



**DeKalb County Department of Planning & Sustainability**

**330 Ponce De Leon Avenue, Suite 300**

**Decatur, GA 30030**

**(404) 371-2155 / plandev@dekalbcountyga.gov**

**Planning Commission Hearing Date: July 09, 2019, 6:30 P.M.**

**Board of Commissioners Hearing Date: July 23, 2019, 6:30 P.M.**

**STAFF ANALYSIS**

**Case No.:** SLUP-19-1243278 **Agenda #:** N.5

**Location/Address:** The northwest intersection of N Decatur Road and Church Street at 2626 N Decatur Road, Decatur, Georgia. **Commission District: 2 Super District: 6**

**Parcel ID:** 18-049-12-022

**Request:** To request a Special Land Use Permit (SLUP) for a bank drive-through ATM within a Town Center Character Area in a C-1 (Local Commercial) District.

**Property Owners:** Hole In One Ventures, LLC

**Applicant/Agent:** Hole In One Ventures, LLC c/o Dillard Sellers, LLC

**Acreage:** 0.6 Acres

**Existing Land Use:** Vacant Commercial Structure

**Surrounding Properties:** Various Retail Uses; North Decatur Methodist Church

**Adjacent & Surrounding Zoning:** North & South: C-1 & C-2 (Commercial) Districts  
East & West: MU-5 & MU-4 (Mixed Use High Density) Districts  
Southeast: OI (Office-Institutional) District

**Comprehensive Plan:** Town Center (TC) Consistent X

<b>Proposed Commercial Sq. Footage:</b> 2,893 Sq. Feet	<b>Existing Commercial Sq. Footage:</b> 1,111 Sq. Feet
<b>Proposed Lot Coverage:</b> <80%	<b>Existing Lot Coverage:</b> <80%

## **SUBJECT PROPERTY**

The site is a single parcel consisting of a vacated commercial building previously used as a Church's Fried Chicken restaurant. The site has frontage on two minor arterials (N. Decatur Road & Church Street). Both arterials have four lanes, deceleration lanes and a turn lane. Both arterials are developed with curb and gutter. However, there are no sidewalks. Access to the existing site is via a curb cut on both N. Decatur Road and Church Street. The subject site is zoned C-1 (Local Commercial) without any conditions and located within a Town Center Activity Center.

Adjacent and surrounding properties are developed with various residential and non-residential uses. Along the north property line is Mirage Sarees retail clothing store. Further north is a Tesla auto dealership. East of the site along Church Street is North Decatur Square Shopping Complex consisting of various retail and commercial uses as well as an apartment residential community. Southeast is North Decatur United Methodist Church. South of the site is Suburban Plaza which consists of several retail and commercial establishments. West is a commercial shopping center with various retail and commercial uses such as Sprouts, Verizon, GEICO, and SunTrust bank.

## **PROJECT ANALYSIS**

The Special Land Use Permit (SLUP) request is to allow for a drive-up Automatic Teller Machine (ATM) for a bank that proposes to locate on the subject site. Currently, drive-through facilities (other than restaurants) are not allowed in C-1 or C-2 districts in Activity Center character areas. Approval of Text Amendment (TA-19-1243216) would allow a drive-through facility on the subject site with an approved Special Land Use Permit (SLUP). Staff notes that the previous use was a Church's Chicken restaurant with a drive-through lane that operated for many years on the subject site.

The submitted site plan depicts a 2,893 square-foot PNC bank building with a drive-through ATM at the far west side of the site. The drive-through lane appears to be 10 feet wide. The site proposes to improve and utilize the existing full access curb cuts on N. Decatur Road and Church Street. A traffic impact study submitted by the applicant states that the two driveways will operate acceptably after the addition of site traffic. However, there is inadequate intersection sight distance looking left from the site driveway on N. Decatur Road. The study suggests that an option for consideration is to restrict left-out movements or moving the driveway west of its current location in order to allow greater visibility and increased separation distance from the adjacent signalized intersection. Overall, the study concludes that due to the nature of the development, the driveways are not expected to see heavy delays for exiting traffic during the peak hours. Submitted landscape plan depicts required 10-foot wide landscape strips along Church Street and N Decatur Road as required per Article 5 Site Design and Building Form Standards.

**COMPLIANCE WITH DISTRICT STANDARDS**

Per the chart below, it appears that the proposed bank with a drive-through ATM complies with minimum development standards of the C-1 (Local Commercial) District per Table 2.2 of the DeKalb County Zoning Ordinance.

STANDARD	REQUIREMENT	PROPOSED	COMPLIANCE
LOT WIDTH (C-1) Table 2.2	A minimum 100 feet of lot width on a public street frontage	Approximately 136 feet of frontage along Church Street and 170 feet of frontage on N. Decatur Road	Yes
LOT AREA (C-1)	20,000 Square Feet	.598 acres or 26,047 Square Feet	Yes
FRONT BUILDING SETBACK TOWN CENTER ARTERIAL	Minimum 20 Feet (Church Street)	20.1 Feet	Yes
SIDE BUILDING SETBACK	Side Interior 15 Feet Side Corner 30 Feet (North Decatur Road)	45 Feet 20.1Feet	Yes  No. Applicant will apply for a variance.
REAR SETBACK	20 Feet	116 Feet	Yes
HEIGHT	2 stories/35 Feet	1-Story	Yes
PARKING Article 6	Minimum 1 space for each 500 square feet of floor area = 6 Spaces for a 2,893 Square foot building	14 parking spaces	Yes
PARKING LOT LANDSCAPING Article 5.4.4.D	10% total parking lot in landscape space.	Submitted landscape plan depicts perimeter landscaping and landscape islands at the end of the parking rows on the site.	Yes

**The following supplemental regulations per Chapter 27-Article 4.2.23 of the DeKalb County Code, for drive-through facilities would apply if proposed TA-19-1243216 is approved:**

(a) Drive-through facilities shall not be located within sixty (60) feet of a residentially zoned property, as measured from any menu or speaker box to the property line of the residential property, unless part of a mixed-use development.

*Non-applicable.*

(b) No drive-through facility shall be located on a property less than ten thousand (10,000) square feet in area, unless part of a mixed-use development. Stacking spaces for queuing of cars shall be provided for the drive-through area as required in article 6.

*The subject site is 0.598 acres or 26,047 square feet.*

(c) Drive-through lanes and service windows serving drive-through lanes shall only be located to the side or rear of buildings.

*Non-applicable.*

(d) Drive-through canopies and other structures, where present, shall be constructed from the same materials as the primary building and with a similar level of architectural quality and detailing.

*Canopies not depicted on submitted site plan.*

(e) Speaker boxes shall be directed away from any adjacent residential properties and shall require masonry sound attenuation walls with landscaping or other speaker volume mitigation measures. Speaker boxes shall not play music but shall only be used for communication for placing orders.

*Not applicable for ATM drive-through lane.*

(f) All lighting from drive-through facilities shall be shaded and screened so as to be directed away from any adjacent residential property.

*Proposed ATM drive-through facility is not adjacent to residential developed property.*

(g) Stacking spaces shall be provided for any use having a drive-through facility or areas having drop-off and pick-up areas in accordance with the following requirements. Stacking spaces shall be a minimum of ten (10) feet wide and twenty-five (25) feet long. Stacking spaces shall begin at the last service window for the drive-through lane (typically the "pick-up" window).

*Submitted site plan complies with stacking space dimensions. Pick-up window not applicable to this application.*

(h) All drive-through facilities with the exception of drive-through restaurants shall provide at least three stacking spaces for each window or drive-through service facility.

*Stacking spaces provided.*

(i) The following standards shall apply to all stacking spaces and drive-through facilities:

(1) Drive-through lanes shall not impede on and off-site traffic movements, shall not cross or pass through off-street parking areas, and shall not create unsafe conditions where crossed by pedestrian access to a public entrance of a building.

*Submitted site plan depicts drive-through lanes that don't interfere with off-street parking areas nor create unsafe conditions for pedestrian access to building.*

(2) Drive-through lanes shall be separated by striping or curbing from off-street parking areas. Individual lanes shall be striped, marked or otherwise distinctly delineated.

*Submitted site plan depicts ATM drive-through lane is clearly delineated from parking areas.*

(3) All drive-through facilities shall include a bypass lane with a minimum width of ten (10) feet, by which traffic may navigate around the drive-through facility without traveling in the drive-through lane. The bypass lane may share space with a parking access aisle.

*Site plan depicts a bypass lane with a width of 10 feet in compliance with above standard.*

(4) Drive-through lanes must be set back five (5) feet from all lot lines and roadway right-of-way lines.

*Site plan depicts drive-through lane setback greater than 5 feet from lot lines and right-of-way.*

(5) Owner and operator are responsible for daily litter clean-up to ensure the property remains free of trash, litter, and debris.

*Employees will ensure daily property clean-up.*

## **SPECIAL LAND USE CRITERIA**

Pursuant to Chapter 27-Article 7.4.6 of the DeKalb County Code, the following criteria shall be applied in evaluating and deciding any application for a Special Land Use Permit.

**A. Adequacy of the size of the site for the use contemplated and whether or not adequate land area is available for the proposed use including provision of all required yards, open space, off-street parking, and all other applicable requirements of the zoning district in which the use is proposed to be located:**

The 0.598-acre site is adequate for the ATM drive-through lane affiliated with the proposed banking institution on the subject site. Off-street parking can be accommodated within the proposed development.

**B. Compatibility of the proposed use with adjacent properties and land uses and with other properties and land uses in the district:**

The proposed ATM drive-through lane affiliated with the proposed banking institution is compatible with adjacent and surrounding retail and commercial developments on N. Decatur Road and Church Street.

**C. Adequacy of public services, public facilities, and utilities to serve the contemplated use:**

Given that the area along N. Decatur Road and Church Street is developed various commercial uses, it appears that there are adequate public services, public facilities and utilities to serve the proposed ATM drive-through lane and banking institution.

**D. Adequacy of the public street on which the use is proposed to be located and whether or not there is sufficient traffic carrying capacity for the proposed use, so as not to unduly increase traffic or create congestion in the area:**

Church Street and N. Decatur Road are 4-lane minor arterials with a deceleration lane and turn lane. Both arterials should be able to handle the increased traffic anticipated by the proposed ATM drive-through lane. To mitigate impact, staff shall condition right-in and right-out only curb cuts on both street frontages.

**E. Whether or not existing land uses located along access routes to the site would be adversely affected by the character of the vehicles or the volume of traffic to be generated by the proposed use:**

The character of vehicles accessing the site are likely the same vehicles accessing adjacent and surrounding retail and commercial uses in the area. Existing land uses should not be affected by vehicles accessing the subject site. The use of an ATM drive-through facility should not vastly increase the volume of traffic in the area.

**F. Adequacy of ingress and egress to the subject property and to all proposed buildings, structures, and uses thereon, with particular reference to pedestrian and automotive safety and convenience, traffic flow and control, and access in the event of fire or other emergency:**

Ingress and egress to the subject property is proposed via two existing curb cuts: one on N. Decatur Road and the other on Church Street. The provision of sidewalks will ensure pedestrian safety. The site provides adequate space for traffic flow and access by emergency vehicles.

**G. Whether or not the proposed use would create adverse impacts upon any adjoining land use by reason of noise, smoke, odor, dust, or vibration that would be generated by the proposed use:**

It appears that the proposed use should not create adverse impacts upon adjoining land uses due to smoke, odor, dust or vibration. The site must comply with the DeKalb County Noise Ordinance.

**H. Whether or not the proposed use would create adverse impacts upon any adjoining land use by reason of the hours of operation of the proposed use:**

An ATM drive-through facility is a 24-hour operation and should not create adverse impacts upon any adjoining land uses.

**I. Whether or not the proposed use would create adverse impacts upon any adjoining land use by reason of the manner of operation of the proposed use:**

The manner of operation should not impact adjoining retail and commercial land uses.

**J. Whether or not the proposed plan is otherwise consistent with the requirements of the zoning district classification in which the use is proposed to be located:**

The proposed ATM drive-through facility would be consistent with the requirements of the C-1 (Local Commercial) District with an approved Special Land Use Permit.

**K. Whether or not the proposed use is consistent with the policies of the comprehensive plan:**

Located within a Town Center land use designation, the proposed use is consistent with the following 2035 Comprehensive Plan Strategy: Locate developments in areas with direct access to existing infrastructure.

**L. Whether or not the proposed plan provides for all buffers and transitional buffer zones where required by the regulations of the district in which the use is proposed to be located:**

No transitional buffers are required.

**M. Whether or not there is adequate provision of refuse and service areas:**

Adequate refuse and service areas will be provided.

**N. Whether the length of time for which the special land use permit is granted should be limited in duration:**

There does not appear to be any compelling reasons for limiting the duration of the requested Special Land Use Permit.

**O. Whether or not the size, scale, and massing of proposed buildings are appropriate in relation to the size of the subject property and in relation to the size, scale, and massing of adjacent and nearby lots and buildings:**

The proposed one-story banking institution with an ATM drive-through facility is compatible with adjacent and nearby commercial and retail uses in the area.

**P. Whether the proposed plan would adversely affect historic building sites, districts, or archaeological resources:**

Based on the submitted site plan and information, it does not appear that the proposed plan would adversely affect historic buildings, sites, districts, or archaeological resources.

**Q. Whether the proposed use satisfies the requirements contained within the supplemental regulations for such special land use permit:**

The proposed satisfies applicable supplemental regulations per Article 4.2.23 pertaining to drive-through facilities.

**R. Whether or not the proposed building as a result of its proposed height, would create a negative shadow impact on any adjoining lot or building:**

Given the location on the site along N. Decatur Road and Church Street, it appears that the proposed ATM drive-through facility would not create a negative shadow impact on any adjoining lot or building.

**S. Whether the proposed use would be consistent with the needs of the neighborhood or of the community as a whole, be compatible with the neighborhood, and would not be in conflict with the overall objectives of the comprehensive plan:**

The proposed use does not conflict with overall objectives of the comprehensive plan which is to offer a variety of commercial and retail options for residents in unincorporated DeKalb County.

**Staff Recommendation: APPROVAL WITH CONDITIONS**

The proposed ATM drive-through lane for the banking institution is compatible with nearby commercial and non-residential uses along N. Decatur Road and Church Street. Located within a Town Center Character Area, the proposed drive-through restaurant is consistent with the 2035 Comprehensive Plan Policies: "... reduce automobile dependency and travel to obtain basic services; and 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." The proposed commercial development provides property upgrades to the existing site. The Department of Planning and Sustainability recommends **APPROVAL** per Staff's recommended conditions.

### **SLUP-19-1243278 Recommended Conditions**

1. An ATM drive-through facility associated with a banking institution based on revised site plan and elevations submitted to the Planning & Sustainability Department on June 26, 2019. Site plan is conceptual and is subject to compliance to C-1 (Local Commercial) development standards unless variances are obtained from appropriate regulatory authorities.
2. Provide a left-in, right-in, right-out curb cut on N. Decatur Road; and right-in, right-out, left-out on Church Street. The location and number of curb cuts and all improvements for the site shall be determined and approved by the Department of Public Works, Transportation Division. No left turn onto N. Decatur Road. No left turns in from Church street.
3. Allow building setback to be measured from the existing right-of-way.
4. Provide a pedestrian connection from the banking institution to the public sidewalk.
6. Provide GDOT standards to crosswalks.
7. Refuse areas shall be screened by an enclosed fence with materials similar to primary building.
8. Bicycle rack shall be provided on the site.
9. Provide 10-foot wide sidewalks along both property frontages. Sidewalks shall be straight and linear along both street frontages for easier bicyclists access.
10. There shall be one ground sign which shall be monument style no higher than 6 feet; and shall be finished with brick or stone.
11. Landscaping materials shall be similar to North Decatur Square, subject to the County Arborist, and in consideration of the location of existing utility poles.

## NEXT STEPS

**Following an approval of this zoning action, one or several of the following may be required:**

- ✓ **Land Disturbance Permit** *Required for of new building construction on non-residential properties, or land disturbance/improvement such as storm water detention, paving, digging, or landscaping.)*
- ✓ **Building Permit** *(New construction or renovation of a building (interior or exterior) may require full plan submittal or other documentation. zoning, site development, watershed and health department standards will be checked for compliance.)*
- ✓ **Certificate of Occupancy** *(Required prior to occupation of a commercial space and for use of property for any business type. The issuance follows the review of submitted plans if required based on the type occupancy.)*

**Plat Approval** *(Required if any parcel is being subdivided, re-parceled, or combined. Issued “administratively”; no public hearing required.)*

**Sketch Plat Approval** *(Required for the subdivision of property into three lots or more. Requires a public hearing by the Planning Commission.)*

**Overlay Review** *(Required review of development and building plans for all new construction or exterior modification of building(s) located within a designated overlay district.)*

**Historic Preservation** *(Certificate of Appropriateness required for any proposed changes to building exteriors or improvements to land when located within the Druid Hills or the Soapstone Geological Historic Districts. Historic Preservation Committee public hearing may be required.)*

- ✓ **Variance or Special Exception** *(Required seeking relief from any development standards of the Zoning Ordinance. A public hearing and action by the Board of Appeals are required for most variances.)*

**Minor Modification** *(Required if there are any proposed minor changes to zoning conditions that were approved by the Board of Commissioners. The review is administrative if the changes are determined to be minor as described by Zoning Code.)*

**Major Modification** *(Required submittal of a complete zoning application for a public hearing if there are any proposed changes to zoning conditions approved by the Board of Commissioner on a prior rezoning.)*

- ✓ **Business License** *(Required for any business or non-residential enterprise operating in Unincorporated DeKalb County, including in-home occupations).*

**Alcohol License** *(Required permit to sell alcohol for consumption on-site or packaged for off-site consumption. Signed and sealed distance survey is required. Background checks will be performed.)*

**Each of the approvals and permits listed above require submittal of application, fees and supporting documents. Please consult with the appropriate department/division.**



## 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:

- **Transportation/Access/Row**

Consult the Georgia DOT as well as the DeKalb County Transportation Department prior to land development permit. Verify widths from the centerline of the roadways to the property line for possible right-of-way dedication. Improvements within the right-of-way may be required as a condition for land development application review approval. Safe vehicular circulation is required. Paved off-street parking is required.

- **Storm Water Management**

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, 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.

- **Flood Hazard Area/Wetlands**

The presence of FEMA Flood Hazard Area was not indicated 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 not 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.

- **Fire Safety**

Plans for land development permit must comply with Chapter 12 DeKalb County Code for fire protection and prevention.



# DEKALB COUNTY GOVERNMENT PLANNING DEPARTMENT DISTRIBUTION FORM

**NOTE: PLEASE RETURN ALL COMMENTS VIA EMAIL OR FAX TO EXPEDITE THE PROCESS TO MICHELLE ALEXANDER [mmalexander@dekalbcountyga.gov](mailto:mmalexander@dekalbcountyga.gov) AND/OR LASONDRA HILL [lahill@dekalbcountyga.gov](mailto:lahill@dekalbcountyga.gov)**

## COMMENTS FORM: PUBLIC WORKS TRAFFIC ENGINEERING

Case No. SIUP-19-1243278 Parcel I.D. #: 18-049, 12-022  
Address: 2626 N Decatur Road  
Decatur, Ga. 30033

### 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:

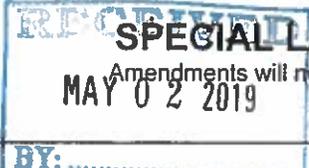
I do not see any traffic engineering concerns at this time.

Signature: *Janita Russell*





DEPARTMENT OF PLANNING & SUSTAINABILITY



SPECIAL LAND USE PERMIT APPLICATION

Amendments will not be accepted after 5 working days after the filing date.

Date Received: \_\_\_\_\_ Application No.: 1243278

BY: \_\_\_\_\_  
APPLICANT NAME: Hole-In-One Ventures, LLC c/o Dillard Sellers, LLC

Daytime Phone #: 404-665-1242 Fax #: \_\_\_\_\_

Mailing Address: 1776 Peachtree St., NW, Ste. 322S, Atlanta, GA 30309

E-mail: jsellers@dillardsellers.com

OWNER NAME: Hole In One Ventures, LLC (If more than one owner, attach contact information for each owner)

Daytime Phone #: 205-370-0362 Fax #: \_\_\_\_\_

Mailing Address: 2050 W. County Hwy. 30A, Ste. M1-228, Santa Rosa Beach, FL 32459

E-mail: tmeyer@serdllc.com

SUBJECT PROPERTY ADDRESS OR LOCATION: 2626 N. Decatur Rd.

Decatur, DeKalb County, GA, 30033

District(s): 18th Land Lot(s): 49 Block(s): \_\_\_\_\_ Parcel(s): 18 049 12 022

Acreage or Square Feet: 0.6 Commission District(s): 2/6 Existing Zoning: C-1

Proposed Special Land Use (SLUP): Drive thru ATM in activity center

I hereby authorize the staff of the Planning and Development Department to inspect the property that is the subject of this application.

Owner: \_\_\_\_\_ Agent:  Signature of Applicant: [Signature]  
(Check One)

Printed Name of Applicant: Julie Sellers

Notary Signature and Seal:

[Signature]

**Impact Analysis for Special Land Use Permit Application  
for  
2626 N. Decatur Road**

**Submitted by:**  
Dillard Sellers, LLC  
G. Douglas Dillard  
Julie L. Sellers  
1776 Peachtree Street, Suite 322S  
Atlanta, GA 30309

## **I. Introduction**

The subject property is approximately 0.6 acres of land formerly operating as Church's Chicken located at the corner of N. Decatur Rd. and Church Street. The property address is 2626 N. Decatur Rd. (tax parcel 18 0419 12 022) (the "Property"). The Property is zoned C-1 and is within the Town Center (TC) Activity Center Character Area. The owner intends to redevelop the Property for a bank and submits this use permit application for approval of a drive-up Automatic Teller Machine ("ATM"). The bank would operate during normal banking hours, with staffing typical for a bank branch, and the remote drive up ATMs would be available to the public during bank hours and off hours.

As set forth below, the Applicant satisfies DeKalb County's requirements for a special land use permit for a drive-thru ATM.

## **II. Written Analysis:**

The Applicant's SLUP application satisfies the applicable criteria set forth in the DeKalb County Zoning Code, Section 27-1836; 27-7.4.6.

### **A. Adequacy of the size of the site for use contemplated and whether or not adequate land area is available for the proposed use including provision of all required yards, open space, off-street parking, and all other applicable requirements of the zoning district in which the use is proposed to be located:**

The size of the site is adequate for the contemplated bank use. All required yards, open space, off-street parking and other requirements as set forth in the development code are satisfied. The proposed redevelopment is an approximately 0.60 acre site with all requirements being met.

### **B. Compatibility of the proposed use with adjacent properties and land uses and with other properties and land uses in the district:**

The use is compatible with the surrounding area which is commercial and retail.

### **C. Adequacy of public services, public facilities, and utilities to serve the use contemplated:**

Adequate public facilities, services, and utilities exist to serve the proposed bank use.

### **D. Adequacy of the public street on which the use is proposed to be located and whether or not there is sufficient traffic-carrying capacity for the use proposed so as not to unduly increase traffic and create congestion in the area:**

N. Decatur Rd. and Church St. currently have two travel lanes in each direction and multiple turn lanes. There is sufficient capacity to support a banking use. A bank is not a significant traffic generator and therefore any potential increase in traffic caused by the bank will be nominal.

**E. Whether or not existing land uses located along access routes to the site will be adversely affected by the character of the vehicles or the volume of traffic generated by the proposed use:**

This corner parcel has significant traffic passing the site on a regular basis. This banking use and the opportunity for the drive-thru ATM will have no impact on the existing land use along N Decatur and Church Street.

**F. Adequacy of ingress and egress to the subject property and to all proposed buildings, structures, and uses thereon, with particular references to pedestrian and automotive safety and convenience, traffic flow and control, and access in the event of fire or other emergency:**

The site design has considered pedestrian and automotive safety and convenience by incorporating large sidewalks and positioning the building to not have vehicular access between the building and the sidewalks. Ingress and egress to the property will not be impacted by the proposed bank use. Fire and other emergency vehicles will be able to access the property if there is an emergency.

**G. Whether or not the proposed use will create adverse impacts upon any adjoining land use by reason of noise, smoke, odor, dust, or vibration generated by the proposed use:**

No, the drive-thru ATM will not create adverse impacts upon any adjoining land use by reason of noise, smoke, odor, dust, or vibration.

**H. Whether or not the proposed use will create adverse impacts upon any adjoining land use by reason of the hours of operation of the proposed use:**

No, the drive-thru ATM will not create adverse impacts upon any adjoining land use by reason of hours of operation.

**I. Whether or not the proposed use will create an adverse impacts upon any adjoining land use by reason of the manner of operation of the proposed use:**

No, the drive-thru ATM will not create adverse impacts upon any adjoining land uses by reason of the manner of operation.

**J. Whether or not the proposed plan is consistent with all of the requirements of the zoning district classification in which the use is proposed to be located:**

Yes, the bank and accompanying drive-thru is consistent with all requirements of the C-1 zoning classification.

**K. Whether or not the proposed use is consistent with the policies of the Comprehensive Plan:**

Yes, the bank use and drive thru ATM is consistent with the County's Comprehensive Plan.

**L. Whether or not the proposed plan provides for all required buffer zones and transitional buffer zones where required by the regulation of the district in which the use is proposed to be located:**

Yes, the plan provides for all required buffer zones and transitional buffers.

**M. Whether or not there is adequate provision of refuse and service areas:**

Yes, there will be adequate provision of refuse and service areas.

**N. Whether the length of time for which the special land use permit is granted should be limited in duration:**

No, the length of time for the SLUP should not be limited in duration. The requested SLUP is for a drive-thru ATM at a bank. Because the bank needs the drive-thru ATM in order to serve its customers, limiting the duration of the SLUP for the drive-thru ATM use is not appropriate.

**O. Whether or not the size, scale, and massing of proposed buildings are appropriate in relation to the size of the subject property and in relation to the size, scale, and massing of the adjacent and nearby lots and buildings;**

The size, scale, and massing of the bank is appropriate in relation to the size of the Property and the nearby buildings and lots, which range in size and scale from one story to several stories.

**P. Whether the proposed use will adversely affect historic buildings, sites, districts, or archaeological resources;**

The bank with a drive-thru ATM will not adversely affect historic buildings, sites, districts, or archaeological resources.

**Q. Whether the proposed use satisfies the requirements contained within the Supplemental Regulations for such special land use permit;**

Yes, the bank use satisfies the requirements contained within the Supplemental Regulations.

**R. Whether or not the proposed building as a result of its proposed height will create a negative shadow impact on any adjoining lot or building;**

No, the height of the bank will not create any negative shadow impact on any adjoining lots or buildings.

**S. Whether the proposed use would result in a disproportional proliferation of that or similar uses in the subject character area;**

No, it is not anticipated that the proposed bank use will lead to any disproportional proliferation of additional banks in this character area.

**T. Whether the proposed use would be consistent with the needs of the neighborhood or the community as a whole, be compatible with the neighborhood, and would not be in conflict with the overall objectives of the comprehensive plan.**

The proposed use is consistent with the banking needs of the neighborhood and broader community, and such low impact use is compatible with surrounding land uses and neighborhoods. The proposed bank use is not in conflict with the objectives of the County's Comprehensive Plan.

**III. Preservation of Constitutional Rights**

Georgia law and the procedures of DeKalb County require us to raise Federal and State constitutional objections during the special land use permit application process. While the Applicant anticipates a smooth application process, failure to raise constitutional objections at this stage may mean that the Applicant will be barred from raising important legal claims later in the process. Accordingly, we are required to raise the following constitutional objections at this time:

The portions of the DeKalb County Zoning Ordinance, facially and as applied to the Property, which restrict the Property to any zoning classification, conditions, uses, or to any development other than that proposed by the Applicant are unconstitutional in that they would destroy the Applicant's property rights without first paying fair, adequate and just compensation for such rights, in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

The application of the DeKalb County Zoning Ordinance, facially and as applied to the Property, which restricts the Property to any zoning classification, uses, conditions or to any development other than that proposed by the Applicant is unconstitutional, illegal, null and void, constituting a taking of Applicant's Property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States; Article I, Section I, Paragraph I, and Section III, Paragraph I of the Constitution of the State of Georgia of 1983; and the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States denying the Applicant an economically viable use of its land while not substantially advancing legitimate state interests.

A denial of this Application would constitute an arbitrary and capricious act by the DeKalb County Board of Commissioners without any rational basis therefore constituting an abuse of discretion in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

A refusal by the DeKalb County Board of Commissioners to grant a special land use permit for the Property in accordance with the criteria requested by the Applicant would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and owners of the similarly situated property in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. Any approval of a special land use permit for the Property subject to conditions which are different from the conditions requested by the Applicant, to the extent such different conditions would have the effect of further restricting Applicant's utilization of the Property, would also constitute an arbitrary, capricious and discriminatory act in granting a special land use permit for the Property to a unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.

Failure to grant the special land use permit would be unconstitutional. This notice is being given to comply with the provisions of O.C.G.A. § 36-11-1 to afford the County an opportunity to revise the Property to a constitutional classification. If action is not taken by the County to rectify this unconstitutional zoning classification within a reasonable time, a claim will be filed in the Superior Court of DeKalb County demanding just and adequate compensation under Georgia law for the taking of the Property, diminution of value of the Property, attorney's fees and other damages arising out of the unlawful deprivation of the Applicant's property rights.

#### **IV. CONCLUSION**

For the foregoing reasons, the Applicant respectfully requests that the DeKalb County Board of Commissioners approve this special land use permit application.

If there are any questions about this rezoning request, you may contact me at 404-665-1242 or at [jsellers@dillard sellers.com](mailto:jsellers@dillard sellers.com).

Sincerely,

DILLARD SELLERS, LLC

A handwritten signature in blue ink, appearing to be 'JD', written over the printed name 'G. Douglas Dillard'.

G. Douglas Dillard

Julie Sellers

**TRAFFIC IMPACT STUDY  
FOR  
PNC BANK  
N. DECATUR ROAD AT CHURCH STREET  
DECATUR, GEORGIA**



***Prepared for:***

***Southeastern Retail Development, LLC.  
2050 W. County Highway 30A  
Building M-1, Unit 228  
Santa Rosa Beach, FL 32459***

***Prepared By:***



**A&R Engineering Inc.**

2160 Kingston Court, Suite O  
Marietta, GA 30067  
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July 8, 2019  
A & R Project # 19-084

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# 1.0 INTRODUCTION

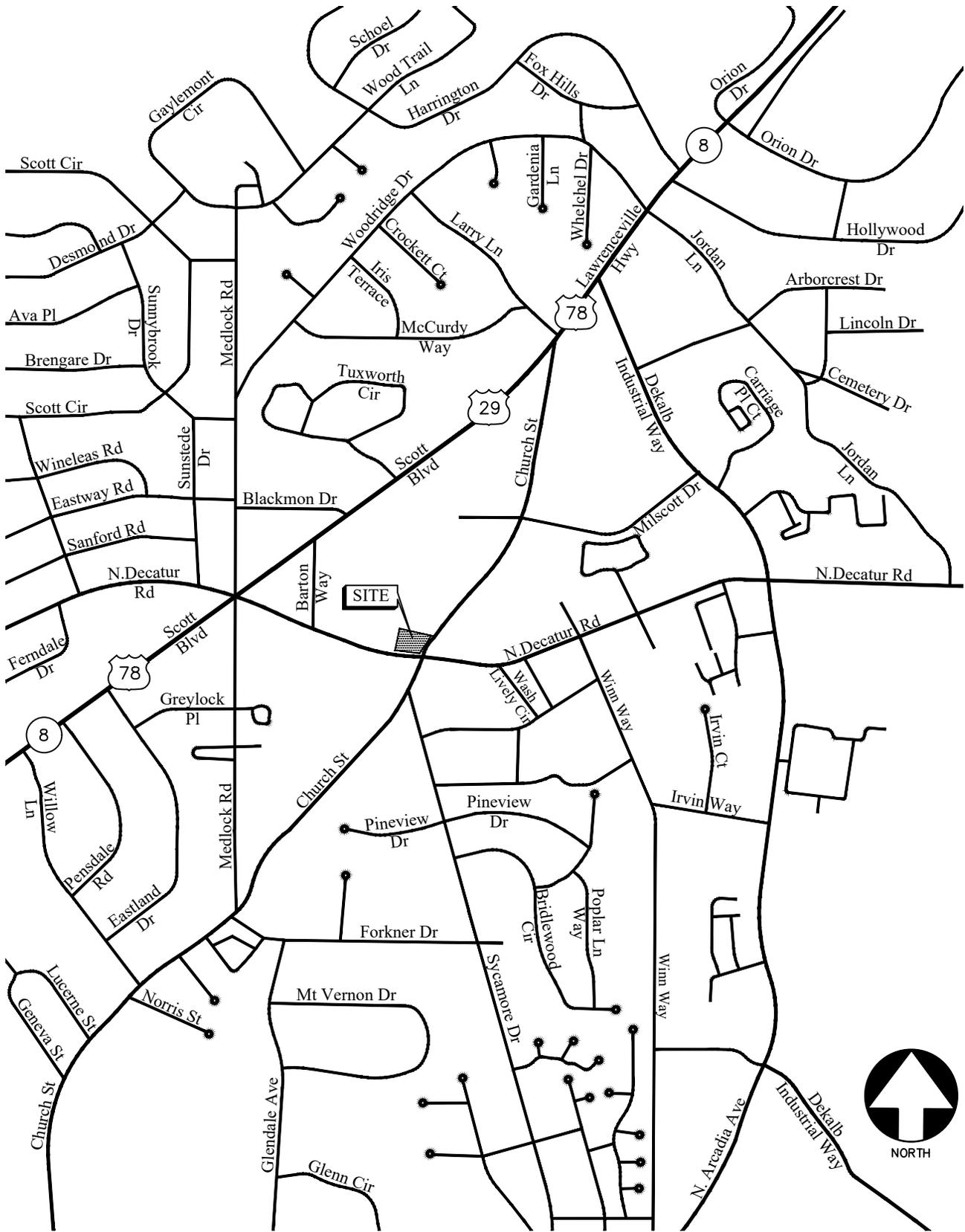
The purpose of this study is to evaluate the access points and traffic impacts for a proposed 2,893 square foot PNC drive-in bank located in the northwest corner of the intersection of N. Decatur Road at Church Street in Decatur, Georgia. The traffic analysis evaluates the current operations compared to the future conditions with the traffic generated by the development.



The development proposes to use the existing access points at the following locations:

- Site Driveway 1: Full-access driveway on N. Decatur Road
- Site Driveway 2: Full-access driveway on Church Street

The AM and PM peak hours have been analyzed in this study. In addition to the site access points, this study includes the evaluation of traffic operations at the intersection of N. Decatur Road at Church Street. Recommendations to improve traffic operations have been identified as appropriate and are discussed in detail in the following sections of the report. The location of the development and the surrounding roadway network is shown in Figure 1.



LOCATION MAP

FIGURE 1  
A&R Engineering Inc.

## **2.0 EXISTING FACILITIES / CONDITIONS**

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

### **2.1 N. Decatur Road**

N. Decatur Road is an east-west, five-lane roadway with a two-way left-turn lane in the vicinity of the site. N. Decatur Road has a posted speed limit of 40 mph east of Church Street and 35 mph west of Church Street. GDOT traffic counts (Station ID's 089-3723 & 089-3725) indicate that the daily traffic volume on N. Decatur Road in 2018 was 19,200 vehicles per day west of Church Street and 28,300 vehicles per day east of DeKalb Industrial Way. GDOT classifies N. Decatur Road as a Minor Arterial roadway.

### **2.2 Church Street**

Church Street is a north-south, five-lane roadway with a two-way left-turn lane and posted speed limit of 35 mph in the vicinity of the site. GDOT traffic counts (Station ID's 089-3014 & 089-3012) indicate that the daily traffic volume on Church Street in 2018 was 16,900 vehicles per day north of N. Decatur Road and 18,500 vehicles per day south of Willow Lane. GDOT classifies Church Street as a Minor Collector roadway north of N. Decatur Road and as a Minor Arterial roadway south of N. Decatur Road.

## 3.0 STUDY METHODOLOGY

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

### 3.1 Unsignalized Intersections

For unsignalized intersections at which the side street or minor street is controlled by a stop sign, the criteria for evaluating traffic operations are the level-of-service (LOS) for the turning movements at the intersection and the level-of-service for the overall intersection. Level-of-service is based on the average controlled delay incurred at the intersection. Controlled delay for unsignalized intersections includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Several factors affect the controlled delay for unsignalized intersections, such as the availability and distribution of gaps in the conflicting traffic stream, critical gaps, and follow-up time for a vehicle in the queue.

Level-of-service is assigned a letter designation from "A" through "F". Level-of-service "A" indicates excellent operations with little delay to motorists, while level-of-service "F" exists when there are insufficient gaps of acceptable size to allow vehicles on the side street to cross safely, resulting in extremely long total delays and long queues. The level-of-service criteria for two-way stop-controlled and all-way stop-controlled (unsignalized) intersections are given in Table 1.

Level-of-service	Average Delay (sec)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Source: HCM 6

### 3.2 Signalized Intersections

For signalized intersections, it is necessary to evaluate both capacity and level-of-service in order to evaluate the overall operation of the intersection. The capacity analysis of an intersection is performed by comparing the volume of traffic using the various lane groups at the intersection to the capacity of those lane groups. This results in a volume/capacity (v/c) ratio for each lane group. A v/c ratio greater than 1.0 indicates that the volume of traffic has exceeded the capacity available, resulting in a temporary excess of demand. Although the capacity of the entire intersection is not defined, a composite v/c ratio for the sum of the critical lane groups within the intersection is computed. This composite v/c ratio is an indication of the overall intersection sufficiency.

Level-of-service for a signalized intersection is defined in terms of average controlled delay per vehicle, which is composed of initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The level-of-service criteria for signalized intersections, based on average controlled delay, are shown in Table 2. Level-of-service “A” indicates operations with very low controlled delay, while level-of-service “F” describes operations with extremely high average-controlled delay. Level-of-service “E” is typically considered to be the limit of acceptable delay, and level-of-service “F” is considered unacceptable by most drivers.

<b>TABLE 2 – LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS</b>	
<b>Level-of-service</b>	<b>Average Control Delay (sec)</b>
<b>A</b>	$\leq 10$
<b>B</b>	$> 10$ and $\leq 20$
<b>C</b>	$> 20$ and $\leq 35$
<b>D</b>	$> 35$ and $\leq 55$
<b>E</b>	$> 55$ and $\leq 80$
<b>F</b>	$> 80$

Source: HCM 6

## 4.0 EXISTING TRAFFIC ANALYSIS

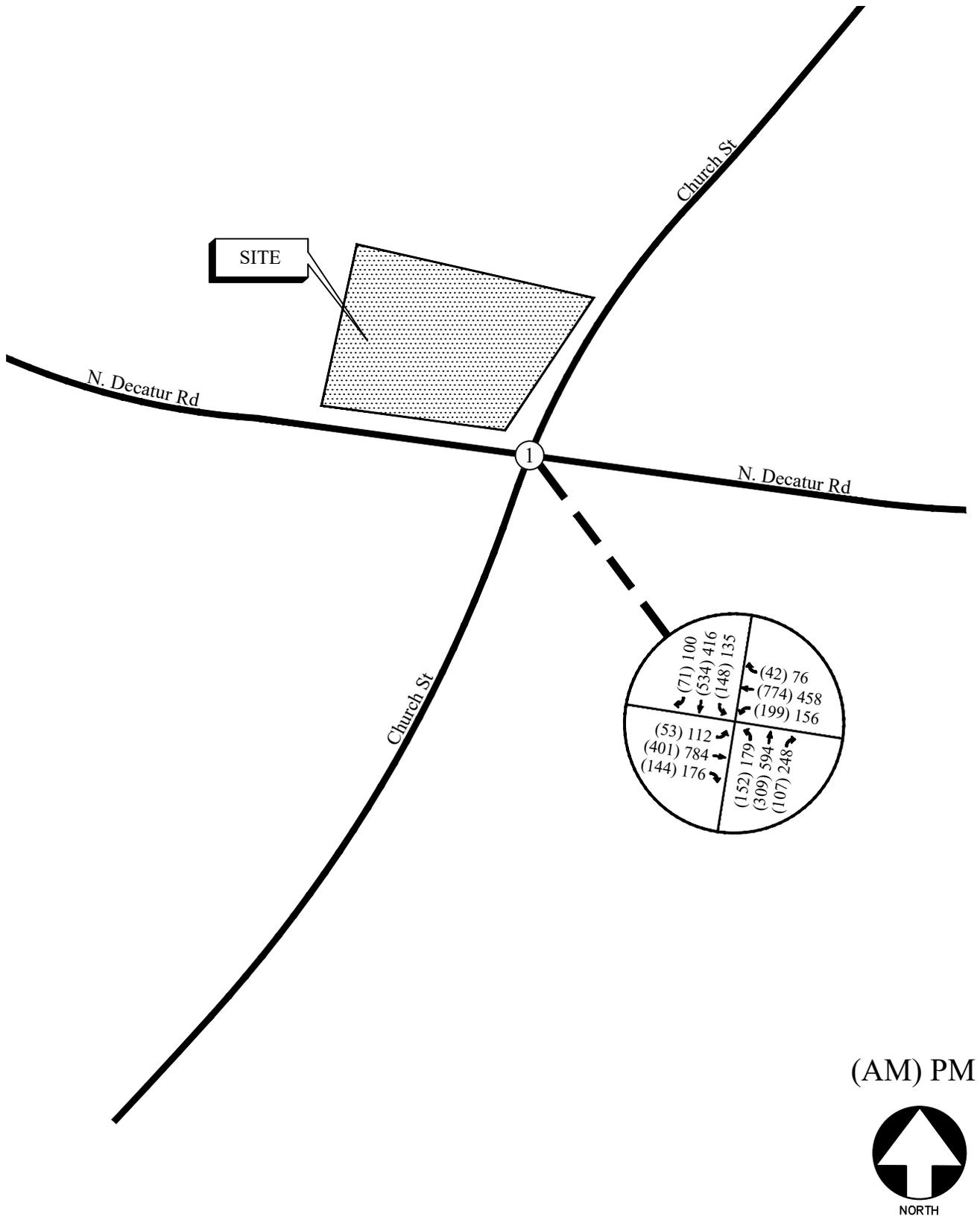
Existing turning movement counts were collected at the intersection of N. Decatur Road at Church Street on Friday, June 28, 2019. All turning movement counts were recorded during the AM and PM peak hours between 7:00am to 9:00am and 4:00pm to 6:00pm, respectively. The four consecutive 15-minute interval volumes that summed to produce the highest volume at the intersection were then determined. These volumes make up the peak hour traffic volumes for the intersection counted and are shown in Figure 2.

### 4.1 Existing Traffic Operations

Existing traffic operations were analyzed at the study intersection in accordance with the HCM methodology and the results are shown below in Table 3. The existing traffic control and lane geometry for the intersection are shown in Figure 3.

TABLE 3 – EXISTING INTERSECTION OPERATIONS				
Intersection		Traffic Control	LOS (Delay)	
			AM Peak Hour	PM Peak Hour
1	<b><u>N. Decatur Rd @ Church St</u></b>	Signalized	<b><u>D (45.7)</u></b>	<b><u>D (49.4)</u></b>
	-Eastbound Approach		E (62.8)	E (77.3)
	-Westbound Approach		E (64.6)	E (59.4)
	-Northbound Approach		C (25.0)	C (31.1)
	-Southbound Approach		C (26.8)	C (30.3)

The results of existing traffic operations analysis indicate that the intersection of N. Decatur Road at Church Street is operating at an overall level-of-service “D” during the AM and PM peak hours.



(AM) PM

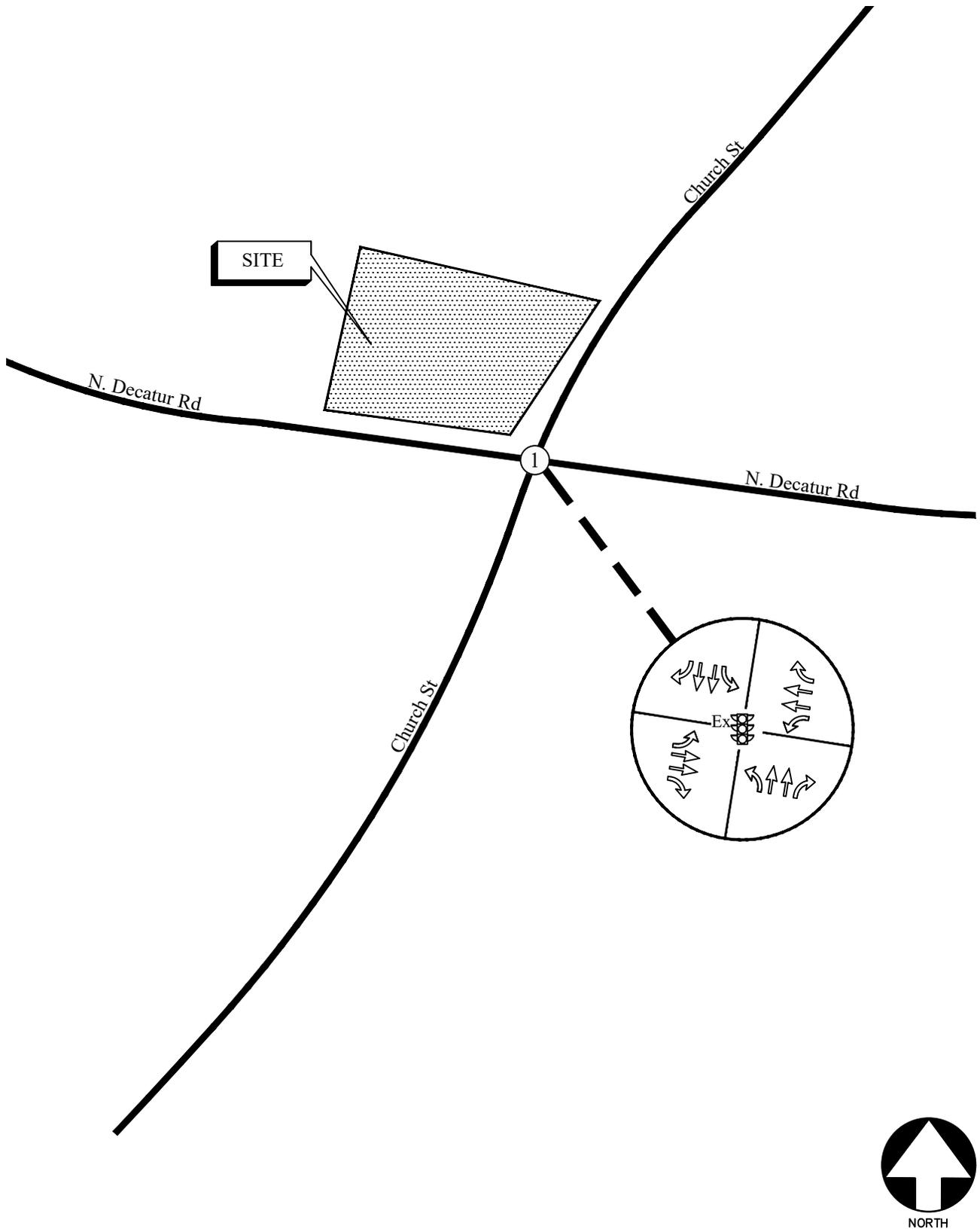


EXISTING PEAK HOUR VOLUMES

FIGURE 2  
A&R Engineering Inc.

**LEGEND**

-  Existing Lane Geometry
- Ex  Existing Traffic Signal



EXISTING TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 3

A&R Engineering Inc.

## 5.0 PROPOSED DEVELOPMENT

The proposed 2,893 square foot PNC drive-in bank site will be located in the northwest corner of the intersection of N. Decatur Road at Church Street in Decatur, Georgia. The development proposes to use the existing access points to the property at the following locations:

- Site Driveway 1: Full-access driveway on N. Decatur Road
- Site Driveway 2: Full-access driveway on Church Street

A site plan is shown in Figure 4.

### 5.1 Trip Generation

Trip generation estimates for the project were based on the rates and equations published in the 10<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation report. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE Land Use: 912 – *Drive-in Bank*. Due to the nature of the development, pass-by reductions have been applied per ITE standards. The calculated total trip generation for the proposed development is shown below in Table 4.

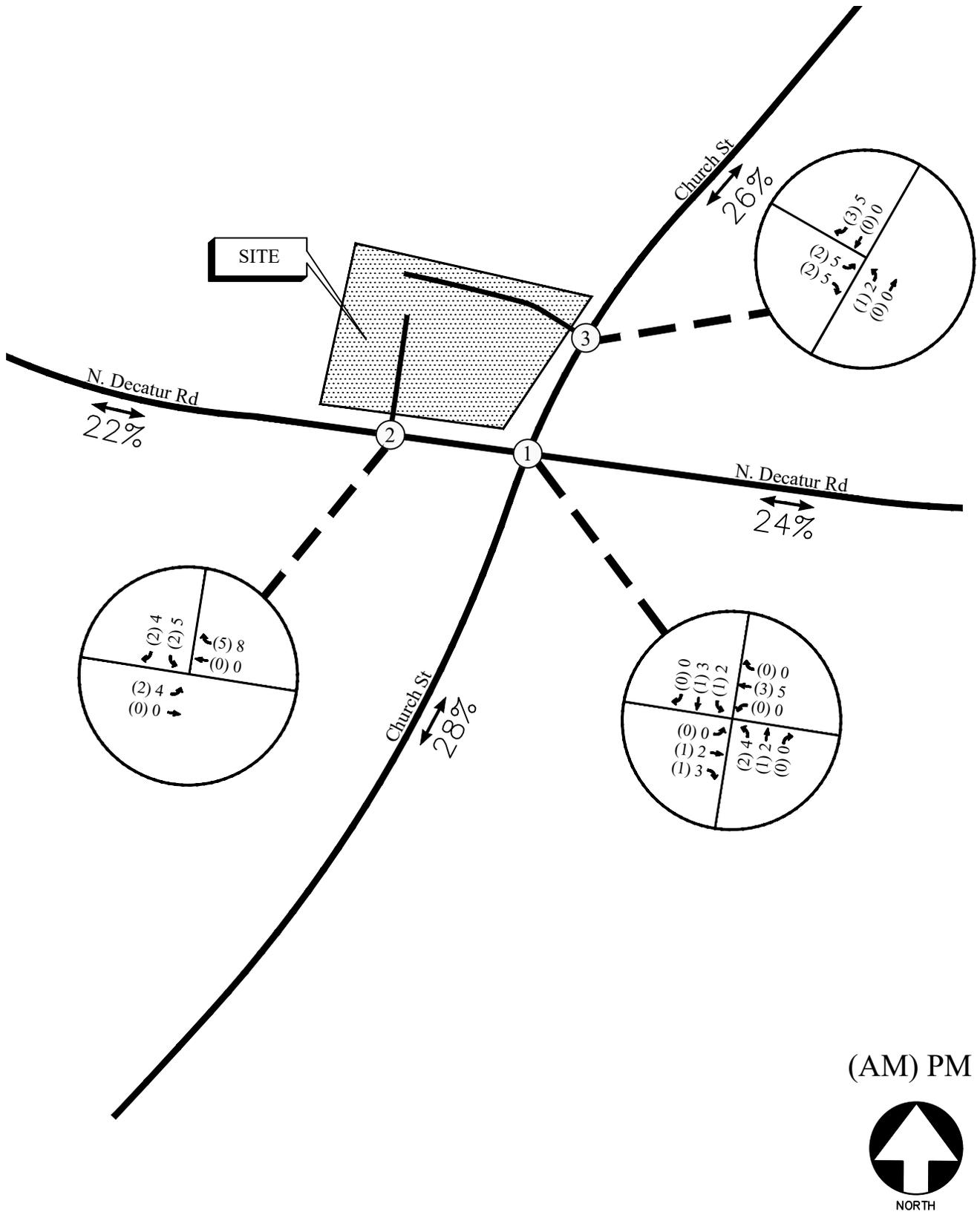
TABLE 4 – TRIP GENERATION								
Land Use	Size	AM Peak Hour			PM Peak Hour			24-Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
<b>ITE 912 – Drive-in Bank</b>	2,893 sf	16	11	27	30	29	59	357
	<i>Pass-by Trips (29%) 35%</i>	-5	-3	-8	-11	-10	-21	-125
	<b>New External Trips (with Reductions)</b>	11	8	19	19	19	38	232

*\*Daily pass-by reduction estimated to be least of the applied PM peak hour pass-by rate or 10x PM pass-by volume*

### 5.2 Trip Distribution

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





OUTER LEG TRIP DISTRIBUTION AND SITE-GENERATED PEAK HOUR VOLUMES

FIGURE 5  
A&R Engineering Inc.

## 6.0 FUTURE (2021) TRAFFIC ANALYSIS

The future traffic operations and sight distances are analyzed for the “Build” conditions at full build out of the development in the year 2021. This provides a basis of reference for determining both the contribution of the site to overall traffic conditions on the adjacent road network and any additional improvements needed to provide sufficient site access and capacity for passing traffic.

### 6.1 Annual Traffic Growth

In order to evaluate future traffic operations in this area, a projection of normal traffic growth was applied to the existing volumes. The Georgia Department of Transportation recorded average daily traffic volumes at several locations in the vicinity of the site. Reviewing the growth over the last five years revealed growth of approximately 2% in the area. This growth factor was applied to the existing traffic volumes between collector and arterial roadways in order to estimate the future year traffic volumes prior to the addition of site-generated traffic (“No-Build”).

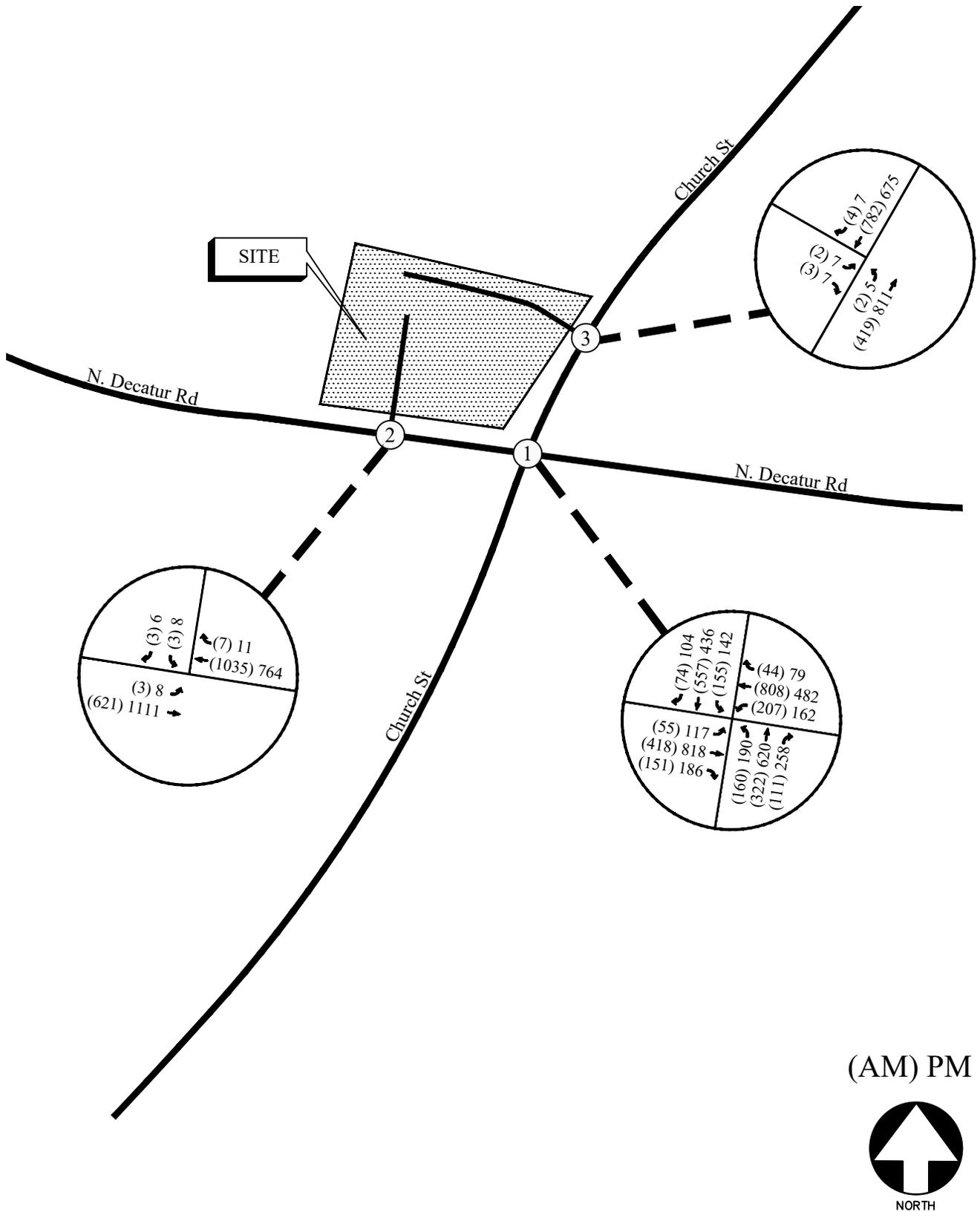
### 6.2 Future “Build” Conditions

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

#### 6.2.1 Site Access Configuration

The site plan proposes the following access configuration for the site driveway intersections:

- Site Driveway 1: Existing full-access driveway on N. Decatur Road, west of Church Street
  - This access is planned to continue to operate with one entering and one exiting lane.
  - Entering left turn movements will be made from the existing left turn lane serving the adjacent signal to the east.
  - Entering right turn movements will be made from the westbound through lane.
- Site Driveway 2: Existing full-access driveway on Church Street, north of N. Decatur Road
  - This access is planned to continue to operate with one entering and one exiting lane.
  - Entering left turn movements will be made from the existing left turn lane serving the adjacent signal to the south.
  - Entering right turn movements will be made from the existing right turn lane serving the adjacent signal to the south.



FUTURE (BUILD) PEAK HOUR VOLUMES

FIGURE 6  
A&R Engineering Inc.

## 6.2.2 Future Traffic Operations

The future “Build” traffic operations were analyzed using the volumes in Figure 6. The results of the “Build” operations analysis are shown below in Table 5. Recommendations on traffic control and lane geometry are shown graphically in Figure 7.

TABLE 5 – FUTURE “BUILD” INTERSECTION OPERATIONS			
Intersection		Future Condition: LOS (Delay)	
		AM Peak	PM Peak
1	<b><u>N. Decatur Rd @ Church St</u></b>	<b><u>D (46.5)</u></b>	<b><u>D (51.5)</u></b>
	-Eastbound Approach	E (62.8)	F (82.4)
	-Westbound Approach	E (65.2)	E (59.6)
	-Northbound Approach	C (26.1)	C (32.3)
	-Southbound Approach	C (28.0)	C (31.6)
2	<b><u>N. Decatur Rd @ Site Drwy 1</u></b>		
	-Eastbound Left	B (10.6)	A (9.5)
	-Southbound Approach	C (19.4)	C (19.8)
3	<b><u>Church St @ Site Drwy 2</u></b>		
	-Eastbound Approach	B (13.1)	B (13.8)
	-Northbound Left	A (9.4)	A (9.1)

## 6.3 Sight Distance Evaluation

Site access points should be located to provide adequate sight distance for exiting traffic as well as adequate stopping sight distance for through traffic on the major street. AASHTO requirements state that clear or unobstructed “departure sight triangles for traffic approaching from either the right or left should be provided for [exiting] turns...onto the major road...” The speed limit on N. Decatur Road and Church Street in the vicinity of the site is 35 mph. AASHTO requirements for sight distance viewing traffic approaching from the left and right are outlined for each driveway in the tables below. The table lists the “design” values for preferred intersection clear sight distances at each driveway based on 35 mph speed of approaching traffic and number of lanes crossed for each type of turning movement. The “field-measured” sight distance from each driveway location is listed as well.

<b><u>Site Driveway 1 on N. Decatur Road</u></b>				
AASHTO Design Standards for Sight Distance			Field Measured Distance	
Design Speed (mph)	Case B1: Left Turns (Looking Left & Right)	Case B2: Right Turns (Looking Left)	Looking Left (ft)	Looking Right (ft)
35	465	365	250	500+

<b><u>Site Driveway 2 on Church Street</u></b>				
AASHTO Design Standards for Sight Distance			Field Measured Distance	
Design Speed (mph)	Case B1: Left Turns (Looking Left & Right)	Case B2: Right Turns (Looking Left)	Looking Left (ft)	Looking Right (ft)
35	490	415	500+	495

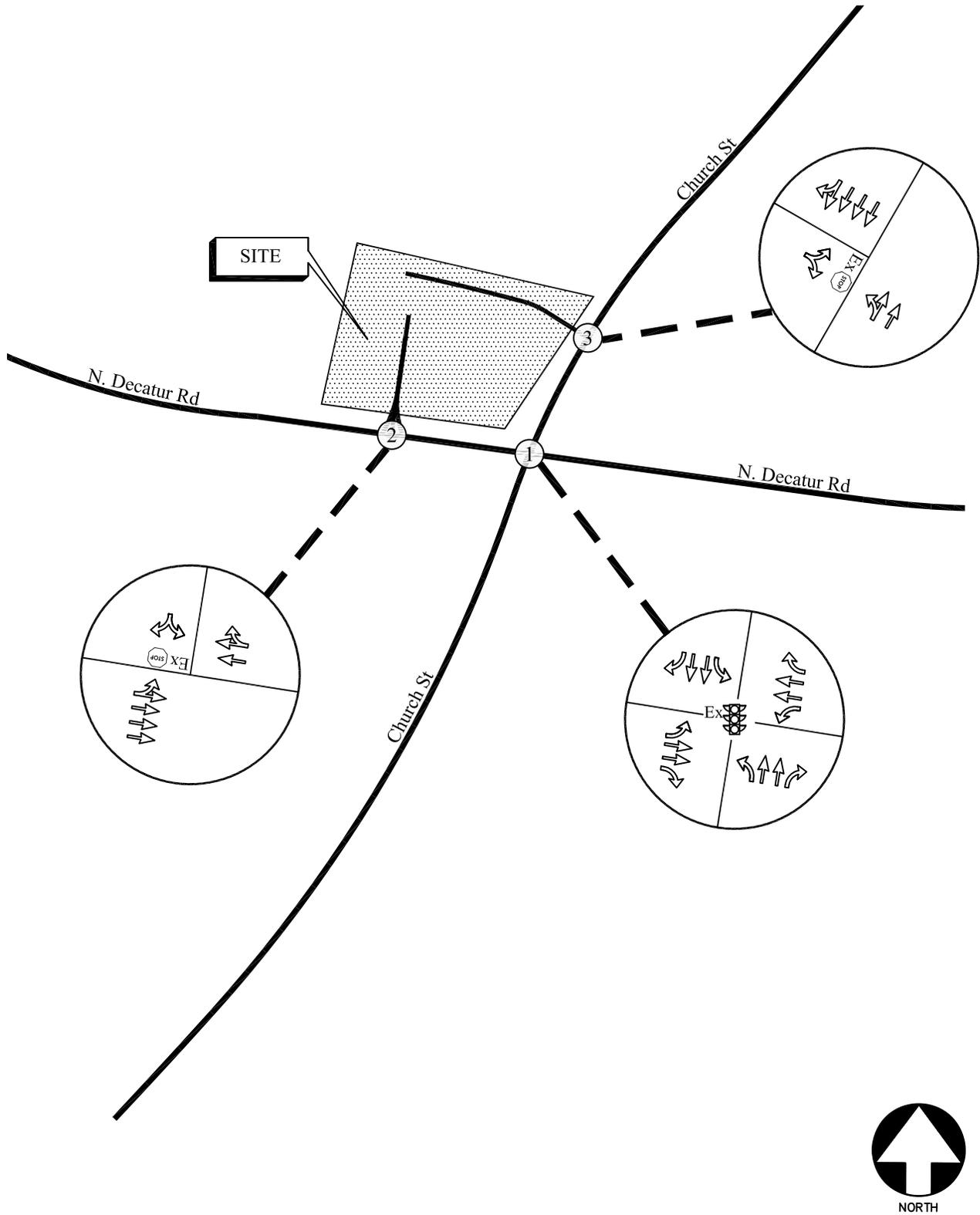
### **6.3.1 Summary of Findings**

The results of the analysis for the proposed development indicate that the two driveways will operate acceptably after the addition of site traffic; however, there is inadequate intersection sight distance looking left from the site driveway on N. Decatur Road. It should be noted that the driveways are existing and once served as full-access points to a fast-food restaurant, which generated a larger amount of traffic than the bank is proposed to generate. Although there is inadequate intersection sight distance for the driveway on N. Decatur Road, there is adequate stopping sight distance for westbound traffic on N. Decatur Road. AASHTO states that "If the available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers have sufficient sight distance to anticipate and avoid collision." The required stopping sight distance for westbound traffic on N. Decatur Road is 250 feet and the field measured distance available looking left from the site driveway is 250 feet.

Historical accident data (most recent five years) indicates that there was one accident that occurred in 2016 at the driveway on N. Decatur Road and no accidents occurred at the driveway on Church Street. However, if there is a concern of safety for exiting traffic from the driveway on N. Decatur Road and restrictions to ingress/egress movements are to be considered, restricting left-out movements or moving the driveway west of its current location in order to allow for greater visibility and increased separation distance from the adjacent signalized intersection may be considered. It should be noted that due to the low traffic generating nature of the development, the driveways are not expected see heavy delays for exiting traffic during the peak hours. Due to the driveway on Church Street having low delays and adequate sight distance for exiting traffic looking left and right, it is recommended this driveway remain as a full-access operation.

**LEGEND**

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



**FUTURE TRAFFIC CONTROL AND LANE GEOMETRY**

**FIGURE 7  
A&R Engineering Inc.**

## 7.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts and access points were evaluated for the proposed 2,893 square foot PNC drive-in bank development that will be located in the northwest corner of the intersection of N. Decatur Road at Church Street in Decatur, DeKalb County, Georgia.

The development proposes to make use of the existing full-access access points on N. Decatur Road and Church Street. Existing and future operations after completion of the project were analyzed at the intersection of N. Decatur Road at Church Street.

The analysis included the evaluation of Future operations for the “Build” conditions, which accounts for an increase in the annual growth of through traffic. The results of the analysis are listed below:

### 7.1 Site Access Configuration

The site plan proposes the following access configuration for the site driveway intersections:

- Site Driveway 1: Existing full-access driveway on N. Decatur Road, west of Church Street
  - This access is planned to continue to operate with one entering and one exiting lane.
  - Entering left turn movements will be made from the existing left turn lane serving the adjacent signal to the east.
  - Entering right turn movements will be made from the westbound through lane.
- Site Driveway 2: Existing full-access driveway on Church Street, north of N. Decatur Road
  - This access is planned to continue to operate with one entering and one exiting lane.
  - Entering left turn movements will be made from the existing left turn lane serving the adjacent signal to the south.
  - Entering right turn movements will be made from the existing right turn lane serving the adjacent signal to the south.

### 7.2 Summary of Findings

The results of the analysis for the proposed development indicate that the two driveways will operate acceptably after the addition of site traffic; however, there is inadequate intersection sight distance looking left from the site driveway on N. Decatur Road. It should be noted that the driveways are existing and once served as full-access points to a fast-food restaurant, which generated a larger amount of traffic than the bank is proposed to generate. Although there is inadequate intersection sight distance for the driveway on N. Decatur Road, there is adequate stopping sight distance for westbound traffic on N. Decatur Road. AASHTO states that “If the available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers have sufficient sight distance to anticipate and avoid collision.” The required stopping sight distance for westbound traffic on N. Decatur Road is 250 feet and the field measured distance available looking left from the site driveway is 250 feet.

Historical accident data (most recent five years) indicates that there was one accident that occurred in 2016 at the driveway on N. Decatur Road and no accidents occurred at the driveway on Church Street.

However, if there is a concern of safety for exiting traffic from the driveway on N. Decatur Road and restrictions to ingress/egress movements are to be considered, restricting left-out movements or moving the driveway west of its current location in order to allow for greater visibility and increased separation distance from the adjacent signalized intersection may be considered. It should be noted that due to the low traffic generating nature of the development, the driveways are not expected see heavy delays for exiting traffic during the peak hours. Due to the driveway on Church Street having low delays and adequate sight distance for exiting traffic looking left and right, it is recommended this driveway remain as a full-access operation.

## **Appendix**

Existing Intersection Traffic Counts .....	
Linear Regression of Daily Traffic.....	
Existing Intersection Analysis.....	
Future “Build” Intersection Analysis.....	
Traffic Volume Worksheets .....	

**EXISTING INTERSECTION TRAFFIC COUNTS**

# A & R Engineering, Inc.

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

TMC DATA  
N Decatur Rd @ Church St  
7-9 am | 4-6 pm

File Name : 20190125  
Site Code : 20190125  
Start Date : 6/28/2019  
Page No : 1

### Groups Printed- Cars, Trucks & Buses

Start Time	Church St Northbound				Church St Southbound				N Decatur Rd Eastbound				N Decatur Rd Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	25	31	21	77	22	99	10	131	5	65	14	84	11	188	14	213	505
07:15 AM	30	35	21	86	32	102	18	152	9	52	20	81	32	176	14	222	541
07:30 AM	34	60	20	114	36	121	16	173	8	56	30	94	44	158	6	208	589
07:45 AM	20	68	27	115	32	136	14	182	10	83	52	145	37	186	18	241	683
<b>Total</b>	<b>109</b>	<b>194</b>	<b>89</b>	<b>392</b>	<b>122</b>	<b>458</b>	<b>58</b>	<b>638</b>	<b>32</b>	<b>256</b>	<b>116</b>	<b>404</b>	<b>124</b>	<b>708</b>	<b>52</b>	<b>884</b>	<b>2318</b>
08:00 AM	43	78	24	145	41	146	17	204	15	89	23	127	42	197	9	248	724
08:15 AM	48	71	24	143	29	124	18	171	12	110	41	163	57	214	14	285	762
08:30 AM	32	75	26	133	43	137	17	197	14	87	41	142	58	172	6	236	708
08:45 AM	29	85	33	147	35	127	19	181	12	115	39	166	42	191	13	246	740
<b>Total</b>	<b>152</b>	<b>309</b>	<b>107</b>	<b>568</b>	<b>148</b>	<b>534</b>	<b>71</b>	<b>753</b>	<b>53</b>	<b>401</b>	<b>144</b>	<b>598</b>	<b>199</b>	<b>774</b>	<b>42</b>	<b>1015</b>	<b>2934</b>
<b>*** BREAK ***</b>																	
04:00 PM	40	128	60	228	37	109	24	170	31	186	40	257	55	118	21	194	849
04:15 PM	39	165	75	279	24	97	20	141	21	179	47	247	30	123	17	170	837
04:30 PM	23	120	68	211	17	74	30	121	25	191	49	265	54	113	16	183	780
04:45 PM	32	157	61	250	34	108	30	172	31	175	46	252	36	96	27	159	833
<b>Total</b>	<b>134</b>	<b>570</b>	<b>264</b>	<b>968</b>	<b>112</b>	<b>388</b>	<b>104</b>	<b>604</b>	<b>108</b>	<b>731</b>	<b>182</b>	<b>1021</b>	<b>175</b>	<b>450</b>	<b>81</b>	<b>706</b>	<b>3299</b>
05:00 PM	43	138	54	235	36	93	19	148	32	218	34	284	51	132	19	202	869
05:15 PM	43	190	78	311	35	122	21	178	21	182	56	259	34	117	10	161	909
05:30 PM	61	109	55	225	30	93	30	153	28	209	40	277	35	113	20	168	823
05:45 PM	45	115	46	206	17	70	23	110	35	187	35	257	56	84	20	160	733
<b>Total</b>	<b>192</b>	<b>552</b>	<b>233</b>	<b>977</b>	<b>118</b>	<b>378</b>	<b>93</b>	<b>589</b>	<b>116</b>	<b>796</b>	<b>165</b>	<b>1077</b>	<b>176</b>	<b>446</b>	<b>69</b>	<b>691</b>	<b>3334</b>
<b>Grand Total</b>	<b>587</b>	<b>1625</b>	<b>693</b>	<b>2905</b>	<b>500</b>	<b>1758</b>	<b>326</b>	<b>2584</b>	<b>309</b>	<b>2184</b>	<b>607</b>	<b>3100</b>	<b>674</b>	<b>2378</b>	<b>244</b>	<b>3296</b>	<b>11885</b>
<b>Apprch %</b>	<b>20.2</b>	<b>55.9</b>	<b>23.9</b>		<b>19.3</b>	<b>68</b>	<b>12.6</b>		<b>10</b>	<b>70.5</b>	<b>19.6</b>		<b>20.4</b>	<b>72.1</b>	<b>7.4</b>		
<b>Total %</b>	<b>4.9</b>	<b>13.7</b>	<b>5.8</b>	<b>24.4</b>	<b>4.2</b>	<b>14.8</b>	<b>2.7</b>	<b>21.7</b>	<b>2.6</b>	<b>18.4</b>	<b>5.1</b>	<b>26.1</b>	<b>5.7</b>	<b>20</b>	<b>2.1</b>	<b>27.7</b>	

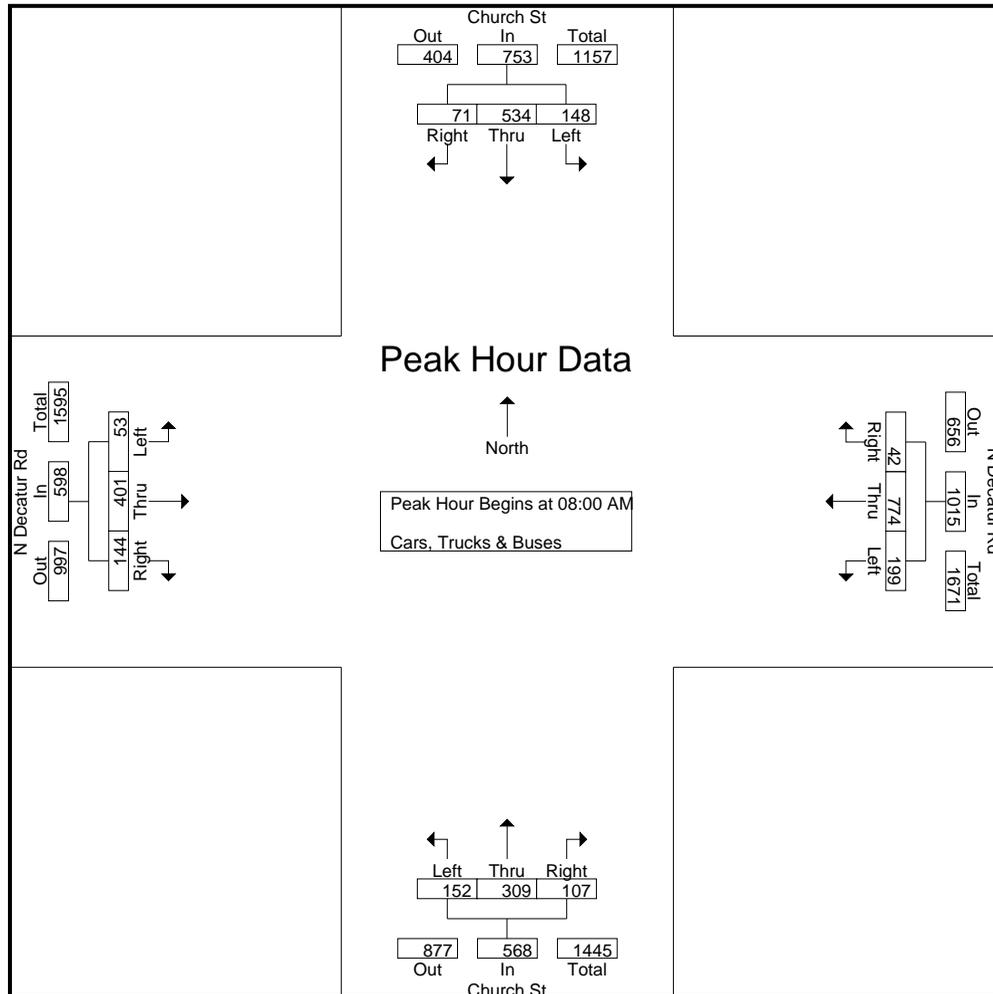
# A & R Engineering, Inc.

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

TMC DATA  
N Decatur Rd @ Church St  
7-9 am | 4-6 pm

File Name : 20190125  
Site Code : 20190125  
Start Date : 6/28/2019  
Page No : 2

Start Time	Church St Northbound				Church St Southbound				N Decatur Rd Eastbound				N Decatur Rd Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	43	78	24	145	41	<b>146</b>	17	<b>204</b>	15	89	23	127	42	197	9	248	724
08:15 AM	<b>48</b>	71	24	143	29	124	18	171	12	110	<b>41</b>	163	57	<b>214</b>	<b>14</b>	<b>285</b>	<b>762</b>
08:30 AM	32	75	26	133	<b>43</b>	137	17	197	14	87	41	142	<b>58</b>	172	6	236	708
08:45 AM	29	<b>85</b>	<b>33</b>	<b>147</b>	35	127	<b>19</b>	181	12	<b>115</b>	39	<b>166</b>	42	191	13	246	740
Total Volume	152	309	107	568	148	534	71	753	53	401	144	598	199	774	42	1015	2934
% App. Total	26.8	54.4	18.8		19.7	70.9	9.4		8.9	67.1	24.1		19.6	76.3	4.1		
PHF	.792	.909	.811	.966	.860	.914	.934	.923	.883	.872	.878	.901	.858	.904	.750	.890	.963



# A & R Engineering, Inc.

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

TMC DATA

N Decatur Rd @ Church St

7-9 am | 4-6 pm

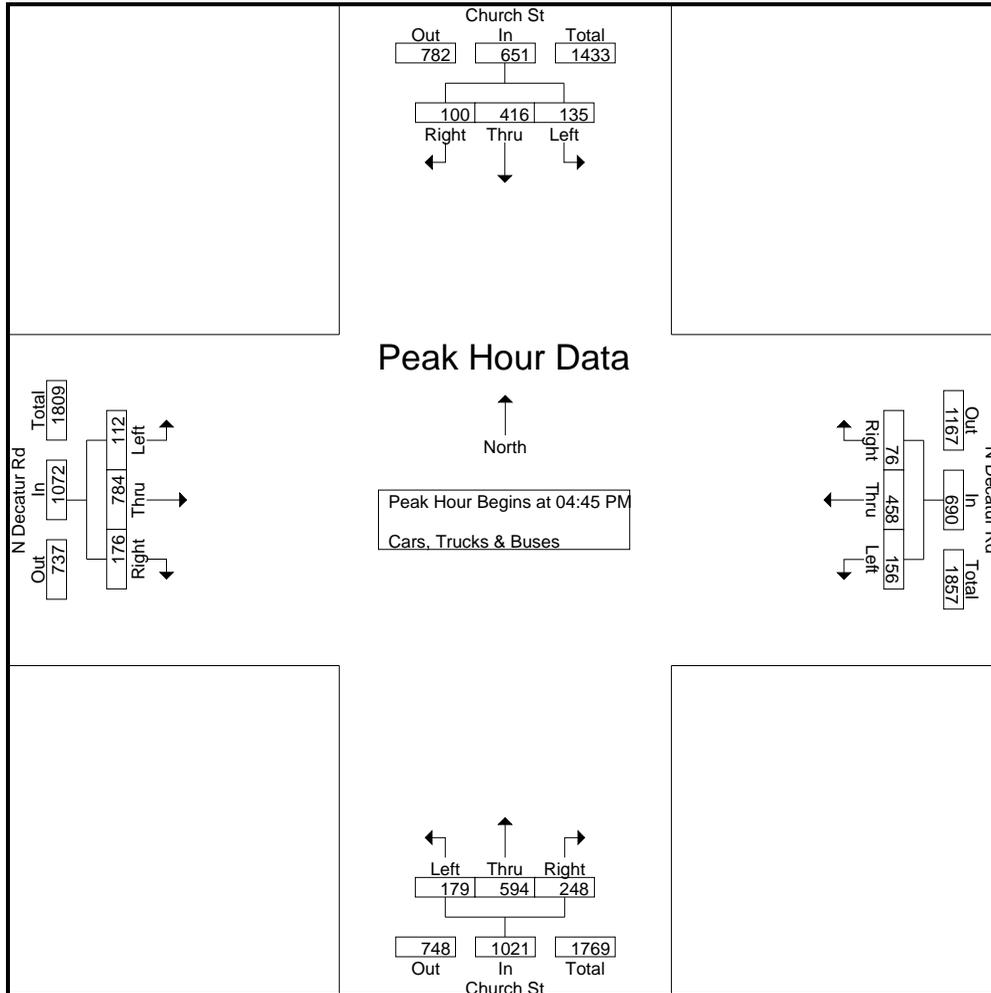
File Name : 20190125

Site Code : 20190125

Start Date : 6/28/2019

Page No : 3

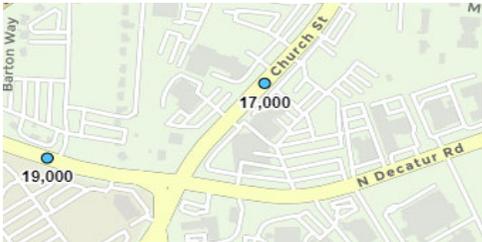
Start Time	Church St Northbound				Church St Southbound				N Decatur Rd Eastbound				N Decatur Rd Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	32	157	61	250	34	108	30	172	31	175	46	252	36	96	27	159	833
05:00 PM	43	138	54	235	36	93	19	148	32	218	34	284	51	132	19	202	869
05:15 PM	43	190	78	311	35	122	21	178	21	182	56	259	34	117	10	161	909
05:30 PM	61	109	55	225	30	93	30	153	28	209	40	277	35	113	20	168	823
Total Volume	179	594	248	1021	135	416	100	651	112	784	176	1072	156	458	76	690	3434
% App. Total	17.5	58.2	24.3		20.7	63.9	15.4		10.4	73.1	16.4		22.6	66.4	11		
PHF	.734	.782	.795	.821	.938	.852	.833	.914	.875	.899	.786	.944	.765	.867	.704	.854	.944



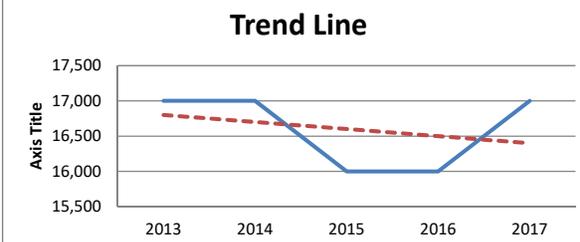
# LINEAR REGRESSION OF DAILY TRAFFIC

Location	Growth Rate	R Squared	Station ID	Route	2013	2014	2015	2016	2017
N. Decatur Rd (West of Church St)	-0.6%	0.08	089-3723	00514800	17,000	17,000	16,000	16,000	17,000
Church St (North of N. Decatur Rd)	-3.3%	0.75	089-3014	00536500	19,000	19,000	17,000	17,000	17,000
N. Decatur Rd (East of DeKalb Industrial Way)	9.4%	0.88	089-3725	00514800	19,000	21,000	22,000	23,000	28,000
Church St (South of Willow Ln)	0.0%		089-3012	00536500	19,000	19,000	19,000	19,000	19,000
<b>Weighted Average</b>	<b>1.7%</b>	<b>0.50</b>	Sum of Count Stations =		<b>74,000</b>	<b>76,000</b>	<b>74,000</b>	<b>75,000</b>	<b>81,000</b>

Location	Traffic Counter	RCLINK	2013	2014	2015	2016	2017
N. Decatur Rd (West of Church St)	089-3723	00514800	17,000	17,000	16,000	16,000	17,000

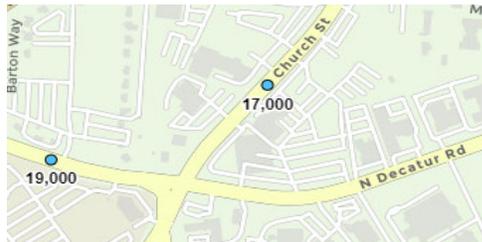


### Trend Line

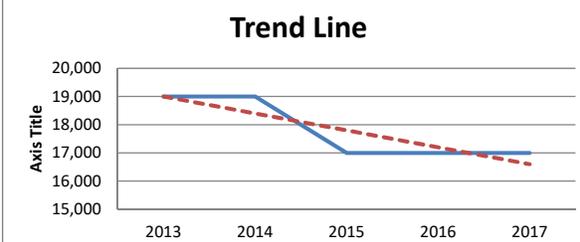


Growth Rate	Intercept	Slope
-0.6%	218,100	-100.00
	16,800	16,700
	16,600	16,500
	16,400	

Location	Traffic Counter	RCLINK	2013	2014	2015	2016	2017
Church St (North of N. Decatur Rd)	089-3014	00536500	19,000	19,000	17,000	17,000	17,000

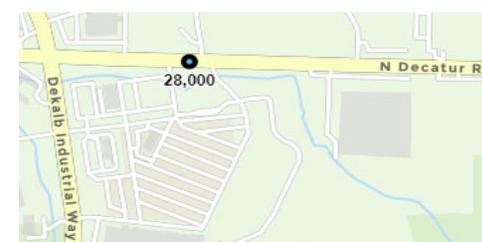


### Trend Line

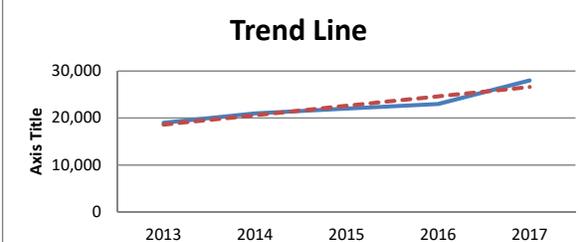


Growth Rate	Intercept	Slope
-3.3%	1,226,800	-600.00
	19,000	18,400
	17,800	17,200
	16,600	

Location	Traffic Counter	RCLINK	2013	2014	2015	2016	2017
N. Decatur Rd (East of DeKalb Industrial Way)	089-3725	00514800	19,000	21,000	22,000	23,000	28,000

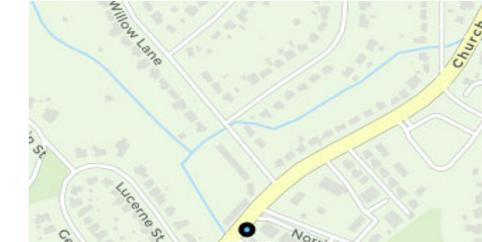


### Trend Line

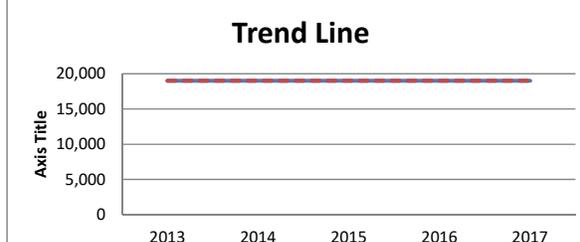


Growth Rate	Intercept	Slope
9.4%	-4,007,400	2,000.00
	18,600	20,600
	22,600	24,600
	26,600	

Location	Traffic Counter	RCLINK	2013	2014	2015	2016	2017
Church St (South of Willow Ln)	089-3012	00536500	19,000	19,000	19,000	19,000	19,000



### Trend Line



Growth Rate	Intercept	Slope
0.0%	19,000	0.00
	19,000	19,000
	19,000	19,000
	19,000	19,000

## **EXISTING INTERSECTION ANALYSIS**

HCM 6th Signalized Intersection Summary  
1: Church St & N. Decatur Rd

2019 Existing AM Peak  
07/05/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	53	401	144	199	774	42	152	309	107	148	534	71
Future Volume (veh/h)	53	401	144	199	774	42	152	309	107	148	534	71
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	55	418	0	207	806	0	158	322	111	154	556	74
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	729		228	1043		436	1624	724	536	1623	724
Arrive On Green	0.04	0.21	0.00	0.13	0.29	0.00	0.06	0.46	0.46	0.06	0.46	0.46
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	55	418	0	207	806	0	158	322	111	154	556	74
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	4.9	17.0	0.0	18.3	33.2	0.0	7.5	8.7	6.5	7.3	16.1	4.3
Cycle Q Clear(g_c), s	4.9	17.0	0.0	18.3	33.2	0.0	7.5	8.7	6.5	7.3	16.1	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	729		228	1043		436	1624	724	536	1623	724
V/C Ratio(X)	0.78	0.57		0.91	0.77		0.36	0.20	0.15	0.29	0.34	0.10
Avail Cap(c_a), veh/h	145	911		256	1133		462	1624	724	619	1623	724
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.1	57.3	0.0	68.8	51.6	0.0	21.5	25.9	25.4	20.7	28.0	24.8
Incr Delay (d2), s/veh	16.7	1.5	0.0	30.9	3.9	0.0	0.5	0.3	0.4	0.3	0.6	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(95%),veh/ln	4.6	12.4	0.0	15.5	21.6	0.0	5.8	6.8	4.6	5.6	11.4	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.8	58.8	0.0	99.7	55.5	0.0	22.0	26.2	25.8	21.0	28.6	25.1
LnGrp LOS	F	E		F	E		C	C	C	C	C	C
Approach Vol, veh/h		473	A		1013	A		591			784	
Approach Delay, s/veh		62.8			64.6			25.0			26.8	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.6	79.1	26.5	38.8	15.6	79.1	12.3	53.0				
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	12.0	60.0	23.0	41.0	17.0	55.0	13.0	51.0				
Max Q Clear Time (g_c+I1), s	9.5	18.1	20.3	19.0	9.3	10.7	6.9	35.2				
Green Ext Time (p_c), s	0.1	6.5	0.2	8.2	0.3	4.2	0.0	11.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			45.7									
HCM 6th LOS			D									
<b>Notes</b>												
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary  
 1: Church St & N. Decatur Rd

2019 Existing PM Peak  
 07/05/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	784	176	156	458	76	179	594	248	135	416	100
Future Volume (veh/h)	112	784	176	156	458	76	179	594	248	135	416	100
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	119	834	0	166	487	0	190	632	264	144	443	106
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	140	903		189	1001		463	1531	683	342	1475	658
Arrive On Green	0.08	0.25	0.00	0.11	0.28	0.00	0.08	0.43	0.43	0.06	0.41	0.41
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	119	834	0	166	487	0	190	632	264	144	443	106
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	10.6	36.6	0.0	14.7	18.3	0.0	9.7	19.7	18.2	7.4	13.3	6.7
Cycle Q Clear(g_c), s	10.6	36.6	0.0	14.7	18.3	0.0	9.7	19.7	18.2	7.4	13.3	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	140	903		189	1001		463	1531	683	342	1475	658
V/C Ratio(X)	0.85	0.92		0.88	0.49		0.41	0.41	0.39	0.42	0.30	0.16
Avail Cap(c_a), veh/h	156	911		267	1133		519	1531	683	370	1475	658
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.8	58.2	0.0	70.5	47.8	0.0	24.0	31.5	31.1	25.3	31.3	29.3
Incr Delay (d2), s/veh	31.8	15.3	0.0	20.5	0.8	0.0	0.6	0.8	1.7	0.8	0.5	0.5
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(95%),veh/ln	10.1	25.3	0.0	12.3	12.9	0.0	7.6	13.5	11.7	5.9	9.9	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	104.6	73.4	0.0	91.0	48.6	0.0	24.6	32.4	32.8	26.1	31.8	29.9
LnGrp LOS	F	E		F	D		C	C	C	C	C	C
Approach Vol, veh/h		953	A		653	A		1086			693	
Approach Delay, s/veh		77.3			59.4			31.1			30.3	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	72.4	23.0	46.6	15.5	74.9	18.5	51.1				
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	17.0	54.0	24.0	41.0	12.0	59.0	14.0	51.0				
Max Q Clear Time (g_c+I1), s	11.7	15.3	16.7	38.6	9.4	21.7	12.6	20.3				
Green Ext Time (p_c), s	0.3	5.4	0.3	2.0	0.1	9.8	0.0	12.3				

Intersection Summary

HCM 6th Ctrl Delay	49.4
HCM 6th LOS	D

Notes

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

# FUTURE “BUILD” INTERSECTION ANALYSIS

HCM 6th Signalized Intersection Summary  
1: Church St & N. Decatur Rd

2021 Future Build AM Peak  
07/05/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	55	418	151	207	808	44	160	322	111	155	557	74
Future Volume (veh/h)	55	418	151	207	808	44	160	322	111	155	557	74
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	57	435	0	216	842	0	167	335	116	161	580	77
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	736		237	1063		421	1589	709	523	1586	707
Arrive On Green	0.04	0.21	0.00	0.13	0.30	0.00	0.06	0.45	0.45	0.06	0.45	0.45
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	57	435	0	216	842	0	167	335	116	161	580	77
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	5.1	17.7	0.0	19.1	34.8	0.0	8.1	9.2	7.0	7.8	17.3	4.5
Cycle Q Clear(g_c), s	5.1	17.7	0.0	19.1	34.8	0.0	8.1	9.2	7.0	7.8	17.3	4.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	736		237	1063		421	1589	709	523	1586	707
V/C Ratio(X)	0.78	0.59		0.91	0.79		0.40	0.21	0.16	0.31	0.37	0.11
Avail Cap(c_a), veh/h	145	911		256	1133		441	1589	709	600	1586	707
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.0	57.3	0.0	68.4	51.5	0.0	22.4	27.0	26.4	21.5	29.3	25.8
Incr Delay (d2), s/veh	16.3	1.6	0.0	32.6	4.5	0.0	0.6	0.3	0.5	0.3	0.7	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(95%),veh/ln	4.8	12.8	0.0	16.2	22.6	0.0	6.3	7.3	0.2	6.0	12.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.3	58.9	0.0	101.1	56.0	0.0	23.0	27.3	26.9	21.8	30.0	26.1
LnGrp LOS	F	E		F	E		C	C	C	C	C	C
Approach Vol, veh/h		492	A		1058	A		618			818	
Approach Delay, s/veh		62.8			65.2			26.1			28.0	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.2	77.4	27.3	39.1	16.1	77.5	12.6	53.9				
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	12.0	60.0	23.0	41.0	17.0	55.0	13.0	51.0				
Max Q Clear Time (g_c+I1), s	10.1	19.3	21.1	19.7	9.8	11.2	7.1	36.8				
Green Ext Time (p_c), s	0.1	6.8	0.1	8.3	0.3	4.4	0.0	11.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			46.5									
HCM 6th LOS			D									
<b>Notes</b>												
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↵	↑↑↑	↑↑		↵	
Traffic Vol, veh/h	3	621	1035	7	3	3
Future Vol, veh/h	3	621	1035	7	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	92	92
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	3	647	1078	7	3	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1085	0	-	0	1347 543
Stage 1	-	-	-	-	1082 -
Stage 2	-	-	-	-	265 -
Critical Hdwy	4.1	-	-	-	6.25 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	2.2	-	-	-	3.65 3.3
Pot Cap-1 Maneuver	651	-	-	-	174 489
Stage 1	-	-	-	-	284 -
Stage 2	-	-	-	-	723 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	651	-	-	-	173 489
Mov Cap-2 Maneuver	-	-	-	-	173 -
Stage 1	-	-	-	-	283 -
Stage 2	-	-	-	-	723 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	19.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	651	-	-	-	256
HCM Lane V/C Ratio	0.005	-	-	-	0.025
HCM Control Delay (s)	10.6	-	-	-	19.4
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↔↔	↔↔	↔
Traffic Vol, veh/h	2	3	2	419	782	4
Future Vol, veh/h	2	3	2	419	782	4
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	-	-	-	-	55
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	2	3	2	436	815	4

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1037	408	819	0	0
Stage 1	815	-	-	-	-
Stage 2	222	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	230	598	818	-	-
Stage 1	401	-	-	-	-
Stage 2	800	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	229	598	818	-	-
Mov Cap-2 Maneuver	329	-	-	-	-
Stage 1	400	-	-	-	-
Stage 2	800	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	818	-	451	-	-
HCM Lane V/C Ratio	0.003	-	0.012	-	-
HCM Control Delay (s)	9.4	0	13.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th Signalized Intersection Summary  
 1: Church St & N. Decatur Rd

2021 Future Build AM Peak  
 07/05/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	117	818	186	162	482	79	190	620	258	142	436	104
Future Volume (veh/h)	117	818	186	162	482	79	190	620	258	142	436	104
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	124	870	0	172	513	0	202	660	274	151	464	111
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	910		195	1010		452	1501	670	330	1438	642
Arrive On Green	0.08	0.26	0.00	0.11	0.28	0.00	0.08	0.42	0.42	0.06	0.40	0.40
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	124	870	0	172	513	0	202	660	274	151	464	111
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	11.0	38.6	0.0	15.2	19.3	0.0	10.5	21.1	19.3	7.9	14.3	7.2
Cycle Q Clear(g_c), s	11.0	38.6	0.0	15.2	19.3	0.0	10.5	21.1	19.3	7.9	14.3	7.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	144	910		195	1010		452	1501	670	330	1438	642
V/C Ratio(X)	0.86	0.96		0.88	0.51		0.45	0.44	0.41	0.46	0.32	0.17
Avail Cap(c_a), veh/h	156	911		267	1133		499	1501	670	353	1438	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.6	58.6	0.0	70.2	47.9	0.0	24.8	32.8	32.3	26.2	32.6	30.5
Incr Delay (d2), s/veh	33.6	20.3	0.0	21.8	0.8	0.0	0.7	0.9	1.8	1.0	0.6	0.6
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(95%),veh/ln	10.5	27.1	0.0	12.7	13.5	0.0	8.1	14.4	12.3	6.3	10.5	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	106.2	79.0	0.0	92.1	48.8	0.0	25.5	33.7	34.1	27.2	33.2	31.1
LnGrp LOS	F	E		F	D		C	C	C	C	C	C
Approach Vol, veh/h		994	A		685	A		1136			726	
Approach Delay, s/veh		82.4			59.6			32.3			31.6	
Approach LOS		F			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.8	70.8	23.5	47.0	16.0	73.6	19.0	51.5				
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	17.0	54.0	24.0	41.0	12.0	59.0	14.0	51.0				
Max Q Clear Time (g_c+I1), s	12.5	16.3	17.2	40.6	9.9	23.1	13.0	21.3				
Green Ext Time (p_c), s	0.3	5.7	0.3	0.4	0.1	10.2	0.0	12.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			51.5									
HCM 6th LOS			D									
<b>Notes</b>												
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↵	↑↑↑	↑↵		↵	
Traffic Vol, veh/h	8	1111	764	11	8	6
Future Vol, veh/h	8	1111	764	11	8	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	9	1182	813	12	9	6

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	825	0	-	0	1310 413
Stage 1	-	-	-	-	819 -
Stage 2	-	-	-	-	491 -
Critical Hdwy	4.1	-	-	-	6.25 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	2.2	-	-	-	3.65 3.3
Pot Cap-1 Maneuver	814	-	-	-	183 594
Stage 1	-	-	-	-	388 -
Stage 2	-	-	-	-	552 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	814	-	-	-	181 594
Mov Cap-2 Maneuver	-	-	-	-	181 -
Stage 1	-	-	-	-	384 -
Stage 2	-	-	-	-	552 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	19.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	814	-	-	-	258
HCM Lane V/C Ratio	0.01	-	-	-	0.058
HCM Control Delay (s)	9.5	-	-	-	19.8
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↔↔	↔↔	↔
Traffic Vol, veh/h	7	7	5	811	675	7
Future Vol, veh/h	7	7	5	811	675	7
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	-	-	-	-	55
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	7	7	5	863	718	7

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1160	359	725	0	-	0
Stage 1	718	-	-	-	-	-
Stage 2	442	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	192	643	887	-	-	-
Stage 1	449	-	-	-	-	-
Stage 2	621	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	190	643	887	-	-	-
Mov Cap-2 Maneuver	319	-	-	-	-	-
Stage 1	444	-	-	-	-	-
Stage 2	621	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.8	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	887	-	426	-	-
HCM Lane V/C Ratio	0.006	-	0.035	-	-
HCM Control Delay (s)	9.1	0	13.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

# TRAFFIC VOLUME WORKSHEETS

# 19-084 PNC Bank Development - N. Decatur Rd @ Church St - Traffic Impact Study

## Traffic Volumes

A&R Engineering

July 2019

### 1. N. Decatur Rd @ Church St

#### A.M. Peak Hour

Condition	Church Street Northbound				Church Street Southbound				N. Decatur Road Eastbound				N. Decatur Road Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2019 Volumes:	152	309	107	568	148	534	71	753	53	401	144	598	199	774	42	1015
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2021 Volumes:	158	321	111	590	154	556	74	784	55	417	150	622	207	805	44	1056
Total New Trips:	2	1	0	3	1	1	0	2	0	1	1	2	0	3	0	3
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2021 Traffic Volumes:	160	322	111	593	155	557	74	786	55	418	151	624	207	808	44	1059

#### P.M. Peak Hour

Condition	Church Street Northbound				Church Street Southbound				N. Decatur Road Eastbound				N. Decatur Road Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2019 Volumes:	179	594	248	1021	135	416	100	651	112	784	176	1072	156	458	76	690
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2021 Volumes:	186	618	258	1062	140	433	104	677	117	816	183	1116	162	477	79	718
Total New Trips:	4	2	0	6	2	3	0	5	0	2	3	5	0	5	0	5
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2021 Traffic Volumes:	190	620	258	1068	142	436	104	682	117	818	186	1121	162	482	79	723

# 19-084 PNC Bank Development - N. Decatur Rd @ Church St - Traffic Impact Study

Traffic Volumes

A&R Engineering

July 2019

## 2. N. Decatur Rd @ Site Drwy

### A.M. Peak Hour

Condition	- Northbound				Site Driveway 1 Southbound				N. Decatur Road Eastbound				N. Decatur Road Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2019 Volumes:	0	0	0	0	0	0	0	0	0	598	0	598	0	997	0	997
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2021 Volumes:	0	0	0	0	0	0	0	0	0	622	0	622	0	1037	0	1037
Total New Trips:	0	0	0	0	2	0	2	4	2	0	0	2	0	0	5	5
Pass-by Trips:	0	0	0	0	1	0	1	2	1	-1	0	0	0	-2	2	0
Future 2021 Traffic Volumes:	0	0	0	0	3	0	3	6	3	621	0	624	0	1035	7	1042

### P.M. Peak Hour

Condition	- Northbound				Site Driveway 1 Southbound				N. Decatur Road Eastbound				N. Decatur Road Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2019 Volumes:	0	0	0	0	0	0	0	0	0	1072	0	1072	0	737	0	737
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2021 Volumes:	0	0	0	0	0	0	0	0	0	1115	0	1115	0	767	0	767
Total New Trips:	0	0	0	0	5	0	4	9	4	0	0	4	0	0	8	8
Pass-by Trips:	0	0	0	0	3	0	2	5	4	-4	0	0	0	-3	3	0
Future 2021 Traffic Volumes:	0	0	0	0	8	0	6	14	8	1111	0	1119	0	764	11	775

**19-084 PNC Bank Development - N. Decatur Rd @ Church St - Traffic Impact Study**

Traffic Volumes

A&R Engineering

July 2019

**3. Church St @ Site Drwy**

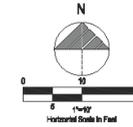
**A.M. Peak Hour**

Condition	Church Street Northbound				Church Street Southbound				Site Driveway 2 Eastbound				- Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2019 Volumes:	0	404	0	404	0	753	0	753	0	0	0	0	0	0	0	0
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2021 Volumes:	0	420	0	420	0	783	0	783	0	0	0	0	0	0	0	0
Total New Trips:	1	0	0	1	0	0	3	3	2	0	2	4	0	0	0	0
Pass-by Trips:	1	-1	0	0	0	-1	1	0	0	0	1	1	0	0	0	0
Future 2021 Traffic Volumes:	2	419	0	421	0	782	4	786	2	0	3	5	0	0	0	0

**P.M. Peak Hour**

Condition	Church Street Northbound				Church Street Southbound				Site Driveway 2 Eastbound				- Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2019 Volumes:	0	782	0	782	0	651	0	651	0	0	0	0	0	0	0	0
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2021 Volumes:	0	814	0	814	0	677	0	677	0	0	0	0	0	0	0	0
Total New Trips:	2	0	0	2	0	0	5	5	5	0	5	10	0	0	0	0
Pass-by Trips:	3	-3	0	0	0	-2	2	0	2	0	2	4	0	0	0	0
Future 2021 Traffic Volumes:	5	811	0	816	0	675	7	682	7	0	7	14	0	0	0	0





**LANDSCAPE NOTES**

1. ALL DISTURBED AREAS NOT TO BE PAVED OR MULCHED SHALL BE BROADCAST PER SPECIFICATIONS.
2. ALL DISTURBED AREAS WITHIN THE ROW SHALL BE GRADED TO MATCH EXISTING CONDITIONS AND DECEED PER SPECIFICATIONS.



**LANDSCAPE LEGEND**

PROPOSED LANDSCAPE BED EDGE

PROPOSED OVERSTORY TREE

PROPOSED UNDERSTORY TREE

PROPOSED EVERGREEN TREE

PROPOSED SHRUB / PERENNIAL

PROPOSED CONCRETE

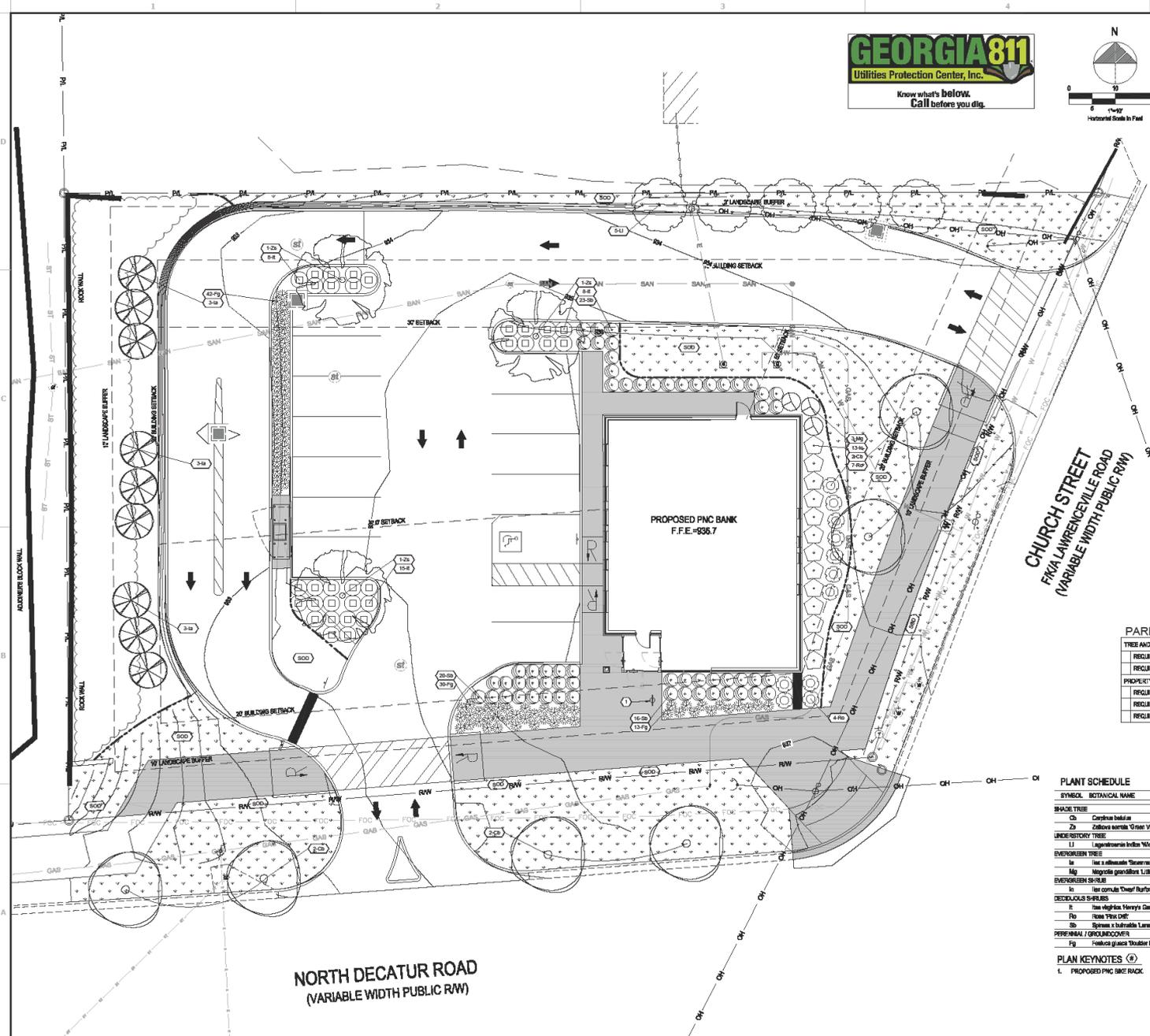
PROPOSED PLANT QUANTITY AND SYMBOL

PROPOSED LAWN AREA

PROPOSED PNC BIKE RACK



REV	DATE	DESCRIPTION



**CHURCH STREET**  
 FKA LAWRENCEVILLE ROAD  
 (VARIABLE WIDTH PUBLIC ROW)

**PARKING AREA LANDSCAPE CALCULATIONS**

TREE AND ISLAND QUANTITY	
REQUIRED: 1 TREE PER 8 PARKING SPACES	TOTAL PARKING SPACES: 14
REQUIRED: 1.4 SF = 1.75 TREES	PROVIDED: 3 TREES
PROPERTY PERIMETER	
REQUIRED: (1) OVERSTORY TREE, (2) UNDERSTORY TREES, OR (3) EVERGREEN TREES PER 50 LF	
REQUIRED WEST PL: 140 LF / 40 = 3.5 UNITS	PROVIDED: 8 EVERGREEN TREES
REQUIRED NORTH PL: 221 LF / 58 = 4.8 UNITS	PROVIDED: 6 UNDERSTORY TREES & 20 LF WOODED AREA

**PLANT SCHEDULE**

SYMBOL	BOTANICAL NAME	COMMON NAME	QTY.	MIN. SIZE	CONDITION	REMARKS
Ca	Carolinian hickory	Common Hornbeam	8	12" Cal.	BBB	Matching
Zs	Zelkova serrata 'Grisea' Var.	Green Vase Japanese Zelkova	3	2.2' Cal.	BBB	Matching
UO	Understory Tree	Wildfire Crapeangels	5	2.5' Cal.	BBB	Single Stars
Ev	Evergreen Tree	Ice x rhododend 'Staccato'	9	12" H.	BBB	Full to Ground
Mg	Magnolia grandiflora 'Little Gem'	Little Gem Southern Magnolia	3	12" H.	BBB	Full to Ground
Sh	Shrub	Deep Red Holly	13	30" H.	BBB	5' cal.
Dec	Deciduous Shrub	Henry's Garnet Shrub	22	12" H. No. 5	BBB	3.5' cal.
Fl	Flower	Flax 'Pink Duff'	11	12" H. No. 3	COAL	3.5' cal.
Sb	Spineless x bulbous Liriodendron	Liriodendron Spines	59	24" H. No. 9	COAL	5' cal.
Per	Perennial / Groundcover	Reddish grass 'Boulder Blue'	88	No. 2	COAL	2' cal.

**PLAN KEYNOTES (K)**

1. PROPOSED PNC BIKE RACK

**PLAN REPRODUCTION WARNING**  
 THE PLANS HAVE BEEN CREATED ON ANSI D (22"x34") SHEETS, REFER TO GRAPHIC SCALE.

PNC BANK - N. DECATUR  
 2626 N. DECATUR  
 DECATUR, GA 30033

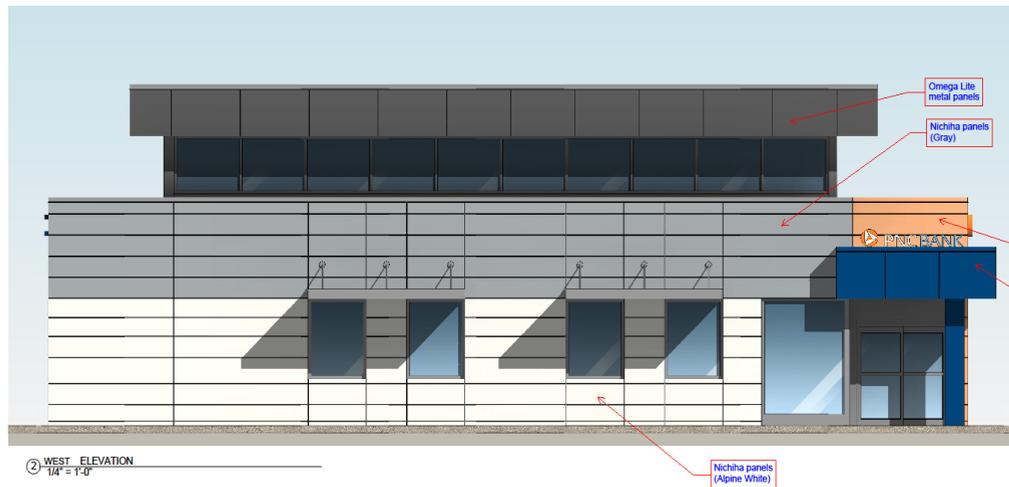
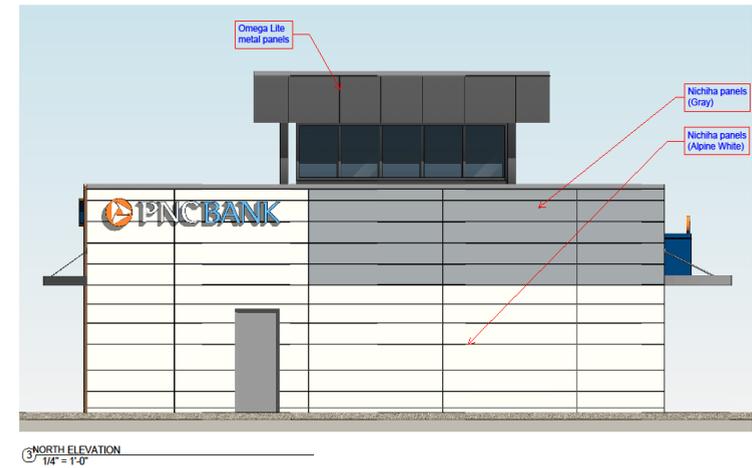
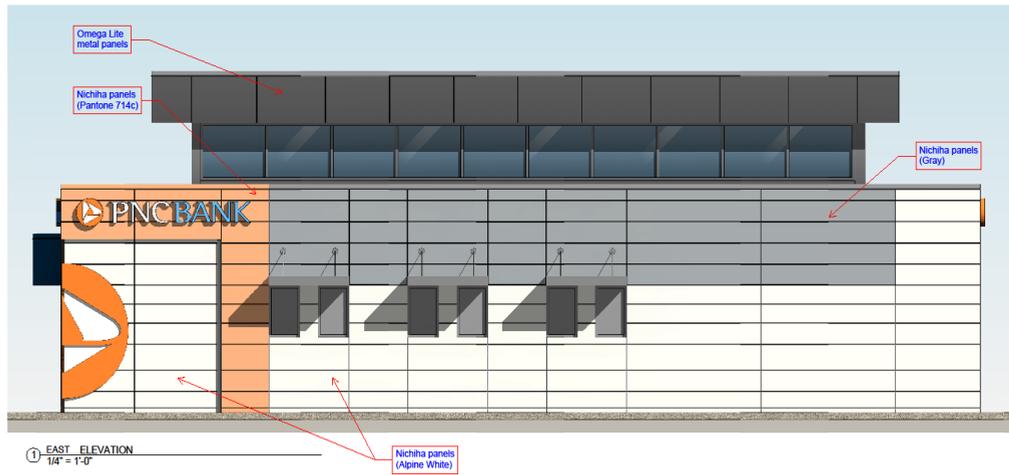
LANDSCAPE PLAN

ISSUED FOR:	
PERMIT	-
BID	-
CONSTRUCTION	-
RECORD	-
PROJECT MANAGER	OWNER
MR	JBA

JOB NO.  
 2018190.51

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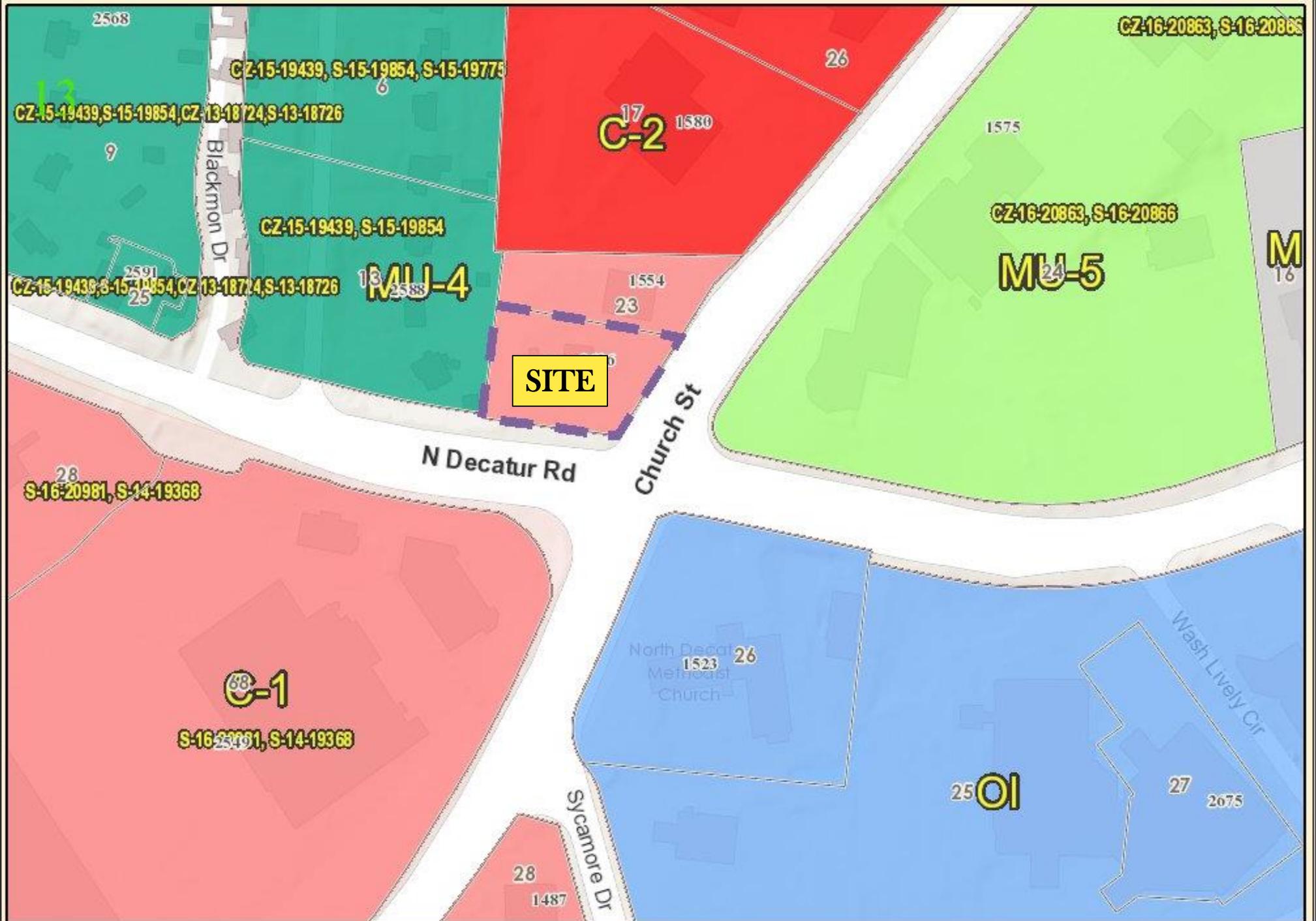
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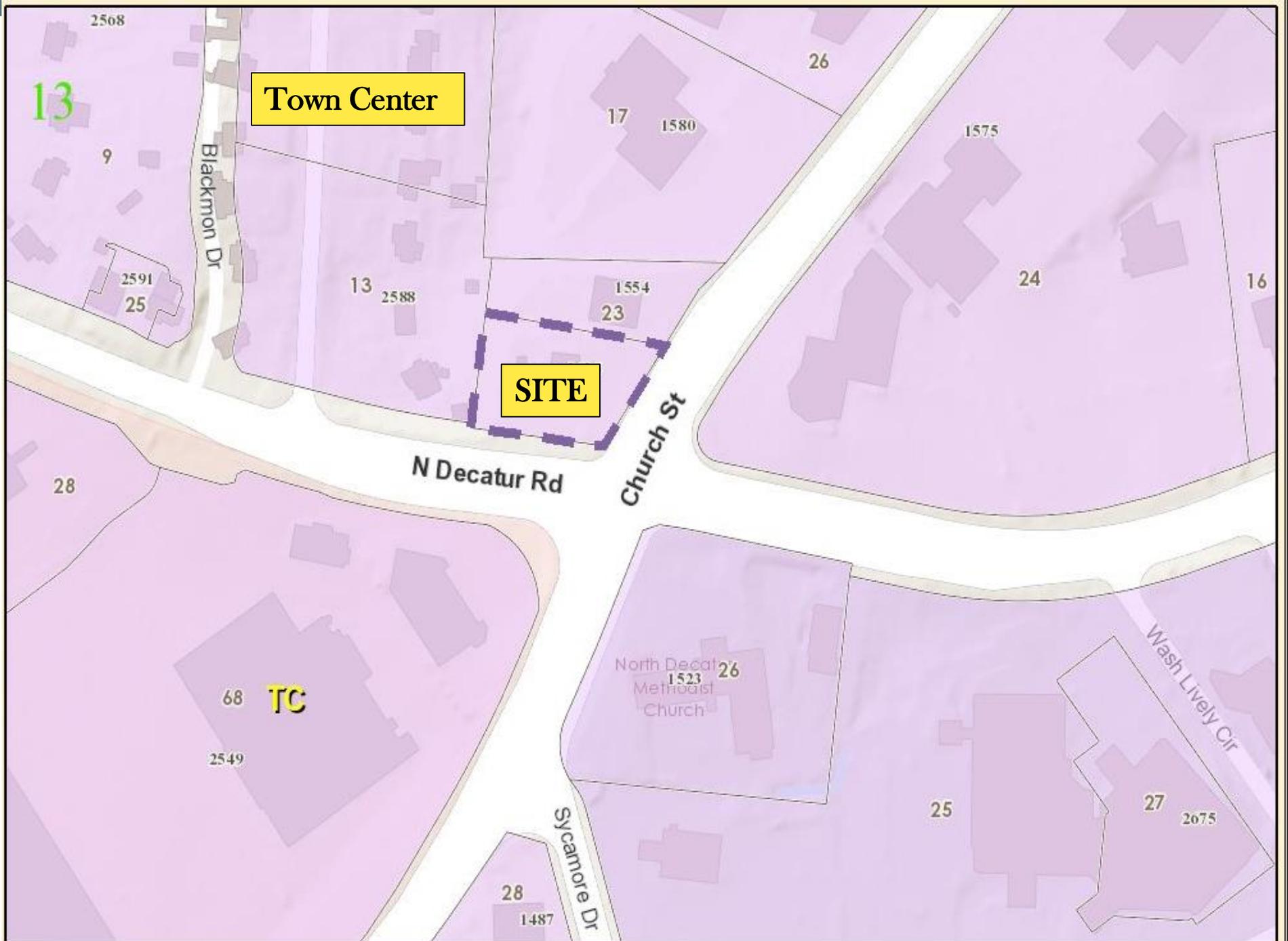


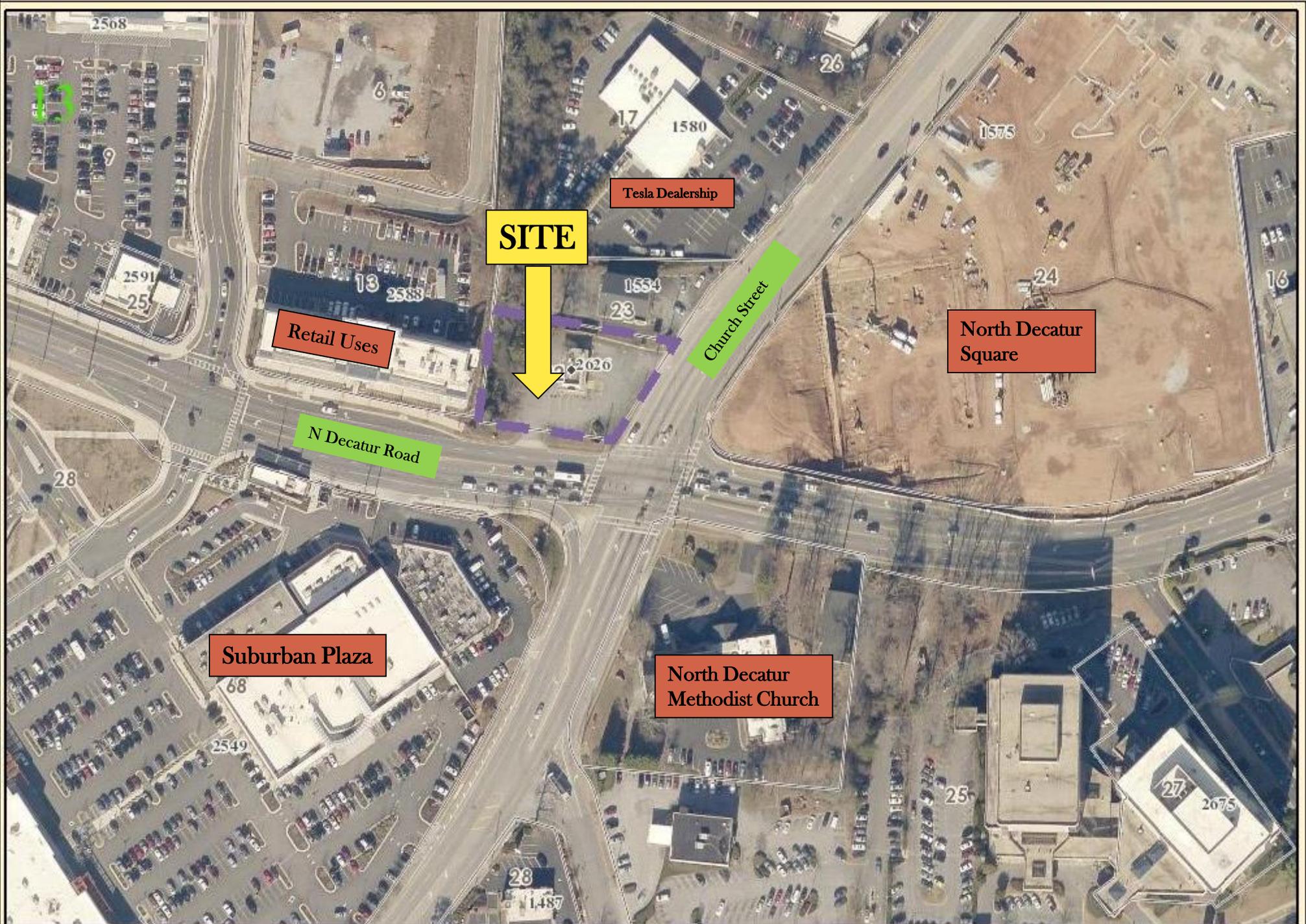
PNC BANK  
Decatur, GA

THE COLORS SHOWN IN THIS RENDERING ARE CLOSE APPROXIMATIONS, BECAUSE OF INK VARIATIONS AND DIFFERENCES IN PRINTERS. AN EXACT COLOR MATCH CANNOT BE ACHIEVED. THE VIEWER IS ADVISED TO USE THE RENDERING AS A GUIDE FOR THE ARRANGEMENT OF COLORS ON THE BUILDING, AND TO THEN REFER TO THE ACTUAL COLOR OF MATERIAL SAMPLES PROVIDED.











N. Decatur Street  
Road Frontage



Church Street  
Road Frontage

