



**DeKalb County Department of Planning & Sustainability**

178 Sams Street,

Decatur, GA 30030

plansustain@dekalbcountyga.gov [www.dekalbcountyga.gov/planning](http://www.dekalbcountyga.gov/planning)

**Planning Commission Hearing Date: Tuesday, March 7<sup>th</sup>, 2023**

**Board of Commissioners Hearing Date: Thursday, March 30<sup>th</sup>, 2023**

**STAFF ANALYSIS**

<b>Case No.:</b>	LP-23-1246249	<b>Agenda #:</b> 2023-0068
<b>Address:</b>	710 Fayetteville Rd., Atlanta, GA 30316	<b>Commission District:</b> 03 <b>Super District:</b> 06
<b>Parcel ID(s):</b>	15-173-07-022	
<b>Request:</b>	Amend the future land use map from Suburban (SUB) to Neighborhood Center (NC).	
<b>Property Owner(s):</b>	Perennial Properties	
<b>Applicant/Agent:</b>	Craig Wasilewsky	
<b>Acreage:</b>	1.96 acres	
<b>Existing Land Use:</b>	Suburban (SUB)	
<b>Adjacent Land Use:</b>	<b>North:</b> SUBURBAN <b>South:</b> SUBURBAN <b>East:</b> SUBURBAN <b>West:</b> SUBURBAN <b>Northeast:</b> NEIGHBORHOOD CENTER <b>Northwest:</b> SUBURBAN <b>Southeast:</b> SUBURBAN <b>Southwest:</b> SUBURBAN	
<b>Comprehensive Plan:</b>	<b>Consistent</b>	<input checked="" type="checkbox"/> <b>Inconsistent</b> <input type="checkbox"/>

**Companion Application:** Z-23-1246248

**Staff Recommendation:** Approval

The intent of the Neighborhood Center Character Area is to promote a concentration of clustered residential and commercial uses that serve the goods and service needs of a few surrounding, local neighborhoods. These areas and their uses shall complement the smaller scale character of nearby neighborhoods while reducing automobile travel and promote walkability and increased transit usage. These areas act as a neighborhood focal point with a concentration of activities including retail, neighborhood commercial, professional office, moderate density housing, and public open space that are all easily accessible by pedestrians. Neighborhood Centers are often the smallest Activity Centers in terms of size and scale. Additional density beyond the identified baseline may be allowed if there is an adopted small area plan for the activity center that is no more than 10 years old. At a minimum, the small area plan should include a process to engage nearby residents and stakeholders, identify where core, intermediate, and edge areas are located and include additional detail on the location of heights

and densities that will allow for appropriate transitions to any adjacent, stable, single-family neighborhoods.

Encourage compact residential in mixed-use projects, not to exceed 40 dwelling units per acre, (except in locations with an approved SAP providing other guidance). Concentrate the most intense commercial and/or office development around a focal point at the core of the neighborhood center. Properties located along the outer edges of the Neighborhood Center shall be sensitive to the building height and density of adjacent. The property has no public road frontage proposed access will be via Second Avenue through adjacent properties to the east under common ownership.

Height Transition-The most intense development types and tallest buildings should be concentrated in the core of the activity center, gradually transitioning to less intense uses and lower building heights as one moves further from the core. The edge of the activity center should serve as a transition zone, buffering more intense uses in the core from adjacent single-family neighborhoods and other uses outside the Activity Center's boundaries.

Permitted Zoning: R-60, RSM, MR-1, MR-2, MU-1, MU-2, MU-3, NS, OI, OIT, C-1

The Neighborhood Center (NC) future land use designation supports the requested zoning designation. Therefore, staff's recommendation is approval.

**Attachments:**

1. Public Works Department Comments
  - a. Land Development Division
  - b. Traffic Engineering Division
2. Watershed Management Department Comments
3. Board of Health Comments
4. Board of Education Comments
5. Application
6. Site Plan
7. Zoning Map
8. Aerial Photograph



**DEKALB COUNTY GOVERNMENT  
PLANNING DEPARTMENT  
DISTRIBUTION FORM**

**NOTE:** PLEASE RETURN ALL COMMENTS VIA EMAIL OR FAX TO EXPEDITE THE PROCESS TO  
RACHEL BRAGG [RLBRAGG@DEKALBCOUNTYGA.GOV](mailto:RLBRAGG@DEKALBCOUNTYGA.GOV) OR  
JOHN REID [JREID@DEKALBCOUNTYGA.GOV](mailto:JREID@DEKALBCOUNTYGA.GOV)

**COMMENTS FORM:  
PUBLIC WORKS WATER AND SEWER**

Case No.: LP-23-1246249

Parcel I.D. #: 15-173-07-022

Address: 710 FAYETTEVILLE RD,  
ATLANTA, GA 30316

**WATER:**

Size of existing water main: 6" CI (adequate/inadequate)

Distance from property to nearest main: Adjacent

Size of line required, if inadequate: unknown

**SEWER:**

Outfall Servicing Project: Intrenchment Creek 28

Is sewer adjacent to property: Yes  No  If no, distance to nearest line: \_\_\_\_\_

Water Treatment Facility: Snapfinger ( ) adequate ( ) inadequate

Sewage Capacity; 36 (MGPD) Current Flow: 28 (MGPD)

**COMMENTS:**

Sewer capacity request required

Signature: \_\_\_\_\_





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Water Treatment Facility: Snapfinger ( ) adequate ( ) inadequate

Sewage Capacity; 36 (MGPD) Current Flow: 28 (MGPD)

**COMMENTS:**

Sewer capacity request required

Signature: Yola Lewis

2/17/2023

To: Ms. Madolyn Spann, Planning Manager  
Mr. John Reid, Senior Planner  
From: Ryan Cira, Environmental Health Manager  
Cc: Alan Gaines, Technical Services Manager  
Re: Rezone Application Review

General Comments:

DeKalb County Health Regulations prohibit use of on-site sewage disposal systems for

- multiple dwellings
- food service establishments
- hotels and motels
- commercial laundries
- funeral homes
- schools
- nursing care facilities
- personal care homes with more than six (6) clients
- child or adult day care facilities with more than six (6) clients
- residential facilities containing food service establishments

If proposal will use on-site sewage disposal, please contact the Land Use Section (404) 508-7900.

Any proposal, which will alter wastewater flow to an on-site sewage disposal system, must be reviewed by this office prior to construction.

This office must approve any proposed food service operation or swimming pool prior to starting construction.

Public health recommends the inclusion of sidewalks to continue a preexisting sidewalk network or begin a new sidewalk network. Sidewalks can provide safe and convenient pedestrian access to a community-oriented facility and access to adjacent facilities and neighborhoods.

For a public transportation route, there shall be a 5ft. sidewalk with a buffer between the sidewalk and the road. There shall be enough space next to sidewalk for bus shelter's concrete pad installation.

Since DeKalb County is classified as a Zone 1 radon county, this office recommends the use of radon resistant construction.

## DeKalb County Board of Health

404.508.7900 • [www.dekalbhealth.net](http://www.dekalbhealth.net)

2/17/2023

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N5-2023-0068

LP-23-1246248 15-173-07-022

710 Fayetteville Road, Atlanta, GA 30316

Amendment

- Please review general comments.

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N6-2023-0069

Z-23-1246248 15-173-07-022

710 Fayettevill Road, Atlanta, GA 30316

Amendment

- Please review general comments.

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N7-2023-0070

CZ-23-1246278 15-179-08-001

1807 Memorial Drive, Atlanta, GA 30317

Amendment

- Please review general comments.
- Septic system installed on 1915 Memorial Drive on 05/15/1970, which may indicate septic installtion in surrounding area.

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N8-2023-0071

SLUP-23-1246250 15-179-08-001

1807 Memorial Drive, Atlanta, GA 30317

Amendment

- Please review general comments.
- Septic system installed on 1915 Memorial Drive on 05/15/1970, which may indicate septic installtion in surrounding area.

**ZONING COMMENTS – FEBRUARY 2023**

**N1 (LP-23-1246239), N2 (Z-23-1246238), N3 (LP-23-1246240), and N4 (Z-23-1246241):** 1422 Rock Chapel Road. Rock Chapel Road is SR 124. GDOT review and approval required prior to permitting. ([mwilson@dot.ga.gov](mailto:mwilson@dot.ga.gov)) Rock Chapel Road is classified as a major arterial. Requires a right of way dedication of 50 feet from centerline OR such that all public infrastructure is within right of way, whichever greater. Requires a 5-foot landscape strip with a 10-foot multi-use path. Street Lighting required. ([hefowler@dekalbcountyga.gov](mailto:hefowler@dekalbcountyga.gov)) No poles may remain within the limits of the path. (See Zoning Code 5.4.3 and Land Development Code 14-190 for infrastructure requirements.)

**N5 (LP-23-1246249) & N6 (Z-23-1246248):** 710 Fayetteville Road (47 Multi-family Units). The zoning is dependent on the conditions for 15 173 07 048, 15 173 07 002 and 15 173 07 018. Provide inter-parcel multimodal connectivity.

**N7 (CZ-23-1246278) & N8 (SLUP-23-1246250):** 1807 Memorial Drive. Memorial Drive is State Route 154. GDOT review and approval required prior to permitting. ([mwilson@dot.ga.gov](mailto:mwilson@dot.ga.gov)) The right of way in front of this property is within the City of Atlanta. City of Atlanta review and approval of improvements/access approval required for Memorial Drive. My suggestion would be to make the access point on Memorial Drive a right in/right out and provide primary access at the signal at Wilkinson Drive at Memorial Dr. This would be a City of Atlanta/GDOT decision. Wilkinson Drive and Warren Drive are local streets. DeKalb County Zoning Code (section 5.4.3) and Land Development Code (Section 14-190) require: Right of way dedication of 27.5 feet from centerline, 12 feet of pavement with curb and gutter, a 5-foot sidewalk (Zoning Code) located 6 feet from back of curb. Pedestrian Scale Street lighting required (Contact Street Light Engineer, Herman Fowler: [hefowler@dekalbcountyga.gov](mailto:hefowler@dekalbcountyga.gov)).

**N9 (CZ-23-1246251):** 7006 Covington Hwy. Covington Hwy is State Route 12. GDOT review and approval required prior to permitting. ([mwilson@dot.ga.gov](mailto:mwilson@dot.ga.gov)) . Covington Hwy is classified as a major arterial. Requires a right of way dedication of 50 feet from centerline OR such that all public infrastructure is within right of way, whichever greater. Requires a 5-foot landscape strip with a 10-foot multi-use path. Street Lighting required. ([hefowler@dekalbcountyga.gov](mailto:hefowler@dekalbcountyga.gov)) No poles may remain within the limits of the path. (See Zoning Code 5.4.3 and Land Development Code 14-190 for infrastructure requirements.) Wellington Walk Place will be a local street. Whether public or private, it needs to be improved to public street standards. DeKalb County Zoning Code (section 5.4.3) and Land Development Code (Section 14-190) require: Right of way dedication of 55 feet (If public), 24 feet of pavement with curb and gutter, a 5-foot sidewalk (Zoning Code) located 6 feet from back of curb. Pedestrian Scale Street lighting required (Contact Street Light Engineer, Herman Fowler: [hefowler@dekalbcountyga.gov](mailto:hefowler@dekalbcountyga.gov)). Interior streets to remain private. If Wellington Walk remains private, then the HOA will provide funding for ongoing maintenance. Connect sidewalk between Covington Hwy and the existing sidewalks on Wellington Walk Place. Upgrade ADA ramp on the northwest corner of Covington Hwy at Wellington Walk with an ADA ramp of modern standards with truncated domes. Add ADA ramps with truncated domes crossing proposed driveway of townhomes. Provide a pedestrian connection to the townhomes to the sidewalk.

**N10 (SLUP-23-1246256):** 4434, 4450, 4466 Memorial Drive. Memorial Drive is State Route 10. GDOT review and approval required prior to permitting. ([mwilson@dot.ga.gov](mailto:mwilson@dot.ga.gov)) GDOT MMIP coordination is also required for the I-285 managed lanes project prior to permitting. Contact Tim Matthews, PM ([TMatthews@dot.ga.gov](mailto:TMatthews@dot.ga.gov)) Dedicate right of way or easements needed for the MMIP project, as required. Memorial Drive is classified as a major arterial. Requires a right of way dedication of 50 feet from centerline OR such that all public infrastructure is within right of way, whichever greater. Requires a 5-foot landscape strip with a 10-foot multi-use path. Street Lighting required. ([hefowler@dekalbcountyga.gov](mailto:hefowler@dekalbcountyga.gov)) No poles may remain within the limits of the path. (See Zoning Code 5.4.3 and Land Development Code 14-190 for infrastructure requirements.) Northern Ave is classified as a collector road. Requires a right of way dedication of 35 from centerline OR such that all public infrastructure is within right of way, whichever

greater. Requires a 5-foot landscape strip with a 10-foot multi-use path. No poles may remain within the limits of the path. Requires pedestrian scale streetlights. ([hefowler@dekalbcountyga.gov](mailto:hefowler@dekalbcountyga.gov)) Eliminate right in/right out access point on Northern Ave. Only one access point allowed on Northern Ave. No access allowed from Memorial Drive.

**DeKalb County School District  
Development Review Comments**

**Analysis Date:** 2/17/2023

**Submitted to:** DeKalb County

**Case #:** Z-23-1246248

**Parcel #:** 15 173 07 022

**Name of Development:** Bag Factory - Phase II  
**Location:** 710 Fayetteville Road

**Description:** Proposal to rezone parcel adjacent to the Bag Factory Development and add 47 apartment units.

**Impact of Development:** When the forty-seven (47) units are fully constructed, this development would be expected to generate 8 students: 1 at McNair Discovery Learning Acad, 1 at McNair Middle School, 2 at McNair High School, 4 at other DCSD schools, and 0 at private school. All three neighborhood schools have capacity for additional students.

<b>Current Condition of Schools</b>	<b>McNair Discovery Learning Acad</b>	<b>McNair Middle School</b>	<b>McNair High School</b>	<b>Other DCSD Schools</b>	<b>Private Schools</b>	<b>Total</b>
Capacity	888	1,200	1,674			
Portables	0	0	0			
Enrollment (Oct. 2022)	550	854	765			
Seats Available	338	346	909			
Utilization (%)	61.9%	71.2%	45.7%			

**New students from development**                      1                      1                      2                      4                      0                      8

New Enrollment	551	855	767
New Seats Available	337	345	907
New Utilization	62.0%	71.3%	45.8%

<b>Yield Rates</b>	<b>Attend Home School</b>	<b>Attend other DCSD School</b>	<b>Private School</b>	<b>Total</b>
Elementary	0.1200	0.0370	0.0000	0.1570
Middle	0.0773	0.0120	0.0000	0.0893
High	0.0520	0.0182	0.0000	0.0702
<b>Total</b>	<b>0.2493</b>	<b>0.0672</b>	<b>0.0000</b>	<b>0.3165</b>
<b>Student Calculations</b>				
<b>Proposed Units</b>	47			
<b>Unit Type</b>	APT			
<b>Cluster</b>	McNair High School			
<b>Units x Yield</b>	<b>Attend Home School</b>	<b>Attend other DCSD School</b>	<b>Private School</b>	<b>Total</b>
Elementary	1.00	1.74	0.00	2.74
Middle	3.63	0.56	0.00	4.19
High	2.44	0.86	0.00	3.30
<b>Total</b>	<b>7.07</b>	<b>3.16</b>	<b>0.00</b>	<b>10.23</b>
<b>Anticipated Students</b>	<b>Attend Home School</b>	<b>Attend other DCSD School</b>	<b>Private School</b>	<b>Total</b>
McNair Discovery Learning Acad	1	2	0	3
McNair Middle School	1	1	0	2
McNair High School	2	1	0	3
<b>Total</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>8</b>



## DEKALB COUNTY GOVERNMENT PLANNING DEPARTMENT DISTRIBUTION FORM

The following areas below may warrant comments from the Development Division. Please respond accordingly as the issues relate to the proposed request and the site plan enclosed as it relates to Chapter 14. You may address applicable disciplines.

### DEVELOPMENT ANALYSIS:

- **Storm Water Management**

- (1) Compliance with the Georgia Stormwater Management Manual, DeKalb County Code of Ordinances 14-40 for Stormwater Management and 14-42 for Storm Water Quality Control (those sections have been amended recently, and available in Municode), to include Runoff Reduction Volume where applicable is required as a condition of land development permit approval. Use Volume Three of the G.S.M.M. for best maintenance practices. Use the NOAA Atlas 14 Point Precipitation Data set specific to the site. Recommend Low Impact Development features/ Green Infrastructure be included in the proposed site design to protect as much as practicable the statewaters and special flood hazard areas.
- (2) The county codes require the hydrology study to model the existing conditions as wooded
- (3) Runoff Reduction Volume shall be provided unless technical justification is provided regarding the unfeasibility. Strongly recommend investigating the site and identify location where RRv can be provided and re-design/revise the layout to comply with the RRv requirement.

- **Flood Hazard Area/Wetlands**

The presence of FEMA Flood Hazard Area was not in the County G.I.S. mapping records for the site; and should be noted in the plans at the time of any land development permit application. Encroachment of flood hazard areas require compliance with Article IV of Chapter 14 and FEMA floodplain regulations

- **Landscaping/Tree Preservation**

Landscaping and tree preservation plans for any building, or parking lot must comply with DeKalb County Code of Ordinances 14-39 as well as Chapter 27 Article 5 and are subject to approval from the County Arborist.

- **Tributary Buffer**

State water buffer was reflected in the G.I.S. records for the site. Typical state waters buffer have a 75' undisturbed stream buffer and land development within the undisturbed creek buffer is prohibited without a variance per DeKalb County Code of Ordinances 14-44.1.





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**DEKALB COUNTY GOVERNMENT  
PLANNING DEPARTMENT  
DISTRIBUTION FORM**

N-5

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[JREID@DEKALBCOUNTYGA.GOV](mailto:JREID@DEKALBCOUNTYGA.GOV)**

**COMMENTS FORM:  
PUBLIC WORKS TRAFFIC ENGINEERING**

Case No.: LP-23-1246249 Parcel I.D. #: 15-173, 07-0022

Address: 710 Fayetteville Rd.  
Atlanta, Ga. 30316

Adjacent Roadway (s):

(classification)	(classification)

Capacity (TPD) _____	Capacity (TPD) _____
Latest Count (TPD) _____	Latest Count (TPD) _____
Hourly Capacity (VPH) _____	Hourly Capacity (VPH) _____
Peak Hour. Volume (VPH) _____	Peak Hour. Volume (VPH) _____
Existing number of traffic lanes _____	Existing number of traffic lanes _____
Existing right of way width _____	Existing right of way width _____
Proposed number of traffic lanes _____	Proposed number of traffic lanes _____
Proposed right of way width _____	Proposed right of way width _____

Please provide additional information relating to the following statement.

According to studies conducted by the Institute of Traffic Engineers (ITE) 6/7<sup>TH</sup> Edition (whichever is applicable), churches generate an average of fifteen (15) vehicle trip end (VTE) per 1, 000 square feet of floor area, with an eight (8%) percent peak hour factor. Based on the above formula, the \_\_\_\_\_ square foot place of worship building would generate \_\_\_\_\_ vehicle trip ends, with approximately \_\_\_\_\_ peak hour vehicle trip ends.

Single Family residence, on the other hand, would generate ten (10) VTE's per day per dwelling unit, with a ten (10%) percent peak hour factor. Based on the above referenced formula, the \_\_\_\_\_ (Single Family Residential) District designation which allows a maximum of \_\_\_\_\_ units per acres, and the given fact that the project site is approximately \_\_\_\_\_ acres in land area, \_\_\_\_\_ daily vehicle trip end, and \_\_\_\_\_ peak hour vehicle trip end would be generated with residential development of the parcel.

**COMMENTS:**

I agree with the attached traffic study evaluation.

Signature: *John Reid*



N-6

# DEKALB COUNTY GOVERNMENT PLANNING DEPARTMENT DISTRIBUTION FORM

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[JREID@DEKALBCOUNTYGA.GOV](mailto:JREID@DEKALBCOUNTYGA.GOV)**

## COMMENTS FORM: PUBLIC WORKS TRAFFIC ENGINEERING

Case No.: CZ-23-1276048 Parcel I.D. #: 15-173, 07-022  
Address: 710 Fayetteville Road  
Atlanta, Ga. 30316

### Adjacent Roadway (s):

\_\_\_\_\_  
\_\_\_\_\_  
(classification) (classification)

Capacity (TPD) _____	Capacity (TPD) _____
Latest Count (TPD) _____	Latest Count (TPD) _____
Hourly Capacity (VPH) _____	Hourly Capacity (VPH) _____
Peak Hour. Volume (VPH) _____	Peak Hour. Volume (VPH) _____
Existing number of traffic lanes _____	Existing number of traffic lanes _____
Existing right of way width _____	Existing right of way width _____
Proposed number of traffic lanes _____	Proposed number of traffic lanes _____
Proposed right of way width _____	Proposed right of way width _____

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### COMMENTS:

I agree with the attached traffic study evaluation

Signature: *John Peral*

# A. APPLICATION FORM

DEPARTMENT OF PLANNING & SUSTAINABILITY

APPLICATION TO AMEND COMPREHENSIVE LAND USE (FUTURE DEVELOPMENT) MAP  
PLAN OF DEKALB CONTY, GEORGIA

Application No \_\_\_\_\_ Date Received: \_\_\_\_\_

Applicant's Name Craig Wasilewsky E-Mail cwasilewsky@perennialproperties.net

Applicant's Mailing Address 1777 Peachtree St. NE, Suite 200, Atlanta, GA 30309

Applicant's Daytime Phone# 678-478-9859 Fax# 404-881-0755

If more than one owner, attach information for each owner as Exhibit "A"

Owner's Name: Masjid Muhammad of Al-Islam, Ltd. E-Mail pelamin@bellsouth.net

Owner's Mailing Address 560 Fayetteville Road SE Atlanta, GA 30316

Owner's Daytime Phone # 770-469-7271 Fax # \_\_\_\_\_

Address/Location of Subject Property 710 Fayetteville Road SE Atlanta, GA 30316

Parcel ID# 15 173 07 022 Acreage 1.972 Acres


Commission District District 3  
Super District 6

Present Zoning District R-75 Proposed Zoning District MR-2

Present Land Use Designation Suburban

Proposed Land Use Designation Neighborhood Center

Current Zoning Classification(s) R-75

 12/22/22

**B. PRE-SUBMITTAL  
COMMUNITY  
MEETING NOTICE  
AND SIGN-IN SHEET**



December 1<sup>st</sup>, 2022

RE: Invitation to In-Person and Virtual Meeting to Discuss Planned Application to Rezone Property at 710 Fayetteville Road (also known as the Bag Factory Site)

Dear Neighbor:

Perennial Properties is exploring an opportunity to develop the property described above (please refer to the attached map) with a residential development in concert with the Bag Factory Development at 1851 2<sup>nd</sup> Avenue. We want to initiate the community conversation on our development proposal with an intimate community stakeholder meeting with our surrounding neighbors. We hope you can join us for at least one of the following meetings—to be held both virtually and in-person at a to-be-determined location nearby—so that you may learn more about our company and the proposed development, ask questions, and provide feedback. Please note that the meeting on December 7<sup>th</sup> will be online only.

**Dates:** December 7<sup>th</sup> (online only), 14<sup>th</sup>, and 20<sup>th</sup>, 2022

**Time:** 6:00pm – 7:30pm

**In-Person Location:** TBD, please RSVP.

**Virtual Log-In Credentials:**

<https://gracehill.zoom.us>

Meeting ID: 942 9487 2239

Passcode: 215018

Dial by Phone: +1 305 224 1968 US

Please RSVP to [BagFactory@PerennialProperties.net](mailto:BagFactory@PerennialProperties.net) to stay involved with updates to this project and receive details about the location for the in-person meetings.

If you have any additional questions, please feel free to contact me by phone at (678) 723-4876 or by email at [cwasilewsky@perennialproperties.net](mailto:cwasilewsky@perennialproperties.net). We look forward to meeting you to kick off the community conversation!

Sincerely,

A handwritten signature in black ink, appearing to read "Craig Wasilewsky", written over a horizontal line.

Craig Wasilewsky  
Development Manager  
Perennial Properties, Inc.



Meaghan McKenna  
754 Fayetteville Rd SE  
Atlanta GA 30316

Katie Addison  
680 Fayetteville Rd SE  
Atlanta GA 30316

David Colestock  
730 Fayetteville Rd SE  
Atlanta GA 30316

Current Resident  
700 Fayetteville Rd SE  
Atlanta GA 30316

Current Resident  
712 Fayetteville Rd SE  
Atlanta GA 30316

Jameel Hanif  
93 Rockyford Rd NE  
Atlanta GA 30317

Deadra Havner Turner  
1934 Second Ave  
Decatur GA 30032

Porter Hubbard  
696 Fayetteville Rd SE  
Atlanta GA 30316

Rose Jackson  
706 Fayetteville Rd SE  
Atlanta GA 30316

Jerry Lattimer  
1920 Second Ave  
Decatur GA 30032

Edna Mae Lockett  
734 Fayetteville Rd SE  
Atlanta GA 30316

Meaghan McKenna  
3503 Billingsley Dr  
Marietta GA 30062

Felecia Mcleod  
686 Fayetteville Rd SE  
Atlanta GA 30316

Stuart Myerburg  
1910 Second Ave  
Decatur GA 30032

Nahdee Numan  
748 Fayetteville Rd SE  
Atlanta GA 30316

Brownie Rooks  
742 Fayetteville Rd SE  
Atlanta GA 30316

Current Resident  
610 Fayetteville Rd SE  
Atlanta GA 30316

Tamrat Selassie  
680 Memorial Dr SE  
Atlanta GA 30316

Rasheedah Shabazz  
738 Fayetteville Rd SE  
Atlanta GA 30316

Mark Stedina  
1926 Second Ave  
Decatur GA 30032

Bill Trimble  
1876 Second Ave  
Decatur GA 30032

Deadra Turner  
3254 Tulip Dr  
Decatur GA 30032

Current Resident Saleem & Co LLC  
1816 Second Ave  
Decatur GA 30032

Current Resident Saleem & Co LLC  
1816 Second Ave  
Decatur GA 30032

Current Resident Saleem and Co LLC  
1820 Second Ave  
Decatur GA 30032

Current Resident Saleem and Co LLC  
1824 Second Ave  
Decatur GA 30032

Current Resident Saleem and Co LLC  
1828 Second Ave  
Decatur GA 30032

Current Resident Saleem and Co LLC  
1832 Second Ave  
Decatur GA 30032

Current Resident Saleem and Co LLC  
1836 Second Ave  
Decatur, GA 30032

Huskey's Kitchen  
1900 Second Ave  
Decatur GA 30032

Current Resident FYR SFR Borrower LLC  
1936 Second Ave  
Decatur GA 30032

HIR Investment Group  
213 Landsdowne Ave  
Atlanta GA 30032

FYR SFR Borrower LLC  
3505 Kroger Blvd STE 400  
Duluth GA 30096

Current Resident ATL Masjid Mosque  
596 Fayetteville Rd SE  
Atlanta GA 30316

Current Resident HIR Investment Group  
600 Fayetteville Rd SE  
Atlanta GA 30316

Current Resident  
708 Fayetteville Rd SE  
Atlanta GA 30316

Saleem & Co LLC  
85 Mount Zion Rd SW  
Atlanta GA 30354

Na In Tuk  
2349 Glenwood Ave SE  
Atlanta GA 30317

Kristen Dicarlo  
1980 Swazey Dr  
Decatur GA 30032

Current Resident  
1984 Swazey Dr  
Decatur GA 30032

Hui Chen  
849 Mentelle Dr NE  
Atlanta GA 30308

Wade Burrell  
1988 Swazey Dr  
Decatur GA 30032

Joseph Hart  
1994 Swazey Dr  
Decatur GA 30032

Current Resident Artham Realty LLC  
1996 Swazey Dr  
Decatur GA 30032

John Ohalloran  
2004 Swazey Dr  
Decatur GA 30032

Willie Broome  
1985 Swazey Dr  
Decatur GA 30032

Current Resident  
1989 Swazey Dr  
Decatur GA 30032

LD Latimer  
2771 Terratim Ln  
Decatur GA 30034

Zoe Rousseau  
1993 Swazey Dr  
Decatur GA 30032

Tammie Renee Brown  
1997 Swazey Dr  
Decatur GA 30032

Current Resident  
2001 Swazey Dr  
Decatur GA 30032

Current Resident  
2005 Swazey Dr  
Decatur GA 30032

Current Resident  
2005 Swazey Dr  
Decatur GA 30032

David Patton  
124 Avery St  
Decatur GA 30030

Shinji Morokuma  
80 Dancing Fox Rd  
Decatur GA 30032

Current Resident  
1988 Dancing Fox Rd  
Decatur Ga 30032

Current Resident  
1992 Dancing Fox Rd  
Decatur GA 30032

Current Resident  
1996 Dancing Fox Rd  
Decatur GA 30032

Current Resident  
2004 Dancing Fox Rd  
Decatur GA 30032

East Lake Commons Inc  
2027 Powers Ferry Rd SE APT B  
Marietta GA 30067

Veronica Johnson  
1884 Terry Mill Rd SE  
Atlanta GA 30316

Mariah Weathersby  
1892 Terry Mill Rd SE  
Atlanta GA 30316

Brenda Cobb  
1900 Terry Mill Rd SE  
Atlanta GA 30316

Juanita Ball  
1906 Terry Mill Rd SE  
Atlanta GA 30316

Rebie Burson  
1912 Terry Mill Rd SE  
Atlanta GA 30316

Yvonne Marian Wright  
1916 Terry Mill Rd SE  
Atlanta GA 30316

Mansoor Sabree  
1922 Terry Mill Rd SE  
Atlanta GA 30316

Loran Bruce  
1926 Terry Mill Rd SE  
Atlanta GA 30316

Christopher Montgomery Cella  
1932 Terry Mill Rd SE  
Atlanta GA 30316

Mildred Gotell  
1938 Terry Mill Rd SE  
Atlanta GA 30316

Gwendolyn Edwards  
1942 Terry Mill Rd SE  
Atlanta GA 30316

Michael McPherson  
1967 Cogar Dr  
Decatur GA 30032

Current Resident  
1979 Cogar Dr  
Decatur GA 30032

Harold Craft  
1987 Cogar Dr  
Decatur GA 30032

Current Resident  
1993 Cogar Dr  
Decatur GA 30032

Thomas Newton  
4243 Janice Dr  
College Park GA 30337

Grace Jones Pass  
1997 Cogar Dr  
Decatur GA 30032

Current Resident  
1986 Cogar Dr  
Decatur GA 30032

PMN Realty Inc  
791 Wylie St SE  
Atlanta GA 30316

William Clark  
1994 Cogar Dr  
Decatur GA 30032

Nolan Roberson  
2004 Cogar Dr  
Decatur GA 30032

Nolan Roberson  
2004 Cogar Dr  
Decatur GA 30032

Melanie White  
300 Colonial Center Pkwy STE 100  
Roswell GA 30076

Profusion Enterprise INC  
1030 Marietta St NW  
Atlanta GA 30318

Current Resident  
1918 Second Ave  
Decatur GA 30032

Ecotone LLC  
704 Dancing Fox Rd  
Decatur GA 30032

Sarah Rucker  
1959 Barberrie Ln  
Decatur GA 30032

Wakita Bradford  
1958 Barberrie Ln  
Decatur GA 30032

Fred Albert Skellie  
2303 Dancing Fox rd  
Decatur GA 30032

Robert Goodman  
2302 Dancing Fox Rd  
Decatur GA 30032

John Brian Dixon  
2301 Dancing Fox Rd  
Decatur GA 30032

Andrew Jason Cohen  
2104 Dancing Fox Rd  
Decatur GA 30032

John Gimnig  
2103 Dancing Fox Rd  
Decatur GA 30032

Asha Leong  
2102 Dancing Fox Rd  
Decatur GA 30032

Katherine Klein  
2101 Dancing Fox Rd  
Decatur GA 30032

Lisa Marquardt  
2203 Dancing Fox Rd  
Decatur GA 30032

Roger Milliken  
2202 Dancing Fox Rd  
Decatur GA 30032

Thierr yMinvielle  
2201 Dancing Fox Rd  
Decatur GA 30032

Current Resident  
1805 Dancing Fox Rd  
Decatur GA 30032

Current Resident  
1804 Dancing Fox Rd  
Decatur GA 30032

Stellar JMC Enterprises  
105 Three Oaks Dr  
Athens GA 30607

Nikishkalyengar  
1803 Dancing Fox Rd  
Decatur GA 30032

Ronit Elk  
1801 Dancing Fox Rd  
Decatur GA30032

Karin Ryan  
1802 Dancing Fox Rd  
Decatur GA 30032

Leslie Suson  
1902 Dancing Fox Rd  
Decatur GA 30032

Lora Schroeder  
1901 Dancing Fox Rd  
Decatur GA 30032

Martha Collier  
1702 Dancing Fox Rd  
Decatur GA 30032

Katherine Brown  
1701 Dancing Fox Rd  
Decatur GA 30032

Hellen Keller  
1504 Dancing Fox Rd  
Decatur GA 30032

Safiyah Saleem  
1502 Dancing Fox Rd  
Decatur GA 30032

Safiyah Saleem  
1502 Dancing Fox Rd  
Decatur GA 30032

Nelson Modesto Silverio  
1501 Dancing Fox Rd  
Decatur GA 30032

Andrew Jason Walter  
1604 Dancing Fox Rd  
Decatur GA 30032

Edward Amos  
1603 Dancing Fox Rd  
Decatur GA 30032

Carolyn Aidman  
1602 Dancing Fox Rd  
Decatur GA 30032

Detsey TateYntema  
1601 Dancing Fox Rd  
Decatur GA 30032

Kristen Dunkle  
1401 Dancing Fox Rd  
Decatur GA 30032

Mary Starck  
1304 Dancing Fox Rd  
Decatur GA 30032

Mary Korechoff Sabel  
1303 Dancing Fox Rd  
Decatur GA 30032

Shelly Guberman  
1302 Dancing Fox Rd  
Decatur GA 30032

GeorgeThomas  
1301 DancingFfox Rd  
Decatur GA 30032

Jacqueline Minvielle  
801 Dancing Fox Rd  
Decatur GA 30032

Carla Jean Bradley  
802 Dancing Fox Rd  
Decatur GA 30032

Aaron Scott  
803 Dancing Fox Rd  
Decatur GA 30032

Jessica Marie Waechter  
1001 Dancing Fox Rd  
Decatur GA 30032

Christine Fortuin  
1002 Dancing Fox Rd  
Decatur GA 30032

Joshua Sklare  
1003 Dancing Fox Rd  
Decatur GA 30032

Susanna Stoltzfus  
1004 Dancing Fox Rd  
Decatur GA 30032

Elizabeth LeilaLabate  
1201 Dancing Fox Rd  
Decatur GA 30032

Peter Baltrus  
1202 Dancing Fox Rd  
Decatur GA 30032

Pamela Willoughby  
1101 Dancing Fox Rd  
Decatur GA 30032

Barbara Copeland  
1102 Dancing Fox Rd  
Decatur GA 30032

Jamie Roberts  
1103 Dancing Fox Rd  
Decatur GA 30032

Current Resident  
1104 Dancing Fox Rd  
Decatur GA 30032

Anna Ingeborg Franjione  
1105 Dancing Fox Rd  
Decatur GA 30032

James Combs  
1106 Dancing Fox Rd  
Decatur GA 30032

Aaron Scott  
701 Dancing Fox Rd  
Decatur GA 30032

Helen Galiotto  
702 Dancing Fox Rd  
Decatur GA 30032

Gwendolyn Davies  
704 Dancing Fox Rd  
Decatur GA 30032

Gwendolyn Davies  
704 Dancing Fox Rd  
Decatur GA 30032

Anne Olson  
201 Dancing Fox Rd  
Decatur GA 30032

Meredith Marchbank  
202 Dancing Fox Rd  
Decatur GA 30032

Tovah Melaver  
400 Dancing Fox Rd  
Decatur GA 30032

Eleanor Smith  
401 Dancing Fox Rd  
Decatur GA 30032

SarahThorsen  
101 Dancing Fox Rd  
Decatur GA 30032

Marta Gazman  
103 Dancing Fox Rd  
Decatur GA 30032

Maxim Eremine  
104 Dancing Fox Rd  
Decatur GA 30032

Jasmina Krnjetin  
105 Dancing Fox Rd  
Decatur GA 30032

Catherine Shiel  
106 Dancing Fox Rd  
Decatur GA 30032

Katherine Johnson  
301 Dancing Fox Rd  
Decatur GA 30032

Ping Tan  
302 Dancing Fox Rd  
Decatur GA 30032

Jason Martin  
501 Dancing Fox Rd  
Decatur GA 30032

Joan Sanford  
502 Dancing Fox Rd  
Decatur GA 30032

Dorothy Wuichet  
503 Dancing Fox Rd  
Decatur GA 30032

Audrey Thiault  
504 Dancing Fox Rd  
Decatur GA 30032

Quincy Green  
1964 Barberrie Lane  
Decatur GA 30032

Patricia Green  
1972 Barberrie Lane  
Decatur GA 30032

JaymeHudgins  
1980 Barberrie Lane  
Decatur GA 30032

Larry Filoso  
1986 Barberrie Lane  
Decatur GA 30032

Earnest Redwine  
1992 Barberrie Lane  
Decatur GA 30032

Rebecca Burgess  
1998 Barberrie Lane  
Decatur GA 30032

Marinda Pfeiffer  
1999 Barberrie Lane  
Decatur GA 30032

Mitchell Jordan  
1993 Barberrie Lane  
Decatur GA 30032

Rosa Lee Robinson  
1987 Barberrie Lane  
Decatur GA 30032

Beverly Jordan  
1981 Barberrie Lane  
Decatur GA 30032

Jamal Sullivan  
1973 Barberrie Lane  
Decatur GA 30032

Alphonza Broadnax  
1965 Barberrie Lane  
Decatur GA 30032

Bcc

Imam Plemon El-Amin (pelamin@bellsouth.net); taqiyy.saleem@gmail.com; Salih Faldon (salihf@yahoo.com); Msabree@gmail.com; Muhammad Jihad (springgreens.atl@gmail.com); Taqee Id-Deen <hitaqqee@gmail.com>; Tharon Johnson <tjohnson@paramountconsults.com>; cwoodling@eastlakefoundation.org; Illy Askia <iaskia@eastlakefoundation.org>; Ted Terry <ecterry@dekalbcountyga.gov>; Johnson, Larry L. <larryjohnson@dekalbcountyga.gov>; Bragg, Rachel L.; Johnson, Howard L <hljohnson@dekalbcountyga.gov>; Jay McGinnity; Greyson Blake; Harold Buckley (hbuckley@wbilegal.com); abdulhakimali49@gmail.com; a.colortribe@gmail.com; celebratingsacredconnections@gmail.com; aleathia2018@gmail.com; peace101@mindspring.com; awalter@atlantaga.gov; momojouljagne@yahoo.com; asb77bruce@hotmail.com; caidman@emory.edu; crasullah7@bellsouth.net; ecm.wolf@gmail.com; eznuman@gmail.com; sbgtelc@bellsouth.net; gwen.davies@pihcga.org; jhanif@bradconstruction.com; jhoffner@americanrivers.org; mrjessea5@gmail.com; juliebwalter@gmail.com; karenminvielle@gmail.com; k.p.brown@gatech.edu; kas4178@gmail.com; quran.shakir@mohammedschools.org; mansoor@imancentral.org; materry@vmware.com; sprigreens.atl@gmail.com; nafeesah@mindspring.com; getitdonevac@gmail.com; madyun@bellsouth.net; sambash06@gmail.com; owaajid@gmail.com; rtmillik@comcast.net; sara.james@icpnet.com; lashantaa@gmail.com; info@donaldtrimblemortuary.com; wade.burrell@mailchimp.com; zaheerah.shakir-khan@mohammedschools.org

## Updated Details for 710 Fayetteville Road Development Proposal Meeting



Bag Factory

To

Cc Craig Wasilewsky; Greyson Blake

Bcc Imam Plemon El-Amin (pelamin@bellsouth.net); taqiyy.saleem@gmail.com; Salih Faldon (salihf@yahoo.com); Msabree@gmail.com; Muhammad Jihad (springgreens.atl@gmail.com); Taqee Id-Deen; Tharon Johnson; cwoodling@eastlakefoundation.org; Illy Askia; Ted Terry; Johnson, Larry L.; Bragg, Rachel L.; Johnson, Howard L; **+39 others**

You forwarded this message on 12/14/2022 10:12 AM.



Reply Reply All Forward

Tue 12/13/2022 10:22 AM

Dear Neighbors,

First off, we want to thank those who attended our first community meeting last Wednesday evening via Zoom. During that meeting, we shared conceptual site plans and answered preliminary questions about the new proposed residential project at 710 Fayetteville Road. We look forward to meeting with more neighbors and sharing additional information during our next two meetings on Wednesday, December 14<sup>th</sup>, and Tuesday, December 20<sup>th</sup>. As noted in our original meeting invitation, these two meetings will have an in-person option for those interested. The in-person details for these meetings are provided below:

- December 14<sup>th</sup> from 6:00 to 7:30 pm
  - The East Lake Common's "Common House" (900 Dancing Fox Rd). A map can be found [here](#).
  - The gate will open starting a little before 6pm and parking is available in ELC's lot. Please RSVP to this email if you intend to drive so we can make sure there's adequate parking space.
  - (Thank you to John and Karen for helping to organize)
- December 20<sup>th</sup> from 6:00 to 7:30 pm
  - The Atlanta Masjid of Al-Islam's multi-use space (562 Fayetteville Rd).

Light food and beverages will be offered at both meetings. Furthermore, the virtual Zoom option will still be available using the below login credentials:

<https://gracehill.zoom.us>

Meeting ID: 942 9487 2239

Passcode: 215018

Dial by Phone: +1 305 224 1968 US

As always, please don't hesitate to reach out to us with any questions. We look forward to continuing the conversation about our development proposal.

Sincerely,

Craig

**Craig Wasilewsky, SE**

Development Manager | Perennial Properties, Inc.

1777 Peachtree St NE, Suite 200, Atlanta, GA 30309

D: (678) 723-4876 | C: (678) 478-9859 | E: [cwasilewsky@perennialproperties.net](mailto:cwasilewsky@perennialproperties.net)

[www.perennialproperties.net](http://www.perennialproperties.net) | [www.MidtownBowl.com](http://www.MidtownBowl.com)

## DeKalb County Neighborhood Registry - Commission District 3

Last Name	First Name	Email	Address	City	State	Zip Code	Affiliation Name	CD	SD
Berry	Elfreda	berrylefreda227@gmail.com					Community Council 3	3	
Bond	Beth	bethbond@bellsouth.net					Community Council 3	3	
Craig	Pat	pat.lawrencecraig@gmail.com	3830 Brookview Point	Decatur	GA	30034	Community Council 3	3	
Hodby	Peggy	phthompson3@msn.com					Community Council 3	3	
Jackson	Nettie	NettieJackson@me.com	3714 Valpariso Circle	Decatur	GA	30034	Community Council 3	3	
Jones	Carolyn	carolyn.jones818@yahoo.com					Community Council 3	3	
Pringle	Willie	aprangle@bellsouth.net					Community Council 3	3	
Smith	Samuel	samandbettysmith@bellsouth.net					Community Council 3	3	
Travis	Tommy	TommyTTravisconsulting@gmail.com					Community Council 3	3	
Washington	Norma	nahwash4ms@aol.com					Community Council 3	3	
Harris	Tene	tharris@galleryatsouthdekalb.com	2801 Candler Rd	Decatur	GA	30031	Gallery at South DeKalb	3	6
Sanders	Christopher	csanders@eastmetrocid.com	2724 Wesley Chapel Road #360909	Decatur	GA	30036	East Metro DeKalb CID	3	7
Wayne	Powell	Pdk-powell@comcast.net	P.O. 374	Decatur	GA	30031	Belvidere Civic Club	3	7
Roark	Rob	robroark@allsouthwarehouse.com	1775 Continental Way	Atlanta	GA	30316	CABA Vice President	3	6
Gross	Joel L.	jgross@stickybusiness.net	4140 Bonsal Road	Conley	GA	30288	Greater Conley Ind. CID Chair	3	6
Roark	Rob	robroark@allsouthwarehouse.com					Greater Conley Ind. CID Secretary/Treasurer	3	6
Hassan	Ali	AliHasanandassociates.com	3496 Midway	Decatur	GA	30032	Ali Hasan and Associates	3	7
Locks	Danita	dlocks1019@aol.com	1211 Crescentwood Lane	Decatur	GA			3	7
Stephens	Sandra	sls1289@gmail.com	1289 Crescentwood Lane	Decatur	GA	30032	Crescentwood HOA	3	7
Frank	Leanne	leannef@lightnountain.com	3141 Bonway Dr	Decatur	GA	30032	Meadow Acres Neighborhood Assoc.	3	7
Golley	Frank	frank@golleyrealty.com	3392 Midway Rd	Decatur	GA	30032	Meadow Acres Neighborhood Assoc.	3	7
Funk	Melanie	mfunk64@att.net	3392 Midway Rd	Decatur	GA	30032	Meadow Acres Neighborhood Assoc.	3	7
Barrow	Rachel	rbarrow@comcast.net	3355 Beech Dr	Decatur	GA	30032	Meadow Acres Neighborhood Assoc.	3	7
Preston	Judy	hjpreston23@gmail.com	2305 Bailey St				Corner Stone Of Praise	3	6
Lips	Erik		1307 Crescent Wood Lane	Decatur	GA	30032	Meadow Acres Neighborhood Assoc.	3	7
Akins	Pat		3347 Beech Dr	Decatur	GA	30032		3	7
Berlinsky	Samantha	saberlinsky@gmail.com	1301 Crescentwood Lane	Decatur	GA	30032	Crescentwood	3	7
McGannon	Monica	mhand27@gahoe.com	1305 Crescentwood Lane				Meadowbrook Acres Neighborhood	3	7
Gross	Joel	jgross@stickybusiness.net	4140 Bonsal Rd	Conley	GA		GCI CID	3	6
Arnold	Sandra	edsan@bellsouth.net	4296 Cedar Valley Court	Conley	GA	30328	Cedar Grove Civic Association	3	6
Barnes, AIA	Vernell	barnesve@yahoo.com	3826 Loyola Court	Decatur	GA	30034	Staff/Appointee - Commissioner Watson	3	7
Evans	John	naacpdek@comcast.net	3011 Rainbow Drive, Suite 180A	Decatur	GA	30034	NAACP DeKalb County Branch	3	7
Pace	Brenda	bcpace2@gmail.com	2638 Glenvalley Drive	Decatur	GA	30032	East Lake Terrace Community Association, Inc.	3	7
Roberts	Regenia	regeniaroberts@bellsouth.net					Community Council 3	3	
Culp	Patricia	ppculp@att.net					Cedar Grove Neighborhood Associaton	3	6
Dennis	Robert	christinedennis@bellsouth.net	1987 Joseph Court	Decatur	GA	30032	Concerned Neighbors Association	3	6
Bonino	Doninck	dbonino1@aol.com	4125 Milton Parkway	Alpharetta	GA	30055	Brighton Village HOA	3	6
Schwartz	Eric	ericwschwartz@gmail.com		Atlanta	GA	30316	Parkview Civic Club	3	6
Club	Parkview Civic	parkviewcivicclub@gmail.com					Parkview Civic Club	3	6
Stewart	Willie J.	wazulamor@aol.com	2902 Cedar Trace	Ellenwood	GA	30294	Royal Hills	3	6
Stewart	Erica	ericastewart2009@gmail.com	2902 Cedar Trace Drive	Ellenwood	GA	30294	South DeKalb Neighborhoods Coalition	3	6
Buie-Brown	Jacquelyn	jacquelynbuiebrown@gmail.com		Decatur	GA	30034	Huntingdale Association	3	7
Jordan	Alberta	albertajordan@bellsouth.net		Decatur	GA	30034	Huntingdale Association	3	7
Jackson	Brenda	bjaevnt@gmail.com		Decatur	GA	30034	Pointe Bleue Neighborhood Association	3	7
Mustafa	Laurel	elitedesignsatl@yahoo.com		Decatur	GA	30034	Pointe Bleue Neighborhood Association	3	7
Freeman	James	jasu1@bellsouth.net		Decatur	GA	30034	The Summit at Chapel Lake	3	7



Houston	S B	sbhouston@bellsouth.net		Decatur	GA	30034	Kings Row Coomunity Association	3	7
Coleman	Michael	norfley@yahoo.com		Decatur	GA	30034	Kings Row Coomunity Association	3	7
Hardy	Teresa	president@naacpdekalb.org		Decatur	GA	30034	NAACP DeKalb County Branch	3	7
Dennis	Christine	christinedennis@bellsouth.net	1987 Joseph Court	Decatur	GA	30032	Greystone Park Community Association	3	6
Banks	Kenneth	k1776usa@yahoo.com	4116 Marquette Court	Decatur	GA	30034	Chapel Hill Neighborhood Association	3	7
Carter	Rachel	info@greshamhills.org		Atlanta	GA		Gresham Hills Neighborhood Association	3	6

# 710 Fayetteville Rd Community Meeting Sign-In

Name	Email	Meeting Date		
		12/7/2022	12/14/2022	12/20/2022
Jamal A. Rahman	Jdrahmani@juno.com			✓
ABDUL AKBAR	JAB5@HOTMAIL.COM			✓
Sharif Muhammad	Sharif@smilk.com			✓
Amin Wajid	awajid@live.com			✓
Plemon Fu Amin	pelamin@bellsouth.net			✓
JOHN WURCHET	johnwurchet@mindspring.com	✓		✓
MUSA SIDDEEQ	SIDDEEQM@GMAIL.COM			✓
Dorothy Rose	dorol@prosemail.com			✓
Djazia Flosa				✓
Chris Ray				✓
DTM inc				✓
Kelvin Floyd	Kelvinfloyd89@gmail.com			✓
ASMA FATMA	doughall426@gmail.com			✓
Ilham Askia	iaskia@eastlakefoundation.org			✓
Reverend speakman				✓
Roger Milliken			✓	
Muhammad Jihad		✓	✓	✓
Andrew Walter	awalter@atlantaga.gov		✓	✓
Bert			✓	
Carolyn Aidman	caidman@emery.edu		✓	
Bob			✓	
Howard Johnson			✓	
Jasmine			✓	
Catherine			✓	
Deirdre			✓	
Gwen Davies	gwen.davies@pihcca.com		✓	
Saret			✓	
Touah Wolf	ecm.wolf@gmail.com		✓	
Julie Walter	juliebwalter@gmail.com		✓	
Helen			✓	
Karen Minnielle			✓	
Lisa			✓	
Marty			✓	
Meredith			✓	
Roger Milliken			✓	
Susanna			✓	
Terry			✓	
Renee Schatteman				✓
Djazia Flosa				✓
Josh S				✓

# C. LETTER OF APPLICATION AND IMPACT ANALYSIS



1777 Peachtree Street NE | Suite 200 | Atlanta, GA 30309

December 22, 2022

VIA: EMAIL DELIVERY

Mr. Cedric Hudson, Interim Director  
DeKalb County Dept. of Planning and Sustainability  
330 West Ponce de Leon Avenue, Suite 500  
Decatur, GA 30030

RE: Application by Perennial Properties, Inc. ("Perennial") to Amend Comprehensive Land Use of Property at 710 Fayetteville Road SE (Parcel 15 173 07 022) (the "710 Fayetteville Site") to Facilitate a Phase II Multifamily Expansion (the "Bag Factory Phase II Development") of the Bag Factory Phase I Development at 1845 2<sup>nd</sup> Avenue, 1851 2<sup>nd</sup> Avenue, and 1939 Alexander Avenue (collectively, the "Bag Factory Phase I Site")

Dear Cedric:

Founded in 1988, Perennial Properties is an Atlanta-based developer that specializes in creating high-quality residential and mixed-use communities. As long-term holders of the communities we develop, our core mission is to provide exceptional housing and retail experiences with extraordinary services for our residents and commercial tenants and their customers. We have developed and operated more than 20 properties in and around Atlanta since our founding. One of our most recently built multi-family communities is the new ELLA Apartments at 2201 Glenwood Avenue, next door to the Publix and just around the corner from the Bag Factory site.

Stretching back to the early 2000s, the Cousins Foundation, the original owner of the 12-acre Bag Factory Phase I Site, conducted research and community charettes to inform its vision for its site prior to inviting select developers to compete for the opportunity to develop the vision. The Foundation learned that rather than bringing a large commercial or industrial use to the site, which would heavily burden local infrastructure, a residential-focused development was needed to boost access to workforce housing and contribute to further enhancing the nascent economic revitalization of the neighborhood. The plan that ultimately earned the Foundation's support offers an array of housing options with 237 apartments and 44 townhomes to meet the lack of economical market-rate housing in the area, a centralized green space as a community amenity, and an architecturally compelling design. These features form the backbone of the site plan dated 15 June 2022 and that which was included in the rezoning of the Bag Factory Phase I site in Case Z-22-1245577 to MR-2 with 24 units/acre on 28 June 2022.

The Bag Factory Phase I development will provide major community enhancements to neighborhood connectivity and mobility and to the overall health and wellness of the broader public with such features as: (1) more than two acres of land at the heart of the development set aside for public use as a central village green area that will function as the heart of the development and as a defining amenity for residents and the surrounding community; (2) a public pedestrian path connecting 2<sup>nd</sup> Avenue and Fayetteville Road with protected pedestrian crossings on 2<sup>nd</sup> Avenue and Fayetteville Road; and (3)

roadway/traffic improvements to 2<sup>nd</sup> Avenue and the intersection of 2<sup>nd</sup> Avenue and Glenwood Avenue to alleviate existing and current traffic congestion.

The 710 Fayetteville Site is a landlocked parcel currently owned by the Atlanta Masjid of Al-Islam (the “Atlanta Masjid”), a religious institution located at 562 Fayetteville Road that was founded in East Lake in 1958. Since its establishment, the Atlanta Masjid has assembled a large portfolio of land holdings in East Lake and purchased the 710 Fayetteville Site in the early 2000s with hopes of incorporating it into other land purchases. As neighbors to our north (the location of the religious center) and to the west with the undeveloped 710 Fayetteville Road parcel, we engaged the Atlanta Masjid early in our rezoning efforts for Bag Factory Phase I to discuss the proposed development and how we could facilitate future access of their landlocked 710 Fayetteville Site to 2<sup>nd</sup> Avenue through the Bag Factory Phase I Site. After months of conversations, the Atlanta Masjid determined it no longer had use for the 710 Fayetteville Site and preferred to sell the parcel to someone who could develop it. Given Perennial’s impending ownership and redevelopment of the Bag Factory Phase I Site that shares a boundary with the 710 Fayetteville Site, we were uniquely positioned to unlock the future development potential intrinsic with that parcel of land once given access to a right-of-way. Accordingly, Perennial negotiated a deal to purchase the land from the Masjid upon its successful rezoning to permit construction of an array of multi-family housing units that can leverage the infrastructure already being constructed as part of Perennial’s development of the Bag Factory Phase I at the Phase I site that fronts 2<sup>nd</sup> Avenue.

While the 710 Fayetteville Site is currently vacant, landlocked, and partially encumbered by a large stream to the west, which prevents any viable connections to adjoining parcels to the west and Fayetteville Road, Perennial desires to build a diversity of housing units to further address the community-wide need for more quality housing. Specifically, Perennial endeavors to develop the 710 Fayetteville Site with a four story/basement 47-unit apartment building and accompanying parking that blends seamlessly into the larger 281-unit mixed-use project at the Phase I Site. The new building would be constructed in the same style and with the same quality façade and finishes as the two larger buildings included in Bag Factory Phase I. The 47-unit expansion of the Bag Factory development on the 710 Fayetteville Site will make use of all the oversized infrastructure already being constructed at Bag Factory with little additional burden placed on the systems.

The 710 Fayetteville Site currently has residential medium lot (R-75) zoning, which would not allow the site to be improved with a multi-family residential development in the style of Bag Factory Phase I. Therefore, to facilitate its development vision, Perennial respectfully requests the county to amend the Comprehensive Land Use Map to change the land use character area of the 710 Fayetteville Site from Suburban to Neighborhood Center to facilitate the Site’s rezoning from R-75 to the MR-2 multi-family residential zoning classification with bonus density of 24 dwelling units per acre. In accordance with Sec 2.14.5.C and Table 2.6, the 710 Fayetteville Site qualifies for the “Bonus Max” density in MR-2 of 24 dwelling units per acre because the Site is located in a Federal Opportunity Zone and can achieve a 100% increase in bonus density above the Base Max of 12 dwelling units per acre. Perennial’s request for the Land Use Category amendment is detailed in a separate application. Perennial’s request to amend the Comprehensive Land Use Map and change the character area of the 710 Fayetteville Site satisfies all the county’s standards for such relief, as set forth in section 27-7.3.4 of the zoning ordinance, as follows:

**I. Amendments to the Comprehensive Land Use Map Approval Standards**

**1. The proposed land use change permits a use that is suitable in view of the use and development of adjacent and nearby properties.**

The 710 Fayetteville Site, and the proposed 47-unit Phase II expansion thereon, is located on the western property line of the approximately 12-acre Bag Factory Phase I Site on 2<sup>nd</sup> Avenue. The two development sites, together, and the combined development thereon is henceforth referred to, collectively, as the “Combined Bag Factory Development.” The Combined Bag Factory Development on 2<sup>nd</sup> Avenue is less than a quarter mile south of its intersection with Glenwood Avenue and directly across the street from the Donald Trimble Mortuary. 2<sup>nd</sup> Avenue and Glenwood Avenue are both important roadways characterized by varying development types, ranging from commercial and institutional uses to single-family residential uses. However, the area between the Combined Bag Factory Development and the foregoing street intersection to the north is mainly characterized by commercial development. The properties abutting the north side of the Combined Bag Factory Development site are developed with a vacant auto repair garage, which is in a state of disrepair, and a commercial development that houses the Atlanta Masjid religious center, which is a vibrant community of faith. Furthermore, the developments across 2<sup>nd</sup> Avenue from the Combined Bag Factory Development site are all non-residential in character. Perennial’s proposed expansion of the Bag Factory Phase I multi-family residential development to the 710 Fayetteville Site is suitable considering the use and development of adjacent and nearby properties between the development sites and the intersection of 2<sup>nd</sup> Avenue and Glenwood Avenue to the north.

The Columbia Village Villas, a duplex-style senior apartment development, abuts the south side of the entire Bag Factory Development site, including the 710 Fayetteville Site, and would serve as an area of transition between Perennial’s medium-density multi-family development and adjacent single-family homes fronting on Terry Mill Road. With the addition of the 710 Fayetteville Site, the larger Bag Factory Development Site directly backs up to nine single-family residential properties, which all front Fayetteville Road on the opposite side of the above-mentioned Publix grocery store. Perennial has already zoned Bag Factory Phase I Development and now the proposed Phase II expansion of the development at 710 Fayetteville Site includes 50-foot buffers to protect all abutting residential properties, including its neighbors along Fayetteville Road and those in Columbia Village to the south. Perennial’s development proposal is suitable considering: (1) the 50-foot buffers between Perennial’s proposed development and all adjoining residential developments, and (2) the downward density transition from the commercial developments at the corner of 2<sup>nd</sup> Avenue and Glenwood Avenue through the Bag Factory Site and Columbia Village to most of the adjacent single-family residential community to the south and west.

**2. The proposed land use change will not adversely impact adjacent or nearby properties.**

Perennial’s proposed development will not adversely impact adjacent or nearby properties for the same reasons that are presented in paragraph 1 above.

**3. The proposed land use change will not impose excessive or burdensome demands on utilities, or transportation and education infrastructure.**

The 710 Fayetteville Site and the 47-unit building thereon will tie into the larger Bag Factory Phase I Development and the complete Bag Factory Development will together be located along 2<sup>nd</sup> Avenue near its intersection with Glenwood Avenue. Both roadways are major transportation corridors. Furthermore, two MARTA bus stops are located directly in front of the Bag Factory Development Site on 2<sup>nd</sup> Avenue; and the East Lake MARTA transit station is located less than two miles away, as measured by the most direct pedestrian route. Furthermore, as explained above, the Bag Factory Site is located within easy walking and biking distance of several attractive community services.

While the Bag Factory Phase 1 Site was originally zoned for commercial and industrial land uses, both of which generate significant demands on physical infrastructure, and our rezoning proposal to MR-2 classification did not require a traffic study, we still commissioned a traffic study by Kimley-Horn to investigate the existing traffic conditions and develop recommendations for roadway improvements. Kimley-Horn collected real-time traffic data and we've now updated that traffic study to include the addition of the 47 dwelling units proposed in this rezoning application for the 710 Fayetteville Site. The complete Bag Factory Development with a total of 328 dwelling units will produce 24% fewer total daily trips including 6% fewer Peak AM trips and 45% fewer Peak PM trips than would the industrial and commercial uses that the original commercial and industrial zoning permitted. Since the complete Bag Factory Development still represents a downzone, the Board of Commissioners has clearly determined that the Bag Factory Development's roadway infrastructure is sufficient to support medium density residential developments like that proposed herein.

However, to further ensure that our Bag Factory Phase I Development would not worsen existing traffic conditions and impose a greater burden on roadway infrastructure, we elected to include the following roadway improvements: (1) restripe the northbound right-turn lane on 2nd Avenue at Glenwood Avenue to a shared through/right turn lane; (2) create a middle turn lane on 2nd Avenue in front of the Bag Factory Development; and (3) upgrade the traffic lights at 2nd and Glenwood with the latest GDOT signalization technology. Even with the additional 47 dwelling units, Kimley-Horn shows that restriping the lane at the 2<sup>nd</sup> and Glenwood Avenue intersection would, by itself, shorten delays at the intersection and reduce backups on 2<sup>nd</sup> Avenue as compared to today's traffic conditions without any new developments in place. Furthermore, even though the additional 47 units (Phase II) on the 710 Fayetteville Site will produce between 10% and 11% more total traffic than the original Bag Factory Phase I Development with 281 units, during the peak AM hour, this equates to between 7 and 8 more cars through the intersection of 2<sup>nd</sup> and Glenwood Avenue, or just one extra car every 8 to 9 minutes. The addition of one car every 8 or 9 minutes through the intersection produces a negligible impact on the traffic signal, as evidenced by Kimley-Horn's "Level-of-Service" analysis in the traffic report.

Finally, Perennial's Phase II Development, like its Phase I Development, is targeted toward young professionals and empty nesters who desire an amenity rich intown living experience. Therefore, while some resident households may include school aged children, Perennial does not anticipate such households to comprise a significant portion of the development's overall demographics. Therefore, Perennial's proposed development will not impose an appreciable increase in demand for educational infrastructure. The Phase I Development on the 710 Fayetteville Site will include a traditional unit mix of studio, one-bedroom, and two-bedroom units.

**4. The proposed land use change is consistent with the written policies in the Comprehensive Plan Test.**

The proposed land use change of the 710 Fayetteville Site from Suburban character to Neighborhood Center character is consistent with the written policies for the following reasons: (1) it protects the adjacent single-family residential community by allowing for the land-locked parcel to be developed without disturbing the adjoining single-family parcels to the west; (2) it provides for a zoning density—MR-2 with 24 dwelling units per acre—that is in line with the maximum called for in the policies and which is consistent with the zoning of the Bag Factory Phase I Development; (3) it will reinforce the Bag Factory Phase I Development, which is highly pedestrian-oriented with a 10-foot multi-use path along 2<sup>nd</sup> Avenue and an 8-foot multi-use path connecting 2<sup>nd</sup> Avenue and Fayetteville Road, including protected crosswalks at both ends; (4) the 50-foot buffers around the perimeter of the Bag Factory’s Phase I and Phase II developments are perfectly in line with the policy imperative to buffer lower-density residential uses; (5) it facilitates appropriate residential infill development; and (6) the roadway improvements promised as part of the rezoning of the Bag Factory Phase I Site to MR-2, which are described in paragraph 3 above, provide traffic calming along 2<sup>nd</sup> Avenue.

**5. The land use change will not adversely impact the environment or natural resources.**

While the 710 Fayetteville Site contains a stream along its western edge, Perennial’s proposed improvements for the Site will respect and remain well outside the state’s 25-foot stream buffer and the county’s supplemental 50-foot stream buffer. Furthermore, the stormwater management and other environmental improvements, including the removal of trees, will be in strict compliance with the County’s regulations and best engineering practices. Besides the stream, which we’ve well documented, the Site does not include any other environmentally sensitive features or areas. Furthermore, Perennial’s proposed residential use is not an environmentally adverse land use. Therefore, Perennial’s development proposal satisfies this rezoning approval standard.

For all the foregoing reasons, Perennial’s request to change the land use of the 710 Fayetteville Site from its Suburban character to a Neighborhood Center character satisfies all the county’s prescribed approval standards for such Comprehensive Land Use Map change requests.

**6. The proposed land use change will not impact properties in an adjoining governmental jurisdiction in cases of proposed changes near county boundary lines.**

Perennial’s proposed development will not adversely impact adjacent or nearby properties for the same reasons that are presented in paragraph 1 above. Furthermore, the 710 Fayetteville Site does not share a boundary with any land parcels located in an adjoining governmental jurisdiction, namely the City of Atlanta. However, to the extent the 710 Fayetteville Site is located near sites in the City of Atlanta on the western side of Fayetteville Road, all those sites are commercially zoned and developed with medium-density residential projects, such as the Gardenside at the Villages of East Lake apartments and the ELLA apartments next to the Publix. Such medium-density residential projects are consistent with Dekalb’s zoning and use policies for the Neighborhood Center character area/land use category that Perennial seeks for the 710 Fayetteville Site.

**7. There are existing conditions that affect the 710 Fayetteville Site’s use and development that support the proposed land use change.**



There are several existing conditions that support the approval of Perennial's request to change the land use of the 710 Fayetteville Site.

First, the 710 Fayetteville Road Site shares a boundary line and would be incorporated into the Bag Factory Phase I Site, which is already zoned with a MR-2 classification and located within a Neighborhood Center development node that is centered on the intersection of 2<sup>nd</sup> Avenue and Glenwood Avenue. The county's land use policies strongly encourage medium density residential developments that promote pedestrian walkability within neighborhood centers. The area around the Bag Factory Site contains several existing community services, such as the Publix grocery store, Dream Wings restaurant, Almadina Market, and a Wells Fargo bank. Developing medium density residential uses on the Bag Factory Site will inherently place more community residents within easy walking distance of these community services. Even more community services would be within easy biking distance, such as the East Lake YMCA and several restaurants at the intersection of 2<sup>nd</sup> Avenue and Hosea Williams.

Second, and as discussed above, the 710 Fayetteville Site is landlocked without access to any public right-of-way, is characterized by very steep topography, and is encumbered by a documented stream that runs most of the length of its western boundary. The geographic, topographic, and ecological constraints of the 710 Fayetteville Site mean that it cannot be developed or monetized by its current owner, the Atlanta Masjid, but for access through The Bag Factory Phase I Site and development with a similar use and product as the Phase I Development. Furthermore, the steep topographic conditions and stream plus stream buffers that encumber much of the western half of the site make any use of and construction on the site highly cost prohibitive unless it's tied to and sharing the infrastructure resources of a larger adjacent project, like that of the Phase I Development.

#### **8. The rezoning will not adversely affect historic or archaeological resources.**

There are no established historic or archaeological resources on the 710 Fayetteville Site, which is undeveloped.

For all the foregoing reasons, Perennial's request to change the land use of 710 Fayetteville Site from Suburban character to Neighborhood Center character satisfies all the county's prescribed approval standards for such Comprehensive Land Use Map change requests.

## **II. Constitutional objections and conclusion**

Georgia courts have long held that an aggrieved party must present any potential constitutional objections to the local government during the land use amendment and zoning review process, which includes administrative zoning appeals. Applicants who fail to do so substantially deprive themselves of a legal basis to appeal adverse zoning decisions.<sup>1</sup> Therefore, solely to satisfy mandatory requirements of Georgia law, Perennial respectfully advises DeKalb County of its constitutional objections. Perennial has

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<sup>1</sup> DeKalb County v. Bemby, 252 Ga. 510, 314 S.E.2d 900 (1984) (Held that the trial court erred in failing to grant DeKalb County's request for summary judgment because the applicant's constitutional objections were not first raised before the county commission).

Perennial Properties, Inc.  
710 Fayetteville Road Land Use Amendment Application  
December 22, 2022  
Page 7

demonstrated that its proposed land use amendment fully satisfies all applicable standards for the approval of such applications. Therefore, any action by the Board of Commissioners to deny Perennial's requested land use amendment or to grant some lesser form of relief would violate Perennial's rights to due process of law and equal protection under the laws.

For all the foregoing reasons, Perennial respectfully requests the approval of its land use amendment application. Please do not hesitate to let me know if I may provide you with any additional information or clarify anything in this letter.

Sincerely,

PERENNIAL PROPERTIES, INC.

A handwritten signature in black ink, appearing to read "Craig J. Wasilewsky", with a long horizontal flourish extending to the right.

Craig J. Wasilewsky, SE  
Development Manager, Perennial Properties, Inc.

Attachments.

cc: Mr. John Reid, Dekalb County Dept. of Planning and Sustainability (via email)  
Ms. Rachel Bragg, Dekalb County Dept. of Planning and Sustainability (via email)  
Ms. Yasmin Ayala, Dekalb County Dept. of Planning and Sustainability (via email)

# D. AUTHORIZATION FORM

DEPARTMENT OF PLANNING & SUSTAINABILITY

AUTHORIZATION

The property owner should complete this form or a similar signed and notarized form if the individual who will file the application with the County is not the property owner.

Date: 12/20/22


TO WHOM IT MAY CONCERN:

(I) (WE) Masjid Muhammad of Al-Islam, Ltd.  
Name of owner(s)

being (owner) (owners) of the subject property described below or attached hereby delegate authority to

Perennial Properties (c/o Craig Wasilewsky)  
Name of Agent or Representative

to file an application on (my) (our) behalf.

  
Notary Public

Notary Public

Notary Public

Notary Public

Demian T. El-Amin  
Owner Majlis Member of  
Atlanta Masjid of Al-Islam  
Masjid Muhammed of Al-Islam, Ltd

Owner

Owner

Owner

LAND USE AMENDMENT  
AUTHORIZATION FROM  
MASJID MUHAMMAD OF  
AL-ISLAM, LTD.

# E. CAMPAIGN DISCLOSURE STATEMENT

DEPARTMENT OF PLANNING & SUSTAINABILITY

Disclosure of Campaign Contribution

PLEASE READ THE FOLLOWING BEFORE SIGNING

- I. This application form must be completed in its entirety. In addition, any application that lacks any of the required attachments or payment of the filing fee shall be determined to be incomplete and shall not be accepted.
- II. Disclosure of Campaign Contributions in accordance with the Conflict of interest in Zoning Act, O.C.G. A Chapter 36-67A, the following questions must be answered. Have you, the applicant made \$250.00 or more in campaign contributions to a local government official within two years immediately preceding the filing of this application? \_\_\_\_\_ Yes  No\*

If the answer is yes, you must file a disclosure report with the governing authority of DeKalb County showing:

1. The name and official position of the local government official to whom the campaign contribution was made.
2. The dollar amount and description of each campaign contribution made during the two years immediately preceding the filing of this application and the date of each such contribution.

The disclosure must be filed within 10 days after the application is first filed and must be submitted to the C.E.O and the Board of Commissions, DeKalb County, 1300 Commerce Drive, Decatur, Ga 30030.



Signature of Applicant

Check one: Owner \_\_\_ Agent  Date 12/29/22

Notary: 



Elise Ostendorf  
NOTARY PUBLIC  
Cobb County, Georgia  
My Commission Expires  
January 27, 2024

01.27.2024

Expiration Date/Seal

\*Notary not needed if answer is "No"

# F. LEGAL BOUNDARY SURVEY

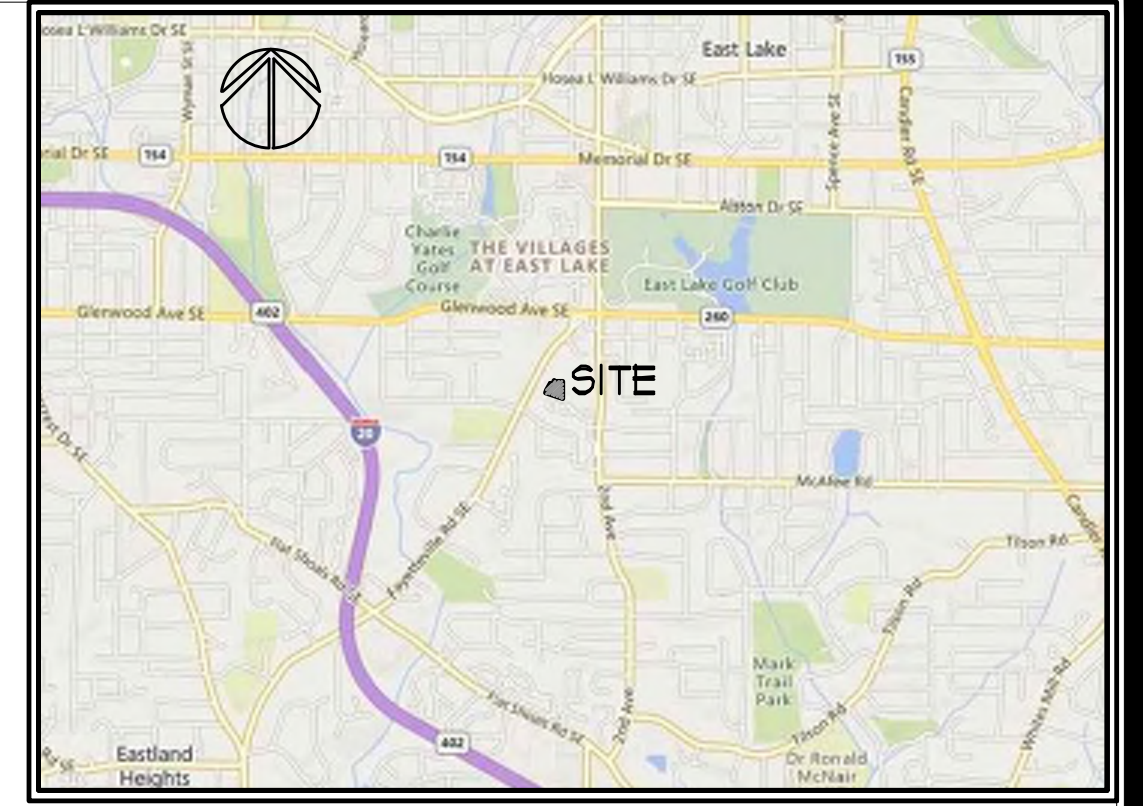
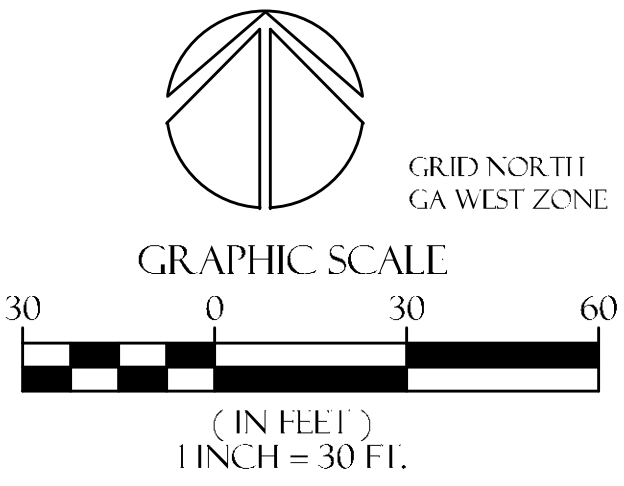


**SURVEYOR'S CERTIFICATION BOX**  
 This plat is a retracement of an existing parcel or parcels of land and does not subdivide or create a new parcel or make any changes to any real property boundaries. The recording information of the documents, maps, plats, or other instruments which created the parcel or parcels are stated hereon. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, 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.



*Chris Whitley*  
 7/13/22

TO: PERENNIAL PROPERTIES, INC., OR ITS ASSIGNS AND CHICAGO TITLE INSURANCE COMPANY.  
 THIS IS TO CERTIFY THAT THIS MAP OR PLAT 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 2, 3, 4, 5, 8, 9, 11(b), 13 AND 16 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JUNE 10, 2022.  
 DATE: 7/13/22  
 J. CHRIS WHITLEY  
 REGISTRATION NUMBER: 2872



LOCATION MAP  
 N.T.S.

- REFERENCES:**
- DEED BOOK 7347 PAGE 796
  - DEED BOOK 15363 PAGE 84
  - SURVEY FOR WADE J. TURNIPSEED BY McCLUNG SURVEYING SERVICES, INC DATED 10-24-03.
  - SURVEY FOR MEADOW NOOK PROPERTIES BY CHRISTOPHER E. MOORE & ASSOCIATES DATED MAY 23, 2007.

- NOTES:**
- THERE ARE NO STRIPED PARKING SPACES ON THE SUBJECT PROPERTY.
  - THERE IS NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.

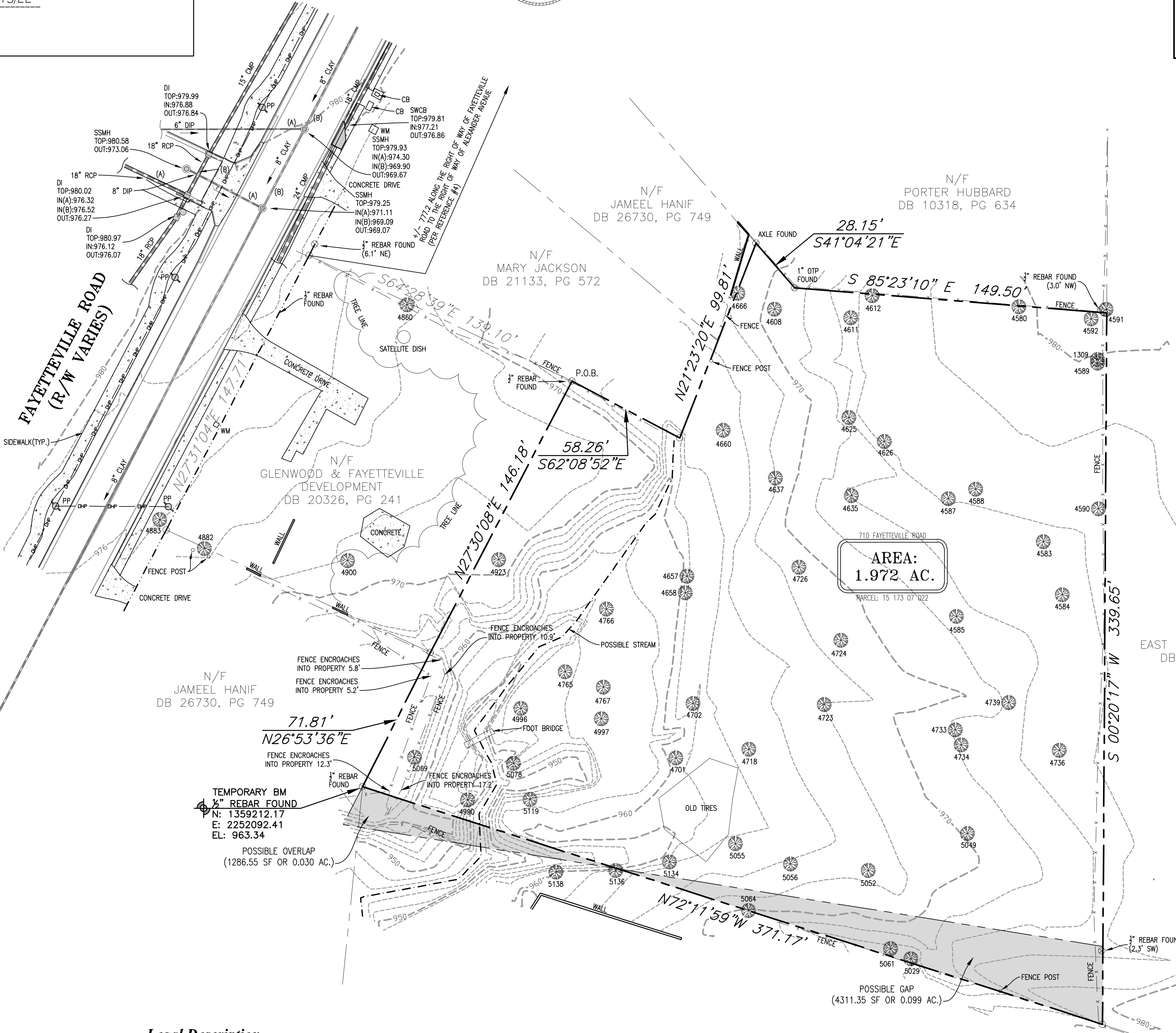
**CURRENT ADDRESS:**  
 710 FAYETTEVILLE ROAD  
 ATLANTA, GEORGIA 30316

**LEGEND**

	UTILITY POLE (PP)
	GUY WIRE
	LIGHT POLE (LP)
	FLAG POLE (FP)
	FIRE HYDRANT (FH)
	SIGN
	JUNCTION BOX (JB)
	DROP INLET (DI)
	WATER VALVE (WV)
	ROOF DRAIN (RD)
	CLEAN OUT (CO)
	WATER METER (WM)
	SANITARY MANHOLE
	IRON PIN FOUND
	CONCRETE
	WALL
	HEAD WALL (HW)
	FENCE LINE
	TREE LINE
	HANDICAP RAMP
	CURB AND GUTTER

**ABBREVIATIONS**

INV	INVERT ELEVATION
CMP	CORRUGATED METAL PIPE
RCP	REINFORCED CONCRETE PIPE
DIP	DUCTILE IRON PIPE
FFE	FINISHED FLOOR ELEVATION
TBM	TEMPORARY BENCHMARK
GM	GAS METER
GV	GAS VALVE
FDC	FIRE DEPARTMENT CONNECTION
UGCM	UNDERGROUND CABLE MARKER
GLM	GAS LINE MARKER
WLM	WATER LINE MARKER
CB	COMMUNICATIONS BOX
UB	UTILITY BOX
PB	PLAT BOOK
DB	DEED BOOK
N/F	NOW OR FORMERLY
SMSH	SANITARY SEWER MANHOLE
DWCB	DOUBLE WING CATCH BASIN
SWCB	SINGLE WING CATCH BASIN
FES	FLARED END SECTION
CONC	CONCRETE
SB	SWITCH BOX
TF	TRANSFORMER
TSB	TRAFFIC SIGNAL BOX
TSP	TRAFFIC SIGNAL POLE
H/C	HEATING AND COOLING UNIT
OTP	OPEN TOP PIPE
CTP	CRIMP TOP PIPE
P.O.B.	POINT OF BEGINNING
P.O.C.	POINT OF COMMENCEMENT



**TREE TABLE**

TREE #	TREE SIZE	TREE TYPE
1309	28"	PINE
4580	43"	OAK
4583	22"	PINE
4584	22"	OAK
4585	18"	PINE
4587	20"	OAK
4588	23"	POPLAR
4589	29"	PINE
4590	24"	PINE
4592	26"	OAK
4608	38"	OAK
4611	21"	PINE
4612	25"	OAK
4613	18"	OAK
4625	18"	OAK
4635	21"	PINE
4637	21"	PINE
4657	23"	POPLAR
4658	26"	POPLAR
4660	29"	OAK
4666	20"	POPLAR
4701	20"	PINE
4702	19"	PINE
4718	22"	PINE
4723	18"	PINE
4724	29"	PINE
4726	18"	POPLAR
4733	19"	PINE
4734	18"	PINE
4736	24"	OAK
4739	23"	OAK
4765	20"	POPLAR
4766	19"	POPLAR
4767	19"	PINE
4860	36"	OAK
4882	30"	OAK
4883	19"	OAK
4900	48"	OAK
4923	19"	POPLAR
4990	19"	POPLAR
4996	26"	POPLAR
4997	19"	PINE
5029	20"	PINE
5049	19"	PINE
5052	23"	PINE
5055	18"	WALNUT
5056	18"	PINE
5061	18"	OAK
5064	30"	OAK
5069	33"	POPLAR
5078	20"	POPLAR
5119	24"	POPLAR
5134	19"	MAPLE
5136	23"	OAK
5138	22"	PINE

**CURRENT ZONING:**  
 R-75

**Legal Description**  
 ALL THAT TRACT OR PARCEL OF land lying and being in Land Lot 173, 15<sup>th</sup> District, DeKalb County, Georgia, being more particularly described as follows:

TO FIND THE POINT OF BEGINNING commence at the intersection of the right of way of Fayetteville Road (right of way varies) and the right of way of Alexander Avenue (right of way varies); thence southwesterly along the eastern right of way of Fayetteville Road 777.20 feet to a point; thence leaving said right of way South 64°28'39" East a distance of 139.10 feet to a point, that is the **POINT OF BEGINNING**; thence South 62°08'52" East a distance of 58.26 feet to a point; thence North 21°23'20" East a distance of 99.81 feet to a point; thence South 41°04'21" East a distance of 28.15 feet to a point; thence South 85°23'10" East a distance of 149.50 feet to a point; thence North 00°20'17" West a distance of 339.65 feet to a point; thence North 72°11'59" West a distance of 371.17 feet to a point; thence North 26°53'36" East a distance of 71.81 feet to a point; thence North 27°30'08" East a distance of 146.18 feet to a point, being the **POINT OF BEGINNING**. Said tract contains 1.972 Acres.

**FLOOD HAZARD NOTE:**

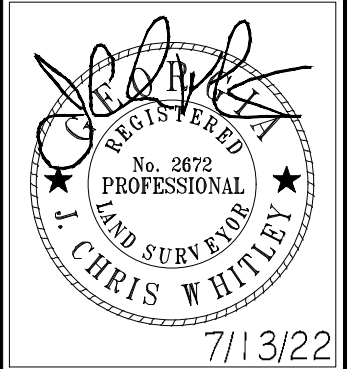
FIRM MAP NUMBER 13089C0127J, DATED MAY 16, 2013 AND FIRM MAP NUMBER 13089C0131J, DATED MAY 16, 2013 INDICATES THAT THIS TRACT DOES NOT LIE IN AN AREA DESIGNATED AS HAVING FLOOD HAZARD.

**TITLE EXCEPTIONS FROM CHICAGO TITLE INSURANCE COMPANY, COMMITMENT NUMBER: 2022.05.023, COMMITMENT DATE: MAY 27, 2022.**

9. RIGHT OF WAY EASEMENT TO DEKALB COUNTY DATED OCTOBER 21, 1998, RECORDED IN DEED BOOK 10331, PAGE 556, DEKALB COUNTY, GEORGIA RECORDS. (DOES NOT AFFECT SUBJECT PROPERTY)

THIS SURVEY WAS PREPARED IN CONFORMITY WITH THE TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN CHAPTER 180-7 OF THE RULES OF THE GEORGIA BOARD OF PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN THE GEORGIA PLAT ACT O.C.G.A. 15-6-67, AUTHORITY O.C.G.A. SECS. 15-6-67, 43-15-4, 43-15-6, 43-15-19, 43-15-22.

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**MDA**  
 MCFARLAND-DYER & ASSOCIATES  
 SURVEYORS & ENGINEERS  
 1100 W. BENTLEY AVENUE  
 SUITE 200  
 ATLANTA, GA 30309  
 PHONE: (404) 770-9269  
 FAX: (404) 770-9269

THE FIELD DATA ON WHICH THIS PLAT IS BASED WAS ACQUIRED BY MEASUREMENT AND NOT BY REFERENCE TO AN EXISTING SURVEY.  
 THIS MAP OR PLAT HAS BEEN 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 2, 3, 4, 5, 8, 9, 11(b), 13 AND 16 OF TABLE A THEREOF.  
 A TRIMBLE S860 GNSS RECEIVER (2014) WAS USED TO OBTAIN THE SURVEY DATA. THE RECEIVER WAS CALIBRATED IN THE PREPARATION OF THIS PLAT.  
 THE FIELD DATA WAS OBTAINED ON 06/10/2022.

DATE	DESCRIPTION
07/13/2022	ALTA/NSPS LAND TITLE SURVEY
JOB NO: 22-0509	DRAWN BY: CD
	CHECKED BY: MP
	SURVEYED BY: BS

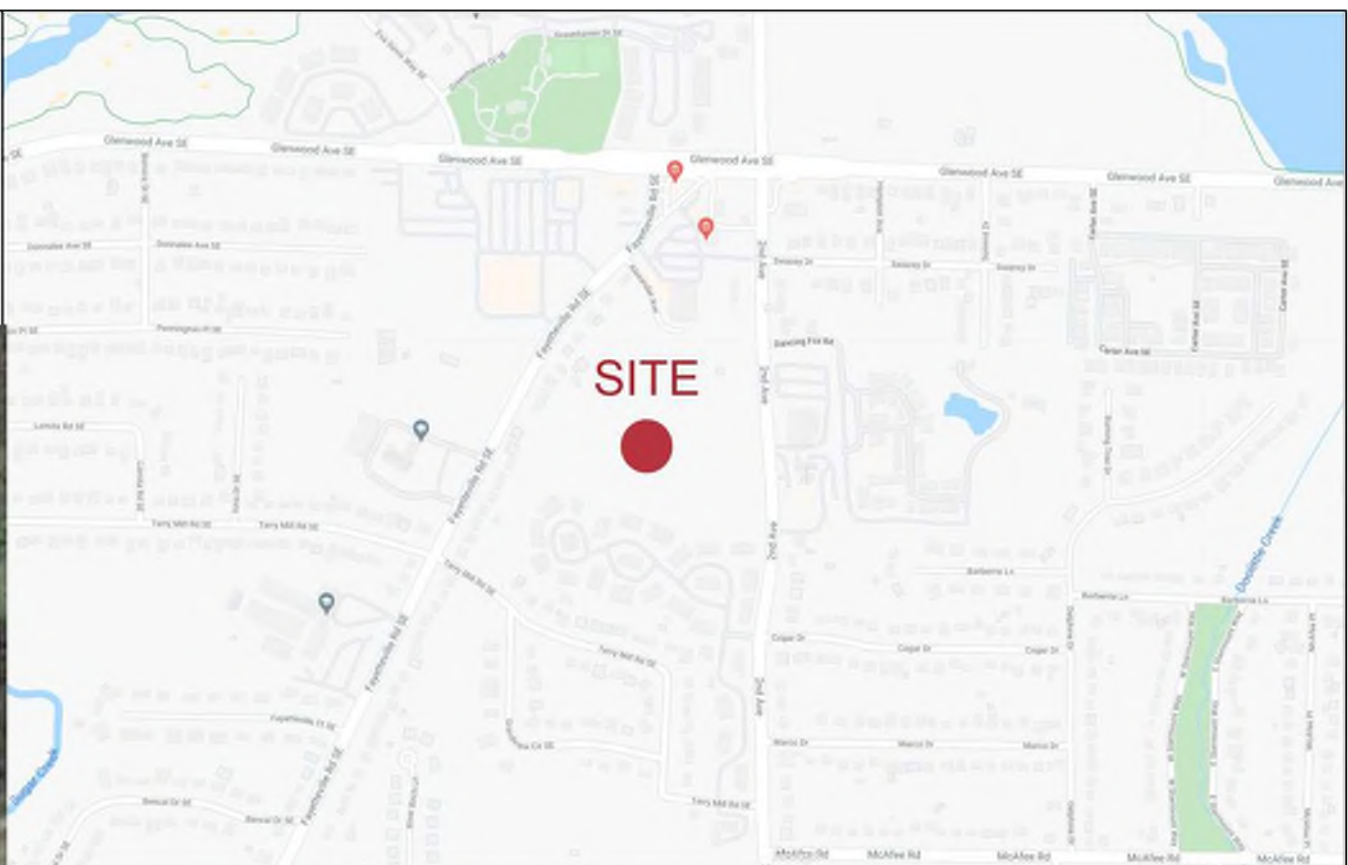
**SURVEY FOR:**  
 PERENNIAL PROPERTIES, INC., OR ITS ASSIGNS AND  
 CHICAGO TITLE INSURANCE COMPANY  
 LL 073, 15TH DISTRICT  
 DEKALB COUNTY, GEORGIA

**ALTA/NSPS LAND TITLE SURVEY**  
 SHEET 1 OF 1



# G. SITE PLAN





**PHASE I**

- MULTIFAMILY**  
 (M1) (M2) 4/5 SPLIT RESIDENTIAL  
 TOTAL : 237 UNITS  
 AVG HEATED AREA - MF : 815 SF (APPROX.)
- RENTAL TOWNHOMES**  
 (TH) 2 STORY TOWNHOMES : 44 UNITS  
 WITH TUCK-UNDER GARAGES  
 AVG HEATED AREA - TH : 1350 SF (APPROX.)

**TOTAL 281 UNITS**

- RETAIL / RESTAURANT**  
 (R1) 3,000 SF

PHASE I PARKING : 461 SPACES  
 TOTAL PARKING REQUIRED BY MR-2 ZONING : 448 SPACES  
 PARKING SUPLUS : 13 SPACES

**PHASE II**

- MULTIFAMILY**  
 (M3) 4/5 SPLIT RESIDENTIAL  
 TOTAL : 47 UNITS  
 AVG HEATED AREA - MF : 815 SF (APPROX.)

**TOTAL 47 UNITS**

PHASE II ADDITIONAL PARKING: 66 SPACES  
 66 NEW SPACES + 5 SURPLUS SPACES FROM PHASE I = 71  
 SPACES PROVIDED AS REQUIRED BY MR-2 ZONING  
 (SEE PAGE 2 FOR PARKING CALCULATIONS).

CONSULTANT:

SEAL:

1845 2ND AVENUE, 1851 2ND AVENUE,  
 AND 639 ALEXANDER AVENUE  
 DECATUR, GEORGIA 30032

1777 PEACHTREE STREET NE  
 SUITE 200  
 ATLANTA, GEORGIA 30309

PROJECT NUMBER: PRP2016-02  
**BAG FACTORY DEVELOPMENT**

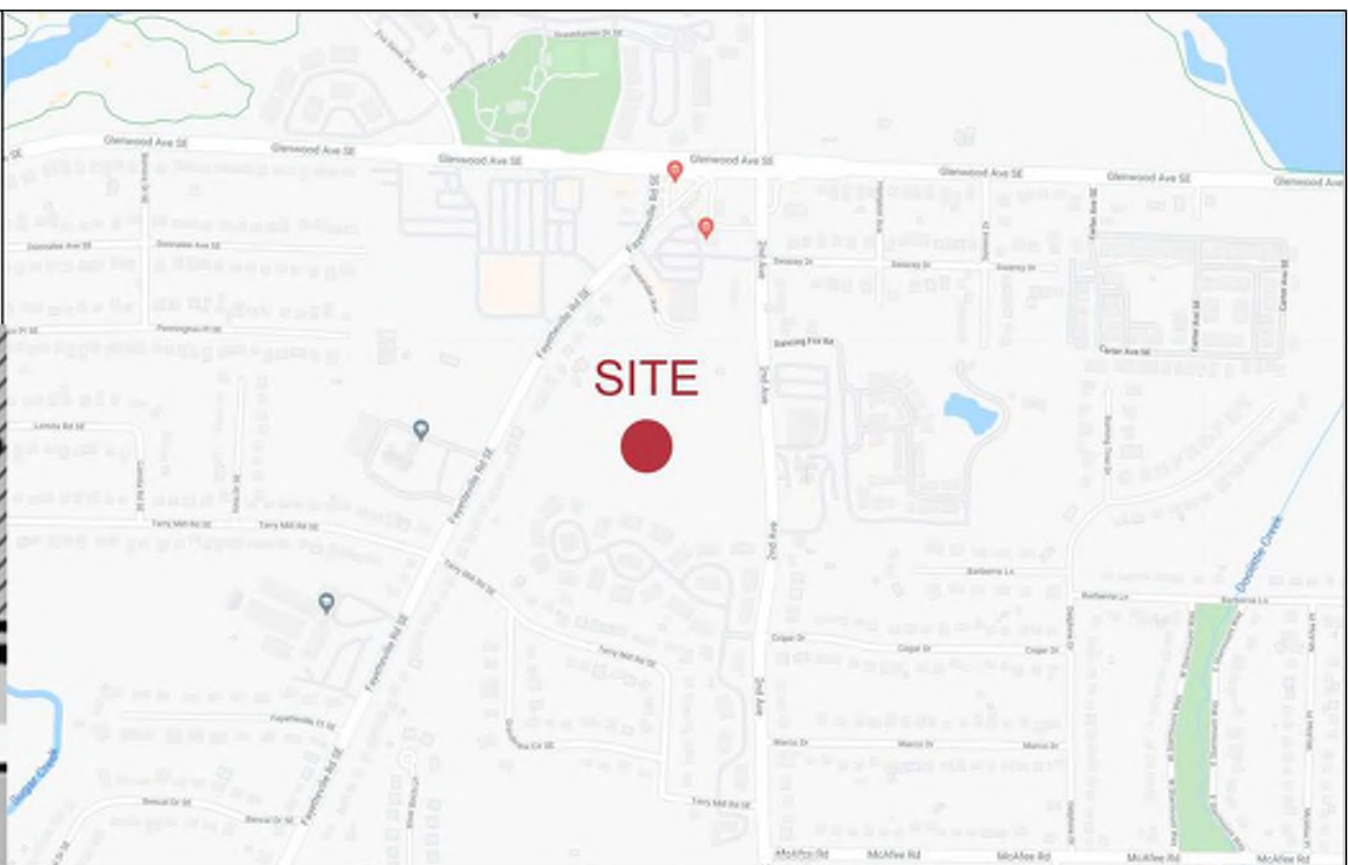


DRAWING RELEASE	DATE
SITE PLAN	04/27/2022
SITE PLAN REV. 1	06/15/2022

TITLE:  
**ARCHITECTURAL SITE PLAN**

SHEET NUMBER:  
**SP-01**





**SITE DATA**

1. ADDRESS	710 FAYETTEVILLE ROAD TO CONNECT TO EXISTING PHASE 1 AT 1845 2ND AVENUE, 1851 2ND AVENUE AND 1939 ALEXANDER AVENUE, DECATUR, GEORGIA 30032
2. SITE AREA LAND AREA:	1.972 AC
3. ZONING CURRENT LAND USE: CURRENT ZONING: PROPOSED LAND USE: PROPOSED ZONING:	SUBURBAN R-75 NEIGHBORHOOD CENTER MR-2
4. RESIDENTIAL FLOOR AREA TOTAL MULTI-FAMILY UNITS: SITE DENSITY PROVIDED: RESIDENTIAL FLOOR AREA/UNITS: MAXIMUM ALLOWABLE FAR (MR-2): PROPOSED RESIDENTIAL FLOOR AREA/RATIO:	47 UNITS 23.83 UNITS/ACRE (WITH BONUS) 57,600 SF / 47 UNITS N/A 57,600 SF / 0.67 FAR
5. PROPERTY SETBACKS SIDE YARD SETBACKS: 2ND SIDE YARD SETBACK: REAR YARD SETBACK:	0 FEET 50 FEET (TRANSITIONAL BUFFER) 50 FEET (TRANSITIONAL BUFFER)
6. BUILDING HEIGHT MAXIMUM ALLOWABLE BUILDING HEIGHT (MR-2): PROPOSED MAXIMUM BUILDING HEIGHT:	4 STORIES IN 60'-0" 4 STORIES IN 52'-0"
7. PARKING OFF-STREET PARKING REQUIREMENTS PER MR-2 ZONING: MULTIFAMILY RESIDENTIAL: TOTAL PARKING REQUIRED BY MR-2 ZONING: OFF-STREET PARKING PROVIDED: MULTIFAMILY RESIDENTIAL: TOTAL PARKING PROVIDED:	71 SPACES (1.5 SPACES / DU + 0.25 GUEST MIN.) 71 SPACES 66 SPACES + 5 PHASE I SURPLUS PARKING 71 SPACES

**PHASE II**

**MULTIFAMILY**

**M3** 4/5 SPLIT RESIDENTIAL  
TOTAL : 47 UNITS

AVG HEATED AREA - MF : 815 SF (APPROX.)

**TOTAL 47 UNITS**

**PHASE II ADDITIONAL PARKING: 66 SPACES**  
66 NEW SPACES + 5 SURPLUS SPACES FROM PHASE 1 = 71 SPACES PROVIDED AS REQUIRED BY MR-2 ZONING.

CONSULTANT:

SEAL:

1845 2ND AVENUE, 1851 2ND AVENUE,  
AND 1939 ALEXANDER AVENUE  
DECATUR, GEORGIA 30032

1777 PEACHTREE STREET NE  
SUITE 200  
ATLANTA, GEORGIA 30309

PROJECT NUMBER: PRP2016-02  
**BAG FACTORY  
DEVELOPMENT**



DRAWING RELEASE	DATE
SITE PLAN	04/27/2022
SITE PLAN REV. 1	06/15/2022

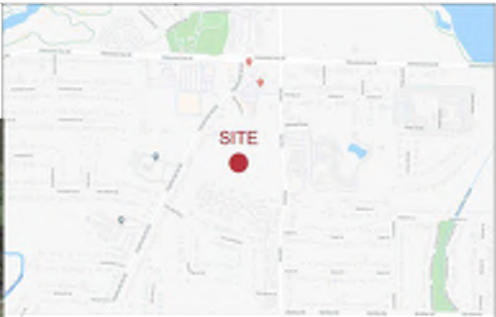
TITLE:  
**ARCHITECTURAL  
SITE PLAN**

SHEET NUMBER:  
**SP-02**



# H. REDUCED SITE PLAN





**PHASE I**

**MULTIFAMILY**

(M1) (M2) 4/5 SPLIT RESIDENTIAL  
TOTAL : 237 UNITS

AVG HEATED AREA - MF : 815 SF (APPROX.)

**RENTAL TOWNHOMES**

(TH) 2 STORY TOWNHOMES : 44 UNITS  
WITH TUCK-UNDER GARAGES  
AVG HEATED AREA - TH : 1350 SF (APPROX.)

**TOTAL 281 UNITS**

**RETAIL / RESTAURANT**

(R1) 3,000 SF

PHASE I PARKING : 461 SPACES  
TOTAL PARKING REQUIRED BY MR-2 ZONING : 448 SPACES  
PARKING SURPLUS : 13 SPACES

**PHASE II**

**MULTIFAMILY**

(M3) 4/5 SPLIT RESIDENTIAL  
TOTAL : 47 UNITS

AVG HEATED AREA - MF : 815 SF (APPROX.)

**TOTAL 47 UNITS**

PHASE II ADDITIONAL PARKING : 66 SPACES  
66 NEW SPACES + 5 SURPLUS SPACES FROM PHASE I = 71 SPACES PROVIDED AS REQUIRED BY MR-2 ZONING (SEE PAGE 2 FOR PARKING CALCULATIONS).

CONSULTANT:

SEAL:

1845 2ND AVENUE, 1851 2ND AVENUE,  
AND 1875 ALEXANDER AVENUE  
DECATUR, GEORGIA 30032

PROJECT NUMBER: PRP2018-02  
**BAG FACTORY  
DEVELOPMENT**

CLIENT:  
**perennial**  
PROPERTIES

DRAWING RELEASE	DATE
SITE PLAN	04/27/2022
SITE PLAN REV. 1	06/15/2022

TITLE:  
**ARCHITECTURAL  
SITE PLAN**

SHEET NUMBER:  
**SP-01**





**SITE DATA**

1. ADDRESS	710 FAYETTEVILLE ROAD TO CONNECT TO EXISTING PHASE 1 AT 1845 2ND AVENUE, 1851 2ND AVENUE AND 1939 ALEXANDER AVENUE DECATUR, GEORGIA 30032
2. SITE AREA LAND AREA:	1.972 AC
3. ZONING CURRENT LAND USE: CURRENT ZONING: PROPOSED LAND USE: PROPOSED ZONING:	SUBURBAN R-75 NEIGHBORHOOD CENTER MR-2
4. RESIDENTIAL FLOOR AREA TOTAL MULTI-FAMILY UNITS: SITE DENSITY PROVIDED: RESIDENTIAL FLOOR AREA/UNITS: MAXIMUM ALLOWABLE FAR (MR-2): PROPOSED RESIDENTIAL FLOOR AREA/RATIO:	47 UNITS 23.83 UNITS/ACRE (WITH BONUS) 57,600 SF / 47 UNITS N/A 57,600 SF / 0.67 FAR
5. PROPERTY SETBACKS SIDE YARD SETBACKS: 2ND SIDE YARD SETBACK: REAR YARD SETBACK:	0 FEET 50 FEET (TRANSITIONAL BUFFER) 50 FEET (TRANSITIONAL BUFFER)
6. BUILDING HEIGHT MAXIMUM ALLOWABLE BUILDING HEIGHT (MR-2): SITE DENSITY PROVIDED: PROPOSED MAXIMUM BUILDING HEIGHT:	4 STORIES IN 60'-0" 4 STORIES IN 52'-0"
7. PARKING OFF-STREET PARKING REQUIREMENTS PER MR-2 ZONING: MULTIFAMILY RESIDENTIAL: TOTAL PARKING REQUIRED BY MR-2 ZONING: OFF-STREET PARKING PROVIDED: MULTIFAMILY RESIDENTIAL: TOTAL PARKING PROVIDED:	71 SPACES (1.5 SPACES / DU + 0.25 GUEST MIN) 71 SPACES 66 SPACES + 5 PHASE I SURPLUS PARKING 71 SPACES

**PHASE II**

**MULTIFAMILY**  
 4/5 SPLIT RESIDENTIAL  
 TOTAL : 47 UNITS  
 AVG HEATED AREA - MF : 815 SF (APPROX.)  
**TOTAL 47 UNITS**

**PHASE II ADDITIONAL PARKING: 66 SPACES**  
 66 NEW SPACES + 5 SURPLUS SPACES FROM PHASE 1 = 71 SPACES PROVIDED AS REQUIRED BY MR-2 ZONING.

CONSULTANT:

SEAL:

1845 2ND AVENUE, 1851 2ND AVENUE,  
 AND 1939 ALEXANDER AVENUE  
 DECATUR, GEORGIA 30032

PROJECT NUMBER: PRP2018-02  
**BAG FACTORY DEVELOPMENT**

1777 PEACHTREE STREET NE  
 SUITE 200  
 ATLANTA, GEORGIA 30309

CLIENT:  
**perennial**  
 PROPERTIES

DRAWING RELEASE	DATE
SITE PLAN	04/27/2022
SITE PLAN REV. 1	06/15/2022

TITLE:  
**ARCHITECTURAL SITE PLAN**

SHEET NUMBER:  
**SP-02**



# I. WRITTEN LEGAL DESCRIPTION

## *Legal Description*

**ALL THAT TRACT OR PARCEL OF** land lying and being in Land Lot 173, 15<sup>th</sup> District, Dekalb County, Georgia, being more particularly described as follows:

**TO FIND THE POINT OF BEGINNING** commence at the intersection of the right of way of Fayetteville Road (right of way varies) and the right of way of Alexander Avenue (right of way varies); thence southwesterly along the eastern right of way of Fayetteville Road 777.20 feet to a point; thence leaving said right of way South 64°28'39" East a distance of 139.10 feet to a point, that is the **POINT OF BEGINNING**; thence South 62°08'52" East a distance of 58.26 feet to a point; thence North 21°23'20" East a distance of 99.81 feet to a point; thence South 41°04'21" East a distance of 28.15 feet to a point; thence South 85°23'10" East a distance of 149.50 feet to a point; thence South 00°20'17" West a distance of 339.65 feet to a point; thence North 72°11'59" West a distance of 371.17 feet to a point; thence North 26°53'36" East a distance of 71.81 feet to a point; thence North 27°30'08" East a distance of 146.18 feet to a point, being the **POINT OF BEGINNING**. Said tract contains 1.972 Acres.

The property described above is the same property that is insured in the title policy issued by Chicago Title Insurance Company, Commitment Number: 2002.05.023, Commitment Date: May 27, 2022.



# J. Building Form Information







# K. Completed, Signed Pre-Application Form

**PRE-APPLICATION FORM**  
**REZONE, SPECIAL LAND USE PERMIT, MODIFICATION, AND LAND USE**  
**(Required prior to filing application: signed copy of this form must be submitted at filing)**

Applicant Name:  Craig Wasilewsky  Phone: : 678-478-9859 Email: cwasilewsky@perenialproperties.com

Property Address: 710 Fayetteville Road

Tax Parcel ID: 15 173 07 022 Comm. District(s): 3 & 6 Acreage: 1.96

Existing Use: Vacant Proposed Use Multi-Family apartments

Supplemental Regs: NA Overlay District: NA DRI: NA

**Rezoning:** Yes  No

Existing Zoning: R-75 (Residential Medium Lot)

Proposed Zoning: MR-2 (Medium Residential Density-2) District

Square Footage/Number of Units: \_\_\_\_\_

Rezoning Request: R-75 to MR-2 to allow 47 multi-family apartments

---

---

**Land Use Plan Amendment:** Yes  No

Existing Land Use: SUB Proposed Land Use: NC?? Consistent  Inconsistent

MR-2 zoning not allowed in SUB, requires Land Use Amendment to Neighborhood Center (NC)—Land Use Amendments only heard in March and September agenda cycles.

**Special Land Use Permit:** Yes  No

---

**Major Modification:**

Existing Case Number(s): NA

Condition(s) to be modified:

---

---

---

DEPARTMENT OF PLANNING & SUSTAINABILITY

**WHAT TO KNOW BEFORE YOU FILE YOUR APPLICATION**

Pre-submittal Community Meeting:  Review Calendar Dates:  PC: 03/07/23\* \_\_\_\_\_  
BOC:  03/30/23\*\* \_\_\_\_\_ Letter of Intent:  Impact Analysis:  Owner Authorization(s):   
Campaign Disclosure:  Zoning Conditions:  Community Council Meeting:  02/08/23 \_\_\_\_\_  
Public Notice, Signs:  (**Applicant must pick up and post and/or will be done by Staff**) \_\_\_\_\_ Tree  
Survey, Conservation: \_\_\_\_\_ Land Disturbance Permit (LDP):  Sketch Plat:   
Bldg. Permits:  Fire Inspection:  Business License:  State License:  
\_\_\_\_\_ Lighting Plan: \_\_\_\_\_ Tent Permit: \_\_\_\_\_ Submittal Format: NO STAPLES, NO BINDERS  
PLEASE

**\*Applicant has already had two community meetings, and a third is scheduled for Tuesday December 20<sup>th</sup>. Land Use Amendments are only heard in March and September Agenda cycles.**

**\*\*Filing Deadline for application is December 23, 2023 (estimated). If there are more than 20 cases on March 2023 agenda cycle then case would be heard in September 2023.**

**Review of Site Plan**

Density:  Density Bonuses:  Mix of Uses: \_\_\_\_\_ Open Space:   
Enhanced Open Space:  Setbacks: front  sides  side corner \_\_\_\_\_ rear   
Lot Size:  Frontage:  Street Widths:  Landscape Strips:   
Buffers:  Parking Lot Landscaping:  Parking - Auto:  Parking - Bicycle:  
\_\_\_\_\_ Screening:  Streetscapes:  Sidewalks:  Fencing/Walls:   
Bldg. Height:  Bldg. Orientation: \_\_\_\_\_ Bldg. Separation: \_\_\_\_\_ Bldg. Materials:  Roofs:  
 Fenestration:  Façade Design:  Garages:  Pedestrian Plan:   
Perimeter Landscape Strip:

Possible Variances: \_\_\_\_\_ Applicant will need to provide justification as to why proposed MR-2 district is appropriate and compatible with surrounding uses and also demonstrate compliance with MR-2 zoning requirements including but not limited to minimum lot area and lot width, required parking, parking lot landscaping, minimum open space, maximum building height, transitional buffers, transitional height plane, streetscape improvements (sidewalks/street trees/street lighting), building materials, outdoor lighting, etc. Applicant must indicate how they comply with lot frontage requirement along a public road by consolidating properties along 2<sup>nd</sup> avenue as currently the property is landlocked with no public road frontage access.

**DEPARTMENT OF PLANNING & SUSTAINABILITY**

---

Maximum base density of MR-2 is 12 units per acre, with the option to provide up to 24 units per acre through provision of density bonuses as defined in the zoning code. The applicant is encouraged to discuss possible transportation improvements that may be required (if the rezoning is approved by the Board of Commissioners) with the county Transportation Department. The applicant is encouraged to contact Land Development Division of Public Works regarding required storm water management, floodplain, and stream buffer issues.

**This only a preliminary review and is not a complete list of zoning requirements, a final and complete review will be done upon official submission of a rezoning application and concept plan.**

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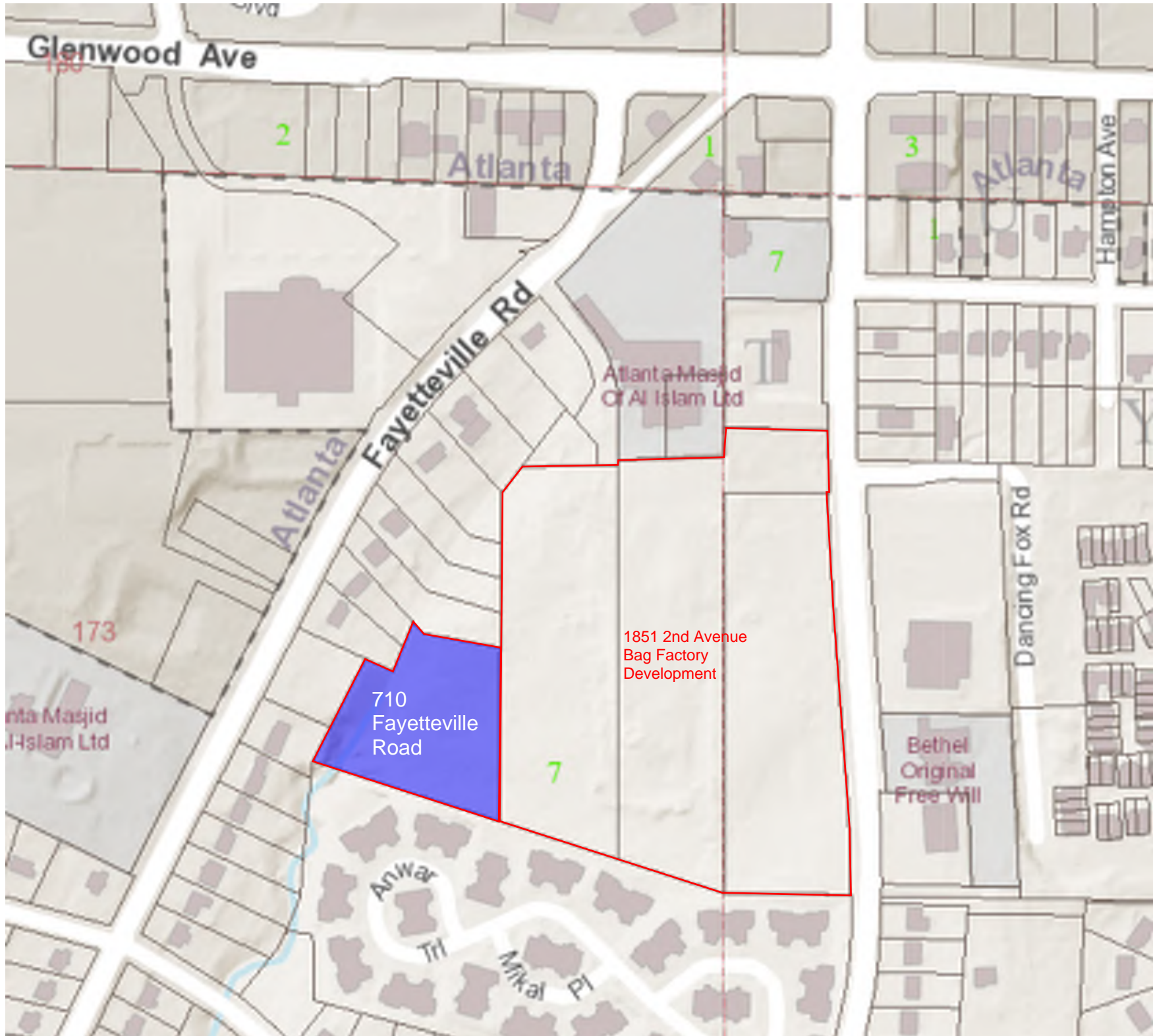


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Planner: John Reid \_\_\_\_\_ Date 12/15/22 \_\_\_\_\_

Filing Fees

<b>REZONING:</b>	RE, RLG, R-100, R-85, R-75, R-60, MHP, RSM, MR-1	\$500.00
	RNC, MR-2, HR-1, HR-2, HR-3, MU-1, MU-2, MU-3, MU-4, MU-5	\$750.00
	OI, OD, OIT, NS, C1, C2, M, M2	\$750.00
<b>LAND USE MAP AMENDMENT</b>		\$500.00
<b>SPECIAL LAND USE PERMIT</b>		\$400.00



Glenwood Ave

2

Atlanta

1

3

Atlanta

Hamilton Ave

1

7

Atlanta Masjid Of Al Islam Ltd

Atlanta

Fayetteville Rd

173

Atlanta Masjid Of Al Islam Ltd

710 Fayetteville Road

1851 2nd Avenue Bag Factory Development

7

Dancing Fox Rd

Bethel Original Free Will

Anwar Trl

Mikal Pl

# L. TRAFFIC STUDY





*Traffic Impact Study*

# Bag Factory Development

## DeKalb County, Georgia

*Report Prepared:*

December 2022

*Prepared for:*

Perennial Properties

*Prepared by:*

**Kimley»»Horn**

Kimley-Horn and Associates, Inc.  
11720 Amber Park Drive, Suite 600  
Alpharetta, GA 30009  
019608002

*Traffic Impact Study*

# Bag Factory Development

DeKalb County, Georgia

*Report Prepared:*

December 2022

*Prepared for:*

Perennial Properties

*Prepared by:*

**Kimley»Horn**

Kimley-Horn and Associates, Inc.  
11720 Amber Park Drive, Suite 600  
Alpharetta, GA 30009  
019908002



12/21/2022

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- Appendix B: Intersection Volume Worksheets
- Appendix C: *Synchro* Analysis Reports
- Appendix D: Raw Traffic Counts
- Appendix E: Project Fact Sheets

## 1.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the proposed *Bag Factory Development*, which is expected to be completed in 2024 (referred to herein as “build-out year”). The site is located at 1851 2<sup>nd</sup> Avenue, south of Glenwood Avenue, in unincorporated DeKalb County, Georgia.

The site is currently undeveloped and is proposed to consist of approximately 284 multifamily residential units, 44 townhomes, and 3,500 SF of retail space on approximately 13.69 acres. A majority of the site was rezoned from C-1 (local commercial) and M (light industrial) land uses to a MR-2 (medium density residential-2) land use in June 2022 (zoning case Z-22-1245577). Since that time, an additional parcel was acquired, and an additional 47 multifamily units are proposed. The additional parcel will be rezoned to the MR-2 land use.

This report will summarize the analyses of the following three (3) scenarios:

1. Estimated 2022 Traffic Conditions
2. Projected 2024 No-Build Traffic Conditions (Estimated 2022 Traffic Conditions, plus background traffic growth).
3. Projected 2024 Build Traffic Conditions (Projected 2024 No-Build Traffic Conditions, plus the traffic associated with the proposed *Bag Factory Development*).

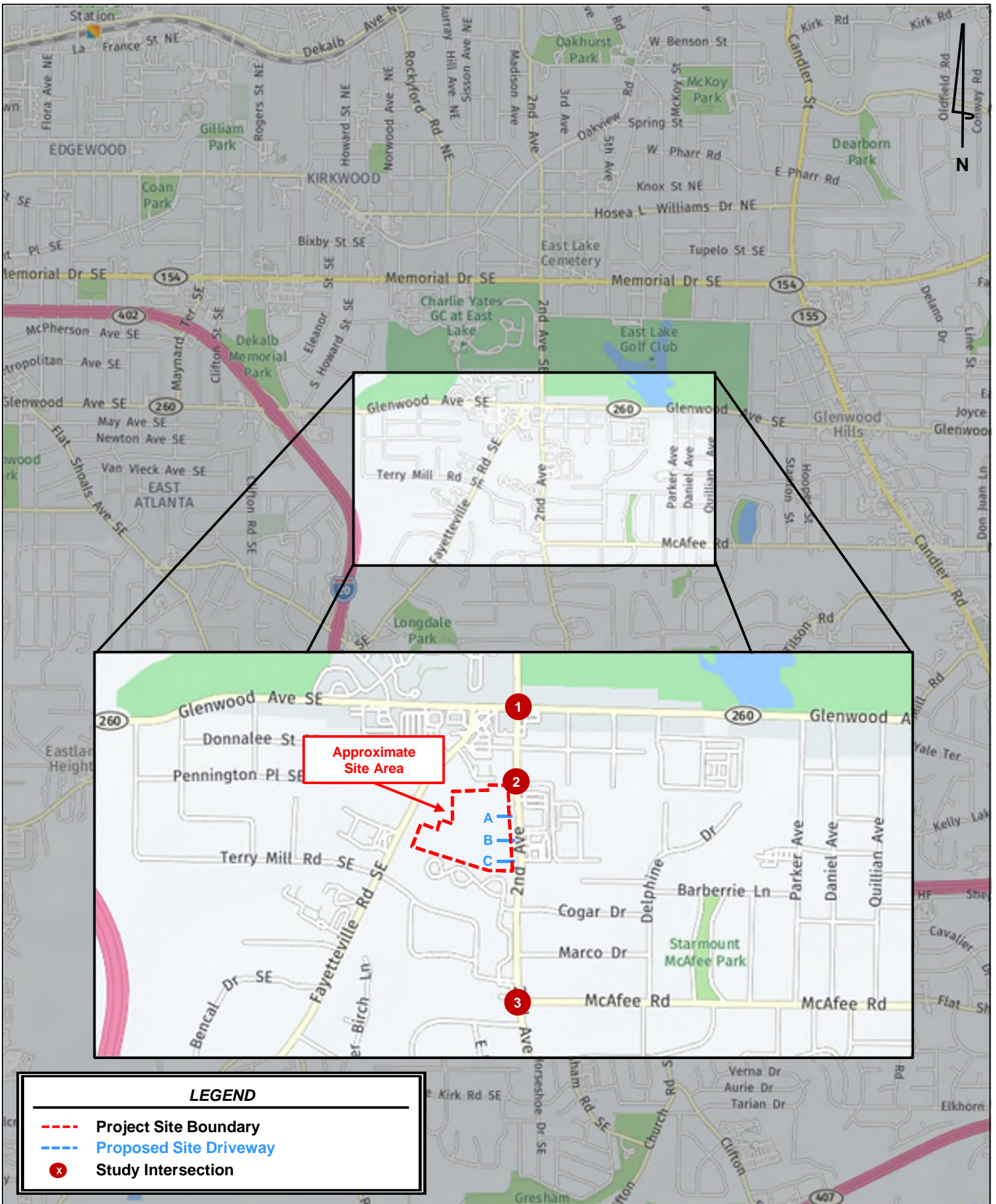
**Figure 1** provides a location map of the project site. **Figure 2** provides aerial imagery of the project site. Additionally, a copy of the proposed site plan is provided in Appendix A.

## 2.0 STUDY AREA DETERMINATION

The study area consists of the following three (3) existing intersections, plus the site driveways:

1. Glenwood Avenue at 2<sup>nd</sup> Avenue (signalized)
2. 2<sup>nd</sup> Avenue at Dancing Fox Road (unsignalized)
3. 2<sup>nd</sup> Avenue at McAfee Road (signalized)

This analysis considers 2<sup>nd</sup> Avenue as having a north-south orientation, and Glenwood Avenue, Dancing Fox Road, McAfee Road, and all site driveways as having an east-west orientation.









## 3.0 EXISTING TRAFFIC CONDITIONS

### 3.1 ROADWAY CHARACTERISTICS

The roadways within the study network have the following characteristics:

2<sup>nd</sup> Avenue is a two-lane undivided collector roadway (per DeKalb County functional classification) with a posted speed limit of 35 MPH in the vicinity of the project site. GDOT counts taken south of McAfee Road indicated an AADT of 9,620 vehicles per day in 2019.

Glenwood Avenue is an undivided minor arterial roadway (per DeKalb County functional classification) with a posted speed limit of 35 MPH. Glenwood Avenue is a four-lane roadway west of 2<sup>nd</sup> Avenue and a two-lane roadway east of 2<sup>nd</sup> Avenue. GDOT counts taken east of 2<sup>nd</sup> Avenue indicated an AADT of 15,300 vehicles per day in 2019.

McAfee Road is a two-lane undivided collector roadway (per DeKalb County functional classification) with a posted speed limit of 35 MPH. There are no GDOT count stations along McAfee Road in the vicinity of the study network.

Dancing Fox Road is a two-lane, undivided local road with no posted speed limit in the vicinity of the study network. Dancing Fox Road serves a residential community and dead-ends approximately 1,500 feet west of 2<sup>nd</sup> Avenue. There are no GDOT count stations along Dancing Fox Road.

### 3.2 EXISTING TRAFFIC VOLUMES

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

1. Glenwood Avenue at 2<sup>nd</sup> Avenue (signalized)
2. 2<sup>nd</sup> Avenue at Dancing Fox Road (unsignalized)
3. 2<sup>nd</sup> Avenue at McAfee Road (signalized)

The vehicle peak hour turning movement counts for the study intersection were collected on Wednesday, March 9, 2022. The counts were performed during the AM period (7:00 AM to 9:00 AM) and the PM period (4:00 PM to 6:00 PM). The AM and PM peak hours for each intersection are shown in **Table 1**. Complete traffic count data is provided in Appendix D.



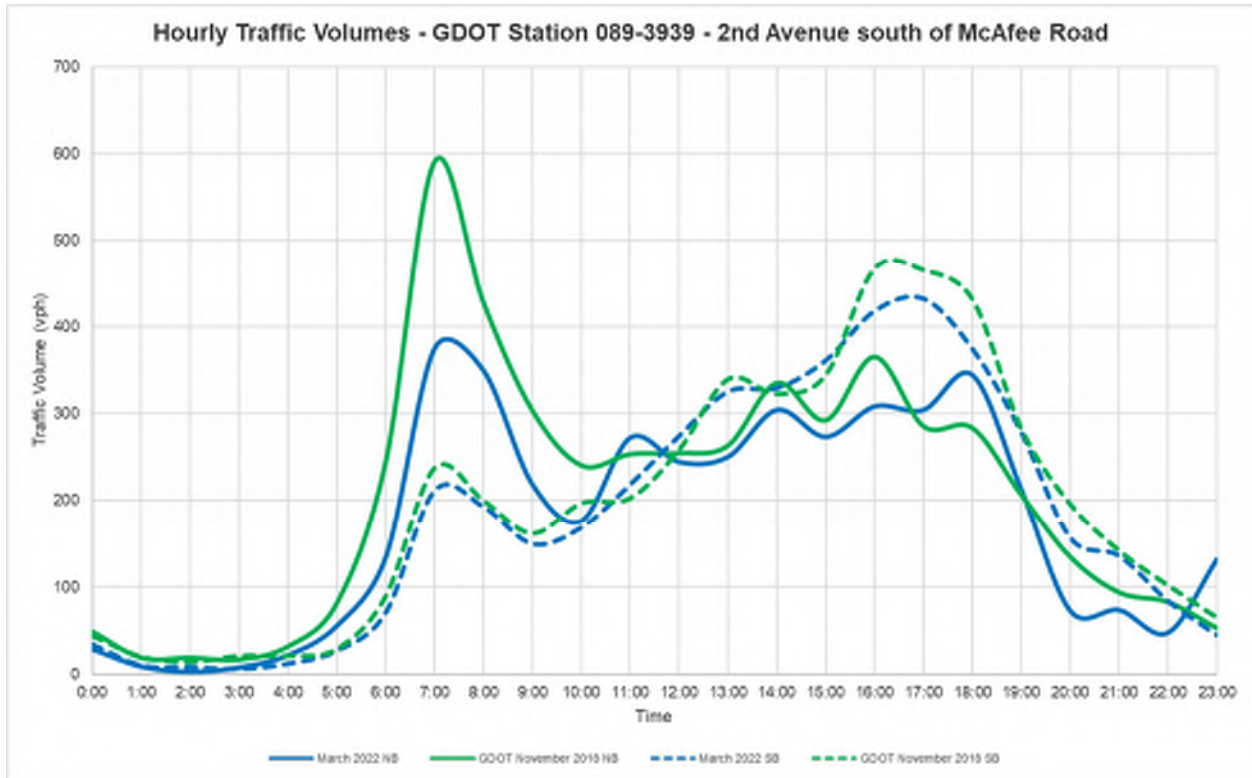
Table 1: Peak Hour Summary		
Intersection	AM Peak Hour	PM Peak Hour
1. Glenwood Avenue at 2 <sup>nd</sup> Avenue	7:30 AM – 8:30 AM	5:00 PM – 6:00 PM
2. Haynes Bridge Road at Westside Parkway/Lakeview Parkway	7:30 AM – 8:30 AM	5:00 PM – 6:00 PM
3. Haynes Bridge Road at Rainwater Boulevard	7:15 AM – 8:15 AM	5:00 PM – 6:00 PM

Additionally, a 24-Hour volume count was performed along 2<sup>nd</sup> Avenue south of McAfee Road to line up with an existing GDOT count station (count station 089-3939).

Due to COVID-19's impact on traffic, the existing turning movement counts were adjusted based on historical data and engineering judgement. Average Daily Traffic (ADT) volumes collected in 2022 and Annual Average Daily Traffic (AADT) volumes from GDOT's Traffic Analysis & Data Application (TADA) were used to compare typical traffic volumes in the vicinity of the project site.

The volume comparison is shown in a tabular format in **Table 2**. **Figure 3** illustrates the comparison between the July 2018 GDOT AADT and the March 2022 collected ADT.

Table 2: Traffic Count Comparison and Adjustment Calculations										
Count Station	Location	GDOT					Collected			
		Two-Way AADT	ADT Date	ADT	AM Peak	PM Peak	2022 ADT	AM Peak	PM Peak	
089-3939	2 <sup>nd</sup> Ave s/o McAfee Road NB	9,620	November 2018	4,939	539	286	4,231	388	305	
089-3939	2 <sup>nd</sup> Ave s/o McAfee Road SB	9,620	November 2018	4,660	234	466	4,332	210	433	
Difference Calculations		ADT			AM Peak			PM Peak		
		Vol Diff	Percent	Factor	Vol Diff	Percent	Factor	Vol Diff	Percent	Factor
089-3939	2 <sup>nd</sup> Ave s/o McAfee Road NB	-708	-14%	1.17	-151	-28%	1.39	+19	+7%	0.94
089-3939	2 <sup>nd</sup> Ave s/o McAfee Road SB	-328	-7%	1.08	-24	-10%	1.11	-33	-7%	1.08

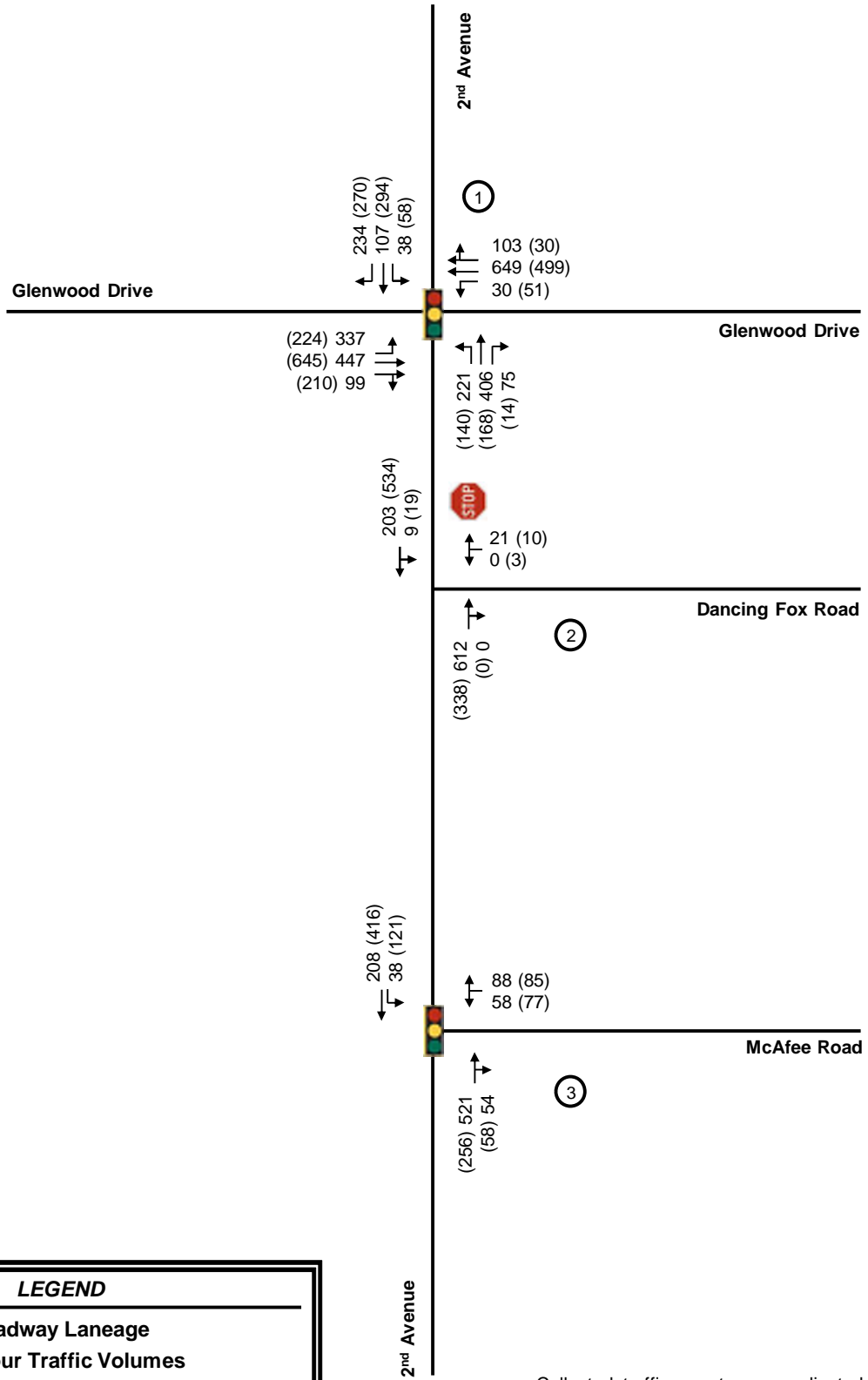


**Figure 3: 2<sup>nd</sup> Avenue ADT Comparison**

As a result of the volume comparison, it was determined that an adjustment factor of 1.39 should be used for northbound traffic during the AM peak and an adjustment factor of 1.0 (no adjustment) should be used for northbound traffic during the PM peak. It was determined that an adjustment factor of 1.11 should be used for southbound traffic during the AM peak and an adjustment factor of 1.08 should be used for southbound traffic during the PM peak. Eastbound and westbound traffic should be adjusted by the same factors as southbound traffic.

The complete traffic count data is provided in **Appendix C**.

**Figure 4** illustrates the adjusted 2022 peak hour traffic volumes at the study intersections as well as the existing roadway geometry (intersection layout).



## 4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

Projected background (non-project) traffic is defined as the expected traffic on the roadway network in the future year(s) absent the construction and opening of the proposed *Bag Factory Development*. The Estimated 2022 peak hour traffic volumes were increased by 2.5% per year for two (2) years to account for the expected background growth in traffic through year 2024, build-out of the project.

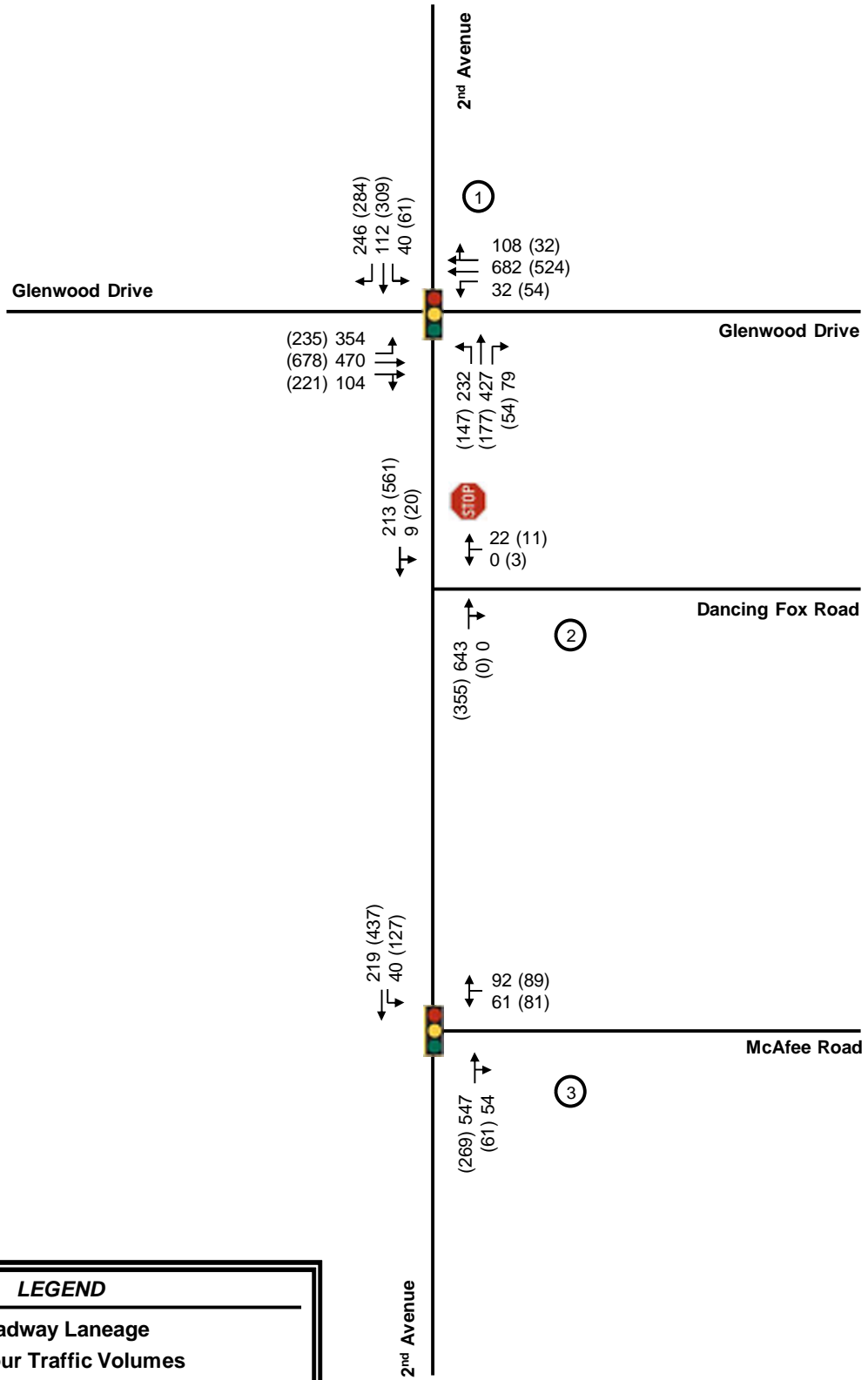
**Figure 5** illustrates the Projected 2024 No-Build traffic conditions for the AM and PM peak hours.

### 4.1 FUTURE ROADWAY/INTERSECTION PROJECTS

The Atlanta Regional Commission's *Atlanta Region's Plan* and DeKalb County SPLOST project list were researched for programmed transportation projects within the vicinity of the proposed development. Fact sheets are included in Appendix E.

1. **AT-281/GDOT PI#0012597:** This project will construct and install recommendations for the completed Roadway Safety audit along Memorial Drive (SR 154). This includes improvements for pedestrian connectivity, accessibility for MARTA bus routes, and removal of the reversible lanes. The network year of the project is TBD.
2. **AT-243/GDOT PI#0007952:** The project will reconstruct sidewalks along Memorial Drive (SR 154). The network year of the project is TBD.
3. **AR-240:** The project will provide high capacity, premium transit service along I-20 between Downtown Atlanta and Stonecrest Mall through DeKalb County. The network year of the project is 2050.

The above listed projects do not impact the intersection laneage or phasing at any study intersections.



**LEGEND**

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

Estimated 2022 Traffic Volumes grown at 2.5% per year for two (2) years.

## 5.0 PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the proposed *Bag Factory Development*, and the distribution and assignment of that traffic through the study roadway network. This traffic impact study evaluated the impacts of developing an approximately 13.69-acre residential development.

### 5.1 PROJECT SITE ACCESS

Access to the proposed *Bag Factory Development* will be provided at three locations listed below:

1. Site Driveway A – a proposed entry-only driveway along 2<sup>nd</sup> Avenue, approximately 250 feet south of Dancing Fox Road. The driveway is proposed to have one (1) ingress lane entering the site.
2. Site Driveway B – a proposed exit-only driveway along 2<sup>nd</sup> Avenue, approximately 175 feet south of Site Driveway A. The driveway is proposed to line up with a gated driveway to the Donald Trimble Mortuary. The driveway is proposed to have one (1) egress lane exiting the site.
3. Site Driveway C – a proposed right-in/right-out driveway along 2<sup>nd</sup> Avenue, approximately 300 feet south of Site Driveway B. The driveway is proposed to line up with the southern driveway for Huskey's Kitchen. The driveway is proposed to have one (1) egress lane exiting the site and one (1) ingress lane entering the site.

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

As a condition of zoning approval, an 8-foot-wide public pedestrian path will be provided connecting 2<sup>nd</sup> Avenue to Fayetteville Road, utilizing the public right-of-way along Alexander Avenue. A connection from the development to the pedestrian facility shall be provided. Additionally, crosswalks and pedestrian protection elements such as a Rectangular Rapid Flashing Beacon (RRFB) will be provided across 2<sup>nd</sup> Avenue and Fayetteville Road. These improvements are currently in design and permitting with DeKalb County.

### 5.2 TRIP GENERATION

Traffic for the proposed development was calculated using equations contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, Tenth Edition, 2017. The trip generation was calculated assuming multifamily housing (low-rise) (Land Use 220), multifamily housing (mid-rise) (Land Use 221), and retail (Land Use 820). **Table 3** summarizes the trip generation for the proposed development under full build-out (year 2024).

Table 3: Trip Generation											
Land Use	Density	ITE Code	Daily Traffic			AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Townhomes (Low-Rise)	44 units	220	292	146	146	22	5	17	28	18	10
Multifamily Housing (Mid-Rise)	284 units	220	1,546	773	773	95	25	70	121	74	47
Shopping Center	3,500 SF	820	132	64	64	3	2	1	13	6	7
<b>Total Gross Trips</b>			<b>1,970</b>	<b>985</b>	<b>985</b>	<b>120</b>	<b>32</b>	<b>88</b>	<b>162</b>	<b>98</b>	<b>64</b>
<i>Mixed-Use Reduction</i>			-0	-0	-0	-0	-0	-0	-0	-0	-0
<i>Alternative Mode Reduction</i>			-0	-0	-0	-0	-0	-0	-0	-0	-0
<i>Pass-by Reduction</i>			-0	-0	-0	-0	-0	-0	-0	-0	-0
<b>Total Net New Trips</b>			<b>1,970</b>	<b>985</b>	<b>985</b>	<b>120</b>	<b>32</b>	<b>88</b>	<b>162</b>	<b>98</b>	<b>64</b>

To present a conservative analysis (higher traffic volumes), Mixed-Use, Alternative Mode, and Pass-By Reductions were not taken for the proposed *Bag Factory Development*, although they are expected based on the proposed site plan and neighborhood characteristics.

Mixed-use reductions occur when a site has a combination of different land uses that interact with one another. For example, people living in a residential development may walk to the restaurants and retail instead of driving off-site or to the site. This reduces the number of vehicle trips that will be made on the roadway.

Alternative mode reductions occur when a site can be accessed by modes other than vehicles, such as walking, biking, or transit. Use of alternative modes is expected for the project site, as there are multiple retail destinations (including a Publix-anchored shopping center), three schools, and Starmount-McAfee Park all within 2,000 feet walking distance from the site. Additionally, MARTA bus routes 24 and 34 have stops immediately adjacent to the site along 2<sup>nd</sup> Avenue, providing service to the Atlanta-DeKalb Human Services Complex, GSU Perimeter-Decatur Campus, Gresham Park, and the Blue/Green MARTA rail lines.

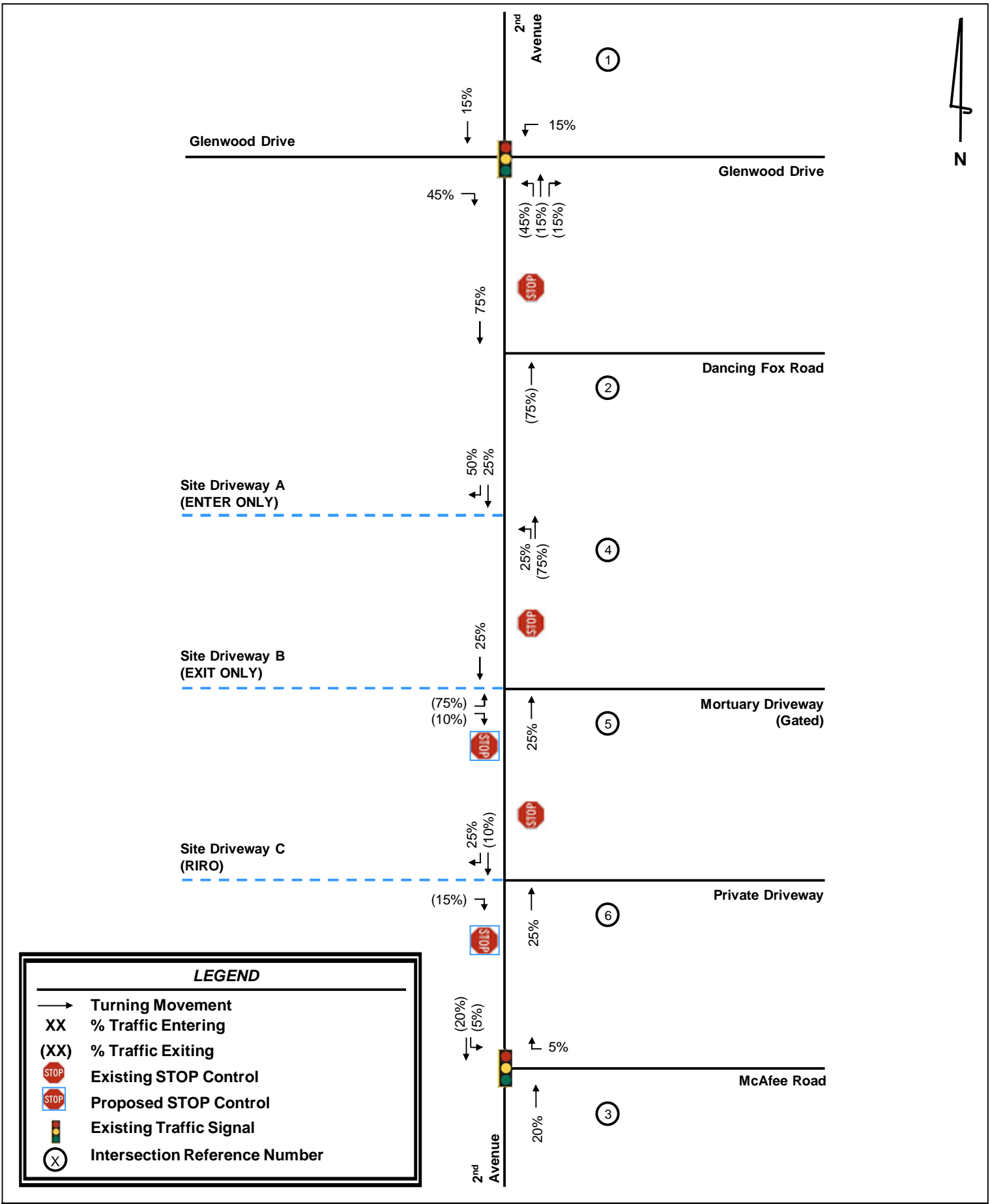
Pass-by reductions are considered for traffic normally traveling along a roadway which may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road, and would therefore only be new trips on the driveways. It should be noted that pass-by trips are not new trips to the roadway network, rather, they are vehicles already travelling along the existing roadway network that stop to visit the retail land uses. No pass-by reductions were taken to present a conservative analysis.

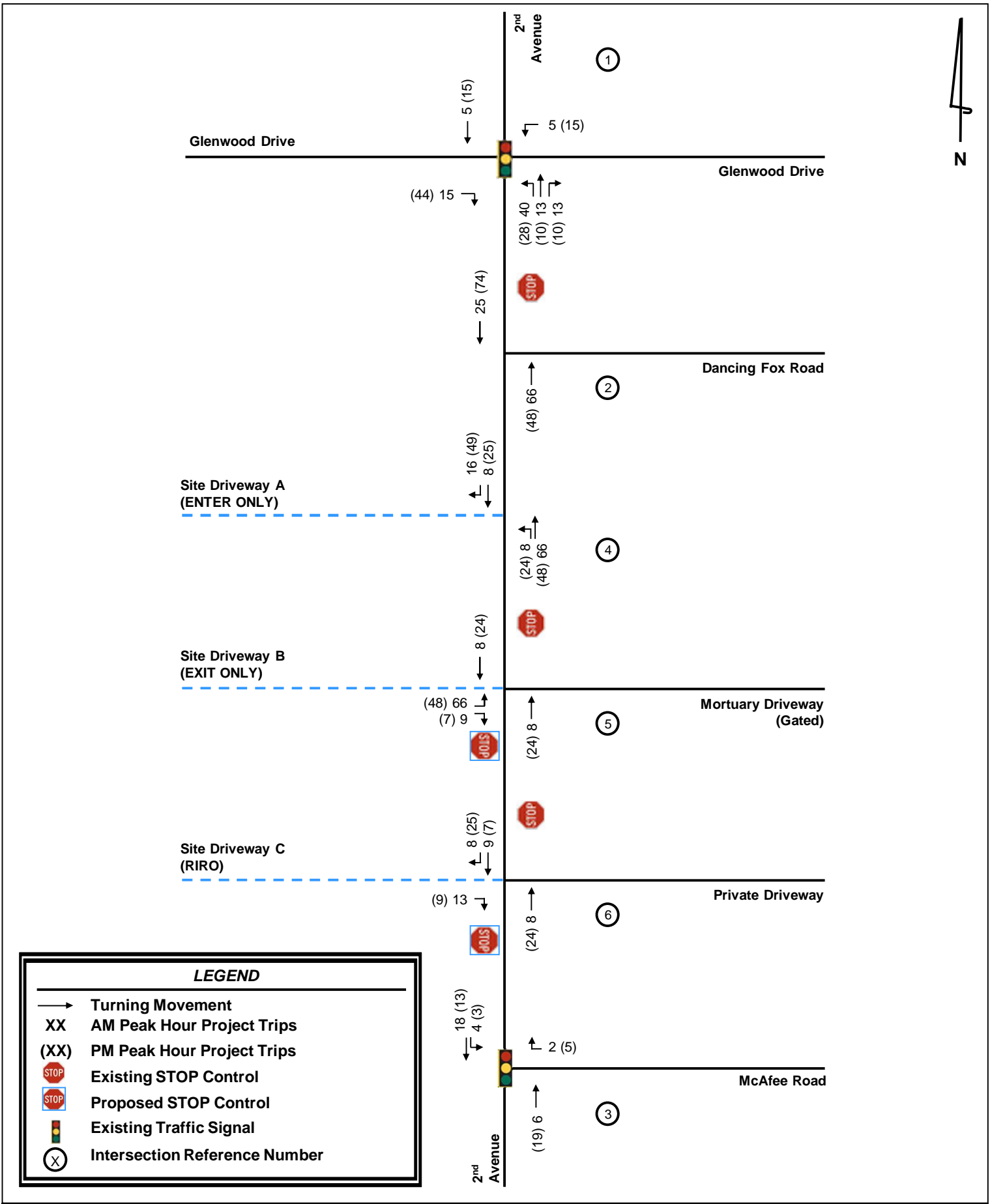


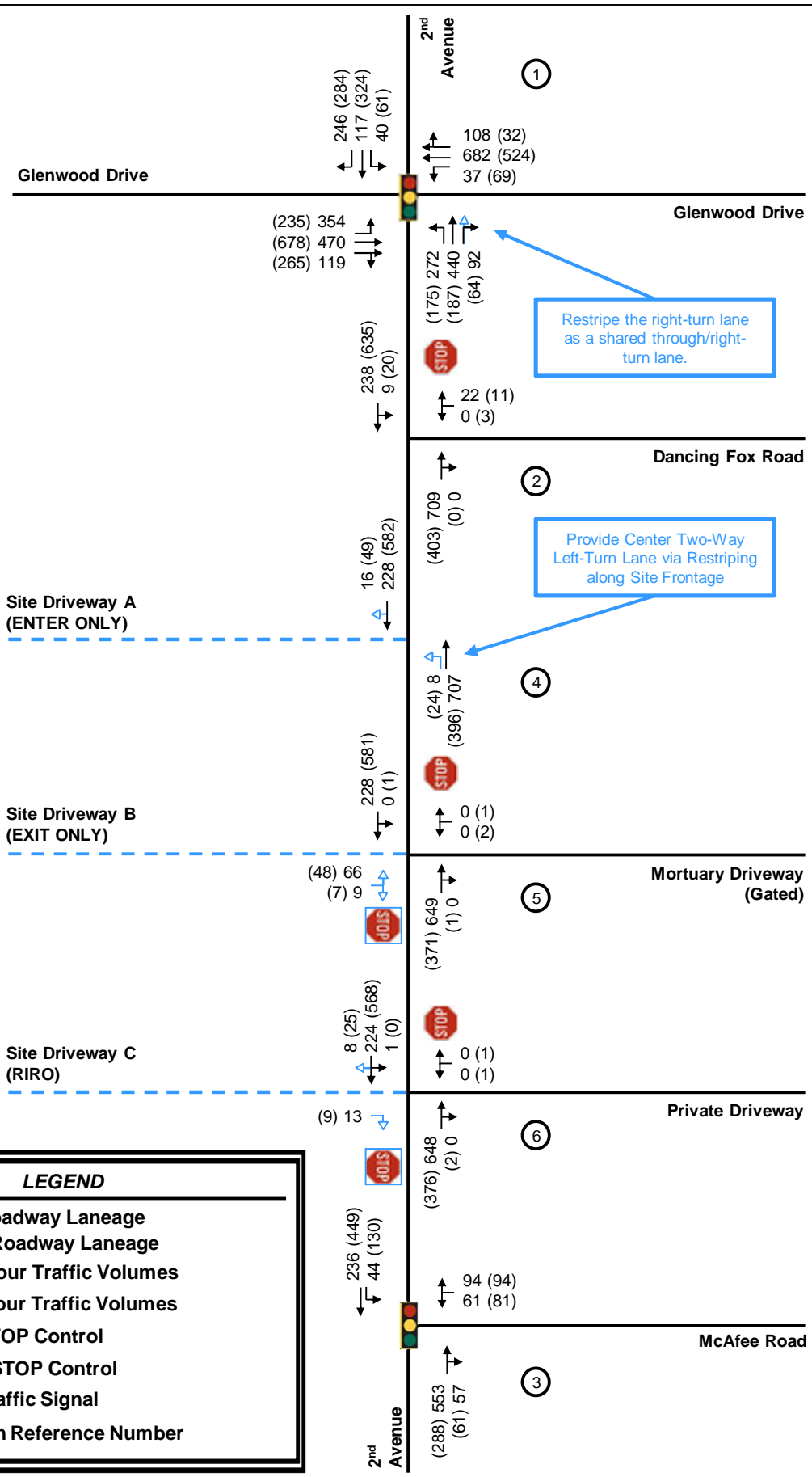
### 5.3 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of new project trips was based on a review of land uses and population densities in the area; and the existing peak hour turning movement counts. Detailed trip distributions are illustrated in **Figure 6**.

Based on the trip generation from **Table 3** and the anticipated trip distribution (shown on **Figure 6**), net new project trips were assigned to the study roadway network and are illustrated on **Figure 7**. **Figure 8** illustrates the Projected 2024 Build traffic conditions for the AM and PM peak hours. Appendix B provides intersection volume worksheets for the study network.







Restripe the right-turn lane as a shared through/right-turn lane.

Provide Center Two-Way Left-Turn Lane via Restriping along Site Frontage

**LEGEND**

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

## 6.0 LEVEL-OF-SERVICE ANALYSIS

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

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

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

LOS for unsignalized intersections, with stop control on the minor street(s) only, are reported for the side street approaches.

In addition to the Estimated 2022 traffic conditions, an analysis was performed for the AM and PM peak hours for the Projected 2024 No-Build and Build traffic conditions. The results of the LOS analysis for the Estimated 2022 and the Projected 2024 traffic conditions are summarized in **Table 4**. A detailed set of analyses from *Synchro* is available in Appendix C.

Table 4: Level-of-Service Summary <i>LOS (Delay, in seconds)</i>							
Intersection	Approach / Movement	Estimated 2022		Projected 2024 No-Build		Projected 2024 Build	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. Glenwood Avenue at 2 <sup>nd</sup> Avenue (signalized)	Overall	D (47.8)	C (30.3)	E (55.2)	C (31.4)	E (57.5)	C (34.1)
2. 2 <sup>nd</sup> Avenue at Dancing Fox Road (unsignalized)	SBL	A (8.8)	A (8.0)	A (8.9)	A (8.1)	A (9.2)	A (8.2)
	WB	B (12.8)	B (12.1)	B (13.2)	B (12.3)	B (14.0)	B (13.1)
3. 2 <sup>nd</sup> Avenue at McAfee Road (signalized)	Overall	B (10.2)	A (9.5)	B (10.5)	A (9.8)	B (10.5)	A (9.9)
4. 2 <sup>nd</sup> Avenue at Site Driveway A (enter-only)	NBL					A (7.8)	A (9.1)
5. 2 <sup>nd</sup> Avenue at Site Driveway B (exit-only)	EB					C (16.8)	C (16.5)
6. 2 <sup>nd</sup> Avenue at Site Driveway C (RIRO)	EB					A (9.5)	B (12.4)

As shown in **Table 4**, all study intersections currently operate at acceptable LOS during both the AM and PM peak hours. Under the Projected 2024 No-Build and Build conditions, all study intersections except one (1) are projected to continue to operate at acceptable LOS during both the AM and PM peak hours. The intersection of Glenwood Avenue at 2<sup>nd</sup> Avenue (Intersection 1) is projected to operate at LOS E during the AM peak hour.

In order to improve the intersection of Glenwood Avenue at 2<sup>nd</sup> Avenue (Intersection 1) to an acceptable LOS, the following improvements should be constructed:

- Restripe the northbound right-turn lane along 2<sup>nd</sup> Avenue at Glenwood Avenue to a shared through/right-turn lane.
  - Note: A second northbound receiving lane exists and tapers into one lane approximately 400 feet north of the intersection.

This improvement was included as a condition of approval for the rezoning of the site in June 2022 (Z-22-1245577) and is currently in design and permitting with DeKalb County and the City of Atlanta.



**Table 5** provides results for the No-Build Improved traffic conditions.

Table 5: No-Build Improved Level-of-Service Summary					
LOS (Delay in Seconds)					
Intersection	Approach & Movement	Projected 2024 No-Build		Projected 2024 Build	
		AM Peak	PM Peak	AM Peak	PM Peak
1. Glenwood Avenue at 2 <sup>nd</sup> Avenue	Overall	D (41.4)	C (31.3)	D (46.5)	C (34.0)

As shown in **Table 5**, the intersection of Glenwood Avenue at 2<sup>nd</sup> Avenue (Intersection 1) is projected to operate at acceptable LOS after the improvements under all scenarios. Additionally, the improvements at the intersection are expected to decrease delay during the AM peak hour to less than existing conditions.

## 7.0 ADDITIONAL CONSIDERATIONS

A trip generation comparison was submitted to DeKalb County as a part of the rezoning application for the previous zoning case (Z-22-1245577) comparing the trip generation potential of the previous C-1 and M zoning to the proposed MR-2 zoning. The trip generation comparison was updated based on the following scenarios, which includes the 47 multifamily residential units proposed in Phase 2 of the *Bag Factory Development*:

1. Previous Zoning: 58,400 SF Retail, 5,000 SF Day Care Center, 27,200 SF Light Industrial
2. June 2022 Development Plan: 237 Multi-Family Housing (Mid-Rise) units, 44 Townhomes (Low-Rise), 5,000 SF Retail
3. December 2022 Development Plan: 284 Multi-Family Housing (Mid-Rise) units, 44 Townhomes (Low-Rise), 3,500 SF Retail

**Table 6: Trip Generation Comparison (Gross Trips)**

Land Use	ITE Code	Density	Daily Traffic			AM Peak			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
<b>Previous Zoning (C-1 &amp; M)</b>											
<i>Light Industrial</i>	110	27,200 SF	162	81	81	17	15	2	15	2	13
<i>Day Care Center</i>	565	5,000 SF	238	119	119	55	29	26	56	26	30
<i>Retail/Shopping Center</i>	820	58,400 SF	2,204	1,102	1,102	55	34	21	223	107	116
<i>Total Gross Trips</i>			2,604	1,302	1,302	127	78	49	294	135	159
<b>June 2022 Development Plan (MR-2)</b>											
<i>Multi-Family Housing (Low Rise)</i>	220	44 d.u.	292	146	146	22	5	17	28	18	10
<i>Multi-Family Housing (Mid-Rise)</i>	221	237 d.u.	1,290	645	645	80	21	59	101	62	39
<i>Retail/Shopping Center</i>	820	5,000 SF	188	94	94	5	3	2	19	9	10
<i>Total Gross Trips</i>			1,770	885	885	107	29	78	148	89	59
<b>Proposed December 2022 Development Plan (MR-2)</b>											
<i>Multi-Family Housing (Low Rise)</i>	220	44 d.u.	292	146	146	22	5	17	28	18	10
<i>Multi-Family Housing (Mid-Rise)</i>	221	284 d.u.	1,546	773	773	95	25	70	121	74	47
<i>Retail/Shopping Center</i>	820	3,500 SF	132	64	64	3	2	1	13	6	7
<i>Total Gross Trips</i>			1,970	985	985	120	32	88	162	98	64
<i>Difference in Gross Project Trips to Previous Zoning</i>			-634	-317	-317	-7	-46	+39	-132	-37	-95
<i>% Difference in Gross Project Trips to Previous Zoning</i>			-24%	-24%	-24%	-6%	-59%	+80%	-45%	-27%	-59%
<i>Difference in Gross Project Trips to June 2022 Plan</i>			+200	+100	+100	+13	+3	+10	+14	+9	+5
<i>% Difference in Gross Project Trips to June 2022 Plan</i>			+11%	+11%	+11%	+12%	+10%	+13%	+9%	+10%	+8%

\*Note: No reductions for mixed-use, alternative mode, or pass-by were taken in order to present a conservative analysis.

Based on the trip generation shown in **Table 6**, the proposed *Bag Factory Development* is projected to generate approximately 634 less total daily trips (317 in; 289 out), 7 less AM peak hour trips, and 132 less PM peak hour trips than the previous zoning. The proposed *Bag Factory* development will generate approximately 24% less gross daily trips, 6% less AM peak hour trips, and approximately 45% less PM peak hour trips compared to the previous zoning. Additionally, the development is expected to generate approximately 11% more gross daily trips, 12% more AM peak hour trips, and approximately 9% more PM peak hour trips compared to the June 2022 development plan.

## 8.0 CONCLUSION

This traffic study evaluated the traffic impacts associated with the *Bag Factory Development*, located at 1851 2<sup>nd</sup> Avenue, south of Glenwood Avenue, in unincorporated DeKalb County, Georgia. The development, which is approximately 13.69-acres in size, will consist of 284 multifamily residential units, 44 townhomes, and 3,500 SF of retail space. The development is expected to be completed in 2024.

A majority of the site was rezoned from C-1 (local commercial) and M (light industrial) land uses to a MR-2 (medium density residential-2) land use in June 2022 (zoning case Z-22-1245577). Since that time, an additional parcel was acquired, and an additional 47 multifamily units are proposed for a Phase 2. The additional parcel will be rezoned to the MR-2 land use.

The proposed *Bag Factory* development will generate approximately 24% less gross daily trips, 6% less AM peak hour trips, and approximately 45% less PM peak hour trips when compared to the trip generation potential of the previous C-1 and MR-2 zoning.

The study network, which consists of three (3) existing intersections, was analyzed for the weekday AM and PM peak hours under Estimated 2022 conditions, Projected 2024 No-Build conditions (two years of background traffic growth), and Projected 2024 Build conditions (Projected 2024 No-Build conditions plus traffic generated by the proposed *Bag Factory Development*).

Based on the results of this traffic impact study, all study intersections currently operate at acceptable LOS during both the AM and PM peak hours. Under the Projected 2024 No-Build and Build conditions, all study intersections except one (1) are projected to continue to operate at acceptable LOS during both the AM and PM peak hours. The intersection of Glenwood Avenue at 2<sup>nd</sup> Avenue (Intersection 1) is projected to operate at LOS E during the AM peak under both Projected 2024 No-Build and Build conditions. With the improvements conditioned through the rezoning process, the intersection of Glenwood Avenue at 2<sup>nd</sup> Avenue is expected to operate at an acceptable LOS and with less delay than existing conditions. No further infrastructure improvements beyond those conditioned in June 2022 are required to serve the Phase 2 development traffic. The infrastructure improvements included in the rezoning conditions are summarized on the next page.

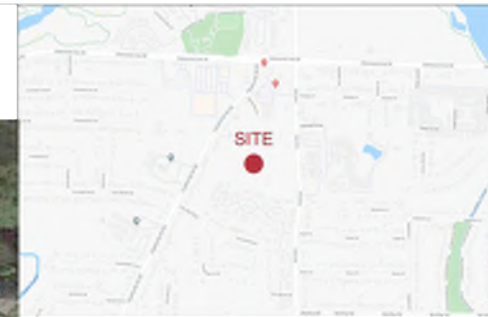
## 8.1 Z-22-1245577 ZONING CONDITIONS

During the rezoning process in June 2022, several conditions of approval were placed on the property. The following conditions include transportation infrastructure improvements which will mitigate the impact of the proposed *Bag Factory Development*. These improvements are currently in the design and permitting stage.

- Provide an 8-foot wide public pedestrian path connecting 2<sup>nd</sup> Avenue to Fayetteville Road through the public right-of-way along Alexander Avenue, with gated access to the development, subject to the approval of the DeKalb County Department of Public Works
- Provide pedestrian crossings along 2<sup>nd</sup> Avenue and Fayetteville Road to connect to the proposed pedestrian path. The crosswalks should include pedestrian protection elements such as Rectangular Rapid Flashing Beacons (RRFBs), subject to the approval of the DeKalb County Department of Public Works.
- Restripe 2<sup>nd</sup> Avenue in front of the development to provide a center two-way left-turn lane, subject to the approval of the DeKalb County Department of Public Works.
- Restripe the northbound right-turn lane along 2<sup>nd</sup> Avenue at the intersection with Glenwood Avenue to allow the through movement and provide a shared through/right-turn lane, subject to the approval of the DeKalb County Department of Public Works and City of Atlanta DOT.

# Site Plan





**PHASE I**

- MULTIFAMILY**
  - (M1) (M2) 4/5 SPLIT RESIDENTIAL TOTAL : 237 UNITS
  - AVG HEATED AREA - MF : 815 SF (APPROX.)
- RENTAL TOWNHOMES**
  - (TH) 2 STORY TOWNHOMES : 44 UNITS WITH TUCK-UNDER GARAGES
  - AVG HEATED AREA - TH : 1350 SF (APPROX.)

**TOTAL 281 UNITS**

- RETAIL / RESTAURANT**
  - (R1) 3,000 SF

PHASE I PARKING : 461 SPACES  
 TOTAL PARKING REQUIRED BY MR-2 ZONING : 448 SPACES  
 PARKING SURPLUS : 13 SPACES

**PHASE II**

- MULTIFAMILY**
  - (M3) 4/5 SPLIT RESIDENTIAL TOTAL : 47 UNITS
  - AVG HEATED AREA - MF : 815 SF (APPROX.)

**TOTAL 47 UNITS**

PHASE II ADDITIONAL PARKING: 66 SPACES  
 66 NEW SPACES + 5 SURPLUS SPACES FROM PHASE I = 71 SPACES PROVIDED AS REQUIRED BY MR-2 ZONING  
 (SEE PAGE 2 FOR PARKING CALCULATIONS).

**DYNAMIK** DESIGN

5807 PEACHTREE CUMBERWOOD RD.  
 BUILDING C, SUITE 200  
 ATLANTA, GEORGIA 30328  
 TELEPHONE: 478.408.8538  
 DYNAMIKDESIGN.COM

CONSULTANT:

SEAL:

1945 2ND AVENUE, 1811 2ND AVENUE,  
 AND 1539 ALEXANDER AVENUE  
 DECATUR, GEORGIA 30032

1777 PEACHTREE STREET NE  
 SUITE 200  
 ATLANTA, GEORGIA 30309

PROJECT NUMBER: PR002114-03  
**BAG FACTORY DEVELOPMENT**

CLIENT: **perennial PROPERTIES**

DATE	REVISION
04/27/2022	SITE PLAN
06/15/2022	SITE PLAN REV. 1

TITLE:  
**ARCHITECTURAL SITE PLAN**

SHEET NUMBER:  
**SP-01**

1 ARCHITECTURAL SITE PLAN  
 SCALE: 1" = 40' 0"



# Intersection Volume Worksheets

**Trip Generation Analysis (10th Ed. )  
 Bag Factory Development (Previous Zoning)  
 Dekalb County, Georgia**

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour			
			Total	In	Out	Total	In	Out	
<b><u>Proposed Site Traffic</u></b>									
110 General Light Industrial	27,200 s.f.	162	17	15	2	15	2	13	
565 Day Care Center	5,000 s.f.	238	55	29	26	56	26	30	
820 Shopping Center	58,400 s.f. gross leasable area	2,204	55	34	21	223	107	116	
<b>Gross Trips</b>		<b>2,604</b>	<b>127</b>	<b>78</b>	<b>49</b>	<b>294</b>	<b>135</b>	<b>159</b>	

**Trip Generation Analysis (10th Ed. )  
 Bag Factory Development (June 2022 Development Plan)  
 Dekalb County, Georgia**

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
<b><u>Proposed Site Traffic</u></b>								
220 Multi-Family Housing (Low-Rise)	44 d.u.	292	22	5	17	28	18	10
221 Multi-Family Housing (Mid-Rise)	237 d.u.	1,290	80	21	59	101	62	39
820 Shopping Center	5,000 s.f. gross leasable area	188	5	3	2	19	9	10
<b>Gross Trips</b>		<b>1,770</b>	<b>107</b>	<b>29</b>	<b>78</b>	<b>148</b>	<b>89</b>	<b>59</b>

**Trip Generation Analysis (10th Ed. )**  
**Bag Factory Development (December 2022 Development Plan)**  
**Dekalb County, Georgia**

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
<b>Proposed Site Traffic</b>								
220 Multi-Family Housing (Low-Rise)	44 d.u.	292	22	5	17	28	18	10
221 Multi-Family Housing (Mid-Rise)	284 d.u.	1,546	95	25	70	121	74	47
820 Shopping Center	3,500 s.f. gross leasable area	132	3	2	1	13	6	7
<b>Gross Trips</b>		<b>1,970</b>	<b>120</b>	<b>32</b>	<b>88</b>	<b>162</b>	<b>98</b>	<b>64</b>

## INTERSECTION VOLUME DEVELOPMENT

### Intersection #1: Glenwood Avenue @ 2nd Avenue AM PEAK HOUR

Description	2nd Avenue Northbound			2nd Avenue Southbound			Glenwood Avenue Eastbound			Glenwood Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	159	292	54	34	96	211	304	403	89	27	585	93
Pedestrians	0			0			0			7		
Conflicting Pedestrians	0		7	7		0	0		0	0		0
Heavy Vehicles	4	8	2	0	1	2	1	10	3	0	11	1
Heavy Vehicle %	3%	3%	4%	2%	2%	2%	2%	2%	3%	2%	2%	2%
Peak Hour Factor	0.82			0.82			0.82			0.82		
Adjustment	1.39	1.39	1.39	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Adjusted 2022 Volumes	221	406	75	38	107	234	337	447	99	30	649	103
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	232	427	79	40	112	246	354	470	104	32	682	108
<b>Project Trips</b>												
Trip Distribution IN					15%				45%	15%		
Trip Distribution OUT	45%	15%	15%									
Residential Trips	39	13	13	0	5	0	0	0	14	5	0	0
Trip Distribution IN					15%				45%	15%		
Trip Distribution OUT	45%	15%	15%									
Retail Trips	1	0	0	0	0	0	0	0	1	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	40	13	13	0	5	0	0	0	15	5	0	0
<b>2024 Buildout Total</b>	<b>272</b>	<b>440</b>	<b>92</b>	<b>40</b>	<b>117</b>	<b>246</b>	<b>354</b>	<b>470</b>	<b>119</b>	<b>37</b>	<b>682</b>	<b>108</b>

### PM PEAK HOUR

Description	2nd Avenue Northbound			2nd Avenue Southbound			Glenwood Avenue Eastbound			Glenwood Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	140	168	51	54	272	250	207	597	194	47	462	28
Pedestrians	0			0			0			3		
Conflicting Pedestrians	0		3	3		0	0		0	0		0
Heavy Vehicles	1	2	0	1	3	3	0	8	3	0	7	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment	1	1	1	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Adjusted 2022 Volumes	140	168	51	58	294	270	224	645	210	51	499	30
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	147	177	54	61	309	284	235	678	221	54	524	32
<b>Project Trips</b>												
Trip Distribution IN					15%				45%	15%		
Trip Distribution OUT	45%	15%	15%									
Residential Trips	25	9	9	0	14	0	0	0	41	14	0	0
Trip Distribution IN					15%				45%	15%		
Trip Distribution OUT	45%	15%	15%									
Retail Trips	3	1	1	0	1	0	0	0	3	1	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	28	10	10	0	15	0	0	0	44	15	0	0
<b>2024 Buildout Total</b>	<b>175</b>	<b>187</b>	<b>64</b>	<b>61</b>	<b>324</b>	<b>284</b>	<b>235</b>	<b>678</b>	<b>265</b>	<b>69</b>	<b>524</b>	<b>32</b>

**INTERSECTION VOLUME DEVELOPMENT**

**Intersection #2: 2nd Avenue @ Private Driveway / Dancing Fox Road  
AM PEAK HOUR**

Description	2nd Avenue Northbound			2nd Avenue Southbound			Private Driveway Eastbound			Dancing Fox Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	440	0	8	183	0	0	0	0	0	0	19
Pedestrians		0			0			1			1	
Conflicting Pedestrians	1		1	1		1	0		0	0		0
Heavy Vehicles	0	13	0	0	6	0	0	0	0	0	0	0
Heavy Vehicle %	0%	3%	0%	2%	3%	0%	0%	0%	0%	0%	0%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment	1.39	1.39	1.39	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Adjusted 2022 Volumes	0	612	0	9	203	0	0	0	0	0	0	21
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	643	0	9	213	0	0	0	0	0	0	22
<b>Project Trips</b>												
Trip Distribution IN					75%							
Trip Distribution OUT		75%										
Residential Trips	0	65	0	0	23	0	0	0	0	0	0	0
Trip Distribution IN					75%							
Trip Distribution OUT		75%										
Retail Trips	0	1	0	0	2	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	66	0	0	25	0	0	0	0	0	0	0
<b>2024 Buildout Total</b>	<b>0</b>	<b>709</b>	<b>0</b>	<b>9</b>	<b>238</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>

**PM PEAK HOUR**

Description	2nd Avenue Northbound			2nd Avenue Southbound			Private Driveway Eastbound			Dancing Fox Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	338	0	18	494	0	0	0	0	3	0	9
Pedestrians		0			0			0			3	
Conflicting Pedestrians	0		3	3		0	0		0	0		0
Heavy Vehicles	0	3	0	0	6	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	2%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment	1	1	1	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Adjusted 2022 Volumes	0	338	0	19	534	0	0	0	0	3	0	10
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	355	0	20	561	0	0	0	0	3	0	11
<b>Project Trips</b>												
Trip Distribution IN					75%							
Trip Distribution OUT		75%										
Residential Trips	0	43	0	0	69	0	0	0	0	0	0	0
Trip Distribution IN					75%							
Trip Distribution OUT		75%										
Retail Trips	0	5	0	0	5	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	48	0	0	74	0	0	0	0	0	0	0
<b>2024 Buildout Total</b>	<b>0</b>	<b>403</b>	<b>0</b>	<b>20</b>	<b>635</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>11</b>

**INTERSECTION VOLUME DEVELOPMENT**

**Intersection #3: 2nd Avenue @ McAfee Road  
AM PEAK HOUR**

Description	2nd Avenue Northbound			2nd Avenue Southbound			Eastbound			McAfee Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	375	39	34	187	0	0	0	0	52	0	79
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	11	2	1	2	0	0	0	0	0	0	3
Heavy Vehicle %	0%	3%	5%	3%	2%	0%	0%	0%	0%	2%	0%	4%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment	1.39	1.39	1.39	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Adjusted 2022 Volumes	0	521	54	38	208	0	0	0	0	58	0	88
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	547	57	40	219	0	0	0	0	61	0	92
<b>Project Trips</b>												
Trip Distribution IN		20%										5%
Trip Distribution OUT				5%	20%							
Residential Trips	0	6	0	4	18	0	0	0	0	0	0	2
Trip Distribution IN		20%										5%
Trip Distribution OUT				5%	20%							
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	6	0	4	18	0	0	0	0	0	0	2
<b>2024 Buildout Total</b>	<b>0</b>	<b>553</b>	<b>57</b>	<b>44</b>	<b>237</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>94</b>

**PM PEAK HOUR**

Description	2nd Avenue Northbound			2nd Avenue Southbound			Eastbound			McAfee Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	256	58	112	385	0	0	0	0	71	0	79
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	2	0	2	4	0	0	0	0	1	0	1
Heavy Vehicle %	0%	2%	2%	2%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor	0.91			0.91			0.91			0.91		
Adjustment	1	1	1	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Adjusted 2022 Volumes	0	256	58	121	416	0	0	0	0	77	0	85
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	269	61	127	437	0	0	0	0	81	0	89
<b>Project Trips</b>												
Trip Distribution IN		20%										5%
Trip Distribution OUT				5%	20%							
Residential Trips	0	18	0	3	12	0	0	0	0	0	0	5
Trip Distribution IN		20%										5%
Trip Distribution OUT				5%	20%							
Retail Trips	0	1	0	0	1	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	19	0	3	13	0	0	0	0	0	0	5
<b>2024 Buildout Total</b>	<b>0</b>	<b>288</b>	<b>61</b>	<b>130</b>	<b>450</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>94</b>



**INTERSECTION VOLUME DEVELOPMENT**

**Intersection #4: 2nd Avenue @ Site Driveway A (Enter)  
AM PEAK HOUR**

Description	2nd Avenue Northbound			2nd Avenue Southbound			Site Driveway A (Enter) Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	439	0	0	188	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	11	2	1	2	0	0	0	0	0	0	3
Heavy Vehicle %	0%	3%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment	1.39	1.39	1.39	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Adjusted 2022 Volumes	0	610	0	0	209	0	0	0	0	0	0	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	641	0	0	220	0	0	0	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN	25%				25%	50%						
Trip Distribution OUT		75%										
Residential Trips	7	65	0	0	7	15	0	0	0	0	0	0
Trip Distribution IN	25%				25%	50%						
Trip Distribution OUT		75%										
Retail Trips	1	1	0	0	1	1	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	8	66	0	0	8	16	0	0	0	0	0	0
<b>2024 Buildout Total</b>	<b>8</b>	<b>707</b>	<b>0</b>	<b>0</b>	<b>228</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**PM PEAK HOUR**

Description	2nd Avenue Northbound			2nd Avenue Southbound			Site Driveway A (Enter) Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	331	0	0	491	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	2	0	2	4	0	0	0	0	1	0	1
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.91			0.91			0.91			0.91		
Adjustment	1	1	1	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Adjusted 2022 Volumes	0	331	0	0	530	0	0	0	0	0	0	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	348	0	0	557	0	0	0	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN	25%				25%	50%						
Trip Distribution OUT		75%										
Residential Trips	22	43	0	0	23	46	0	0	0	0	0	0
Trip Distribution IN	25%				25%	50%						
Trip Distribution OUT		75%										
Retail Trips	2	5	0	0	2	3	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	24	48	0	0	25	49	0	0	0	0	0	0
<b>2024 Buildout Total</b>	<b>24</b>	<b>396</b>	<b>0</b>	<b>0</b>	<b>582</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**INTERSECTION VOLUME DEVELOPMENT**

**Intersection #5: 2nd Avenue @ Site Driveway B (Exit) / Mortuary Driveway  
AM PEAK HOUR**

Description	2nd Avenue <u>Northbound</u>			2nd Avenue <u>Southbound</u>			Site Driveway B (Exit) <u>Eastbound</u>			Mortuary Driveway <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	439	0	0	188	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	13	0	0	6	0	0	0	0	0	0	3
Heavy Vehicle %	0%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Adjustment	1.39	1.39	1.39	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Adjusted 2022 Volumes	0	610	0	0	209	0	0	0	0	0	0	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	641	0	0	220	0	0	0	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN		25%			25%							
Trip Distribution OUT							75%		10%			
Residential Trips	0	7	0	0	7	0	65	0	9	0	0	0
Trip Distribution IN		25%			25%							
Trip Distribution OUT							75%		10%			
Retail Trips	0	1	0	0	1	0	1	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	8	0	0	8	0	66	0	9	0	0	0
<b>2024 Buildout Total</b>	<b>0</b>	<b>649</b>	<b>0</b>	<b>0</b>	<b>228</b>	<b>0</b>	<b>66</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>

**PM PEAK HOUR**

Description	2nd Avenue <u>Northbound</u>			2nd Avenue <u>Southbound</u>			Site Driveway B (Exit) <u>Eastbound</u>			Mortuary Driveway <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	330	1	1	490	0	0	0	0	2	0	1
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	3	0	0	6	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	2%	2%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor	0.98			0.98			0.98			0.98		
Adjustment	1	1	1	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Adjusted 2022 Volumes	0	330	1	1	529	0	0	0	0	2	0	1
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	347	1	1	556	0	0	0	0	2	0	1
<b>Project Trips</b>												
Trip Distribution IN		25%			25%							
Trip Distribution OUT							75%		10%			
Residential Trips	0	22	0	0	23	0	43	0	6	0	0	0
Trip Distribution IN		25%			25%							
Trip Distribution OUT							75%		10%			
Retail Trips	0	2	0	0	2	0	5	0	1	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	24	0	0	25	0	48	0	7	0	0	0
<b>2024 Buildout Total</b>	<b>0</b>	<b>371</b>	<b>1</b>	<b>1</b>	<b>581</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>1</b>

**INTERSECTION VOLUME DEVELOPMENT**

**Intersection #6: 2nd Avenue @ Site Driveway C (RIRO) / Private Driveway  
AM PEAK HOUR**

Description	2nd Avenue Northbound			2nd Avenue Southbound			Site Driveway C (RIRO) Eastbound			Private Driveway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	438	0	1	185	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	11	0	0	4	0	0	0	0	0	0	0
Heavy Vehicle %	0%	3%	0%	2%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Adjustment	1.39	1.39	1.39	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Adjusted 2022 Volumes	0	609	0	1	205	0	0	0	0	0	0	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	640	0	1	215	0	0	0	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN		25%				25%						
Trip Distribution OUT					10%				15%			
Residential Trips	0	7	0	0	9	7	0	0	13	0	0	0
Trip Distribution IN		25%				25%						
Trip Distribution OUT					10%				15%			
Retail Trips	0	1	0	0	0	1	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	8	0	0	9	8	0	0	13	0	0	0
<b>2024 Buildout Total</b>	<b>0</b>	<b>648</b>	<b>0</b>	<b>1</b>	<b>224</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>

**PM PEAK HOUR**

Description	2nd Avenue Northbound			2nd Avenue Southbound			Site Driveway C (RIRO) Eastbound			Private Driveway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	335	2	0	494	0	0	0	0	1	0	1
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	3	0	0	6	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	2%	0%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Adjustment	1	1	1	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Adjusted 2022 Volumes	0	335	2	0	534	0	0	0	0	1	0	1
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	352	2	0	561	0	0	0	0	1	0	1
<b>Project Trips</b>												
Trip Distribution IN		25%				25%						
Trip Distribution OUT					10%				15%			
Residential Trips	0	22	0	0	6	23	0	0	8	0	0	0
Trip Distribution IN		25%				25%						
Trip Distribution OUT					10%				15%			
Retail Trips	0	2	0	0	1	2	0	0	1	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	24	0	0	7	25	0	0	9	0	0	0
<b>2024 Buildout Total</b>	<b>0</b>	<b>376</b>	<b>2</b>	<b>0</b>	<b>568</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>1</b>

# *Synchro* Analysis Reports

HCM 6th Signalized Intersection Summary  
 1: 2nd Avenue & Glenwood Drive

Bag Factory Development TIA  
 Estimated 2022 AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	337	447	99	30	649	103	221	406	75	38	107	234
Future Volume (veh/h)	337	447	99	30	649	103	221	406	75	38	107	234
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	0.99		0.99	1.00		0.99
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	1870	1856	1870	1870	1870	1856	1856	1841	1870	1870	1870
Adj Flow Rate, veh/h	411	545	105	37	791	114	270	495	12	46	130	31
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	3	2	2	2	3	3	4	2	2	2
Cap, veh/h	414	1405	270	371	1058	152	406	526	439	131	459	385
Arrive On Green	0.16	0.47	0.47	0.03	0.34	0.34	0.07	0.28	0.28	0.03	0.25	0.25
Sat Flow, veh/h	1781	2974	571	1781	3117	449	1767	1856	1548	1781	1870	1571
Grp Volume(v), veh/h	411	325	325	37	451	454	270	495	12	46	130	31
Grp Sat Flow(s),veh/h/ln	1781	1777	1768	1781	1777	1790	1767	1856	1548	1781	1870	1571
Q Serve(g_s), s	20.7	15.3	15.5	1.7	29.2	29.2	9.0	33.9	0.7	2.5	7.3	2.0
Cycle Q Clear(g_c), s	20.7	15.3	15.5	1.7	29.2	29.2	9.0	33.9	0.7	2.5	7.3	2.0
Prop In Lane	1.00		0.32	1.00		0.25	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	414	840	835	371	603	607	406	526	439	131	459	385
V/C Ratio(X)	0.99	0.39	0.39	0.10	0.75	0.75	0.67	0.94	0.03	0.35	0.28	0.08
Avail Cap(c_a), veh/h	414	840	835	513	603	607	406	557	465	199	561	471
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.6	22.1	22.2	26.5	38.0	38.0	39.4	45.5	33.7	38.3	39.8	37.8
Incr Delay (d2), s/veh	42.3	1.3	1.4	0.1	8.2	8.2	4.1	23.9	0.0	1.6	0.3	0.1
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	13.5	6.6	6.7	0.8	13.9	14.0	3.9	18.9	0.3	1.1	3.4	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.0	23.5	23.5	26.6	46.2	46.2	43.5	69.5	33.7	39.9	40.1	37.9
LnGrp LOS	E	C	C	C	D	D	D	E	C	D	D	D
Approach Vol, veh/h		1061			942			777				207
Approach Delay, s/veh		42.7			45.4			59.9				39.8
Approach LOS		D			D			E				D
Timer - Assigned Phs												
Phs Duration (G+Y+Rc), s	27.0	50.1	15.0	37.9	9.7	67.4	10.1	42.8				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	21.0	37.0	9.0	39.0	14.0	44.0	9.0	39.0				
Max Q Clear Time (g_c+l1), s	22.7	31.2	11.0	9.3	3.7	17.5	4.5	35.9				
Green Ext Time (p_c), s	0.0	2.7	0.0	0.8	0.0	4.1	0.0	0.9				
Intersection Summary												
HCM 6th Ctrl Delay												47.8
HCM 6th LOS												D

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	21	612	0	9	203
Future Vol, veh/h	0	21	612	0	9	203
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	3	2	2	3
Mvmt Flow	0	22	631	0	9	209

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	858	631	0	0	631	0
Stage 1	631	-	-	-	-	-
Stage 2	227	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	327	481	-	-	951	-
Stage 1	530	-	-	-	-	-
Stage 2	811	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	323	481	-	-	951	-
Mov Cap-2 Maneuver	323	-	-	-	-	-
Stage 1	530	-	-	-	-	-
Stage 2	802	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	481	951
HCM Lane V/C Ratio	-	-	0.045	0.01
HCM Control Delay (s)	-	-	12.8	8.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th Signalized Intersection Summary  
 3: 2nd Avenue & McAfee Road

Bag Factory Development TIA  
 Estimated 2022 AM Peak

Movement	WBL	WBR	NBT	NBR	SBL	SBT
<b>Lane Configurations</b>						
Traffic Volume (veh/h)	58	88	521	54	38	208
Future Volume (veh/h)	58	88	521	54	38	208
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1841	1856	1826	1856	1870
Adj Flow Rate, veh/h	61	27	548	52	40	219
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	4	3	5	3	2
Cap, veh/h	92	41	725	69	372	1161
Arrive On Green	0.08	0.08	0.43	0.43	0.04	0.62
Sat Flow, veh/h	1177	521	1669	158	1767	1870
Grp Volume(v), veh/h	89	0	0	600	40	219
Grp Sat Flow(s),veh/h/ln	1718	0	0	1827	1767	1870
Q Serve(g_s), s	2.0	0.0	0.0	11.0	0.4	2.0
Cycle Q Clear(g_c), s	2.0	0.0	0.0	11.0	0.4	2.0
Prop In Lane	0.69	0.30		0.09	1.00	
Lane Grp Cap(c), veh/h	135	0	0	794	372	1161
V/C Ratio(X)	0.66	0.00	0.00	0.76	0.11	0.19
Avail Cap(c_a), veh/h	516	0	0	2013	929	2061
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.9	0.0	0.0	9.5	6.9	3.2
Incr Delay (d2), s/veh	5.4	0.0	0.0	1.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	3.1	0.1	0.3
<b>Unsig. Movement Delay, s/veh</b>						
LnGrp Delay(d),s/veh	23.3	0.0	0.0	11.0	7.1	3.3
LnGrp LOS	C	A	A	B	A	A
Approach Vol, veh/h	89		600			259
Approach Delay, s/veh	23.3		11.0			3.9
Approach LOS	C		B			A
<b>Timer - Assigned Phs</b>						
Phs Duration (G+Y+Rc), s		30.8		9.1	7.4	23.4
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		44.0		12.0	14.0	44.0
Max Q Clear Time (g_c+I1), s		4.0		4.0	2.4	13.0
Green Ext Time (p_c), s		1.3		0.1	0.0	4.3

**Intersection Summary**

HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B

**Notes**

User approved volume balancing among the lanes for turning movement.



HCM 6th Signalized Intersection Summary  
 1: 2nd Avenue & Glenwood Drive

Bag Factory Development TIA  
 Estimated 2022 PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	224	645	210	51	499	30	140	168	51	58	294	270
Future Volume (veh/h)	224	645	210	51	499	30	140	168	51	58	294	270
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	236	679	201	54	525	29	147	177	11	61	309	51
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	528	1417	419	344	1619	89	208	411	347	289	353	298
Arrive On Green	0.08	0.52	0.52	0.03	0.47	0.47	0.07	0.22	0.22	0.04	0.19	0.19
Sat Flow, veh/h	1781	2703	800	1781	3424	189	1781	1870	1579	1781	1870	1578
Grp Volume(v), veh/h	236	446	434	54	272	282	147	177	11	61	309	51
Grp Sat Flow(s),veh/h/ln	1781	1777	1726	1781	1777	1836	1781	1870	1579	1781	1870	1578
Q Serve(g_s), s	8.5	20.7	20.8	2.0	12.4	12.4	8.7	10.6	0.7	3.6	20.9	3.5
Cycle Q Clear(g_c), s	8.5	20.7	20.8	2.0	12.4	12.4	8.7	10.6	0.7	3.6	20.9	3.5
Prop In Lane	1.00		0.46	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	528	931	905	344	840	868	208	411	347	289	353	298
V/C Ratio(X)	0.45	0.48	0.48	0.16	0.32	0.32	0.71	0.43	0.03	0.21	0.87	0.17
Avail Cap(c_a), veh/h	665	931	905	477	840	868	208	561	474	344	561	473
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.8	19.6	19.7	17.2	21.3	21.3	40.9	43.7	39.8	40.4	51.2	44.2
Incr Delay (d2), s/veh	0.6	1.8	1.8	0.2	1.0	1.0	10.5	0.7	0.0	0.4	9.0	0.3
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	8.8	8.6	0.8	5.4	5.6	4.4	5.0	0.3	1.6	10.6	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.4	21.4	21.5	17.4	22.3	22.3	51.4	44.4	39.9	40.7	60.3	44.5
LnGrp LOS	B	C	C	B	C	C	D	D	D	D	E	D
Approach Vol, veh/h		1116			608			335			421	
Approach Delay, s/veh		20.2			21.9			47.3			55.5	
Approach LOS		C			C			D			E	
Timer - Assigned Phs												
Phs Duration (G+Y+Rc), s	17.0	67.5	15.0	30.6	10.3	74.1	11.0	34.6				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	21.0	37.0	9.0	39.0	14.0	44.0	9.0	39.0				
Max Q Clear Time (g_c+l1), s	10.5	14.4	10.7	22.9	4.0	22.8	5.6	12.6				
Green Ext Time (p_c), s	0.5	3.2	0.0	1.7	0.1	5.7	0.0	1.0				
Intersection Summary												
HCM 6th Ctrl Delay			30.3									
HCM 6th LOS			C									

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	10	338	0	19	534
Future Vol, veh/h	3	10	338	0	19	534
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	10	348	0	20	551

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	939	348	0	0	348	0
Stage 1	348	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	293	695	-	-	1211	-
Stage 1	715	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	286	695	-	-	1211	-
Mov Cap-2 Maneuver	286	-	-	-	-	-
Stage 1	715	-	-	-	-	-
Stage 2	540	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	523	1211
HCM Lane V/C Ratio	-	-	0.026	0.016
HCM Control Delay (s)	-	-	12.1	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th Signalized Intersection Summary  
 3: 2nd Avenue & McAfee Road

Movement	WBL	WBR	NBT	NBR	SBL	SBT
<b>Lane Configurations</b>						
Traffic Volume (veh/h)	77	85	256	58	121	416
Future Volume (veh/h)	77	85	256	58	121	416
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	47	281	50	133	457
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	115	63	433	77	489	1012
Arrive On Green	0.11	0.11	0.28	0.28	0.08	0.54
Sat Flow, veh/h	1091	603	1546	275	1781	1870
Grp Volume(v), veh/h	133	0	0	331	133	457
Grp Sat Flow(s),veh/h/ln	1707	0	0	1821	1781	1870
Q Serve(g_s), s	2.6	0.0	0.0	5.4	1.6	5.0
Cycle Q Clear(g_c), s	2.6	0.0	0.0	5.4	1.6	5.0
Prop In Lane	0.64	0.35		0.15	1.00	
Lane Grp Cap(c), veh/h	180	0	0	511	489	1012
V/C Ratio(X)	0.74	0.00	0.00	0.65	0.27	0.45
Avail Cap(c_a), veh/h	603	0	0	2360	1073	2424
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	0.0	0.0	10.7	7.0	4.7
Incr Delay (d2), s/veh	5.9	0.0	0.0	1.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	1.7	0.4	0.8
<b>Unsig. Movement Delay, s/veh</b>						
LnGrp Delay(d),s/veh	20.6	0.0	0.0	12.1	7.3	5.0
LnGrp LOS	C	A	A	B	A	A
Approach Vol, veh/h	133		331			590
Approach Delay, s/veh	20.6		12.1			5.6
Approach LOS	C		B			A
<b>Timer - Assigned Phs</b>						
Phs Duration (G+Y+Rc), s		24.4		9.6	8.9	15.5
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		44.0		12.0	14.0	44.0
Max Q Clear Time (g_c+I1), s		7.0		4.6	3.6	7.4
Green Ext Time (p_c), s		3.0		0.2	0.2	2.1
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			9.5			
HCM 6th LOS			A			
<b>Notes</b>						
User approved volume balancing among the lanes for turning movement.						

HCM 6th Signalized Intersection Summary  
 1: 2nd Avenue & Glenwood Drive

Bag Factory Development TIA  
 Projected 2024 No-Build AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	354	470	104	32	682	108	232	427	79	40	112	246
Future Volume (veh/h)	354	470	104	32	682	108	232	427	79	40	112	246
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	0.99		0.99	1.00		0.99
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	1870	1856	1870	1870	1870	1856	1856	1841	1870	1870	1870
Adj Flow Rate, veh/h	432	573	111	39	832	120	283	521	14	49	137	37
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	3	2	2	2	3	3	4	2	2	2
Cap, veh/h	392	1367	264	355	1022	147	414	546	455	128	480	404
Arrive On Green	0.16	0.46	0.46	0.03	0.33	0.33	0.07	0.29	0.29	0.03	0.26	0.26
Sat Flow, veh/h	1781	2970	574	1781	3117	450	1767	1856	1549	1781	1870	1572
Grp Volume(v), veh/h	432	342	342	39	474	478	283	521	14	49	137	37
Grp Sat Flow(s),veh/h/ln	1781	1777	1767	1781	1777	1789	1767	1856	1549	1781	1870	1572
Q Serve(g_s), s	21.0	16.7	16.8	1.9	31.8	31.8	9.0	35.8	0.8	2.6	7.6	2.3
Cycle Q Clear(g_c), s	21.0	16.7	16.8	1.9	31.8	31.8	9.0	35.8	0.8	2.6	7.6	2.3
Prop In Lane	1.00		0.32	1.00		0.25	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	392	818	813	355	583	587	414	546	455	128	480	404
V/C Ratio(X)	1.10	0.42	0.42	0.11	0.81	0.81	0.68	0.95	0.03	0.38	0.29	0.09
Avail Cap(c_a), veh/h	392	818	813	495	583	587	414	557	465	195	561	472
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.9	23.4	23.5	27.5	40.1	40.1	38.9	45.0	32.7	37.7	38.7	36.8
Incr Delay (d2), s/veh	75.8	1.6	1.6	0.1	11.9	11.8	4.6	26.9	0.0	1.9	0.3	0.1
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	17.1	7.3	7.3	0.8	15.6	15.7	4.3	20.3	0.3	1.2	3.6	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	109.7	25.0	25.1	27.6	51.9	51.8	43.5	72.0	32.7	39.6	39.1	36.9
LnGrp LOS	F	C	C	C	D	D	D	E	C	D	D	D
Approach Vol, veh/h		1116			991			818			223	
Approach Delay, s/veh		57.8			50.9			61.5			38.8	
Approach LOS		E			D			E			D	
Timer - Assigned Phs												
Phs Duration (G+Y+Rc), s	27.0	48.6	15.0	39.4	9.8	65.8	10.1	44.2				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	21.0	37.0	9.0	39.0	14.0	44.0	9.0	39.0				
Max Q Clear Time (g_c+l1), s	23.0	33.8	11.0	9.6	3.9	18.8	4.6	37.8				
Green Ext Time (p_c), s	0.0	1.7	0.0	0.8	0.0	4.3	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay			55.2									
HCM 6th LOS			E									

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	22	643	0	9	213
Future Vol, veh/h	0	22	643	0	9	213
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	3	2	2	3
Mvmt Flow	0	23	663	0	9	220

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	901	663	0	0	663	0
Stage 1	663	-	-	-	-	-
Stage 2	238	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	309	461	-	-	926	-
Stage 1	512	-	-	-	-	-
Stage 2	802	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	306	461	-	-	926	-
Mov Cap-2 Maneuver	306	-	-	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	793	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.2	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	461	926
HCM Lane V/C Ratio	-	-	0.049	0.01
HCM Control Delay (s)	-	-	13.2	8.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

HCM 6th Signalized Intersection Summary  
 3: 2nd Avenue & McAfee Road

Bag Factory Development TIA  
 Projected 2024 No-Build AM Peak

Movement	WBL	WBR	NBT	NBR	SBL	SBT
<b>Lane Configurations</b>						
Traffic Volume (veh/h)	61	92	547	57	40	219
Future Volume (veh/h)	61	92	547	57	40	219
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1841	1856	1826	1856	1870
Adj Flow Rate, veh/h	64	31	576	55	42	231
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	4	3	5	3	2
Cap, veh/h	92	45	750	72	364	1180
Arrive On Green	0.08	0.08	0.45	0.45	0.04	0.63
Sat Flow, veh/h	1142	553	1668	159	1767	1870
Grp Volume(v), veh/h	96	0	0	631	42	231
Grp Sat Flow(s),veh/h/ln	1714	0	0	1827	1767	1870
Q Serve(g_s), s	2.3	0.0	0.0	12.1	0.5	2.2
Cycle Q Clear(g_c), s	2.3	0.0	0.0	12.1	0.5	2.2
Prop In Lane	0.67	0.32		0.09	1.00	
Lane Grp Cap(c), veh/h	138	0	0	821	364	1180
V/C Ratio(X)	0.70	0.00	0.00	0.77	0.12	0.20
Avail Cap(c_a), veh/h	495	0	0	1934	894	1980
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.6	0.0	0.0	9.6	7.1	3.2
Incr Delay (d2), s/veh	6.1	0.0	0.0	1.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	3.5	0.1	0.3
<b>Unsig. Movement Delay, s/veh</b>						
LnGrp Delay(d),s/veh	24.8	0.0	0.0	11.2	7.3	3.3
LnGrp LOS	C	A	A	B	A	A
Approach Vol, veh/h	96		631			273
Approach Delay, s/veh	24.8		11.2			3.9
Approach LOS	C		B			A
<b>Timer - Assigned Phs</b>						
Phs Duration (G+Y+Rc), s		32.2		9.3	7.5	24.7
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		44.0		12.0	14.0	44.0
Max Q Clear Time (g_c+I1), s		4.2		4.3	2.5	14.1
Green Ext Time (p_c), s		1.4		0.1	0.0	4.6

**Intersection Summary**

HCM 6th Ctrl Delay	10.5
HCM 6th LOS	B

**Notes**

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
 1: 2nd Avenue & Glenwood Drive

Bag Factory Development TIA  
 Projected 2024 No-Build PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	678	221	54	524	32	147	177	54	61	309	284
Future Volume (veh/h)	235	678	221	54	524	32	147	177	54	61	309	284
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	247	714	212	57	552	31	155	186	12	64	325	47
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	510	1391	413	321	1571	88	208	425	358	293	369	312
Arrive On Green	0.09	0.52	0.52	0.03	0.46	0.46	0.07	0.23	0.23	0.04	0.20	0.20
Sat Flow, veh/h	1781	2701	802	1781	3421	192	1781	1870	1579	1781	1870	1578
Grp Volume(v), veh/h	247	470	456	57	286	297	155	186	12	64	325	47
Grp Sat Flow(s),veh/h/ln	1781	1777	1726	1781	1777	1836	1781	1870	1579	1781	1870	1578
Q Serve(g_s), s	9.1	22.6	22.7	2.2	13.5	13.5	9.0	11.1	0.8	3.7	21.9	3.2
Cycle Q Clear(g_c), s	9.1	22.6	22.7	2.2	13.5	13.5	9.0	11.1	0.8	3.7	21.9	3.2
Prop In Lane	1.00		0.46	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	510	915	889	321	816	843	208	425	358	293	369	312
V/C Ratio(X)	0.48	0.51	0.51	0.18	0.35	0.35	0.75	0.44	0.03	0.22	0.88	0.15
Avail Cap(c_a), veh/h	639	915	889	453	816	843	208	561	474	346	561	473
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.7	20.8	20.8	18.3	22.6	22.7	40.6	43.1	39.1	39.5	50.7	43.1
Incr Delay (d2), s/veh	0.7	2.1	2.1	0.3	1.2	1.2	13.7	0.7	0.0	0.4	10.2	0.2
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	3.7	9.7	9.5	0.9	5.9	6.1	4.8	5.2	0.3	1.6	11.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	22.8	22.9	18.5	23.8	23.8	54.4	43.8	39.2	39.8	60.9	43.4
LnGrp LOS	B	C	C	B	C	C	D	D	D	D	E	D
Approach Vol, veh/h		1173			640			353			436	
Approach Delay, s/veh		21.5			23.4			48.3			55.9	
Approach LOS		C			C			D			E	
Timer - Assigned Phs												
Phs Duration (G+Y+Rc), s	17.6	65.7	15.0	31.7	10.4	73.0	11.2	35.5				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	21.0	37.0	9.0	39.0	14.0	44.0	9.0	39.0				
Max Q Clear Time (g_c+l1), s	11.1	15.5	11.0	23.9	4.2	24.7	5.7	13.1				
Green Ext Time (p_c), s	0.5	3.4	0.0	1.7	0.1	5.8	0.0	1.0				
Intersection Summary												
HCM 6th Ctrl Delay			31.4									
HCM 6th LOS			C									



Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	11	355	0	20	561
Future Vol, veh/h	3	11	355	0	20	561
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	11	366	0	21	578

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	986	366	0	0	366	0
Stage 1	366	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	275	679	-	-	1193	-
Stage 1	702	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	268	679	-	-	1193	-
Mov Cap-2 Maneuver	268	-	-	-	-	-
Stage 1	702	-	-	-	-	-
Stage 2	522	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	511	1193
HCM Lane V/C Ratio	-	-	0.028	0.017
HCM Control Delay (s)	-	-	12.3	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

HCM 6th Signalized Intersection Summary  
 3: 2nd Avenue & McAfee Road

Bag Factory Development TIA  
 Projected 2024 No-Build PM Peak

Movement	WBL	WBR	NBT	NBR	SBL	SBT
<b>Lane Configurations</b>						
Traffic Volume (veh/h)	81	89	269	61	127	437
Future Volume (veh/h)	81	89	269	61	127	437
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	52	296	53	140	480
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	115	67	448	80	484	1024
Arrive On Green	0.11	0.11	0.29	0.29	0.09	0.55
Sat Flow, veh/h	1068	624	1544	276	1781	1870
Grp Volume(v), veh/h	142	0	0	349	140	480
Grp Sat Flow(s),veh/h/ln	1705	0	0	1821	1781	1870
Q Serve(g_s), s	2.8	0.0	0.0	5.9	1.7	5.4
Cycle Q Clear(g_c), s	2.8	0.0	0.0	5.9	1.7	5.4
Prop In Lane	0.63	0.37		0.15	1.00	
Lane Grp Cap(c), veh/h	184	0	0	528	484	1024
V/C Ratio(X)	0.77	0.00	0.00	0.66	0.29	0.47
Avail Cap(c_a), veh/h	588	0	0	2302	1049	2364
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	0.0	0.0	10.9	7.1	4.8
Incr Delay (d2), s/veh	6.8	0.0	0.0	1.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	1.8	0.4	0.9
<b>Unsig. Movement Delay, s/veh</b>						
LnGrp Delay(d),s/veh	21.9	0.0	0.0	12.3	7.4	5.1
LnGrp LOS	C	A	A	B	A	A
Approach Vol, veh/h	142		349			620
Approach Delay, s/veh	21.9		12.3			5.6
Approach LOS	C		B			A
<b>Timer - Assigned Phs</b>						
		2		4	5	6
Phs Duration (G+Y+Rc), s		25.1		9.7	9.0	16.1
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		44.0		12.0	14.0	44.0
Max Q Clear Time (g_c+I1), s		7.4		4.8	3.7	7.9
Green Ext Time (p_c), s		3.2		0.2	0.2	2.2

**Intersection Summary**

HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

**Notes**

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
 1: 2nd Avenue & Glenwood Drive

Bag Factory Development TIA  
 Projected 2024 No-Build IMP AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	354	470	104	32	682	108	232	427	79	40	112	246
Future Volume (veh/h)	354	470	104	32	682	108	232	427	79	40	112	246
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	0.99		0.99	1.00		0.98
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	1870	1856	1870	1870	1870	1856	1856	1841	1870	1870	1870
Adj Flow Rate, veh/h	432	573	114	39	832	120	283	521	80	49	137	4
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	3	2	2	2	3	3	4	2	2	2
Cap, veh/h	455	1625	322	429	1329	192	316	624	95	146	255	213
Arrive On Green	0.15	0.55	0.55	0.03	0.43	0.43	0.10	0.20	0.20	0.03	0.14	0.14
Sat Flow, veh/h	1781	2955	586	1781	3117	450	1767	3060	468	1781	1870	1561
Grp Volume(v), veh/h	432	344	343	39	474	478	283	299	302	49	137	4
Grp Sat Flow(s),veh/h/ln	1781	1777	1765	1781	1777	1789	1767	1763	1766	1781	1870	1561
Q Serve(g_s), s	17.6	14.0	14.1	1.6	27.2	27.2	13.0	21.2	21.3	3.1	8.9	0.3
Cycle Q Clear(g_c), s	17.6	14.0	14.1	1.6	27.2	27.2	13.0	21.2	21.3	3.1	8.9	0.3
Prop In Lane	1.00		0.33	1.00		0.25	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	455	977	970	429	757	763	316	360	360	146	255	213
V/C Ratio(X)	0.95	0.35	0.35	0.09	0.63	0.63	0.90	0.83	0.84	0.34	0.54	0.02
Avail Cap(c_a), veh/h	471	977	970	569	757	763	316	529	530	266	561	468
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.8	16.3	16.4	19.7	29.2	29.2	47.3	49.6	49.7	46.8	52.3	48.6
Incr Delay (d2), s/veh	28.5	1.0	1.0	0.1	3.9	3.9	26.2	7.2	7.6	1.3	1.7	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	10.5	5.9	5.9	0.7	12.2	12.3	5.2	10.0	10.1	1.4	4.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.3	17.3	17.4	19.8	33.1	33.0	73.5	56.8	57.3	48.1	54.0	48.6
LnGrp LOS	D	B	B	B	C	C	E	E	E	D	D	D
Approach Vol, veh/h		1119			991			884			190	
Approach Delay, s/veh		30.9			32.5			62.3			52.4	
Approach LOS		C			C			E			D	
Timer - Assigned Phs												
Phs Duration (G+Y+Rc), s	1	2	3	4	5	6	7	8				
Change Period (Y+Rc), s	25.8	61.4	19.0	23.8	9.8	77.5	10.2	32.5				
Max Green Setting (Gmax), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Q Clear Time (g_c+l1), s	21.0	33.0	13.0	39.0	14.0	40.0	13.0	39.0				
Green Ext Time (p_c), s	19.6	29.2	15.0	10.9	3.6	16.1	5.1	23.3				
Green Ext Time (p_c), s	0.2	2.0	0.0	0.7	0.0	4.3	0.0	3.2				
Intersection Summary												
HCM 6th Ctrl Delay			41.4									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary  
 1: 2nd Avenue & Glenwood Drive

Bag Factory Development TIA  
 Projected 2024 No-Build IMP PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	678	221	54	524	32	147	177	54	61	309	284
Future Volume (veh/h)	235	678	221	54	524	32	147	177	54	61	309	284
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	247	714	212	57	552	31	155	186	32	64	325	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	510	1391	413	321	1570	88	208	691	117	330	370	312
Arrive On Green	0.09	0.51	0.51	0.03	0.46	0.46	0.07	0.23	0.23	0.04	0.20	0.20
Sat Flow, veh/h	1781	2701	802	1781	3421	192	1781	3039	513	1781	1870	1578
Grp Volume(v), veh/h	247	470	456	57	286	297	155	107	111	64	325	58
Grp Sat Flow(s),veh/h/ln	1781	1777	1726	1781	1777	1836	1781	1777	1776	1781	1870	1578
Q Serve(g_s), s	9.1	22.7	22.7	2.2	13.5	13.6	9.0	6.5	6.7	3.7	21.9	4.0
Cycle Q Clear(g_c), s	9.1	22.7	22.7	2.2	13.5	13.6	9.0	6.5	6.7	3.7	21.9	4.0
Prop In Lane	1.00		0.46	1.00		0.10	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	510	915	889	321	816	843	208	404	404	330	370	312
V/C Ratio(X)	0.48	0.51	0.51	0.18	0.35	0.35	0.75	0.27	0.27	0.19	0.88	0.19
Avail Cap(c_a), veh/h	638	915	889	453	816	843	208	533	533	383	561	473
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.7	20.8	20.8	18.3	22.7	22.7	40.6	41.3	41.4	39.2	50.6	43.4
Incr Delay (d2), s/veh	0.7	2.1	2.1	0.3	1.2	1.2	13.7	0.3	0.4	0.3	10.1	0.3
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	3.7	9.7	9.5	0.9	5.9	6.1	4.7	2.9	3.0	1.6	11.2	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	22.8	22.9	18.6	23.9	23.8	54.3	41.7	41.8	39.5	60.8	43.7
LnGrp LOS	B	C	C	B	C	C	D	D	D	D	E	D
Approach Vol, veh/h		1173			640			373			447	
Approach Delay, s/veh		21.5			23.4			47.0			55.5	
Approach LOS		C			C			D			E	
Timer - Assigned Phs												
Phs Duration (G+Y+Rc), s	17.6	65.7	15.0	31.7	10.4	72.9	11.2	35.5				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	21.0	37.0	9.0	39.0	14.0	44.0	9.0	39.0				
Max Q Clear Time (g_c+l1), s	11.1	15.6	11.0	23.9	4.2	24.7	5.7	8.7				
Green Ext Time (p_c), s	0.5	3.4	0.0	1.8	0.1	5.8	0.0	1.2				
Intersection Summary												
HCM 6th Ctrl Delay			31.3									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary  
 1: 2nd Avenue & Glenwood Drive

Bag Factory Development TIA  
 Projected 2024 Build AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	354	470	119	37	682	108	272	440	92	40	117	246
Future Volume (veh/h)	354	470	119	37	682	108	272	440	92	40	117	246
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	0.99		0.99	1.00		0.99
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	1870	1856	1870	1870	1870	1856	1856	1841	1870	1870	1870
Adj Flow Rate, veh/h	432	573	127	45	832	120	332	537	18	49	143	38
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	3	2	2	2	3	3	4	2	2	2
Cap, veh/h	387	1309	289	347	1003	145	417	557	465	125	491	413
Arrive On Green	0.16	0.45	0.45	0.03	0.32	0.32	0.07	0.30	0.30	0.03	0.26	0.26
Sat Flow, veh/h	1781	2893	639	1781	3117	450	1767	1856	1549	1781	1870	1572
Grp Volume(v), veh/h	432	351	349	45	474	478	332	537	18	49	143	38
Grp Sat Flow(s),veh/h/ln	1781	1777	1755	1781	1777	1789	1767	1856	1549	1781	1870	1572
Q Serve(g_s), s	21.0	17.5	17.6	2.2	32.1	32.1	9.0	37.1	1.1	2.6	7.9	2.4
Cycle Q Clear(g_c), s	21.0	17.5	17.6	2.2	32.1	32.1	9.0	37.1	1.1	2.6	7.9	2.4
Prop In Lane	1.00		0.36	1.00		0.25	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	387	804	794	347	572	576	417	557	465	125	491	413
V/C Ratio(X)	1.12	0.44	0.44	0.13	0.83	0.83	0.80	0.96	0.04	0.39	0.29	0.09
Avail Cap(c_a), veh/h	387	804	794	484	572	576	417	557	465	191	561	472
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	24.3	24.3	27.9	40.8	40.8	41.2	44.8	32.2	37.5	38.3	36.2
Incr Delay (d2), s/veh	80.8	1.7	1.8	0.2	13.1	13.0	10.3	29.3	0.0	2.0	0.3	0.1
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	17.5	7.7	7.6	0.9	15.9	16.0	6.9	21.3	0.4	1.2	3.7	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	115.2	26.0	26.1	28.1	53.8	53.7	51.5	74.1	32.3	39.5	38.6	36.3
LnGrp LOS	F	C	C	C	D	D	D	E	C	D	D	D
Approach Vol, veh/h		1132			997			887			230	
Approach Delay, s/veh		60.1			52.6			64.8			38.4	
Approach LOS		E			D			E			D	
Timer - Assigned Phs												
Phs Duration (G+Y+Rc), s	27.0	47.9	15.0	40.1	10.0	64.8	10.1	45.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	21.0	37.0	9.0	39.0	14.0	44.0	9.0	39.0				
Max Q Clear Time (g_c+l1), s	23.0	34.1	11.0	9.9	4.2	19.6	4.6	39.1				
Green Ext Time (p_c), s	0.0	1.6	0.0	0.9	0.0	4.4	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			57.5									
HCM 6th LOS			E									

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	22	709	0	9	236
Future Vol, veh/h	0	22	709	0	9	236
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	3	2	2	3
Mvmt Flow	0	23	731	0	9	243

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	992	731	0	0	731	0
Stage 1	731	-	-	-	-	-
Stage 2	261	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	272	422	-	-	873	-
Stage 1	476	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	269	422	-	-	873	-
Mov Cap-2 Maneuver	269	-	-	-	-	-
Stage 1	476	-	-	-	-	-
Stage 2	774	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	422	873
HCM Lane V/C Ratio	-	-	0.054	0.011
HCM Control Delay (s)	-	-	14	9.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

HCM 6th Signalized Intersection Summary  
 3: 2nd Avenue & McAfee Road

Bag Factory Development TIA  
 Projected 2024 Build AM Peak

Movement	WBL	WBR	NBT	NBR	SBL	SBT
<b>Lane Configurations</b>						
Traffic Volume (veh/h)	61	94	553	57	44	237
Future Volume (veh/h)	61	94	553	57	44	237
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1841	1856	1826	1856	1870
Adj Flow Rate, veh/h	64	32	582	56	46	249
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	4	3	5	3	2
Cap, veh/h	91	46	754	73	365	1187
Arrive On Green	0.08	0.08	0.45	0.45	0.04	0.63
Sat Flow, veh/h	1130	565	1666	160	1767	1870
Grp Volume(v), veh/h	97	0	0	638	46	249
Grp Sat Flow(s),veh/h/ln	1712	0	0	1827	1767	1870
Q Serve(g_s), s	2.3	0.0	0.0	12.4	0.5	2.4
Cycle Q Clear(g_c), s	2.3	0.0	0.0	12.4	0.5	2.4
Prop In Lane	0.66	0.33		0.09	1.00	
Lane Grp Cap(c), veh/h	138	0	0	826	365	1187
V/C Ratio(X)	0.70	0.00	0.00	0.77	0.13	0.21
Avail Cap(c_a), veh/h	488	0	0	1909	883	1955
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.9	0.0	0.0	9.7	7.2	3.2
Incr Delay (d2), s/veh	6.4	0.0	0.0	1.6	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	3.6	0.1	0.4
<b>Unsig. Movement Delay, s/veh</b>						
LnGrp Delay(d),s/veh	25.2	0.0	0.0	11.3	7.3	3.3
LnGrp LOS	C	A	A	B	A	A
Approach Vol, veh/h	97		638			295
Approach Delay, s/veh	25.2		11.3			4.0
Approach LOS	C		B			A
<b>Timer - Assigned Phs</b>						
		2		4	5	6
Phs Duration (G+Y+Rc), s		32.7		9.4	7.7	25.0
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		44.0		12.0	14.0	44.0
Max Q Clear Time (g_c+I1), s		4.4		4.3	2.5	14.4
Green Ext Time (p_c), s		1.5		0.1	0.0	4.7

**Intersection Summary**

HCM 6th Ctrl Delay	10.5
HCM 6th LOS	B

**Notes**

User approved volume balancing among the lanes for turning movement.



Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	8	707	228	16
Future Vol, veh/h	0	0	8	707	228	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	3	2	2
Mvmt Flow	0	0	8	744	240	17

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1009	249	257	0	-	0
Stage 1	249	-	-	-	-	-
Stage 2	760	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	266	790	1308	-	-	-
Stage 1	792	-	-	-	-	-
Stage 2	462	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	264	790	1308	-	-	-
Mov Cap-2 Maneuver	264	-	-	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	462	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1308	-	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-	-
HCM Control Delay (s)	7.8	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	66	0	9	0	0	0	0	649	0	0	228	0
Future Vol, veh/h	66	0	9	0	0	0	0	649	0	0	228	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	3	2
Mvmt Flow	69	0	9	0	0	0	0	676	0	0	238	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	914	914	238	919	914	676	-	0	0	676	0	0
Stage 1	238	238	-	676	676	-	-	-	-	-	-	-
Stage 2	676	676	-	243	238	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	254	273	801	252	273	453	0	-	-	915	-	0
Stage 1	765	708	-	443	453	-	0	-	-	-	-	0
Stage 2	443	453	-	761	708	-	0	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	254	273	801	249	273	453	-	-	-	915	-	-
Mov Cap-2 Maneuver	358	365	-	355	365	-	-	-	-	-	-	-
Stage 1	765	708	-	443	453	-	-	-	-	-	-	-
Stage 2	443	453	-	752	708	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.8	0	0	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBL	SBT
Capacity (veh/h)	-	-	383	-	915
HCM Lane V/C Ratio	-	-	0.204	-	-
HCM Control Delay (s)	-	-	16.8	0	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.8	-	0

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	8	0	0	0	0	648	0	1	224	8
Future Vol, veh/h	0	0	8	0	0	0	0	648	0	1	224	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	2	2
Mvmt Flow	0	0	8	0	0	0	0	675	0	1	233	8

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	-	-	237	918	918	675	-	0	0	675	0	0
Stage 1	-	-	-	675	675	-	-	-	-	-	-	-
Stage 2	-	-	-	243	243	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.22	7.12	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	-	-	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.318	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	0	802	252	272	454	0	-	-	916	-	-
Stage 1	0	0	-	444	453	-	0	-	-	-	-	-
Stage 2	0	0	-	761	705	-	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	802	249	272	454	-	-	-	916	-	-
Mov Cap-2 Maneuver	-	-	-	249	272	-	-	-	-	-	-	-
Stage 1	-	-	-	444	453	-	-	-	-	-	-	-
Stage 2	-	-	-	752	704	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	802	-	916	-
HCM Lane V/C Ratio	-	-	0.01	-	0.001	-
HCM Control Delay (s)	-	-	9.5	0	8.9	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0	-

HCM 6th Signalized Intersection Summary  
 1: 2nd Avenue & Glenwood Drive

Bag Factory Development TIA  
 Projected 2024 Build PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	678	265	69	524	32	175	187	64	61	324	284
Future Volume (veh/h)	235	678	265	69	524	32	175	187	64	61	324	284
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	247	714	252	73	552	31	184	197	15	64	341	60
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	502	1298	458	302	1537	86	208	442	373	296	386	326
Arrive On Green	0.09	0.50	0.50	0.04	0.45	0.45	0.07	0.24	0.24	0.04	0.21	0.21
Sat Flow, veh/h	1781	2575	909	1781	3421	192	1781	1870	1579	1781	1870	1578
Grp Volume(v), veh/h	247	493	473	73	286	297	184	197	15	64	341	60
Grp Sat Flow(s),veh/h/ln	1781	1777	1707	1781	1777	1836	1781	1870	1579	1781	1870	1578
Q Serve(g_s), s	9.3	24.7	24.7	2.9	13.8	13.8	9.0	11.7	1.0	3.7	23.0	4.1
Cycle Q Clear(g_c), s	9.3	24.7	24.7	2.9	13.8	13.8	9.0	11.7	1.0	3.7	23.0	4.1
Prop In Lane	1.00		0.53	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	502	896	860	302	798	825	208	442	373	296	386	326
V/C Ratio(X)	0.49	0.55	0.55	0.24	0.36	0.36	0.89	0.45	0.04	0.22	0.88	0.18
Avail Cap(c_a), veh/h	628	896	860	430	798	825	208	561	474	349	561	473
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	22.1	22.1	19.3	23.5	23.5	43.7	42.4	38.3	38.6	50.1	42.6
Incr Delay (d2), s/veh	0.7	2.4	2.5	0.4	1.3	1.2	33.6	0.7	0.0	0.4	11.2	0.3
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	3.8	10.7	10.3	1.2	6.0	6.2	3.6	5.5	0.4	1.6	11.9	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.0	24.5	24.6	19.8	24.8	24.7	77.3	43.1	38.3	39.0	61.3	42.8
LnGrp LOS	B	C	C	B	C	C	E	D	D	D	E	D
Approach Vol, veh/h		1213			656			396			465	
Approach Delay, s/veh		23.1			24.2			58.8			55.9	
Approach LOS		C			C			E			E	
Timer - Assigned Phs												
Phs Duration (G+Y+Rc), s	17.8	64.4	15.0	32.8	10.6	71.5	11.1	36.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	21.0	37.0	9.0	39.0	14.0	44.0	9.0	39.0				
Max Q Clear Time (g_c+l1), s	11.3	15.8	11.0	25.0	4.9	26.7	5.7	13.7				
Green Ext Time (p_c), s	0.5	3.4	0.0	1.8	0.1	5.9	0.0	1.1				
Intersection Summary												
HCM 6th Ctrl Delay			34.1									
HCM 6th LOS			C									

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	11	403	0	20	635
Future Vol, veh/h	3	11	403	0	20	635
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	11	415	0	21	655

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1112	415	0	0	415	0
Stage 1	415	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	231	637	-	-	1144	-
Stage 1	666	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	224	637	-	-	1144	-
Mov Cap-2 Maneuver	224	-	-	-	-	-
Stage 1	666	-	-	-	-	-
Stage 2	480	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.1	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	457	1144
HCM Lane V/C Ratio	-	-	0.032	0.018
HCM Control Delay (s)	-	-	13.1	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1



HCM 6th Signalized Intersection Summary  
 3: 2nd Avenue & McAfee Road

Bag Factory Development TIA  
 Projected 2024 Build PM Peak

Movement	WBL	WBR	NBT	NBR	SBL	SBT
<b>Lane Configurations</b>						
Traffic Volume (veh/h)	81	94	288	61	130	450
Future Volume (veh/h)	81	94	288	61	130	450
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	56	316	54	143	495
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	115	72	468	80	477	1035
Arrive On Green	0.11	0.11	0.30	0.30	0.08	0.55
Sat Flow, veh/h	1037	652	1556	266	1781	1870
Grp Volume(v), veh/h	146	0	0	370	143	495
Grp Sat Flow(s),veh/h/ln	1701	0	0	1822	1781	1870
Q Serve(g_s), s	3.0	0.0	0.0	6.4	1.7	5.7
Cycle Q Clear(g_c), s	3.0	0.0	0.0	6.4	1.7	5.7
Prop In Lane	0.61	0.38		0.15	1.00	
Lane Grp Cap(c), veh/h	189	0	0	548	477	1035
V/C Ratio(X)	0.77	0.00	0.00	0.68	0.30	0.48
Avail Cap(c_a), veh/h	571	0	0	2242	1023	2301
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.5	0.0	0.0	11.0	7.2	4.9
Incr Delay (d2), s/veh	6.6	0.0	0.0	1.5	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	2.0	0.4	1.0
<b>Unsig. Movement Delay, s/veh</b>						
LnGrp Delay(d),s/veh	22.0	0.0	0.0	12.4	7.6	5.2
LnGrp LOS	C	A	A	B	A	A
Approach Vol, veh/h	146		370			638
Approach Delay, s/veh	22.0		12.4			5.7
Approach LOS	C		B			A
<b>Timer - Assigned Phs</b>						
Phs Duration (G+Y+Rc), s		25.8		10.0	9.0	16.8
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		44.0		12.0	14.0	44.0
Max Q Clear Time (g_c+I1), s		7.7		5.0	3.7	8.4
Green Ext Time (p_c), s		3.4		0.2	0.2	2.4

**Intersection Summary**

HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

**Notes**

User approved volume balancing among the lanes for turning movement.

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	24	396	582	49
Future Vol, veh/h	0	0	24	396	582	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	26	435	640	54

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1154	667	694	0	-	0
Stage 1	667	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	218	459	901	-	-	-
Stage 1	510	-	-	-	-	-
Stage 2	618	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	212	459	901	-	-	-
Mov Cap-2 Maneuver	212	-	-	-	-	-
Stage 1	495	-	-	-	-	-
Stage 2	618	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	901	-	-	-	-
HCM Lane V/C Ratio	0.029	-	-	-	-
HCM Control Delay (s)	9.1	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	0	7	2	0	1	0	371	1	1	581	0
Future Vol, veh/h	48	0	7	2	0	1	0	371	1	1	581	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	0	7	2	0	1	0	379	1	1	593	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	975	975	593	979	975	380	-	0	0	380	0	0
Stage 1	595	595	-	380	380	-	-	-	-	-	-	-
Stage 2	380	380	-	599	595	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	231	251	506	229	251	667	0	-	-	1178	-	0
Stage 1	491	492	-	642	614	-	0	-	-	-	-	0
Stage 2	642	614	-	488	492	-	0	-	-	-	-	0
Platoon blocked, %	-											
Mov Cap-1 Maneuver	231	251	506	226	251	667	-	-	-	1178	-	-
Mov Cap-2 Maneuver	356	361	-	351	361	-	-	-	-	-	-	-
Stage 1	491	492	-	642	614	-	-	-	-	-	-	-
Stage 2	641	614	-	481	492	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	16.5		13.7		0			0		
HCM LOS	C		B							

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBL	SBT
Capacity (veh/h)	-	-	370	417	1178
HCM Lane V/C Ratio	-	-	0.152	0.007	0.001
HCM Control Delay (s)	-	-	16.5	13.7	8.1
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0	0

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	9	1	0	1	0	376	2	0	568	25
Future Vol, veh/h	0	0	9	1	0	1	0	376	2	0	568	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	9	1	0	1	0	392	2	0	592	26

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	605	1003	1011	393	-	0	0	394	0	0
Stage 1	-	-	-	393	393	-	-	-	-	-	-	-
Stage 2	-	-	-	610	618	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.22	7.12	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	-	-	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.318	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	0	498	221	240	656	0	-	-	1165	-	-
Stage 1	0	0	-	632	606	-	0	-	-	-	-	-
Stage 2	0	0	-	482	481	-	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	498	217	240	656	-	-	-	1165	-	-
Mov Cap-2 Maneuver	-	-	-	217	240	-	-	-	-	-	-	-
Stage 1	-	-	-	632	606	-	-	-	-	-	-	-
Stage 2	-	-	-	473	481	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.4	16.1	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	498	326	1165	-
HCM Lane V/C Ratio	-	-	0.019	0.006	-	-
HCM Control Delay (s)	-	-	12.4	16.1	0	-
HCM Lane LOS	-	-	B	C	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	0	-

HCM 6th Signalized Intersection Summary  
 1: 2nd Avenue & Glenwood Drive

Bag Factory Development TIA  
 Projected 2024 Build IMP AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	354	470	119	37	682	108	272	440	92	40	117	246
Future Volume (veh/h)	354	470	119	37	682	108	272	440	92	40	117	246
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	0.99		0.99	1.00		0.99
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	1870	1856	1870	1870	1870	1856	1856	1841	1870	1870	1870
Adj Flow Rate, veh/h	432	573	129	45	832	120	332	537	95	49	143	7
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	3	2	2	2	3	3	4	2	2	2
Cap, veh/h	449	1553	349	420	1296	187	324	639	113	145	273	228
Arrive On Green	0.15	0.54	0.54	0.03	0.42	0.42	0.10	0.21	0.21	0.03	0.15	0.15
Sat Flow, veh/h	1781	2883	647	1781	3117	450	1767	2990	527	1781	1870	1562
Grp Volume(v), veh/h	432	352	350	45	474	478	332	316	316	49	143	7
Grp Sat Flow(s),veh/h/ln	1781	1777	1754	1781	1777	1789	1767	1763	1755	1781	1870	1562
Q Serve(g_s), s	18.4	14.8	14.9	1.9	27.7	27.7	13.0	22.3	22.5	3.0	9.2	0.5
Cycle Q Clear(g_c), s	18.4	14.8	14.9	1.9	27.7	27.7	13.0	22.3	22.5	3.0	9.2	0.5
Prop In Lane	1.00		0.37	1.00		0.25	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	449	957	945	420	739	744	324	376	375	145	273	228
V/C Ratio(X)	0.96	0.37	0.37	0.11	0.64	0.64	1.03	0.84	0.84	0.34	0.52	0.03
Avail Cap(c_a), veh/h	449	957	945	557	739	744	324	529	526	266	561	469
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	17.3	17.3	20.4	30.3	30.3	48.6	49.0	49.0	45.9	51.3	47.6
Incr Delay (d2), s/veh	32.8	1.1	1.1	0.1	4.3	4.2	56.8	8.2	8.7	1.4	1.6	0.1
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	11.4	6.2	6.2	0.8	12.5	12.6	9.4	10.6	10.7	1.4	4.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.9	18.4	18.4	20.5	34.5	34.5	105.4	57.2	57.7	47.3	52.9	47.7
LnGrp LOS	E	B	B	C	C	C	F	E	E	D	D	D
Approach Vol, veh/h		1134			997			964			199	
Approach Delay, s/veh		33.4			33.9			74.0			51.3	
Approach LOS		C			C			E			D	
Timer - Assigned Phs												
Phs Duration (G+Y+Rc), s	1	2	3	4	5	6	7	8				
Change Period (Y+Rc), s	26.0	60.0	19.0	25.0	10.0	76.0	10.2	33.8				
Max Green Setting (Gmax), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Q Clear Time (g_c+l1), s	20.0	34.0	13.0	39.0	14.0	40.0	13.0	39.0				
Green Ext Time (p_c), s	20.4	29.7	15.0	11.2	3.9	16.9	5.0	24.5				
	0.0	2.3	0.0	0.8	0.0	4.4	0.0	3.3				
Intersection Summary												
HCM 6th Ctrl Delay			46.5									
HCM 6th LOS			D									




HCM 6th Signalized Intersection Summary  
 1: 2nd Avenue & Glenwood Drive

Bag Factory Development TIA  
 Projected 2024 Build IMP PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	678	265	69	524	32	175	187	64	61	324	284
Future Volume (veh/h)	235	678	265	69	524	32	175	187	64	61	324	284
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	247	714	252	73	552	31	184	197	39	64	341	60
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	502	1298	458	302	1537	86	208	700	136	332	386	326
Arrive On Green	0.09	0.50	0.50	0.04	0.45	0.45	0.07	0.24	0.24	0.04	0.21	0.21
Sat Flow, veh/h	1781	2575	909	1781	3421	192	1781	2965	576	1781	1870	1578
Grp Volume(v), veh/h	247	493	473	73	286	297	184	116	120	64	341	60
Grp Sat Flow(s),veh/h/ln	1781	1777	1707	1781	1777	1836	1781	1777	1764	1781	1870	1578
Q Serve(g_s), s	9.3	24.7	24.7	2.9	13.8	13.8	9.0	7.0	7.2	3.7	23.0	4.1
Cycle Q Clear(g_c), s	9.3	24.7	24.7	2.9	13.8	13.8	9.0	7.0	7.2	3.7	23.0	4.1
Prop In Lane	1.00		0.53	1.00		0.10	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	502	896	860	302	798	825	208	420	417	332	386	326
V/C Ratio(X)	0.49	0.55	0.55	0.24	0.36	0.36	0.89	0.28	0.29	0.19	0.88	0.18
Avail Cap(c_a), veh/h	628	896	860	430	798	825	208	533	529	385	561	473
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	22.1	22.1	19.3	23.5	23.5	43.7	40.6	40.7	38.4	50.1	42.6
Incr Delay (d2), s/veh	0.7	2.4	2.5	0.4	1.3	1.2	33.6	0.4	0.4	0.3	11.2	0.3
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	3.8	10.7	10.3	1.2	6.0	6.2	3.6	3.1	3.2	1.6	11.9	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.0	24.5	24.6	19.8	24.8	24.7	77.3	40.9	41.1	38.7	61.3	42.8
LnGrp LOS	B	C	C	B	C	C	E	D	D	D	E	D
Approach Vol, veh/h		1213			656			420			465	
Approach Delay, s/veh		23.1			24.2			56.9			55.8	
Approach LOS		C			C			E			E	
Timer - Assigned Phs												
Phs Duration (G+Y+Rc), s	17.8	64.4	15.0	32.8	10.6	71.5	11.1	36.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	21.0	37.0	9.0	39.0	14.0	44.0	9.0	39.0				
Max Q Clear Time (g_c+l1), s	11.3	15.8	11.0	25.0	4.9	26.7	5.7	9.2				
Green Ext Time (p_c), s	0.5	3.4	0.0	1.8	0.1	5.9	0.0	1.3				
Intersection Summary												
HCM 6th Ctrl Delay			34.0									
HCM 6th LOS			C									

# Raw Traffic Counts

 [Click here for Map](#)

### Peak Hour Turning Movement Count

Dekalb County, GA



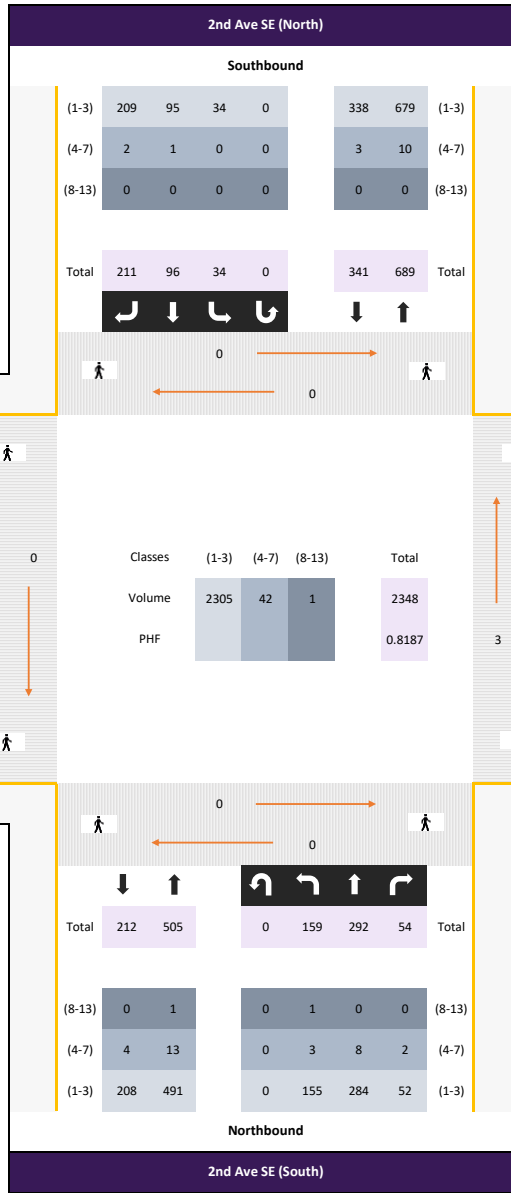
www.marrtraffic.com

Wednesday, March 9, 2022	
Period	0700 - 0900
Peak Hour	0730 - 0830

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)



Glenwood Ave SE (West)

Glenwood Ave SE (East)





 [Click here for Map](#)

### Peak Hour Turning Movement Count

Dekalb County, GA



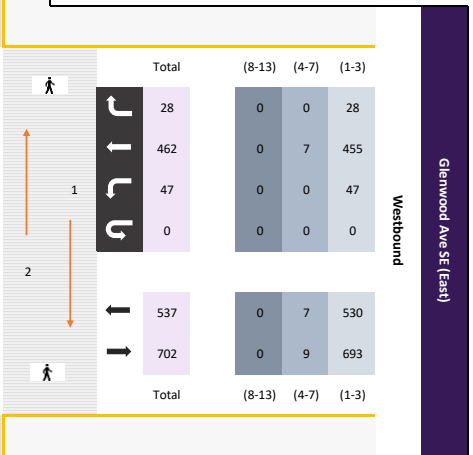
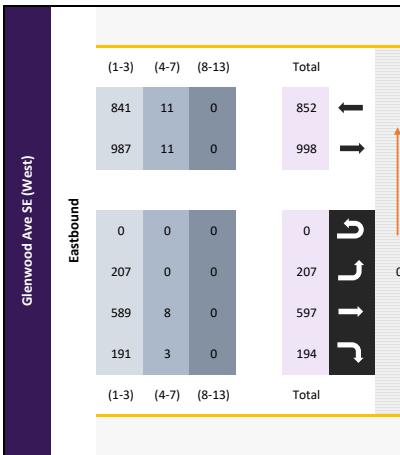
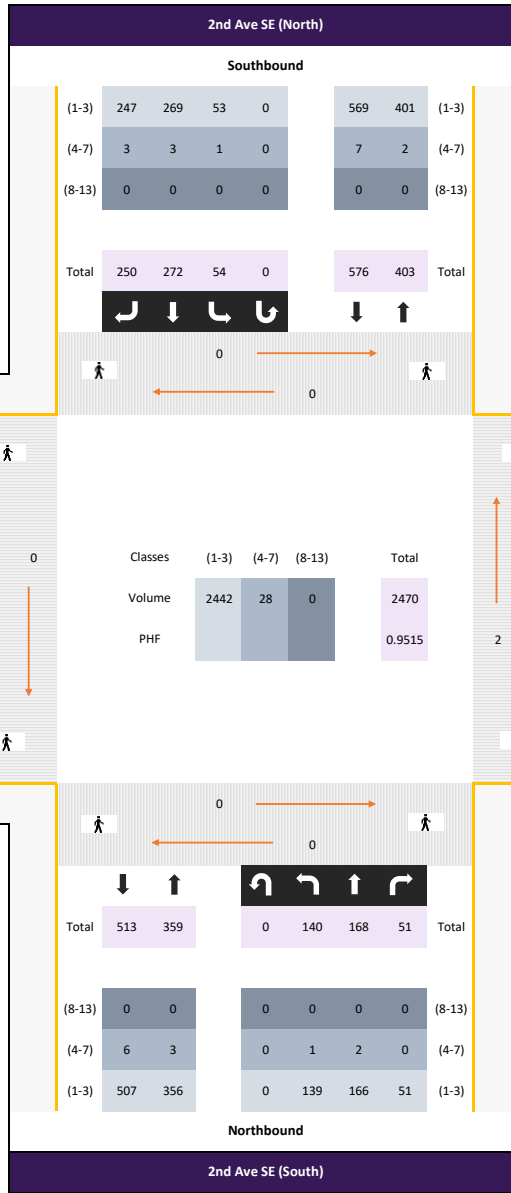
www.marrtraffic.com

Wednesday, March 9, 2022	
Period	1600 - 1800
Peak Hour	1700 - 1800

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)







# Classified Turn Movement Count || All vehicles



Dekalb County, GA

www.marrtraffic.com

**Site 1 of 6**

2nd Ave SE (South)  
 2nd Ave SE (North)  
 Glenwood Ave SE (West)  
 Glenwood Ave SE (East)

**Date**

Wednesday, March 9, 2022

**Weather**

Cloudy  
 54°F

**Lat/Long**

33.740046°, -84.309651°

**0700 - 0900 (Weekday 2h Session) (03-09-2022)**

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	2nd Ave SE (South)					2nd Ave SE (North)					Glenwood Ave SE (West)					Glenwood Ave SE (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0700 - 0715	28	40	7	0	75	0	10	26	0	36	35	43	13	0	91	1	87	10	0	98	300
0715 - 0730	34	53	8	0	95	1	20	25	0	46	58	62	18	0	138	5	112	10	0	127	406
0730 - 0745	41	72	14	0	127	3	25	48	0	76	84	87	20	1	192	4	107	26	0	137	532
0745 - 0800	43	83	18	0	144	11	21	63	0	95	88	129	25	0	242	10	197	29	0	236	717
Hourly Total	146	248	47	0	441	15	76	162	0	253	265	321	76	1	663	20	503	75	0	598	1955
0800 - 0815	42	78	10	0	130	14	27	69	0	110	67	97	26	0	190	8	141	24	0	173	603
0815 - 0830	33	59	12	0	104	6	23	31	0	60	65	90	18	0	173	5	140	14	0	159	496
0830 - 0845	31	60	9	0	100	5	23	34	0	62	51	76	11	0	138	7	154	10	0	171	471
0845 - 0900	32	56	15	0	103	4	19	43	0	66	49	70	23	0	142	4	125	12	0	141	452
Hourly Total	138	253	46	0	437	29	92	177	0	298	232	333	78	0	643	24	560	60	0	644	2022
Grand Total	284	501	93	0	878	44	168	339	0	551	497	654	154	1	1306	44	1063	135	0	1242	3977
Approach %	32.35	57.06	10.59	0.00	-	7.99	30.49	61.52	0.00	-	38.06	50.08	11.79	0.08	-	3.54	85.59	10.87	0.00	-	-
Intersection %	7.14	12.60	2.34	0.00	22.08	1.11	4.22	8.52	0.00	13.85	12.50	16.44	3.87	0.03	32.84	1.11	26.73	3.39	0.00	31.23	-
PHF	0.92	0.88	0.75	0.00	0.88	0.61	0.89	0.76	0.00	0.78	0.86	0.78	0.86	0.25	0.82	0.68	0.74	0.80	0.00	0.75	0.82

**1600 - 1800 (Weekday 2h Session) (03-09-2022)**

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	2nd Ave SE (South)					2nd Ave SE (North)					Glenwood Ave SE (West)					Glenwood Ave SE (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1600 - 1615	30	24	11	0	65	9	54	67	0	130	32	123	38	0	193	18	109	7	0	134	522
1615 - 1630	48	41	20	0	109	8	49	65	0	122	46	124	50	0	220	5	112	4	0	121	572
1630 - 1645	30	37	15	0	82	12	49	69	0	130	50	125	47	0	222	10	98	7	0	115	549
1645 - 1700	40	29	18	0	87	7	49	68	0	124	61	114	43	0	218	11	109	5	0	125	554
Hourly Total	148	131	64	0	343	36	201	269	0	506	189	486	178	0	853	44	428	23	0	495	2197
1700 - 1715	32	42	13	0	87	12	66	56	0	134	55	158	37	0	250	17	109	9	0	135	606
1715 - 1730	32	43	15	0	90	16	82	56	0	154	55	154	65	0	274	7	119	6	0	132	650
1730 - 1745	32	43	13	0	88	16	64	63	0	143	43	154	41	0	238	9	103	4	0	116	585
1745 - 1800	44	40	10	0	94	11	61	75	0	147	56	131	51	0	238	14	131	9	0	154	633
Hourly Total	140	168	51	0	359	55	273	250	0	578	209	597	194	0	1000	47	462	28	0	537	2474
Grand Total	288	299	115	0	702	91	474	519	0	1084	398	1083	372	0	1853	91	890	51	0	1032	4671
Approach %	41.03	42.59	16.38	0.00	-	8.39	43.73	47.88	0.00	-	21.48	58.45	20.08	0.00	-	8.82	86.24	4.94	0.00	-	-
Intersection %	6.17	6.40	2.46	0.00	15.03	1.95	10.15	11.11	0.00	23.21	8.52	23.19	7.96	0.00	39.67	1.95	19.05	1.09	0.00	22.09	-
PHF	0.80	0.98	0.85	0.00	0.95	0.86	0.83	0.83	0.00	0.94	0.93	0.94	0.75	0.00	0.91	0.69	0.88	0.78	0.00	0.87	0.95

# Classified Turn Movement Count || Passenger Vehicles (1-3)



Dekalb County, GA

www.marrtraffic.com

**Site 1 of 6**

2nd Ave SE (South)  
 2nd Ave SE (North)  
 Glenwood Ave SE (West)  
 Glenwood Ave SE (East)

**Date**

Wednesday, March 9, 2022

**Weather**

Cloudy  
 54°F

**Lat/Long**

33.740046°, -84.309651°

**0700 - 0900 (Weekday 2h Session) (03-09-2022)**

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	2nd Ave SE (South)					2nd Ave SE (North)					Glenwood Ave SE (West)					Glenwood Ave SE (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0700 - 0715	27	37	7	0	71	0	10	26	0	36	35	42	13	0	90	1	86	10	0	97	294
0715 - 0730	33	52	8	0	93	1	18	25	0	44	58	61	18	0	137	5	111	10	0	126	400
0730 - 0745	41	70	13	0	124	3	25	47	0	75	84	83	20	1	188	4	104	26	0	134	521
0745 - 0800	43	80	17	0	140	11	21	62	0	94	87	128	24	0	239	10	195	29	0	234	707
Hourly Total	144	239	45	0	428	15	74	160	0	249	264	314	75	1	654	20	496	75	0	591	1922
0800 - 0815	40	76	10	0	126	14	26	69	0	109	67	97	25	0	189	8	140	24	0	172	596
0815 - 0830	31	58	12	0	101	6	23	31	0	60	65	85	17	0	167	5	135	13	0	153	481
0830 - 0845	29	59	9	0	97	5	20	32	0	57	49	74	11	0	134	7	150	10	0	167	455
0845 - 0900	31	53	15	0	99	4	19	42	0	65	49	69	22	0	140	4	123	12	0	139	443
Hourly Total	131	246	46	0	423	29	88	174	0	291	230	325	75	0	630	24	548	59	0	631	1975
Grand Total	275	485	91	0	851	44	162	334	0	540	494	639	150	1	1284	44	1044	134	0	1222	3897
Approach %	32.31	56.99	10.69	0.00	-	8.15	30.00	61.85	0.00	-	38.47	49.77	11.68	0.08	-	3.60	85.43	10.97	0.00	-	-
Intersection %	7.06	12.45	2.34	0.00	21.84	1.13	4.16	8.57	0.00	13.86	12.68	16.40	3.85	0.03	32.95	1.13	26.79	3.44	0.00	31.36	-

**1600 - 1800 (Weekday 2h Session) (03-09-2022)**

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	2nd Ave SE (South)					2nd Ave SE (North)					Glenwood Ave SE (West)					Glenwood Ave SE (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1600 - 1615	29	21	11	0	61	9	52	67	0	128	32	121	36	0	189	18	108	7	0	133	511
1615 - 1630	47	38	20	0	105	8	46	65	0	119	46	122	50	0	218	5	109	4	0	118	560
1630 - 1645	30	35	15	0	80	12	48	69	0	129	50	122	47	0	219	10	93	7	0	110	538
1645 - 1700	40	28	18	0	86	6	48	68	0	122	60	112	42	0	214	11	106	5	0	122	544
Hourly Total	146	122	64	0	332	35	194	269	0	498	188	477	175	0	840	44	416	23	0	483	2153
1700 - 1715	31	41	13	0	85	11	64	55	0	130	55	155	37	0	247	17	108	9	0	134	596
1715 - 1730	32	43	15	0	90	15	80	56	0	151	55	151	64	0	270	7	115	6	0	128	639
1730 - 1745	32	42	13	0	87	16	64	62	0	142	43	154	40	0	237	9	103	4	0	116	582
1745 - 1800	44	40	10	0	94	11	61	74	0	146	54	129	50	0	233	14	129	9	0	152	625
Hourly Total	139	166	51	0	356	53	269	247	0	569	207	589	191	0	987	47	455	28	0	530	2442
Grand Total	285	288	115	0	688	88	463	516	0	1067	395	1066	366	0	1827	91	871	51	0	1013	4595
Approach %	41.42	41.86	16.72	0.00	-	8.25	43.39	48.36	0.00	-	21.62	58.35	20.03	0.00	-	8.98	85.98	5.03	0.00	-	-
Intersection %	6.20	6.27	2.50	0.00	14.97	1.92	10.08	11.23	0.00	23.22	8.60	23.20	7.97	0.00	39.76	1.98	18.96	1.11	0.00	22.05	-

# Classified Turn Movement Count || Single Unit Trucks (4-7)



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Dekalb County, GA

**Site 1 of 6**  
 2nd Ave SE (South)  
 2nd Ave SE (North)  
 Glenwood Ave SE (West)  
 Glenwood Ave SE (East)

**Date**  
 Wednesday, March 9, 2022

**Weather**  
 Cloudy  
 54°F

**Lat/Long**  
 33.740046°, -84.309651°

## 0700 - 0900 (Weekday 2h Session) (03-09-2022) Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	2nd Ave SE (South)					2nd Ave SE (North)					Glenwood Ave SE (West)					Glenwood Ave SE (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	6
0715 - 0730	1	1	0	0	2	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	6
0730 - 0745	0	2	1	0	3	0	0	1	0	1	0	4	0	0	4	0	3	0	0	3	11
0745 - 0800	0	3	1	0	4	0	0	1	0	1	1	1	1	0	3	0	2	0	0	2	10
Hourly Total	2	9	2	0	13	0	2	2	0	4	1	7	1	0	9	0	7	0	0	7	33
0800 - 0815	2	2	0	0	4	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	7
0815 - 0830	1	1	0	0	2	0	0	0	0	0	0	5	1	0	6	0	5	1	0	6	14
0830 - 0845	2	1	0	0	3	0	3	2	0	5	2	2	0	0	4	0	3	0	0	3	15
0845 - 0900	1	3	0	0	4	0	0	1	0	1	0	1	1	0	2	0	2	0	0	2	9
Hourly Total	6	7	0	0	13	0	4	3	0	7	2	8	3	0	13	0	11	1	0	12	45
Grand Total	8	16	2	0	26	0	6	5	0	11	3	15	4	0	22	0	18	1	0	19	78
Approach %	30.77	61.54	7.69	0.00	-	0.00	54.55	45.45	0.00	-	13.64	68.18	18.18	0.00	-	0.00	94.74	5.26	0.00	-	
Intersection %	10.26	20.51	2.56	0.00	33.33	0.00	7.69	6.41	0.00	14.10	3.85	19.23	5.13	0.00	28.21	0.00	23.08	1.28	0.00	24.36	

## 1600 - 1800 (Weekday 2h Session) (03-09-2022) Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	2nd Ave SE (South)					2nd Ave SE (North)					Glenwood Ave SE (West)					Glenwood Ave SE (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	1	3	0	0	4	0	2	0	0	2	0	2	2	0	4	0	1	0	0	1	11
1615 - 1630	1	3	0	0	4	0	3	0	0	3	0	2	0	0	2	0	3	0	0	3	12
1630 - 1645	0	2	0	0	2	0	1	0	0	1	0	3	0	0	3	0	5	0	0	5	11
1645 - 1700	0	1	0	0	1	1	1	0	0	2	1	2	1	0	4	0	3	0	0	3	10
Hourly Total	2	9	0	0	11	1	7	0	0	8	1	9	3	0	13	0	12	0	0	12	44
1700 - 1715	1	1	0	0	2	0	2	1	0	3	0	3	0	0	3	0	1	0	0	1	9
1715 - 1730	0	0	0	0	0	1	1	0	0	2	0	3	1	0	4	0	4	0	0	4	10
1730 - 1745	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	3
1745 - 1800	0	0	0	0	0	0	0	1	0	1	0	2	1	0	3	0	2	0	0	2	6
Hourly Total	1	2	0	0	3	1	3	3	0	7	0	8	3	0	11	0	7	0	0	7	28
Grand Total	3	11	0	0	14	2	10	3	0	15	1	17	6	0	24	0	19	0	0	19	72
Approach %	21.43	78.57	0.00	0.00	-	13.33	66.67	20.00	0.00	-	4.17	70.83	25.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	4.17	15.28	0.00	0.00	19.44	2.78	13.89	4.17	0.00	20.83	1.39	23.61	8.33	0.00	33.33	0.00	26.39	0.00	0.00	26.39	







# Pedestrian Count | All vehicles



Dekalb County, GA

www.marrtraffic.com

**Site 1 of 6**  
 2nd Ave SE (South)  
 2nd Ave SE (North)  
 Glenwood Ave SE (West)  
 Glenwood Ave SE (East)

**Date**  
 Wednesday, March 9, 2022

**Weather**  
 Cloudy  
 54°F

**Lat/Long**  
 33.740046°, -84.309651°

## 0700 - 0900 (Weekday 2h Session) (03-09-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	2nd Ave SE (South)		App Total	2nd Ave SE (North)		App Total	Glenwood Ave SE (West)		App Total	Glenwood Ave SE (East)		App Total		
	EB 1a	WB 1b		EB 1c	WB 1d		NB 1e	SB 1f		NB 1g	SB 1h			
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	1	1	1	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	3	3	3	3
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	4	4	4	4
0800 - 0815	0	0	0	0	0	0	0	0	0	1	0	1	1	1
0815 - 0830	0	0	0	0	0	0	0	0	0	2	1	3	3	3
0830 - 0845	0	0	0	0	0	0	0	0	0	1	0	1	1	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	4	1	5	5	5
Grand Total	0	0	0	0	0	0	0	0	0	4	5	9	9	9
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	44.44	55.56	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	44.44	55.56	100.00	-	-

## 1600 - 1800 (Weekday 2h Session) (03-09-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	2nd Ave SE (South)		App Total	2nd Ave SE (North)		App Total	Glenwood Ave SE (West)		App Total	Glenwood Ave SE (East)		App Total		
	EB 1a	WB 1b		EB 1c	WB 1d		NB 1e	SB 1f		NB 1g	SB 1h			
1600 - 1615	0	0	0	0	0	0	0	0	0	1	1	2	2	2
1615 - 1630	0	0	0	0	0	0	0	0	0	0	1	1	1	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	1	2	3	3	3
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	1	1	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	1	0	1	1	1
1745 - 1800	0	0	0	0	0	0	0	0	0	1	0	1	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	2	1	3	3	3
Grand Total	0	0	0	0	0	0	0	0	0	3	3	6	6	6
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	50.00	50.00	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	50.00	100.00	-	-





 [Click here for Map](#)

### Peak Hour Turning Movement Count

Dekalb County, GA



www.marrtraffic.com

Wednesday, March 9, 2022	
Period	0700 - 0900
Peak Hour	0730 - 0830

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)



All vehicles

Time	Northbound 2nd Ave (South)					Southbound 2nd Ave (North)					Eastbound Driveway					Westbound Dancing Fox Rd					Int Total
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
	0730 - 0745	0	115	0	0	115	1	45	0	0	46	0	0	0	0	0	0	0	7	0	
0745 - 0800	0	112	0	0	112	2	43	0	0	45	0	0	0	0	0	0	0	7	0	7	164
0800 - 0815	0	114	0	0	114	2	50	0	0	52	0	0	0	0	0	0	0	0	0	0	166
0815 - 0830	0	99	0	0	99	3	45	0	0	48	0	0	0	0	0	0	0	5	0	5	152
Total	0	440	0	0	440	8	183	0	0	191	0	0	0	0	0	0	0	19	0	19	650
Approach %	0.00	100.00	0.00	0.00	-	4.19	95.81	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
PHF	0.00	0.96	0.00	0.00	0.96	0.67	0.92	0.00	0.00	0.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.68	0.00	0.68	0.97

Passenger Vehicles (1-3)

Time	Northbound 2nd Ave (South)					Southbound 2nd Ave (North)					Eastbound Driveway					Westbound Dancing Fox Rd					Int Total
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
	0730 - 0745	0	113	0	0	113	1	44	0	0	45	0	0	0	0	0	0	0	7	0	
0745 - 0800	0	107	0	0	107	2	42	0	0	44	0	0	0	0	0	0	0	7	0	7	158
0800 - 0815	0	110	0	0	110	2	48	0	0	50	0	0	0	0	0	0	0	0	0	0	160
0815 - 0830	0	97	0	0	97	3	43	0	0	46	0	0	0	0	0	0	0	5	0	5	148
Total	0	427	0	0	427	8	177	0	0	185	0	0	0	0	0	0	0	19	0	19	631
Approach %	0.00	100.00	0.00	0.00	-	4.32	95.68	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
PHF	0.00	0.94	0.00	0.00	0.94	0.67	0.92	0.00	0.00	0.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.68	0.00	0.68	0.96

Single Unit Trucks (4-7)

Time	Northbound 2nd Ave (South)					Southbound 2nd Ave (North)					Eastbound Driveway					Westbound Dancing Fox Rd					Int Total
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
	0730 - 0745	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6
0800 - 0815	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
0815 - 0830	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Total	0	12	0	0	12	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	18
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.60	0.00	0.00	0.60	0.00	0.75	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75

Combination Trucks (8-13)

Time	Northbound 2nd Ave (South)					Southbound 2nd Ave (North)					Eastbound Driveway					Westbound Dancing Fox Rd					Int Total
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
	0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25

Bikes

Time	Northbound 2nd Ave (South)					Southbound 2nd Ave (North)					Eastbound Driveway					Westbound Dancing Fox Rd					Int Total
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
	0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Pedestrians

Time	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)				Eastbound Driveway				Westbound Dancing Fox Rd				Int Total			
	EB 2a	WB 2b		App Total	EB 2c	WB 2d		App Total	NB 2e	SB 2f		App Total	NB 2g	SB 2h		App Total				
	0730 - 0745	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-		0		
0745 - 0800	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0				
0800 - 0815	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0				
0815 - 0830	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



 [Click here for Map](#)

### Peak Hour Turning Movement Count

Dekalb County, GA



www.marrtraffic.com

Wednesday, March 9, 2022	
Period	1600 - 1800
Peak Hour	1700 - 1800

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)



Driveway

**Eastbound**

Class	(1-3)	(4-7)	(8-13)	Total
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	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Dancing Fox Rd

**Westbound**

Class	(8-13)	(4-7)	(1-3)	Total
9	0	0	0	9
0	0	0	0	0
3	0	0	0	3
0	0	0	0	0
12	0	0	0	12
18	0	0	0	18
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

All vehicles

Time	Northbound 2nd Ave (South)					Southbound 2nd Ave (North)					Eastbound Driveway					Westbound Dancing Fox Rd					Int Total
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
	1700 - 1715	0	78	0	0	78	5	131	0	0	136	0	0	0	0	0	1	0	1	0	
1715 - 1730	0	85	0	0	85	2	125	0	0	127	0	0	0	0	0	1	0	4	0	5	217
1730 - 1745	0	87	0	0	87	5	112	0	0	117	0	0	0	0	0	0	0	3	0	3	207
1745 - 1800	0	88	0	0	88	7	126	0	0	133	0	0	0	0	0	1	0	1	0	2	223
Total	0	338	0	0	338	19	494	0	0	513	0	0	0	0	0	3	0	9	0	12	863
Approach %	0.00	100.00	0.00	0.00	-	3.70	96.30	0.00	0.00	-	0.00	0.00	0.00	0.00	-	25.00	0.00	75.00	0.00	-	
PHF	0.00	0.96	0.00	0.00	0.96	0.68	0.94	0.00	0.00	0.94	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.56	0.00	0.60	0.97

Passenger Vehicles (1-3)

Time	Northbound 2nd Ave (South)					Southbound 2nd Ave (North)					Eastbound Driveway					Westbound Dancing Fox Rd					Int Total
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
	1700 - 1715	0	77	0	0	77	5	130	0	0	135	0	0	0	0	0	1	0	1	0	
1715 - 1730	0	84	0	0	84	1	123	0	0	124	0	0	0	0	0	1	0	4	0	5	213
1730 - 1745	0	86	0	0	86	5	110	0	0	115	0	0	0	0	0	0	0	3	0	3	204
1745 - 1800	0	88	0	0	88	7	125	0	0	132	0	0	0	0	0	1	0	1	0	2	222
Total	0	335	0	0	335	18	488	0	0	506	0	0	0	0	0	3	0	9	0	12	853
Approach %	0.00	100.00	0.00	0.00	-	3.56	96.44	0.00	0.00	-	0.00	0.00	0.00	0.00	-	25.00	0.00	75.00	0.00	-	
PHF	0.00	0.95	0.00	0.00	0.95	0.64	0.94	0.00	0.00	0.94	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.56	0.00	0.60	0.96

Single Unit Trucks (4-7)

Time	Northbound 2nd Ave (South)					Southbound 2nd Ave (North)					Eastbound Driveway					Westbound Dancing Fox Rd					Int Total
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
	1700 - 1715	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	
1715 - 1730	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1730 - 1745	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1745 - 1800	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	9
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.75	0.00	0.00	0.75	0.00	0.75	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75

Combination Trucks (8-13)

Time	Northbound 2nd Ave (South)					Southbound 2nd Ave (North)					Eastbound Driveway					Westbound Dancing Fox Rd					Int Total
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
	1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Bikes

Time	Northbound 2nd Ave (South)					Southbound 2nd Ave (North)					Eastbound Driveway					Westbound Dancing Fox Rd					Int Total
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
	1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25

Pedestrians

Time	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)				Eastbound Driveway				Westbound Dancing Fox Rd				Int Total			
	EB 2a	WB 2b		App Total	EB 2c	WB 2d		App Total	NB 2e	SB 2f		App Total	NB 2g	SB 2h		App Total				
	1700 - 1715	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-		0		
1715 - 1730	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0				
1730 - 1745	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0				
1745 - 1800	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

# Classified Turn Movement Count || All vehicles



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Dekalb County, GA

**Site 2 of 6**

2nd Ave (South)  
2nd Ave (North)  
Driveway  
Dancing Fox Rd

**Date**

Wednesday, March 9, 2022

**Weather**

Cloudy  
54°F

**Lat/Long**

33.737967°, -84.309662°

**0700 - 0900 (Weekday 2h Session) (03-09-2022)**

All vehicles

TIME	Northbound 2nd Ave (South)					Southbound 2nd Ave (North)					Eastbound Driveway					Westbound Dancing Fox Rd					Int Total
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
	0700 - 0715	0	82	0	0	82	0	28	0	0	28	0	0	0	0	0	0	0	2	0	
0715 - 0730	0	88	1	0	89	1	44	0	0	45	0	0	0	0	0	0	0	4	0	4	138
0730 - 0745	0	115	0	0	115	1	45	0	0	46	0	0	0	0	0	0	0	7	0	7	168
0745 - 0800	0	112	0	0	112	2	43	0	0	45	0	0	0	0	0	0	0	7	0	7	164
Hourly Total	0	397	1	0	398	4	160	0	0	164	0	0	0	0	0	0	0	20	0	20	582
0800 - 0815	0	114	0	0	114	2	50	0	0	52	0	0	0	0	0	0	0	0	0	0	166
0815 - 0830	0	99	0	0	99	3	45	0	0	48	0	0	0	0	0	0	0	5	0	5	152
0830 - 0845	0	99	0	0	99	1	42	0	0	43	0	0	0	0	0	0	0	2	0	2	144
0845 - 0900	0	95	1	0	96	2	43	0	1	46	0	0	0	0	0	0	0	1	0	1	143
Hourly Total	0	407	1	0	408	8	180	0	1	189	0	0	0	0	0	0	0	8	0	8	605
Grand Total	0	804	2	0	806	12	340	0	1	353	0	0	0	0	0	0	0	28	0	28	1187
Approach %	0.00	99.75	0.25	0.00	-	3.40	96.32	0.00	0.28	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	67.73	0.17	0.00	67.90	1.01	28.64	0.00	0.08	29.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.36	0.00	2.36	
PHF	0.00	0.96	0.00	0.00	0.96	0.67	0.92	0.00	0.00	0.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.68	0.00	0.68	0.97

**1600 - 1800 (Weekday 2h Session) (03-09-2022)**

All vehicles

TIME	Northbound 2nd Ave (South)					Southbound 2nd Ave (North)					Eastbound Driveway					Westbound Dancing Fox Rd					Int Total
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
	1600 - 1615	0	70	1	0	71	6	99	0	0	105	0	0	0	0	0	0	0	1	0	
1615 - 1630	0	99	1	0	100	5	99	0	1	105	0	0	0	0	0	1	0	4	0	5	210
1630 - 1645	0	72	2	0	74	6	108	0	0	114	0	0	0	0	0	0	0	4	0	4	192
1645 - 1700	0	77	0	0	77	1	121	0	0	122	0	0	0	0	0	1	0	2	0	3	202
Hourly Total	0	318	4	0	322	18	427	0	1	446	0	0	0	0	0	2	0	11	0	13	781
1700 - 1715	0	78	0	0	78	5	131	0	0	136	0	0	0	0	0	1	0	1	0	2	216
1715 - 1730	0	85	0	0	85	2	125	0	0	127	0	0	0	0	0	1	0	4	0	5	217
1730 - 1745	0	87	0	0	87	5	112	0	0	117	0	0	0	0	0	0	0	3	0	3	207
1745 - 1800	0	88	0	0	88	7	126	0	0	133	0	0	0	0	0	1	0	1	0	2	223
Hourly Total	0	338	0	0	338	19	494	0	0	513	0	0	0	0	0	3	0	9	0	12	863
Grand Total	0	656	4	0	660	37	921	0	1	959	0	0	0	0	0	5	0	20	0	25	1644
Approach %	0.00	99.39	0.61	0.00	-	3.86	96.04	0.00	0.10	-	0.00	0.00	0.00	0.00	-	20.00	0.00	80.00	0.00	-	
Intersection %	0.00	39.90	0.24	0.00	40.15	2.25	56.02	0.00	0.06	58.33	0.00	0.00	0.00	0.00	0.00	0.30	0.00	1.22	0.00	1.52	
PHF	0.00	0.96	0.00	0.00	0.96	0.68	0.94	0.00	0.00	0.94	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.56	0.00	0.60	0.97



# Classified Turn Movement Count || Passenger Vehicles (1-3)



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Dekalb County, GA

**Site 2 of 6**  
 2nd Ave (South)  
 2nd Ave (North)  
 Driveway  
 Dancing Fox Rd

**Date**  
 Wednesday, March 9, 2022

**Weather**  
 Cloudy  
 54°F

**Lat/Long**  
 33.737967°, -84.309662°

## 0700 - 0900 (Weekday 2h Session) (03-09-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	2nd Ave (South)					2nd Ave (North)					Driveway					Dancing Fox Rd					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	0	79	0	0	79	0	28	0	0	28	0	0	0	0	0	0	0	4	0	4	2
0715 - 0730	0	85	1	0	86	1	43	0	0	44	0	0	0	0	0	0	0	4	0	4	134
0730 - 0745	0	113	0	0	113	1	44	0	0	45	0	0	0	0	0	0	0	7	0	7	165
0745 - 0800	0	107	0	0	107	2	42	0	0	44	0	0	0	0	0	0	0	7	0	7	158
Hourly Total	0	384	1	0	385	4	157	0	0	161	0	0	0	0	0	0	0	20	0	20	566
0800 - 0815	0	110	0	0	110	2	48	0	0	50	0	0	0	0	0	0	0	0	0	0	160
0815 - 0830	0	97	0	0	97	3	43	0	0	46	0	0	0	0	0	0	0	5	0	5	148
0830 - 0845	0	95	0	0	95	1	40	0	0	41	0	0	0	0	0	0	0	2	0	2	138
0845 - 0900	0	91	1	0	92	2	42	0	1	45	0	0	0	0	0	0	0	1	0	1	138
Hourly Total	0	393	1	0	394	8	173	0	1	182	0	0	0	0	0	0	0	8	0	8	584
Grand Total	0	777	2	0	779	12	330	0	1	343	0	0	0	0	0	0	0	28	0	28	1150
Approach %	0.00	99.74	0.26	0.00	-	3.50	96.21	0.00	0.29	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	67.57	0.17	0.00	67.74	1.04	28.70	0.00	0.09	29.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.43	0.00	2.43	

## 1600 - 1800 (Weekday 2h Session) (03-09-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	2nd Ave (South)					2nd Ave (North)					Driveway					Dancing Fox Rd					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1600 - 1615	0	67	1	0	68	6	96	0	0	102	0	0	0	0	0	0	0	1	0	1	171
1615 - 1630	0	96	0	0	96	5	96	0	1	102	0	0	0	0	0	1	0	4	0	5	203
1630 - 1645	0	70	2	0	72	6	107	0	0	113	0	0	0	0	0	0	0	4	0	4	189
1645 - 1700	0	75	0	0	75	1	118	0	0	119	0	0	0	0	0	1	0	1	0	2	196
Hourly Total	0	308	3	0	311	18	417	0	1	436	0	0	0	0	0	2	0	10	0	12	759
1700 - 1715	0	77	0	0	77	5	130	0	0	135	0	0	0	0	0	1	0	1	0	2	214
1715 - 1730	0	84	0	0	84	1	123	0	0	124	0	0	0	0	0	1	0	4	0	5	213
1730 - 1745	0	86	0	0	86	5	110	0	0	115	0	0	0	0	0	0	0	3	0	3	204
1745 - 1800	0	88	0	0	88	7	125	0	0	132	0	0	0	0	0	1	0	1	0	2	222
Hourly Total	0	335	0	0	335	18	488	0	0	506	0	0	0	0	0	3	0	9	0	12	853
Grand Total	0	643	3	0	646	36	905	0	1	942	0	0	0	0	0	5	0	19	0	24	1612
Approach %	0.00	99.54	0.46	0.00	-	3.82	96.07	0.00	0.11	-	0.00	0.00	0.00	0.00	-	20.83	0.00	79.17	0.00	-	
Intersection %	0.00	39.89	0.19	0.00	40.07	2.23	56.14	0.00	0.06	58.44	0.00	0.00	0.00	0.00	0.00	0.31	0.00	1.18	0.00	1.49	

# Classified Turn Movement Count || Single Unit Trucks (4-7)



www.marrtraffic.com

Dekalb County, GA

**Site 2 of 6**  
 2nd Ave (South)  
 2nd Ave (North)  
 Driveway  
 Dancing Fox Rd

**Date**  
 Wednesday, March 9, 2022

**Weather**  
 Cloudy  
 54°F

**Lat/Long**  
 33.737967°, -84.309662°

## 0700 - 0900 (Weekday 2h Session) (03-09-2022) Single Unit Trucks (4-7)

TIME	Northbound 2nd Ave (South)					Southbound 2nd Ave (North)					Eastbound Driveway					Westbound Dancing Fox Rd					Int Total
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
	0700 - 0715	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	13	0	0	13	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	13	0	0	13	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	26	0	0	26	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	72.22	0.00	0.00	72.22	0.00	27.78	0.00	0.00	27.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

## 1600 - 1800 (Weekday 2h Session) (03-09-2022) Single Unit Trucks (4-7)

TIME	Northbound 2nd Ave (South)					Southbound 2nd Ave (North)					Eastbound Driveway					Westbound Dancing Fox Rd					Int Total
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
	1600 - 1615	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	
1615 - 1630	0	3	1	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	6
Hourly Total	0	10	1	0	11	0	10	0	0	10	0	0	0	0	0	0	0	1	0	1	22
1700 - 1715	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1715 - 1730	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1730 - 1745	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1745 - 1800	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	9
Grand Total	0	13	1	0	14	0	16	0	0	16	0	0	0	0	0	0	0	1	0	1	31
Approach %	0.00	92.86	7.14	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	41.94	3.23	0.00	45.16	0.00	51.61	0.00	0.00	51.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.23	0.00	3.23	

# Classified Turn Movement Count || Combination Trucks (8-13)



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Dekalb County, GA

**Site 2 of 6**  
 2nd Ave (South)  
 2nd Ave (North)  
 Driveway  
 Dancing Fox Rd

**Date**  
 Wednesday, March 9, 2022

**Weather**  
 Cloudy  
 54°F

**Lat/Long**  
 33.737967°, -84.309662°

## 0700 - 0900 (Weekday 2h Session) (03-09-2022) Combination Trucks (8-13)

TIME	Northbound 2nd Ave (South)					Southbound 2nd Ave (North)					Eastbound Driveway					Westbound Dancing Fox Rd					Int Total
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
	0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

## 1600 - 1800 (Weekday 2h Session) (03-09-2022) Combination Trucks (8-13)

TIME	Northbound 2nd Ave (South)					Southbound 2nd Ave (North)					Eastbound Driveway					Westbound Dancing Fox Rd					Int Total
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
	1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	



# Classified Turn Movement Count || Bikes



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Dekalb County, GA

**Site 2 of 6**  
 2nd Ave (South)  
 2nd Ave (North)  
 Driveway  
 Dancing Fox Rd

**Date**  
 Wednesday, March 9, 2022

**Weather**  
 Cloudy  
 54°F

**Lat/Long**  
 33.737967°, -84.309662°

## 0700 - 0900 (Weekday 2h Session) (03-09-2022)

Bikes

TIME	Northbound 2nd Ave (South)					Southbound 2nd Ave (North)					Eastbound Driveway					Westbound Dancing Fox Rd					Int Total
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
	0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## 1600 - 1800 (Weekday 2h Session) (03-09-2022)

Bikes

TIME	Northbound 2nd Ave (South)					Southbound 2nd Ave (North)					Eastbound Driveway					Westbound Dancing Fox Rd					Int Total
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
	1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

# Pedestrian Count | All vehicles



Dekalb County, GA

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**Site 2 of 6**  
 2nd Ave (South)  
 2nd Ave (North)  
 Driveway  
 Dancing Fox Rd

**Date**  
 Wednesday, March 9, 2022

**Weather**  
 Cloudy  
 54°F

**Lat/Long**  
 33.737967°, -84.309662°

## 0700 - 0900 (Weekday 2h Session) (03-09-2022)

Pedestrians

TIME	Northbound 2nd Ave (South)			Southbound 2nd Ave (North)			Eastbound Driveway			Westbound Dancing Fox Rd			App Total	Int Total
	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total		
	0700 - 0715	0	0	0	0	0	0	0	0	0	0	0		
0715 - 0730	0	0	0	0	0	0	0	0	0	1	0	1	1	1
0730 - 0745	0	0	0	0	0	0	0	0	0	1	0	1	1	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	2	0	2	2	2
0800 - 0815	0	0	0	0	0	0	0	1	0	1	0	1	1	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	1	1	0	1	2	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	1	2	0	1	1	3
Grand Total	0	0	0	0	0	0	0	1	1	2	2	1	3	5
Approach %	0.00	0.00	-	0.00	0.00	-	50.00	50.00	-	66.67	33.33	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	20.00	20.00	40.00	40.00	20.00	60.00	60.00	-

## 1600 - 1800 (Weekday 2h Session) (03-09-2022)

Pedestrians

TIME	Northbound 2nd Ave (South)			Southbound 2nd Ave (North)			Eastbound Driveway			Westbound Dancing Fox Rd			App Total	Int Total
	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total		
	1600 - 1615	0	0	0	0	0	0	0	0	1	1	4		
1615 - 1630	0	0	0	0	0	0	0	1	0	1	1	0	1	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	1	1	2	1	3	4
Hourly Total	0	0	0	0	0	0	0	1	2	3	7	1	8	11
1700 - 1715	0	0	0	0	0	0	0	1	1	2	0	0	0	2
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	1	1	1
1745 - 1800	0	0	0	0	0	0	0	2	0	2	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	3	1	4	0	2	2	6
Grand Total	0	0	0	0	0	0	0	4	3	7	7	3	10	17
Approach %	0.00	0.00	-	0.00	0.00	-	57.14	42.86	-	70.00	30.00	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	23.53	17.65	41.18	41.18	17.65	58.82	58.82	-





 [Click here for Map](#)

### Peak Hour Turning Movement Count

Dekalb County, GA



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Wednesday, March 9, 2022	
Period	0700 - 0900
Peak Hour	0715 - 0815


\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)





 [Click here for Map](#)

### Peak Hour Turning Movement Count

Dekalb County, GA



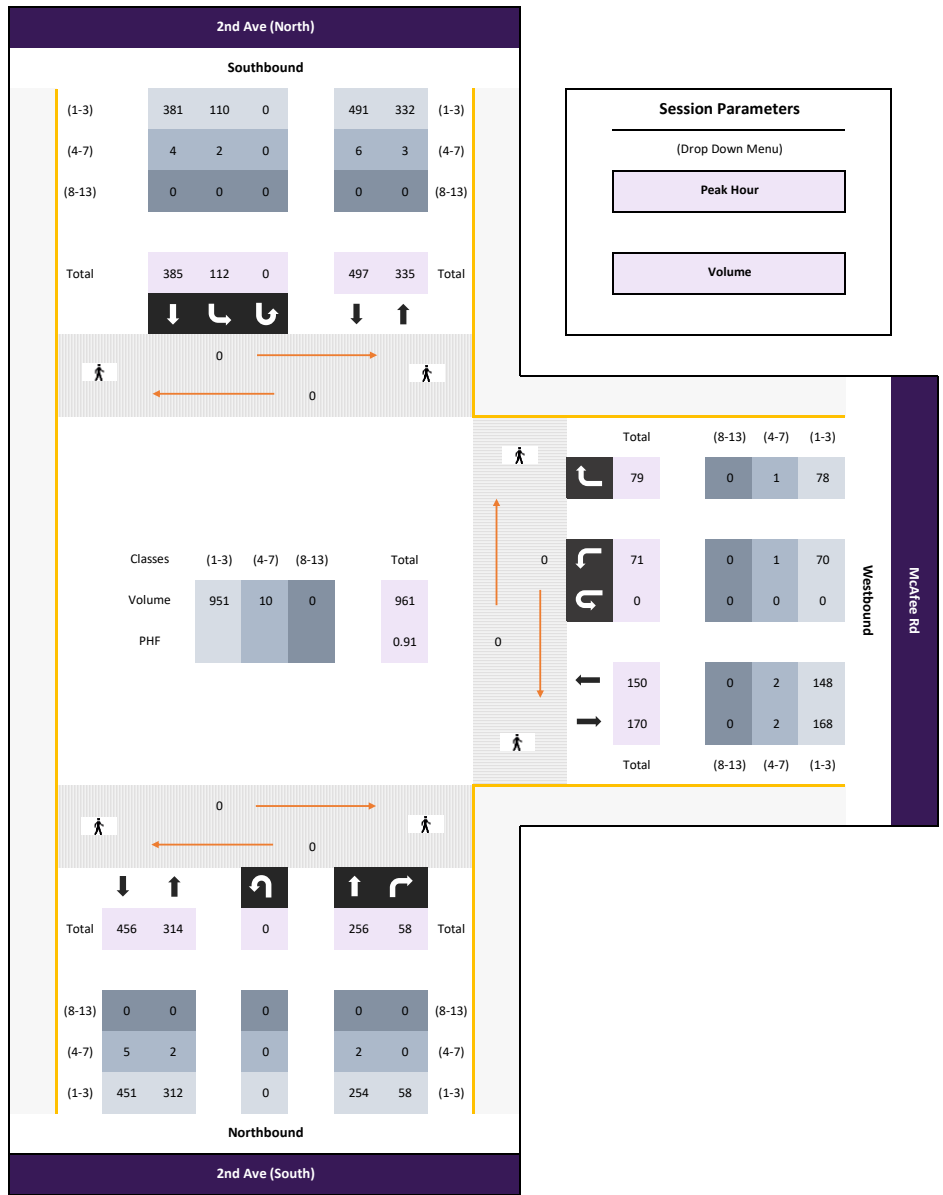
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Wednesday, March 9, 2022	
Period	1600 - 1800
Peak Hour	1700 - 1800

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)







# Classified Turn Movement Count || All vehicles



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Dekalb County, GA

**Site 3 of 6**  
2nd Ave (South)  
2nd Ave (North)

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

McAfee Rd

**Lat/Long**  
33.732116°, -84.309635°

## 0700 - 0900 (Weekday 2h Session) (03-09-2022)

All vehicles

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)			
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total
	0700 - 0715	66	8	0	74	2	32	0
0715 - 0730	90	9	0	99	8	49	0	57
0730 - 0745	97	10	0	107	9	46	0	55
0745 - 0800	102	11	0	113	11	47	0	58
Hourly Total	355	38	0	393	30	174	0	204
0800 - 0815	86	9	0	95	6	45	0	51
0815 - 0830	79	7	0	86	10	35	0	45
0830 - 0845	88	7	0	95	9	37	0	46
0845 - 0900	75	10	0	85	14	30	0	44
Hourly Total	328	33	0	361	39	147	0	186
Grand Total	683	71	0	754	69	321	0	390
Approach %	90.58	9.42	0.00	-	17.69	82.31	0.00	-
Intersection %	49.28	5.12	0.00	54.40	4.98	23.16	0.00	28.14
PHF	0.92	0.89	0.00	0.92	0.77	0.95	0.00	0.95

TIME	Westbound McAfee Rd				
	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
	0700 - 0715	7	15	0	22
0715 - 0730	13	15	0	28	184
0730 - 0745	8	22	0	30	192
0745 - 0800	16	15	0	31	202
Hourly Total	44	67	0	111	708
0800 - 0815	15	27	0	42	188
0815 - 0830	15	17	0	32	163
0830 - 0845	13	17	0	30	171
0845 - 0900	9	18	0	27	156
Hourly Total	52	79	0	131	678
Grand Total	96	146	0	242	1386
Approach %	39.67	60.33	0.00	-	-
Intersection %	6.93	10.53	0.00	17.46	-
PHF	0.81	0.73	0.00	0.78	0.95

## 1600 - 1800 (Weekday 2h Session) (03-09-2022)

All vehicles

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)			
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total
	1600 - 1615	59	21	0	80	21	81	0
1615 - 1630	77	18	0	95	16	97	0	113
1630 - 1645	52	20	0	72	23	81	0	104
1645 - 1700	52	19	0	71	27	99	0	126
Hourly Total	240	78	0	318	87	358	0	445
1700 - 1715	59	16	0	75	30	92	0	122
1715 - 1730	69	19	0	88	25	100	0	125
1730 - 1745	63	10	0	73	24	88	0	112
1745 - 1800	65	13	0	78	33	105	0	138
Hourly Total	256	58	0	314	112	385	0	497
Grand Total	496	136	0	632	199	743	0	942
Approach %	78.48	21.52	0.00	-	21.13	78.87	0.00	-
Intersection %	26.20	7.18	0.00	33.39	10.51	39.25	0.00	49.76
PHF	0.93	0.76	0.00	0.89	0.85	0.92	0.00	0.90

TIME	Westbound McAfee Rd				
	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
	1600 - 1615	27	29	0	56
1615 - 1630	12	20	0	32	240
1630 - 1645	21	20	0	41	217
1645 - 1700	20	20	0	40	237
Hourly Total	80	89	0	169	932
1700 - 1715	19	20	0	39	236
1715 - 1730	25	26	0	51	264
1730 - 1745	13	17	0	30	215
1745 - 1800	14	16	0	30	246
Hourly Total	71	79	0	150	961
Grand Total	151	168	0	319	1893
Approach %	47.34	52.66	0.00	-	-
Intersection %	7.98	8.87	0.00	16.85	-
PHF	0.71	0.76	0.00	0.74	0.91

# Classified Turn Movement Count || Passenger Vehicles (1-3)



www.marrtraffic.com

Dekalb County, GA

**Site 3 of 6**  
2nd Ave (South)  
2nd Ave (North)

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

McAfee Rd

**Lat/Long**  
33.732116°, -84.309635°

## 0700 - 0900 (Weekday 2h Session) (03-09-2022)

Passenger Vehicles (1-3)

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)			
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total
	0700 - 0715	64	6	0	70	2	30	0
0715 - 0730	88	8	0	96	8	48	0	56
0730 - 0745	94	10	0	104	9	46	0	55
0745 - 0800	98	11	0	109	10	47	0	57
Hourly Total	344	35	0	379	29	171	0	200
0800 - 0815	84	8	0	92	6	44	0	50
0815 - 0830	78	7	0	85	10	33	0	43
0830 - 0845	85	7	0	92	9	35	0	44
0845 - 0900	74	10	0	84	13	30	0	43
Hourly Total	321	32	0	353	38	142	0	180
Grand Total	665	67	0	732	67	313	0	380
Approach %	90.85	9.15	0.00	-	17.63	82.37	0.00	-
Intersection %	49.44	4.98	0.00	54.42	4.98	23.27	0.00	28.25

Westbound McAfee Rd					
Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total	
7	15	0	22	124	
13	15	0	28	180	
8	21	0	29	188	
16	14	0	30	196	
44	65	0	109	688	
15	26	0	41	183	
14	16	0	30	158	
13	16	0	29	165	
9	15	0	24	151	
51	73	0	124	657	
95	138	0	233	1345	
40.77	59.23	0.00	-		
7.06	10.26	0.00	17.32		

## 1600 - 1800 (Weekday 2h Session) (03-09-2022)

Passenger Vehicles (1-3)

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)			
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total
	1600 - 1615	58	20	0	78	19	80	0
1615 - 1630	75	18	0	93	16	96	0	112
1630 - 1645	50	20	0	70	23	79	0	102
1645 - 1700	50	19	0	69	26	96	0	122
Hourly Total	233	77	0	310	84	351	0	435
1700 - 1715	59	16	0	75	30	91	0	121
1715 - 1730	69	19	0	88	25	98	0	123
1730 - 1745	62	10	0	72	23	87	0	110
1745 - 1800	64	13	0	77	32	105	0	137
Hourly Total	254	58	0	312	110	381	0	491
Grand Total	487	135	0	622	194	732	0	926
Approach %	78.30	21.70	0.00	-	20.95	79.05	0.00	-
Intersection %	26.20	7.26	0.00	33.46	10.44	39.38	0.00	49.81

Westbound McAfee Rd					
Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total	
26	26	0	52	229	
11	20	0	31	236	
21	20	0	41	213	
20	19	0	39	230	
78	85	0	163	908	
18	20	0	38	234	
25	26	0	51	262	
13	17	0	30	212	
14	15	0	29	243	
70	78	0	148	951	
148	163	0	311	1859	
47.59	52.41	0.00	-		
7.96	8.77	0.00	16.73		

# Classified Turn Movement Count || Single Unit Trucks (4-7)



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Dekalb County, GA

**Site 3 of 6**  
2nd Ave (South)  
2nd Ave (North)

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

McAfee Rd

**Lat/Long**  
33.732116°, -84.309635°

## 0700 - 0900 (Weekday 2h Session) (03-09-2022)

Single Unit Trucks (4-7)

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)			
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total
	0700 - 0715	2	2	0	4	0	2	0
0715 - 0730	2	1	0	3	0	1	0	1
0730 - 0745	3	0	0	3	0	0	0	0
0745 - 0800	4	0	0	4	1	0	0	1
Hourly Total	11	3	0	14	1	3	0	4
0800 - 0815	1	1	0	2	0	1	0	1
0815 - 0830	1	0	0	1	0	2	0	2
0830 - 0845	3	0	0	3	0	2	0	2
0845 - 0900	1	0	0	1	1	0	0	1
Hourly Total	6	1	0	7	1	5	0	6
Grand Total	17	4	0	21	2	8	0	10
Approach %	80.95	19.05	0.00	-	20.00	80.00	0.00	-
Intersection %	42.50	10.00	0.00	52.50	5.00	20.00	0.00	25.00

TIME	Westbound McAfee Rd				
	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
	0700 - 0715	0	0	0	0
0715 - 0730	0	0	0	0	4
0730 - 0745	0	1	0	1	4
0745 - 0800	0	1	0	1	6
Hourly Total	0	2	0	2	20
0800 - 0815	0	1	0	1	4
0815 - 0830	1	1	0	2	5
0830 - 0845	0	1	0	1	6
0845 - 0900	0	3	0	3	5
Hourly Total	1	6	0	7	20
Grand Total	1	8	0	9	40
Approach %	11.11	88.89	0.00	-	-
Intersection %	2.50	20.00	0.00	22.50	-

## 1600 - 1800 (Weekday 2h Session) (03-09-2022)

Single Unit Trucks (4-7)

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)			
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total
	1600 - 1615	1	1	0	2	2	1	0
1615 - 1630	2	0	0	2	0	1	0	1
1630 - 1645	2	0	0	2	0	2	0	2
1645 - 1700	2	0	0	2	1	3	0	4
Hourly Total	7	1	0	8	3	7	0	10
1700 - 1715	0	0	0	0	0	1	0	1
1715 - 1730	0	0	0	0	0	2	0	2
1730 - 1745	1	0	0	1	1	1	0	2
1745 - 1800	1	0	0	1	1	0	0	1
Hourly Total	2	0	0	2	2	4	0	6
Grand Total	9	1	0	10	5	11	0	16
Approach %	90.00	10.00	0.00	-	31.25	68.75	0.00	-
Intersection %	26.47	2.94	0.00	29.41	14.71	32.35	0.00	47.06

TIME	Westbound McAfee Rd				
	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
	1600 - 1615	1	3	0	4
1615 - 1630	1	0	0	1	4
1630 - 1645	0	0	0	0	4
1645 - 1700	0	1	0	1	7
Hourly Total	2	4	0	6	24
1700 - 1715	1	0	0	1	2
1715 - 1730	0	0	0	0	2
1730 - 1745	0	0	0	0	3
1745 - 1800	0	1	0	1	3
Hourly Total	1	1	0	2	10
Grand Total	3	5	0	8	34
Approach %	37.50	62.50	0.00	-	-
Intersection %	8.82	14.71	0.00	23.53	-













 [Click here for Map](#)

### Peak Hour Turning Movement Count

Dekalb County, GA



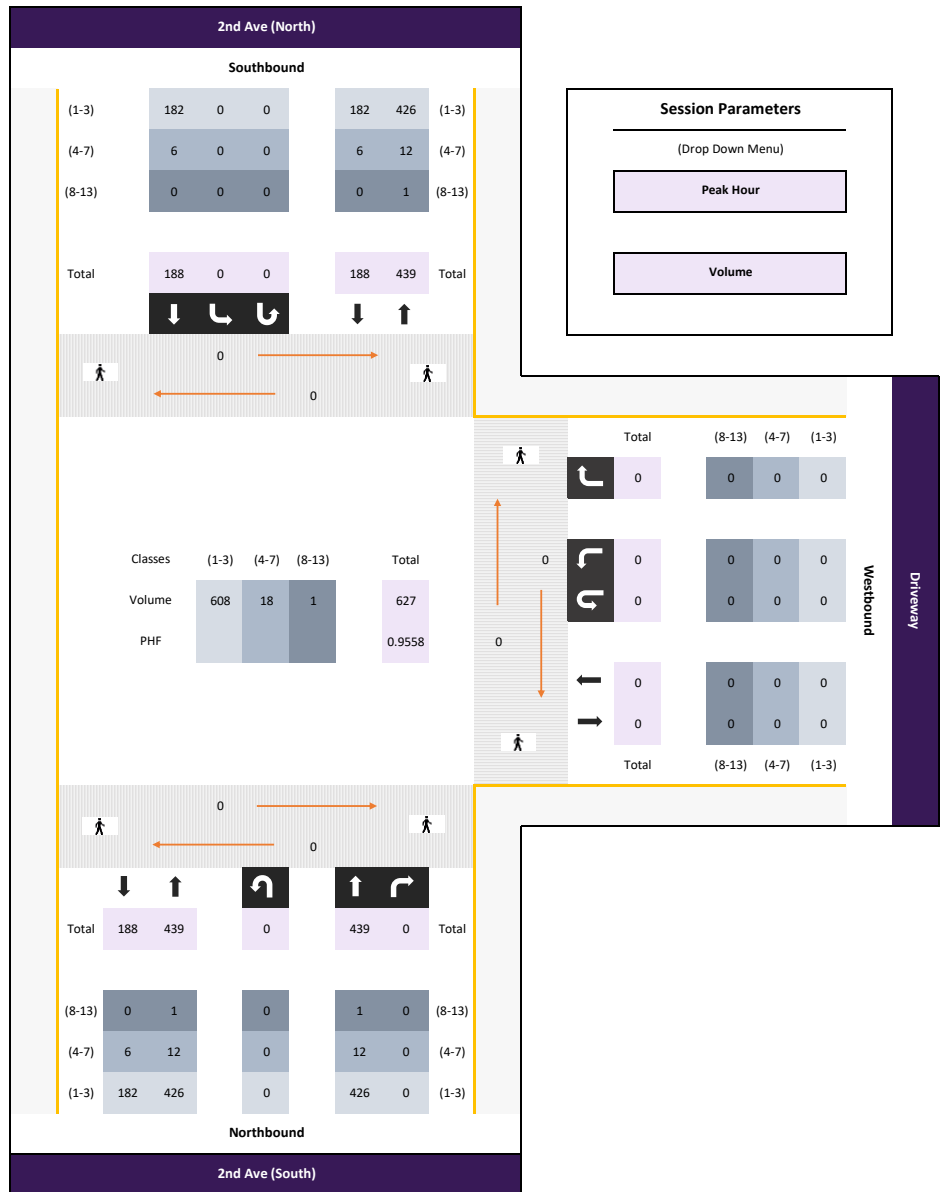
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Wednesday, March 9, 2022	
Period	0700 - 0900
Peak Hour	0730 - 0830


\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)





 [Click here for Map](#)

### Peak Hour Turning Movement Count

Dekalb County, GA



www.marrtraffic.com

Wednesday, March 9, 2022	
Period	1600 - 1800
Peak Hour	1700 - 1800

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)







# Classified Turn Movement Count || All vehicles



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Dekalb County, GA

**Site 4 of 6**  
2nd Ave (South)  
2nd Ave (North)

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

Driveway

**Lat/Long**  
33.736818°, -84.309615°

## 0700 - 0900 (Weekday 2h Session) (03-09-2022)

All vehicles

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)				Westbound Driveway				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
	0700 - 0715	82	0	0	82	0	27	0	27	0	0	0	0
0715 - 0730	90	0	0	90	0	44	0	44	0	0	0	0	134
0730 - 0745	115	0	0	115	0	45	0	45	0	0	0	0	160
0745 - 0800	115	0	0	115	0	46	0	46	0	0	0	0	161
Hourly Total	402	0	0	402	0	162	0	162	0	0	0	0	564
0800 - 0815	112	0	0	112	0	52	0	52	0	0	0	0	164
0815 - 0830	97	0	0	97	0	45	0	45	0	0	0	0	142
0830 - 0845	101	0	0	101	0	41	0	41	0	0	0	0	142
0845 - 0900	93	0	0	93	0	41	0	41	0	0	0	0	134
Hourly Total	403	0	0	403	0	179	0	179	0	0	0	0	582
Grand Total	805	0	0	805	0	341	0	341	0	0	0	0	1146
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	70.24	0.00	0.00	70.24	0.00	29.76	0.00	29.76	0.00	0.00	0.00	0.00	
PHF	0.95	0.00	0.00	0.95	0.00	0.90	0.00	0.90	0.00	0.00	0.00	0.00	0.96

## 1600 - 1800 (Weekday 2h Session) (03-09-2022)

All vehicles

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)				Westbound Driveway				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
	1600 - 1615	70	0	0	70	0	98	0	98	0	1	0	1
1615 - 1630	101	0	0	101	0	99	0	99	0	0	0	0	200
1630 - 1645	70	0	0	70	1	102	0	103	0	1	0	1	174
1645 - 1700	75	0	0	75	0	124	0	124	0	1	0	1	200
Hourly Total	316	0	0	316	1	423	0	424	0	3	0	3	743
1700 - 1715	76	1	0	77	1	129	0	130	0	0	0	0	207
1715 - 1730	86	0	0	86	0	116	0	116	1	1	0	2	204
1730 - 1745	88	0	0	88	0	114	0	114	1	0	0	1	203
1745 - 1800	80	0	0	80	0	131	0	131	0	0	0	0	211
Hourly Total	330	1	0	331	1	490	0	491	2	1	0	3	825
Grand Total	646	1	0	647	2	913	0	915	2	4	0	6	1568
Approach %	99.85	0.15	0.00	-	0.22	99.78	0.00	-	33.33	66.67	0.00	-	
Intersection %	41.20	0.06	0.00	41.26	0.13	58.23	0.00	58.35	0.13	0.26	0.00	0.38	
PHF	0.94	0.25	0.00	0.94	0.25	0.94	0.00	0.94	0.50	0.25	0.00	0.38	0.98

# Classified Turn Movement Count || Passenger Vehicles (1-3)



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Dekalb County, GA

**Site 4 of 6**  
2nd Ave (South)  
2nd Ave (North)

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

Driveway

**Lat/Long**  
33.736818°, -84.309615°

## 0700 - 0900 (Weekday 2h Session) (03-09-2022)

Passenger Vehicles (1-3)

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)				Westbound Driveway				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
	0700 - 0715	80	0	0	80	0	27	0	27	0	0	0	0
0715 - 0730	86	0	0	86	0	43	0	43	0	0	0	0	129
0730 - 0745	113	0	0	113	0	44	0	44	0	0	0	0	157
0745 - 0800	110	0	0	110	0	45	0	45	0	0	0	0	155
Hourly Total	389	0	0	389	0	159	0	159	0	0	0	0	548
0800 - 0815	108	0	0	108	0	50	0	50	0	0	0	0	158
0815 - 0830	95	0	0	95	0	43	0	43	0	0	0	0	138
0830 - 0845	97	0	0	97	0	39	0	39	0	0	0	0	136
0845 - 0900	89	0	0	89	0	40	0	40	0	0	0	0	129
Hourly Total	389	0	0	389	0	172	0	172	0	0	0	0	561
Grand Total	778	0	0	778	0	331	0	331	0	0	0	0	1109
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	-
Intersection %	70.15	0.00	0.00	70.15	0.00	29.85	0.00	29.85	0.00	0.00	0.00	0.00	-

## 1600 - 1800 (Weekday 2h Session) (03-09-2022)

Passenger Vehicles (1-3)

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)				Westbound Driveway				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
	1600 - 1615	67	0	0	67	0	96	0	96	0	1	0	1
1615 - 1630	98	0	0	98	0	97	0	97	0	0	0	0	195
1630 - 1645	66	0	0	66	1	100	0	101	0	1	0	1	168
1645 - 1700	74	0	0	74	0	120	0	120	0	1	0	1	195
Hourly Total	305	0	0	305	1	413	0	414	0	3	0	3	722
1700 - 1715	75	1	0	76	1	128	0	129	0	0	0	0	205
1715 - 1730	85	0	0	85	0	114	0	114	1	1	0	2	201
1730 - 1745	87	0	0	87	0	112	0	112	1	0	0	1	200
1745 - 1800	80	0	0	80	0	130	0	130	0	0	0	0	210
Hourly Total	327	1	0	328	1	484	0	485	2	1	0	3	816
Grand Total	632	1	0	633	2	897	0	899	2	4	0	6	1538
Approach %	99.84	0.16	0.00	-	0.22	99.78	0.00	-	33.33	66.67	0.00	-	-
Intersection %	41.09	0.07	0.00	41.16	0.13	58.32	0.00	58.45	0.13	0.26	0.00	0.39	-

# Classified Turn Movement Count || Single Unit Trucks (4-7)



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Dekalb County, GA

**Site 4 of 6**  
2nd Ave (South)  
2nd Ave (North)

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

Driveway

**Lat/Long**  
33.736818°, -84.309615°

## 0700 - 0900 (Weekday 2h Session) (03-09-2022)

Single Unit Trucks (4-7)

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)			
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total
	0700 - 0715	2	0	0	2	0	0	0
0715 - 0730	4	0	0	4	0	1	0	1
0730 - 0745	2	0	0	2	0	1	0	1
0745 - 0800	5	0	0	5	0	1	0	1
Hourly Total	13	0	0	13	0	3	0	3
0800 - 0815	3	0	0	3	0	2	0	2
0815 - 0830	2	0	0	2	0	2	0	2
0830 - 0845	4	0	0	4	0	2	0	2
0845 - 0900	4	0	0	4	0	1	0	1
Hourly Total	13	0	0	13	0	7	0	7
Grand Total	26	0	0	26	0	10	0	10
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-
Intersection %	72.22	0.00	0.00	72.22	0.00	27.78	0.00	27.78

TIME	Westbound Driveway				
	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
	0700 - 0715	0	0	0	0
0715 - 0730	0	0	0	0	5
0730 - 0745	0	0	0	0	3
0745 - 0800	0	0	0	0	6
Hourly Total	0	0	0	0	16
0800 - 0815	0	0	0	0	5
0815 - 0830	0	0	0	0	4
0830 - 0845	0	0	0	0	6
0845 - 0900	0	0	0	0	5
Hourly Total	0	0	0	0	20
Grand Total	0	0	0	0	36
Approach %	0.00	0.00	0.00	-	-
Intersection %	0.00	0.00	0.00	0.00	-

## 1600 - 1800 (Weekday 2h Session) (03-09-2022)

Single Unit Trucks (4-7)

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)			
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total
	1600 - 1615	3	0	0	3	0	2	0
1615 - 1630	3	0	0	3	0	2	0	2
1630 - 1645	4	0	0	4	0	2	0	2
1645 - 1700	1	0	0	1	0	4	0	4
Hourly Total	11	0	0	11	0	10	0	10
1700 - 1715	1	0	0	1	0	1	0	1
1715 - 1730	1	0	0	1	0	2	0	2
1730 - 1745	1	0	0	1	0	2	0	2
1745 - 1800	0	0	0	0	0	1	0	1
Hourly Total	3	0	0	3	0	6	0	6
Grand Total	14	0	0	14	0	16	0	16
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-
Intersection %	46.67	0.00	0.00	46.67	0.00	53.33	0.00	53.33

TIME	Westbound Driveway				
	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
	1600 - 1615	0	0	0	0
1615 - 1630	0	0	0	0	5
1630 - 1645	0	0	0	0	6
1645 - 1700	0	0	0	0	5
Hourly Total	0	0	0	0	21
1700 - 1715	0	0	0	0	2
1715 - 1730	0	0	0	0	3
1730 - 1745	0	0	0	0	3
1745 - 1800	0	0	0	0	1
Hourly Total	0	0	0	0	9
Grand Total	0	0	0	0	30
Approach %	0.00	0.00	0.00	-	-
Intersection %	0.00	0.00	0.00	0.00	-

# Classified Turn Movement Count || Combination Trucks (8-13)



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Dekalb County, GA

**Site 4 of 6**  
2nd Ave (South)  
2nd Ave (North)

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

Driveway

**Lat/Long**  
33.736818°, -84.309615°

## 0700 - 0900 (Weekday 2h Session) (03-09-2022) Combination Trucks (8-13)

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)				Westbound Driveway				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
	0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	1	0	0	1	0	0	0	0	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	1	0	0	1	0	0	0	0	0	0	0	0	1
Approach %	100.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00
Intersection %	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## 1600 - 1800 (Weekday 2h Session) (03-09-2022) Combination Trucks (8-13)

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)				Westbound Driveway				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
	1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



# Classified Turn Movement Count || Bikes



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Dekalb County, GA

**Site 4 of 6**  
2nd Ave (South)  
2nd Ave (North)

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

Driveway

**Lat/Long**  
33.736818°, -84.309615°

## 0700 - 0900 (Weekday 2h Session) (03-09-2022)

Bikes

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)				Westbound Driveway				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
	0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## 1600 - 1800 (Weekday 2h Session) (03-09-2022)

Bikes

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)				Westbound Driveway				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
	1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00





 [Click here for Map](#)

### Peak Hour Turning Movement Count

Dekalb County, GA



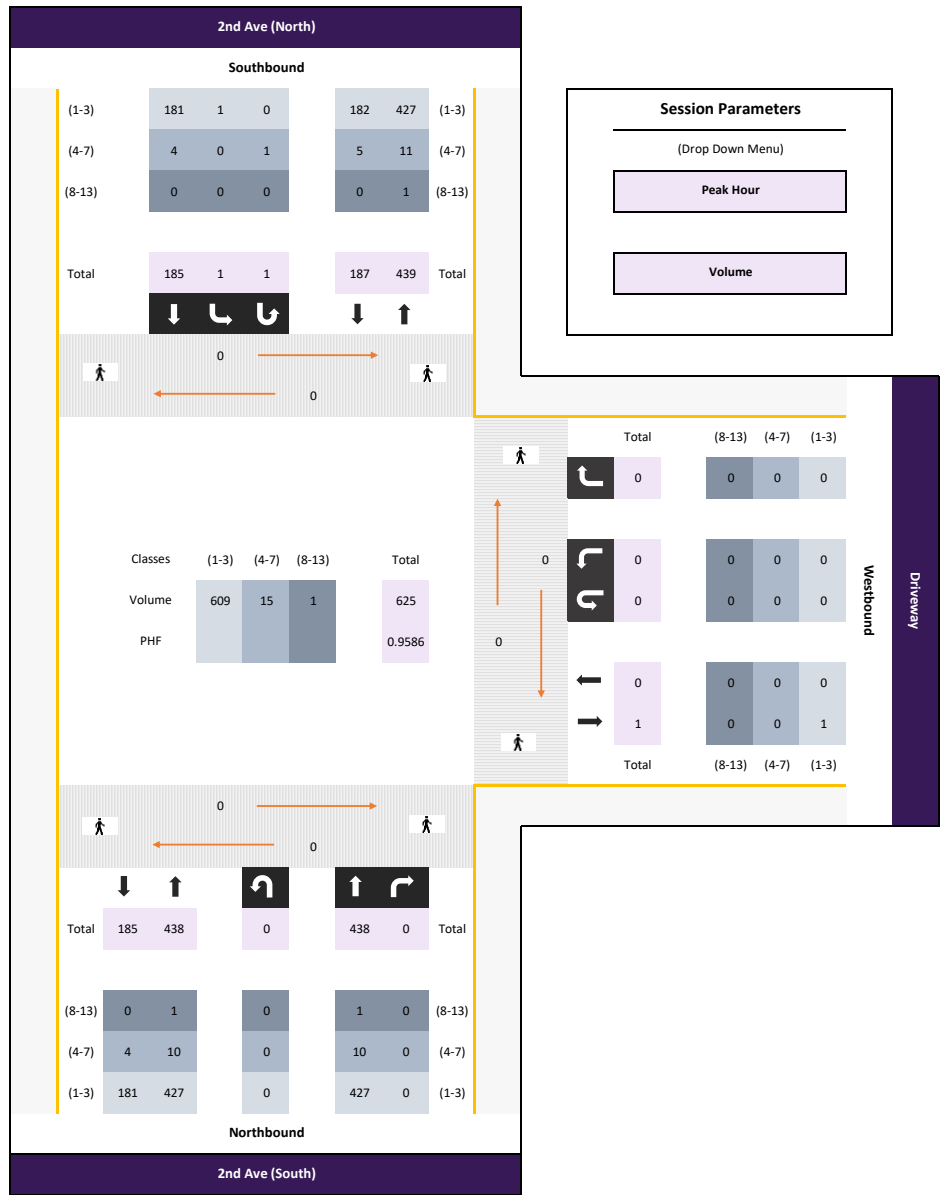
www.marrtraffic.com

Wednesday, March 9, 2022	
Period	0700 - 0900
Peak Hour	0730 - 0830

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)







 [Click here for Map](#)

### Peak Hour Turning Movement Count

Dekalb County, GA



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Wednesday, March 9, 2022	
Period	1600 - 1800
Peak Hour	1700 - 1800

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)





# Classified Turn Movement Count || All vehicles



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Dekalb County, GA

**Site 5 of 6**  
2nd Ave (South)  
2nd Ave (North)

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

Driveway

**Lat/Long**  
33.735935°, -84.309507°

## 0700 - 0900 (Weekday 2h Session) (03-09-2022)

All vehicles

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)				Westbound Driveway				
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total	Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
	0700 - 0715	82	0	0	82	0	27	0	27	0	0	0	0
0715 - 0730	90	0	0	90	0	44	0	44	0	0	0	0	134
0730 - 0745	115	0	0	115	0	45	0	45	0	0	0	0	160
0745 - 0800	117	0	0	117	1	45	0	46	0	0	0	0	163
Hourly Total	404	0	0	404	1	161	0	162	0	0	0	0	566
0800 - 0815	110	0	0	110	0	52	1	53	0	0	0	0	163
0815 - 0830	96	0	0	96	0	43	0	43	0	0	0	0	139
0830 - 0845	103	0	0	103	0	43	0	43	0	0	0	0	146
0845 - 0900	92	0	0	92	0	42	0	42	0	0	0	0	134
Hourly Total	401	0	0	401	0	180	1	181	0	0	0	0	582
Grand Total	805	0	0	805	1	341	1	343	0	0	0	0	1148
Approach %	100.00	0.00	0.00	-	0.29	99.42	0.29	-	0.00	0.00	0.00	-	-
Intersection %	70.12	0.00	0.00	70.12	0.09	29.70	0.09	29.88	0.00	0.00	0.00	0.00	-
PHF	0.94	0.00	0.00	0.94	0.25	0.89	0.25	0.88	0.00	0.00	0.00	0.00	0.96

## 1600 - 1800 (Weekday 2h Session) (03-09-2022)

All vehicles

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)				Westbound Driveway				
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total	Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
	1600 - 1615	72	0	0	72	1	102	0	103	1	0	0	1
1615 - 1630	100	0	0	100	0	99	0	99	0	0	0	0	199
1630 - 1645	71	0	0	71	0	102	0	102	0	0	0	0	173
1645 - 1700	75	0	0	75	0	123	0	123	0	1	0	1	199
Hourly Total	318	0	0	318	1	426	0	427	1	1	0	2	747
1700 - 1715	78	1	0	79	0	128	0	128	1	0	0	1	208
1715 - 1730	90	1	0	91	0	116	0	116	0	0	0	0	207
1730 - 1745	85	0	1	86	0	115	0	115	0	1	0	1	202
1745 - 1800	82	0	1	83	0	135	0	135	0	0	0	0	218
Hourly Total	335	2	2	339	0	494	0	494	1	1	0	2	835
Grand Total	653	2	2	657	1	920	0	921	2	2	0	4	1582
Approach %	99.39	0.30	0.30	-	0.11	99.89	0.00	-	50.00	50.00	0.00	-	-
Intersection %	41.28	0.13	0.13	41.53	0.06	58.15	0.00	58.22	0.13	0.13	0.00	0.25	-
PHF	0.93	0.50	0.50	0.93	0.00	0.91	0.00	0.91	0.25	0.25	0.00	0.50	0.96



# Classified Turn Movement Count || Passenger Vehicles (1-3)



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Dekalb County, GA

**Site 5 of 6**  
2nd Ave (South)  
2nd Ave (North)

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

Driveway

**Lat/Long**  
33.735935°, -84.309507°

## 0700 - 0900 (Weekday 2h Session) (03-09-2022)

Passenger Vehicles (1-3)

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)				Westbound Driveway				
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total	Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
	0700 - 0715	79	0	0	79	0	26	0	26	0	0	0	0
0715 - 0730	87	0	0	87	0	43	0	43	0	0	0	0	130
0730 - 0745	113	0	0	113	0	45	0	45	0	0	0	0	158
0745 - 0800	112	0	0	112	1	44	0	45	0	0	0	0	157
Hourly Total	391	0	0	391	1	158	0	159	0	0	0	0	550
0800 - 0815	107	0	0	107	0	51	0	51	0	0	0	0	158
0815 - 0830	95	0	0	95	0	41	0	41	0	0	0	0	136
0830 - 0845	98	0	0	98	0	42	0	42	0	0	0	0	140
0845 - 0900	88	0	0	88	0	40	0	40	0	0	0	0	128
Hourly Total	388	0	0	388	0	174	0	174	0	0	0	0	562
Grand Total	779	0	0	779	1	332	0	333	0	0	0	0	1112
Approach %	100.00	0.00	0.00	-	0.30	99.70	0.00	-	0.00	0.00	0.00	-	-
Intersection %	70.05	0.00	0.00	70.05	0.09	29.86	0.00	29.95	0.00	0.00	0.00	0.00	-

## 1600 - 1800 (Weekday 2h Session) (03-09-2022)

Passenger Vehicles (1-3)

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)				Westbound Driveway				
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total	Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
	1600 - 1615	69	0	0	69	1	99	0	100	1	0	0	1
1615 - 1630	98	0	0	98	0	97	0	97	0	0	0	0	195
1630 - 1645	67	0	0	67	0	100	0	100	0	0	0	0	167
1645 - 1700	73	0	0	73	0	120	0	120	0	1	0	1	194
Hourly Total	307	0	0	307	1	416	0	417	1	1	0	2	726
1700 - 1715	77	1	0	78	0	126	0	126	1	0	0	1	205
1715 - 1730	90	1	0	91	0	114	0	114	0	0	0	0	205
1730 - 1745	84	0	1	85	0	114	0	114	0	1	0	1	200
1745 - 1800	81	0	1	82	0	134	0	134	0	0	0	0	216
Hourly Total	332	2	2	336	0	488	0	488	1	1	0	2	826
Grand Total	639	2	2	643	1	904	0	905	2	2	0	4	1552
Approach %	99.38	0.31	0.31	-	0.11	99.89	0.00	-	50.00	50.00	0.00	-	-
Intersection %	41.17	0.13	0.13	41.43	0.06	58.25	0.00	58.31	0.13	0.13	0.00	0.26	-

# Classified Turn Movement Count || Single Unit Trucks (4-7)



www.marrtraffic.com

Dekalb County, GA

**Site 5 of 6**  
2nd Ave (South)  
2nd Ave (North)

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

Driveway

**Lat/Long**  
33.735935°, -84.309507°

## 0700 - 0900 (Weekday 2h Session) (03-09-2022)

Single Unit Trucks (4-7)

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)			
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total
	0700 - 0715	3	0	0	3	0	1	0
0715 - 0730	3	0	0	3	0	1	0	1
0730 - 0745	2	0	0	2	0	0	0	0
0745 - 0800	5	0	0	5	0	1	0	1
Hourly Total	13	0	0	13	0	3	0	3
0800 - 0815	2	0	0	2	0	1	1	2
0815 - 0830	1	0	0	1	0	2	0	2
0830 - 0845	5	0	0	5	0	1	0	1
0845 - 0900	4	0	0	4	0	2	0	2
Hourly Total	12	0	0	12	0	6	1	7
Grand Total	25	0	0	25	0	9	1	10
Approach %	100.00	0.00	0.00	-	0.00	90.00	10.00	-
Intersection %	71.43	0.00	0.00	71.43	0.00	25.71	2.86	28.57

Westbound Driveway				
Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
0	0	0	0	4
0	0	0	0	4
0	0	0	0	2
0	0	0	0	6
0	0	0	0	16
0	0	0	0	4
0	0	0	0	3
0	0	0	0	6
0	0	0	0	6
0	0	0	0	19
0	0	0	0	35
0.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	

## 1600 - 1800 (Weekday 2h Session) (03-09-2022)

Single Unit Trucks (4-7)

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)			
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total
	1600 - 1615	3	0	0	3	0	3	0
1615 - 1630	2	0	0	2	0	2	0	2
1630 - 1645	4	0	0	4	0	2	0	2
1645 - 1700	2	0	0	2	0	3	0	3
Hourly Total	11	0	0	11	0	10	0	10
1700 - 1715	1	0	0	1	0	2	0	2
1715 - 1730	0	0	0	0	0	2	0	2
1730 - 1745	1	0	0	1	0	1	0	1
1745 - 1800	1	0	0	1	0	1	0	1
Hourly Total	3	0	0	3	0	6	0	6
Grand Total	14	0	0	14	0	16	0	16
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-
Intersection %	46.67	0.00	0.00	46.67	0.00	53.33	0.00	53.33

Westbound Driveway				
Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
0	0	0	0	6
0	0	0	0	4
0	0	0	0	6
0	0	0	0	5
0	0	0	0	21
0	0	0	0	3
0	0	0	0	2
0	0	0	0	2
0	0	0	0	2
0	0	0	0	9
0	0	0	0	30
0.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	



# Classified Turn Movement Count || Bikes



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Dekalb County, GA

**Site 5 of 6**  
 2nd Ave (South)  
 2nd Ave (North)

**Date**  
 Wednesday, March 9, 2022

**Weather**  
 Cloudy  
 54°F

Driveway

**Lat/Long**  
 33.735935°, -84.309507°

## 0700 - 0900 (Weekday 2h Session) (03-09-2022)

Bikes

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)				Westbound Driveway				
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total	Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
	0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## 1600 - 1800 (Weekday 2h Session) (03-09-2022)


Bikes

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)				Westbound Driveway				
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total	Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
	1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00







 [Click here for Map](#)

### Peak Hour Turning Movement Count

Dekalb County, GA



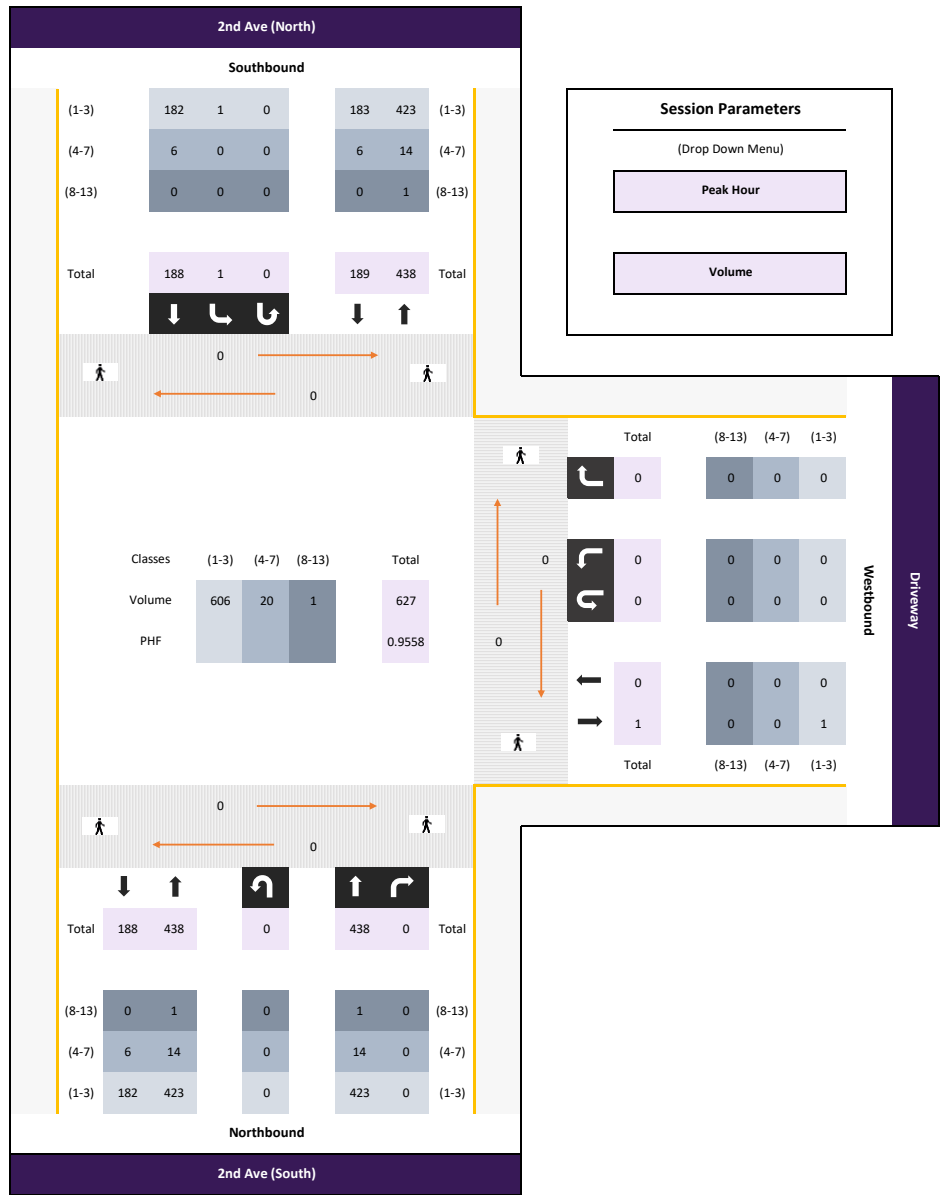
www.marrtraffic.com

Wednesday, March 9, 2022	
Period	0700 - 0900
Peak Hour	0730 - 0830

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)







 [Click here for Map](#)

### Peak Hour Turning Movement Count

Dekalb County, GA



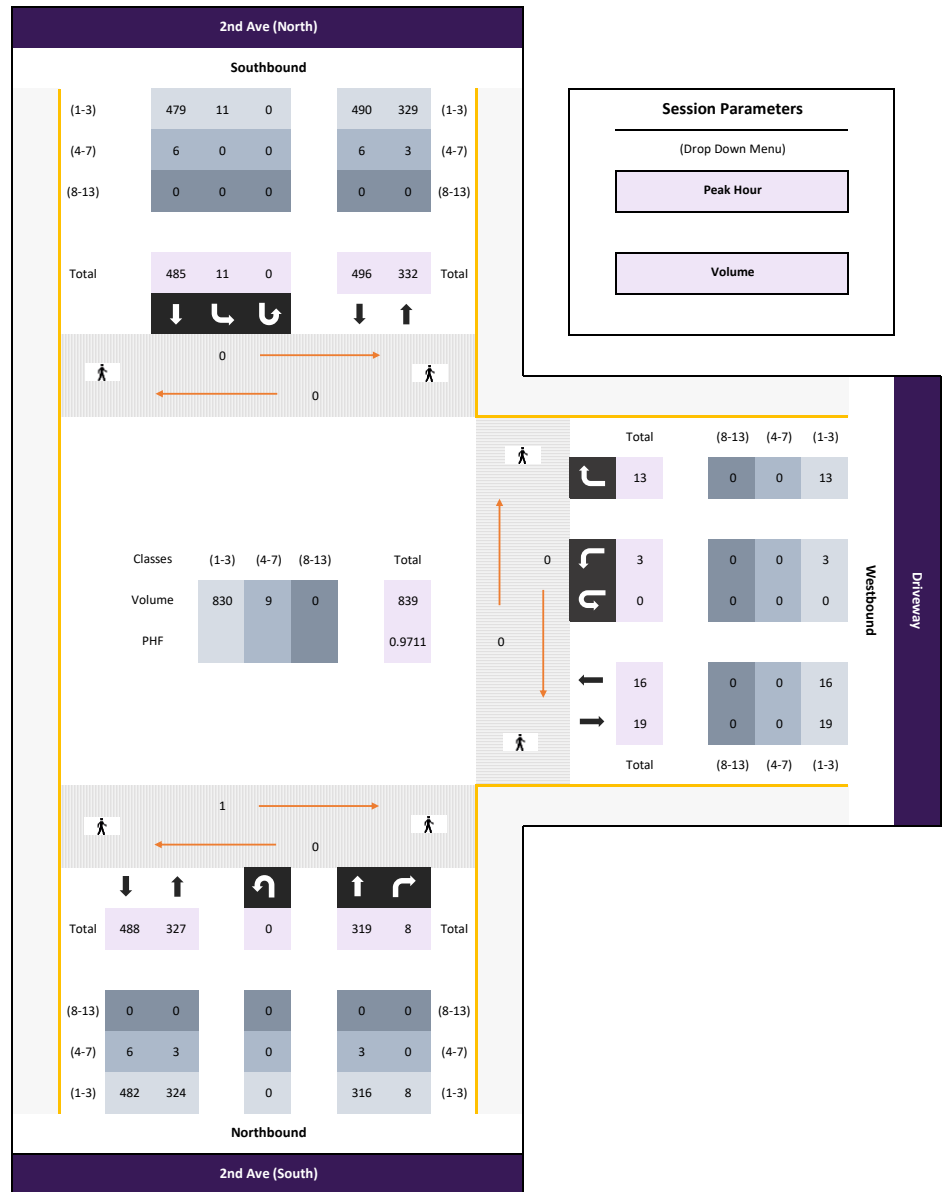
www.marrtraffic.com

Wednesday, March 9, 2022	
Period	1600 - 1800
Peak Hour	1700 - 1800

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)





# Classified Turn Movement Count || All vehicles



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Dekalb County, GA

**Site 6 of 6**  
2nd Ave (South)  
2nd Ave (North)

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

Driveway

**Lat/Long**  
33.737577°, -84.309662°

## 0700 - 0900 (Weekday 2h Session) (03-09-2022)

All vehicles

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)				Westbound Driveway				
	Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Left 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
	0700 - 0715	82	0	0	82	0	26	0	26	1	0	0	1
0715 - 0730	90	0	0	90	1	44	0	45	0	1	0	1	136
0730 - 0745	113	0	0	113	0	46	0	46	0	0	0	0	159
0745 - 0800	117	0	0	117	1	46	0	47	0	0	0	0	164
Hourly Total	402	0	0	402	2	162	0	164	1	1	0	2	568
0800 - 0815	112	0	0	112	0	51	0	51	0	0	0	0	163
0815 - 0830	96	0	0	96	0	45	0	45	0	0	0	0	141
0830 - 0845	103	0	0	103	0	41	0	41	0	0	0	0	144
0845 - 0900	91	0	0	91	0	40	0	40	0	0	0	0	131
Hourly Total	402	0	0	402	0	177	0	177	0	0	0	0	579
Grand Total	804	0	0	804	2	339	0	341	1	1	0	2	1147
Approach %	100.00	0.00	0.00	-	0.59	99.41	0.00	-	50.00	50.00	0.00	-	-
Intersection %	70.10	0.00	0.00	70.10	0.17	29.56	0.00	29.73	0.09	0.09	0.00	0.17	-
PHF	0.94	0.00	0.00	0.94	0.25	0.92	0.00	0.93	0.00	0.00	0.00	0.00	0.96

## 1600 - 1800 (Weekday 2h Session) (03-09-2022)

All vehicles

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)				Westbound Driveway				
	Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Left 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
	1600 - 1615	73	1	0	74	4	97	0	101	3	1	0	4
1615 - 1630	98	0	0	98	2	98	0	100	1	2	0	3	201
1630 - 1645	73	2	0	75	4	103	0	107	2	6	0	8	190
1645 - 1700	75	0	0	75	3	120	0	123	2	1	0	3	201
Hourly Total	319	3	0	322	13	418	0	431	8	10	0	18	771
1700 - 1715	76	1	0	77	5	128	0	133	1	0	0	1	211
1715 - 1730	81	3	0	84	3	118	0	121	0	4	0	4	209
1730 - 1745	85	2	0	87	0	112	0	112	0	4	0	4	203
1745 - 1800	77	2	0	79	3	127	0	130	2	5	0	7	216
Hourly Total	319	8	0	327	11	485	0	496	3	13	0	16	839
Grand Total	638	11	0	649	24	903	0	927	11	23	0	34	1610
Approach %	98.31	1.69	0.00	-	2.59	97.41	0.00	-	32.35	67.65	0.00	-	-
Intersection %	39.63	0.68	0.00	40.31	1.49	56.09	0.00	57.58	0.68	1.43	0.00	2.11	-
PHF	0.94	0.67	0.00	0.94	0.55	0.95	0.00	0.93	0.38	0.65	0.00	0.57	0.97

# Classified Turn Movement Count || Passenger Vehicles (1-3)



www.marrtraffic.com

Dekalb County, GA

**Site 6 of 6**  
2nd Ave (South)  
2nd Ave (North)

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

Driveway

**Lat/Long**  
33.737577°, -84.309662°

## 0700 - 0900 (Weekday 2h Session) (03-09-2022)

Passenger Vehicles (1-3)

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)			
	Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total
	0700 - 0715	79	0	0	79	0	26	0
0715 - 0730	88	0	0	88	1	43	0	44
0730 - 0745	110	0	0	110	0	45	0	45
0745 - 0800	112	0	0	112	1	45	0	46
Hourly Total	389	0	0	389	2	159	0	161
0800 - 0815	108	0	0	108	0	49	0	49
0815 - 0830	93	0	0	93	0	43	0	43
0830 - 0845	99	0	0	99	0	39	0	39
0845 - 0900	88	0	0	88	0	39	0	39
Hourly Total	388	0	0	388	0	170	0	170
Grand Total	777	0	0	777	2	329	0	331
Approach %	100.00	0.00	0.00	-	0.60	99.40	0.00	-
Intersection %	70.00	0.00	0.00	70.00	0.18	29.64	0.00	29.82

Westbound Driveway				
Left 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
1	0	0	1	106
0	1	0	1	133
0	0	0	0	155
0	0	0	0	158
1	1	0	2	552
0	0	0	0	157
0	0	0	0	136
0	0	0	0	138
0	0	0	0	127
0	0	0	0	558
1	1	0	2	1110
50.00	50.00	0.00	-	
0.09	0.09	0.00	0.18	

## 1600 - 1800 (Weekday 2h Session) (03-09-2022)

Passenger Vehicles (1-3)

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)			
	Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total
	1600 - 1615	71	1	0	72	4	95	0
1615 - 1630	96	0	0	96	2	96	0	98
1630 - 1645	69	2	0	71	4	101	0	105
1645 - 1700	72	0	0	72	3	116	0	119
Hourly Total	308	3	0	311	13	408	0	421
1700 - 1715	75	1	0	76	5	127	0	132
1715 - 1730	80	3	0	83	3	116	0	119
1730 - 1745	84	2	0	86	0	110	0	110
1745 - 1800	77	2	0	79	3	126	0	129
Hourly Total	316	8	0	324	11	479	0	490
Grand Total	624	11	0	635	24	887	0	911
Approach %	98.27	1.73	0.00	-	2.63	97.37	0.00	-
Intersection %	39.49	0.70	0.00	40.19	1.52	56.14	0.00	57.66

Westbound Driveway				
Left 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
3	1	0	4	175
1	2	0	3	197
2	6	0	8	184
2	1	0	3	194
8	10	0	18	750
1	0	0	1	209
0	4	0	4	206
0	4	0	4	200
2	5	0	7	215
3	13	0	16	830
11	23	0	34	1580
32.35	67.65	0.00	-	
0.70	1.46	0.00	2.15	



# Classified Turn Movement Count || Single Unit Trucks (4-7)



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Dekalb County, GA

**Site 6 of 6**  
2nd Ave (South)  
2nd Ave (North)

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

Driveway

**Lat/Long**  
33.737577°, -84.309662°

## 0700 - 0900 (Weekday 2h Session) (03-09-2022)

Single Unit Trucks (4-7)

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)			
	Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total
	0700 - 0715	3	0	0	3	0	0	0
0715 - 0730	2	0	0	2	0	1	0	1
0730 - 0745	3	0	0	3	0	1	0	1
0745 - 0800	5	0	0	5	0	1	0	1
Hourly Total	13	0	0	13	0	3	0	3
Grand Total	26	0	0	26	0	10	0	10
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-
Intersection %	72.22	0.00	0.00	72.22	0.00	27.78	0.00	27.78

Westbound Driveway				
Left 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
0	0	0	0	3
0	0	0	0	3
0	0	0	0	4
0	0	0	0	6
0	0	0	0	16
0	0	0	0	5
0	0	0	0	5
0	0	0	0	6
0	0	0	0	4
0	0	0	0	20
0	0	0	0	36
0.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	

## 1600 - 1800 (Weekday 2h Session) (03-09-2022)

Single Unit Trucks (4-7)

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)			
	Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total
	1600 - 1615	2	0	0	2	0	2	0
1615 - 1630	2	0	0	2	0	2	0	2
1630 - 1645	4	0	0	4	0	2	0	2
1645 - 1700	3	0	0	3	0	4	0	4
Hourly Total	11	0	0	11	0	10	0	10
1700 - 1715	1	0	0	1	0	1	0	1
1715 - 1730	1	0	0	1	0	2	0	2
1730 - 1745	1	0	0	1	0	2	0	2
1745 - 1800	0	0	0	0	0	1	0	1
Hourly Total	3	0	0	3	0	6	0	6
Grand Total	14	0	0	14	0	16	0	16
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-
Intersection %	46.67	0.00	0.00	46.67	0.00	53.33	0.00	53.33

Westbound Driveway				
Left 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
0	0	0	0	4
0	0	0	0	4
0	0	0	0	6
0	0	0	0	7
0	0	0	0	21
0	0	0	0	2
0	0	0	0	3
0	0	0	0	3
0	0	0	0	1
0	0	0	0	9
0	0	0	0	30
0.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	

# Classified Turn Movement Count || Combination Trucks (8-13)



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Dekalb County, GA

**Site 6 of 6**  
2nd Ave (South)  
2nd Ave (North)

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

Driveway

**Lat/Long**  
33.737577°, -84.309662°

## 0700 - 0900 (Weekday 2h Session) (03-09-2022) Combination Trucks (8-13)

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)				Westbound Driveway				
	Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Left 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
	0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	1	0	0	1	0	0	0	0	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	1	0	0	1	0	0	0	0	0	0	0	0	1
Approach %	100.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00
Intersection %	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## 1600 - 1800 (Weekday 2h Session) (03-09-2022) Combination Trucks (8-13)

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)				Westbound Driveway				
	Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Left 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
	1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

# Classified Turn Movement Count || Bikes



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Dekalb County, GA

**Site 6 of 6**  
2nd Ave (South)  
2nd Ave (North)

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

Driveway

**Lat/Long**  
33.737577°, -84.309662°

## 0700 - 0900 (Weekday 2h Session) (03-09-2022)

Bikes

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)				Westbound Driveway				
	Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Left 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
	0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## 1600 - 1800 (Weekday 2h Session) (03-09-2022)

Bikes

TIME	Northbound 2nd Ave (South)				Southbound 2nd Ave (North)				Westbound Driveway				
	Thru 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Left 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
	1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00







Bi-Directional Class Count || NB EB 15min

DeKalb County, GA



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Site 7  
2nd Ave,  
north of Garden Cir

Date  
Wednesday, March 9, 2022

Weather  
Cloudy  
54°F

Lat/Long  
33.730883°, -84.309439°

[Click here for Map](#)

0000 - 2400 (24h Session) (03-09-2022)  
NB EB 15min

Time	Northbound (Movement 7.1)													15min Total	60min Total	
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13			
0000-0015	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9	
0015-0030	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	
0030-0045	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10	
0045-0100	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7	29
0100-0115	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
0115-0130	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
0130-0145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
0145-0200	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	9
0200-0215	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
0215-0230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
0230-0245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
0245-0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0300-0315	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
0315-0330	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3	
0330-0345	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
0345-0400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8
0400-0415	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	
0415-0430	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
0430-0445	0	5	1	1	0	0	0	0	0	0	0	0	0	0	7	
0445-0500	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5	22
0500-0515	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8	
0515-0530	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16	
0530-0545	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16	
0545-0600	0	12	2	1	1	0	0	0	0	0	0	0	0	0	16	56
0600-0615	0	16	3	2	0	0	0	0	0	0	0	0	0	0	21	
0615-0630	0	30	4	1	0	0	0	0	0	0	0	0	0	0	35	
0630-0645	0	29	3	1	0	0	0	0	0	0	0	0	0	0	33	
0645-0700	0	41	2	2	1	0	0	0	0	0	0	0	0	0	46	135
0700-0715	0	59	8	3	1	0	0	0	0	0	0	0	0	0	71	
0715-0730	0	84	4	4	0	0	0	0	0	0	0	0	0	0	92	
0730-0745	0	88	10	2	1	0	0	0	0	0	0	0	0	0	101	
0745-0800	0	99	10	1	2	0	0	0	0	0	0	0	0	0	112	376
0800-0815	0	80	10	1	1	0	0	1	0	0	0	0	0	0	93	
0815-0830	0	72	9	1	0	0	0	0	0	0	0	0	0	0	82	
0830-0845	0	80	7	1	0	0	0	0	0	0	0	0	0	0	90	
0845-0900	0	76	8	1	0	0	0	0	0	0	0	0	0	0	85	350
0900-0915	0	58	7	0	1	0	0	0	0	0	0	0	0	0	66	
0915-0930	0	42	10	1	2	0	0	0	0	0	0	0	0	0	55	
0930-0945	0	39	9	2	2	0	0	0	0	0	0	0	0	0	52	
0945-1000	0	34	10	2	0	0	0	0	0	0	0	0	0	0	46	219
1000-1015	0	28	6	1	0	0	0	0	0	0	0	0	0	0	35	
1015-1030	0	46	7	0	2	0	0	0	0	0	0	0	0	0	55	
1030-1045	0	37	10	1	4	0	0	1	0	0	0	0	0	0	53	
1045-1100	0	26	5	2	1	0	0	0	0	0	0	0	0	0	34	177
1100-1115	0	47	14	0	2	0	0	0	0	0	0	0	0	0	63	
1115-1130	0	38	11	1	2	0	0	0	0	0	0	0	0	0	52	
1130-1145	0	67	10	1	1	0	0	0	0	0	0	0	0	0	79	
1145-1200	0	69	9	0	0	0	0	1	0	0	0	0	0	0	79	273
1200-1215	0	58	6	1	1	0	0	0	0	0	0	0	0	0	66	
1215-1230	0	51	3	0	1	0	0	0	0	0	0	0	0	0	55	
1230-1245	0	57	5	0	0	0	0	0	0	0	0	0	0	0	62	
1245-1300	0	56	4	1	1	0	0	0	0	0	0	0	0	0	62	245
1300-1315	0	53	5	0	2	0	1	0	0	0	0	0	0	0	61	
1315-1330	0	46	3	2	1	0	0	1	0	0	0	0	0	0	53	
1330-1345	0	52	7	3	0	0	0	0	0	0	0	0	0	0	62	
1345-1400	0	66	7	1	1	0	0	0	0	0	0	0	0	0	75	251
1400-1415	0	79	6	7	0	0	0	0	0	0	0	0	0	0	92	
1415-1430	0	67	7	1	2	0	0	0	0	0	0	0	0	0	77	
1430-1445	0	67	3	0	1	0	0	0	0	0	0	0	0	0	71	
1445-1500	1	60	2	2	0	0	0	0	0	0	0	0	0	0	65	305
1500-1515	0	53	6	0	2	0	0	0	0	0	0	0	0	0	61	
1515-1530	0	71	3	2	1	0	0	0	0	0	0	0	0	0	77	
1530-1545	0	57	3	0	0	0	0	0	0	0	0	0	0	0	60	
1545-1600	0	66	10	0	0	0	0	0	0	0	0	0	0	0	76	274
1600-1615	0	62	6	1	1	0	0	0	0	0	0	0	0	0	70	
1615-1630	0	80	11	3	0	0	0	0	0	0	0	0	0	0	94	
1630-1645	0	66	8	1	1	0	0	0	0	0	0	0	0	0	76	
1645-1700	0	60	8	0	1	0	0	0	0	0	0	0	0	0	69	309
1700-1715	0	62	8	0	0	0	0	0	0	0	0	0	0	0	70	
1715-1730	1	74	6	0	0	0	0	0	0	0	0	0	0	0	81	
1730-1745	0	68	5	1	0	0	0	0	0	0	0	0	0	0	74	
1745-1800	0	75	4	1	0	0	0	0	0	0	0	0	0	0	80	305
1800-1815	0	85	9	0	1	0	0	0	0	0	0	0	0	0	95	
1815-1830	0	94	6	5	0	0	0	0	0	0	0	0	0	0	105	
1830-1845	1	74	6	0	0	0	0	0	0	0	0	0	0	0	81	
1845-1900	0	54	9	1	0	0	0	0	0	0	0	0	0	0	64	345
1900-1915	0	48	3	1	1	0	0	0	0	0	0	0	0	0	53	
1915-1930	0	55	6	2	0	0	0	0	0	0	0	0	0	0	63	
1930-1945	0	48	2	0	0	0	0	0	0	0	0	0	0	0	50	
1945-2000	0	43	4	0	0	0	0	0	0	0	0	0	0	0	47	213
2000-2015	0	15	3	0	0	0	0	0	0	0	0	0	0	0	18	
2015-2030	0	19	2	1	0	0	0	0	0	0	0	0	0	0	22	
2030-2045	0	17	1	0	0	0	0	0	0	0	0	0	0	0	18	
2045-2100	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15	73
2100-2115	0	18	2	1	0	0	0	0	0	0	0	0	0	0	21	
2115-2130	0	18	0	0	0	0	0	0	0	0	0	0	0	0	18	
2130-2145	0	15	1	1	0	0	0	0	0	0	0	0	0	0	17	
2145-2200	0	17	1	0	0	0	0	0	0	0	0	0	0	0	18	74
2200-2215	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13	
2215-2230	0	14	0	1	0	0	0	0	0	0	0	0	0	0	15	
2230-2245	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10	
2245-2300	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10	
2300-2315	0	37	2	1	0	0	0	0	0	0	0	0	0	0	40	48
2315-2330	0	36	1	0	0	0	0	0	0	0	0	0	0	0	37	
2330-2345	0	26	1	1	0	0	0	0	0	0	0	0	0	0	28	
2345-0000	0	26	1	0	0	0	0	0	0	0	0	0	0	0	27	132

Session Total	3	3704	399	75	45	0	1	4	0	0	0	0	0	0	4231
Session Average	0.03	38.58	4.16	0.78	0.47	0.00	0.01	0.04	0.00	0.00	0.00	0.00	0.00	0.00	44.07
Session Percentage	0.07	87.54	9.43	1.77	1.06	0.00	0.02	0.09	0.00	0.00	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0715 - 0													



Bi-Directional Class Count || Bi-Directional 15min

DeKalb County, GA



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Site 7  
2nd Ave,  
north of Garden Cir

Date  
Wednesday, March 9, 2022

Weather  
Cloudy  
54°F

Lat/Long  
33.730883°, -84.309439°

0000 - 2400 (24h Session) (03-09-2022)  
Bi-Directional 15min

Time	Bi-Directional 15min													15min Total	60min Total
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13		
0000-0015	0	21	2	1	0	0	0	0	0	0	0	0	0	24	
0015-0030	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0030-0045	0	19	0	1	0	0	0	0	0	0	0	0	0	20	
0045-0100	0	11	0	0	0	0	0	0	0	0	0	0	0	11	63
0100-0115	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0115-0130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0130-0145	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0145-0200	0	6	1	0	0	0	0	0	0	0	0	0	0	7	19
0200-0215	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0215-0230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0230-0245	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0245-0300	0	3	0	0	0	0	0	0	0	0	0	0	0	3	11
0300-0315	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0315-0330	0	5	0	0	1	0	0	0	0	0	0	0	0	6	
0330-0345	0	3	0	0	1	0	0	0	0	0	0	0	0	4	
0345-0400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14
0400-0415	0	8	0	1	0	0	0	0	0	0	0	0	0	9	
0415-0430	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0430-0445	0	8	1	1	1	0	0	0	0	0	0	0	0	11	
0445-0500	0	5	3	0	0	0	0	0	0	0	0	0	0	8	34
0500-0515	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
0515-0530	0	18	4	0	0	0	0	0	0	0	0	0	0	22	
0530-0545	0	17	4	0	0	0	0	0	0	0	0	0	0	21	
0545-0600	0	24	3	1	1	0	0	0	0	0	0	0	0	29	83
0600-0615	0	23	5	2	0	0	0	0	0	0	0	0	0	30	
0615-0630	0	39	6	2	0	0	0	0	0	0	0	0	0	47	
0630-0645	0	50	6	3	0	0	0	0	0	0	0	0	0	59	
0645-0700	0	60	5	4	1	0	0	0	0	0	0	0	0	70	206
0700-0715	0	90	12	5	1	0	0	0	0	0	0	0	0	108	
0715-0730	0	142	8	5	0	0	0	0	0	0	0	0	0	155	
0730-0745	0	133	20	2	1	0	0	0	0	0	0	0	0	156	
0745-0800	0	152	14	1	2	0	0	0	0	0	0	0	0	169	588
0800-0815	0	125	13	2	1	0	0	1	0	0	0	0	0	142	
0815-0830	0	116	12	2	1	0	0	0	0	0	0	0	0	131	
0830-0845	0	125	12	2	1	0	0	0	0	0	0	0	0	143	
0845-0900	0	116	10	1	0	0	0	0	0	0	0	0	0	127	543
0900-0915	0	84	10	0	3	0	0	0	0	0	0	0	0	97	
0915-0930	0	74	14	1	4	2	0	0	0	0	0	0	0	95	
0930-0945	0	70	16	2	2	0	0	0	0	0	0	0	0	90	
0945-1000	1	62	20	4	0	0	0	0	0	0	0	0	0	87	369
1000-1015	0	70	13	2	0	0	0	0	0	0	0	0	0	85	
1015-1030	0	73	15	0	3	0	0	0	0	0	0	0	0	91	
1030-1045	0	78	14	2	4	0	1	0	0	0	0	0	0	99	
1045-1100	0	59	9	2	1	0	0	0	0	0	0	0	0	71	346
1100-1115	1	92	16	0	5	0	0	0	0	0	0	0	0	114	
1115-1130	0	78	18	3	3	0	0	0	0	0	0	0	0	102	
1130-1145	0	110	23	1	3	0	0	1	0	0	0	0	0	138	
1145-1200	0	119	17	0	1	0	0	1	0	0	0	0	0	138	492
1200-1215	0	119	12	5	4	0	0	0	0	0	0	0	0	140	
1215-1230	0	120	8	0	2	0	0	0	0	0	0	0	0	130	
1230-1245	0	112	12	0	1	0	0	0	0	0	0	0	0	125	
1245-1300	0	102	17	3	3	0	0	0	0	0	0	0	0	125	520
1300-1315	0	113	10	0	3	0	1	0	0	0	0	0	0	127	
1315-1330	0	125	10	3	2	0	0	1	0	0	0	0	0	141	
1330-1345	0	128	12	4	2	0	0	1	0	0	0	0	0	147	
1345-1400	0	146	13	1	2	0	0	0	0	0	0	0	0	162	577
1400-1415	1	174	8	11	0	0	0	0	0	0	0	0	0	194	
1415-1430	0	125	12	3	3	0	0	0	0	0	0	0	0	143	
1430-1445	1	138	12	1	2	0	0	0	0	0	0	0	0	154	
1445-1500	1	133	8	1	0	0	0	0	0	0	0	0	0	144	635
1500-1515	0	132	10	0	4	0	0	0	0	0	0	0	0	146	
1515-1530	0	152	15	5	1	0	0	1	0	0	0	0	0	174	
1530-1545	0	133	9	2	0	0	0	0	0	0	0	0	0	144	
1545-1600	0	150	18	2	2	0	0	0	0	0	0	0	0	172	636
1600-1615	0	158	13	2	2	0	0	0	0	0	0	0	0	175	
1615-1630	0	170	26	5	0	0	0	0	0	0	0	0	0	201	
1630-1645	0	147	26	2	2	0	0	0	0	0	0	0	0	177	
1645-1700	0	155	15	2	1	0	0	0	0	0	0	0	0	175	728
1700-1715	0	148	19	2	0	0	0	0	0	0	0	0	0	169	
1715-1730	1	185	17	2	0	0	0	0	0	0	0	0	0	205	
1730-1745	1	161	15	1	1	0	0	0	0	0	0	0	0	179	
1745-1800	0	177	7	1	0	0	0	0	0	0	0	0	0	185	738
1800-1815	0	166	14	1	2	0	0	1	0	0	0	0	0	184	
1815-1830	0	179	14	5	0	0	0	0	0	0	0	0	0	198	
1830-1845	1	158	8	2	0	0	0	0	0	0	0	0	0	169	
1845-1900	0	153	14	1	1	0	0	0	0	0	0	0	0	169	720
1900-1915	0	128	7	1	1	0	0	0	0	0	0	0	0	137	
1915-1930	0	121	9	3	0	0	0	0	0	0	0	0	0	133	
1930-1945	0	102	5	0	0	0	0	0	0	0	0	0	0	107	
1945-2000	0	106	8	1	0	0	0	0	0	0	0	0	0	115	492
2000-2015	0	69	7	0	0	0	0	1	0	0	0	0	0	77	
2015-2030	0	44	3	1	0	0	0	0	0	0	0	0	0	48	
2030-2045	0	46	6	1	1	0	0	0	0	0	0	0	0	54	
2045-2100	0	49	2	0	0	0	0	0	0	0	0	0	0	51	230
2100-2115	0	38	7	1	0	0	0	0	0	0	0	0	0	46	
2115-2130	0	52	6	1	0	0	0	0	0	0	0	0	0	59	
2130-2145	0	42	5	1	0	0	0	0	0	0	0	0	0	48	
2145-2200	0	51	6	0	0	0	0	0	0	0	0	0	0	57	210
2200-2215	0	31	2	1	0	0	0	0	0	0	0	0	0	34	
2215-2230	0	33	1	1	0	0	0	0	0	0	0	0	0	35	
2230-2245	0	32	4	1	0	0	0	0	0	0	0	0	0	37	
2245-2300	0	25	1	0	0	0	0	0	0	0	0	0	0	26	132
2300-2315	0	43	3	1	0	0	0	0	0	0	0	0	0	47	
2315-2330	0	54	1	1	0	0	0	0	0	0	0	0	0	56	
2330-2345	0	35	3	1	0	0	0	0	0	0	0	0	0	39	
2345-0000	0	31	2	1	1	0	0	0	0	0	0	0	0	35	177

Session Total	8	7524	793	136	90	2	1	9	0	0	0	0	0	0	8563
Session Average	0.08	78.38	8.26	1.42	0.94	0.02	0.01	0.09	0.00	0.00	0.00	0.00	0.00	0.00	89.20
Session Percentage	0.09	87.87	9.26	1.59	1.05	0.02	0.01	0.11	0.00	0.00	0.00	0.00	0.00	0.00	
AM Peak Hour	0900-1000	0715-0815	0930-1030	0630-0730	0830-0930	0830-0930	-	0715-0815	-	-	-	-	-	-	0715-0815
AM Peak Volume	1	552	64	17	11	2	0	1	0	0	0	0	0	0	622
Noon Peak Hour	1400-1500	1345-1445	1100-1200	1315-1415	1015-1115	-	1215-1315	1100-1200	-	-	-	-	-	-	1345-1445
Noon Peak Volume	3	583	74	19</											



# Bi-Directional Class Count || Volume Summary 15min



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Dekalb County, GA

**Site 7**  
2nd Ave,  
north of Garden Cir

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

**Lat/Long**  
33.730883°, -84.309439°

## 0000 - 2400 (24h Session) (03-09-2022)

Volume Summary 15min

TIME	Volume Summary 15min		15min Total	60min Total
	NB	SB		
0000 - 0015	9	15	24	
0015 - 0030	3	5	8	
0030 - 0045	10	10	20	
0045 - 0100	7	4	11	63
0100 - 0115	4	3	7	
0115 - 0130	1	1	2	
0130 - 0145	1	2	3	
0145 - 0200	3	4	7	19
0200 - 0215	1	3	4	
0215 - 0230	1	1	2	
0230 - 0245	1	1	2	
0245 - 0300	0	3	3	11
0300 - 0315	2	0	2	
0315 - 0330	3	3	6	
0330 - 0345	2	2	4	
0345 - 0400	1	1	2	14
0400 - 0415	6	3	9	
0415 - 0430	4	2	6	
0430 - 0445	7	4	11	
0445 - 0500	5	3	8	34
0500 - 0515	8	3	11	
0515 - 0530	16	6	22	
0530 - 0545	16	5	21	
0545 - 0600	16	13	29	83
0600 - 0615	21	9	30	
0615 - 0630	35	12	47	
0630 - 0645	33	26	59	
0645 - 0700	46	24	70	206
0700 - 0715	71	37	108	
0715 - 0730	92	63	155	
0730 - 0745	101	55	156	
0745 - 0800	112	57	169	588
0800 - 0815	93	49	142	
0815 - 0830	82	49	131	
0830 - 0845	90	53	143	
0845 - 0900	85	42	127	543
0900 - 0915	66	31	97	
0915 - 0930	55	40	95	
0930 - 0945	52	38	90	
0945 - 1000	46	41	87	369
1000 - 1015	35	50	85	
1015 - 1030	55	36	91	
1030 - 1045	53	46	99	
1045 - 1100	34	37	71	346
1100 - 1115	63	51	114	
1115 - 1130	52	50	102	
1130 - 1145	79	59	138	
1145 - 1200	79	59	138	492

Time	Volume Summary 15min		15min Total	60min Total
	NB	SB		
1200 - 1215	66	74	140	
1215 - 1230	55	75	130	
1230 - 1245	62	63	125	
1245 - 1300	62	63	125	520
1300 - 1315	61	66	127	
1315 - 1330	53	88	141	
1330 - 1345	62	85	147	
1345 - 1400	75	87	162	577
1400 - 1415	92	102	194	
1415 - 1430	77	66	143	
1430 - 1445	71	83	154	
1445 - 1500	65	79	144	635
1500 - 1515	61	85	146	
1515 - 1530	77	97	174	
1530 - 1545	60	84	144	
1545 - 1600	76	96	172	636
1600 - 1615	70	105	175	
1615 - 1630	94	107	201	
1630 - 1645	76	101	177	
1645 - 1700	69	106	175	728
1700 - 1715	70	99	169	
1715 - 1730	81	124	205	
1730 - 1745	74	105	179	
1745 - 1800	80	105	185	738
1800 - 1815	95	89	184	
1815 - 1830	105	93	198	
1830 - 1845	81	88	169	
1845 - 1900	64	105	169	720
1900 - 1915	53	84	137	
1915 - 1930	63	70	133	
1930 - 1945	50	57	107	
1945 - 2000	47	68	115	492
2000 - 2015	18	59	77	
2015 - 2030	22	26	48	
2030 - 2045	18	36	54	
2045 - 2100	15	36	51	230
2100 - 2115	21	25	46	
2115 - 2130	18	41	59	
2130 - 2145	17	31	48	
2145 - 2200	18	39	57	210
2200 - 2215	13	21	34	
2215 - 2230	15	20	35	
2230 - 2245	10	27	37	
2245 - 2300	10	16	26	132
2300 - 2315	40	7	47	
2315 - 2330	37	19	56	
2330 - 2345	28	11	39	
2345 - 0000	27	8	35	177

Session Total	4231	4332	8563
Session Average	44.07	45.13	89.20
Session Percentage	49.41	50.59	



# Bi-Directional Class Count || SB WB 60min



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Dekalb County, GA

**Site 7**  
2nd Ave,  
north of Garden Cir

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

**Lat/Long**  
33.730883°, -84.309439°

## 0000 - 2400 (24h Session) (03-09-2022)

SB WB 60min

Southbound (Movement 7.2)														
TIME	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
0000 - 0100	0	32	0	2	0	0	0	0	0	0	0	0	0	34
0100 - 0200	0	9	1	0	0	0	0	0	0	0	0	0	0	10
0200 - 0300	0	8	0	0	0	0	0	0	0	0	0	0	0	8
0300 - 0400	0	5	0	0	1	0	0	0	0	0	0	0	0	6
0400 - 0500	0	8	2	1	1	0	0	0	0	0	0	0	0	12
0500 - 0600	0	23	4	0	0	0	0	0	0	0	0	0	0	27
0600 - 0700	0	56	10	5	0	0	0	0	0	0	0	0	0	71
0700 - 0800	0	187	22	3	0	0	0	0	0	0	0	0	0	212
0800 - 0900	0	174	13	3	3	0	0	0	0	0	0	0	0	193
0900 - 1000	1	117	24	2	4	2	0	0	0	0	0	0	0	150
1000 - 1100	0	143	23	2	1	0	0	0	0	0	0	0	0	169
1100 - 1200	1	178	30	2	7	0	0	1	0	0	0	0	0	219
1200 - 1300	0	231	31	6	7	0	0	0	0	0	0	0	0	275
1300 - 1400	0	295	23	2	5	0	0	1	0	0	0	0	0	326
1400 - 1500	2	297	22	7	2	0	0	0	0	0	0	0	0	330
1500 - 1600	0	320	30	7	4	0	0	1	0	0	0	0	0	362
1600 - 1700	0	362	48	4	5	0	0	0	0	0	0	0	0	419
1700 - 1800	1	392	35	4	1	0	0	0	0	0	0	0	0	433
1800 - 1900	0	349	20	3	2	0	0	1	0	0	0	0	0	375
1900 - 2000	0	263	14	2	0	0	0	0	0	0	0	0	0	279
2000 - 2100	0	143	11	1	1	0	0	1	0	0	0	0	0	157
2100 - 2200	0	115	20	1	0	0	0	0	0	0	0	0	0	136
2200 - 2300	0	75	7	2	0	0	0	0	0	0	0	0	0	84
2300 - 2400	0	38	4	2	1	0	0	0	0	0	0	0	0	45

Session Total	5	3820	394	61	45	2	0	5	0	0	0	0	0	4332
Session Average	0.21	159.17	16.42	2.54	1.88	0.08	0.00	0.21	0.00	0.00	0.00	0.00	0.00	180.50
Session Percentage	0.12	88.18	9.10	1.41	1.04	0.05	0.00	0.12	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0700 - 0800	0900 - 1000	0600 - 0700	0900 - 1000	0900 - 1000	-	-	-	-	-	-	-	0700 - 0800
AM Peak Volume	1	187	24	5	4	2	0	0	0	0	0	0	0	212

Noon Peak Hour	1400 - 1500	1400 - 1500	1200 - 1300	1400 - 1500	1100 - 1200	-	-	1100 - 1200	-	-	-	-	-	1400 - 1500
Noon Peak Volume	2	297	31	7	7	0	0	1	0	0	0	0	0	330

PM Peak Hour	1700 - 1800	1700 - 1800	1600 - 1700	1500 - 1600	1600 - 1700	-	-	1500 - 1600	-	-	-	-	-	1700 - 1800
PM Peak Volume	1	392	48	7	5	0	0	1	0	0	0	0	0	433

# Bi-Directional Class Count || Bi-Directional 60min



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Dekalb County, GA

**Site 7**  
2nd Ave,  
north of Garden Cir

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

**Lat/Long**  
33.730883°, -84.309439°

## 0000 - 2400 (24h Session) (03-09-2022)

Bi-Directional 60min

Bi-Directional 60min														
TIME	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
0000 - 0100	0	58	3	2	0	0	0	0	0	0	0	0	0	63
0100 - 0200	0	17	2	0	0	0	0	0	0	0	0	0	0	19
0200 - 0300	0	11	0	0	0	0	0	0	0	0	0	0	0	11
0300 - 0400	0	11	1	0	2	0	0	0	0	0	0	0	0	14
0400 - 0500	0	27	4	2	1	0	0	0	0	0	0	0	0	34
0500 - 0600	0	69	12	1	1	0	0	0	0	0	0	0	0	83
0600 - 0700	0	172	22	11	1	0	0	0	0	0	0	0	0	206
0700 - 0800	0	517	54	13	4	0	0	0	0	0	0	0	0	588
0800 - 0900	0	482	47	7	6	0	0	1	0	0	0	0	0	543
0900 - 1000	1	290	60	7	9	2	0	0	0	0	0	0	0	369
1000 - 1100	0	280	51	6	8	0	0	1	0	0	0	0	0	346
1100 - 1200	1	399	74	4	12	0	0	2	0	0	0	0	0	492
1200 - 1300	0	453	49	8	10	0	0	0	0	0	0	0	0	520
1300 - 1400	0	512	45	8	9	0	1	2	0	0	0	0	0	577
1400 - 1500	3	570	40	17	5	0	0	0	0	0	0	0	0	635
1500 - 1600	0	567	52	9	7	0	0	1	0	0	0	0	0	636
1600 - 1700	0	630	81	9	8	0	0	0	0	0	0	0	0	728
1700 - 1800	2	671	58	6	1	0	0	0	0	0	0	0	0	738
1800 - 1900	1	656	50	9	3	0	0	1	0	0	0	0	0	720
1900 - 2000	0	457	29	5	1	0	0	0	0	0	0	0	0	492
2000 - 2100	0	208	18	2	1	0	0	1	0	0	0	0	0	230
2100 - 2200	0	183	24	3	0	0	0	0	0	0	0	0	0	210
2200 - 2300	0	121	8	3	0	0	0	0	0	0	0	0	0	132
2300 - 2400	0	163	9	4	1	0	0	0	0	0	0	0	0	177

Session Total	8	7524	793	136	90	2	1	9	0	0	0	0	0	8563
Session Average	0.33	313.50	33.04	5.67	3.75	0.08	0.04	0.38	0.00	0.00	0.00	0.00	0.00	356.79
Session Percentage	0.09	87.87	9.26	1.59	1.05	0.02	0.01	0.11	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0700 - 0800	0900 - 1000	0700 - 0800	0900 - 1000	0900 - 1000	-	0800 - 0900	-	-	-	-	-	0700 - 0800
AM Peak Volume	1	517	60	13	9	2	0	1	0	0	0	0	0	588

Noon Peak Hour	1400 - 1500	1400 - 1500	1100 - 1200	1400 - 1500	1100 - 1200	-	1300 - 1400	1100 - 1200	-	-	-	-	-	1400 - 1500
Noon Peak Volume	3	570	74	17	12	0	1	2	0	0	0	0	0	635

PM Peak Hour	1700 - 1800	1700 - 1800	1600 - 1700	1500 - 1600	1600 - 1700	-	-	1500 - 1600	-	-	-	-	-	1700 - 1800
PM Peak Volume	2	671	81	9	8	0	0	1	0	0	0	0	0	738



# Bi-Directional Class Count || Volume Summary 60min



www.marrtraffic.com

Dekalb County, GA

**Site 7**  
2nd Ave,  
north of Garden Cir

**Date**  
Wednesday, March 9, 2022

**Weather**  
Cloudy  
54°F

**Lat/Long**  
33.730883°, -84.309439°

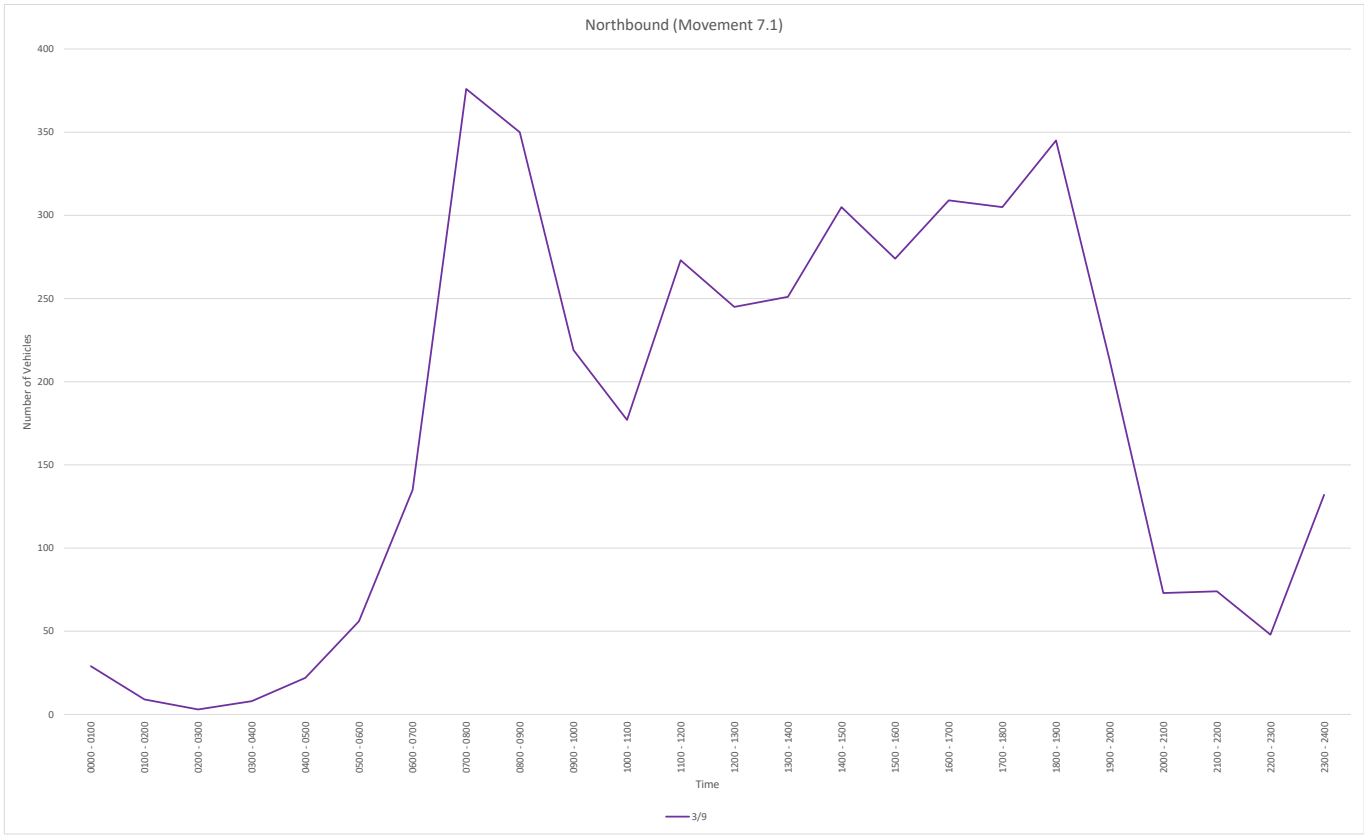
## 0000 - 2400 (24h Session) (03-09-2022)

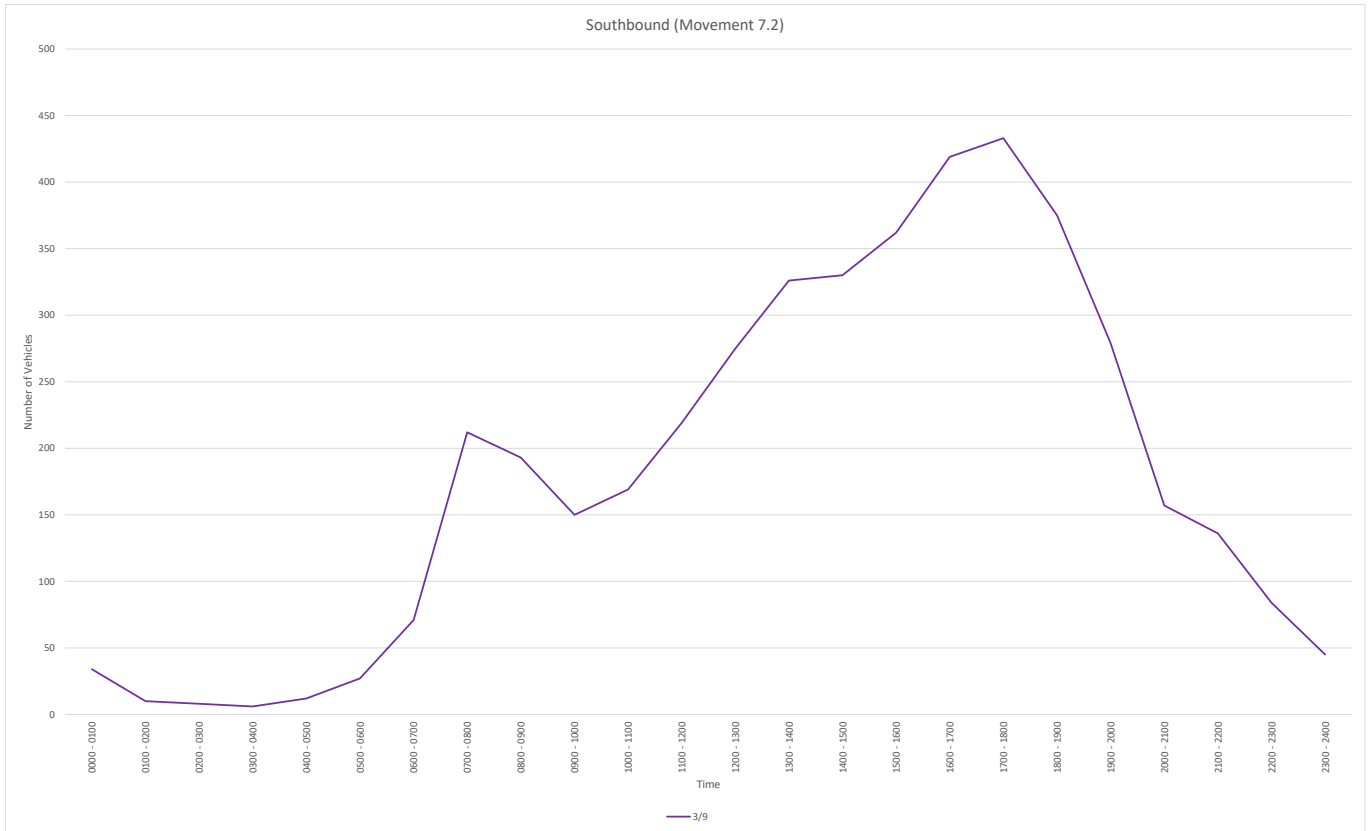
Volume Summary 60min

Volume Summary 60min			
TIME	NB	SB	Total
0000 - 0100	29	34	63
0100 - 0200	9	10	19
0200 - 0300	3	8	11
0300 - 0400	8	6	14
0400 - 0500	22	12	34
0500 - 0600	56	27	83
0600 - 0700	135	71	206
0700 - 0800	376	212	588
0800 - 0900	350	193	543
0900 - 1000	219	150	369
1000 - 1100	177	169	346
1100 - 1200	273	219	492

Volume Summary 60min			
Time	NB	SB	Total
1200 - 1300	245	275	520
1300 - 1400	251	326	577
1400 - 1500	305	330	635
1500 - 1600	274	362	636
1600 - 1700	309	419	728
1700 - 1800	305	433	738
1800 - 1900	345	375	720
1900 - 2000	213	279	492
2000 - 2100	73	157	230
2100 - 2200	74	136	210
2200 - 2300	48	84	132
2300 - 2400	132	45	177

Session Total	4231	4332	8563
Session Average	176.29	180.50	356.79
Session Percentage	49.41	50.59	















# Project Fact Sheets



<b>Short Title</b>	SR 154 (MEMORIAL DRIVE) MULTIMODAL SAFETY IMPROVEMENTS FROM US 23 (MORELAND AVENUE) TO SR 155 (CANDLER ROAD)
<b>GDOT Project No.</b>	0012597
<b>Federal ID No.</b>	N/A
<b>Status</b>	Programmed
<b>Service Type</b>	Last Mile Connectivity / Joint Bike-Ped Facilities
<b>Sponsor</b>	GDOT
<b>Jurisdiction</b>	City of Atlanta
<b>Analysis Level</b>	Exempt from Air Quality Analysis (40 CFR 93)



<b>Existing Thru Lane</b>	<input type="text" value="4"/>	<b>LCI</b>	<input type="checkbox"/>	<b>Network Year</b>	<input type="text" value="TBD"/>
<b>Planned Thru Lane</b>	<input type="text" value="4"/>	<b>Flex</b>	<input type="checkbox"/>	<b>Corridor Length</b>	<input type="text" value="3.3"/> miles

**Detailed Description and Justification**

This project involves constructing/installing recommendations identified in the recently completed Roadway Safety Audit (RSA) along SR 154 (Memorial Drive) conducted by GDOT, in coordination with the City of Atlanta and other stakeholders. The corridor is served by MARTA bus route 107, one of the busiest in the system, as well as routes 4, 15, 21, 24, 34 and 86. Types of improvements which may be made with available funding include signage upgrades, improved pavement markings, midblock pedestrian crossings, ADA ramps, traffic signal upgrades, resurfacing, and updates to the reversible lane configuration. The project is being funded under the Last Mile Connectivity Program, a regional program defined in PLAN 2040 to improve pedestrian and bicyclist mobility, accessibility and safety along transit corridors, within employment and commercial centers, and in the vicinity of other major origins and destinations such as schools. Memorial Drive is designated as a Level 1 Regional Thoroughfare and an ASTRoMaP Connector (element of regional truck route network). This project is also located entirely within Equitable Target Areas.

Phase Status & Funding Information	Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE STP - Urban (>200K) (ARC)	AUTH	2014	<b>\$450,000</b>	\$360,000	\$90,000	\$0,000	\$0,000
ROW Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2023	<b>\$337,000</b>	\$269,600	\$67,400	\$0,000	\$0,000
CST Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2025	<b>\$1,415,270</b>	\$1,132,216	\$283,054	\$0,000	\$0,000
			<b>\$2,202,270</b>	<b>\$1,761,816</b>	<b>\$440,454</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** SR 154 (MEMORIAL DRIVE) CORRIDOR IMPROVEMENTS FROM CONNALLY STREET TO GRANT STREET

**GDOT Project No.** 0007952

**Federal ID No.** CSHP-0007-00(952)

**Status** Programmed

**Service Type** Roadway / Operations & Safety

**Sponsor** City of Atlanta

**Jurisdiction** City of Atlanta

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

The project would consist of sidewalk improvements on Memorial Drive to connect missing, broken, or damaged sidewalk portions and to upgrade to Americans with Disabilities Act (ADA) standards where required between Connally Street and Grant Street. Existing curb is to remain where possible, and a planting strip would be installed between the new sidewalks and the existing curb radius return.

Phase Status & Funding Information	Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE Federal Earmark Funding	AUTH	2013	\$437,500	\$350,000	\$0,000	\$0,000	\$87,500
ROW Federal Earmark Funding		2023	\$174,800	\$139,840	\$0,000	\$0,000	\$34,960
CST Federal Earmark Funding		2024	\$1,309,219	\$950,000	\$0,000	\$0,000	\$359,219
			<b>\$1,921,519</b>	<b>\$1,439,840</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$481,679</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** I-20 EAST HIGH CAPACITY PREMIUM TRANSIT SERVICE FROM DOWNTOWN ATLANTA TO STONECREST MALL AREA

**GDOT Project No.** 0015525

**Federal ID No.** N/A

**Status** Long Range

**Service Type** Transit / BRT Capital

**Sponsor** MARTA

**Jurisdiction** Regional - East

**Analysis Level** In the Region's Air Quality Conformity Analysis



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will provide premium transit service from Downtown Atlanta along the I-20 east corridor to the Stonecrest Mall area.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	5307 Discretionary	AUTH	2006	<b>\$6,553,476</b>	<del>\$3,454,233</del>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$3,099,243</del>
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2017	<b>\$648,000</b>	<del>\$518,400</del>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$129,600</del>
ALL	New Starts		LR 2041-2050	<b>\$289,390,000</b>	\$101,290,000	\$0,000	\$0,000	\$188,100,000
				<b>\$296,591,476</b>	<b>\$105,262,633</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$191,328,843</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

# M. PROOF OF PAYMENT

THIS CHECK IS VOID WITHOUT A MULTI-COLORED BACKGROUND AND AN ARTIFICIAL WATERMARK ON THE BACK - HOLD AT AN ANGLE TO VIEW

**TAMA Bag Factory QBE, LLC**  
1777 Peachtree Street NE  
Suite 200  
Atlanta, GA 30309

Wells Fargo Bank, N.A.  
San Francisco, CA

**123**  
11-24/1210

12/20/2022

\*\*\*VOID AFTER 90 DAYS\*\*\*

\$500.00\*\*\*\*\*

\*\*\*\*\* FIVE HUNDRED AND 00/100 DOLLARS

PAY TO THE ORDER OF  
Dekalb County  
1300 Commerce Drive  
P.O. Box 1088  
Decatur, GA 30331-1088

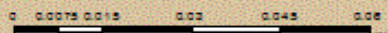
SIGNATURE HAS A COLORED BACKGROUND - ROTATE CHECKING MICROPRINTING

⑆00000000123⑆ ⑆121000248⑆ 4941789620⑆





LP-23-1246249 Aerial View



Date Printed: 2/2/2023

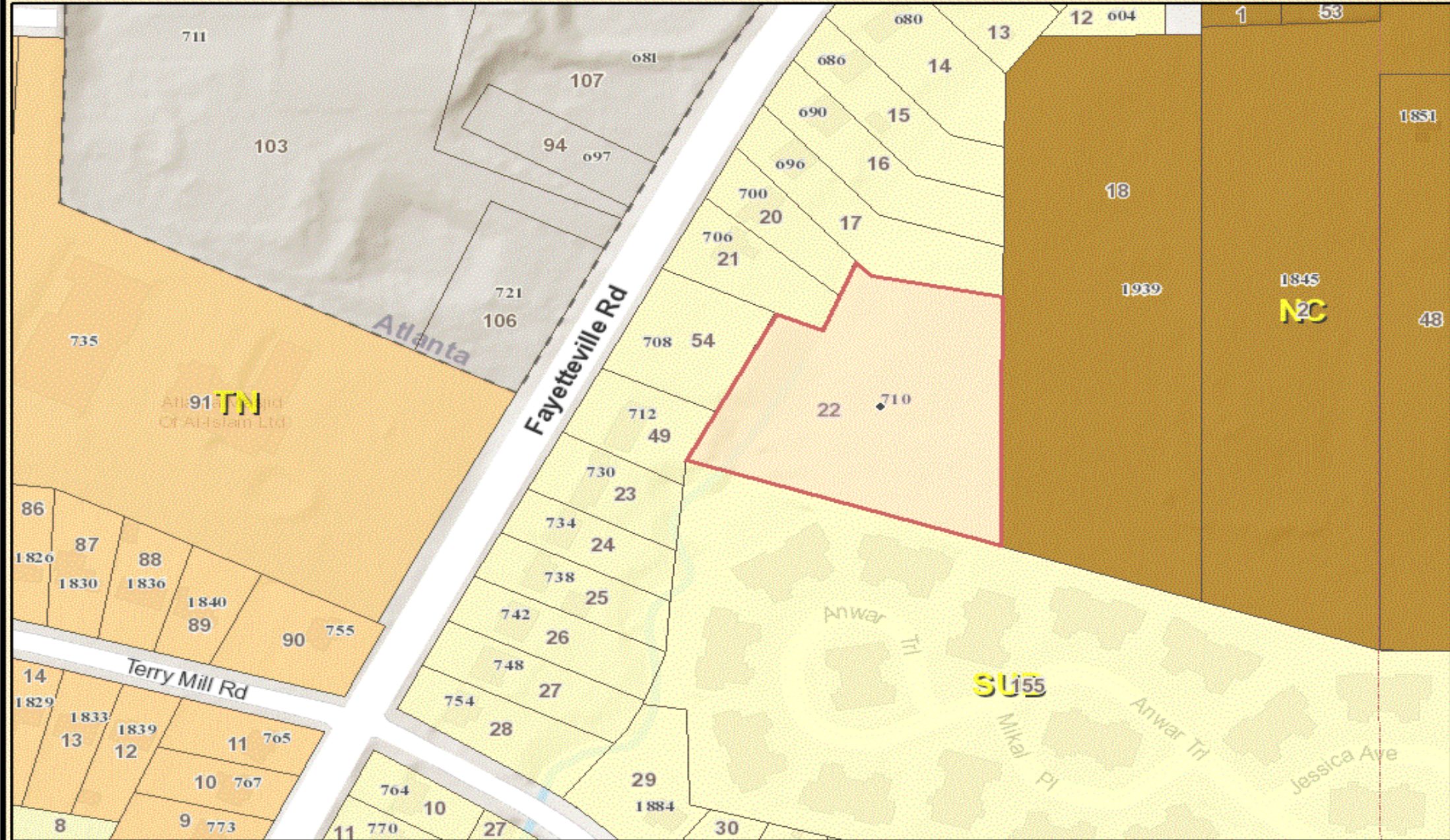


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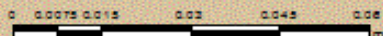








LP-23-1246249 Land Use



Date Printed: 2/2/2023



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**DeKalb County Long Range Planning Division**  
**Supplemental Land Use Report** *(for developments proposed in Activity Centers)*

<b>Case No. LP-23-1246249</b> <b>Project Name:</b> <b>710 Fayetteville Rd.</b>	<b>Existing FLU: Suburban</b> <b>Proposed FLU: Neighborhood Center</b>	<b>Staff Recommendation</b> <b>Approval</b>
--	---	--

**Neighborhood Center Premise** - These policies are primarily applicable to activity centers that do not have adopted studies. Studies that are adopted for Neighborhood Centers are referred to as Small Area Plans (SAP), and they provide more detailed guidelines and recommendations for land use, zoning, development, transportation, housing, economic development, and green space. If there are conflicts between SAP and Neighborhood Center policies, SAP policies shall take precedence.

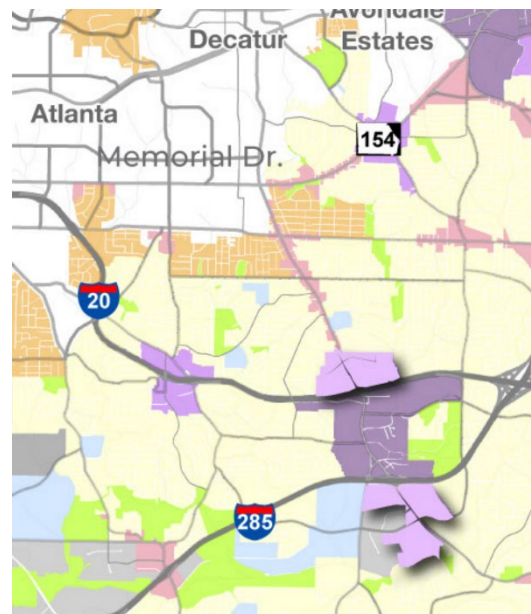
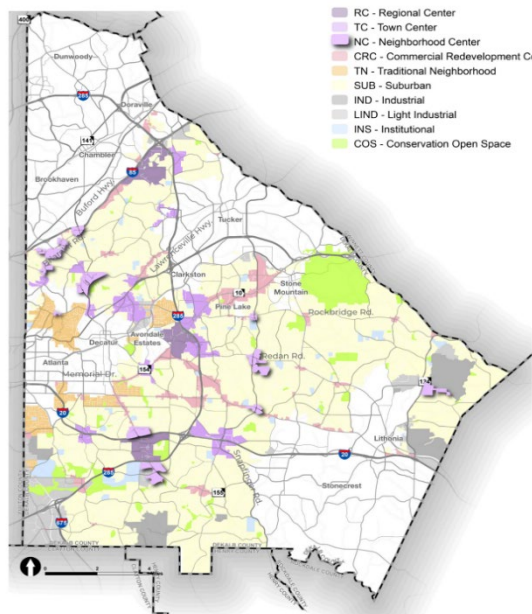
**Neighborhood Center Intent** - The intent of the Neighborhood Center Character Area is to promote a concentration of clustered residential and commercial uses that serve the goods and service needs of a few surrounding, local neighborhoods. These areas and their uses shall complement the smaller scale character of nearby neighborhoods while reducing automobile travel and promote walkability and increased transit usage. These areas act as a neighborhood focal point with a concentration of activities including retail, neighborhood commercial, professional office, moderate density housing, and public open space that are all easily accessible by pedestrians. Neighborhood Centers are often the smallest Activity Centers in terms of size and scale. Additional density beyond the identified baseline may be allowed if there is an adopted small area plan for the activity center that is no more than 10 years old. At a minimum, the small area plan should include a process to engage nearby residents and stakeholders, identify where core, intermediate, and edge areas are located and include additional detail on the location of heights and densities that will allow for appropriate transitions to any adjacent, stable, single-family neighborhoods. Neighborhood Center Scale Height Transition The most intense development types and tallest buildings should be concentrated in the core of the activity center, gradually transitioning to less intense uses and lower building heights as one moves further from the core. The edge of the activity center should serve as a transition zone, buffering more intense uses in the core from adjacent single-family neighborhoods and other uses outside the Activity Center's boundaries. Encourage compact residential in mixed-use projects, not to exceed 40 dwelling units per acre, (except in locations with an approved SAP providing other guidance).

Land Use  
 Neighborhood Center  
 40 dwelling units per acre (50 with approved SAP)

Primary Uses

- Townhomes
- Condominiums
- Apartments
- Retail and Commercial
- Office
- Institutional
- Civic
- Parks and Recreation

**Future Land Use Map for Neighborhood Center**



**Address: 710 Fayetteville Rd., Atlanta, GA 30316**

**DeKalb County Long Range Planning Division**  
**Supplemental Land Use Report** *(for developments proposed in Activity Centers)*

<b>Project Description</b>	To amend the future land use plan from Suburban (SUB) character area to Neighborhood Center (NC) character area. The property is located 140 feet east of Fayetteville Road and approximately 456 feet north of Terry Mill Road, at 710 Fayetteville Road, Atlanta, Georgia. The property has no public road frontage (proposed access will be via Second Avenue through adjacent properties to the east under common ownership) and contains 1.96 acres. <b>Owner / Project Name: Craig Wasilewsky / Perennial Properties</b>		
	Use	Square Feet (% of total dev)	Units (if applicable)
	Residential	N/A	N/A
	Commercial		
	Office		
	Retail		
	Entertainment		
	Other		
	<b>Total</b>		

Neighborhood Center Policies	Support to Staff Recommendation			Justification
	YES	NO	N/A	
<b>1. Protect Single Family Neighborhoods</b> Preserve and enhance the integrity and quality of existing residential neighborhoods.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>2. Maximum Density</b> Encourage compact residential in mixed-use projects, not to exceed 40 dwelling units per acre, (except in locations with an approved SAP providing other guidance). Concentrate the most intense commercial and/or office development around a focal point at the core of the neighborhood center. Properties located along the outer edges of the Neighborhood Center shall be sensitive to the building height and density of adjacent single family residential. <i>(Refer to, page 35 of DeKalb County 2050 Comprehensive Plan)</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>3. Retrofitting</b> Foster retrofitting for conformity with traditional neighborhood principles.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>4. Pedestrian Scale Development</b> Create pedestrian scale communities that focus on the relationship between the street, buildings, streetscaping and people.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>5. Mixed Use Development</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



**DeKalb County Long Range Planning Division**  
**Supplemental Land Use Report** *(for developments proposed in Activity Centers)*

Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.				
<b>6. Transitional Buffers</b> Require greater setbacks and/or transitional buffers for developments when located adjacent to lower density residential uses.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>7. Enhanced Buffers</b> Require the incorporation of enhanced buffers in efforts to protect single family neighborhoods.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>8. Staggered Heights</b> Require the consideration of staggered height implementation when developments are adjacent to single family residential neighborhoods.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>9. Streetscaping</b> Improve street character with consistent signage, lighting, landscaping and other design features.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>10. Pocket Parks</b> Create focal points through the use of existing pocket parks and squares for community activities.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>11. Cultural Diversity</b> Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<b>12. Infill Development</b> Utilize vacant properties in the neighborhood as an opportunity for infill development of compatible structures.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>13. Parking</b> Clearly define road edges by locating buildings near the roadside with parking in the rear.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>14. Open Space and linkages</b> Encourage that all development and redevelopment in activity centers provide open space and/or contribute to the public realm with wider public sidewalks, pedestrian linkages and other design features.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>15. Healthy Neighborhoods</b> Promote healthy living in neighborhoods by	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**DeKalb County Long Range Planning Division**  
**Supplemental Land Use Report** *(for developments proposed in Activity Centers)*

<p>incorporating a pedestrian environment that encourages socialization, walking, biking and connectivity. Implement the recommendations of the Master Active Living Plans (MALPs).</p>				
<p><b>16. High Density Residential</b>  Residential development shall reinforce the center by locating higher density housing options adjacent to the center. Housing in Regional Center shall be targeted to a broad range of income levels.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<p><b>17. Pedestrian Enhancements</b>  Create a pedestrian-friendly environment by adding sidewalks that link neighborhood amenities.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<p><b>18. Traffic Calming</b>  Organize circulation patterns through traffic calming techniques and access management. Add traffic calming improvements, sidewalks, and increased street interconnections to increase safety and improve walkability.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<p><b>19. Pedestrian Oriented Design</b>  Design shall be pedestrian-oriented with walkable connections between different uses.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<p><b>20. VMT</b>  Promote new and redevelopment at or near activity centers as a means of reduce vehicle miles traveled (VMT).</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<p><b>21. High Density Development</b>  Each Regional Center shall include a very high-density mix of retail, office, services, and employment opportunities to serve several neighborhoods.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<p><b>22. Small Area Plans (SAPs)</b>  SAPs can take a variety of forms, such as Livable Center Initiatives (LCIs), Master Active Living Plans (MALPs), Corridor Plans, or TOD plans, and are the primary tool by which the county intends to shape development in Activity Centers and along Commercial Redevelopment Corridors. The County intends to work towards implementing SAPs in all Activity Centers, and those that have been completed to date.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<p><b>23. Implementation Tools</b>  Collaborate with stakeholders for issue</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

**DeKalb County Long Range Planning Division**  
**Supplemental Land Use Report** (for developments proposed in Activity Centers)

<p>identification and the creation of solutions. This process provided an opportunity for DeKalb's stakeholders to voice their needs, desires and opinions. Coordination with residents, business owners, and other members of the community provided invaluable perspective to the process that lead to solutions-based planning and implementation strategies.</p>				

<b>Economic Development Analysis</b>				
(Based on the 2014 DeKalb County Economic Strategic Plan)				
Policies	Compliance with the Strategic Plan			Additional comments that justify staff recommendation
	Yes	No	N/A	
<b>Target Industry and Niches</b> <input type="checkbox"/> Click here if no Target Industry applies				
<b>Professional and Business Services (PBS)</b>  <input type="checkbox"/> <b>Niche Markets:</b> Entrepreneur-Enabled Businesses, E-commerce, Engineering, Creative Design, Consulting, Accounting, & Marketing <input type="checkbox"/> <b>Criteria:</b> Clean, Sustainable, Creative <input type="checkbox"/> <b>Theme Elements:</b> <ul style="list-style-type: none"> <li>• <i>Job types:</i> knowledge, technical, and innovation workers.</li> <li>• <i>Entrepreneurship.</i> Businesses in this industry are typically small and locally owned. The opportunity for entrepreneurship is high.</li> <li>• <i>Business retention</i> efforts could be expanded to reduce the outflow of businesses and keep them operating within the county.</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>Supporting Information:</b> Business services are, in their broadest sense, occupations geared toward providing services in the business world. Professional services are those requiring niche educational training, such as architects, engineers, accountants, doctors, and lawyers.</p> <p>Professional and Business Services (PBS) firms exist both as subsidiary operations for parent firms as well as outsourced third-party service providers. Entrepreneur business services is one of the fastest growing sectors of the US economy.</p> <p><b>Relevance to subject property:</b> None</p>
<b>Life Sciences</b> - Services, products, and activities that are broadly related to research, manufacturing and other activities focused upon or utilizing living organisms, with particular attention to activities relating to the maintenance or restoration of health.  <input type="checkbox"/> <b>Niche Markets:</b> Biotechnology, Bioinformatics, Proteomics, Health IT, Senior Care Services <input type="checkbox"/> <b>Criteria:</b> Clean, Sustainable, Creative <input type="checkbox"/> <b>Theme elements:</b> <ul style="list-style-type: none"> <li>• <i>Jobs types:</i> knowledge, technical, and innovation workers.</li> <li>• <i>Progression</i> in this industry relies on small businesses that pursue ideas and technological advancements made in the public sector.</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>Supporting Information:</b> The Life Sciences industry is currently one of the largest in the U.S. economy and is projected to undergo the swiftest growth in employment and wages among all industries over the next ten years.</p> <p>Life sciences relies on high levels of scientific and technology research, and therefore depends heavily on research institutions such as universities. Moreover, funding requirements within the industry are substantial, placing companies and entrepreneurs that work within the industry in particular need of readily</p>

**DeKalb County Long Range Planning Division**  
**Supplemental Land Use Report** *(for developments proposed in Activity Centers)*

<ul style="list-style-type: none"> <li>As businesses grow, access to larger markets becomes vital.</li> <li>Retention of existing companies is just as important as business attraction for sustained economic growth.</li> </ul>				<p>accessible venture capital, government funding, and other sources of funding.</p> <p><b>Relevance to subject property:</b> None</p>
<p><b>Tourism</b> - Tourism as an industry focuses on destinations, travelers, and the businesses that accommodate those travelers.</p> <p><b>□Niche Markets:</b> Cultural Tourism, Bed &amp; Breakfast Inns, Youth Sporting Events, Dynamic Tour Packaging</p> <p><b>□Criteria:</b> Green, Sustainable, Creative</p> <p><b>□Theme elements:</b></p> <ul style="list-style-type: none"> <li>Job types: knowledge and innovation workers as well as semi-skilled workers.</li> <li>Those with an entrepreneurial passion can enter into this industry, which celebrates creativity and ingenuity.</li> </ul>	□	□	☒	<p><b>Supporting Information:</b> Professions within it include travel agents, event planners, museum curators, archivists, and various supporting occupations. Being that tourism requires travel, the industry is not considered clean. In recent years, however, tourists have begun to turn toward green and other more socially conscious ways to experience their destinations.</p> <p>Eco-tourism looks to offset environmental costs associated with travel through environmentally friendly activities and accommodations. In this regard, some parts of the industry could be considered green. Tourism is also creative in that it is the energy, passion, and enriching experience that attract tourists to their destinations.</p> <p><b>Relevance to subject property:</b> None</p>
<p><b>LOGISTICS</b> - the process of planning, implementing, and controlling the efficient flow of goods and services through the supply chain from producer to consumer. Distribution includes all freight carriers (air, trucking, and intermodal) and warehousing.</p> <p><b>□Niche Markets:</b> Specialized Freight Trucking, Back Office Support Services, Truck Terminals, Warehouse Distribution.</p> <p><b>□Criteria:</b> Sustainable</p> <p><b>□Theme elements:</b></p> <ul style="list-style-type: none"> <li>Jobs in this industry include knowledge and technical workers as well as semiskilled workers.</li> <li>As technology and trade regulation continue to evolve, the Logistics industry has great opportunities for entrepreneurs to innovate new and more efficient ways to store and distribute goods.</li> <li>Retention of DeKalb's Logistics companies will be critical to the continued development of this industry. Many of those companies are located in the Southwest area of the county, where the location advantage is greatest.</li> </ul>	□	□	☒	<p><b>Supporting Information:</b> Until recently, most manufacturing firms coordinated their own warehousing and flow mechanics. Now, these services are often outsourced to develop advanced just-in-time delivery systems. The integration of international trade, logistics, and distribution into one continuous supply chain driven by free trade has put this industry at the forefront of economic growth.</p> <p>Logistics and distribution companies that can capture small and medium sized businesses entering the global market will experience above average growth. These are the businesses that DeKalb County is best suited to support because of its proximity to major interstate corridors and transportation hubs as well as its reasonable labor costs.</p> <p><b>Relevance to subject property:</b> None</p>
<p><b>CONSTRUCTION AND SUPPORT TRADES (CST)</b> - Construction is the creation or improvement of man-made structures. It can include residential, commercial, and industrial building construction, or civil construction, which encompasses infrastructure and utilities.</p> <p><b>□Niche Markets:</b> Construction Materials Manufacturing, Contracting, Homebuilding</p> <p><b>□Criteria:</b> Clean</p>	□	□	☒	<p><b>Supporting Information:</b> Construction support trades are those that enable but do not directly participate in construction operations, to include material and equipment providers and contractors. Construction was one of the industries hit hardest by the recession, as great economic uncertainty and liquidity issues caused both public and private entities</p>



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<p><b>Theme elements:</b></p> <ul style="list-style-type: none"> <li>• CST employs workers across the full spectrum of skill levels, from architects, to skilled tradesmen, to semi-skilled workers.</li> <li>• Growing emphasis on green construction practices provides opportunities to entrepreneurs and innovators.</li> <li>• Retention of DeKalb's existing CST firms will be essential to industry growth.</li> </ul>				<p>to rethink new construction projects, or even abandon ongoing projects.</p> <p>Now that the economic recovery is picking up momentum, DeKalb County has an opportunity to capitalize on the nationwide resurgence in the industry. New technologies and eco-friendly construction practices provide a unique opportunity to DeKalb CST entities as they work to complete projects halted during the recession and work on new projects. An excellent example of such a project is the proposed redevelopment of the Doraville GM plant. The proposed conversion of the site into a "livable, mixed-use, transit oriented development" is an opportunity for a innovative, socially responsible industry resurgence and can serve as a model for similar projects in the future.</p> <p><b>Relevance to subject property:</b> None</p>
<p><b>Advanced Manufacturing</b> - Advanced manufacturing is a category of manufacturing that utilizes innovative technologies to make better products and improve the methods to produce those products.</p> <p><b>Niche Markets:</b> Fabricated Metals Manufacturing, Medical Equipment and Supplies, Laboratory Equipment and Supplies, Light Manufacturing and Assembly.</p> <p><b>Criteria:</b> Green and Creative</p> <p><b>Theme elements:</b></p> <ul style="list-style-type: none"> <li>• Despite current trends, the jobs that remain in manufacturing will require a range of skills. Semi-skilled workers will be needed as well as workers that have specialized technical skills and also, workers that think in innovate ways.</li> <li>• Supporting entrepreneurs with new and exciting ways of commercializing advances in research can give this industry a much needed breath of fresh air.</li> <li>• Even though manufacturers are not quite as mobile as other businesses, the county must explore ways of keeping manufacturers operating within the county.</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>Supporting Information:</b> The future of manufacturing, in DeKalb County and nationally, is both quick and detailed, but is above all smarter. The kinds of manufacturers that can prosper in a new American economy need to "green" their production methods and think creatively about how consumers will use them.</p> <p>It is no secret that all kinds of manufacturing jobs have become harder to find in recent decades for American workers. Nearly every city in the country has seen a declining manufacturing base. Yet, between 2011 and 2012, there have been some signs of growth in certain manufacturing sectors. The impact that these kinds of jobs can have is huge for the places that can attract them.</p> <p><b>Relevance to subject property:</b> None</p>
<b>Improve Business Climate</b>				
<p><b>Business Climate Action Plan</b></p> <ol style="list-style-type: none"> <li>1. Optimize Incentives</li> <li>2. Support Entrepreneurs &amp; Small Businesses</li> <li>3. Support Existing Businesses &amp; Foster Expansion</li> <li>4. Finalize Implementation of Development Services Overhaul</li> <li>5. Strengthen the Economic Development Organization</li> <li>6. Improve Marketing, Branding, and Communication for the County &amp; DADC</li> </ol>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

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<b>Revitalize Commercial Corridors and Embrace New Employment Centers</b>				
<p><b>Employment Centers Action Plan.</b> Subject property / project provides the following (check all that apply):</p> <p><input type="checkbox"/> Incentivize redevelopment and build public/private partnerships</p> <p><input type="checkbox"/> Secure appropriate zoning. Rezone required? ___</p> <p><input type="checkbox"/> Appropriate marketing and branding for employment centers and target industries</p> <p><input type="checkbox"/> Creation of a new employment center in DeKalb County</p> <p><input type="checkbox"/> Encourage clustering through target industry support programs</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The property is not located by any employment centers.
<p><b>Click "NO" if the property is not within an employment center.</b></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<p><b>Northern DeKalb Employment Center Location</b> (check one):</p> <p><input type="checkbox"/> <u>The I-85 / I-285 interchange</u> - Though significantly developed, the strategic interstate crossing and proximity to both Mercer University and the airport indicate this location is currently underleveraged. Investments to expanded transportation options should be considered to enable efficient mobility and facilitate development in this area.</p> <p><input type="checkbox"/> Northlake Mall - Located at I-285 and Lavista Road, the Northlake Mall is an existing employment center that should continue to be supported through this the Strategic Plan and the County's Comprehensive Plan.</p> <p><u>Industry Characteristics</u></p> <ul style="list-style-type: none"> <li>• Target Area: FPS and Life Sciences</li> <li>• Supporting Industries: Specialty Retail, IT Services, &amp; Educational Services.</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<p><b>West Central DeKalb Employment Center Location</b> (check one):</p> <p><input type="checkbox"/> <u>Intersection of Briarcliff Road North Druid Hills Road</u> - With direct access to I-85, this area contains office and retail space, and is linked to the healthcare engines of the Clifton Corridor. A significant opportunity exists to expand the life sciences cluster. Only a short distance north of Emory and CDC, this currently only houses a strip mall and has potential for further development.</p> <p><input type="checkbox"/> <u>Intersection of I-85 and Clairmont Road</u> - Serving as a major interstate access for much of the district, this strategically located exit can build off of the success of adjoining Brookhaven. This employment center can build on existing development nearby at Executive Park.</p> <p><input type="checkbox"/> <u>Intersection of N Druid Hills Road and Lavista Road</u> - Offers opportunity for expansion. Currently houses a Georgia Department of Labor career center, restaurants, office space and retail establishments. Existing infrastructure would have to be upgraded to allow for greater density in this area.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	



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QI-285 / Covington Hwy: This strategic intersection is centrally located in the county and already contains several retail and other commercial developments.

Industry Characteristics

- Target Area: Life Sciences, Tourism, Logistics, Manufacturing
- Supporting Industries: General Retail, IT Services, Educational Services

**Quality of Place Enhancements**

**New Employment Centers and the Comprehensive Plan**

□This project will initiate a land use amendment: Public input is an essential to further assisting the viability of the proposed centers. We recommend incorporating the employment centers as part of the comprehensive plan, with neighborhood feedback for any potential zoning changes or proposed development. Likewise, land ownership patterns and other potential conflicts should be vetted to ensure proactive resolution of issues impacting the employment centers.

□The project will provide connectivity for employment centers: As part of the broader strategy, effort should be made to better connect the employment centers. This could be accomplished through improving existing road infrastructure and street connectivity in and around the centers. Additionally, consideration should be given to expanding transit options. While heavy rail expansions may be currently unattainable due to funding, more busing, increased car pool incentives and other measures can reduce traffic and increase commercial activity.

□This project will create Gateways: Another important way to integrate these employment centers in the Comp Plan and develop their identity is to encourage the creation of "gateways." These gateways should include prominent and effective signage, landscaping, and a name that defines their identity. These gateways not only clearly delineate the geographical boundaries of the employment centers but also help develop a brand and culture around the employment centers and for the county.

**Impact Analysis**

*(In support of Section 27-7.3.4 of the DeKalb County Code states that the following standards and factors shall govern the review of all proposed amendments to the Official Zoning Map.)*

Questions	Compliant			Comments to support zoning proposal
	YES	NO	N/A	
A. Zoning proposal is in conformity with the policy and intent of the comprehensive plan:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The site is adjacent to a Neighborhood Center. The owner will be expanding existing "Multi-Family Apartments"
B. The zoning proposal will permit a use that is	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



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suitable in view of the use and development of adjacent and nearby properties:				
C. The property to be affected by the zoning proposal has a reasonable economic use as currently zoned:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
D. The zoning proposal will adversely affect the existing use or usability of adjacent or nearby property:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
E. There are other existing or changing conditions affecting the use and development of the property, which give supporting grounds for either approval or disapproval of the zoning proposal:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
F. The zoning proposal will adversely affect historic buildings, sites, districts, or archaeological resources:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
G. The zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
H. The zoning proposal adversely impacts the environment or surrounding natural resources.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

<b>Transportation Planning Analysis</b>				
(Based on the DeKalb County 2050 Comprehensive Transportation Plan)				
Policies	Compliant with the CTP			Additional comments that justify staff recommendation
	Yes	No	N/A	
<b>Functional Classification</b> for the project site: <input type="checkbox"/> Freeway <input type="checkbox"/> Major Arterial <input type="checkbox"/> Minor Arterial <input checked="" type="checkbox"/> Collector <input type="checkbox"/> Local	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Second Avenue and Fayetteville Rd. are Collector roads. The property has no street access.
<b>Freight</b> <input type="checkbox"/> Located on a truck or sanitation route <input type="checkbox"/> Proximity of Landfill or Transfer Station <input type="checkbox"/> Located on a state route <input type="checkbox"/> Located in proximity of rail lines and / or crossings	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Access Management	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>Complete Streets Policy</b> County / Developer will consider installing bicycle and / or pedestrian facilities, and Transit facilities.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>Design:</b> The following street design guidelines and best practices are listed on page 51 in the Appendix document of the CTP	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>Application:</b> See page 51	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>Exemptions:</b> <input type="checkbox"/> Roadway corridor legally prohibits specific users (e.g. bicyclists and pedestrians on interstate) <input type="checkbox"/> Cost of providing bicycle or pedestrian facilities is excessively disproportionate to the need or probable use <input type="checkbox"/> Absence of current and future need is documented <input type="checkbox"/> Roadways not owned or operated by DeKalb County.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>Performance Measures.</b> Success of complete streets include:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

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<input type="checkbox"/> Miles of new on-street bicycle routes <input type="checkbox"/> Miles of new or reconstructed sidewalks <input type="checkbox"/> Percentage completion of bicycle and pedestrian networks as envisioned by the latest DeKalb County Comprehensive Transportation Plan <input type="checkbox"/> Increase in pedestrian and bicycle volumes along key corridors				
Human Services Transportation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>Bicycle and Pedestrian Level of Service Goals and Connectivity</b>				
<input type="checkbox"/> LOS B (within an activity center) <input type="checkbox"/> LOS C (not within an activity center) <input type="checkbox"/> Existing PATH Trail	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>Priority Bicycle Network</b>				
<input type="checkbox"/> First Tier Priority Network <input type="checkbox"/> Second Tier Priority Network <input type="checkbox"/> Existing PATH <input type="checkbox"/> Future PATH	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>MARTA and TOD</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>Bus Routes</b>				
<input type="checkbox"/> Project is on a bus route <input type="checkbox"/> Project is near a bus route <input type="checkbox"/> Project is not close to a bus route	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>Transit Stations</b>				
<input type="checkbox"/> Project is on a transit station site <input type="checkbox"/> Project is near a transit station <input type="checkbox"/> Project is not close to a transit station	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>Priority Projects for DeKalb County</b>				
<input type="checkbox"/> Tier 1 <input type="checkbox"/> Tier 2 <input type="checkbox"/> Tier 3 <input type="checkbox"/> None	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	If boxes are checked, list the specific projects here: