Prop In Lane	0.41		0.00	0.59		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	397	0		403	0	0	260	2012	934	274	2062	
V/C Ratio(X)	0.19	0.00		0.80	0.00	0.00	0.18	0.65	0.17	0.57	0.65	
Avail Cap(c_a), veh/h	502	0		501	0	0	341	2012	934	338	2062	
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	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.0	0.0	0.0	44.6	0.0	0.0	13.0	17.0	11.7	15.7	15.8	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	7.4	0.0	0.0	0.3	1.6	0.4	1.9	1.6	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	1.8	0.0	0.0	10.0	0.0	0.0	0.5	11.0	1.9	1.6	10.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.2	0.0	0.0	52.0	0.0	0.0	13.4	18.6	12.1	17.5	17.4	0.0
LnGrp LOS	D	A		D	A	A	B	B	B	B	B	
Approach Vol, veh/h		74			323			1515			1496	
Approach Delay, s/veh		37.2			52.0			17.8			17.4	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	77.4		33.1	11.8	75.1		33.1				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	58.5		35.5	10.5	57.5		35.5				
Max Q Clear Time (g_c+I1), s	3.3	32.6		6.0	6.2	32.5		26.4				
Green Ext Time (p_c), s	0.0	16.9		0.3	0.1	17.2		1.3				

Intersection Summary

HCM 6th Ctrl Delay	21.3
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	1	63	24	17	42	4
Future Vol, veh/h	1	63	24	17	42	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	105	-	-	165	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	80	30	22	53	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	52	0	-	0	112 30
Stage 1	-	-	-	-	30 -
Stage 2	-	-	-	-	82 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1567	-	-	-	890 1050
Stage 1	-	-	-	-	998 -
Stage 2	-	-	-	-	946 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1567	-	-	-	889 1050
Mov Cap-2 Maneuver	-	-	-	-	889 -
Stage 1	-	-	-	-	997 -
Stage 2	-	-	-	-	946 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1567	-	-	-	901
HCM Lane V/C Ratio	0.001	-	-	-	0.065
HCM Control Delay (s)	7.3	-	-	-	9.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	2	105	41	2	2	2
Future Vol, veh/h	2	105	41	2	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	114	45	2	2	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	47	0	-	0	164 46
Stage 1	-	-	-	-	46 -
Stage 2	-	-	-	-	118 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1560	-	-	-	827 1023
Stage 1	-	-	-	-	976 -
Stage 2	-	-	-	-	907 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1560	-	-	-	826 1023
Mov Cap-2 Maneuver	-	-	-	-	826 -
Stage 1	-	-	-	-	975 -
Stage 2	-	-	-	-	907 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1560	-	-	-	914
HCM Lane V/C Ratio	0.001	-	-	-	0.005
HCM Control Delay (s)	7.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Timings
1: SR 74 (Senoia Rd) & Meadow Glen Pkwy

1b. Existing 2024 PM
05/29/2024

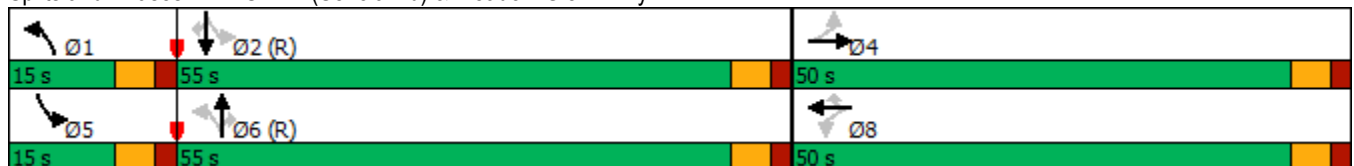


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↗	↖	↗	↗	↖	↖	↗	↖	↖
Traffic Volume (vph)	92	20	58	16	51	61	1257	56	108	1422	83
Future Volume (vph)	92	20	58	16	51	61	1257	56	108	1422	83
Lane Group Flow (vph)	0	148	62	17	54	65	1337	60	115	1513	88
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8		1	6		5	2	
Permitted Phases	4		8		8	6		6	2		2
Detector Phase	4	4	8	8	8	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	48.5	48.5	49.5	49.5	49.5	15.0	30.5	30.5	15.0	31.5	31.5
Total Split (s)	50.0	50.0	50.0	50.0	50.0	15.0	55.0	55.0	15.0	55.0	55.0
Total Split (%)	41.7%	41.7%	41.7%	41.7%	41.7%	12.5%	45.8%	45.8%	12.5%	45.8%	45.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio		0.69	0.36	0.06	0.20	0.26	0.58	0.06	0.40	0.62	0.08
Control Delay		61.4	50.9	42.2	6.9	5.6	7.9	1.1	8.2	13.5	3.1
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		61.4	50.9	42.2	6.9	5.6	7.9	1.1	8.2	13.5	3.1
Queue Length 50th (ft)		102	44	12	0	0	64	0	18	324	4
Queue Length 95th (ft)		163	83	31	22	m3	m620	m7	43	505	26
Internal Link Dist (ft)		414		332			1348			908	
Turn Bay Length (ft)			125			1000		305	300		170
Base Capacity (vph)		549	460	704	590	295	2320	1083	316	2425	1118
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.27	0.13	0.02	0.09	0.22	0.58	0.06	0.36	0.62	0.08

Intersection Summary























Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 71 (59%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: SR 74 (Senoia Rd) & Meadow Glen Pkwy



HCM 6th Signalized Intersection Summary
 1: SR 74 (Senoia Rd) & Meadow Glen Pkwy

1b. Existing 2024 PM
 05/29/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	20	27	58	16	51	61	1257	56	108	1422	83
Future Volume (veh/h)	92	20	27	58	16	51	61	1257	56	108	1422	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1900	1900	1900	1870	1900	1752	1900	1870	1900	1811	1870	1885
Adj Flow Rate, veh/h	98	21	29	62	17	0	65	1337	0	115	1513	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	2	0	10	0	2	0	6	2	1
Cap, veh/h	165	30	35	219	235		296	2481		335	2495	
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.00	0.04	0.70	0.00	0.04	0.70	0.00
Sat Flow, veh/h	934	242	287	1355	1900	1485	1810	3554	1610	1725	3554	1598
Grp Volume(v), veh/h	148	0	0	62	17	0	65	1337	0	115	1513	0
Grp Sat Flow(s),veh/h/ln	1463	0	0	1355	1900	1485	1810	1777	1610	1725	1777	1598
Q Serve(g_s), s	11.0	0.0	0.0	0.0	0.9	0.0	1.2	21.8	0.0	2.2	26.5	0.0
Cycle Q Clear(g_c), s	11.9	0.0	0.0	5.4	0.9	0.0	1.2	21.8	0.0	2.2	26.5	0.0
Prop In Lane	0.66		0.20	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	231	0	0	219	235		296	2481		335	2495	
V/C Ratio(X)	0.64	0.00	0.00	0.28	0.07		0.22	0.54		0.34	0.61	
Avail Cap(c_a), veh/h	603	0	0	554	705		372	2481		401	2495	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.5	0.0	0.0	48.5	46.5	0.0	7.8	8.8	0.0	7.2	9.3	0.0
Incr Delay (d2), s/veh	3.0	0.0	0.0	0.7	0.1	0.0	0.4	0.8	0.0	0.6	1.1	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	4.6	0.0	0.0	1.8	0.5	0.0	0.4	6.8	0.0	0.6	8.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.5	0.0	0.0	49.2	46.6	0.0	8.2	9.6	0.0	7.8	10.4	0.0
LnGrp LOS	D	A	A	D	D		A	A		A	B	
Approach Vol, veh/h		148			79			1402			1628	
Approach Delay, s/veh		54.5			48.6			9.5			10.2	
Approach LOS		D			D			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	89.8		20.3	10.4	89.3		20.3				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	49.5		44.5	9.5	49.5		44.5				
Max Q Clear Time (g_c+I1), s	3.2	28.5		13.9	4.2	23.8		7.4				
Green Ext Time (p_c), s	0.0	16.0		0.9	0.1	16.8		0.3				

Intersection Summary												
HCM 6th Ctrl Delay				12.9								
HCM 6th LOS				B								

Notes

Unsignalized Delay for [NBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Timings
2: SR 74 (Senoia Rd) & Landrum Rd/Milam Rd

1b. Existing 2024 PM
05/29/2024

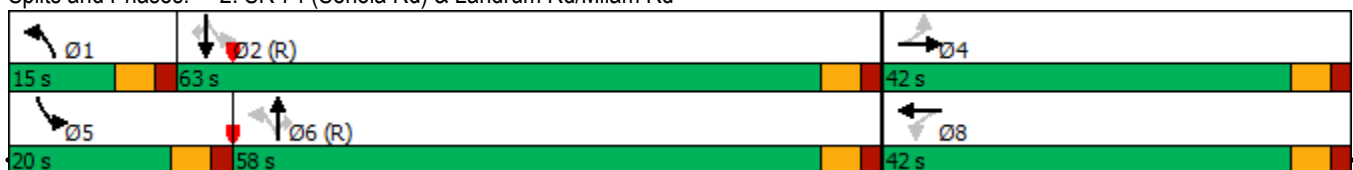


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↙	↕	↙	↙	↕	↙
Traffic Volume (vph)	49	79	212	53	57	1297	116	230	1282	46
Future Volume (vph)	49	79	212	53	57	1297	116	230	1282	46
Lane Group Flow (vph)	0	169	0	348	61	1395	125	247	1378	49
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	1	6		5	2	
Permitted Phases	4		8		6		6	2		2
Detector Phase	4	4	8	8	1	6	6	5	2	2
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	31.5	31.5	30.5	30.5	15.0	28.5	28.5	15.0	28.5	28.5
Total Split (s)	42.0	42.0	42.0	42.0	15.0	58.0	58.0	20.0	63.0	63.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	12.5%	48.3%	48.3%	16.7%	52.5%	52.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio		0.38		0.95	0.31	0.87	0.16	0.91	0.74	0.06
Control Delay		34.0		76.7	15.0	37.7	7.1	57.3	26.4	4.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		34.0		76.7	15.0	37.7	7.1	57.3	26.4	4.0
Queue Length 50th (ft)		96		253	18	521	14	139	534	6
Queue Length 95th (ft)		160		#437	36	#650	50	#282	642	m13
Internal Link Dist (ft)		747		818		1030			1305	
Turn Bay Length (ft)					345		230	350		200
Base Capacity (vph)		466		381	233	1595	770	281	1873	872
Starvation Cap Reductn		0		0	0	0	0	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.36		0.91	0.26	0.87	0.16	0.88	0.74	0.06

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: SR 74 (Senoia Rd) & Landrum Rd/Milam Rd



HCM 6th Signalized Intersection Summary
 2: SR 74 (Senoia Rd) & Landrum Rd/Milam Rd

1b. Existing 2024 PM
 05/29/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕	↗	↗	↕	↗
Traffic Volume (veh/h)	49	79	29	212	53	59	57	1297	116	230	1282	46
Future Volume (veh/h)	49	79	29	212	53	59	57	1297	116	230	1282	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1856	1900	1870	1900	1900	1856	1870	1900	1870	1870
Adj Flow Rate, veh/h	53	85	0	228	57	63	61	1395	125	247	1378	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	1	3	0	2	0	0	3	2	0	2	2
Cap, veh/h	188	285		295	61	68	236	1801	810	277	1982	
Arrive On Green	0.27	0.27	0.00	0.27	0.27	0.27	0.04	0.51	0.51	0.08	0.56	0.00
Sat Flow, veh/h	543	1059	0	913	228	252	1810	3526	1585	1810	3554	1585
Grp Volume(v), veh/h	138	0	0	348	0	0	61	1395	125	247	1378	0
Grp Sat Flow(s),veh/h/ln	1603	0	0	1394	0	0	1810	1763	1585	1810	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	21.5	0.0	0.0	1.9	38.4	5.0	7.7	33.6	0.0
Cycle Q Clear(g_c), s	7.8	0.0	0.0	29.3	0.0	0.0	1.9	38.4	5.0	7.7	33.6	0.0
Prop In Lane	0.38		0.00	0.66		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	472	0		424	0	0	236	1801	810	277	1982	
V/C Ratio(X)	0.29	0.00		0.82	0.00	0.00	0.26	0.77	0.15	0.89	0.70	
Avail Cap(c_a), veh/h	529	0		475	0	0	314	1801	810	345	1982	
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	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.8	0.0	0.0	43.1	0.0	0.0	16.6	23.8	15.6	25.0	19.2	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	10.0	0.0	0.0	0.6	3.3	0.4	20.9	2.0	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	3.2	0.0	0.0	11.1	0.0	0.0	0.7	15.0	1.8	5.0	12.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.1	0.0	0.0	53.1	0.0	0.0	17.2	27.1	16.0	45.9	21.2	0.0
LnGrp LOS	D	A		D	A	A	B	C	B	D	C	
Approach Vol, veh/h		138			348			1581				1625
Approach Delay, s/veh		35.1			53.1			25.8				25.0
Approach LOS		D			D			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	72.4		37.7	15.5	66.8		37.7				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	57.5		36.5	14.5	52.5		36.5				
Max Q Clear Time (g_c+I1), s	3.9	35.6		9.8	9.7	40.4		31.3				
Green Ext Time (p_c), s	0.0	15.4		0.7	0.3	9.8		0.9				

Intersection Summary

HCM 6th Ctrl Delay	28.4
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	5	52	64	41	21	3
Future Vol, veh/h	5	52	64	41	21	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	105	-	-	165	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	57	70	45	23	3
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	115	0	-	0	137	70
Stage 1	-	-	-	-	70	-
Stage 2	-	-	-	-	67	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1487	-	-	-	861	998
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	961	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1487	-	-	-	858	998
Mov Cap-2 Maneuver	-	-	-	-	858	-
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	961	-
Approach	EB	WB	SB			
HCM Control Delay, s	0.7	0	9.3			
HCM LOS			A			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1487	-	-	-	-	873
HCM Lane V/C Ratio	0.004	-	-	-	-	0.03
HCM Control Delay (s)	7.4	-	-	-	-	9.3
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	3	73	105	3	3	3
Future Vol, veh/h	3	73	105	3	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	79	114	3	3	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	117	0	-	0	201 116
Stage 1	-	-	-	-	116 -
Stage 2	-	-	-	-	85 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1471	-	-	-	788 936
Stage 1	-	-	-	-	909 -
Stage 2	-	-	-	-	938 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1471	-	-	-	786 936
Mov Cap-2 Maneuver	-	-	-	-	786 -
Stage 1	-	-	-	-	907 -
Stage 2	-	-	-	-	938 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1471	-	-	-	854
HCM Lane V/C Ratio	0.002	-	-	-	0.008
HCM Control Delay (s)	7.5	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

**FUTURE “NO-BUILD” INTERSECTION
ANALYSIS**

Timings
1: SR 74 (Senoia Rd) & Meadow Glen Pkwy



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↖	↗	↖	↖	↗	↖	↖	↗	↖
Traffic Volume (vph)	61	13	50	6	14	19	1217	64	67	1325	28
Future Volume (vph)	61	13	50	6	14	19	1217	64	67	1325	28
Lane Group Flow (vph)	0	90	51	6	14	19	1242	65	68	1352	29
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8		1	6		5	2	
Permitted Phases	4		8		8	6		6	2		2
Detector Phase	4	4	8	8	8	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	48.5	48.5	49.5	49.5	49.5	15.0	30.5	30.5	15.0	31.5	31.5
Total Split (s)	49.0	49.0	49.0	49.0	49.0	15.0	56.0	56.0	15.0	56.0	56.0
Total Split (%)	40.8%	40.8%	40.8%	40.8%	40.8%	12.5%	46.7%	46.7%	12.5%	46.7%	46.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio		0.59	0.38	0.03	0.06	0.06	0.49	0.06	0.20	0.52	0.02
Control Delay		61.2	57.3	46.3	0.6	2.5	3.7	0.5	4.1	7.4	0.0
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		61.2	57.3	46.3	0.6	2.5	3.7	0.5	4.1	7.4	0.0
Queue Length 50th (ft)		61	38	4	0	1	62	0	8	137	0
Queue Length 95th (ft)		112	76	17	0	m3	112	m1	21	338	0
Internal Link Dist (ft)		414		332			1348			908	
Turn Bay Length (ft)			125			1000		305	300		170
Base Capacity (vph)		537	491	688	626	378	2528	1139	383	2625	1214
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.17	0.10	0.01	0.02	0.05	0.49	0.06	0.18	0.52	0.02

Intersection Summary

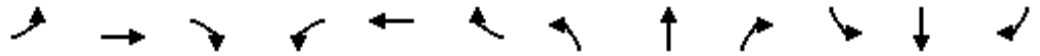
Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 35 (29%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: SR 74 (Senoia Rd) & Meadow Glen Pkwy



HCM 6th Signalized Intersection Summary
 1: SR 74 (Senoia Rd) & Meadow Glen Pkwy

2a. No-Build 2026 AM
 05/29/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	61	13	15	50	6	14	19	1217	64	67	1325	28
Future Volume (veh/h)	61	13	15	50	6	14	19	1217	64	67	1325	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1900	1900	1900	1900	1900	1885	1900	1841	1826	1856	1811	1841
Adj Flow Rate, veh/h	62	13	15	51	6	0	19	1242	0	68	1352	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	1	0	4	5	3	6	4
Cap, veh/h	128	21	20	173	148		347	2614		396	2633	
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.00	0.02	0.75	0.00	0.04	0.77	0.00
Sat Flow, veh/h	998	276	255	1404	1900	1598	1810	3497	1547	1767	3441	1560
Grp Volume(v), veh/h	90	0	0	51	6	0	19	1242	0	68	1352	0
Grp Sat Flow(s),veh/h/ln	1528	0	0	1404	1900	1598	1810	1749	1547	1767	1721	1560
Q Serve(g_s), s	6.5	0.0	0.0	0.0	0.4	0.0	0.3	16.7	0.0	1.0	18.2	0.0
Cycle Q Clear(g_c), s	6.9	0.0	0.0	4.0	0.4	0.0	0.3	16.7	0.0	1.0	18.2	0.0
Prop In Lane	0.69		0.17	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	170	0	0	173	148		347	2614		396	2633	
V/C Ratio(X)	0.53	0.00	0.00	0.30	0.04		0.05	0.48		0.17	0.51	
Avail Cap(c_a), veh/h	601	0	0	572	689		454	2614		470	2633	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.2	0.0	0.0	52.9	51.2	0.0	4.4	5.9	0.0	4.3	5.5	0.0
Incr Delay (d2), s/veh	2.6	0.0	0.0	0.9	0.1	0.0	0.1	0.6	0.0	0.2	0.7	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	2.8	0.0	0.0	1.5	0.2	0.0	0.1	4.5	0.0	0.2	4.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.7	0.0	0.0	53.8	51.3	0.0	4.5	6.6	0.0	4.5	6.2	0.0
LnGrp LOS	E	A	A	D	D		A	A		A	A	
Approach Vol, veh/h		90			57			1261			1420	
Approach Delay, s/veh		56.7			53.5			6.5			6.1	
Approach LOS		E			D			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	97.3		14.8	10.0	95.2		14.8				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	50.5		43.5	9.5	50.5		43.5				
Max Q Clear Time (g_c+I1), s	2.3	20.2		8.9	3.0	18.7		6.0				
Green Ext Time (p_c), s	0.0	19.0		0.5	0.1	17.8		0.2				

Intersection Summary

HCM 6th Ctrl Delay	8.9
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.
 Unsignalized Delay for [NBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Timings
2: SR 74 (Senoia Rd) & Landrum Rd/Milam Rd



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↙	↕	↗	↙	↕	↗
Traffic Volume (vph)	29	42	182	41	46	1248	152	150	1277	18
Future Volume (vph)	29	42	182	41	46	1248	152	150	1277	18
Lane Group Flow (vph)	0	106	0	342	51	1387	169	167	1419	20
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	1	6		5	2	
Permitted Phases	4		8		6		6	2		2
Detector Phase	4	4	8	8	1	6	6	5	2	2
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	31.5	31.5	30.5	30.5	15.0	28.5	28.5	15.0	28.5	28.5
Total Split (s)	41.0	41.0	41.0	41.0	15.0	63.0	63.0	16.0	64.0	64.0
Total Split (%)	34.2%	34.2%	34.2%	34.2%	12.5%	52.5%	52.5%	13.3%	53.3%	53.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio		0.26		0.91	0.26	0.79	0.19	0.72	0.75	0.02
Control Delay		30.0		68.7	12.8	28.9	5.1	41.1	25.7	0.7
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		30.0		68.7	12.8	28.9	5.1	41.1	25.7	0.7
Queue Length 50th (ft)		53		238	15	480	13	76	347	0
Queue Length 95th (ft)		101		#395	31	583	51	#182	498	m1
Internal Link Dist (ft)		747		818		1030			1305	
Turn Bay Length (ft)					345		230	350		200
Base Capacity (vph)		459		415	235	1764	894	242	1897	835
Starvation Cap Reductn		0		0	0	0	0	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.23		0.82	0.22	0.79	0.19	0.69	0.75	0.02

Intersection Summary

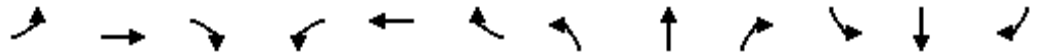
Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: SR 74 (Senoia Rd) & Landrum Rd/Milam Rd



HCM 6th Signalized Intersection Summary
 2: SR 74 (Senoia Rd) & Landrum Rd/Milam Rd

2a. No-Build 2026 AM
 05/29/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕↕	↕	↕	↕↕	↕
Traffic Volume (veh/h)	29	42	24	182	41	85	46	1248	152	150	1277	18
Future Volume (veh/h)	29	42	24	182	41	85	46	1248	152	150	1277	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1841	1900	1841	1885	1900	1885	1870	1826	1900	1900	1811	1722
Adj Flow Rate, veh/h	32	47	0	202	46	94	51	1387	169	167	1419	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	0	4	1	0	1	2	5	0	0	6	12
Cap, veh/h	175	241		268	50	102	232	1954	907	254	2015	
Arrive On Green	0.24	0.24	0.00	0.24	0.24	0.24	0.03	0.56	0.56	0.06	0.59	0.00
Sat Flow, veh/h	546	993	0	906	206	421	1781	3469	1610	1810	3441	1459
Grp Volume(v), veh/h	79	0	0	342	0	0	51	1387	169	167	1419	0
Grp Sat Flow(s),veh/h/ln	1538	0	0	1533	0	0	1781	1735	1610	1810	1721	1459
Q Serve(g_s), s	0.0	0.0	0.0	21.7	0.0	0.0	1.4	34.9	6.1	4.6	34.9	0.0
Cycle Q Clear(g_c), s	4.2	0.0	0.0	26.0	0.0	0.0	1.4	34.9	6.1	4.6	34.9	0.0
Prop In Lane	0.41		0.00	0.59		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	416	0		420	0	0	232	1954	907	254	2015	
V/C Ratio(X)	0.19	0.00		0.81	0.00	0.00	0.22	0.71	0.19	0.66	0.70	
Avail Cap(c_a), veh/h	499	0		499	0	0	312	1954	907	310	2015	
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	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.9	0.0	0.0	43.9	0.0	0.0	15.0	19.1	12.8	19.6	17.5	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	8.6	0.0	0.0	0.5	2.2	0.5	3.7	2.1	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	1.9	0.0	0.0	10.7	0.0	0.0	0.5	12.8	2.1	2.1	12.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	0.0	0.0	52.5	0.0	0.0	15.5	21.3	13.2	23.3	19.6	0.0
LnGrp LOS	D	A		D	A	A	B	C	B	C	B	
Approach Vol, veh/h		79			342			1607				1586
Approach Delay, s/veh		36.1			52.5			20.3				20.0
Approach LOS		D			D			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	75.8		34.7	12.3	73.1		34.7				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	58.5		35.5	10.5	57.5		35.5				
Max Q Clear Time (g_c+I1), s	3.4	36.9		6.2	6.6	36.9		28.0				
Green Ext Time (p_c), s	0.0	15.6		0.4	0.1	15.6		1.2				

Intersection Summary

HCM 6th Ctrl Delay	23.6
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↑	↗	↘	↘
Traffic Vol, veh/h	1	67	25	18	45	4
Future Vol, veh/h	1	67	25	18	45	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	105	-	-	165	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	85	32	23	57	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	55	0	-	0	119 32
Stage 1	-	-	-	-	32 -
Stage 2	-	-	-	-	87 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1563	-	-	-	882 1048
Stage 1	-	-	-	-	996 -
Stage 2	-	-	-	-	941 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1563	-	-	-	881 1048
Mov Cap-2 Maneuver	-	-	-	-	881 -
Stage 1	-	-	-	-	995 -
Stage 2	-	-	-	-	941 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1563	-	-	-	893
HCM Lane V/C Ratio	0.001	-	-	-	0.069
HCM Control Delay (s)	7.3	-	-	-	9.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	2	111	43	2	2	2
Future Vol, veh/h	2	111	43	2	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	121	47	2	2	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	49	0	-	0	173 48
Stage 1	-	-	-	-	48 -
Stage 2	-	-	-	-	125 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1558	-	-	-	817 1021
Stage 1	-	-	-	-	974 -
Stage 2	-	-	-	-	901 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1558	-	-	-	816 1021
Mov Cap-2 Maneuver	-	-	-	-	816 -
Stage 1	-	-	-	-	973 -
Stage 2	-	-	-	-	901 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1558	-	-	-	907
HCM Lane V/C Ratio	0.001	-	-	-	0.005
HCM Control Delay (s)	7.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Timings
1: SR 74 (Senoia Rd) & Meadow Glen Pkwy

2b. No-Build 2026 PM
05/29/2024



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↗	↖	↗	↗	↕	↗	↗	↕	↗
Traffic Volume (vph)	98	21	61	17	54	65	1332	59	115	1507	88
Future Volume (vph)	98	21	61	17	54	65	1332	59	115	1507	88
Lane Group Flow (vph)	0	157	65	18	57	69	1417	63	122	1603	94
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8		1	6		5	2	
Permitted Phases	4		8		8	6		6	2		2
Detector Phase	4	4	8	8	8	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	48.5	48.5	49.5	49.5	49.5	15.0	30.5	30.5	15.0	31.5	31.5
Total Split (s)	50.0	50.0	50.0	50.0	50.0	15.0	55.0	55.0	15.0	55.0	55.0
Total Split (%)	41.7%	41.7%	41.7%	41.7%	41.7%	12.5%	45.8%	45.8%	12.5%	45.8%	45.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio		0.71	0.36	0.07	0.21	0.30	0.62	0.06	0.45	0.67	0.09
Control Delay		61.3	50.1	41.5	7.6	8.4	8.6	1.3	9.9	15.1	3.5
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		61.3	50.1	41.5	7.6	8.4	8.6	1.3	9.9	15.1	3.5
Queue Length 50th (ft)		109	46	12	0	1	199	1	20	370	5
Queue Length 95th (ft)		171	85	32	25	m4	m623	m7	47	580	30
Internal Link Dist (ft)		414		332			1348			908	
Turn Bay Length (ft)			125			1000		305	300		170
Base Capacity (vph)		548	457	704	590	267	2282	1067	291	2395	1105
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.29	0.14	0.03	0.10	0.26	0.62	0.06	0.42	0.67	0.09

Intersection Summary

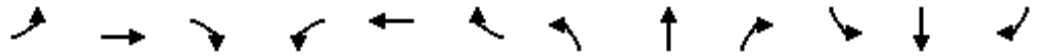
Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 71 (59%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: SR 74 (Senoia Rd) & Meadow Glen Pkwy



HCM 6th Signalized Intersection Summary
 1: SR 74 (Senoia Rd) & Meadow Glen Pkwy

2b. No-Build 2026 PM
 05/29/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗	↖	↖	↗	↖	↖	↗	↖
Traffic Volume (veh/h)	98	21	29	61	17	54	65	1332	59	115	1507	88
Future Volume (veh/h)	98	21	29	61	17	54	65	1332	59	115	1507	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1900	1900	1900	1870	1900	1752	1900	1870	1900	1811	1870	1885
Adj Flow Rate, veh/h	104	22	31	65	18	0	69	1417	0	122	1603	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	2	0	10	0	2	0	6	2	1
Cap, veh/h	172	31	38	227	248		271	2455		309	2468	
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.00	0.04	0.69	0.00	0.04	0.69	0.00
Sat Flow, veh/h	934	234	288	1351	1900	1485	1810	3554	1610	1725	3554	1598
Grp Volume(v), veh/h	157	0	0	65	18	0	69	1417	0	122	1603	0
Grp Sat Flow(s),veh/h/ln	1456	0	0	1351	1900	1485	1810	1777	1610	1725	1777	1598
Q Serve(g_s), s	11.7	0.0	0.0	0.0	1.0	0.0	1.3	24.6	0.0	2.4	30.1	0.0
Cycle Q Clear(g_c), s	12.7	0.0	0.0	5.6	1.0	0.0	1.3	24.6	0.0	2.4	30.1	0.0
Prop In Lane	0.66		0.20	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	240	0	0	227	248		271	2455		309	2468	
V/C Ratio(X)	0.65	0.00	0.00	0.29	0.07		0.26	0.58		0.39	0.65	
Avail Cap(c_a), veh/h	602	0	0	552	705		346	2455		375	2468	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.1	0.0	0.0	47.8	45.8	0.0	9.3	9.5	0.0	8.4	10.2	0.0
Incr Delay (d2), s/veh	3.0	0.0	0.0	0.7	0.1	0.0	0.5	1.0	0.0	0.8	1.3	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	4.8	0.0	0.0	1.8	0.5	0.0	0.4	7.7	0.0	0.7	9.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.1	0.0	0.0	48.5	45.9	0.0	9.8	10.5	0.0	9.2	11.5	0.0
LnGrp LOS	D	A	A	D	D		A	B		A	B	
Approach Vol, veh/h		157			83			1486			1725	
Approach Delay, s/veh		54.1			47.9			10.5			11.4	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	88.8		21.2	10.4	88.4		21.2				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	49.5		44.5	9.5	49.5		44.5				
Max Q Clear Time (g_c+I1), s	3.3	32.1		14.7	4.4	26.6		7.6				
Green Ext Time (p_c), s	0.1	14.3		1.0	0.1	16.3		0.3				

Intersection Summary

HCM 6th Ctrl Delay	13.8
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Timings
2: SR 74 (Senoia Rd) & Landrum Rd/Milam Rd

2b. No-Build 2026 PM
05/29/2024

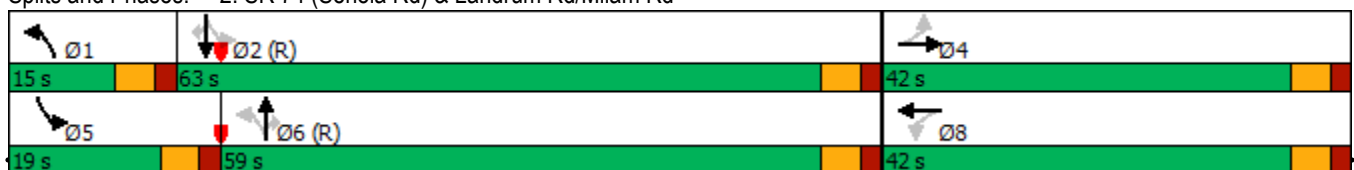


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↙	↕	↗	↙	↕	↗
Traffic Volume (vph)	52	84	225	56	60	1375	123	244	1359	49
Future Volume (vph)	52	84	225	56	60	1375	123	244	1359	49
Lane Group Flow (vph)	0	179	0	370	65	1478	132	262	1461	53
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	1	6		5	2	
Permitted Phases	4		8		6		6	2		2
Detector Phase	4	4	8	8	1	6	6	5	2	2
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	31.5	31.5	30.5	30.5	15.0	28.5	28.5	15.0	28.5	28.5
Total Split (s)	42.0	42.0	42.0	42.0	15.0	59.0	59.0	19.0	63.0	63.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	12.5%	49.2%	49.2%	15.8%	52.5%	52.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio		0.39		0.98	0.38	0.95	0.17	0.98	0.80	0.06
Control Delay		34.0		83.0	17.9	45.5	7.4	74.7	29.1	3.9
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		34.0		83.0	17.9	45.5	7.4	74.7	29.1	3.9
Queue Length 50th (ft)		103		278	19	565	16	147	595	7
Queue Length 95th (ft)		170		#481	40	#730	54	#320	683	m12
Internal Link Dist (ft)		747		818		1030			1305	
Turn Bay Length (ft)					345		230	350		200
Base Capacity (vph)		463		377	206	1562	757	266	1826	852
Starvation Cap Reductn		0		0	0	0	0	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.39		0.98	0.32	0.95	0.17	0.98	0.80	0.06

Intersection Summary

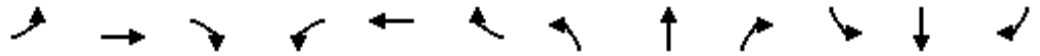
Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: SR 74 (Senoia Rd) & Landrum Rd/Milam Rd



HCM 6th Signalized Intersection Summary
 2: SR 74 (Senoia Rd) & Landrum Rd/Milam Rd

2b. No-Build 2026 PM
 05/29/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↕	↗	↗	↕	↗
Traffic Volume (veh/h)	52	84	31	225	56	63	60	1375	123	244	1359	49
Future Volume (veh/h)	52	84	31	225	56	63	60	1375	123	244	1359	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1856	1900	1870	1900	1900	1856	1870	1900	1870	1870
Adj Flow Rate, veh/h	56	90	0	242	60	68	65	1478	132	262	1461	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	1	3	0	2	0	0	3	2	0	2	2
Cap, veh/h	196	299		307	64	72	209	1647	740	288	1925	
Arrive On Green	0.28	0.28	0.00	0.28	0.28	0.28	0.04	0.47	0.47	0.11	0.54	0.00
Sat Flow, veh/h	545	1054	0	906	225	255	1810	3526	1585	1810	3554	1585
Grp Volume(v), veh/h	146	0	0	370	0	0	65	1478	132	262	1461	0
Grp Sat Flow(s),veh/h/ln	1599	0	0	1385	0	0	1810	1763	1585	1810	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	23.3	0.0	0.0	2.2	46.2	5.8	11.4	38.4	0.0
Cycle Q Clear(g_c), s	8.1	0.0	0.0	31.4	0.0	0.0	2.2	46.2	5.8	11.4	38.4	0.0
Prop In Lane	0.38		0.00	0.65		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	496	0		443	0	0	209	1647	740	288	1925	
V/C Ratio(X)	0.29	0.00		0.84	0.00	0.00	0.31	0.90	0.18	0.91	0.76	
Avail Cap(c_a), veh/h	528	0		472	0	0	285	1647	740	290	1925	
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	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.5	0.0	0.0	42.3	0.0	0.0	19.7	29.3	18.6	34.0	21.4	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	11.8	0.0	0.0	0.8	8.1	0.5	30.6	2.9	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	3.4	0.0	0.0	12.0	0.0	0.0	0.9	19.4	2.1	9.8	14.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.8	0.0	0.0	54.1	0.0	0.0	20.5	37.5	19.1	64.6	24.3	0.0
LnGrp LOS	C	A		D	A	A	C	D	B	E	C	
Approach Vol, veh/h		146			370			1675			1723	
Approach Delay, s/veh		33.8			54.1			35.4			30.4	
Approach LOS		C			D			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	70.5		39.6	18.9	61.6		39.6				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	57.5		36.5	13.5	53.5		36.5				
Max Q Clear Time (g_c+I1), s	4.2	40.4		10.1	13.4	48.2		33.4				
Green Ext Time (p_c), s	0.0	13.2		0.8	0.0	4.8		0.7				

Intersection Summary

HCM 6th Ctrl Delay	34.9
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	5	55	68	43	22	3
Future Vol, veh/h	5	55	68	43	22	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	105	-	-	165	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	60	75	47	24	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	122	0	-	0	145 75
Stage 1	-	-	-	-	75 -
Stage 2	-	-	-	-	70 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1478	-	-	-	852 992
Stage 1	-	-	-	-	953 -
Stage 2	-	-	-	-	958 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1478	-	-	-	849 992
Mov Cap-2 Maneuver	-	-	-	-	849 -
Stage 1	-	-	-	-	950 -
Stage 2	-	-	-	-	958 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1478	-	-	-	864
HCM Lane V/C Ratio	0.004	-	-	-	0.032
HCM Control Delay (s)	7.4	-	-	-	9.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	3	77	111	3	3	3
Future Vol, veh/h	3	77	111	3	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	84	121	3	3	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	124	0	-	0	213 123
Stage 1	-	-	-	-	123 -
Stage 2	-	-	-	-	90 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1463	-	-	-	775 928
Stage 1	-	-	-	-	902 -
Stage 2	-	-	-	-	934 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1463	-	-	-	773 928
Mov Cap-2 Maneuver	-	-	-	-	773 -
Stage 1	-	-	-	-	900 -
Stage 2	-	-	-	-	934 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1463	-	-	-	843
HCM Lane V/C Ratio	0.002	-	-	-	0.008
HCM Control Delay (s)	7.5	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

FUTURE "BUILD" INTERSECTION ANALYSIS

Timings
1: SR 74 (Senoia Rd) & Meadow Glen Pkwy

3a. Build 2026 AM
07/31/2024

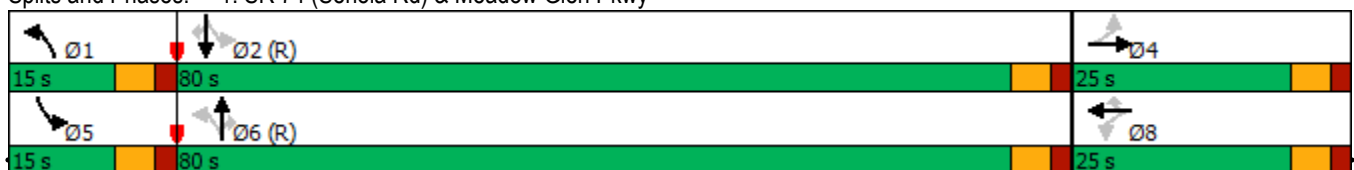


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↙	↕	↙	↙	↕	↙	↙	↕	↙
Traffic Volume (vph)	115	16	52	8	14	42	1265	67	67	1355	59
Future Volume (vph)	115	16	52	8	14	42	1265	67	67	1355	59
Lane Group Flow (vph)	0	161	53	8	14	43	1291	68	68	1383	60
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8		1	6		5	2	
Permitted Phases	4		8		8	6		6	2		2
Detector Phase	4	4	8	8	8	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	48.5	48.5	49.5	49.5	49.5	15.0	30.5	30.5	15.0	31.5	31.5
Total Split (s)	25.0	25.0	25.0	25.0	25.0	15.0	80.0	80.0	15.0	80.0	80.0
Total Split (%)	20.8%	20.8%	20.8%	20.8%	20.8%	12.5%	66.7%	66.7%	12.5%	66.7%	66.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio		0.78	0.29	0.03	0.05	0.15	0.54	0.06	0.22	0.59	0.05
Control Delay		71.5	49.3	43.0	0.4	6.4	26.6	7.3	5.7	12.2	1.4
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		71.5	49.3	43.0	0.4	6.4	26.6	7.3	5.7	12.2	1.4
Queue Length 50th (ft)		114	37	5	0	12	539	17	11	301	0
Queue Length 95th (ft)		#199	76	20	0	m14	616	m20	24	383	12
Internal Link Dist (ft)		414		332			824			908	
Turn Bay Length (ft)			125			1000		305	300		170
Base Capacity (vph)		242	215	308	320	328	2385	1079	345	2345	1091
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.67	0.25	0.03	0.04	0.13	0.54	0.06	0.20	0.59	0.05

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 74 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: SR 74 (Senoia Rd) & Meadow Glen Pkwy



HCM 6th Signalized Intersection Summary
 1: SR 74 (Senoia Rd) & Meadow Glen Pkwy

3a. Build 2026 AM
 07/31/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗	↖	↖	↗	↖	↖	↗	↖
Traffic Volume (veh/h)	115	16	27	52	8	14	42	1265	67	67	1355	59
Future Volume (veh/h)	115	16	27	52	8	14	42	1265	67	67	1355	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1900	1900	1900	1900	1900	1885	1900	1841	1826	1856	1811	1841
Adj Flow Rate, veh/h	117	16	28	53	8	0	43	1291	0	68	1383	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	1	0	4	5	3	6	4
Cap, veh/h	187	19	32	238	243		317	2438		346	2418	
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.00	0.03	0.70	0.00	0.04	0.70	0.00
Sat Flow, veh/h	1056	147	253	1384	1900	1598	1810	3497	1547	1767	3441	1560
Grp Volume(v), veh/h	161	0	0	53	8	0	43	1291	0	68	1383	0
Grp Sat Flow(s),veh/h/ln	1456	0	0	1384	1900	1598	1810	1749	1547	1767	1721	1560
Q Serve(g_s), s	12.6	0.0	0.0	0.0	0.4	0.0	0.8	21.3	0.0	1.3	24.0	0.0
Cycle Q Clear(g_c), s	13.1	0.0	0.0	4.1	0.4	0.0	0.8	21.3	0.0	1.3	24.0	0.0
Prop In Lane	0.73		0.17	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	238	0	0	238	243		317	2438		346	2418	
V/C Ratio(X)	0.68	0.00	0.00	0.22	0.03		0.14	0.53		0.20	0.57	
Avail Cap(c_a), veh/h	290	0	0	286	309		403	2438		420	2418	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.5	0.0	0.0	47.4	45.8	0.0	7.1	8.7	0.0	6.6	8.9	0.0
Incr Delay (d2), s/veh	4.6	0.0	0.0	0.5	0.1	0.0	0.2	0.8	0.0	0.3	1.0	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	5.1	0.0	0.0	1.5	0.2	0.0	0.2	6.5	0.0	0.4	7.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.1	0.0	0.0	47.9	45.9	0.0	7.2	9.6	0.0	6.9	9.9	0.0
LnGrp LOS	E	A	A	D	D		A	A		A	A	
Approach Vol, veh/h		161			61			1334			1451	
Approach Delay, s/veh		56.1			47.6			9.5			9.7	
Approach LOS		E			D			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	89.8		20.9	10.0	89.1		20.9				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	74.5		19.5	9.5	74.5		19.5				
Max Q Clear Time (g_c+I1), s	2.8	26.0		15.1	3.3	23.3		6.1				
Green Ext Time (p_c), s	0.0	25.9		0.3	0.1	24.0		0.1				

Intersection Summary

HCM 6th Ctrl Delay	12.9
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
 Unsignalized Delay for [NBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Timings
2: SR 74 (Senoia Rd) & Landrum Rd/Milam Rd

3a. Build 2026 AM
07/31/2024

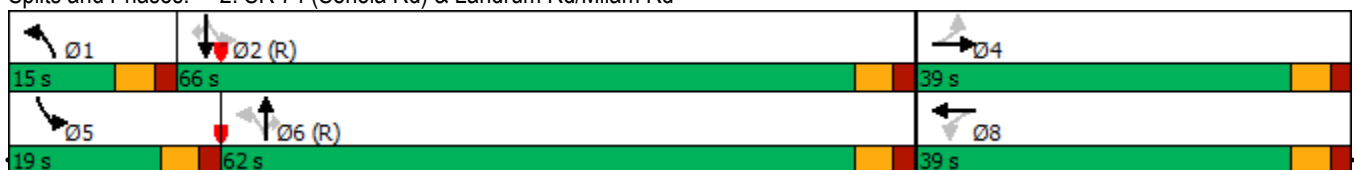


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↗	↕	↗	↗	↕	↗
Traffic Volume (vph)	33	42	182	41	46	1261	152	208	1299	25
Future Volume (vph)	33	42	182	41	46	1261	152	208	1299	25
Lane Group Flow (vph)	0	111	0	347	51	1401	169	231	1443	28
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	1	6		5	2	
Permitted Phases	4		8		6		6	2		2
Detector Phase	4	4	8	8	1	6	6	5	2	2
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	31.5	31.5	30.5	30.5	15.0	28.5	28.5	15.0	28.5	28.5
Total Split (s)	39.0	39.0	39.0	39.0	15.0	62.0	62.0	19.0	66.0	66.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	12.5%	51.7%	51.7%	15.8%	55.0%	55.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio		0.28		0.94	0.27	0.83	0.20	0.88	0.76	0.03
Control Delay		32.2		74.2	12.9	32.6	5.5	68.2	17.9	0.2
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		32.2		74.2	12.9	32.6	5.5	68.2	17.9	0.2
Queue Length 50th (ft)		59		247	14	496	15	106	477	0
Queue Length 95th (ft)		109		#424	29	603	54	#259	590	m0
Internal Link Dist (ft)		747		818		1030			1305	
Turn Bay Length (ft)					345		230	350		200
Base Capacity (vph)		422		391	232	1682	858	272	1907	840
Starvation Cap Reductn		0		0	0	0	0	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.26		0.89	0.22	0.83	0.20	0.85	0.76	0.03

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: SR 74 (Senoia Rd) & Landrum Rd/Milam Rd



HCM 6th Signalized Intersection Summary
 2: SR 74 (Senoia Rd) & Landrum Rd/Milam Rd

3a. Build 2026 AM
 07/31/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↕	↖	↗	↕	↖
Traffic Volume (veh/h)	33	42	24	182	41	89	46	1261	152	208	1299	25
Future Volume (veh/h)	33	42	24	182	41	89	46	1261	152	208	1299	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1841	1900	1841	1885	1900	1885	1870	1826	1900	1900	1811	1722
Adj Flow Rate, veh/h	37	47	0	202	46	99	51	1401	169	231	1443	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	0	4	1	0	1	2	5	0	0	6	12
Cap, veh/h	187	223		266	50	107	225	1886	876	271	2006	
Arrive On Green	0.25	0.25	0.00	0.25	0.25	0.25	0.03	0.54	0.54	0.07	0.58	0.00
Sat Flow, veh/h	587	909	0	889	202	436	1781	3469	1610	1810	3441	1459
Grp Volume(v), veh/h	84	0	0	347	0	0	51	1401	169	231	1443	0
Grp Sat Flow(s),veh/h/ln	1496	0	0	1527	0	0	1781	1735	1610	1810	1721	1459
Q Serve(g_s), s	0.0	0.0	0.0	21.8	0.0	0.0	1.5	37.1	6.4	6.5	36.1	0.0
Cycle Q Clear(g_c), s	4.7	0.0	0.0	26.6	0.0	0.0	1.5	37.1	6.4	6.5	36.1	0.0
Prop In Lane	0.44		0.00	0.58		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	410	0		422	0	0	225	1886	876	271	2006	
V/C Ratio(X)	0.20	0.00		0.82	0.00	0.00	0.23	0.74	0.19	0.85	0.72	
Avail Cap(c_a), veh/h	463	0		473	0	0	305	1886	876	342	2006	
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	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.8	0.0	0.0	43.9	0.0	0.0	15.8	21.0	14.0	23.2	18.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	10.2	0.0	0.0	0.5	2.7	0.5	15.4	2.3	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	2.0	0.0	0.0	11.1	0.0	0.0	0.6	13.9	2.2	4.5	12.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	0.0	0.0	54.1	0.0	0.0	16.3	23.6	14.4	38.6	20.2	0.0
LnGrp LOS	D	A		D	A	A	B	C	B	D	C	
Approach Vol, veh/h		84			347			1621			1674	
Approach Delay, s/veh		36.1			54.1			22.5			22.8	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	75.5		34.9	14.3	70.7		34.9				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	60.5		33.5	13.5	56.5		33.5				
Max Q Clear Time (g_c+I1), s	3.5	38.1		6.7	8.5	39.1		28.6				
Green Ext Time (p_c), s	0.0	16.3		0.4	0.3	13.7		0.9				

Intersection Summary

HCM 6th Ctrl Delay	25.9
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↑	↗		↔			↔	
Traffic Vol, veh/h	1	67	0	43	25	18	0	0	62	45	0	4
Future Vol, veh/h	1	67	0	43	25	18	0	0	62	45	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	105	-	100	85	-	165	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	85	0	54	32	23	0	0	78	57	0	5

Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	55	0	0	85	0	0	241	250	85	266	227	32
Stage 1	-	-	-	-	-	-	87	87	-	140	140	-
Stage 2	-	-	-	-	-	-	154	163	-	126	87	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1563	-	-	1524	-	-	717	656	980	691	676	1048
Stage 1	-	-	-	-	-	-	926	827	-	868	785	-
Stage 2	-	-	-	-	-	-	853	767	-	883	827	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1563	-	-	1524	-	-	694	632	980	618	652	1048
Mov Cap-2 Maneuver	-	-	-	-	-	-	694	632	-	618	652	-
Stage 1	-	-	-	-	-	-	925	826	-	867	758	-
Stage 2	-	-	-	-	-	-	819	740	-	812	826	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	3.7	9	11.2
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	980	1563	-	-	1524	-	-	639
HCM Lane V/C Ratio	0.08	0.001	-	-	0.036	-	-	0.097
HCM Control Delay (s)	9	7.3	-	-	7.5	-	-	11.2
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.3

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑	↗	↘	
Traffic Vol, veh/h	2	173	86	4	10	0
Future Vol, veh/h	2	173	86	4	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	188	93	4	11	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	97	0	-	0	285 93
Stage 1	-	-	-	-	93 -
Stage 2	-	-	-	-	192 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1509	-	-	-	710 970
Stage 1	-	-	-	-	936 -
Stage 2	-	-	-	-	845 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1509	-	-	-	709 970
Mov Cap-2 Maneuver	-	-	-	-	709 -
Stage 1	-	-	-	-	935 -
Stage 2	-	-	-	-	845 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1509	-	-	-	709
HCM Lane V/C Ratio	0.001	-	-	-	0.015
HCM Control Delay (s)	7.4	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↕↕	↕↕	↗
Traffic Vol, veh/h	0	122	0	1374	1354	91
Future Vol, veh/h	0	122	0	1374	1354	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	6	2
Mvmt Flow	0	133	0	1493	1472	99

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	736	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	361	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	361	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 361	-
HCM Lane V/C Ratio	- 0.367	-
HCM Control Delay (s)	- 20.6	-
HCM Lane LOS	- C	-
HCM 95th %tile Q(veh)	- 1.6	-

Timings
1: SR 74 (Senoia Rd) & Meadow Glen Pkwy

3b. Build 2026 PM
07/31/2024

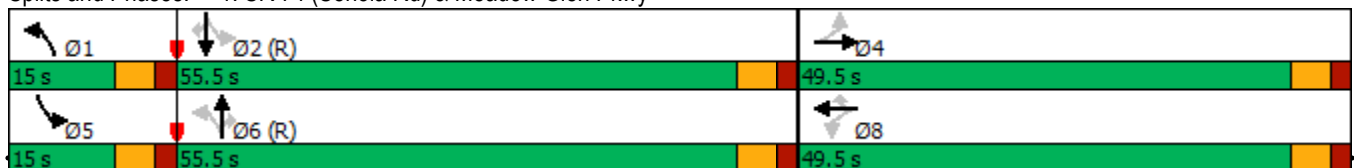


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↗	↖	↗	↗	↖	↖	↗	↖	↖
Traffic Volume (vph)	146	24	65	21	54	111	1376	62	115	1569	156
Future Volume (vph)	146	24	65	21	54	111	1376	62	115	1569	156
Lane Group Flow (vph)	0	225	69	22	57	118	1464	66	122	1669	166
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8		1	6		5	2	
Permitted Phases	4		8		8	6		6	2		2
Detector Phase	4	4	8	8	8	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	48.5	48.5	49.5	49.5	49.5	15.0	30.5	30.5	15.0	31.5	31.5
Total Split (s)	49.5	49.5	49.5	49.5	49.5	15.0	55.5	55.5	15.0	55.5	55.5
Total Split (%)	41.3%	41.3%	41.3%	41.3%	41.3%	12.5%	46.3%	46.3%	12.5%	46.3%	46.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio		0.77	0.29	0.06	0.16	0.57	0.70	0.07	0.51	0.80	0.17
Control Delay		59.7	42.0	36.0	6.0	40.8	9.5	1.2	17.5	24.9	8.2
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		59.7	42.0	36.0	6.0	40.8	9.5	1.2	17.5	24.9	8.2
Queue Length 50th (ft)		158	46	14	0	50	32	0	26	495	28
Queue Length 95th (ft)		227	82	34	23	m40	m615	m7	76	#839	80
Internal Link Dist (ft)		414		332			824			908	
Turn Bay Length (ft)			125			1000		305	300		170
Base Capacity (vph)		537	448	696	584	227	2085	981	256	2083	972
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.42	0.15	0.03	0.10	0.52	0.70	0.07	0.48	0.80	0.17

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 61 (51%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: SR 74 (Senoia Rd) & Meadow Glen Pkwy



HCM 6th Signalized Intersection Summary
 1: SR 74 (Senoia Rd) & Meadow Glen Pkwy

3b. Build 2026 PM
 07/31/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	24	41	65	21	54	111	1376	62	115	1569	156
Future Volume (veh/h)	146	24	41	65	21	54	111	1376	62	115	1569	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1900	1900	1900	1870	1900	1752	1900	1870	1900	1811	1870	1885
Adj Flow Rate, veh/h	155	26	44	69	22	0	118	1464	0	122	1669	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	2	0	10	0	2	0	6	2	1
Cap, veh/h	230	30	51	299	350		229	2264		265	2265	
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.00	0.04	0.64	0.00	0.04	0.64	0.00
Sat Flow, veh/h	974	163	277	1331	1900	1485	1810	3554	1610	1725	3554	1598
Grp Volume(v), veh/h	225	0	0	69	22	0	118	1464	0	122	1669	0
Grp Sat Flow(s),veh/h/ln	1415	0	0	1331	1900	1485	1810	1777	1610	1725	1777	1598
Q Serve(g_s), s	17.6	0.0	0.0	0.0	1.1	0.0	2.7	30.5	0.0	2.9	38.5	0.0
Cycle Q Clear(g_c), s	18.7	0.0	0.0	5.5	1.1	0.0	2.7	30.5	0.0	2.9	38.5	0.0
Prop In Lane	0.69		0.20	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	311	0	0	299	350		229	2264		265	2265	
V/C Ratio(X)	0.72	0.00	0.00	0.23	0.06		0.51	0.65		0.46	0.74	
Avail Cap(c_a), veh/h	583	0	0	542	697		299	2264		331	2265	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	48.1	0.0	0.0	42.2	40.4	0.0	16.8	13.4	0.0	12.6	14.9	0.0
Incr Delay (d2), s/veh	3.2	0.0	0.0	0.4	0.1	0.0	1.8	1.4	0.0	1.2	2.2	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	6.9	0.0	0.0	1.8	0.6	0.0	1.4	10.5	0.0	1.0	13.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.3	0.0	0.0	42.6	40.5	0.0	18.6	14.9	0.0	13.9	17.1	0.0
LnGrp LOS	D	A	A	D	D		B	B		B	B	
Approach Vol, veh/h		225			91			1582			1791	
Approach Delay, s/veh		51.3			42.1			15.2			16.8	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	82.0		27.6	10.4	81.9		27.6				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	50.0		44.0	9.5	50.0		44.0				
Max Q Clear Time (g_c+I1), s	4.7	40.5		20.7	4.9	32.5		7.5				
Green Ext Time (p_c), s	0.1	8.4		1.4	0.1	13.5		0.3				

Intersection Summary

HCM 6th Ctrl Delay	18.8
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Timings
2: SR 74 (Senoia Rd) & Landrum Rd/Milam Rd

3b. Build 2026 PM
07/31/2024

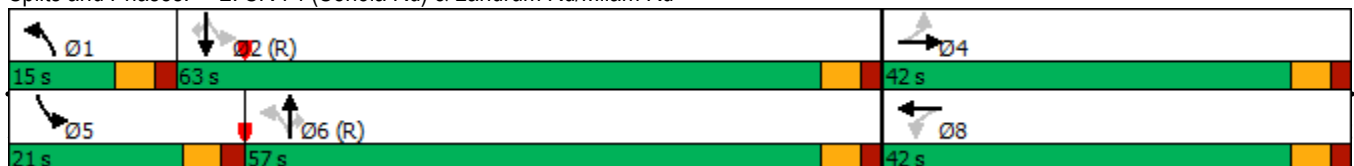


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↙	↕	↙	↙	↕	↙
Traffic Volume (vph)	61	84	225	56	60	1403	123	298	1379	55
Future Volume (vph)	61	84	225	56	60	1403	123	298	1379	55
Lane Group Flow (vph)	0	189	0	379	65	1509	132	320	1483	59
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	1	6		5	2	
Permitted Phases	4		8		6		6	2		2
Detector Phase	4	4	8	8	1	6	6	5	2	2
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	31.5	31.5	30.5	30.5	15.0	28.5	28.5	15.0	28.5	28.5
Total Split (s)	42.0	42.0	42.0	42.0	15.0	57.0	57.0	21.0	63.0	63.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	12.5%	47.5%	47.5%	17.5%	52.5%	52.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio		0.42		1.00	0.38	1.00	0.18	1.08	0.81	0.07
Control Delay		35.2		88.1	18.4	58.5	4.9	98.0	29.4	3.2
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		35.2		88.1	18.4	58.5	4.9	98.0	29.4	3.2
Queue Length 50th (ft)		111		~288	19	~608	4	~218	609	8
Queue Length 95th (ft)		182		#496	40	#781	41	m#356	709	m10
Internal Link Dist (ft)		747		818		1030			1305	
Turn Bay Length (ft)					345		230	350		200
Base Capacity (vph)		448		378	206	1504	749	296	1826	852
Starvation Cap Reductn		0		0	0	0	0	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.42		1.00	0.32	1.00	0.18	1.08	0.81	0.07

Intersection Summary

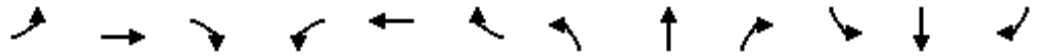
Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: SR 74 (Senoia Rd) & Landrum Rd/Milam Rd



HCM 6th Signalized Intersection Summary
 2: SR 74 (Senoia Rd) & Landrum Rd/Milam Rd

3b. Build 2026 PM
 07/31/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↕	↗	↗	↕	↗
Traffic Volume (veh/h)	61	84	31	225	56	72	60	1403	123	298	1379	55
Future Volume (veh/h)	61	84	31	225	56	72	60	1403	123	298	1379	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1856	1900	1870	1900	1900	1856	1870	1900	1870	1870
Adj Flow Rate, veh/h	66	90	0	242	60	77	65	1509	132	320	1483	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	1	3	0	2	0	0	3	2	0	2	2
Cap, veh/h	215	278		305	63	81	200	1563	703	302	1903	
Arrive On Green	0.29	0.29	0.00	0.29	0.29	0.29	0.04	0.44	0.44	0.13	0.54	0.00
Sat Flow, veh/h	594	958	0	882	219	281	1810	3526	1585	1810	3554	1585
Grp Volume(v), veh/h	156	0	0	379	0	0	65	1509	132	320	1483	0
Grp Sat Flow(s),veh/h/ln	1552	0	0	1382	0	0	1810	1763	1585	1810	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	23.3	0.0	0.0	2.3	50.0	6.1	15.5	39.9	0.0
Cycle Q Clear(g_c), s	9.0	0.0	0.0	32.3	0.0	0.0	2.3	50.0	6.1	15.5	39.9	0.0
Prop In Lane	0.42		0.00	0.64		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	493	0		450	0	0	200	1563	703	302	1903	
V/C Ratio(X)	0.32	0.00		0.84	0.00	0.00	0.32	0.97	0.19	1.06	0.78	
Avail Cap(c_a), veh/h	515	0		470	0	0	277	1563	703	302	1903	
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	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.3	0.0	0.0	42.1	0.0	0.0	21.1	32.5	20.3	39.3	22.2	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	12.6	0.0	0.0	0.9	16.0	0.6	68.4	3.2	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	3.6	0.0	0.0	12.3	0.0	0.0	0.9	22.7	2.2	14.3	15.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.6	0.0	0.0	54.7	0.0	0.0	22.0	48.5	20.9	107.7	25.5	0.0
LnGrp LOS	C	A		D	A	A	C	D	C	F	C	
Approach Vol, veh/h		156			379			1706				1803
Approach Delay, s/veh		33.6			54.7			45.3				40.1
Approach LOS		C			D			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	69.8		40.3	21.0	58.7		40.3				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	57.5		36.5	15.5	51.5		36.5				
Max Q Clear Time (g_c+I1), s	4.3	41.9		11.0	17.5	52.0		34.3				
Green Ext Time (p_c), s	0.0	12.4		0.8	0.0	0.0		0.5				

Intersection Summary

HCM 6th Ctrl Delay	43.4
HCM 6th LOS	D

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↖	↗	↖		↕			↕	
Traffic Vol, veh/h	5	55	0	89	68	43	0	0	57	22	0	3
Future Vol, veh/h	5	55	0	89	68	43	0	0	57	22	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	105	-	100	85	-	165	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	60	0	98	75	47	0	0	63	24	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	122	0	0	60	0	0	366	388	60	373	341	75
Stage 1	-	-	-	-	-	-	70	70	-	271	271	-
Stage 2	-	-	-	-	-	-	296	318	-	102	70	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1478	-	-	1556	-	-	594	550	1011	588	584	992
Stage 1	-	-	-	-	-	-	945	841	-	739	689	-
Stage 2	-	-	-	-	-	-	717	657	-	909	841	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1478	-	-	1556	-	-	562	514	1011	524	545	992
Mov Cap-2 Maneuver	-	-	-	-	-	-	562	514	-	524	545	-
Stage 1	-	-	-	-	-	-	942	838	-	737	646	-
Stage 2	-	-	-	-	-	-	670	616	-	850	838	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			3.3			8.8			11.8		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1011	1478	-	-	1556	-	-	555
HCM Lane V/C Ratio	0.062	0.004	-	-	0.063	-	-	0.05
HCM Control Delay (s)	8.8	7.4	-	-	7.5	-	-	11.8
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.2	-	-	0.2

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑	↗	↘	
Traffic Vol, veh/h	3	134	200	11	9	3
Future Vol, veh/h	3	134	200	11	9	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	146	217	12	10	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	229	0	-	0	369 217
Stage 1	-	-	-	-	217 -
Stage 2	-	-	-	-	152 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1351	-	-	-	635 828
Stage 1	-	-	-	-	824 -
Stage 2	-	-	-	-	881 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1351	-	-	-	634 828
Mov Cap-2 Maneuver	-	-	-	-	634 -
Stage 1	-	-	-	-	822 -
Stage 2	-	-	-	-	881 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1351	-	-	-	673
HCM Lane V/C Ratio	0.002	-	-	-	0.019
HCM Control Delay (s)	7.7	0	-	-	10.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↕↕	↕↕	↗
Traffic Vol, veh/h	0	112	0	1550	1554	144
Future Vol, veh/h	0	112	0	1550	1554	144
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	3	2	2
Mvmt Flow	0	122	0	1685	1689	157

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	845	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	306	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	306	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 306	-
HCM Lane V/C Ratio	- 0.398	-
HCM Control Delay (s)	- 24.3	-
HCM Lane LOS	- C	-
HCM 95th %tile Q(veh)	- 1.8	-

TRAFFIC VOLUME WORKSHEETS

24-095 - 8055 Senoia Road Mixed-Use Development - Fairburn, GA
Traffic Volumes

A&R Engineering
 May 2024

1. SR 74 @ Meadow Glen Pkwy
A.M. Peak Hour

Condition	SR 74 (Senoia Road) Northbound					SR 74 (Senoia Road) Southbound					Meadow Glen Parkway Eastbound					Meadow Glen Parkway Westbound				
	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
	Existing 2024 Traffic Counts:	5	13	1148	60	1226	28	35	1250	26	1339	0	58	12	14	84	0	47	6	13
Growth Factor (%):	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
No-Build 2026 Volumes:	5	14	1217	64	1300	30	37	1325	28	1420	0	61	13	15	89	0	50	6	14	70
Townhome Trips:	0	1	0	0	1	0	0	0	1	1	0	6	0	2	8	0	0	0	0	0
Apartment and Retail-Restaurant Trips:	11	11	48	3	73	0	0	30	30	60	0	48	3	10	61	0	2	2	0	4
Total New Trips:	11	12	48	3	74	0	0	30	31	61	0	54	3	12	69	0	2	2	0	4
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2026 Traffic Volumes:	16	26	1265	67	1374	30	37	1355	59	1481	0	115	16	27	158	0	52	8	14	74

P.M. Peak Hour

Condition	SR 74 (Senoia Road) Northbound					SR 74 (Senoia Road) Southbound					Meadow Glen Parkway Eastbound					Meadow Glen Parkway Westbound				
	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
	Existing 2024 Traffic Counts:	11	50	1257	56	1374	45	63	1422	83	1613	0	92	20	27	139	0	58	16	51
Growth Factor (%):	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
No-Build 2026 Volumes:	12	53	1332	59	1456	48	67	1507	88	1710	0	98	21	29	148	0	61	17	54	132
Townhome Trips:	0	2	0	0	2	0	0	0	6	6	0	4	0	2	6	0	0	0	0	0
Apartment and Retail-Restaurant Trips:	22	22	44	3	91	0	0	62	62	124	0	44	3	10	57	0	4	4	0	8
Total New Trips:	22	24	44	3	93	0	0	62	68	130	0	48	3	12	63	0	4	4	0	8
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2026 Traffic Volumes:	34	77	1376	62	1549	48	67	1569	156	1840	0	146	24	41	211	0	65	21	54	140

24-095 - 8055 Senoia Road Mixed-Use Development - Fairburn, GA
Traffic Volumes

A&R Engineering
 May 2024

2. SR 74 @ Landrum-Milam Rd
A.M. Peak Hour

Condition	SR 74 (Senoia Road) Northbound					SR 74 (Senoia Road) Southbound					Landrum Road Eastbound					Milam Road Westbound				
	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
	Existing 2024 Traffic Counts:	1	42	1177	143	1363	11	130	1205	17	1363	0	27	40	23	90	0	172	39	80
Growth Factor (%):	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
No-Build 2026 Volumes:	1	45	1248	152	1446	12	138	1277	18	1445	0	29	42	24	95	0	182	41	85	308
Townhome Trips:	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Apartment and Retail-Restaurant Trips:	0	0	13	0	13	51	7	21	7	86	0	4	0	0	4	0	0	0	4	4
Total New Trips:	0	0	13	0	13	51	7	22	7	87	0	4	0	0	4	0	0	0	4	4
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2026 Traffic Volumes:	1	45	1261	152	1459	63	145	1299	25	1532	0	33	42	24	99	0	182	41	89	312

P.M. Peak Hour

Condition	SR 74 (Senoia Road) Northbound					SR 74 (Senoia Road) Southbound					Landrum Road Eastbound					Milam Road Westbound				
	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
	Existing 2024 Traffic Counts:	23	34	1297	116	1470	42	188	1282	46	1558	0	49	79	29	157	0	212	53	59
Growth Factor (%):	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
No-Build 2026 Volumes:	24	36	1375	123	1558	45	199	1359	49	1652	0	52	84	31	167	0	225	56	63	344
Townhome Trips:	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Apartment and Retail-Restaurant Trips:	0	0	27	0	27	48	6	19	6	79	0	9	0	0	9	0	0	0	9	9
Total New Trips:	0	0	28	0	28	48	6	20	6	80	0	9	0	0	9	0	0	0	9	9
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2026 Traffic Volumes:	24	36	1403	123	1586	93	205	1379	55	1732	0	61	84	31	176	0	225	56	72	353

24-095 - 8055 Senoia Road Mixed-Use Development - Fairburn, GA
Traffic Volumes

A&R Engineering
 May 2024

3. Meadow Glen @ Apts-Site Drwy
A.M. Peak Hour

Condition	Site Driveway Northbound					Cambridge Faire Apartment Homes Southbound					Meadow Glen Parkway Eastbound					Meadow Glen Parkway Westbound				
	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
	Existing 2024 Traffic Counts:	0	0	0	0	0	0	42	0	4	46	0	1	63	0	64	0	0	24	17
Growth Factor (%):	3	3	3	3		3	3	3	3		3	3	3	3		3	3	3	3	
No-Build 2026 Volumes:	0	0	0	0	0	0	45	0	4	49	0	1	67	0	68	0	0	25	18	43
Townhome Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apartment and Retail-Restaurant Trips:	0	0	0	62	62	0	0	0	0	0	0	0	0	0	0	0	43	0	0	43
Total New Trips:	0	0	0	62	62	0	0	0	0	0	0	0	0	0	0	0	43	0	0	43
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2026 Traffic Volumes:	0	0	0	62	62	0	45	0	4	49	0	1	67	0	68	0	43	25	18	86

P.M. Peak Hour

Condition	Site Driveway Northbound					Cambridge Faire Apartment Homes Southbound					Meadow Glen Parkway Eastbound					Meadow Glen Parkway Westbound				
	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
	Existing 2024 Traffic Counts:	0	0	0	0	0	0	21	0	3	24	0	5	52	0	57	0	0	64	41
Growth Factor (%):	3	3	3	3		3	3	3	3		3	3	3	3		3	3	3	3	
No-Build 2026 Volumes:	0	0	0	0	0	0	22	0	3	25	0	5	55	0	60	0	0	68	43	111
Townhome Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apartment and Retail-Restaurant Trips:	0	0	0	57	57	0	0	0	0	0	0	0	0	0	0	0	89	0	0	89
Total New Trips:	0	0	0	57	57	0	0	0	0	0	0	0	0	0	0	0	89	0	0	89
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2026 Traffic Volumes:	0	0	0	57	57	0	22	0	3	25	0	5	55	0	60	0	89	68	43	200

24-095 - 8055 Senoia Road Mixed-Use Development - Fairburn, GA
Traffic Volumes

A&R Engineering
 May 2024

4. Meadow Glen @ Townhomes Drwy
A.M. Peak Hour

Condition	Northbound						Southbound						Meadow Glen Parkway						Meadow Glen Parkway											
	U			R			U			R			U			R			U			R			U			R		
	L	T	Tot	L	T	Tot	L	T	Tot	L	T	Tot	L	T	Tot	L	T	Tot	L	T	Tot	L	T	Tot	L	T	Tot			
Existing 2024 Traffic Counts:	0	0	0	0	0	0	0	2	0	2	0	2	4	0	2	0	2	105	0	107	0	0	0	0	41	2	43			
Growth Factor (%):	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
No-Build 2026 Volumes:	0	0	0	0	0	0	0	2	0	2	0	2	4	0	2	0	2	111	0	113	0	0	0	0	43	2	45			
Townhome Trips:	0	0	0	0	0	0	0	8	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
Apartment and Retail-Restaurant Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62	0	62	0	0	0	0	43	0	43			
Total New Trips:	0	0	0	0	0	0	0	8	0	0	0	8	8	0	0	0	0	62	0	62	0	0	0	0	43	2	45			
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Future 2026 Traffic Volumes:	0	0	0	0	0	0	0	10	0	0	2	12	12	0	2	0	2	173	0	175	0	0	0	0	86	4	90			

P.M. Peak Hour

Condition	Northbound						Southbound						Meadow Glen Parkway						Meadow Glen Parkway											
	U			R			U			R			U			R			U			R			U			R		
	L	T	Tot	L	T	Tot	L	T	Tot	L	T	Tot	L	T	Tot	L	T	Tot	L	T	Tot	L	T	Tot	L	T	Tot			
Existing 2024 Traffic Counts:	0	0	0	0	0	0	0	3	0	3	0	3	6	0	0	0	0	73	3	76	0	0	0	0	105	3	108			
Growth Factor (%):	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
No-Build 2026 Volumes:	0	0	0	0	0	0	0	3	0	3	0	3	6	0	0	0	0	77	3	80	0	0	0	0	111	3	114			
Townhome Trips:	0	0	0	0	0	0	0	6	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	8	8			
Apartment and Retail-Restaurant Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	0	57	0	0	0	0	89	0	89			
Total New Trips:	0	0	0	0	0	0	0	6	0	0	0	6	6	0	0	0	0	57	0	57	0	0	0	0	89	8	97			
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Future 2026 Traffic Volumes:	0	0	0	0	0	0	0	9	0	0	3	12	12	0	0	0	0	134	3	137	0	0	0	0	200	11	211			

24-095 - 8055 Senoia Road Mixed-Use Development - Fairburn, GA
Traffic Volumes

A&R Engineering
 May 2024

5. SR 74 @ RIRO Drwy
A.M. Peak Hour

Condition	SR 74 (Senoia Road) Northbound				SR 74 (Senoia Road) Southbound				Right-In/Right-Out Site Driveway Eastbound				Right-In/Right-Out Site Driveway Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
	Tot				Tot				Tot				Tot			
Existing 2024 Traffic Counts:	0	0	1226	0	0	0	1311	0	0	0	0	0	0	0	0	0
Growth Factor (%):	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
No-Build 2026 Volumes:	0	0	1300	0	0	0	1390	0	0	0	0	0	0	0	0	0
Townhome Trips:	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
Apartment and Retail-Restaurant Trips:	0	0	73	0	0	0	10	43	0	0	0	75	0	0	0	0
Total New Trips:	0	0	74	0	0	0	12	43	0	0	0	75	0	0	0	0
Pass-by Trips:	0	0	0	0	0	0	-48	48	0	0	0	47	0	0	0	0
Future 2026 Traffic Volumes:	0	0	1374	0	0	0	1354	91	0	0	0	122	0	0	0	0

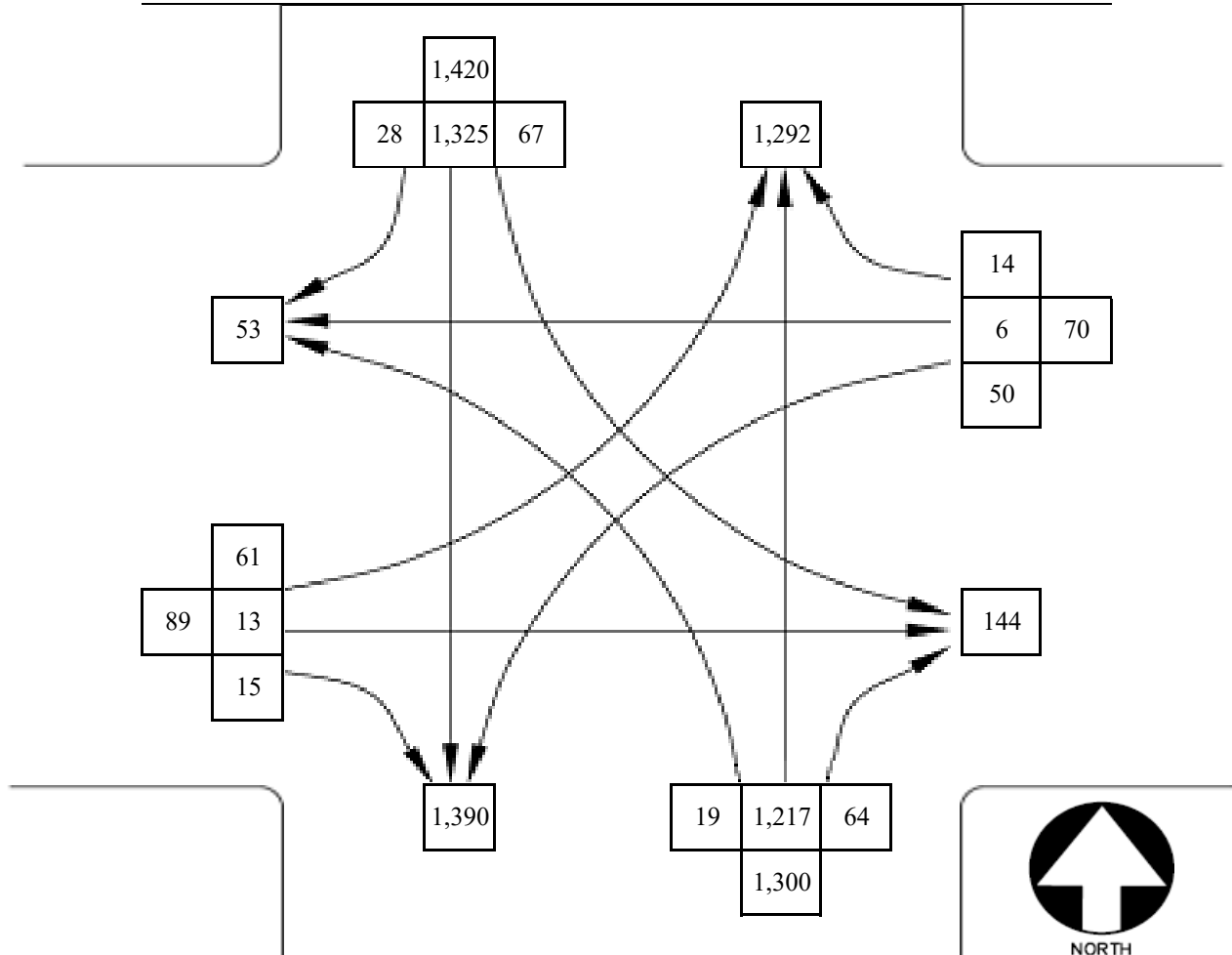
P.M. Peak Hour

Condition	SR 74 (Senoia Road) Northbound				SR 74 (Senoia Road) Southbound				Right-In/Right-Out Site Driveway Eastbound				Right-In/Right-Out Site Driveway Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
	Tot				Tot				Tot				Tot			
Existing 2024 Traffic Counts:	0	0	1374	0	0	0	1507	0	0	0	0	0	0	0	0	0
Growth Factor (%):	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
No-Build 2026 Volumes:	0	0	1456	0	0	0	1597	0	0	0	0	0	0	0	0	0
Townhome Trips:	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
Apartment and Retail-Restaurant Trips:	0	0	92	0	0	0	10	89	0	0	0	70	0	0	0	0
Total New Trips:	0	0	94	0	0	0	12	89	0	0	0	70	0	0	0	0
Pass-by Trips:	0	0	0	0	0	0	-55	55	0	0	0	42	0	0	0	0
Future 2026 Traffic Volumes:	0	0	1550	0	0	0	1554	144	0	0	0	112	0	0	0	0

LEFT-TURN PHASE ANALYSIS

Future 2026 (No-Build) Traffic Count Summary Sheet

Peak Hour Count (AM)



SR 74 @ Meadow Glen Pkwy

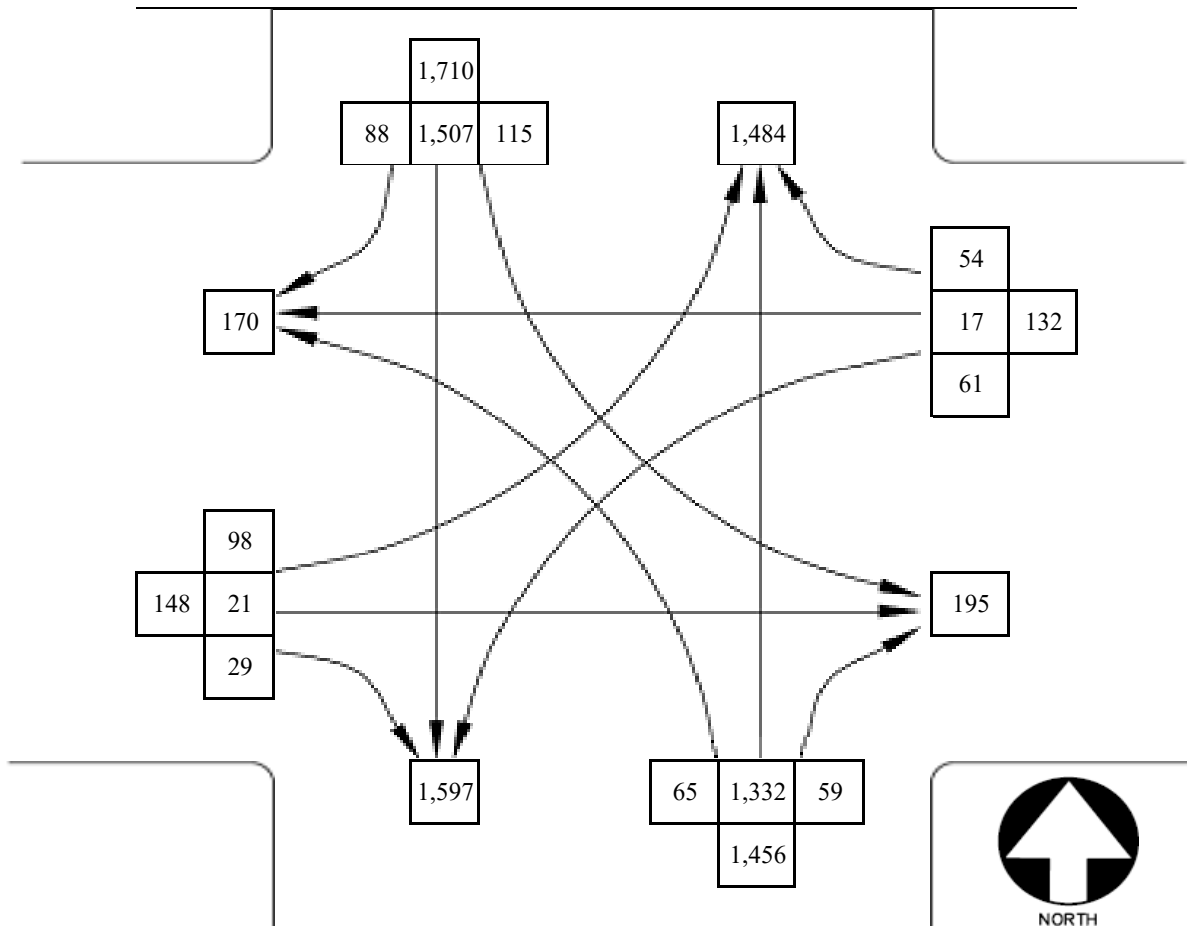
Conflicting Movements	Through Volume (V_o)	Left Turn Volume (V_{lt})	Opposing Lanes (N_o)	Cross-Product ($V_o \times V_{lt} + N_o$)	Cross-Product Warrant?	Peak Volume Warrant?	Turn Phase Recommended?
NBL & SBT	1,325	19	2	12,588	NO	NO	NO
SBL & NBT	1,217	67	2	40,770	Lagging Phase	NO	YES, Lagging
EBL & WBT	6	61	1	366	NO	NO	NO
WBL & EBT	13	50	1	650	NO	NO	NO

LEFT TURN CRITERIA - AM PEAK HOUR

A&R Engineering Inc.

Future 2026 (No-Build) Traffic Count Summary Sheet

Peak Hour Count (PM)



SR 74 @ Meadow Glen Pkwy

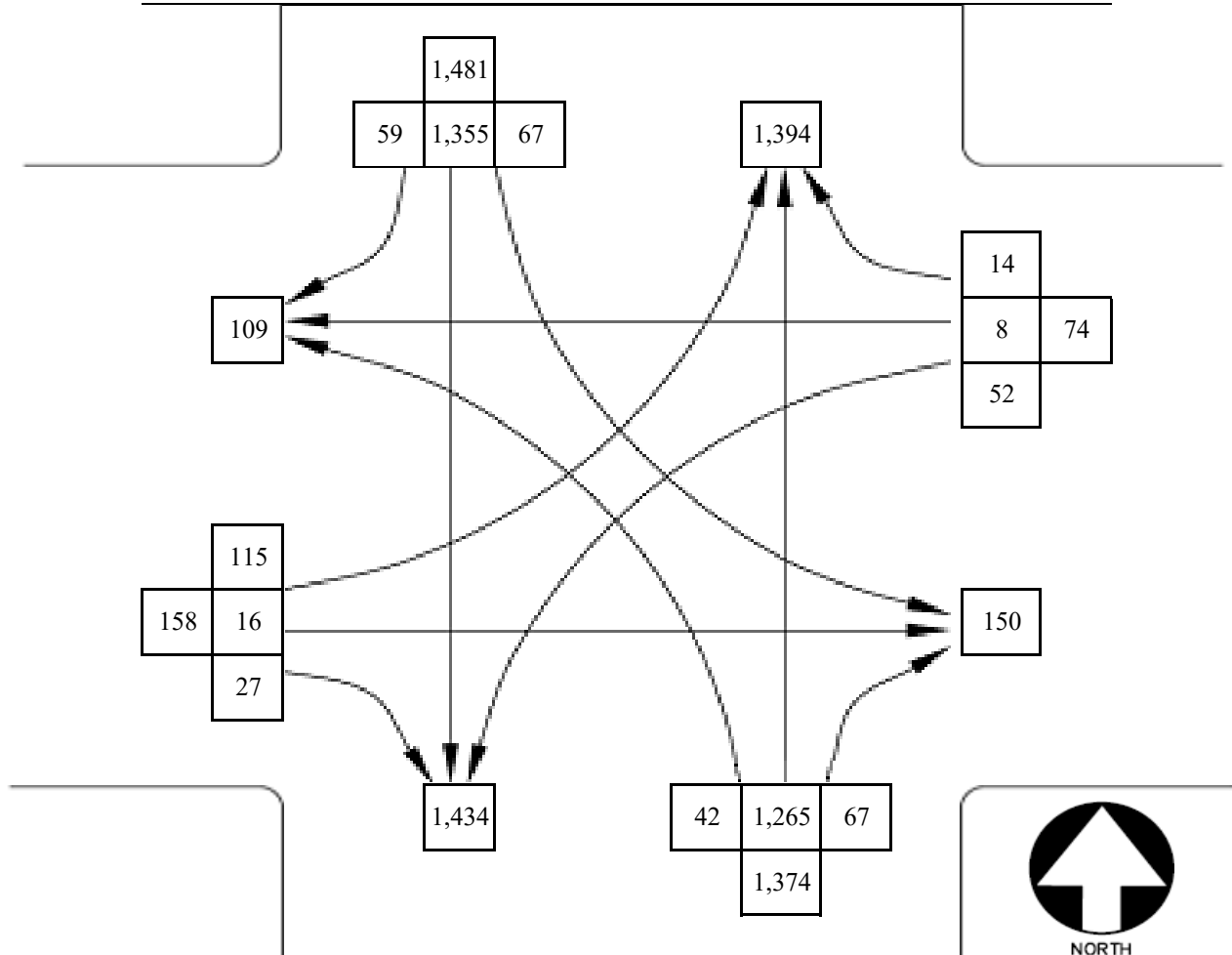
Conflicting Movements	Through Volume (V_o)	Left Turn Volume (V_{lt})	Opposing Lanes (N_o)	Cross-Product ($V_o \times V_{lt} \div N_o$)	Cross-Product Warrant?	Peak Volume Warrant?	Turn Phase Recommended?
NBL & SBT	1,507	65	2	48,978	Lagging Phase	NO	YES, Lagging
SBL & NBT	1,332	115	2	76,590	YES	Lagging Phase	YES, Leading
EBL & WBT	17	98	1	1,666	NO	Lagging Phase	YES, Lagging
WBL & EBT	21	61	1	1,281	NO	NO	NO

LEFT TURN CRITERIA - PM PEAK HOUR

A&R Engineering Inc.

Future 2026 (Build) Traffic Count Summary Sheet

Peak Hour Count (AM)



SR 74 @ Meadow Glen Pkwy

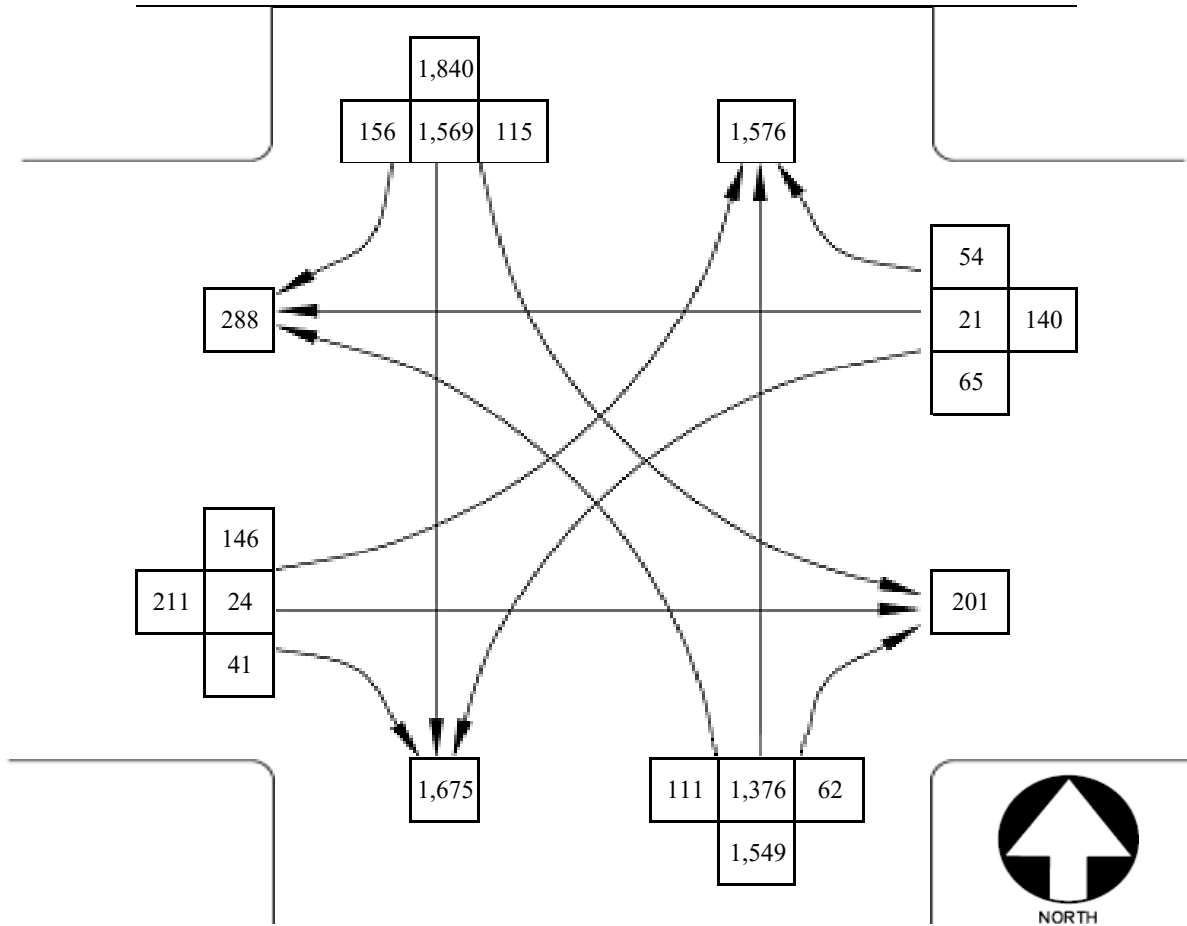
Conflicting Movements	Through Volume (V_o)	Left Turn Volume (V_{lt})	Opposing Lanes (N_o)	Cross-Product ($V_o \times V_{lt} + N_o$)	Cross-Product Warrant?	Peak Volume Warrant?	Turn Phase Recommended?
NBL & SBT	1,355	42	2	28,455	NO	NO	NO
SBL & NBT	1,265	67	2	42,378	Lagging Phase	NO	YES, Lagging
EBL & WBT	8	115	1	920	NO	Lagging Phase	YES, Lagging
WBL & EBT	16	52	1	832	NO	NO	NO

LEFT TURN CRITERIA - AM PEAK HOUR

A&R Engineering Inc.

Future 2026 (Build) Traffic Count Summary Sheet

Peak Hour Count (PM)



SR 74 @ Meadow Glen Pkwy

Conflicting Movements	Through Volume (V_o)	Left Turn Volume (V_{lt})	Opposing Lanes (N_o)	Cross-Product ($V_o \times V_{lt} \div N_o$)	Cross-Product Warrant?	Peak Volume Warrant?	Turn Phase Recommended?
NBL & SBT	1,569	111	2	87,080	YES	Lagging Phase	YES, Leading
SBL & NBT	1,376	115	2	79,120	YES	Lagging Phase	YES, Leading
EBL & WBT	21	146	1	3,066	NO	YES	YES, Leading
WBL & EBT	24	65	1	1,560	NO	NO	NO

LEFT TURN CRITERIA - PM PEAK HOUR

A&R Engineering Inc.

CRASH HISTORY

AccidentNo	AccidentNur	Date	Time	County	Route	IntersectingRoute	MannerOfCollision	Injuries	Fatalities	UJFactors
7055818	7055818	1/23/2019	6:24:00	FULTON	HWY 74	MEADOW GLEN PKWY	Angle	0	0	Failed to Yield;No Contributing Factors
7075515	7075515	2/7/2019	7:14:00	FULTON	SENOIA RD	MEADOW GLEN PKWY	Angle	0	0	Failed to Yield
7082232	7082232	2/12/2019	16:04:00	FULTON	HWY 74	MEADOW GLEN PKWY	Rear End	0	0	Following too Close
7083639	7083639	2/12/2019	15:00:00	FULTON	HWY 74	MEADOW GLEN PKWY	Angle	0	0	Failed to Yield
7199764	7199764	5/9/2019	9:25:00	FULTON	SENOIA RD	MEADOW GLEN PKWY	Rear End	0	0	Following too Close
7204357	7204357	5/9/2019	19:44:00	FULTON	SENOIA RD	MEADOW GLEN PKWY	Angle	0	0	Failed to Yield;No Signal/Improper Signal;No Contributing Factors
7250468	7250468	6/12/2019	12:07:00	FULTON	SENOIA RD	MEADOW GLEN PKWY	Angle	0	0	Failed to Yield
7257947	7257947	6/22/2019	18:06:00	FULTON	HWY 74	MEADOW GLEN PKWY	Sideswipe-Opposite Direction	0	0	Failed to Yield
7272091	7272091	7/3/2019	14:16:00	FULTON	HWY 74	MEADOW GLEN PKWY	Rear End	0	0	Following too Close
7359856	7359856	9/17/2019	10:57:00	FULTON	HWY 74	MEADOW GLEN PKWY	Rear End	2	0	Following too Close;Too Fast For Conditions
7360880	7360880	9/19/2019	14:02:00	FULTON	HWY 74	MEADOW GLEN PKWY	Sideswipe-Opposite Direction	0	0	Failed to Yield
7383863	7383863	10/8/2019	8:32:00	FULTON	HWY 74	MEADOW GLEN PKWY	Rear End	0	0	Following too Close
7399894	7399894	10/17/2019	14:27:00	FULTON	HWY 74	MEADOW GLEN PKWY	Angle	0	0	Failed to Yield
7443242	7443242	11/20/2019	11:45:00	FULTON	HWY 74	MEADOW GLEN PKWY	Rear End	0	0	Following too Close
7448481	7448481	11/21/2019	12:08:00	FULTON	HWY 74	MEADOW GLEN PKWY	Rear End	1	0	Changed Lanes Improperly
7460115	7460115	12/2/2019	5:45:00	FULTON	HWY 74	MEADOW GLEN PKWY	Angle	0	0	Failed to Yield
7481413	7481413	12/17/2019	7:55:00	FULTON	HWY 74	MEADOW GLEN PKWY	Rear End	0	0	Following too Close
7536322	7536322	1/20/2020	13:12:00	FULTON	HWY 74	MEADOW GLEN PKWY	Rear End	1	0	Following too Close
7557530	7557530	2/19/2020	16:09:00	FULTON	HWY 74	MEADOW GLEN PKWY	Sideswipe-Same Direction	0	0	Failed to Yield
7660129	7660129	6/9/2020	13:26:00	FULTON	SENOIA RD	MEADOW GLEN PKWY	Sideswipe-Same Direction	0	0	Failed to Yield
7674906	7674906	6/24/2020	12:42:00	FULTON	SENOIA RD	MEADOW GLEN PKWY	Sideswipe-Same Direction	0	0	Other - Details in Narrative
7682196	7682196	6/30/2020	15:45:00	FULTON	SENOIA RD	MEADOW GLEN PKWY	Rear End	0	0	Following too Close
7694281	7694281	7/12/2020	18:19:00	FULTON	SENOIA RD	MEADOW GLEN PKWY	Angle	0	0	Following too Close;No Contributing Factors
7719607	7719607	8/4/2020	17:16:00	FULTON	MEADOW GLEN CIR	HWY 74	Not A Collision with Motor Vehic	0	0	Other - Details in Narrative;No Contributing Factors
7744407	7744407	7/20/2020	15:30:00	FULTON	SENOIA RD	MEADOW GLEN PKWY	Rear End	0	0	Other - Details in Narrative
7764573	7764573	9/4/2020	16:45:00	FULTON	SENOIA RD	MEADOW GLEN PKWY	Rear End	0	0	Following too Close
7834457	7834457	11/2/2020	16:00:00	FULTON	SENOIA RD	MEADOW GLEN PKWY	Rear End	0	0	Improper Backing
7851148	7851148	11/13/2020	17:25:00	FULTON	SENOIA RD	MEADOW GLEN PKWY	Rear End	0	0	Following too Close
7871172	7871172	12/1/2020	16:49:00	FULTON	SENOIA RD	MEADOW GLEN PKWY	Rear End	1	0	Following too Close
7919066	7919066	1/11/2021	17:00:00	FULTON	SENOIA RD	MEADOW GLEN PKWY	Rear End	0	0	Following too Close
7921945	7921945	1/14/2021	12:54:00	FULTON	SENOIA RD	MEADOW GLEN PKWY	Sideswipe-Same Direction	1	0	Disregard Stop Sign/Signal
7926451	7926451	1/19/2021	13:22:00	FULTON	SENOIA RD	MEADOW GLEN PKWY	Rear End	0	0	Following too Close
7935887	7935887	1/28/2021	14:40:00	FULTON	SENOIA RD	MEADOW GLEN PKWY	Rear End	1	0	Following too Close
7938260	7938260	1/30/2021	19:33:00	FULTON	MEADOW GLEN PKWY	SENOIA RD	Rear End	0	0	Following too Close
7949479	7949479	2/9/2021	20:36:00	FULTON	HWY 74	MEADOW GLEN PKWY	Sideswipe-Same Direction	0	0	No Contributing Factors
8007851	8007851	3/28/2021	18:09:00	FULTON	MEADOW GLEN PKWY	SENOIA RD	Rear End	1	0	Following too Close
8076818	8076818	5/10/2021	11:30:00	FULTON	HWY 74	MEADOW GLEN PKWY	Sideswipe-Same Direction	0	0	Changed Lanes Improperly
8080924	8080924	5/27/2021	14:00:00	FULTON	HWY 74	MEADOW GLEN PKWY	Rear End	0	0	Following too Close
8107367	8107367	6/21/2021	4:30:00	FULTON	HWY 74	MEADOW GLEN PKWY	Not A Collision with Motor Vehic	0	0	No Contributing Factors
8122438	8122438	6/30/2021	13:10:00	FULTON	SENOIA RD	MEADOW GLEN PKWY	Rear End	0	0	Following too Close
8183292	8183292	8/12/2021	16:05:00	FULTON	HWY 74	MEADOW GLEN PKWY	Rear End	2	0	Following too Close
8185168	8185168	8/20/2021	15:30:00	FULTON	SENOIA RD	MEADOW GLEN PKWY	Rear End	0	0	Following too Close
8192641	8192641	8/27/2021	17:24:00	FULTON	SENOIA RD	MEADOW GLEN PKWY	Rear End	0	0	No Contributing Factors
8244086	8244086	9/28/2021	4:30:00	FULTON	SENOIA RD	MEADOW GLEN PKWY	Angle	0	0	Failed to Yield
8265501	8265501	10/14/2021	7:54:00	FULTON	SENOIA RD	MEADOW GLEN PKWY	Rear End	0	0	Following too Close
8268316	8268316	10/15/2021	17:33:00	FULTON	HWY 74	MEADOW GLEN PKWY	Rear End	0	0	Following too Close;Inattentive or Other Distracti
9131342	9131342	8/8/2023	8:05:00	FULTON	HWY 74	MEADOW GLE SENOIA RD	Rear End	0	0	
9204317	9204317	10/29/2023	13:01:00	FULTON	SENOIA RD	MEADOW GLEN PKWY	Rear End	1	0	Following too Close
9266988	9266988	12/14/2023	14:15:00	FULTON	MEADOW GLEN PKWY	SENOIA RD	Rear End	0	0	

**GEORGIA LAW
REQUIRED APPEAL
RIGHTS RESERVATION**

Jessica L. Hill
D 404.885.3925
jessica.hill@troutman.com

August 13, 2024

VIA EMAIL

City of Fairburn Department of Planning and Zoning
Attn: Ms. Denise Brookins, Planning and Zoning Director

**RE: Rezoning and Concurrent Variance Application for Meadow Glen Project on
Fulton County Tax Parcel #09F020100121014 (a portion of) and
Tax Parcel #09F070000271062 (collectively, the "Application")**

Dear Denise:

Please add this letter to the file of the Application to preserve the rights of Portman Holdings, LLC (the "Applicant") in connection with the Application.

Denial of the Application or approval of the Application with conditions unacceptable to the Applicant would be unconstitutional in that it would unreasonably impair and destroy the Applicant's property rights without first paying fair, adequate and just compensation for such rights, in violation of Article I, Section I, Paragraph I of the Constitution of the State of Georgia of 1983, Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

Denial of the Application or approval of the Application with conditions unacceptable to the Applicant would also be unconstitutional, illegal, null and void, constituting a taking of Applicant's property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States, Article I, Section I, Paragraph I, and Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States, by denying the Applicant an economically viable use of its land while not substantially advancing legitimate state interests.

Denial of the Application or approval of the Application with conditions unacceptable to the Applicant would constitute an unreasonable and extreme hardship upon the Applicant, without remotely advancing the public health, safety and welfare and would constitute an arbitrary and capricious act by the City of Fairburn Mayor and City Council without any rational basis therefore, constituting an abuse of discretion in violation of Article I, Section I, Paragraph I of the Constitution of the State of Georgia of 1983, Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

Denial of the Application or approval of the Application with conditions unacceptable to the Applicant by the City of Fairburn Mayor and City Council would also violate the Applicant's rights under the First Amendment to the Constitution of the United States and would unconstitutionally discriminate, in an arbitrary, capricious and unreasonable manner, between the Applicant and owners of other similarly situated properties in the City of Fairburn in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States.

Sincerely yours,

A handwritten signature in blue ink that reads "Jessica L. Hill". The signature is written in a cursive style with a large, looped initial "J".

Jessica L. Hill



CITY OF FAIRBURN
PLANNING AND ZONING COMMISSION
AGENDA ITEM

To: Planning and Zoning Commission
From: Denise Brookins, Planning and Zoning Director
Date: September 3, 2024
Agenda Item: Comprehensive Plan – (Chapter 80, Zoning, Article VIII. - Amendments To Zoning Code and Map, Section 80-301 – Request to review the text amendments

Purposes

For the Planning and Zoning Commission to make a recommendation to the Mayor and Council on amendments to Chapter 80 (Zoning), Article VIII (Zoning Districts), Sec 80-301

Background

Georgia’s Department of Community Affairs requires that communities undertake a Comprehensive Plan update every 5 years to maintain Qualified Local Government (QLG) status. Each Georgia municipality that utilizes zoning or similar land development regulations within the scope of the state’s Zoning Procedures Law is required to include a Land Use element within its Plan. At the core of this element is the intent to demonstrate how the locally adopted land use tools will be used to shape and improve the nature of land development within the jurisdiction to meet the social, economic, and ecological needs of its residents. The current Comprehensive Plan was adopted in 2021, and the required update must be completed by October of 2025.

The enclosed draft is a recommendation to establish a process and review standards for future land use map updates. All parcels in the city have both a zoning and future land use designation. The zoning districts define permitted uses and contain the design and development guidelines for those intended uses. The land use designation in the comprehensive plan provides guidance on the “future use” of each property and establishes the perimeters for density or intensity for a particular area. The Comprehensive Plan may encourage (but not guarantee) various zoning districts within a given future land use designation.

If the City Council, Planning and Zoning Commission, or a property owner desires to encourage development that does not conform to the current future land use designation, the proposed text amendment provides a process to request a future land use amendment, which may accommodate a rezoning application.

Staff Recommendations

Staff recommends that the Planning and Zoning Commission **APPROVE** the proposed text amendment.



Summary of the Text Changes:

Secs. 80-301 COMPREHENSIVE LAND USE PLAN AMENDMENTS

The Comprehensive Land Use Plan (CLUP) may be amended from time to time for specific properties on the CLUP Future Land Use Map by the City Council under the procedures hereinafter specified. Such changes are referred to as "CLUP amendments" in the Ordinance.

Initiation.

- A. A proposed change in the land use designation on the Future Land Use Map may be initiated by the City Council, the Planning Commission, or by any person who owns property within the City. Unless initiated by the City Council or the Planning Commission, all such applications shall be initiated by the owner of a majority interest in the property affected.
- B. Any other proposal to change or amend the Comprehensive Land Use Plan shall only be initiated by the City Council or the Planning Commission, and shall be considered under the requirements of the *Minimum Standards and Procedures for Local Comprehensive Planning* as adopted by the Georgia Board of Community Affairs, in lieu of the procedures herein.
- C. A CLUP amendment initiated by a property owner shall be submitted to the Director within filing deadlines and on application forms prepared by the Community Development Department. The application forms and filing deadlines shall be published and made available to the public. All applications not filed by the City shall be accompanied by a non-refundable fee as fixed from time to time by the Community Development Department.
- D. An application for a CLUP amendment affecting the same property shall not be considered by the City Council more often than once every 12 months; provided, however, that the City Council may approve a reduction in the waiting period.

Public hearing process.

Before taking final action on a proposed CLUP amendment, the Mayor and City Council each shall hold a public hearing on the proposal. The Director shall publish the schedule of the public hearing dates on an annual basis, along with application filing deadlines.

- A. *Public Notice.*
 1. *Notification to the General Public.*
 - a. At least (15) days but not more than forty-five (45) days prior to each public hearing, notice shall be published in a newspaper of general circulation within the City. The Director shall prepare such notice, which shall state the time, place and purpose of the hearing.
 - b. If a CLUP amendment is to be heard at the public hearing then:
 - (1) The notice in addition to the requirements above, shall include the location of the property, the present land use designation of the property and the proposed land use designation of the property; and
 - (2) The Director shall post, at least fifteen (15) days prior to the public hearing, on a conspicuous place on the property for which an application has been submitted, a sign or signs stating the date, time and place for the public hearing, and the public hearing case number.



2. *Notice to Surrounding Property Owners:* If the proposed CLUP amendment affects only one (1) property, notice shall also be given to the surrounding property owners as follows:
 - a. At least fifteen (15) days prior to the first public hearing at which the amendment will be considered, the Director shall cause a notice to be mailed to the:
 - (1) All persons owning record title to the property located within 1000 feet of the property that is the subject matter of amendment.
 - b. The notice shall state the time, place and purpose of the hearings by the Mayor and City Council. The written notice shall be mailed to the last known address of the property owners as such addresses appear on the Fulton County ad valorem tax records.
 3. *Neighborhood Meeting:* At least one neighborhood meeting must be held to discuss the request. At least fifteen days before the public hearing. The neighborhood meeting must comply with standards and procedures outlined in section 80-474 and section 80-475.
 4. *Associated Applications for Zoning or Use.* If an application for a CLUP amendment is associated with a proposal to rezone property or to obtain approval of a use, the public notice for the CLUP amendment and the zoning change and conditional use may be combined.
- B. City Council.
1. The Director or his or her designee shall present each proposed CLUP amendment to the City Council, together with the staff recommendation.
 2. Following the public hearing, action may be taken by the City Council by majority of those voting approving or rejecting the proposal, or allowing withdrawal if so requested by the applicant (with or without prejudice), or the City Council may table the proposal for consideration at its next regular meeting.

Standards for CLUP amendment approval.

The Mayor and City Council shall consider the following in evaluating a CLUP amendment, giving due weight or priority to those factors particularly appropriate to the circumstances of the application:

1. The extent to which a change in the economy, land use or development opportunities of the area has occurred.
2. The extent to which additional land area is needed to be developed for a specific type of use.
3. The extent to which the proposed designation is in compliance with the concerns, goals and policies of the Comprehensive Plan.
4. The extent to which the proposed designation would impact public health, safety or welfare.
5. The extent to which additional land area needs to be made available or developed for a specific type of use.
6. Whether the proposed land use change will adversely affect the existing use or usability of adjacent or nearby properties
7. Whether the proposed land use change will result in uses which will or could cause excessive or burdensome uses of existing streets, transportation facilities, utilities, public services or schools, or any infrastructure.



8. Describe how the resultant changes impact or benefit the City of Fairburn relative to all of the items listed below:
- Community Design;
 - Cultural Resources;
 - Economic Development;
 - Environment;
 - Fire and Rescue; Housing (residential developments only);
 - Land Use;
 - Libraries (residential developments only);
 - Open Space;
 - Parks;
 - Police;
 - Potable Water;
 - Schools (residential developments only);
 - Sewer;
 - Transportation;
 - Sector Plan/Small Area Plan (if applicable);

Withdrawal and deferral.

- A. Any applicant wishing to withdraw a proposed CLUP amendment shall file a written request for withdrawal with the Director.
1. If the request for withdrawal is received prior to the publication of notice for the public hearing, the CLUP amendment shall be withdrawn administratively by the Director without prejudice or restriction on the refiling of a proposed CLUP amendment on the property.
 2. Should any request for withdrawal be made by the applicant at the City Council's public hearing, the CLUP amendment shall remain on the public hearing agenda and the withdrawal request shall be considered for approval or denial, with or without prejudice, by the City Council.
- B. Any applicant wishing to defer a proposed CLUP amendment shall file a written request for a deferral with the Director.
1. A written request may be received by the Director up to three times for any CLUP application. The first two deferral requests may be granted by the Director. A third deferral request requires City Council approval.
 2. Each written request for deferral shall be accompanied by a \$500.00 re-advertising fee established by the Director.



State of Georgia oversight.

- A. *Applications.* A proposed CLUP amendment shall be submitted by the applicant to the Atlanta Regional Commission as a Comprehensive Plan Amendment prior to submission of the application to the City if the proposed CLUP Amendment qualifies as a Development of Regional Impact as described under section 4.2 Rezoning and Conditional Uses.
- B. *Major Amendments.* If the Mayor and City Council, at their public hearing, determines that the CLUP amendment is a "major amendment" under the State guidelines in that it is justified only because the conditions or policies underlying the Comprehensive Land Use Plan have changed significantly so as to alter the basic tenets of the Plan, then no action shall be taken on the amendment until the review process mandated by the State's Minimum standards and Procedures for local Comprehensive Planning shall have been completed.

Effect.

Approval of a CLUP amendment shall be in full force and effect upon its approval or upon the stated effective date thereof.



CITY OF FAIRBURN
PLANNING AND ZONING COMMISSION
AGENDA ITEM

To: Planning and Zoning Commission

From: Chancellor Felton, Planner

Date: September 3, 2024

Agenda Item: Relocation of Legally Nonconforming Signs – Request to review the text amendments.

Purposes

For the Planning and Zoning Commission to make a recommendation to the Mayor and Council on amendments to Chapter 80 (Zoning), Article XII (Sign Regulations), Section 435 (Grandfathered and nonconforming signs).

Background

The Georgia Department of Transportation (GDOT) will be widening the right-of-way of Senoia Road (Highway 74) with construction slated to start in the next year. GDOT has condemned and acquired the land to do such. Several businesses and their signage has been affected by this legal taking. The signage of the affected businesses has to be relocated. However, due to our current regulations, legally nonconforming signs cannot be relocated or changed for any reason besides to come into compliance with the current regulations.

Discussion

It is our duty to mitigate any unnecessary hardships that property owners and/or applicants may have due to circumstances that are out of their control. Therefore, it is Staff's recommendation to allow for the relocation of legally nonconforming signs affected by condemnations or acquisitions by lawful authorities with specific conditions for doing so.

Staff Recommendation

Staff recommends that the Planning and Zoning Commission recommend **APPROVAL** to the Mayor and City Council for amendments to Chapter 80 (Zoning), Article XII (Sign Regulations), Section 435 (Grandfathered and nonconforming signs).

Summary of the Text Changes:

- (12) If the city or any other lawfully constituted state or federal governmental authority, agency or body or utility having the authority of eminent domain condemns or acquires property in the city, and, as the sole result of such condemnation or acquisition, an existing nonconforming sign that was legally erected must be removed, the existing nonconforming sign that was legally erected may be relocated on the same lot on which the original nonconforming sign that was legally erected was



located. In the relocation of a legally erected nonconforming sign as the result of an act of eminent domain, any nonconformities with respect to height, shape, or signage area may not be increased or changed beyond those that exist as of the date of taking unless the changes will bring the sign into compliance. However, the relocated sign may be relocated closer to the right-of-way than otherwise allowed by current setback requirements provided it will not impact line of sight or otherwise constitute a safety concern.