PLANNING COMMISSION

Paul Player, Chair
Kirk Anders
Bob Dallas
Bill Grossman
Heyward Wescott, Vice-Chair
Richard Grove
Renate Herod

AGENDA

CITY OF DUNWOODY
41 PERIMETER CENTER EAST, SUITE 103
DUNWOODY, GA 30346

March 8, 2016
6:00 PM

A. CALL TO ORDER

B. ROLL CALL

C. MINUTES

1. Approval of Meeting Minutes from January 12, 2016 Planning Commission Meeting

D. ORGANIZATIONAL AND PROCEDURAL ITEMS

E. UNFINISHED BUSINESS

F. NEW BUSINESS

1. RZ 16-041: Dunwoody Crown Towers, LLC, owner of 244 Perimeter Center Parkway, Dunwoody, GA 30346, by G. Douglas Dillard, attorney for the property owner, seeks to rezone property currently zoned Office-Institution (O-I) to Commercial-Residential Mixed-Use (CR-1). The tax parcel number is 18 329 04 005.

2. SLUP 16-041: Dunwoody Crown Towers, LLC, owner of 244 Perimeter Center Parkway, Dunwoody, GA 30346, by G. Douglas Dillard, attorney for the property owner, seeks the following the following: (a) For approval of a special land use permit to increase the height of the multi-unit residential building. (b): For approval of a special land use permit to increase the height of the mixed use vertical building. (c): For approval of a special land use permit to allow multi-unit residential use in the CR-1 Zoning District. The tax parcel number is 18 329 04 005.

G. OTHER BUSINESS

H. PUBLIC COMMENT

I. COMMISSION COMMENT

J. ADJOURN

CITY OF DUNWOODY
JANUARY 12, 2016
PLANNING COMMISSION MINUTES

The Planning Commission of the City of Dunwoody held a Meeting on January 12, 2016 at 7:00 PM. The meeting was held in the City of Dunwoody City Hall, 41 Perimeter Center East, Dunwoody, Georgia 30346. Present for the meeting were the following:

Voting Members:	Bill Grossman, Vice-Chair Kirk Anders, Commission Member Richard Grove, Commission Member Renate Herod, Commission Member Paul Player, Commission Member
Also Present:	Steve Foote, Community Development Director Rebecca Keefer, City Planner Andrew Russell, Planning Coordinator Ronnie Kurtz, Planning Technician

A. CALL TO ORDER

B. ROLL CALL

All members were present except Bob Dallas and Heyward Wescott.

C. MINUTES

1. Approval of Meeting Minutes from September 8, 2015 Planning Commission Meeting

Paul Player motioned to approve. Renate Herod seconded.

The motion was voted on and passed (4 - 0) (Richard Grove abstained)

D. ORGANIZATIONAL AND PROCEDURAL ITEMS

1. Election of Planning Commission Chair and Vice-chair

Richard Grove nominated Paul Player as Chair. Renate Herod seconded.

The motion was voted on and passed (5 - 0)

Richard Grove motioned to nominate Heyward Wescott as Vice-Chair. Kirk Anders seconded.

The motion was voted on and passed (5 - 0)

2. Staff Comments

Steve Foote introduced new Member Richard Grove and welcomed him to the Planning Commission.

Steve discussed the Planning Commission doing a trial run of holding meetings at 6:00 pm over the next six months.

E. UNFINISHED BUSINESS

F. NEW BUSINESS

1. RZ 16-021: CQ Dunwoody Village Court, LLC, owner of 1530 and 1536 Dunwoody Village Parkway, Dunwoody, GA 30338, by Marian Adeimy, attorney for contract purchaser, seeks to rezone property currently zoned Office-Institution (O-I) District to Multi-dwelling Residential-100 (RM-100) District to allow for construction of a 79-unit townhome development. The tax parcels are 18 366 06 060 and 18 366 06 065 respectively.

Paul Player introduced the item and opened the public hearing.

Rebecca Keefer presented on behalf of staff. Rebecca explained the current site plan has some inconsistencies with plans previously received by the applicant that will need to be addressed by the applicant. Rebecca recommended approval with conditions and read staff's conditions into the record.

Marian Adeimy, applicant, presented on behalf of the application. Marian provided a copy of the most recent site plan to Commission members, a copy of which was retrieved for the record. Marian described changes that were made to the site plan as a result of the outcome of the variance requests. Marian asked for a change to the conditions related to the location of the pedestrian easement. Regarding the floor plan design to accommodate elevators, Marian explained the elevator shaft would be extra storage space that could be converted. Marian stated the units will be fee-simple townhomes. The applicant stated the developer proposes to let the market decide where the master on main units are located on the property. Marian clarified there is one developer and builder, and that they have worked together on projects in the past.

Woody Snell, developer with Lynwood Development, addressed Commission questions over phasing. Woody stated the first phase will be removing and grading the southern part of the property, and the second phase will involve the area where the northern-most existing office building exists today. Woody stated the empty space to the north of unit 31 will hold an underground stormwater detention device.

Robert Wittenstein, 1146 Bordeau Court, spoke as representative of the Dunwoody Homeowner's Association, in favor of the application.

Richard Krohn, 1422 Mockwell Court, spoke in favor of the application.

Richard Hedlund, 1742 Mount Vernon Road, President of the Dunwoody Commons Office Condo Association, adjacent to the subject property, spoke in opposition with concerns over the effect it will have on the functionality of the adjacent office condos on Mount Vernon Road, and the

existence of easements between the two properties.

Robert Miller, 1332 Martina Drive, spoke in opposition to the application. Robert spoke over his concerns that the application does not meet the requirements for an age-targeted development. Robert recommended the Commission defer the application.

James Langford, 2480 Glenbonnie Drive, spoke in opposition to the application over concerns that it does not meet the Comprehensive Plan or Zoning Ordinance.

Steve Foote explained the process of an application for Future Land Use Map Amendment being heard in less than 24 months after denial of the same request for the property.

The Commission discussed and asked questions of the applicant, staff, and the public. The Commission asked the applicant questions over master on main living options, garbage collection, the layout of the front of the units along Dunwoody Village Parkway and the conflicting drawings depicting the front of those units, the number of steps in front of those units, room for landscaping, creating a more interactive front, the layout of the sidewalk and landscaping along Dunwoody Village Parkway, ADA access and wheel chair ramps, the adjacent office condo building along Mount Vernon Road, phasing.

Marian stated the applicant is proposing to reduce the landscape strip in front of the site along Dunwoody Village Parkway from 6 feet to 4 feet, put that 2 feet of landscaping on the residential side of an 8 foot sidewalk.

Michael Smith, City of Dunwoody Public Works Director, responded to the Commission's questions regarding the applicant's proposed plan for the streetscape and sidewalk. Michael stated the City has spent a lot of money, blood, sweat and tears doing the Dunwoody Village Parkway. Michael stated it is very clear in the Overlay section of the Code that for new developments if the City has provided a 6 foot sidewalk then the developer is required to install the additional 6 feet. Michael stated the City has not seen the applicant has demonstrated a hardship or physical reason as two why that cannot be done. Michael stated the City would like to keep the 6 foot landscape strip. Michael stated reducing the landscape strip to add sidewalk width would put pedestrians closer to the roadway, and would put the sidewalk too close to the trunk of the trees for them to grow larger and healthy. Michael stated downtown mainstreet type development, 10 feet is really the minimum to have room for people to walk.

Bill Grossman motioned to approve the rezoning from O-I to RM-100 with Staff's conditions, for the number of units to be determined, and with the additional conditions:

1.) The minimum quantity of units with master on main shall be 28.

2. Units that front Dunwoody Village Parkway shall have a maximum of

four (4) steps from finished floor elevation to grade.

3.) There shall be no vehicular gates on the property.

Renate Herod seconded.

The motion was voted on and passed (5 - 0)

2. SLUP 16-021: CQ Dunwoody Village Court, LLC, owner of 1530 and 1536 Dunwoody Village Parkway, Dunwoody, GA 30338, by Marian Adeimy, attorney for contract purchaser, seeks a Special Land Use Permit to waive the requirement for a development to come into full compliance with the Dunwoody Village Overlay District regulations to allow for reduction in sidewalk width from 12 ft. to 6 ft. The property consists of two tax parcels: 18-366-06-061 located at 1530 Dunwoody Village Parkway, Dunwoody, GA 30338, and 18-366-06-065 located at 1536 Dunwoody Village Parkway, Dunwoody, GA 30338.

Paul Player introduced the item and opened the public hearing.

Rebecca Keefer presented on behalf of staff and recommended denial.

Marian Adeimy, applicant, presented on behalf of the application. Marian passed a three page handout out to Commission Members. A copy of which was retrieved for the record. Marian presented an alternative streetscape design that has 4 foot landscape strip along the Parkway and 8 feet of sidewalk.

The Commission discussed and asked questions of the applicant and staff.

Bill Grossman motioned to approve the SLUP application with the following conditions:

1. **The planting strip along Dunwoody Village Parkway shall remain six (6) feet in width.**
2. **The sidewalk shall be a minimum of six (6) feet in width.**

Richard Grove seconded.

The motion was voted on and passed (5 - 0)

Additionally, the Commission asked that staff and the applicant work with each other to come up with a streetscape design that works.

3. CP 16-021: CQ Dunwoody Village Court, LLC, owner of 1536 Dunwoody Village Parkway, Dunwoody, GA 30338, by Marian Adeimy, attorney for contract purchaser, seeks an amendment to the Dunwoody Village Master Plan Future Land Use Map from Small-Scale Office to For-Sale Residential to allow for construction of a 79-unit townhome development. The tax parcel is 18 366 06 065.

Paul player introduced the item and opened the public hearing.

Rebecca Keefer presented on behalf of staff and recommended deferral until after the time when the City Council decides on the rezoning application.

Richard Grove motioned to defer to the regularly scheduled February meeting. Bill Grossman seconded.

Discussion was had and the motion died without a vote.

Richard Grove motioned to defer indefinitely. Kirk Anders seconded.

The motion was voted on and passed (4 - 1). (Paul Player dissented)

4. RZ 16-022: Kathryn B. Zickert, applicant, on behalf of Hines Atlanta Associates Limited Partnership, owner of 4453 Ashford Dunwoody Road, Dunwoody, GA 30346, seeks permission to rezone property currently zoned Office-Institution conditional (O-Ic) District to Local Commercial conditional (C-1c) District to allow for development of a restaurant with drive-through. The tax parcel is 18 347 01 033.

Paul Player introduced the item and opened the public hearing.

Rebecca Keefer presented on behalf of staff and recommended approval with conditions.

Den Webb, representative of the application, presented. Den stated the application has been taken to the Dunwoody Homeowners Association (DHA) twice. Den stated the proposal will not go through without the drive-through.

Vikram Mehra, representative of owner, Hines Ravinia, spoke and gave a visual presentation. Vikram clarified that the tenant would be occupying the space under a ground-lease.

Robert Wittenstein, 1146 Bordeau Court, representative of the DHA spoke in opposition to the application on the grounds that it has a drive-through.

The Commission discussed and asked questions of the applicant and staff over drive-through car stacking, consistency with the Comprehensive Plan, and alternate uses for the site.

Steve Foote responded to questions from the Commission.

Bill Grossman motioned to deny. Renate Herod seconded.

The motion was voted on and passed (5 - 0)

G. OTHER BUSINESS

H. PUBLIC COMMENT

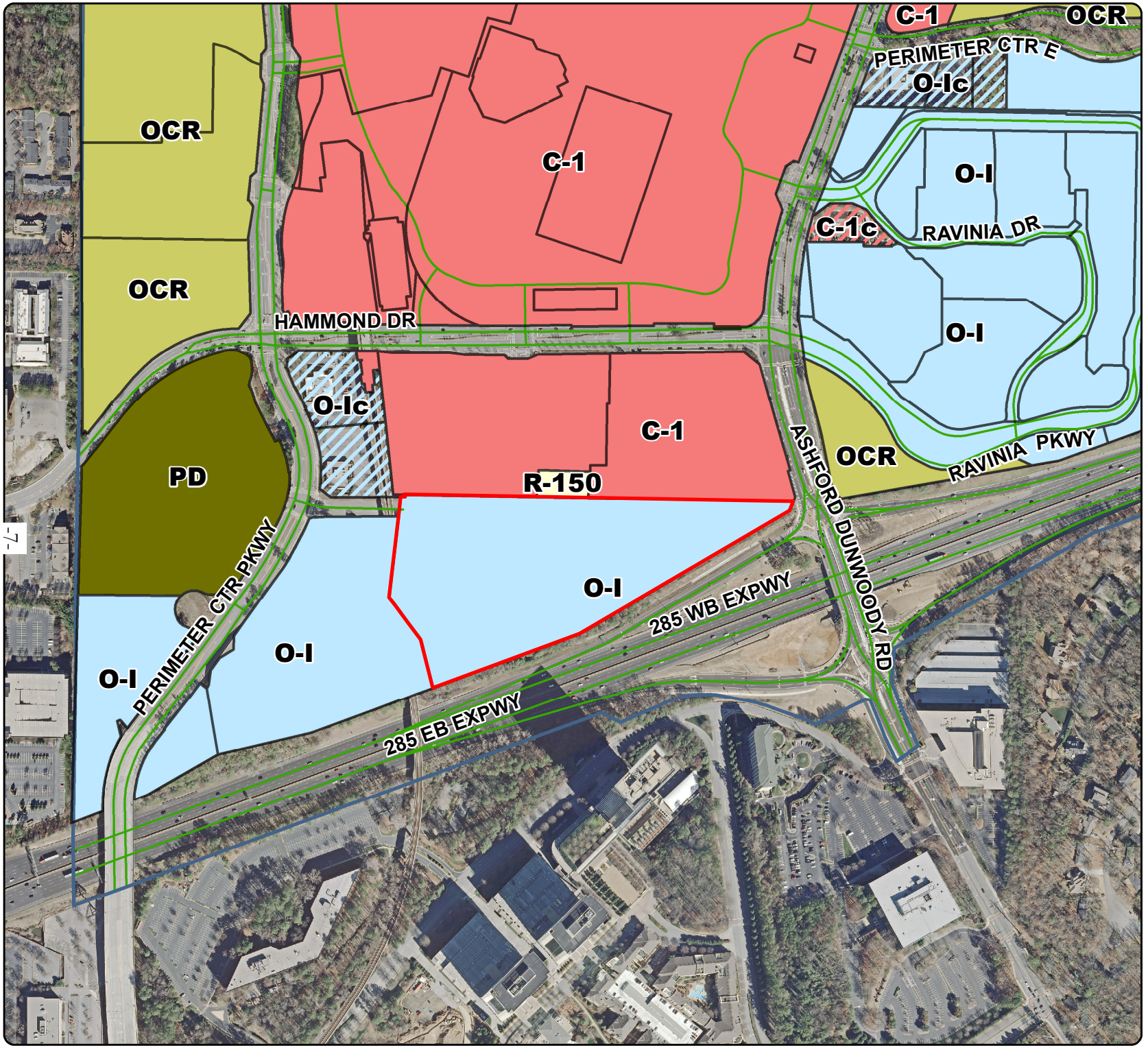
Mayor Denny Shortal thanked the Commission and Staff for their service to the City.

I. COMMISSION COMMENT

Paul Player stated he is opposed to the change to a 6:00 pm meeting time, but is willing to test it out during a trial period.

Kirk Anders asked staff questions regarding the methodology and personnel involved in the reports DeKalb County School District provides on the school impacts of developments.

J. ADJOURN



Dunwoody
*Smart people – Smart city
Community Development
41 Perimeter Center East Suite 250 | Dunwoody, Georgia 30346-1902
678-382-6800 ~ www.dunwoodyga.gov

244 Perimeter Center Parkway

RZ 16-041 & SLUP 16-041

March 2016

Legend

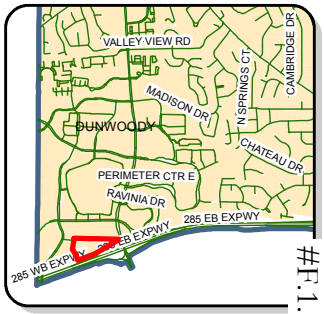
- Parcel
- Street Centerline

Zoning District

- Local Commercial (C-1)
- Local Commercial (C-1c)
- General Commercial (C-2)
- Commercial-Residential Mixed-Use (CR-1)
- Industrial (M)
- Neighborhood Shopping (NS)
- Office-Distribution (O-D)
- Office-Institution (O-I)
- Office-Institution-Transitional (O-I-T)
- Office-Institution (O-Ic)
- Office-Commercial Residential (OCR)
- Office-Commercial Residential (OCRc)
- Planned Development (PD)
- Residential (R)

N W E S

Scale: 1 in = 500 ft



244 Perimeter Ctr Pkwy Lot Division

Date: 3/1/2016

Current Boundary

0 500 Feet

N

CHAPTER 27 - ZONING ORDINANCE[1]

Footnotes:

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Editor's note—Ord. No. 2013-10-15, § 1, adopted Oct. 14, 2013, repealed former Ch. 27, §§ 27-1—27-1654, and enacted a new Ch. 27 as set out herein. Former Ch. 27 pertained to similar subject matter. See the Code Comparative Table for a complete derivation. For stylistic purposes, a uniform system of headings, catchlines, capitalization, citation to state statutes, and expression of numbers in text have been used to conform to the Code of Ordinances. Additions made for clarity are indicated by brackets and obvious misspellings and punctuation errors have been corrected without notation.

ARTICLE II. - ZONING DISTRICTS

DIVISION 2. - NONRESIDENTIAL AND MIXED-USE ZONING DISTRICTS

Sec. 27-71. - General.

(a) The districts. The city's nonresidential and mixed-use zoning districts are listed below.

_____

	Zoning District	Map Symbol
Office	Office-Institution	O-I
	Office-Institution-Transitional	O-I-T
	Office-Distribution	O-D
	Office-Commercial-Residential	OCR
Commercial	Neighborhood Shopping	NS
	Local Commercial	C-1
	Commercial-Residential Mixed-Use	CR-1
	General Commercial	C-2
Industrial	Industrial	M

_____

(b) Purposes.

(1) General. The nonresidential and mixed-use districts are generally intended to promote consistency with the comprehensive plan and provide opportunities for shopping, employment, entertainment and living.

(2) Office-institution and office-institution-transitional. The primary purposes of the O-I and O-I-T districts are as follows:

a. To provide convenient locations for office and institutional uses;

b. To provide locations for the development of cultural, recreational, educational and health service facilities; and

c. To limit building heights to two stories in O-I-T zoned areas adjacent to single-dwelling residential districts.

(3) Office-distribution. The primary purpose of the O-D district is to provide convenient locations for office and distribution establishments.

(4) Office-commercial-residential. The primary purposes of the OCR district are as follows:

a. To provide for economic development within the city through redevelopment of parcels of land that have been used in the past for commercial and light industrial uses but that have become obsolete and now offer an opportunity for establishing new moderate-intensity mixed-use developments consisting of a combination of office, commercial and residential uses;

b. To promote redevelopment and new development in an environment that is pedestrian-oriented and that provides employment, shopping, entertainment and living opportunities in close proximity thereby reduces auto dependency; and

c. To encourage the conversion of vacant commercial and industrial buildings into mixed-use projects.

(5) Neighborhood shopping. The primary purposes of the NS district are as follows:

a. To provide convenient neighborhood retail shopping and service areas within the city;

b. To provide for the development of new neighborhood shopping districts;

c. To help ensure that the size and scale of neighborhood shopping centers and individual uses within shopping centers are compatible with the scale and character of surrounding neighborhoods; and

d. To accommodate uses designed to serve the convenience shopping and service needs of the immediate neighborhood.

(6) Local commercial. The primary purposes of the C-1 district are as follows:

a. To provide convenient local retail shopping and service areas within the city;

b. To provide for the development of new local commercial districts; and

c. To accommodate uses designed to serve the convenience shopping and service needs of groups of neighborhoods.

(7) Commercial-residential mixed-use. The primary purposes of the CR-1 district are as follows:

a. To provide convenient local retail shopping and service areas within a mixed-use (commercial-residential) setting;

b. To provide for the development of new commercial-residential mixed-use districts; and

c. To promote development patterns that accommodate residential, employment and entertainment within a walkable, mixed-use environment.

(8) General commercial. The primary purposes of the C-2 district are as follows:

a. To provide convenient general business and commercial service areas within the city;

b. To provide for the development of new general commercial districts; and

c. To accommodate uses designed to serve the general business and commercial service needs of the city.

(9) Industrial. The primary purposes of the M district are as follows:

a. To provide areas for the establishment of businesses engaged in the manufacturing, processing, creating, repairing, renovating, painting, cleaning, or assembling of goods, merchandise, or equipment;

b. To help ensure that establishments operate so as to not create adverse noise and other impacts on nearby residential, office, commercial and mixed-use districts; and

c. To help ensure that M districts are located in areas with access to major arterials and freeways.

(Ord. No. 2013-10-15, § 1(Exh. A § 27-5.10), 10-14-2013)

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Sec. 27-72. - Uses allowed.

The following table identifies uses allowed in nonresidential and mixed-use zoning districts. See [subsection] 27-111(4) for information about how to interpret the use table.

USES	DISTRICTS									Supplemental Regulations
	O-I	O-I-T	O-D	OCR	NS	C-1	CR-1	C-2	M	
P = use permitted as of right / A = administrative permit req'd / E = special exception req'd / S = special land use permit req'd										
RESIDENTIAL										
Household Living										
Detached house	-	P	-	-	-	-	-	-	-	27-147
Multi-unit building	-	-	-	S	-	-	S	-	-	
Mixed-use building, vertical	-	-	-	P	-	-	P	-	-	

Group Living										
Convent and monastery	P	P	-	P	-	-	-	-	-	27-146
Fraternity house, sorority house or residence hall	P	-	-	-	-	-	-	-	-	
Nursing home	P	P	-	-	-	-	-	-	P	
Personal care home, family (1—4 persons)	-	-	P	-	P	P	P	P	-	
Personal care home, group (5—7 persons)	-	-	P	-	P	P	P	P	-	
Personal care home, community (8+ persons)	P	P	P	-	P	P	P	P	-	27-145
Child caring institution (1—6 persons)	P	P	P	-	P	P	P	P	-	
Child caring institution (7—15 persons)	P	P	P	-	P	P	P	P	-	
Child caring institution (16 or more)	P	S	P	-	P	P	P	P	-	
Community living arrangement (1—4 persons)				P		P	P			
Shelter, homeless	S	S	-	-	-	P	P	P	-	27-140
Transitional housing facility	S	S	-	-	-	P	P	P	-	27-140
QUASI-PUBLIC AND INSTITUTIONAL										
Ambulance Service	-	-	-	-	-	P	P	P	P	
Club or Lodge, Private	P	P	P	-	-	P	P	P	P	
Cultural Exhibit	P	P	P	-	-	P	P	P	-	
Day care facility, adult (6 or fewer persons)	-	-	P	-	-	-	-	-	-	27-137
Day care center, adult (7 or more)	P	P	P	P	P	P	P	P	-	
Day care facility, child (6 or fewer persons)	-	-	P	-	-	-	-	-	-	

Day care center, child (7 or more)	P	P	P	P	P	P	P	P		
Educational Services										
College or university	P	P	P	-	-	-	-	-	-	
Kindergarten	-	-	P	P	P	P	P	P	-	27-141
Research and training facility, college or university affiliated	P	P	P	-	-	-	-	-	P	
School, private elementary, middle or senior high	P	P	P	P	-	P	P	P	P	27-148
School, specialized non-degree	P	P	P	P	-	P	P	P	P	
School, vocational or trade	P	P	P	-	-	P	P	P	P	
Hospital	P	-	-	-	-	-	-	-	-	
Place of Worship	P	P	P	P	P	P	P	P	P	27-146
Utility Facility, Essential	E	E	P	E	E	P	P	P	P	27-151
COMMERCIAL										
Adult Use										
Body art service								P	P	
Sexually oriented business	P	-	-	P	-	-	-	P	P	27-149
Animal Services										
Animal care/boarding	-	-	-	S	S	P	P	P	P	27-131
Animal grooming	-	-	-	P	P	P	P	P	P	27-131
Animal hospital/veterinary clinic	-	-	-	P	P	P	P	P	P	27-131

Communication Services										
Radio and television broadcasting stations	P	P	P	-	-	P	P	P	P	
Recording studios	P	P	P	-	-	P	P	P	P	
Telecommunication tower	A	-	A	-	S	A	A	A	A	27-150
Telecommunication antenna, co-located	P	P	P	P	P	P	P	P	P	27-150
Construction and Building Sales and Services										
Building or construction contractor	-	-	-	-	-	-	-	P	P	
Commercial greenhouse or plant nursery	-	-	-	-	-	-	-	P	P	
Electrical, plumbing and heating supplies and services	-	-	-	-	-	P	P	-	P	
Lumber, hardware or other building materials establishment	-	-	-	-	-	P	P	P	P	
Eating and Drinking Establishments										
Restaurant, accessory to allowed office or lodging use	P	-	-	P	-	P	P	P	P	
Restaurant, drive-in or drive-through	-	-	-	-	-	P	S	P	P	
Food truck	P	P	P	P	P	P	P	P	P	27-138
Other eating or drinking establishment	-	-	-	P	P	P	P	P	-	
Entertainment and Spectator Sports										
Auditorium or stadium	-	-	-	-	-	-	-	P	P	
Drive-in theater	-	-	-	-	-	-	-	P		
Movie theater	-	-	-	P	-	-	-	P	-	

Special events facility	-	P	-	-	-	P	P	P	-	
Financial Services										
Banks, credit unions, brokerage and investment services	P	P	P	P	P	P	P	P	P	
Convenient cash business	-	-	-	-	-	-	-	P	-	27-136
Pawn shop	-	-	-	-	-	-	-	P	-	27-144
Food and Beverage Retail Sales										
Liquor store (as principal use)	-	-	-	-	-	P	P	P	P	
Liquor store (accessory to lodging or 3+ story office)	-	-	P	P	-	-	-	-	-	
Other food and beverage retail sales	-	-	P	P	P	P	P	P	P	
Funeral and Interment Services										
Cemetery, columbarium, or mausoleum	P	P	P	-	-	-	-	-	-	
Crematory	-	-	-	-	-	-	-	-	S	
Funeral home or mortuary	P	-	-	-	-	P	P	P	P	
Lodging	P	-	P	P	-	P	P	P	P	
Medical Service										
Home health care service	P	P	-	-	-	-	-	-	-	
Hospice	P	P	-	-	-	-	-	-	-	
Kidney dialysis center	P	P	-	-	-	-	-	-	-	
Medical and dental laboratory	P	P	-	P	-	P	P	-	P	

Medical office/clinic	P	P	P	P	P	P	P	P	P	
Office or Consumer Service	P	P	P	P	P	P	P	P	P	
Parking, Non-accessory	S	-	P	-	-	P	P	P	P	27-143
Personal Improvement Service										
Barber shop, beauty shop, nail salon, massage and/or spa establishments, estheticians, and other "typical" uses per [subsection] 27-114(14)	P	-	-	P	P	P	P	P	P	27-114(14)
Other personal improvement service	-	-	-	-	-	P	P	P	P	
Repair or Laundry Service, Consumer										
Laundromat, self-service	-	-	-	P	P	P	P	P	-	
Laundry or dry cleaning drop-off/pick-up	P	-	-	P	P	P	P	P	P	
Other consumer repair or laundry service	-	-	-	P	P	P	P	P	P	
Research and Testing Services	P	-	P	P	-	-	-	P	P	
Retail Sales										
Retail sales of goods produced on the premises	-	-	-	-	-	-	-	-	P	
Shopping Center	-	-	-	P	P	P	P	P	-	
Other retail sales	-	-	P	P	P	P	P	P	-	
Sports and Recreation, Participant										
Golf course and clubhouse, private	P	P	P	-	-	-	-	P	P	
Health club	-	-	P	P	P	P	P	P	P	
Private park	P	P	P	-	-	-	-	-	-	

Recreation center or swimming pool, neighborhood	P	P	P	-	-	-	-	-	P	
Recreation grounds and facilities	-	-	P	-	-	-	-	P	-	
Tennis center, club and facilities	P	P	P	P	-	P	P	P	-	
Other participant sports and recreation (Indoor)	P	-	-	P	-	P	P	P	-	
Other participant sports and recreation (Outdoor)	-	-	-	-	-	-	-	P		
Vehicle and Equipment, Sales and Service										
Car wash	-	-	-	-	-	P	-	P	P	27-134
Gasoline sales	-	-	-	-	-	P	-	P	P	27-139
Vehicle repair, minor	-	-	-	-	-	P	-	P	P	27-153
Vehicle repair, major	-	-	-	-	-	-	-	P	P	27-152
Vehicle sales and rental	-	-	-	-	-	S	S	P	P	27-154
Vehicle storage and towing	-	-	-	-	-	-	-	P	P	27-155
INDUSTRIAL										
Manufacturing and Production, Light	-	-	-	-	-	-	-	P	P	
Wholesaling, Warehousing and Freight Movement										
Warehousing and storage	-	-	P	-	-	-	-	-	-	
Self-storage warehouse	-	-	P	-	-	-	-	-	P	
Storage yard and truck terminal	-	-	-	-	-	-	-	-	S	
AGRICULTURE AND TRANSPORTATION										

Agriculture										
Agricultural produce stand	-	-	-	-	-	-	-	-	P	
Community garden	P	P	P	P	P	P	P	P	P	27-135
Crops, production of	-	-	-	-	-	-	-	-	P	
Transportation										
Heliport	S	-	S	-	-	S	S	-	P	
Stations and terminals for bus and rail passenger service	S	-	-	-	-	-	-	-	-	
Taxi stand and taxi dispatching office	-	-	-	-	-	P	P	-	P	

(Ord. No. 2013-10-15, § 1(Exh. A § 27-5.20), 10-14-2013; Ord. No. 2015-01-05, § 1, 1-26-2015; Ord. No. 2015-06-13, § 1, 6-22-2015)

Sec. 27-73. - Lot and building regulations.

(a) This section establishes basic lot and building regulations that apply in nonresidential and mixed-use zoning districts. These regulations offer certainty for property owners, developers and neighbors about the limits of what is allowed; they are not to be construed as a guarantee that stated minimums and maximums can be achieved on every lot. Other factors, such as topography, the presence of protected resources, off-street parking and other factors may work to further limit actual building and development potential.

(b) The lot and building standards of the following table apply to all principal and accessory uses allowed in nonresidential and mixed-use districts, unless otherwise expressly stated in this zoning ordinance. Article VII, division 1, identifies exceptions to these regulations and rules for measuring compliance (see also Figure 5-1).

	Regulation	O-I	O-I-T	O-D	OCR	NS	C-1	CR-1	C-2	M
L1	Minimum Lot Area (sq. ft.)	20,000	20,000[1]	43,560	87,120	20,000	20,000	20,000	30,000	30,000
L2	Minimum Lot Frontage (ft.)	100	100	150	100	100	100	100	100	100

	Maximum Density (dwelling units per acre)	NA	NA	NA	30	NA	NA	80	NA	NA
	Minimum Building/Structure Setbacks (ft.)									
S1	Street, front and side	50	40	75	0	50	50	0	50	75
S2	Side, interior	20	20	20	20	20	20	20[2]	20	20
S3	Rear	30	30	30	40	30	30	30	30	30
C	Maximum Lot Coverage (%)	80	80	80	80	80	80	80	80	80
	Maximum Building Height (stories/ft.)	5/70[3]	2/35	2/35[4]	2/35[4]	2/25	2/35[4]	3/45[4]	2/35[4]	5/70[3]
	Maximum Building Floor Area (sq. ft.)	NA	NA	NA	NA	50,000[5]	NA	NA	NA	NA

[1] Attached house developments are subject to a minimum lot area requirement of 4,000 square feet per dwelling unit.

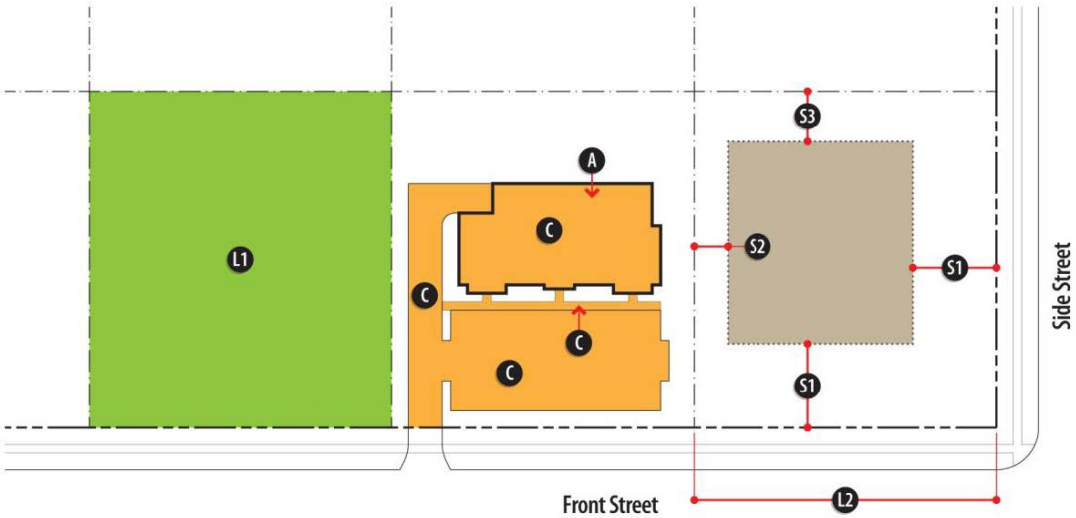
[2] No interior side setback required abutting C-1, CR-1 or C-2-zoned lots.

[3] Buildings may exceed three stories in height only if approved by fire and rescue services. Buildings in excess of five stories or 70 feet in height may be approved only through the special land use permit procedures of article V, division 3. Multi-unit residential and vertical mixed-use buildings that abut any attached single-dwelling residential district may not exceed 40 feet in height. Multi-unit residential buildings and vertical mixed-use buildings that abut any detached single-dwelling residential district may not exceed 35 feet in height.

[4] Buildings in excess stated height limits may be approved through the special land use permit procedures of article V, division 3. Buildings may exceed three stories in height only if approved by fire and rescue services.

[5] No individual building may exceed 50,000 sq. ft. (GSF). No multi-tenant center may exceed 100,000 sq. ft.

Figure 5-1: Lot and Building Regulations Diagram, Nonresidential and Mixed-use Districts



(Ord. No. 2013-10-15, § 1(Exh. A § 27-5.30), 10-14-2013; Ord. No. 2015-01-05, § 1, 1-26-2015)

———

Sec. 27-74. - Other regulations.

Uses and development in nonresidential and mixed-use zoning districts may be subject to other regulations and standards, including the following.

(1) Nonconformities. See article VI, division 4.

(2) Accessory uses and structures. See article III, division 3.

(3) Parking. See article IV, division 1.

(4) Landscaping and screening. See article IV, division 2.

(5) Signs. See chapter 20 of the Municipal Code.

(6) Outdoor storage. See section 27-286.

(7) Temporary uses. See article III, division 4.

(8) Outdoor lighting. See article IV, division 3.

(Ord. No. 2013-10-15, § 1(Exh. A § 27-5.40), 10-14-2013)

Secs. 27-75—27-85. - Reserved.

PERIMETER CENTER

Vision/Intent

Perimeter Center will be a visitor friendly "livable" regional center with first-class office, retail, entertainment, hotels, and high-end restaurants in a pedestrian and bicycle-oriented environment. The area will serve as a regional example of high quality design standards. The City of Dunwoody works in partnership with the Perimeter Community Improvement Districts (PCIDs) and adjacent communities to implement and compliment the framework plan and projects identified in the Perimeter Center Livable Centers Initiative study (LCI) and its current and future updates.

In the future, the area should add public gathering space and pocket parks, venues for live music and entertainment and continue to create transportation alternatives, mitigate congestion, and reduce remaining excessive surface parking. The area creates the conditions of possible true "live-work" environment. All future development continues to emphasize high quality design standards and building materials and incorporates the current national best practices on energy efficiency, where possible.

The City of Dunwoody recognizes the value of creating mixed-use, transit-oriented development within walking distance of public transit stations. However, the City has concerns about the impact of such development on the City's infrastructure and schools.

Future Development

The Perimeter Center Character Area will be divided into four subareas (PC-1, PC-2, PC-3, and PC-4) which match the draft proposed overlay district outline that the City is reviewing as part of the Perimeter Center Zoning Code. This area was the subject of a previous LCI Study. The cities of Dunwoody, Sandy Springs, and Brookhaven work in partnership with the Perimeter Community Improvement Districts (PCIDs) to implement and complement the framework plan and projects identified in the Perimeter Center Livable Centers Initiative study (LCI) and its current and future updates.

For specific recommendations on height, density and use refer to the provisions of the Perimeter Center Overlay District and Zoning, available from the Dunwoody Community Development Department.

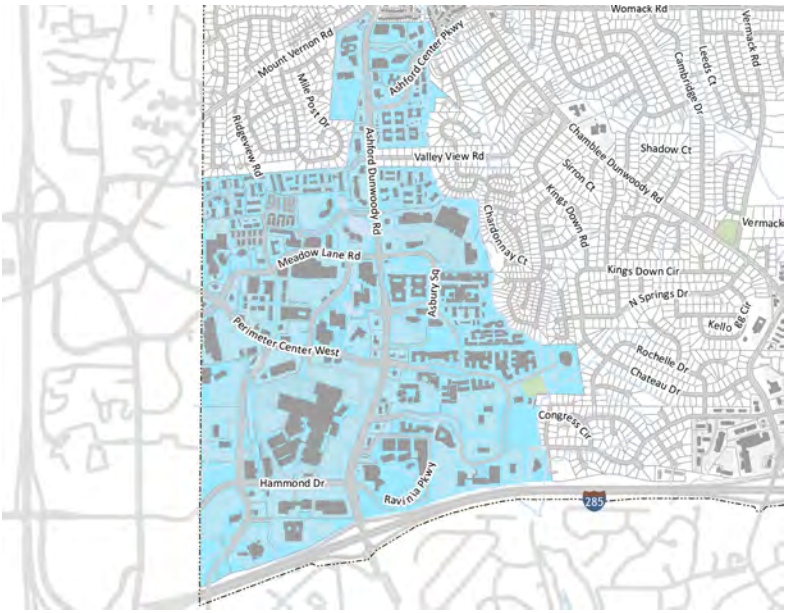


FIGURE 13: Perimeter Center Character Area Map

PC-1: Intended to apply to the central core area of Perimeter Center, including the area directly surrounding the Dunwoody MARTA train station. This district allows for the highest intensity of buildings, a high level of employment uses, and active ground story uses and design that support pedestrian mobility.

PC-2: Made up primarily of employment uses and limited shop front retail, residential, and services.

PC-3: A smaller scale, less intensive commercial district, permitting both shop front and office buildings.

PC-4: Made up primarily of residential uses at a scale that provides a transition between the intensity of Perimeter Center and the surrounding single-family residential neighborhoods.

Action Items

▲ Perimeter Mall

▲ Housing in Perimeter Center

- New development will include amenities and provide public functional green space.
- New development will be mindful of school capacity issues and applicants will work with Board of Education and City for better resolution of school issues.
- Reduce surface parking and promote livable centers in the immediate areas surrounding MARTA station.
- Encourage hotel and convention development near MARTA in order to foster commerce along the mass transportation route.
- Achieve a lifelong-community for residents who can age in place with safe access to medical, recreational and other necessary services.
- Create bicycle, pedestrian and non-auto related transportation options to connect with the rest of the City of Dunwoody.

COMMUNITY IMPROVEMENT DISTRICT (CID)

A Community Improvement District (CID) is an authorized self-taxing district dedicated to Infrastructure improvements within its boundaries. The PCIDs are governed by two boards – one each for Fulton and DeKalb. The PCIDs spent or leveraged public funds to invest $55 million in Dunwoody alone; over $7 million from ARC's LCI program was directed to the PCIDs. This makes it one of the most, if not the most, successful CIDs in the region. The PCIDs' mission focuses exclusively on transportation improvements:

To work continuously to develop efficient transportation services, with an emphasis on access, mobility, diversification and modernization.

- The 2012 PCID Commuter Trail System Master Plan proposed a network of commuter trails connecting to the MARTA station.
- The 2012 PCID Perimeter Circulator Implementation report recommended circulator transit to provide first/ last mile connectivity for commuters and reduction in CID area congestion.
- The PCIDs have proposed Perimeter Park at the Dunwoody MARTA Station.
- Work with the Perimeter Transportation Management Association (TMA) to actively reduce automobile dependency and emerge as a leader in alternative transportation for the region.
- Work to strengthen Board of Education relationship for creative solutions to school capacity.
- Work with the PCIDs' boards to implement vision.
- Coordinate with the City of Sandy Springs for LCI Updates and implementation.
- Coordinate with the Atlanta Regional Commission (ARC) for implementation of future LCI study updates.
- Coordinate with MARTA regarding Bus Rapid Transit (BRT) (or other regional service) and urban design surrounding all transit stations.
- Look for ways to encourage live entertainment for the benefit of visitors and residents.

Traffic Impact Study

For the Rezoning of the Dunwoody Crown Towers Development

City of Dunwoody, Georgia

Prepared by
Moreland Altobelli Associates, Inc.

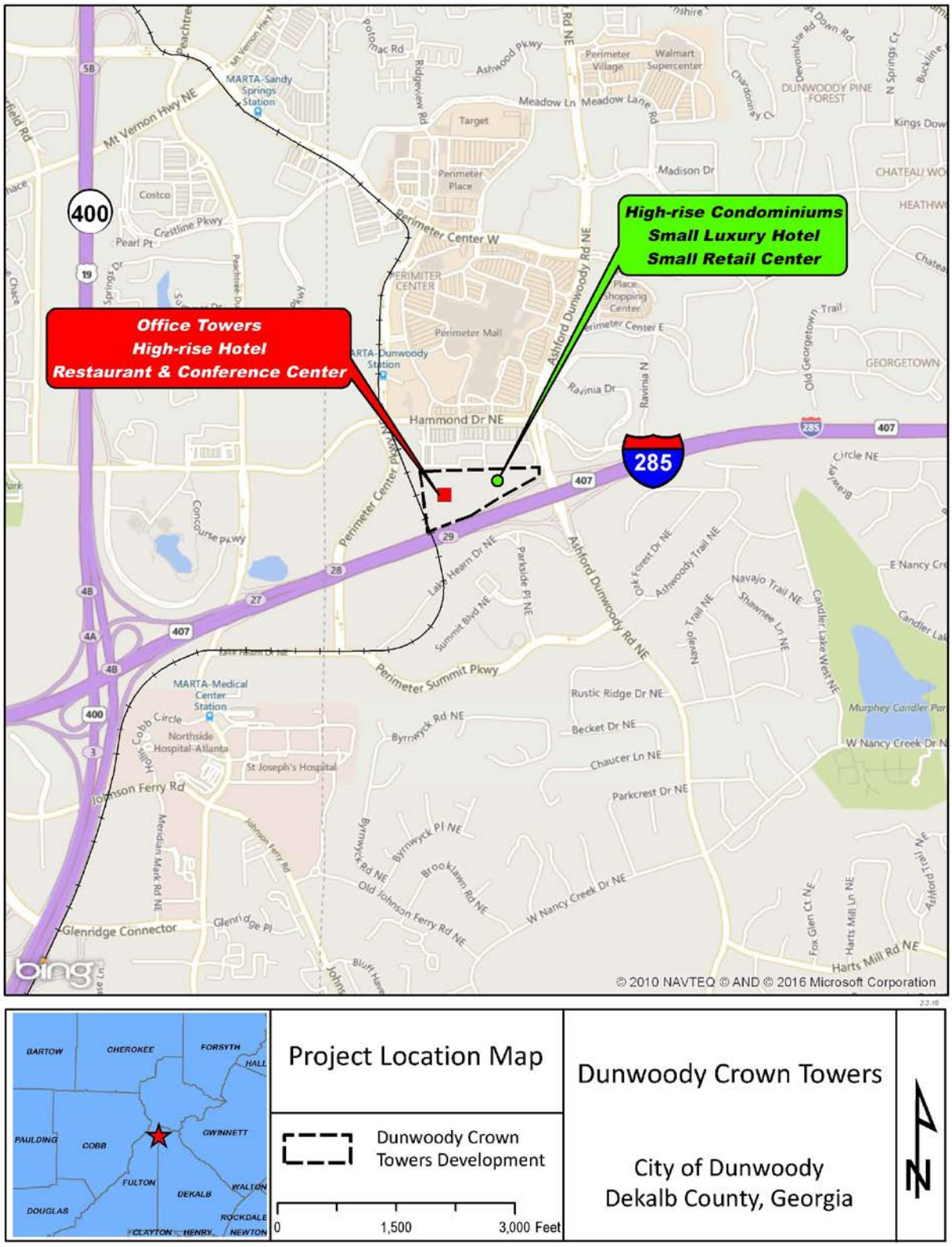
February 2016

INTRODUCTION

A portion of the Dunwoody Crown Towers development, located in the northwest quadrant of the I-285/Ashford-Dunwoody Road Interchange, is proposed to be rezoned. The Dunwoody Crown Towers Development is currently located on Gold Kist Drive. The current O-I zoning on the west end allows for approximately 1,600,000 square feet (SF) of high-rise office space. The master site plan includes two office towers with 24 stories (567,000 SF each), a restaurant and conference center of approximately 96,000 SF and a high-rise hotel (28 stories with up to 500 rooms or 356,200 SF). The proposed zoning requested on the east end would include 380 units of high-rise condominiums in mixed-use buildings, a retail center (3 stories with a total of 43,700 SF) and a small luxury hotel with approximately 150 rooms or 115,200 SF.

The purpose of this study is to analyze future traffic conditions with and without the proposed zoning and to recommend improvements to maintain acceptable traffic operating conditions, if any, upon the completion of the development. The proposed Dunwoody Crown Towers development is expected to be completed in 2026. The project location map is shown in Figure 1.

Figure 1: Project Location Map



STUDY AREA ROADWAY NETWORK

The study area roadway network is comprised of five key intersections that are expected to be impacted by the Project:

1. Perimeter Center Parkway at Hammond Drive
2. Perimeter Center Parkway at Gold Kist Drive
3. Perimeter Center Parkway at Lake Hearn Drive
4. Hammond Drive at Ashford-Dunwoody Road
5. Hammond Drive at Shopping Center Driveway

The following is a brief inventory of each major roadway within the study area.

Perimeter Center Parkway
Perimeter Center Parkway is a four-lane divided north-south oriented roadway that extends from Lake Hearn Drive to Perimeter Center West. Perimeter Center Parkway serves as a collector roadway for office and commercial developments and it parallels Peachtree-Dunwoody Road and Ashford-Dunwoody Road. The roadway has an approximate average daily traffic volume of 8,060 vehicles per day.

Hammond Drive
Hammond Drive is a four-lane divided east-west oriented roadway that connects from Mount Vernon Highway to Ashford-Dunwoody Road. The northwest quadrant of the intersection of Hammond Drive at Ashford-Dunwoody Road is the site of Perimeter Mall. Hammond Drive crosses over GA 400 freeway and has a north-facing half-diamond interchange with the GA 400 freeway. The roadway has an approximate average daily traffic volume of 22,720 vehicles per day.

Ashford-Dunwoody Road
Ashford-Dunwoody Road is a six-lane divided north-south oriented roadway. Ashford-Dunwoody Road has an interchange with I-285. The roadway has an approximate average daily traffic volume of 28,650 vehicles per day.

Gold Kist Drive
Gold Kist Drive is a two-lane local road that ends at the driveway to the Gold Kist Office building. There is currently two other office driveways on Gold Kist Drive.

EXISTING CONDITIONS

Peak hour turning movements were obtained from VHB Engineers (formerly GT Hill Planners) for both the morning peak period (7:00 – 9:00 a.m.) and the evening peak hour (4:00 – 6:00 p.m.) at five major signalized intersections along Perimeter Center Parkway and Hammond Drive. These counts were collected in 2014.

Additionally, 24-hour bi-directional traffic counts were conducted on Peachtree Center Parkway, Hammond Drive and Ashford-Dunwoody Road in 2015. All of the existing daily traffic volumes are contained within the Appendix.

ANALYSIS OF EXISTING TRAFFIC CONDTIONS

The existing traffic conditions were evaluated at five of the intersections in the study area to determine the operational performance of the area roadway network. Figure 2 shows the existing peak hour traffic volumes that were used in this analysis.

Intersection Capacity Analysis

The goal of this analysis is to investigate the existing traffic operational performance of the individual intersections of the study area. This analysis was conducted using the methodology outlined in the *2010 Highway Capacity Manual* (HCM). This methodology is the industry standard for the evaluation of intersection capacity and delay. In order to facilitate the analysis, a computerized procedure referred to as SYNCHRO was used. This software conforms to the methodology of the HCM. SYNCHRO determines operational characteristics of the intersection. Two of these characteristics that help define the conditions at an intersection are the Level of Service (LOS) and the vehicular delay.

The vehicular delay value that results from the SYNCHRO analysis is used to determine the level of service of an intersection. Level of service (LOS) is a letter designation used to describe traffic operating conditions, on a declining scale from A to F. LOS “A” represents free-flow traffic conditions and LOS “F” represents extreme delays with stopped traffic conditions. Table 1 below indicates the relationship between intersection delay and level of service for signalized intersections.

Figure 2: 2014 Existing Traffic Volumes

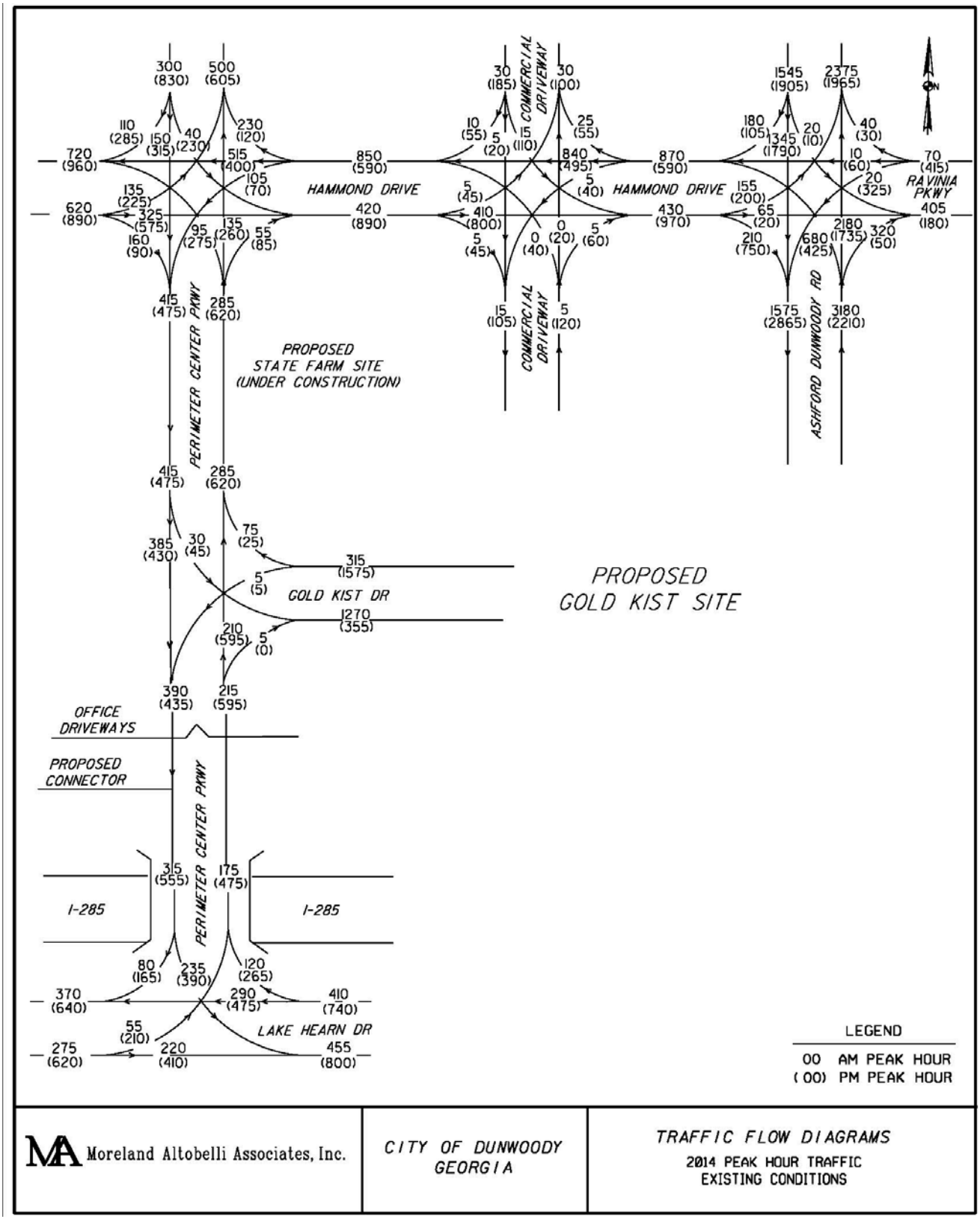


Table 1: Level of Service Criteria For Signalized Intersections

Level of Service	Control Delay (seconds/vehicle)
A	0-10
B	>10-20
C	>20-35
D	>35-55
E	>55-80
F	>80

The results of the existing traffic conditions capacity analysis are summarized in Table 2 below:

Table 2: Summary of Intersection Capacity Analysis
Existing Traffic Conditions

Name of Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS	Delay
Perimeter Center Parkway at Hammond Drive	B	13.4	B	19.9
Perimeter Center Parkway at Gold Kist Drive	A	4.9	A	1.7
Perimeter Center Parkway at Lake Hearn Drive	A	7.3	B	11.2
Hammond Drive at Ashford-Dunwoody Road	B	19.2	C	29.6
Hammond Drive at Shopping Center Driveway	A	3.3	A	8.5

Under existing conditions, all the intersections shown above are operating at acceptable levels of service during AM and PM peak hours. The intersection capacity analysis worksheets are contained within the Appendix.

FUTURE TRAFFIC CONDITIONS

Future year 2026 traffic volumes without the Dunwoody Crown Towers development (2026 No-Build Conditions) were determined from the trip generation of planned development in the area. Table 3 is a list of planned development and the source of information obtained for each development site. Many of the sources were from Developments of Regional Impact (DRI) reports.

Table 3: Development in the Area and Source of Information

Name of Development/Location	DRI #	Prepared By
236 Perimeter Mixed-Use (a.k.a State Farm, Phase I)	1582	Kimley-Horn and Associates, Inc.
Park Center (a.k.a. State Farm, Phase II), Included High Street (DRI#1432), State Farm, Phase I and Palisades Apartments (DRI#1152, updated in 2015)	2501	Kimley-Horn and Associates, Inc.
Hines Ravinia IV, Trip Generation		Square footage and land use provided by the City of Dunwoody
1201 Hammond Drive, Trip Generation		Square footage and land use provided by the City of Dunwoody.

The percent distribution of development traffic along the roadways of the study was obtained from the respective studies listed above. The trip generated traffic was manually distributed and assigned to the study area roadway network. The resulting future 2026 traffic volumes are shown in Figure 3.

Project Trip Generation

Vehicle trip generation was estimated for the Dunwoody Crown Towers development using trip generation equations developed by the Institute of Transportation Engineers (ITE) and published in a report titled, *Trip Generation, 9th Edition.* Full build-out and occupancy of the development were assumed when applying the trip generation equations. The summary of the trips generated by Dunwoody Crown Towers development can be found in Tables 4 and 5.

Figure 3: 2026 Traffic Volumes, No-Build Conditions
Without Dunwoody Crown Towers Development

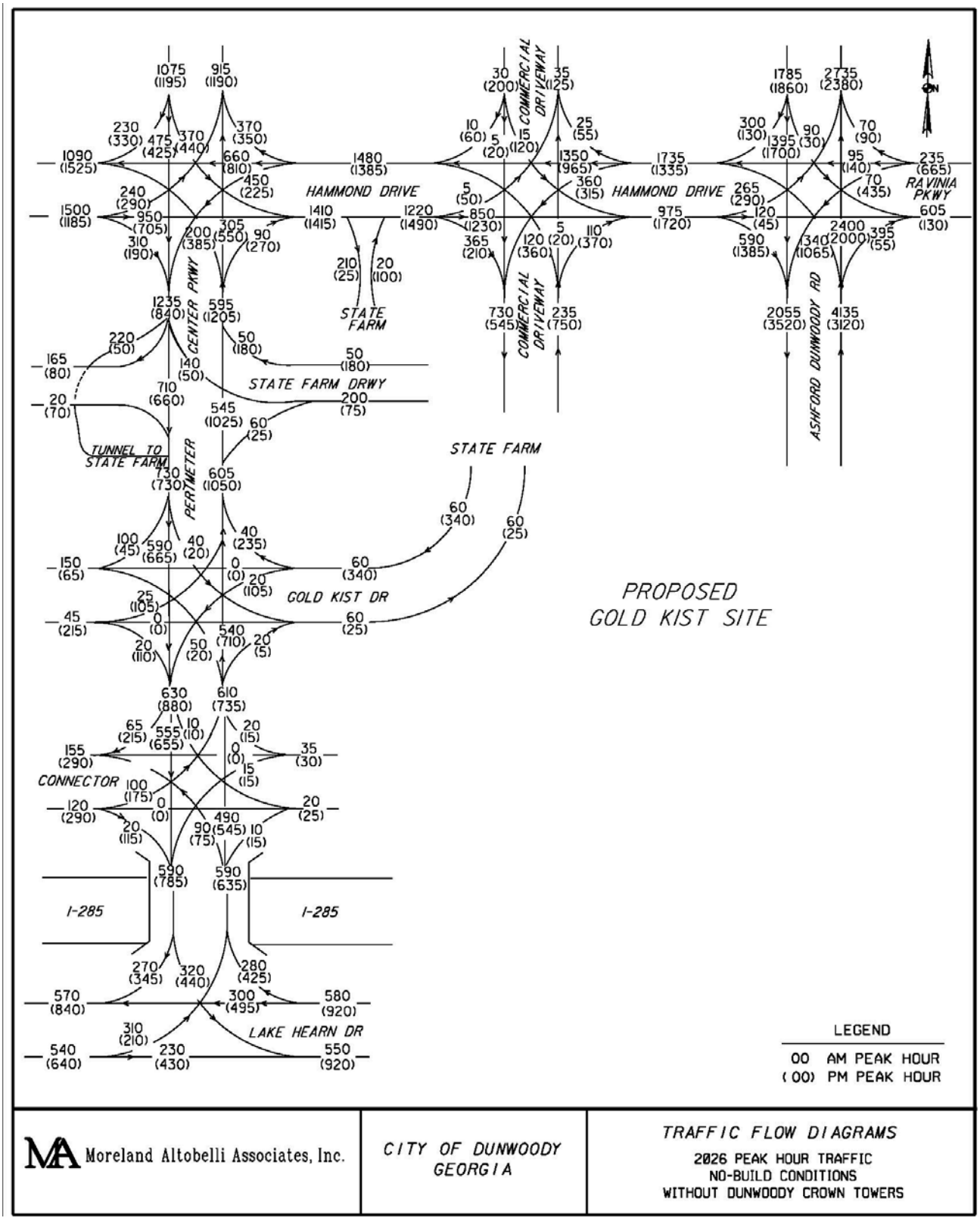


Table 4: Trip Generation
Current Zoning

Land Use Dunwoody Crown Towers Development	ITE Code	Weekday Daily Trips	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
1,134,000 SF, Office – Two Towers	710	8,312	1,175	160	230	1,120
500-room Hotel – Tower 356,200 SF	310	4,102	155	110	155	145
32,452 SF Restaurant	931	292	15	10	165	80
63,442 SF Conference Center	715	739	100	15	15	100
Gross Trips	-	13,445	1,445	295	565	1,445
25% Reduction Transit*	-	-3,361	-361	-74	-141	-361
Trip Generation of Existing Zoning	-	10,084	1,084	221	424	1,084
Rounded Values Used in Traffic Study	-	10,100	1,085	220	425	1,085

*Transit reduction based on Kimley Horn transit reductions from State Farm DRI (Park Center DRI #2501)

Table 5: Trip Generation
Proposed Zoning

Land Use Dunwoody Crown Towers Development	ITE Code	Weekday Daily Trips	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
1,134,000 SF, Office – Two Towers	710	8,312	1,175	160	230	1,120
500-room Hotel – Tower 356,200 SF	310	4,102	155	110	155	145
32,452 SF Restaurant	931	292	15	10	165	80
63,442 SF Conference Center	715	739	100	15	15	100
380 units High-Rise Condominium	232	1,656	25	115	90	55
150-room Luxury Hotel	310	969	45	35	45	45
43,700 SF Retail Center	826	1,936	60	35	55	70
Gross Trips	-	18,006	1,575	480	755	1,615
25% Reduction Transit*	-	-4,501	-394	-120	-189	-404
Mixed-Use Reduction**	-	-828	-0	-0	-35	-74
Trip Generation of Proposed Zoning	-	12,677	1,181	360	531	1,137
Rounded Values Used in Traffic Study	-	12,680	1,180	360	530	1,140

*Transit reduction based on Kimley Horn transit reductions from State Farm DRI (Park Center DRI #2501)
**Mixed-Use Reduction due to Internal Capture (Source: Chapter 7, ITE Trip Generation Handbook, 9th Edition)

Traffic Distribution and Assignment

The estimated net new external trips were manually distributed and assigned to the study area road network based on the percent distribution obtained from VHB Engineers.

The resulting future year 2026 traffic volumes (2026 Future Build Conditions) with the current zoning and with the proposed zoning were determined and are shown in Figures 4 and 5, respectively.

Figure 4: 2026 Build Traffic Volumes
With Dunwoody Crown Towers Development's Current Zoning

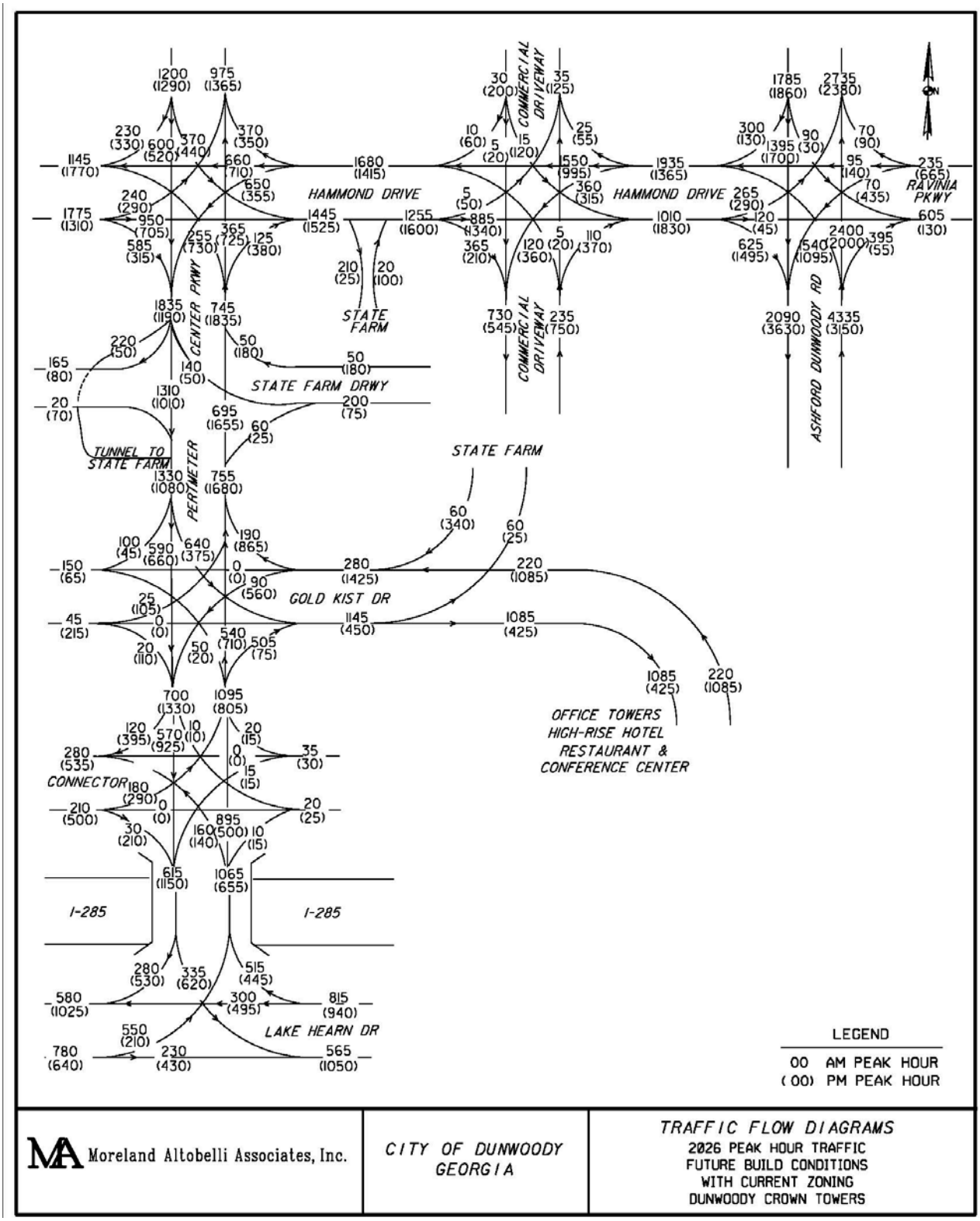
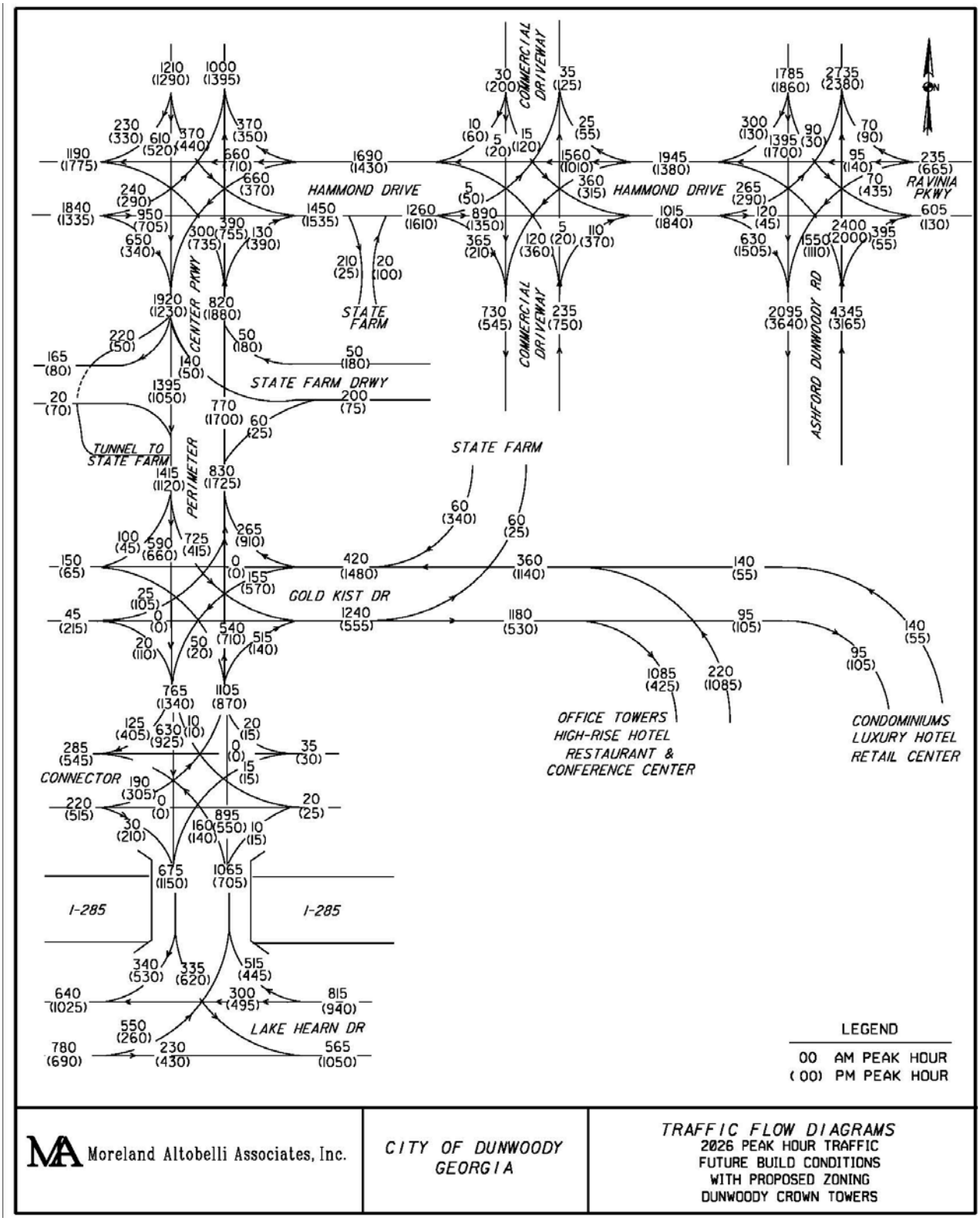


Figure 5: 2026 Build Traffic Volumes
With Dunwoody Crown Towers Development's Proposed Zoning



ANALYSIS OF FUTURE TRAFFIC CONDITIONS

The future 2026 traffic conditions were evaluated under three different scenarios:

- Scenario 1: 2026 No-Build Conditions – This scenario includes planned development in the area without the Dunwoody Crown Towers development
- Scenario 2: 2026 Build with Current Zoning Conditions – This scenario includes planned development in the area and the current zoning that allows two office towers with 24 stories (567,000 SF each), a restaurant and conference center of approximately 96,000 SF and a high-rise hotel (28 stories with up to 500 rooms or 356,200 SF).
- Scenario 3: 2026 Build with Proposed Zoning Conditions – This scenario includes planned development in the area and the proposed zoning that would allow 380 units of high-rise condominiums in mixed-use buildings, a retail center (3 stories with a total of 43,700 SF) and a small luxury hotel with approximately 150 rooms or 115,200 SF in addition to what is currently zoned.

SYNCHRO analysis was used to evaluate the major intersections of each scenario. Lane configuration and roadway assumptions were made for each scenario. Figure 6 illustrates the following assumptions that were made:

- The State Farm Phase I development would construct a right-turn lane on Hammond Drive that would allow motorists to turn into the right-in and right-out site driveway of the development.
- The Park Center development would construct a right-in, right-out driveway on Perimeter Center Parkway across from the planned State Farm Phase I development driveway. The State Farm Phase I development driveway would allow southbound left-turns and northbound right-turns into the driveway and right-out turns out of the driveway. There is also a proposed southbound entrance only tunnel into the State Farm Phase I development.
- The Park Center development would construct a driveway across from Gold Kist Drive.
- A new connector road is planned to be constructed from Perimeter Center Parkway to Peachtree-Dunwoody Road. On the City of Dunwoody side, Park Center development would construct the connector roadway from Perimeter Center Parkway to the Sandy Springs City Limits. It will intersect at the current median opening on Perimeter Center Parkway south of Gold Kist Drive. This connector roadway would be constructed as a three-lane roadway. On the Sandy Springs side, the proposed Palisades apartment development will construct the Connector Road as a matching three-lane roadway from Peachtree-Dunwoody Road to the City of Dunwoody City limits.
- Dunwoody Crown Towers development would construct additional turn-lanes on the Gold Kist Drive approach to Perimeter Center Parkway.
- The Park Center DRI recommended the construction of an additional left-turn lane on the westbound and northbound approaches of the intersection of Hammond Drive and Peachtree Center Parkway. An exclusive right-turn lane on eastbound Hammond Drive at Peachtree Center Parkway was also recommended in the Park Center DRI.

Figure 6: Future Lane Configurations in 2026

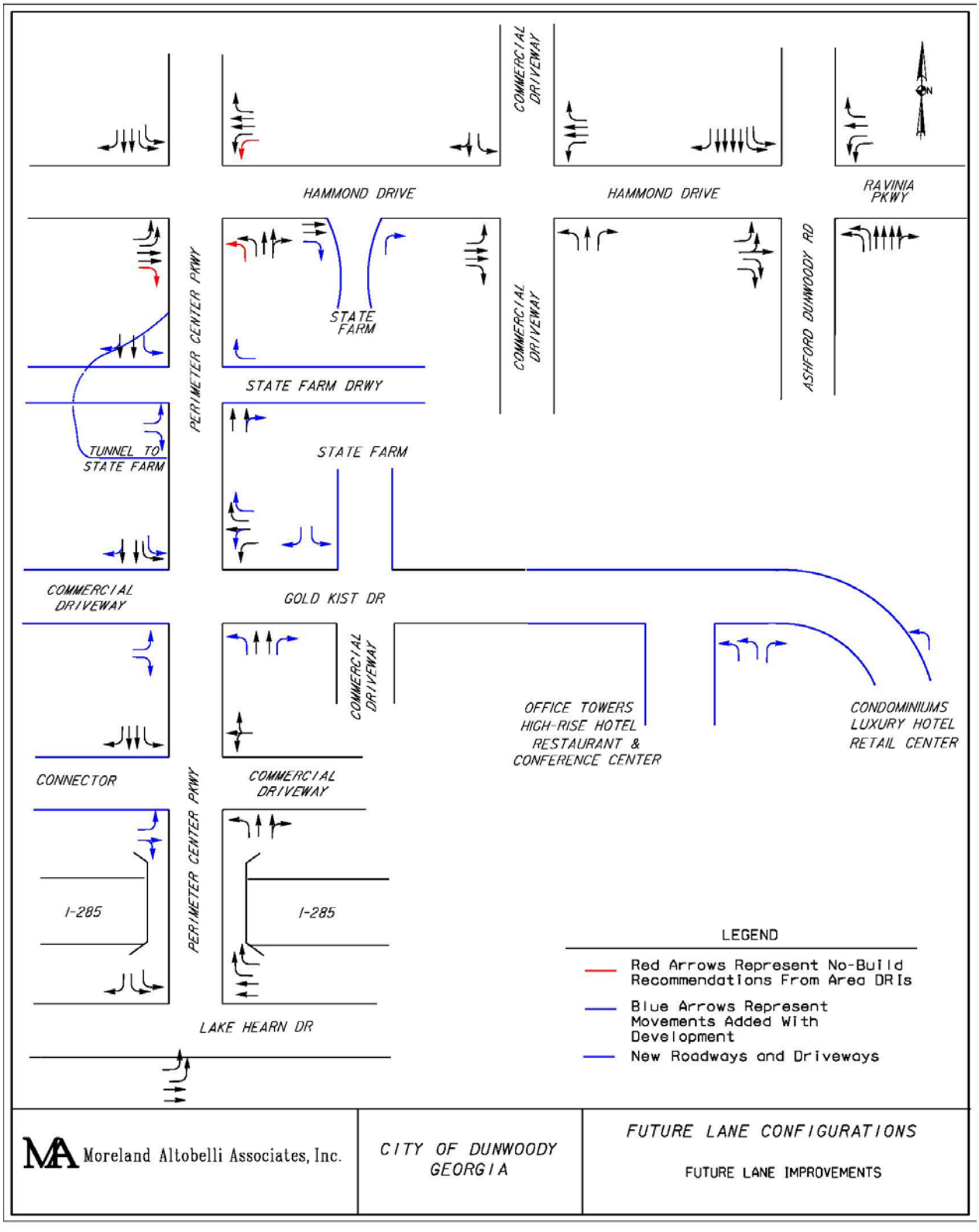


Table 6 summarizes the results of the intersection capacity analysis. The intersection capacity analysis worksheets are contained within the Appendix.

Table 6: Summary of Intersection Capacity Analysis
Future 2026 No-Build, Build with Current Zoning and Build with Proposed Zoning Traffic Conditions

Intersections	Scenario 1 2026 No-Build				Scenario 2 2026 Current Zoning				Scenario 3 2026 Proposed Zoning			
	AM		PM		AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Perimeter Center Parkway at Hammond Drive	C	26.6	B	10.6	D	36.9	D	43.6	D	42.4	D	45.1
Perimeter Center Parkway at Gold Kist Drive	A	5.9	A	7.2	B	16.7	C	31.0	B	18.0	C	28.5
Perimeter Center Parkway at Westside Connector	A	5.6	A	7.2	A	7.6	B	11.5	A	7.9	B	12.0
Perimeter Center Parkway at Lake Hearn Drive	B	10.9	D	37.3	B	12.3	B	13.1	B	12.2	B	13.3
Hammond Drive at Ashford-Dunwoody Road	D	43.9	E	71.3	D	54.0	F	84.3	D	54.6	F	84.2
Hammond Drive at Shopping Center Driveway	A	7.4	C	27.1	B	10.6	C	26.5	A	9.8	C	26.5

The results of the intersection capacity studies indicate that all intersections will operate at acceptable levels of service in the future no-build, build with current zoning of Dunwoody Crown Towers development, and build conditions with the proposed rezoning of Dunwoody Crown Towers development except for the intersection of Hammond Drive at Ashford-Dunwoody Road. There is an existing traffic problem that is being made worse with every new development in the Perimeter Center area. Traffic congestion at the intersection of Ashford-Dunwoody Road at Hammond Drive is the result of a traffic pattern caused by the poor interstate access to properties along Perimeter Center Parkway. Traffic from the I-285 westbound Ashford-Dunwoody Road ramp turns right onto Ashford-Dunwoody Road and then turns left onto Hammond Drive to reach destinations along Perimeter Center Parkway. This maneuver is a complex weave across three lanes and has the potential to have frequent crashes.

A project has been proposed and is under study to provide an access ramp from I-285 westbound that would underpass Ashford-Dunwoody Road and tie into Gold Kist Drive to be renamed the Westside Connector. This project would eliminate weaving traffic on Ashford-Dunwoody Road, reduce traffic congestion on Hammond Drive and Ashford-Dunwoody Road and provide improved access to Perimeter Center Parkway.

CONCLUSIONS

In conclusion, the rezoning of the Dunwoody Crown Towers development to add a residential/mixed-use component that includes 380 units of high-rise condominiums, a small luxury hotel and a small retail center will not impact the operations of the study intersections. There are no new improvements required to facilitate the addition of this residential development. Table 6 results indicate that there is less than one second of delay increase at the major intersections under the proposed zoning scenario.

Additionally, there would be a slight reduction in overall traffic because a small percentage of the residents of the condominiums would typically work at the office towers and office workers and residents would frequent the retail center. Also, the residential traffic peak hour movements are reverse from that of the office towers; therefore the residential traffic would not create the need for additional capacity on the roadway network.

APPENDIX

Traffic Data and Analysis Results

- **2015 Daily Traffic Volumes**
- **SYNCHRO Analysis results**

APPENDIX

Traffic Data and Analysis Results

- **2015 Daily Traffic Volumes**
- **SYNCHRO Analysis results**

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 13
Station ID: 13
PERIMETER CENTER PKWY NORTH OF I-285

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/15/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	2	1	0	0	0	2	0	0	0	0	0	0	0	5
	2	4	0	0	0	2	0	0	0	0	0	0	0	8
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	3	0	1	0	1	0	0	0	0	0	0	0	5
05:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:45	0	3	0	1	0	0	0	0	0	0	0	0	0	4
	0	8	1	2	0	1	0	0	0	0	0	0	0	12
06:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
06:15	1	9	3	1	0	0	0	0	0	0	0	0	0	14
06:30	0	18	1	0	0	0	0	0	0	0	0	0	0	19
06:45	0	21	2	0	1	1	0	0	0	0	0	0	0	25
	1	53	8	1	1	1	0	0	0	0	0	0	0	65
07:00	0	19	3	0	0	0	0	0	0	0	0	0	0	22
07:15	0	28	4	0	0	1	0	0	0	0	0	0	0	33
07:30	0	38	9	0	0	0	0	0	0	0	0	0	0	47
07:45	0	51	4	0	1	0	0	0	0	0	0	0	0	56
	0	136	20	0	1	1	0	0	0	0	0	0	0	158
08:00	0	57	8	0	1	1	0	1	0	0	0	0	0	68
08:15	0	50	6	0	0	2	0	1	0	0	0	0	0	59
08:30	0	45	6	0	0	0	0	0	0	0	0	0	0	51
08:45	0	57	8	1	1	0	0	0	0	0	0	0	0	67
	0	209	28	1	2	3	0	2	0	0	0	0	0	245
09:00	0	37	4	1	0	0	0	0	0	0	0	0	0	42
09:15	0	22	6	0	0	0	0	0	0	0	0	0	0	28
09:30	0	36	5	0	0	0	0	0	0	0	0	0	0	41
09:45	0	46	1	0	0	1	0	0	0	0	0	0	0	48
	0	141	16	1	0	1	0	0	0	0	0	0	0	159
10:00	0	23	4	0	0	0	0	0	0	0	0	0	0	27
10:15	0	35	0	0	2	0	0	0	0	0	0	0	0	37
10:30	0	30	4	0	1	0	0	0	0	0	0	0	0	35
10:45	1	43	6	0	0	2	0	0	0	0	0	0	0	52
	1	131	14	0	3	2	0	0	0	0	0	0	0	151
11:00	0	48	7	0	2	1	0	0	0	0	0	0	0	58
11:15	0	72	10	0	2	0	0	0	0	0	0	0	0	84
11:30	0	74	6	0	3	0	0	0	0	0	0	0	0	83
11:45	0	109	4	1	0	0	0	0	0	0	0	0	0	114
	0	303	27	1	7	1	0	0	0	0	0	0	0	339
Total	4	990	115	6	14	12	0	2	0	0	0	0	0	1143
Percent	0.3%	86.6%	10.1%	0.5%	1.2%	1.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services, Inc
1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 13
Station ID: 13
PERIMETER CENTER PKWY NORTH OF I-285

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	101	12	0	0	0	0	0	0	0	0	0	0	113
12:15	0	72	10	0	0	0	0	0	0	0	0	0	0	82
12:30	0	67	8	0	1	1	0	0	0	0	0	0	0	77
12:45	0	62	9	1	0	1	0	0	0	0	0	0	0	73
	0	302	39	1	1	2	0	0	0	0	0	0	0	345
13:00	0	56	10	1	0	1	0	0	0	0	0	0	0	68
13:15	0	42	11	1	2	0	0	0	0	0	0	0	0	56
13:30	0	54	13	0	0	0	0	0	0	0	0	0	0	67
13:45	0	39	4	1	0	0	0	0	0	0	0	0	0	44
	0	191	38	3	2	1	0	0	0	0	0	0	0	235
14:00	0	32	5	1	3	0	0	0	0	0	0	0	0	41
14:15	0	28	6	0	0	2	0	0	0	0	0	0	0	36
14:30	0	50	11	2	2	0	0	0	0	0	0	0	0	65
14:45	0	51	9	1	0	2	0	0	0	0	0	0	0	63
	0	161	31	4	5	4	0	0	0	0	0	0	0	205
15:00	0	43	8	1	1	0	0	0	0	0	0	0	0	53
15:15	0	52	11	1	0	2	0	0	0	0	0	0	0	66
15:30	0	55	19	4	0	0	0	2	0	0	0	0	0	80
15:45	0	68	16	0	2	0	0	0	0	0	0	0	0	86
	0	218	54	6	3	2	0	2	0	0	0	0	0	285
16:00	0	108	25	1	1	0	0	0	0	0	0	0	0	135
16:15	0	110	15	1	2	0	0	1	0	0	0	0	0	129
16:30	1	125	20	0	6	0	0	0	0	0	0	0	0	152
16:45	0	127	10	0	0	0	0	1	0	1	0	0	0	139
	1	470	70	2	9	0	0	2	0	1	0	0	0	555
17:00	1	135	11	0	4	0	0	0	0	0	0	0	0	151
17:15	6	80	10	1	8	0	0	1	0	0	0	0	0	106
17:30	4	65	8	1	1	0	0	0	0	0	0	0	0	79
17:45	1	76	12	1	13	1	0	0	0	0	0	0	0	104
	12	356	41	3	26	1	0	1	0	0	0	0	0	440
18:00	2	100	12	1	14	0	0	0	0	0	0	0	0	129
18:15	0	87	6	1	6	1	0	0	0	0	0	0	0	101
18:30	0	95	9	0	3	0	0	0	0	0	0	0	0	107
18:45	0	61	6	0	1	0	0	0	0	0	0	0	0	68
	2	343	33	2	24	1	0	0	0	0	0	0	0	405
19:00	0	57	4	0	2	0	0	0	0	0	0	0	0	63
19:15	0	57	2	0	2	0	0	0	0	0	0	0	0	61
19:30	0	39	3	0	1	0	0	0	0	0	0	0	0	43
19:45	0	25	1	0	0	0	0	0	0	0	0	0	0	26
	0	178	10	0	5	0	0	0	0	0	0	0	0	193
20:00	0	23	0	0	1	0	0	0	0	0	0	0	0	24
20:15	0	18	1	0	1	0	0	0	0	0	0	0	0	20
20:30	0	8	0	0	3	0	0	0	0	0	0	0	0	11
20:45	0	7	0	0	1	0	0	0	0	0	0	0	0	8
	0	56	1	0	6	0	0	0	0	0	0	0	0	63
21:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
21:15	0	8	2	0	0	0	0	0	0	0	0	0	0	10
21:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
21:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	0	28	3	0	0	0	0	0	0	0	0	0	0	31
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	16	2	0	0	0	0	0	0	0	0	0	0	18
23:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2
	0	11	0	0	1	0	0	0	0	0	0	0	0	12
Total	15	2330	322	21	82	11	0	5	0	1	0	0	0	2787
Percent	0.5%	83.6%	11.6%	0.8%	2.9%	0.4%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	19	3320	437	27	96	23	0	7	0	1	0	0	0	3930
Percent	0.5%	84.5%	11.1%	0.7%	2.4%	0.6%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 13.5
Station ID: 13.5
PERIMETER SUMMIT PKWY NORTH OF I-285

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/15/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	2	0	0	0	1	0	0	0	0	0	0	0	3
	0	4	0	0	0	1	0	0	0	0	0	0	0	5
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	0	12	0	0	0	0	0	0	0	0	0	0	0	12
06:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
06:15	0	9	0	0	1	0	0	0	0	0	0	0	0	10
06:30	0	20	1	0	0	0	0	0	0	0	0	0	0	21
06:45	0	28	2	0	1	0	0	1	0	0	0	0	0	32
	0	67	5	0	2	0	0	1	0	0	0	0	0	75
07:00	0	36	1	0	2	0	0	0	0	0	0	0	0	39
07:15	1	43	0	0	0	0	0	0	0	0	0	0	0	44
07:30	0	51	3	0	1	0	0	0	0	0	0	0	0	55
07:45	0	85	1	0	1	0	0	0	0	0	0	0	0	87
	1	215	5	0	4	0	0	0	0	0	0	0	0	225
08:00	0	53	1	0	1	0	0	1	0	0	0	0	0	56
08:15	0	54	1	0	0	0	0	0	0	0	0	0	0	55
08:30	0	63	3	0	1	0	0	0	0	0	0	0	0	67
08:45	0	49	0	0	0	0	0	0	0	0	0	0	0	49
	0	219	5	0	2	0	0	1	0	0	0	0	0	227
09:00	1	69	2	0	1	0	0	0	0	0	0	0	0	73
09:15	0	54	1	0	1	0	0	1	0	0	0	0	0	57
09:30	0	44	2	0	0	0	0	0	0	0	0	0	0	46
09:45	0	46	3	0	0	0	0	0	0	0	0	0	0	49
	1	213	8	0	2	0	0	1	0	0	0	0	0	225
10:00	0	31	3	0	0	0	0	0	0	0	0	0	0	34
10:15	0	21	0	1	1	0	0	0	0	0	0	0	0	23
10:30	0	24	0	0	0	0	0	0	0	0	0	0	0	24
10:45	0	34	2	0	2	0	0	0	0	0	0	0	0	38
	0	110	5	1	3	0	0	0	0	0	0	0	0	119
11:00	0	30	4	0	1	0	0	0	0	0	0	0	0	35
11:15	0	41	0	0	0	0	0	0	0	0	0	0	0	41
11:30	0	33	2	0	0	0	0	0	0	0	0	0	0	35
11:45	0	42	0	0	1	0	0	0	0	0	0	0	0	43
	0	146	6	0	2	0	0	0	0	0	0	0	0	154
Total	2	987	34	1	15	1	0	3	0	0	0	0	0	1043
Percent	0.2%	94.6%	3.3%	0.1%	1.4%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services, Inc
1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 13.5
Station ID: 13.5
PERIMETER SUMMIT PKWY NORTH OF I-285

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	34	3	0	0	1	0	0	0	0	0	0	0	38
12:15	1	50	0	0	1	0	0	0	0	0	0	0	0	52
12:30	0	82	1	0	0	0	0	1	0	0	0	0	0	84
12:45	0	92	1	0	1	0	0	1	0	0	0	0	0	95
	1	258	5	0	2	1	0	2	0	0	0	0	0	269
13:00	1	84	1	0	0	1	0	1	0	0	0	0	0	88
13:15	0	91	3	0	0	0	0	0	0	0	0	0	0	94
13:30	1	73	2	1	0	0	0	0	0	0	0	0	0	77
13:45	0	71	3	0	1	0	0	0	0	0	0	0	0	75
	2	319	9	1	1	1	0	1	0	0	0	0	0	334
14:00	1	63	1	0	0	1	0	0	0	0	0	0	0	66
14:15	0	68	2	0	1	0	0	0	0	0	0	0	0	71
14:30	0	73	2	0	1	0	0	0	0	0	0	0	0	76
14:45	1	63	3	0	4	0	0	0	0	0	0	0	0	71
	2	267	8	0	6	1	0	0	0	0	0	0	0	284
15:00	0	92	2	0	0	1	1	0	0	0	0	0	0	96
15:15	0	107	2	0	2	0	0	1	0	0	0	0	0	112
15:30	0	152	6	0	3	2	0	0	0	0	0	0	0	163
15:45	0	134	5	0	1	1	0	0	0	0	0	0	0	141
	0	485	15	0	6	4	1	1	0	0	0	0	0	512
16:00	0	153	5	1	1	2	0	0	0	0	0	0	0	162
16:15	0	146	5	0	2	1	0	1	0	0	0	0	0	155
16:30	1	222	7	0	1	0	0	2	0	0	0	0	0	233
16:45	0	156	3	0	1	1	0	1	0	0	0	0	0	162
	1	677	20	1	5	4	0	4	0	0	0	0	0	712
17:00	1	197	2	0	0	2	0	1	0	0	0	0	0	203
17:15	1	177	3	0	3	0	0	1	0	0	0	0	0	185
17:30	0	170	3	0	1	1	0	0	0	0	0	0	0	175
17:45	1	161	2	0	0	1	0	0	0	0	0	0	0	165
	3	705	10	0	4	4	0	2	0	0	0	0	0	728
18:00	1	178	6	0	2	1	0	2	2	0	0	0	0	192
18:15	1	159	4	0	2	1	0	0	0	0	0	0	1	168
18:30	1	158	1	0	2	0	0	0	0	0	0	0	0	162
18:45	0	152	5	0	3	0	0	0	0	0	0	0	0	160
	3	647	16	0	9	2	0	2	2	0	0	0	1	682
19:00	0	108	6	0	3	1	0	0	0	0	0	0	0	118
19:15	0	46	2	0	3	0	0	0	0	0	0	0	0	51
19:30	1	56	2	0	0	0	0	0	0	0	0	0	0	59
19:45	0	36	1	0	0	0	0	1	0	0	0	0	0	38
	1	246	11	0	6	1	0	1	0	0	0	0	0	266
20:00	0	36	3	0	0	0	0	0	0	0	0	0	0	39
20:15	0	23	0	0	1	0	0	0	0	0	0	0	0	24
20:30	0	18	0	0	0	0	0	0	0	0	0	0	0	18
20:45	0	24	1	0	0	0	0	0	0	0	0	0	0	25
	0	101	4	0	1	0	0	0	0	0	0	0	0	106
21:00	0	21	0	0	0	0	0	0	0	0	0	0	0	21
21:15	0	12	0	0	0	0	0	0	0	0	0	0	0	12
21:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9
21:45	0	12	0	0	0	0	0	0	0	0	0	0	0	12
	0	54	0	0	0	0	0	0	0	0	0	0	0	54
22:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
22:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
22:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9
22:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	0	27	2	0	0	0	0	0	0	0	0	0	0	29
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	9	1	0	0	0	0	0	0	0	0	0	0	10
Total	13	3795	101	2	40	18	1	13	2	0	0	0	1	3986
Percent	0.3%	95.2%	2.5%	0.1%	1.0%	0.5%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
Grand Total	15	4782	135	3	55	19	1	16	2	0	0	0	1	5029
Percent	0.3%	95.1%	2.7%	0.1%	1.1%	0.4%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 16
Station ID: 16
HAMMOND DRIVE WEST OF ASHFORD DUNWOODY

Latitude: 0' 0.0000 Undefined

Start Time	15-Dec-15 Tue	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		18	202			8	261				
12:15		16	176			3	284				
12:30		8	198			10	264				
12:45		10	212	52	788	8	276	29	1085	81	1873
01:00		4	224			8	264				
01:15		4	216			4	239				
01:30		2	262			2	224				
01:45		3	242	13	944	7	194	21	921	34	1865
02:00		4	274			7	207				
02:15		5	252			3	206				
02:30		1	290			2	234				
02:45		1	252	11	1068	3	215	15	862	26	1930
03:00		0	187			3	176				
03:15		2	122			1	188				
03:30		1	170			1	186				
03:45		4	88	7	567	6	188	11	738	18	1305
04:00		4	124			5	193				
04:15		0	130			8	184				
04:30		4	119			10	181				
04:45		2	167	10	540	22	154	45	712	55	1252
05:00		10	128			26	190				
05:15		9	104			32	175				
05:30		10	84			38	168				
05:45		15	110	44	426	75	160	171	693	215	1119
06:00		16	147			96	148				
06:15		30	169			186	135				
06:30		39	216			186	178				
06:45		46	192	131	724	213	160	681	621	812	1345
07:00		63	211			185	153				
07:15		77	206			197	138				
07:30		88	210			218	136				
07:45		82	208	310	835	248	141	848	568	1158	1403
08:00		96	225			240	106				
08:15		108	180			245	101				
08:30		90	192			210	88				
08:45		80	146	374	743	209	88	904	383	1278	1126
09:00		108	175			232	72				
09:15		97	134			234	62				
09:30		92	147			214	61				
09:45		75	121	372	577	248	46	928	241	1300	818
10:00		104	110			207	54				
10:15		118	96			166	40				
10:30		112	93			227	27				
10:45		126	46	460	345	246	21	846	142	1306	487
11:00		165	77			272	39				
11:15		134	54			238	20				
11:30		136	32			237	21				
11:45		164	16	599	179	292	10	1039	90	1638	269
Total		2383	7736			5538	7056			7921	14792
Percent		23.5%	76.5%			44.0%	56.0%			34.9%	65.1%
Grand Total		2383	7736			5538	7056			7921	14792
Percent		23.5%	76.5%			44.0%	56.0%			34.9%	65.1%
ADT		ADT 22,713		AADT 22,713							

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 1
Station ID: 1
ASHFORD DUNWOODY ROAD NORTH OF HAMMOND DRIVE
Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/15/15	0	41	10	0	2	0	0	0	0	0	0	0	0	53
00:15	0	32	6	0	4	0	0	0	0	0	0	0	0	42
00:30	0	18	8	0	0	0	0	0	0	0	1	0	0	27
00:45	0	13	13	0	1	0	0	0	0	0	0	0	0	27
	0	104	37	0	7	0	0	0	0	0	1	0	0	149
01:00	0	12	2	0	1	0	0	0	0	0	0	0	0	15
01:15	0	15	3	0	2	0	0	1	0	0	0	0	0	21
01:30	0	11	2	0	1	0	0	1	0	0	0	0	0	15
01:45	1	15	2	1	0	1	0	1	0	0	0	0	0	21
	1	53	9	1	4	1	0	3	0	0	0	0	0	72
02:00	0	6	5	0	1	0	0	0	0	0	0	0	0	12
02:15	0	12	3	0	2	0	0	0	0	0	0	0	0	17
02:30	0	8	3	0	0	0	0	0	0	0	0	0	0	11
02:45	0	11	2	0	1	0	0	0	0	0	0	0	0	14
	0	37	13	0	4	0	0	0	0	0	0	0	0	54
03:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
03:15	0	3	3	1	1	0	0	0	0	0	0	0	0	8
03:30	0	9	1	1	1	0	0	0	0	0	0	0	0	12
03:45	2	22	2	1	0	2	0	0	0	0	0	0	0	29
	2	43	10	3	2	2	0	0	0	0	0	0	0	62
04:00	1	7	6	0	4	0	0	1	1	0	0	0	0	20
04:15	0	10	5	0	1	1	0	1	0	0	0	0	0	18
04:30	0	25	6	0	1	0	0	1	0	0	0	0	0	33
04:45	0	36	11	0	2	0	0	0	0	0	0	0	0	49
	1	78	28	0	8	1	0	3	1	0	0	0	0	120
05:00	1	38	9	1	4	0	0	0	1	0	0	0	0	54
05:15	0	45	21	0	3	0	0	0	0	0	0	0	0	69
05:30	0	73	27	0	5	0	0	4	0	0	0	0	0	109
05:45	1	121	38	1	9	0	0	3	0	0	0	0	0	173
	2	277	95	2	21	0	0	7	1	0	0	0	0	405
06:00	2	138	30	0	6	1	0	1	0	0	0	0	0	178
06:15	10	152	45	3	12	3	1	6	0	0	0	0	0	232
06:30	9	232	62	4	6	2	0	11	1	1	1	0	1	330
06:45	8	194	54	2	5	3	0	4	0	0	0	0	1	271
	29	716	191	9	29	9	1	22	1	1	1	0	2	1011
07:00	6	189	45	2	12	4	0	4	0	0	0	0	0	262
07:15	5	179	47	2	9	1	0	5	0	0	0	1	0	249
07:30	7	190	47	1	7	4	0	8	0	1	0	0	0	265
07:45	4	225	68	1	8	1	0	5	0	0	0	0	1	313
	22	783	207	6	36	10	0	22	0	1	0	1	1	1089
08:00	11	221	52	4	7	2	0	5	0	0	0	0	2	304
08:15	7	151	53	4	6	3	0	5	1	0	2	1	0	233
08:30	7	172	51	1	7	1	0	7	1	0	0	0	0	247
08:45	10	139	42	1	6	2	0	9	0	0	0	0	0	209
	35	683	198	10	26	8	0	26	2	0	2	1	2	993
09:00	9	153	50	4	12	2	0	8	1	1	1	0	1	242
09:15	8	187	57	2	13	3	0	12	1	0	2	0	1	286
09:30	8	177	57	3	15	4	0	6	0	0	0	0	2	272
09:45	5	159	63	2	8	2	0	7	1	1	1	0	0	249
	30	676	227	11	48	11	0	33	3	2	4	0	4	1049
10:00	12	169	69	3	10	3	0	7	0	1	0	0	0	274
10:15	9	151	79	1	13	5	0	10	0	0	0	0	0	268
10:30	10	177	91	2	17	1	1	11	1	0	1	0	0	312
10:45	7	164	60	2	13	4	0	5	0	0	0	0	2	257
	38	661	299	8	53	13	1	33	1	1	1	0	2	1111
11:00	7	192	83	2	11	2	0	5	1	0	1	0	0	304
11:15	10	148	65	2	11	3	1	5	1	2	1	0	0	249
11:30	8	137	63	1	8	3	0	3	0	1	0	0	0	224
11:45	5	113	46	1	10	2	1	5	1	0	2	0	0	186
	30	590	257	6	40	10	2	18	3	3	4	0	0	963
Total	190	4701	1571	56	278	65	4	167	12	8	13	2	11	7078
Percent	2.7%	66.4%	22.2%	0.8%	3.9%	0.9%	0.1%	2.4%	0.2%	0.1%	0.2%	0.0%	0.2%	

All Traffic Data Services, Inc
1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 1
Station ID: 1
ASHFORD DUNWOODY ROAD NORTH OF HAMMOND DRIVE
Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	10	98	31	3	9	2	0	6	1	0	1	0	0	161
12:15	10	92	36	2	5	2	0	7	1	0	0	0	1	156
12:30	5	89	33	4	2	2	0	5	0	0	0	0	1	141
12:45	7	84	33	2	4	4	0	7	0	0	0	1	0	142
	32	363	133	11	20	10	0	25	2	0	1	1	2	600
13:00	12	89	47	1	6	3	0	7	0	1	0	0	0	166
13:15	4	116	72	1	12	1	0	7	1	0	0	0	0	214
13:30	10	125	67	3	14	3	0	5	1	0	0	0	0	228
13:45	8	120	58	2	9	5	0	4	0	0	0	0	1	207
	34	450	244	7	41	12	0	23	2	1	0	0	1	815
14:00	8	136	81	3	12	3	0	4	0	0	1	0	0	248
14:15	3	149	83	3	5	2	0	2	2	0	1	0	1	251
14:30	7	107	64	3	12	3	0	6	0	1	0	0	0	203
14:45	6	87	56	3	9	2	0	6	1	1	1	1	1	174
	24	479	284	12	38	10	0	18	3	2	3	1	2	876
15:00	8	135	75	2	9	2	0	11	1	0	1	0	1	245
15:15	4	129	121	6	18	2	0	12	0	2	0	0	1	295
15:30	6	160	129	4	11	3	0	12	2	2	0	0	1	330
15:45	5	184	92	1	12	3	0	16	1	1	1	0	0	316
	23	608	417	13	50	10	0	51	4	5	2	0	3	1186
16:00	8	152	86	2	16	3	0	10	0	1	0	0	0	278
16:15	5	100	61	1	5	3	0	3	1	0	1	0	0	180
16:30	10	70	29	1	3	2	0	2	0	0	0	0	0	117
16:45	9	65	30	2	8	1	0	3	0	0	0	0	0	118
	32	387	206	6	32	9	0	18	1	1	1	0	0	693
17:00	9	57	35	2	7	3	0	5	0	0	0	0	0	118
17:15	3	63	29	1	6	2	0	2	0	0	0	0	0	106
17:30	9	83	42	2	9	3	0	3	0	0	0	0	0	151
17:45	5	77	22	1	4	2	0	3	1	0	0	0	0	115
	26	280	128	6	26	10	0	13	1	0	0	0	0	490
18:00	10	92	33	1	3	4	0	2	0	0	1	0	0	146
18:15	6	70	34	2	3	3	0	3	0	0	0	0	0	121
18:30	9	74	24	2	3	3	0	3	0	0	0	0	0	118
18:45	6	86	32	2	4	1	0	5	0	0	0	0	0	136
	31	322	123	7	13	11	0	13	0	0	1	0	0	521
19:00	7	94	43	1	7	2	0	8	0	0	0	0	0	162
19:15	5	147	108	2	8	2	0	16	0	0	2	0	0	290
19:30	5	143	108	3	8	2	0	13	2	1	1	0	0	286
19:45	9	130	80	1	10	2	0	8	0	0	0	0	0	240
	26	514	339	7	33	8	0	45	2	1	3	0	0	978
20:00	3	102	74	0	3	0	0	7	0	0	0	0	0	189
20:15	1	125	79	3	8	1	0	6	0	0	0	2	0	225
20:30	2	99	68	1	2	1	0	10	0	0	0	0	0	183
20:45	4	88	66	0	4	1	0	10	0	0	0	0	0	173
	10	414	287	4	17	3	0	33	0	0	0	2	0	770
21:00	4	86	83	0	4	1	0	6	0	0	0	0	0	184
21:15	2	82	71	1	2	1	0	4	0	0	0	0	0	163
21:30	1	71	38	0	6	1	1	6	0	0	1	0	0	125
21:45	3	76	58	2	5	0	0	4	0	1	0	1	1	151
	10	315	250	3	17	3	1	20	0	1	1	1	1	623
22:00	1	82	36	1	5	0	0	3	1	0	0	0	0	129
22:15	3	81	35	1	7	0	0	7	0	0	0	0	0	134
22:30	0	60	39	1	6	1	0	3	0	0	0	0	0	110
22:45	1	73	31	1	1	0	0	2	0	0	0	0	0	109
	5	296	141	4	19	1	0	15	1	0	0	0	0	482
23:00	1	54	22	0	2	0	0	3	0	0	0	0	0	82
23:15	0	39	26	0	1	0	0	1	0	0	2	0	0	69
23:30	0	50	21	1	0	0	0	1	0	0	0	0	0	73
23:45	0	27	20	0	1	0	0	1	0	0	0	0	0	49
	1	170	89	1	4	0	0	6	0	0	2	0	0	273
Total	254	4598	2641	81	310	87	1	280	16	11	14	5	9	8307
Percent	3.1%	55.4%	31.8%	1.0%	3.7%	1.0%	0.0%	3.4%	0.2%	0.1%	0.2%	0.1%	0.1%	
Grand Total	444	9299	4212	137	588	152	5	447	28	19	27	7	20	15385
Percent	2.9%	60.4%	27.4%	0.9%	3.8%	1.0%	0.0%	2.9%	0.2%	0.1%	0.2%	0.0%	0.1%	

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 1.5
Station ID: 1.5
ASHFORD DUNWOODY ROAD NORTH OF HAMMOND DRIVE
Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/15/15	0	55	13	0	2	1	0	0	1	0	0	0	0	72
00:15	2	51	10	0	0	1	0	1	0	1	0	0	0	66
00:30	2	35	7	0	0	0	0	1	0	0	0	0	0	45
00:45	1	31	10	0	0	1	0	0	1	0	0	0	0	44
	5	172	40	0	2	3	0	2	2	1	0	0	0	227
01:00	1	29	7	1	1	0	0	0	0	0	0	0	0	39
01:15	0	18	1	0	0	0	0	0	0	0	1	0	0	20
01:30	0	17	7	0	0	0	0	0	0	0	0	0	0	24
01:45	3	26	4	0	0	0	0	0	0	0	0	0	0	33
	4	90	19	1	1	0	0	0	0	0	1	0	0	116
02:00	2	18	2	0	0	0	0	0	0	0	0	0	0	22
02:15	0	14	3	1	1	1	0	1	0	0	0	0	0	21
02:30	1	8	3	0	0	0	0	0	0	0	0	0	0	12
02:45	2	6	1	0	0	0	0	0	0	0	0	0	0	9
	5	46	9	1	1	1	0	1	0	0	0	0	0	64
03:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
03:15	1	8	3	0	0	0	0	0	0	0	0	0	0	12
03:30	0	4	2	1	0	0	0	0	0	0	0	0	0	7
03:45	0	7	3	0	0	1	0	0	0	0	0	0	0	11
	1	25	10	1	0	1	0	0	0	0	0	0	0	38
04:00	0	4	2	0	0	0	0	1	0	0	0	0	0	7
04:15	1	3	7	0	0	1	0	0	0	0	0	0	0	12
04:30	0	5	6	0	1	1	0	0	0	0	0	0	0	13
04:45	0	18	3	0	0	0	0	0	0	0	0	0	0	21
	1	30	18	0	1	2	0	1	0	0	0	0	0	53
05:00	1	23	3	0	0	0	0	1	0	0	0	0	1	29
05:15	0	28	8	0	0	0	0	0	0	0	0	0	0	36
05:30	0	39	8	0	0	0	0	0	1	0	0	0	0	48
05:45	1	58	9	1	1	0	0	1	0	0	0	0	0	71
	2	148	28	1	1	0	0	2	1	0	0	0	1	184
06:00	4	54	8	0	1	0	0	1	0	0	0	0	0	68
06:15	3	56	14	1	3	2	0	1	0	0	0	0	0	80
06:30	5	121	10	3	0	0	0	1	0	0	0	0	0	140
06:45	2	137	13	0	2	0	0	2	0	0	0	0	0	156
	14	368	45	4	6	2	0	5	0	0	0	0	0	444
07:00	9	189	12	0	0	1	0	2	0	0	0	0	0	213
07:15	3	201	16	1	7	0	0	3	0	1	2	0	1	235
07:30	3	223	28	2	4	4	0	2	0	0	1	0	1	268
07:45	6	204	17	3	7	6	0	3	2	0	0	0	2	250
	21	817	73	6	18	11	0	10	2	1	3	0	4	966
08:00	2	205	21	1	7	0	0	2	0	0	0	0	0	238
08:15	3	184	19	1	11	3	0	1	1	0	1	0	1	225
08:30	4	198	15	1	1	1	0	2	0	0	0	0	1	223
08:45	8	164	45	2	4	2	1	3	1	1	1	0	0	232
	17	751	100	5	23	6	1	8	2	1	2	0	2	918
09:00	10	173	22	2	3	1	0	2	0	0	0	0	1	214
09:15	5	191	22	0	3	4	0	3	0	0	0	0	1	229
09:30	6	142	25	3	1	6	0	2	0	0	2	0	1	188
09:45	6	165	24	4	4	1	0	6	0	0	1	0	1	212
	27	671	93	9	11	12	0	13	0	0	3	0	4	843
10:00	6	168	29	2	1	2	0	2	0	0	1	0	1	212
10:15	6	161	30	3	0	1	0	2	2	0	0	0	1	206
10:30	3	164	34	2	1	1	0	3	1	0	0	0	1	210
10:45	8	154	32	1	3	0	0	5	1	0	0	0	0	204
	23	647	125	8	5	4	0	12	4	0	1	0	3	832
11:00	2	169	33	0	1	4	0	3	0	0	1	0	0	213
11:15	3	164	33	1	7	1	0	8	0	2	1	0	1	221
11:30	10	184	30	0	4	2	0	7	0	1	0	0	1	239
11:45	4	140	17	0	4	2	0	2	2	1	2	0	0	174
	19	657	113	1	16	9	0	20	2	4	4	0	2	847
Total	139	4422	673	37	85	51	1	74	13	7	14	0	16	5532
Percent	2.5%	79.9%	12.2%	0.7%	1.5%	0.9%	0.0%	1.3%	0.2%	0.1%	0.3%	0.0%	0.3%	

All Traffic Data Services, Inc
1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 1.5
Station ID: 1.5
ASHFORD DUNWOODY ROAD NORTH OF HAMMOND DRIVE
Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	3	172	24	3	1	2	0	6	0	0	2	0	0	213
12:15	5	151	20	1	3	1	1	2	1	1	1	0	0	187
12:30	2	192	25	2	2	2	0	3	1	0	1	0	0	230
12:45	2	108	14	4	2	3	0	2	2	1	1	0	0	139
	12	623	83	10	8	8	1	13	4	2	5	0	0	769
13:00	3	88	20	2	6	3	0	3	0	0	0	0	0	125
13:15	3	91	19	1	8	2	0	2	0	0	0	0	1	127
13:30	2	89	15	3	7	2	0	2	0	0	1	0	0	121
13:45	2	117	20	2	4	3	0	6	0	0	0	0	0	154
	10	385	74	8	25	10	0	13	0	0	1	0	1	527
14:00	1	100	10	1	11	2	0	2	0	0	0	0	0	127
14:15	4	106	17	1	6	4	0	3	2	0	0	0	0	143
14:30	1	80	11	1	8	3	0	2	0	0	0	0	0	106
14:45	1	77	15	3	9	3	0	1	0	0	0	0	0	109
	7	363	53	6	34	12	0	8	2	0	0	0	0	485
15:00	3	110	12	1	5	4	0	4	0	0	0	0	0	139
15:15	3	98	20	2	9	2	0	4	0	0	0	0	0	138
15:30	4	130	21	3	2	3	0	1	0	0	0	0	1	165
15:45	7	113	32	2	3	2	0	1	0	1	0	0	0	161
	17	451	85	8	19	11	0	10	0	1	0	0	1	603
16:00	3	132	34	2	2	3	0	3	1	1	0	0	0	181
16:15	4	108	38	1	3	3	0	4	0	0	0	0	0	161
16:30	2	111	35	1	3	2	0	3	0	0	0	0	0	157
16:45	5	104	24	1	7	0	0	4	1	1	0	0	0	147
	14	455	131	5	15	8	0	14	2	2	0	0	0	646
17:00	5	106	33	1	6	3	0	2	0	1	0	0	0	157
17:15	3	126	24	3	4	0	0	6	0	0	1	0	0	167
17:30	6	128	46	2	4	3	0	3	1	0	1	0	0	194
17:45	3	104	42	0	7	0	0	2	0	0	0	0	0	158
	17	464	145	6	21	6	0	13	1	1	2	0	0	676
18:00	4	134	31	1	3	2	0	1	0	0	0	0	0	176
18:15	4	139	31	1	8	1	0	8	0	0	0	0	1	193
18:30	3	150	33	1	4	1	0	4	0	0	0	0	0	196
18:45	2	129	18	2	7	3	0	3	0	0	0	0	0	164
	13	552	113	5	22	7	0	16	0	0	0	0	1	729
19:00	1	106	14	2	3	2	0	1	0	0	0	0	0	129
19:15	1	106	9	2	5	1	0	3	0	0	0	0	0	127
19:30	2	116	12	3	6	1	0	1	0	0	0	0	0	141
19:45	5	128	15	4	4	2	0	2	0	0	0	0	0	160
	9	456	50	11	18	6	0	7	0	0	0	0	0	557
20:00	5	134	12	4	5	1	0	2	1	0	0	0	0	164
20:15	2	122	23	3	8	2	1	3	0	0	0	0	0	164
20:30	1	159	12	1	4	2	0	3	0	0	1	0	0	183
20:45	2	152	20	3	10	2	0	2	2	0	0	0	0	193
	10	567	67	11	27	7	1	10	3	0	1	0	0	704
21:00	3	157	20	2	9	2	0	2	0	0	1	0	0	196
21:15	3	142	15	3	6	5	0	3	3	0	2	0	0	182
21:30	1	215	16	1	5	2	0	2	0	0	0	0	2	244
21:45	1	209	24	2	3	2	0	4	0	1	0	0	0	246
	8	723	75	8	23	11	0	11	3	1	3	0	2	868
22:00	1	165	19	1	5	7	0	6	0	0	1	0	1	206
22:15	0	165	12	3	1	4	0	1	1	0	0	0	0	187
22:30	5	133	7	0	5	3	0	2	1	0	0	0	0	156
22:45	2	128	13	0	2	1	1	2	0	0	0	0	0	149
	8	591	51	4	13	15	1	11	2	0	1	0	1	698
23:00	0	129	15	0	1	0	0	1	1	0	1	0	2	150
23:15	1	109	9	0	2	1	1	1	0	0	1	0	0	125
23:30	0	87	7	0	0	1	0	2	0	0	0	0	0	97
23:45	1	88	4	1	0	0	0	1	0	0	0	0	0	95
	2	413	35	1	3	2	1	5	1	0	2	0	2	467
Total	127	6043	962	83	228	103	4	131	18	7	15	0	8	7729
Percent	1.6%	78.2%	12.4%	1.1%	2.9%	1.3%	0.1%	1.7%	0.2%	0.1%	0.2%	0.0%	0.1%	
Grand Total	266	10465	1635	120	313	154	5	205	31	14	29	0	24	13261
Percent	2.0%	78.9%	12.3%	0.9%	2.4%	1.2%	0.0%	1.5%	0.2%	0.1%	0.2%	0.0%	0.2%	

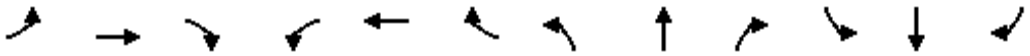
Lanes, Volumes, Timings
1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr.

Existing
AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	135	325	160	105	515	230	95	135	55	40	150	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	250		500	160		0	250		300
Storage Lanes	2		0	1		1	1		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.950				0.850		0.957				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3362	0	1770	3539	1583	1770	3387	0	3433	3539	1583
Flt Permitted	0.950			0.420			0.513			0.950		
Satd. Flow (perm)	3433	3362	0	782	3539	1583	956	3387	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		141				250		60				151
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2029			963			670			786	
Travel Time (s)		30.7			14.6			10.2			11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	147	353	174	114	560	250	103	147	60	43	163	120
Shared Lane Traffic (%)												
Lane Group Flow (vph)	147	527	0	114	560	250	103	207	0	43	163	120
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases				6		6	8					4
Detector Phase	5	2		1	6	6	3	8		7	4	4

Lanes, Volumes, Timings
1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr.

Existing
AM

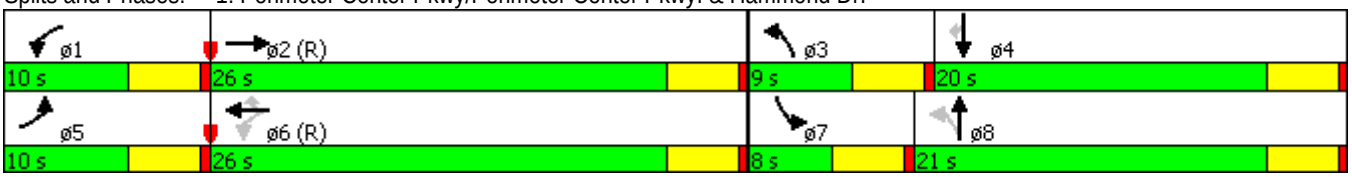


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	20.0		8.0	20.0	20.0	8.0	20.0		8.0	20.0	20.0
Total Split (s)	10.0	26.0		10.0	26.0	26.0	9.0	21.0		8.0	20.0	20.0
Total Split (%)	15.4%	40.0%		15.4%	40.0%	40.0%	13.8%	32.3%		12.3%	30.8%	30.8%
Maximum Green (s)	6.0	22.0		6.0	22.0	22.0	5.0	17.0		4.0	16.0	16.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	8.1	30.2		35.9	29.6	29.6	15.9	11.5		5.6	8.3	8.3
Actuated g/C Ratio	0.12	0.46		0.55	0.46	0.46	0.24	0.18		0.09	0.13	0.13
v/c Ratio	0.34	0.32		0.21	0.35	0.29	0.32	0.32		0.14	0.36	0.36
Control Delay	27.8	10.5		6.9	12.3	1.9	19.8	17.7		29.0	27.7	6.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	27.8	10.5		6.9	12.3	1.9	19.8	17.7		29.0	27.7	6.4
LOS	C	B		A	B	A	B	B		C	C	A
Approach Delay		14.3			8.8			18.4			20.1	
Approach LOS		B			A			B			C	
90th %ile Green (s)	10.2	24.2		9.3	23.3	23.3	5.0	11.5		4.0	10.5	10.5
90th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Max	Hold		Max	Gap	Gap
70th %ile Green (s)	8.9	23.0		8.3	22.4	22.4	8.5	11.0		6.7	9.2	9.2
70th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Max	Hold		Gap	Gap	Gap
50th %ile Green (s)	8.1	25.1		7.4	24.4	24.4	8.2	10.3		6.2	8.3	8.3
50th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Gap	Hold		Gap	Gap	Gap
30th %ile Green (s)	7.3	27.8		6.6	27.1	27.1	7.2	18.6		0.0	7.4	7.4
30th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Gap	Hold		Skip	Gap	Gap
10th %ile Green (s)	0.0	50.8		0.0	50.8	50.8	0.0	6.2		0.0	6.2	6.2
10th %ile Term Code	Skip	Coord		Skip	Coord	Coord	Skip	Hold		Skip	Gap	Gap
Queue Length 50th (ft)	27	54		19	84	0	29	27		8	31	0
Queue Length 95th (ft)	50	91		23	42	10	63	54		22	55	28
Internal Link Dist (ft)		1949			883			590			706	
Turn Bay Length (ft)	260			250		500	160			250		300
Base Capacity (vph)	427	1636		546	1611	856	319	946		297	871	503
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.34	0.32		0.21	0.35	0.29	0.32	0.22		0.14	0.19	0.24

Intersection Summary	
Area Type:	Other
Cycle Length: 65	

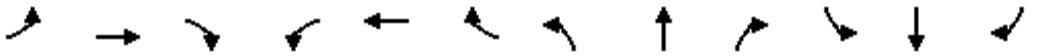
Actuated Cycle Length: 65	
Offset: 50 (77%), Referenced to phase 2:EBT and 6:WBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay: 13.4	Intersection LOS: B
Intersection Capacity Utilization 42.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr.



Lanes, Volumes, Timings
2: Hammond Dr.& Shopping Center Dr

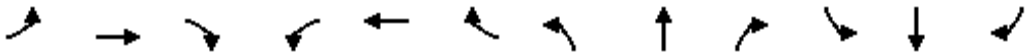
Existing
AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	410	5	5	840	25	0	0	5	15	5	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	200		200	100		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.897	
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1770	5085	1583	1770	3539	1583	1863	1863	1583	1770	1671	0
Flt Permitted	0.292			0.485						0.784		
Satd. Flow (perm)	544	5085	1583	903	3539	1583	1863	1863	1583	1460	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			151			151			437		11	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		963			979			533			748	
Travel Time (s)		14.6			14.8			8.1			11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	446	5	5	913	27	0	0	5	16	5	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	446	5	5	913	27	0	0	5	16	16	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt		Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	

Lanes, Volumes, Timings
2: Hammond Dr.& Shopping Center Dr

Existing
AM



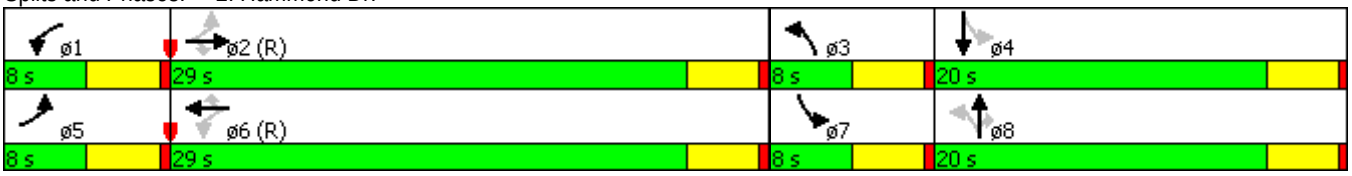
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	
Total Split (s)	8.0	29.0	29.0	8.0	29.0	29.0	8.0	20.0	20.0	8.0	20.0	
Total Split (%)	12.3%	44.6%	44.6%	12.3%	44.6%	44.6%	12.3%	30.8%	30.8%	12.3%	30.8%	
Maximum Green (s)	4.0	25.0	25.0	4.0	25.0	25.0	4.0	16.0	16.0	4.0	16.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	56.7	58.7	58.7	56.7	58.7	58.7			5.5	7.4	7.3	
Actuated g/C Ratio	0.87	0.90	0.90	0.87	0.90	0.90			0.08	0.11	0.11	
v/c Ratio	0.01	0.10	0.00	0.01	0.29	0.02			0.01	0.08	0.08	
Control Delay	2.0	2.0	0.0	2.2	3.2	0.0			0.0	24.6	16.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	
Total Delay	2.0	2.0	0.0	2.2	3.2	0.0			0.0	24.6	16.5	
LOS	A	A	A	A	A	A			A	C	B	
Approach Delay		2.0			3.1						20.6	
Approach LOS		A			A						C	
90th %ile Green (s)	5.8	33.7	33.7	5.8	33.7	33.7	0.0	5.5	5.5	4.0	13.5	
90th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Skip	Gap	Gap	Max	Hold	
70th %ile Green (s)	0.0	61.0	61.0	0.0	61.0	61.0	0.0	0.0	0.0	0.0	0.0	
70th %ile Term Code	Skip	Coord	Coord	Skip	Coord	Coord	Skip	Skip	Skip	Skip	Skip	
50th %ile Green (s)	0.0	61.0	61.0	0.0	61.0	61.0	0.0	0.0	0.0	0.0	0.0	
50th %ile Term Code	Skip	Coord	Coord	Skip	Coord	Coord	Skip	Skip	Skip	Skip	Skip	
30th %ile Green (s)	0.0	61.0	61.0	0.0	61.0	61.0	0.0	0.0	0.0	0.0	0.0	
30th %ile Term Code	Skip	Coord	Coord	Skip	Coord	Coord	Skip	Skip	Skip	Skip	Skip	
10th %ile Green (s)	0.0	61.0	61.0	0.0	61.0	61.0	0.0	0.0	0.0	0.0	0.0	
10th %ile Term Code	Skip	Coord	Coord	Skip	Coord	Coord	Skip	Skip	Skip	Skip	Skip	
Queue Length 50th (ft)	0	0	0	0	0	0			0	6	2	
Queue Length 95th (ft)	m1	35	m0	3	158	0			0	19	16	
Internal Link Dist (ft)		883			899			453			668	
Turn Bay Length (ft)	250		250	200		200						
Base Capacity (vph)	579	4595	1445	861	3198	1445			719	192	419	
Starvation Cap Reductn	0	0	0	0	0	0			0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0			0	0	0	
Storage Cap Reductn	0	0	0	0	0	0			0	0	0	
Reduced v/c Ratio	0.01	0.10	0.00	0.01	0.29	0.02			0.01	0.08	0.04	

Intersection Summary	
Area Type:	Other
Cycle Length: 65	

Actuated Cycle Length: 65	
Offset: 47 (72%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.29	
Intersection Signal Delay: 3.1	Intersection LOS: A
Intersection Capacity Utilization 33.2%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Hammond Dr.



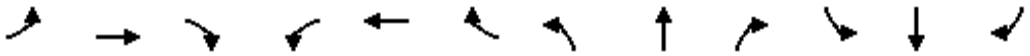
Lanes, Volumes, Timings
3: Ashford-Dunwoody Rd. & Hammond Dr.

Existing
AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	155	65	210	20	10	40	680	2180	320	20	1345	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		0	0		0
Storage Lanes	1		2	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.88	0.97	1.00	1.00	0.97	0.86	0.86	0.97	0.86	1.00
Frt			0.850			0.850		0.981				0.850
Flt Protected	0.950	0.980		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1734	2787	3433	1863	1583	3433	6286	0	3433	6408	1583
Flt Permitted	0.950	0.980		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1734	2787	3433	1863	1583	3433	6286	0	3433	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			228			158		51				196
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		979			481			1611			970	
Travel Time (s)		14.8			7.3			24.4			14.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	168	71	228	22	11	43	739	2370	348	22	1462	196
Shared Lane Traffic (%)	30%											
Lane Group Flow (vph)	118	121	228	22	11	43	739	2718	0	22	1462	196
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	pt+ov	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	8	8		5	2		1	6	
Permitted Phases						8						6
Detector Phase	4	4	4 5	8	8	8	5	2		1	6	6

Lanes, Volumes, Timings
3: Ashford-Dunwoody Rd. & Hammond Dr.

Existing
AM



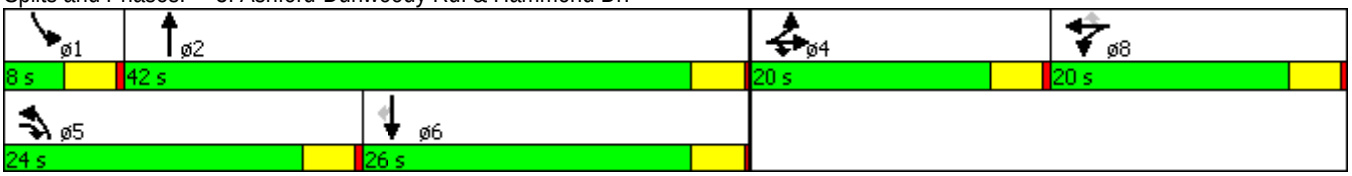
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	20.0		8.0	20.0	20.0
Total Split (s)	20.0	20.0		20.0	20.0	20.0	24.0	42.0		8.0	26.0	26.0
Total Split (%)	22.2%	22.2%		22.2%	22.2%	22.2%	26.7%	46.7%		8.9%	28.9%	28.9%
Maximum Green (s)	16.0	16.0		16.0	16.0	16.0	20.0	38.0		4.0	22.0	22.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)	5.0	5.0		5.0	5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	0
Act Effct Green (s)	10.6	10.6	32.2	6.1	6.1	6.1	19.7	43.0		4.1	22.1	22.1
Actuated g/C Ratio	0.15	0.15	0.46	0.09	0.09	0.09	0.28	0.61		0.06	0.31	0.31
v/c Ratio	0.46	0.46	0.16	0.07	0.07	0.15	0.77	0.70		0.11	0.73	0.31
Control Delay	34.8	34.5	1.5	33.8	34.4	1.2	31.8	13.5		36.8	25.5	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	34.8	34.5	1.5	33.8	34.4	1.2	31.8	13.5		36.8	25.5	5.3
LOS	C	C	A	C	C	A	C	B		D	C	A
Approach Delay		18.5			15.4			17.4			23.3	
Approach LOS		B			B			B			C	
90th %ile Green (s)	16.0	16.0		7.0	7.0	7.0	20.0	38.0		4.0	22.0	22.0
90th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Max		Max	Max	Max
70th %ile Green (s)	13.2	13.2		6.3	6.3	6.3	20.0	38.0		4.0	22.0	22.0
70th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max	Max		Max	Max	Max
50th %ile Green (s)	10.5	10.5		5.9	5.9	5.9	20.0	46.0		0.0	22.0	22.0
50th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max	Hold		Skip	Max	Max
30th %ile Green (s)	8.3	8.3		0.0	0.0	0.0	20.0	46.0		0.0	22.0	22.0
30th %ile Term Code	Gap	Gap		Skip	Skip	Skip	Max	Hold		Skip	Max	Max
10th %ile Green (s)	6.5	6.5		0.0	0.0	0.0	17.1	41.9		0.0	20.8	20.8
10th %ile Term Code	Gap	Gap		Skip	Skip	Skip	Gap	Hold		Skip	Gap	Gap
Queue Length 50th (ft)	53	54	0	5	5	0	163	211		5	177	0
Queue Length 95th (ft)	105	107	12	16	20	0	#280	410		17	246	47
Internal Link Dist (ft)		899			401			1531			890	
Turn Bay Length (ft)							300					
Base Capacity (vph)	389	401	1482	796	432	488	995	3865		199	2043	638
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.30	0.30	0.15	0.03	0.03	0.09	0.74	0.70		0.11	0.72	0.31

Intersection Summary	
Area Type:	Other
Cycle Length: 90	

Actuated Cycle Length: 70.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 19.2	Intersection LOS: B
Intersection Capacity Utilization 62.9%	ICU Level of Service B
Analysis Period (min) 15	
90th %ile Actuated Cycle: 81	
70th %ile Actuated Cycle: 77.5	
50th %ile Actuated Cycle: 74.4	
30th %ile Actuated Cycle: 62.3	
10th %ile Actuated Cycle: 56.4	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

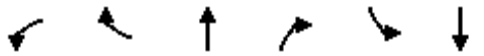
Splits and Phases: 3: Ashford-Dunwoody Rd. & Hammond Dr.



Lanes, Volumes, Timings
4: Perimeter Center Pkwy & Goldkist Dr.

Existing
AM

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	5	75	210	5	30	385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.997			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3529	0	1770	3539
Flt Permitted	0.950				0.607	
Satd. Flow (perm)	1770	1583	3529	0	1131	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		82	5			
Link Speed (mph)	45		45			45
Link Distance (ft)	661		742			670
Travel Time (s)	10.0		11.2			10.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	82	228	5	33	418
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	82	233	0	33	418
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases		8			6	
Detector Phase	8	8	2		6	6

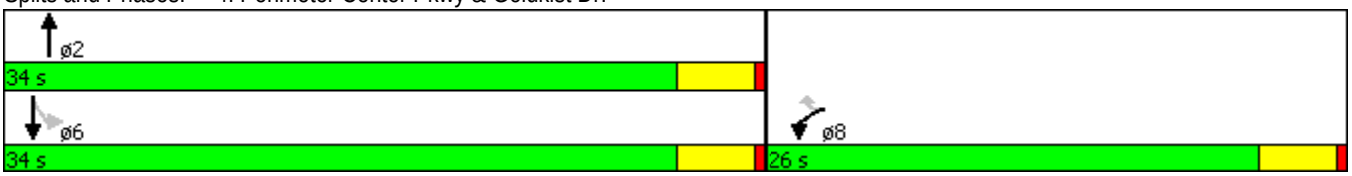


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	20.0	20.0	20.0		20.0	20.0
Total Split (s)	26.0	26.0	34.0		34.0	34.0
Total Split (%)	43.3%	43.3%	56.7%		56.7%	56.7%
Maximum Green (s)	22.0	22.0	30.0		30.0	30.0
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0		4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	Max		Max	Max
Walk Time (s)	5.0	5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0		0	0
Act Effct Green (s)	6.3	6.3	43.3		43.3	43.3
Actuated g/C Ratio	0.12	0.12	0.83		0.83	0.83
v/c Ratio	0.02	0.31	0.08		0.04	0.14
Control Delay	19.4	9.2	2.0		2.4	2.0
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	19.4	9.2	2.0		2.4	2.0
LOS	B	A	A		A	A
Approach Delay	9.8		2.0			2.0
Approach LOS	A		A			A
90th %ile Green (s)	8.2	8.2	33.1		33.1	33.1
90th %ile Term Code	Gap	Gap	Dwell		Dwell	Dwell
70th %ile Green (s)	6.7	6.7	39.3		39.3	39.3
70th %ile Term Code	Gap	Gap	Dwell		Dwell	Dwell
50th %ile Green (s)	5.6	5.6	45.0		45.0	45.0
50th %ile Term Code	Gap	Gap	Dwell		Dwell	Dwell
30th %ile Green (s)	0.0	0.0	45.0		45.0	45.0
30th %ile Term Code	Skip	Skip	Dwell		Dwell	Dwell
10th %ile Green (s)	0.0	0.0	45.0		45.0	45.0
10th %ile Term Code	Skip	Skip	Dwell		Dwell	Dwell
Queue Length 50th (ft)	2	0	6		2	13
Queue Length 95th (ft)	8	28	16		8	28
Internal Link Dist (ft)	581		662			590
Turn Bay Length (ft)					200	
Base Capacity (vph)	752	720	2942		942	2949
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.01	0.11	0.08		0.04	0.14

Intersection Summary	
Area Type:	Other
Cycle Length: 60	

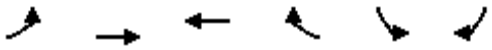
Actuated Cycle Length: 52	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.31	
Intersection Signal Delay: 2.9	Intersection LOS: A
Intersection Capacity Utilization 22.6%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 49.3	
70th %ile Actuated Cycle: 54	
50th %ile Actuated Cycle: 58.6	
30th %ile Actuated Cycle: 49	
10th %ile Actuated Cycle: 49	

Splits and Phases: 4: Perimeter Center Pkwy & Goldkist Dr.



Lanes, Volumes, Timings
5: Lake Hearn Dr. & Perimeter Center Pkwy

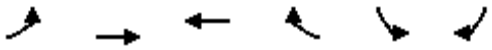
Existing
AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	55	210	290	120	235	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	0.95	0.88	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	3539	3539	2787	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	2787	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				130		87
Link Speed (mph)		45	45		45	
Link Distance (ft)		806	1749		1830	
Travel Time (s)		12.2	26.5		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	228	315	130	255	87
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	228	315	130	255	87
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0

Lanes, Volumes, Timings
5: Lake Hearn Dr. & Perimeter Center Pkwy

Existing
AM

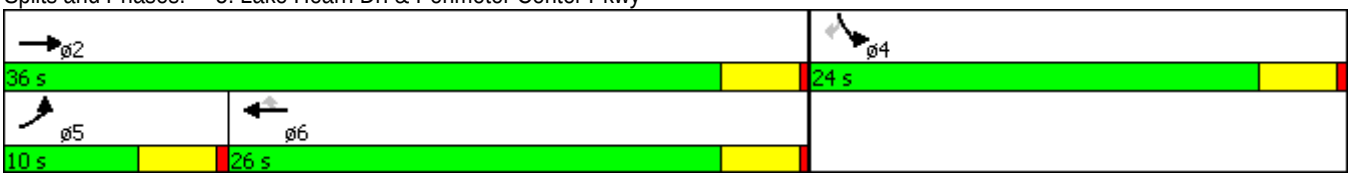


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Split (s)	10.0	36.0	26.0	26.0	24.0	24.0
Total Split (%)	16.7%	60.0%	43.3%	43.3%	40.0%	40.0%
Maximum Green (s)	6.0	32.0	22.0	22.0	20.0	20.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	Min	None	None
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	6.1	15.2	11.9	11.9	8.1	8.1
Actuated g/C Ratio	0.19	0.48	0.37	0.37	0.25	0.25
v/c Ratio	0.09	0.13	0.24	0.12	0.29	0.19
Control Delay	12.7	4.8	9.2	3.3	11.0	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.7	4.8	9.2	3.3	11.0	4.9
LOS	B	A	A	A	B	A
Approach Delay		6.4	7.4		9.5	
Approach LOS		A	A		A	
90th %ile Green (s)	6.0	21.6	11.6	11.6	10.0	10.0
90th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
70th %ile Green (s)	6.0	20.2	10.2	10.2	8.7	8.7
70th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
50th %ile Green (s)	0.0	8.3	8.3	8.3	7.8	7.8
50th %ile Term Code	Skip	Hold	Gap	Gap	Gap	Gap
30th %ile Green (s)	0.0	8.2	8.2	8.2	6.6	6.6
30th %ile Term Code	Skip	Dwell	Dwell	Dwell	Gap	Gap
10th %ile Green (s)	0.0	21.2	21.2	21.2	6.4	6.4
10th %ile Term Code	Skip	Dwell	Dwell	Dwell	Gap	Gap
Queue Length 50th (ft)	2	8	12	0	10	0
Queue Length 95th (ft)	17	21	50	13	44	22
Internal Link Dist (ft)		726	1669		1750	
Turn Bay Length (ft)						
Base Capacity (vph)	683	3237	2581	2068	2276	1079
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.07	0.12	0.06	0.11	0.08

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 31.8	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	

Maximum v/c Ratio: 0.29	
Intersection Signal Delay: 7.8	Intersection LOS: A
Intersection Capacity Utilization 28.1%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 39.6	
70th %ile Actuated Cycle: 36.9	
50th %ile Actuated Cycle: 24.1	
30th %ile Actuated Cycle: 22.8	
10th %ile Actuated Cycle: 35.6	

Splits and Phases: 5: Lake Hearn Dr. & Perimeter Center Pkwy

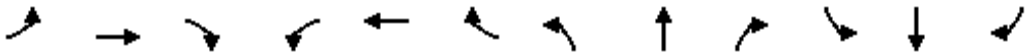


Lanes, Volumes, Timings — Existing

1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr. — pm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	225	575	90	70	400	120	275	260	85	230	315	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	250		500	160		0	250		300
Storage Lanes	2		0	1		1	1		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.980				0.850		0.963				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3468	0	1770	3539	1583	1770	3408	0	3433	3539	1583
Flt Permitted	0.950			0.325			0.459			0.950		
Satd. Flow (perm)	3433	3468	0	605	3539	1583	855	3408	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30				164		72				296
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2029			963			670			786	
Travel Time (s)		30.7			14.6			10.2			11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	245	625	98	76	435	130	299	283	92	250	342	310
Shared Lane Traffic (%)												
Lane Group Flow (vph)	245	723	0	76	435	130	299	375	0	250	342	310
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases				6		6	8					4
Detector Phase	5	2		1	6	6	3	8		7	4	4

Lanes, Volumes, Timings — Existing
1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr. — pm



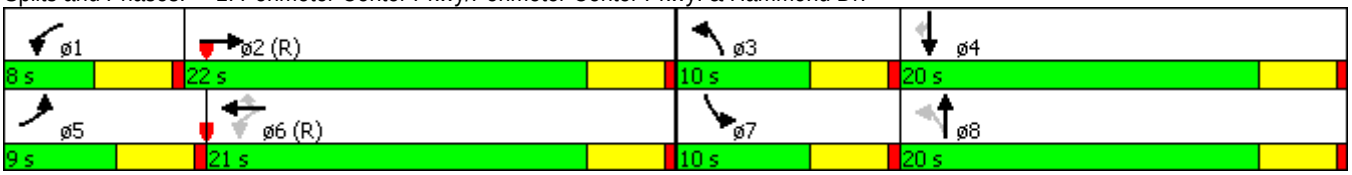
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	20.0		8.0	20.0	20.0	8.0	20.0		8.0	20.0	20.0
Total Split (s)	9.0	22.0		8.0	21.0	21.0	10.0	20.0		10.0	20.0	20.0
Total Split (%)	15.0%	36.7%		13.3%	35.0%	35.0%	16.7%	33.3%		16.7%	33.3%	33.3%
Maximum Green (s)	5.0	18.0		4.0	17.0	17.0	6.0	16.0		6.0	16.0	16.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	7.6	22.6		22.4	16.7	16.7	20.4	12.7		7.0	11.9	11.9
Actuated g/C Ratio	0.13	0.38		0.37	0.28	0.28	0.34	0.21		0.12	0.20	0.20
v/c Ratio	0.56	0.55		0.23	0.44	0.23	0.73	0.48		0.63	0.49	0.56
Control Delay	33.3	17.4		6.1	16.5	6.4	27.9	18.4		34.8	23.1	7.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	33.3	17.4		6.1	16.5	6.4	27.9	18.4		34.8	23.1	7.6
LOS	C	B		A	B	A	C	B		C	C	A
Approach Delay		21.4			13.2			22.6			21.0	
Approach LOS		C			B			C			C	
90th %ile Green (s)	5.0	18.0		4.0	17.0	17.0	6.0	16.0		6.0	16.0	16.0
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	Hold		Max	Max	Max
70th %ile Green (s)	7.0	18.0		6.0	17.0	17.0	6.0	14.0		6.0	14.0	14.0
70th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	Hold		Max	Gap	Gap
50th %ile Green (s)	9.1	18.6		6.8	16.3	16.3	6.7	11.9		6.7	11.9	11.9
50th %ile Term Code	Max	Coord		Gap	Coord	Coord	Max	Hold		Max	Gap	Gap
30th %ile Green (s)	9.3	27.2		0.0	13.9	13.9	11.0	12.0		8.8	9.8	9.8
30th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Max	Hold		Gap	Gap	Gap
10th %ile Green (s)	7.8	31.2		0.0	19.4	19.4	8.8	9.5		7.3	8.0	8.0
10th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Gap	Hold		Gap	Gap	Gap
Queue Length 50th (ft)	42	112		2	80	5	79	51		45	58	4
Queue Length 95th (ft)	#103	167		7	116	57	#153	78		#93	84	55
Internal Link Dist (ft)		1949			883			590			706	
Turn Bay Length (ft)	260			250		500	160			250		300
Base Capacity (vph)	437	1324		336	1030	577	407	961		398	943	639
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.56	0.55		0.23	0.42	0.23	0.73	0.39		0.63	0.36	0.49

Intersection Summary	
Area Type:	Other
Cycle Length: 60	

Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green, Master Intersection	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 19.9	Intersection LOS: B
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

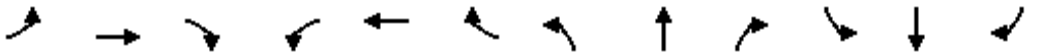
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr.



Lanes, Volumes, Timings
2: Hammond Dr. & Shopping Center Dr

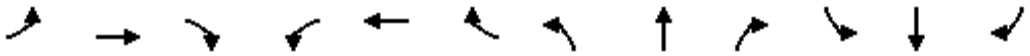
Existing
pm



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	800	45	40	495	55	40	20	60	110	20	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	200		200	100		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.890	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	3539	1583	1770	1863	1583	1770	1658	0
Flt Permitted	0.407			0.303			0.800			0.449		
Satd. Flow (perm)	758	5085	1583	564	3539	1583	1490	1863	1583	836	1658	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164			164			164		60	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		963			979			533			748	
Travel Time (s)		14.6			14.8			8.1			11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	870	49	43	538	60	43	22	65	120	22	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	870	49	43	538	60	43	22	65	120	82	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	

Lanes, Volumes, Timings
2: Hammond Dr. & Shopping Center Dr

Existing
pm



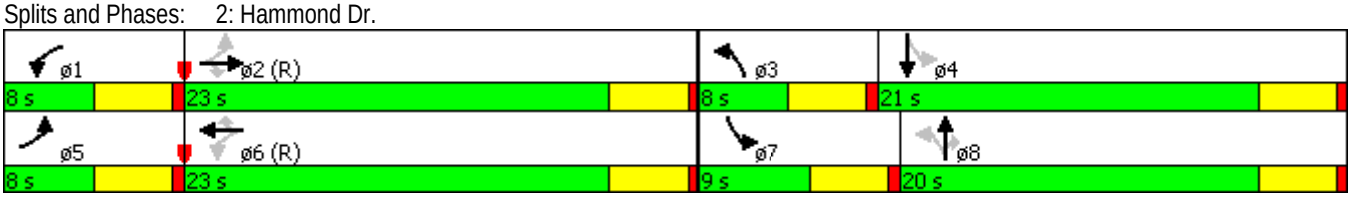
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	
Total Split (s)	8.0	23.0	23.0	8.0	23.0	23.0	8.0	20.0	20.0	9.0	21.0	
Total Split (%)	13.3%	38.3%	38.3%	13.3%	38.3%	38.3%	13.3%	33.3%	33.3%	15.0%	35.0%	
Maximum Green (s)	4.0	19.0	19.0	4.0	19.0	19.0	4.0	16.0	16.0	5.0	17.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	39.0	37.0	37.0	38.1	34.9	34.9	9.6	6.5	6.5	12.2	10.0	
Actuated g/C Ratio	0.65	0.62	0.62	0.64	0.58	0.58	0.16	0.11	0.11	0.20	0.17	
v/c Ratio	0.08	0.28	0.05	0.09	0.26	0.06	0.16	0.11	0.21	0.44	0.25	
Control Delay	1.8	6.1	1.6	6.0	10.5	0.1	17.9	24.7	1.5	23.0	12.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	1.8	6.1	1.6	6.0	10.5	0.1	17.9	24.7	1.5	23.0	12.0	
LOS	A	A	A	A	B	A	B	C	A	C	B	
Approach Delay		5.6			9.2			10.8			18.6	
Approach LOS		A			A			B			B	
90th %ile Green (s)	7.3	23.4	23.4	7.1	23.2	23.2	4.0	8.5	8.5	5.0	9.5	
90th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	
70th %ile Green (s)	6.6	25.1	25.1	6.5	25.0	25.0	4.7	6.7	6.7	5.7	7.7	
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap	Gap	Max	Hold	
50th %ile Green (s)	6.2	32.5	32.5	0.0	22.3	22.3	0.0	6.1	6.1	9.4	19.5	
50th %ile Term Code	Gap	Coord	Coord	Skip	Coord	Coord	Skip	Gap	Gap	Gap	Hold	
30th %ile Green (s)	0.0	44.1	44.1	0.0	44.1	44.1	0.0	0.0	0.0	7.9	7.9	
30th %ile Term Code	Skip	Coord	Coord	Skip	Coord	Coord	Skip	Skip	Skip	Gap	Hold	
10th %ile Green (s)	0.0	56.0	56.0	0.0	56.0	56.0	0.0	0.0	0.0	0.0	0.0	
10th %ile Term Code	Skip	Coord	Coord	Skip	Coord	Coord	Skip	Skip	Skip	Skip	Skip	
Queue Length 50th (ft)	1	3	0	7	73	0	11	7	0	31	5	
Queue Length 95th (ft)	m4	112	m3	17	107	0	31	24	0	68	39	
Internal Link Dist (ft)		883			899			453			668	
Turn Bay Length (ft)	250		250	200		200	100					
Base Capacity (vph)	597	3137	1039	481	2059	989	263	496	542	275	525	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.28	0.05	0.09	0.26	0.06	0.16	0.04	0.12	0.44	0.16	

Intersection Summary	
Area Type:	Other
Cycle Length: 60	

Actuated Cycle Length: 60	
Offset: 37 (62%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay: 8.5	Intersection LOS: A
Intersection Capacity Utilization 41.6%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Hammond Dr.



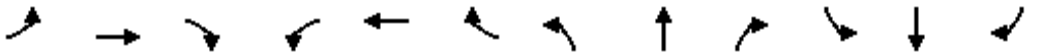
Lanes, Volumes, Timings
3: Ashford-Dunwoody Rd. & Hammond Dr.

Existing
pm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	200	20	750	325	60	30	425	1735	50	10	1790	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		0	0		0
Storage Lanes	1		2	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.88	0.97	1.00	1.00	0.97	0.86	0.86	0.97	0.86	1.00
Frt			0.850			0.850		0.996				0.850
Flt Protected	0.950	0.961		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1701	2787	3433	1863	1583	3433	6382	0	3433	6408	1583
Flt Permitted	0.950	0.961		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1701	2787	3433	1863	1583	3433	6382	0	3433	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			55			142		7				142
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		979			481			1611			970	
Travel Time (s)		14.8			7.3			24.4			14.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	217	22	815	353	65	33	462	1886	54	11	1946	114
Shared Lane Traffic (%)	45%											
Lane Group Flow (vph)	119	120	815	353	65	33	462	1940	0	11	1946	114
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	pt+ov	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	8	8		5	2		1	6	
Permitted Phases						8						6
Detector Phase	4	4	4 5	8	8	8	5	2		1	6	6

Lanes, Volumes, Timings
3: Ashford-Dunwoody Rd. & Hammond Dr.

Existing
pm



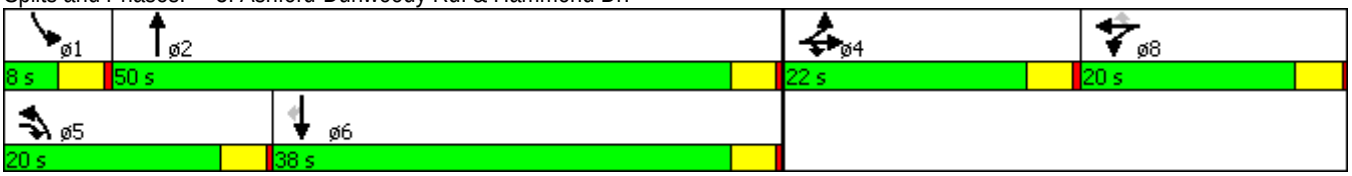
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	20.0		8.0	20.0	20.0
Total Split (s)	22.0	22.0		20.0	20.0	20.0	20.0	50.0		8.0	38.0	38.0
Total Split (%)	22.0%	22.0%		20.0%	20.0%	20.0%	20.0%	50.0%		8.0%	38.0%	38.0%
Maximum Green (s)	18.0	18.0		16.0	16.0	16.0	16.0	46.0		4.0	34.0	34.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)	5.0	5.0		5.0	5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	0
Act Effct Green (s)	17.9	17.9	33.6	14.3	14.3	14.3	15.7	52.2		4.0	34.0	34.0
Actuated g/C Ratio	0.18	0.18	0.34	0.15	0.15	0.15	0.16	0.53		0.04	0.35	0.35
v/c Ratio	0.39	0.39	0.82	0.70	0.24	0.09	0.84	0.57		0.08	0.88	0.18
Control Delay	40.1	40.0	24.1	48.0	39.3	0.5	55.1	16.7		47.5	35.8	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	40.1	40.0	24.1	48.0	39.3	0.5	55.1	16.7		47.5	35.8	3.0
LOS	D	D	C	D	D	A	E	B		D	D	A
Approach Delay		27.7			43.3			24.1			34.0	
Approach LOS		C			D			C			C	
90th %ile Green (s)	18.0	18.0		16.0	16.0	16.0	16.0	46.0		4.0	34.0	34.0
90th %ile Term Code	Max	Max		Max	Max	Max	Max	Max		Max	Max	Max
70th %ile Green (s)	18.0	18.0		16.0	16.0	16.0	16.0	54.0		0.0	34.0	34.0
70th %ile Term Code	Max	Max		Max	Max	Max	Max	Hold		Skip	Max	Max
50th %ile Green (s)	18.0	18.0		15.4	15.4	15.4	16.0	54.0		0.0	34.0	34.0
50th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Hold		Skip	Max	Max
30th %ile Green (s)	18.0	18.0		13.6	13.6	13.6	16.0	54.0		0.0	34.0	34.0
30th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Hold		Skip	Max	Max
10th %ile Green (s)	17.4	17.4		10.9	10.9	10.9	14.7	52.7		0.0	34.0	34.0
10th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Gap	Hold		Skip	Max	Max
Queue Length 50th (ft)	70	71	151	109	37	0	147	220		3	335	0
Queue Length 95th (ft)	129	129	#205	157	76	0	#228	310		12	390	24
Internal Link Dist (ft)		899			401			1531			890	
Turn Bay Length (ft)							300					
Base Capacity (vph)	309	312	1003	560	304	377	560	3402		140	2224	641
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.39	0.38	0.81	0.63	0.21	0.09	0.83	0.57		0.08	0.88	0.18

Intersection Summary	
Area Type:	Other
Cycle Length: 100	

Actuated Cycle Length: 98	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 29.6	Intersection LOS: C
Intersection Capacity Utilization 71.4%	ICU Level of Service C
Analysis Period (min) 15	
90th %ile Actuated Cycle: 100	
70th %ile Actuated Cycle: 100	
50th %ile Actuated Cycle: 99.4	
30th %ile Actuated Cycle: 97.6	
10th %ile Actuated Cycle: 93	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Ashford-Dunwoody Rd. & Hammond Dr.



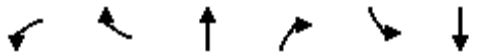
Lanes, Volumes, Timings
4: Perimeter Center Pkwy & Goldkist Dr.

Existing
pm

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	5	25	595	0	45	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850				
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	0	1770	3539
Flt Permitted	0.950				0.406	
Satd. Flow (perm)	1770	1583	3539	0	756	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		27				
Link Speed (mph)	45		45			45
Link Distance (ft)	661		742			670
Travel Time (s)	10.0		11.2			10.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	27	647	0	49	467
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	27	647	0	49	467
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases		8			6	
Detector Phase	8	8	2		6	6

Lanes, Volumes, Timings
4: Perimeter Center Pkwy & Goldkist Dr.

Existing
pm

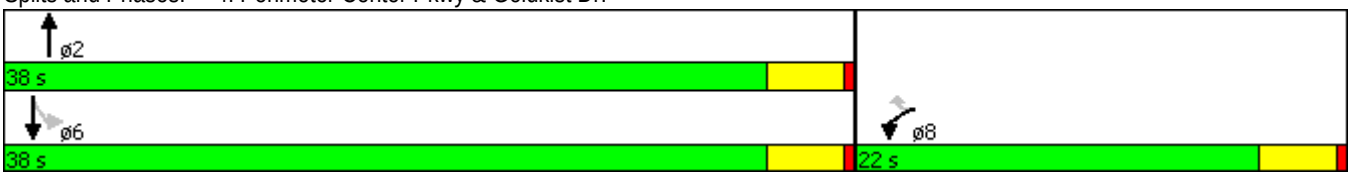


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	20.0	20.0	20.0		20.0	20.0
Total Split (s)	22.0	22.0	38.0		38.0	38.0
Total Split (%)	36.7%	36.7%	63.3%		63.3%	63.3%
Maximum Green (s)	18.0	18.0	34.0		34.0	34.0
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0		4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	Max		Max	Max
Walk Time (s)	5.0	5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0		0	0
Act Effct Green (s)	6.1	6.1	51.8		51.8	51.8
Actuated g/C Ratio	0.11	0.11	0.91		0.91	0.91
v/c Ratio	0.03	0.14	0.20		0.07	0.15
Control Delay	25.2	13.2	1.3		1.7	1.2
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	25.2	13.2	1.3		1.7	1.2
LOS	C	B	A		A	A
Approach Delay	15.0		1.3			1.3
Approach LOS	B		A			A
90th %ile Green (s)	7.5	7.5	48.1		48.1	48.1
90th %ile Term Code	Gap	Gap	Dwell		Dwell	Dwell
70th %ile Green (s)	6.3	6.3	49.0		49.0	49.0
70th %ile Term Code	Gap	Gap	Dwell		Dwell	Dwell
50th %ile Green (s)	0.0	0.0	49.0		49.0	49.0
50th %ile Term Code	Skip	Skip	Dwell		Dwell	Dwell
30th %ile Green (s)	0.0	0.0	49.0		49.0	49.0
30th %ile Term Code	Skip	Skip	Dwell		Dwell	Dwell
10th %ile Green (s)	0.0	0.0	49.0		49.0	49.0
10th %ile Term Code	Skip	Skip	Dwell		Dwell	Dwell
Queue Length 50th (ft)	2	0	0		0	0
Queue Length 95th (ft)	11	20	40		10	28
Internal Link Dist (ft)	581		662			590
Turn Bay Length (ft)					200	
Base Capacity (vph)	561	520	3206		685	3206
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.01	0.05	0.20		0.07	0.15

Intersection Summary	
Area Type:	Other
Cycle Length: 60	

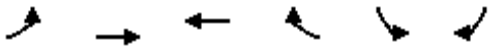
Actuated Cycle Length: 57.2	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.20	
Intersection Signal Delay: 1.7	Intersection LOS: A
Intersection Capacity Utilization 33.1%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 63.6	
70th %ile Actuated Cycle: 63.3	
50th %ile Actuated Cycle: 53	
30th %ile Actuated Cycle: 53	
10th %ile Actuated Cycle: 53	

Splits and Phases: 4: Perimeter Center Pkwy & Goldkist Dr.



Lanes, Volumes, Timings
5: Lake Hearn Dr. & Perimeter Center Pkwy

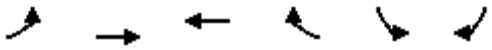
Existing
pm



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	210	410	475	265	390	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	0.95	0.88	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	3539	3539	2787	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	2787	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				288		179
Link Speed (mph)		45	45		45	
Link Distance (ft)		806	1749		1830	
Travel Time (s)		12.2	26.5		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	228	446	516	288	424	179
Shared Lane Traffic (%)						
Lane Group Flow (vph)	228	446	516	288	424	179
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0

Lanes, Volumes, Timings
5: Lake Hearn Dr. & Perimeter Center Pkwy

Existing
pm

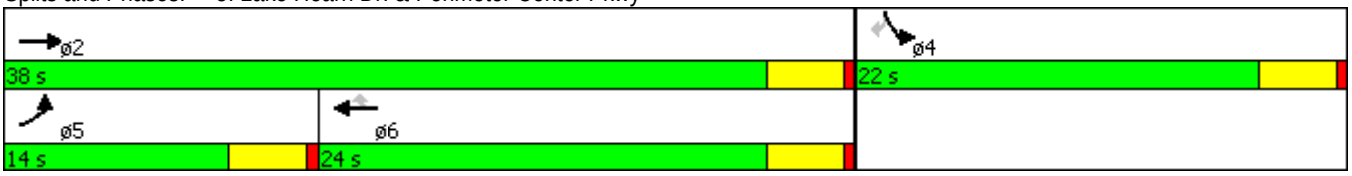


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Split (s)	14.0	38.0	24.0	24.0	22.0	22.0
Total Split (%)	23.3%	63.3%	40.0%	40.0%	36.7%	36.7%
Maximum Green (s)	10.0	34.0	20.0	20.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	Min	None	None
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	8.6	23.1	13.8	13.8	11.5	11.5
Actuated g/C Ratio	0.20	0.53	0.32	0.32	0.26	0.26
v/c Ratio	0.33	0.24	0.46	0.27	0.46	0.32
Control Delay	19.4	5.5	14.5	2.9	17.0	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.4	5.5	14.5	2.9	17.0	5.2
LOS	B	A	B	A	B	A
Approach Delay		10.2	10.4		13.5	
Approach LOS		B	B		B	
90th %ile Green (s)	10.0	34.0	20.0	20.0	16.4	16.4
90th %ile Term Code	Max	Hold	Max	Max	Gap	Gap
70th %ile Green (s)	9.6	29.9	16.3	16.3	12.7	12.7
70th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
50th %ile Green (s)	8.4	25.9	13.5	13.5	10.9	10.9
50th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
30th %ile Green (s)	7.3	22.2	10.9	10.9	9.3	9.3
30th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
10th %ile Green (s)	0.0	8.1	8.1	8.1	7.5	7.5
10th %ile Term Code	Skip	Hold	Gap	Gap	Gap	Gap
Queue Length 50th (ft)	26	24	55	0	48	0
Queue Length 95th (ft)	64	53	108	22	97	38
Internal Link Dist (ft)		726	1669		1750	
Turn Bay Length (ft)						
Base Capacity (vph)	871	2741	1796	1556	1568	820
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.16	0.29	0.19	0.27	0.22

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 43.4	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	

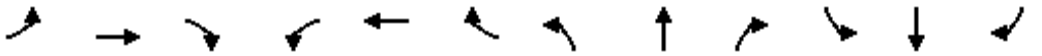
Maximum v/c Ratio: 0.46	
Intersection Signal Delay: 11.2	Intersection LOS: B
Intersection Capacity Utilization 40.2%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 58.4	
70th %ile Actuated Cycle: 50.6	
50th %ile Actuated Cycle: 44.8	
30th %ile Actuated Cycle: 39.5	
10th %ile Actuated Cycle: 23.6	

Splits and Phases: 5: Lake Hearn Dr. & Perimeter Center Pkwy



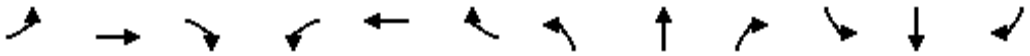
Lanes, Volumes, Timings
1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr.

No-Build 2026
AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	240	950	310	450	660	370	200	305	90	370	475	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	250		500	80		0	250		300
Storage Lanes	2		1	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	0.95	0.97	0.95	1.00
Frt			0.850			0.850		0.966				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3419	0	3433	3539	1583
Flt Permitted	0.950			0.172			0.410			0.950		
Satd. Flow (perm)	3433	3539	1583	622	3539	1583	1482	3419	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			263			126		51				80
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2029			963			330			786	
Travel Time (s)		30.7			14.6			5.0			11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	261	1033	337	489	717	402	217	332	98	402	516	250
Shared Lane Traffic (%)												
Lane Group Flow (vph)	261	1033	337	489	717	402	217	430	0	402	516	250
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	pm+ov
Protected Phases	5	2		1	6	7	3	8		7	4	5
Permitted Phases			2	6		6	8					4
Detector Phase	5	2	2	1	6	7	3	8		7	4	5

Lanes, Volumes, Timings — No-Build 2026
1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr. — AM



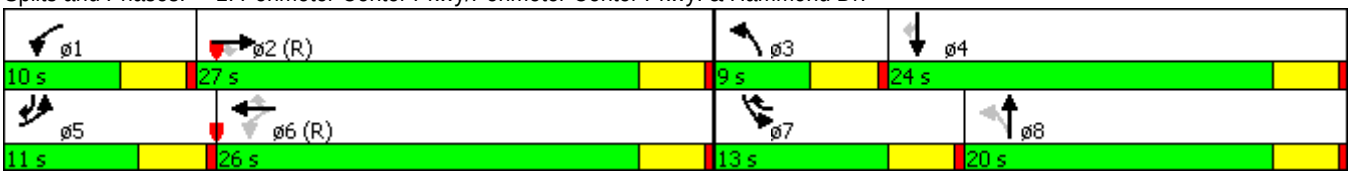
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	8.0	8.0	20.0		8.0	20.0	8.0
Total Split (s)	11.0	27.0	27.0	10.0	26.0	13.0	9.0	20.0		13.0	24.0	11.0
Total Split (%)	15.7%	38.6%	38.6%	14.3%	37.1%	18.6%	12.9%	28.6%		18.6%	34.3%	15.7%
Maximum Green (s)	7.0	23.0	23.0	6.0	22.0	9.0	5.0	16.0		9.0	20.0	7.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None		None	None	None
Walk Time (s)		5.0	5.0		5.0			5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	8.6	22.9	22.9	32.2	23.3	36.5	18.1	12.9		9.3	16.9	29.5
Actuated g/C Ratio	0.12	0.33	0.33	0.46	0.33	0.52	0.26	0.18		0.13	0.24	0.42
v/c Ratio	0.62	0.89	0.48	0.76	0.61	0.45	0.41	0.64		0.89	0.61	0.35
Control Delay	37.6	34.0	7.5	26.3	22.9	10.8	17.2	27.5		54.2	26.5	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	37.6	34.0	7.5	26.3	22.9	10.8	17.2	27.5		54.2	26.5	10.3
LOS	D	C	A	C	C	B	B	C		D	C	B
Approach Delay		29.1			20.9			24.1			32.5	
Approach LOS		C			C			C			C	
90th %ile Green (s)	7.0	23.0	23.0	6.0	22.0	9.0	5.0	16.0		9.0	20.0	7.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Max	Max		Max	Max	Max
70th %ile Green (s)	8.4	23.0	23.0	7.4	22.0	9.0	5.0	14.6		9.0	18.6	8.4
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Max	Gap		Max	Hold	Max
50th %ile Green (s)	10.0	23.0	23.0	9.0	22.0	9.0	5.0	13.0		9.0	17.0	10.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Max	Gap		Max	Hold	Max
30th %ile Green (s)	9.7	23.0	23.0	10.5	23.8	9.0	5.0	11.5		9.0	15.5	9.7
30th %ile Term Code	Gap	Coord	Coord	Max	Coord	Max	Max	Gap		Max	Hold	Gap
10th %ile Green (s)	8.0	22.7	22.7	11.8	26.5	10.3	6.3	9.2		10.3	13.2	8.0
10th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Max	Max	Gap		Max	Hold	Gap
Queue Length 50th (ft)	54	218	22	64	115	47	31	79		89	103	44
Queue Length 95th (ft)	#111	#333	82	m#156	236	m187	48	117		#167	141	91
Internal Link Dist (ft)		1949			883			250			706	
Turn Bay Length (ft)	260			250		500	80			250		300
Base Capacity (vph)	422	1162	696	645	1176	886	530	820		454	1011	712
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.62	0.89	0.48	0.76	0.61	0.45	0.41	0.52		0.89	0.51	0.35

Intersection Summary	
Area Type:	Other
Cycle Length: 70	

Actuated Cycle Length: 70	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green, Master Intersection	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 26.6	Intersection LOS: C
Intersection Capacity Utilization 74.3%	ICU Level of Service D
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr.



Lanes, Volumes, Timings
2: Shopping Center & Hammond Dr.

No-Build 2026
AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	850	365	360	1350	25	120	5	110	15	5	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	200		200	100		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.897	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	3539	1583	1770	1863	1583	1770	1671	0
Flt Permitted	0.179			0.224			0.769					
Satd. Flow (perm)	333	5085	1583	417	3539	1583	1432	1863	1583	1863	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			397			140			203		11	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		963			979			533			748	
Travel Time (s)		14.6			14.8			8.1			11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	924	397	391	1467	27	130	5	120	16	5	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	924	397	391	1467	27	130	5	120	16	16	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	

Lanes, Volumes, Timings
2: Shopping Center & Hammond Dr.

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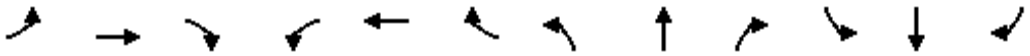


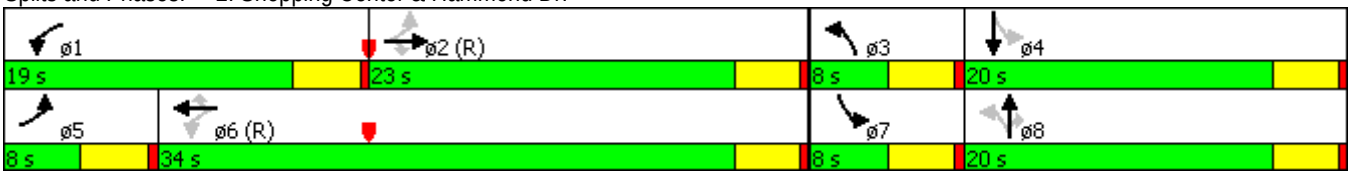
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	
Total Split (s)	8.0	23.0	23.0	19.0	34.0	34.0	8.0	20.0	20.0	8.0	20.0	
Total Split (%)	11.4%	32.9%	32.9%	27.1%	48.6%	48.6%	11.4%	28.6%	28.6%	11.4%	28.6%	
Maximum Green (s)	4.0	19.0	19.0	15.0	30.0	30.0	4.0	16.0	16.0	4.0	16.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	41.6	36.0	36.0	56.0	54.8	54.8	7.3	6.3	6.3	6.0	6.0	
Actuated g/C Ratio	0.59	0.51	0.51	0.80	0.78	0.78	0.10	0.09	0.09	0.09	0.09	
v/c Ratio	0.02	0.35	0.39	0.61	0.53	0.02	0.73	0.03	0.37	0.10	0.10	
Control Delay	3.2	4.2	2.1	9.0	6.2	0.0	54.2	29.2	4.0	28.0	20.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	3.2	4.2	2.1	9.0	6.2	0.0	54.2	29.2	4.0	28.0	20.6	
LOS	A	A	A	A	A	A	D	C	A	C	C	
Approach Delay		3.6			6.7			30.1			24.3	
Approach LOS		A			A			C			C	
90th %ile Green (s)	5.8	21.0	21.0	21.8	37.0	37.0	4.0	7.2	7.2	4.0	7.2	
90th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	
70th %ile Green (s)	0.0	34.1	34.1	18.0	56.1	56.1	5.9	5.9	5.9	0.0	0.0	
70th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Hold	Gap	Gap	Skip	Skip	
50th %ile Green (s)	0.0	36.8	36.8	15.6	56.4	56.4	5.6	5.6	5.6	0.0	0.0	
50th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Hold	Gap	Gap	Skip	Skip	
30th %ile Green (s)	0.0	36.9	36.9	13.7	54.6	54.6	7.4	7.4	7.4	0.0	0.0	
30th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Skip	Skip	
10th %ile Green (s)	0.0	51.3	51.3	10.7	66.0	66.0	0.0	0.0	0.0	0.0	0.0	
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Skip	Skip	Skip	Skip	Skip	
Queue Length 50th (ft)	0	9	0	26	70	0	57	2	0	7	2	
Queue Length 95th (ft)	m1	m109	m54	135	333	0	94	11	8	20	19	
Internal Link Dist (ft)		883			899			453			668	
Turn Bay Length (ft)	250		250	200		200	100					
Base Capacity (vph)	312	2616	1007	663	2771	1270	177	425	518	154	390	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.02	0.35	0.39	0.59	0.53	0.02	0.73	0.01	0.23	0.10	0.04	

Intersection Summary	
Area Type:	Other
Cycle Length: 70	

Actuated Cycle Length: 70	
Offset: 31 (44%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 7.4	Intersection LOS: A
Intersection Capacity Utilization 64.0%	ICU Level of Service B
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Shopping Center & Hammond Dr.



Lanes, Volumes, Timings
3: Ashford-Dunwoody Rd. & Hammond Dr.

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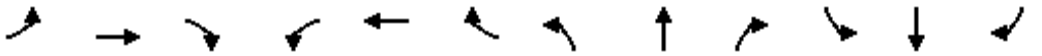

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	265	120	590	70	95	70	1340	2400	395	90	1395	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		0	0		0
Storage Lanes	1		2	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.88	0.97	1.00	1.00	0.97	0.86	0.86	0.97	0.86	1.00
Frt			0.850			0.850		0.979				0.850
Flt Protected	0.950	0.981		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1736	2787	3433	1863	1583	3433	6273	0	3433	6408	1583
Flt Permitted	0.950	0.981		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1736	2787	3433	1863	1583	3433	6273	0	3433	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			266			101		52				274
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		979			481			1611			970	
Travel Time (s)		14.8			7.3			24.4			14.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	288	130	641	76	103	76	1457	2609	429	98	1516	326
Shared Lane Traffic (%)	29%											
Lane Group Flow (vph)	204	214	641	76	103	76	1457	3038	0	98	1516	326
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	pt+ov	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	8	8		5	2		1	6	
Permitted Phases						8						6
Detector Phase	4	4	4 5	8	8	8	5	2		1	6	6

Lanes, Volumes, Timings
3: Ashford-Dunwoody Rd. & Hammond Dr.

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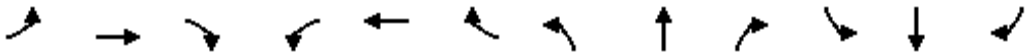


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	20.0		8.0	20.0	20.0
Total Split (s)	21.0	21.0		20.0	20.0	20.0	62.0	87.0		12.0	37.0	37.0
Total Split (%)	15.0%	15.0%		14.3%	14.3%	14.3%	44.3%	62.1%		8.6%	26.4%	26.4%
Maximum Green (s)	17.0	17.0		16.0	16.0	16.0	58.0	83.0		8.0	33.0	33.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)	5.0	5.0		5.0	5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	0
Act Effct Green (s)	17.0	17.0	75.0	12.5	12.5	12.5	58.0	83.3		7.7	33.0	33.0
Actuated g/C Ratio	0.12	0.12	0.55	0.09	0.09	0.09	0.42	0.61		0.06	0.24	0.24
v/c Ratio	0.98	0.99	0.39	0.24	0.61	0.32	1.00	0.79		0.51	0.98	0.55
Control Delay	115.9	118.7	6.1	59.1	74.9	8.3	62.5	21.9		72.5	69.6	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	115.9	118.7	6.1	59.1	74.9	8.3	62.5	21.9		72.5	69.6	12.7
LOS	F	F	A	E	E	A	E	C		E	E	B
Approach Delay		50.0			50.4			35.1			60.2	
Approach LOS		D			D			D			E	
90th %ile Green (s)	17.0	17.0		16.0	16.0	16.0	58.0	83.0		8.0	33.0	33.0
90th %ile Term Code	Max	Max		Max	Max	Max	Max	Max		Max	Max	Max
70th %ile Green (s)	17.0	17.0		14.9	14.9	14.9	58.0	83.0		8.0	33.0	33.0
70th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Max		Max	Max	Max
50th %ile Green (s)	17.0	17.0		12.9	12.9	12.9	58.0	83.0		8.0	33.0	33.0
50th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Max		Max	Max	Max
30th %ile Green (s)	17.0	17.0		10.8	10.8	10.8	58.0	83.0		8.0	33.0	33.0
30th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Max		Max	Max	Max
10th %ile Green (s)	17.0	17.0		8.0	8.0	8.0	58.0	84.3		6.7	33.0	33.0
10th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Hold		Gap	Max	Max
Queue Length 50th (ft)	193	203	59	32	89	0	~663	559		44	392	37
Queue Length 95th (ft)	#375	#391	86	58	152	28	#863	638		77	#495	134
Internal Link Dist (ft)		899			401			1531			890	
Turn Bay Length (ft)							300					
Base Capacity (vph)	209	216	1651	402	218	274	1459	3848		201	1549	590
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.98	0.99	0.39	0.19	0.47	0.28	1.00	0.79		0.49	0.98	0.55

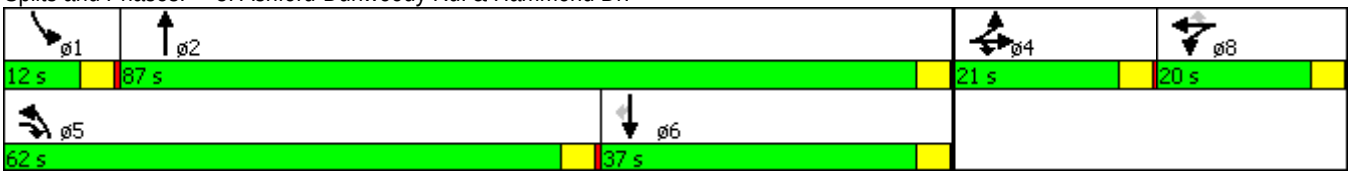
Intersection Summary	
Area Type:	Other
Cycle Length: 140	

Actuated Cycle Length: 136.5	
Natural Cycle: 140	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 43.9	Intersection LOS: D
Intersection Capacity Utilization 85.6%	ICU Level of Service E
Analysis Period (min) 15	
90th %ile Actuated Cycle: 140	
70th %ile Actuated Cycle: 138.9	
50th %ile Actuated Cycle: 136.9	
30th %ile Actuated Cycle: 134.8	
10th %ile Actuated Cycle: 132	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Ashford-Dunwoody Rd. & Hammond Dr.



Lanes, Volumes, Timings
4: Perimeter Center Pkwy & State Farm Dr

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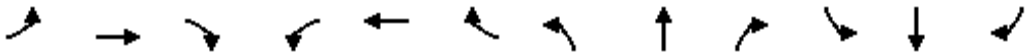


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	20	0	0	50	0	545	60	140	710	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	80		0
Storage Lanes	0		1	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.865			0.865		0.985			0.965	
Flt Protected										0.950		
Satd. Flow (prot)	0	0	1611	0	0	1611	0	3486	0	1770	3415	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	1611	0	0	1611	0	3486	0	1770	3415	0
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		391			524			338			330	
Travel Time (s)		5.9			7.9			5.1			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	22	0	0	54	0	592	65	152	772	239
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	22	0	0	54	0	657	0	152	1011	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.7%		ICU Level of Service A	
Analysis Period (min) 15			

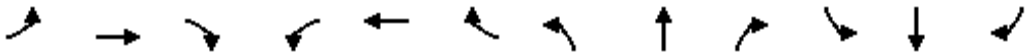
Lanes, Volumes, Timings
5: Perimeter Center Pkwy & Goldkist Dr.

No-Build 2026
AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	0	20	20	0	40	50	540	20	40	590	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		200
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.850			0.850			0.995			0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	3522	0	1770	3461	0
Flt Permitted							0.342			0.416		
Satd. Flow (perm)	1863	1583	0	1863	1583	0	637	3522	0	775	3461	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		513			353			5			26	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		402			1304			742			338	
Travel Time (s)		6.1			19.8			11.2			5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	0	22	22	0	43	54	587	22	43	641	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	22	0	22	43	0	54	609	0	43	750	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	

Lanes, Volumes, Timings
5: Perimeter Center Pkwy & Goldkist Dr.

No-Build 2026
AM

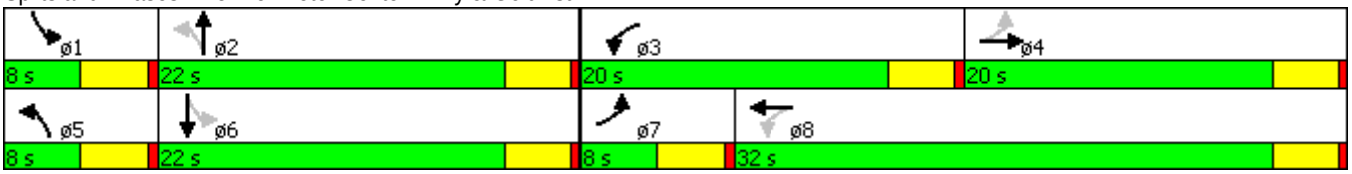


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0		20.0	20.0		8.0	20.0		8.0	20.0	
Total Split (s)	8.0	20.0		20.0	32.0		8.0	22.0		8.0	22.0	
Total Split (%)	11.4%	28.6%		28.6%	45.7%		11.4%	31.4%		11.4%	31.4%	
Maximum Green (s)	4.0	16.0		16.0	28.0		4.0	18.0		4.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)		5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	5.3	6.0		7.5	6.4		23.3	25.3		23.3	25.3	
Actuated g/C Ratio	0.16	0.18		0.23	0.19		0.70	0.76		0.70	0.76	
v/c Ratio	0.09	0.03		0.05	0.07		0.09	0.23		0.06	0.28	
Control Delay	13.1	0.1		12.1	0.2		4.1	5.9		4.1	6.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.1	0.1		12.1	0.2		4.1	5.9		4.1	6.1	
LOS	B	A		B	A		A	A		A	A	
Approach Delay		7.3			4.3			5.8			6.0	
Approach LOS		A			A			A			A	
90th %ile Green (s)	4.0	5.5		6.7	8.2		4.0	18.0		4.0	18.0	
90th %ile Term Code	Max	Gap		Gap	Hold		Max	Max		Max	Max	
70th %ile Green (s)	0.0	5.5		0.0	5.5		4.0	18.0		4.0	18.0	
70th %ile Term Code	Skip	Hold		Skip	Gap		Max	Hold		Max	Max	
50th %ile Green (s)	0.0	0.0		0.0	0.0		0.0	18.0		0.0	18.0	
50th %ile Term Code	Skip	Skip		Skip	Skip		Skip	Dwell		Skip	Dwell	
30th %ile Green (s)	0.0	0.0		0.0	0.0		0.0	23.7		0.0	23.7	
30th %ile Term Code	Skip	Skip		Skip	Skip		Skip	Dwell		Skip	Dwell	
10th %ile Green (s)	0.0	0.0		0.0	0.0		0.0	22.2		0.0	22.2	
10th %ile Term Code	Skip	Skip		Skip	Skip		Skip	Dwell		Skip	Dwell	
Queue Length 50th (ft)	2	0		2	0		0	0		1	0	
Queue Length 95th (ft)	18	0		16	0		19	107		16	133	
Internal Link Dist (ft)		322			1224			662			258	
Turn Bay Length (ft)							200			200		
Base Capacity (vph)	290	1078		941	1402		597	2688		676	2646	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.09	0.02		0.02	0.03		0.09	0.23		0.06	0.28	

Intersection Summary	
Area Type:	Other
Cycle Length: 70	

Actuated Cycle Length: 33.1	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.28	
Intersection Signal Delay: 5.9	Intersection LOS: A
Intersection Capacity Utilization 40.9%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 50.2	
70th %ile Actuated Cycle: 39.5	
50th %ile Actuated Cycle: 22	
30th %ile Actuated Cycle: 27.7	
10th %ile Actuated Cycle: 26.2	

Splits and Phases: 5: Perimeter Center Pkwy & Goldkist Dr.



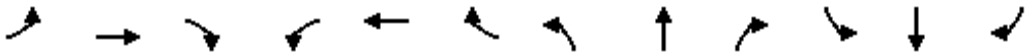
Lanes, Volumes, Timings
6: Perimeter Center Pkwy & Connector

No-Build 2026
AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	0	20	15	0	20	90	490	10	10	555	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	0		0	300		0	300		300
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.850			0.922			0.997				0.850
Flt Protected	0.950				0.979		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	0	1681	0	1770	3529	0	1770	3539	1583
Flt Permitted	0.732				0.879		0.424			0.449		
Satd. Flow (perm)	1364	1583	0	0	1510	0	790	3529	0	836	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		266			22			5				71
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		654			1393			1830			742	
Travel Time (s)		9.9			21.1			27.7			11.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	0	22	16	0	22	98	533	11	11	603	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	22	0	0	38	0	98	544	0	11	603	71
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6

Lanes, Volumes, Timings
6: Perimeter Center Pkwy & Connector

No-Build 2026
AM

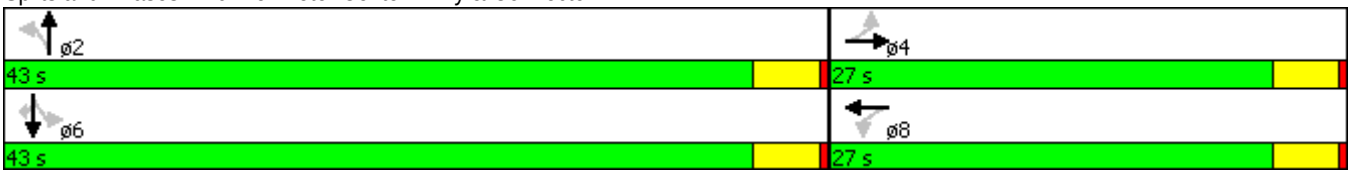


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	20.0
Total Split (s)	27.0	27.0		27.0	27.0		43.0	43.0		43.0	43.0	43.0
Total Split (%)	38.6%	38.6%		38.6%	38.6%		61.4%	61.4%		61.4%	61.4%	61.4%
Maximum Green (s)	23.0	23.0		23.0	23.0		39.0	39.0		39.0	39.0	39.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		Min	Min		Min	Min	Min
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)	8.2	8.2			8.1		19.9	19.9		19.9	19.9	19.9
Actuated g/C Ratio	0.25	0.25			0.25		0.61	0.61		0.61	0.61	0.61
v/c Ratio	0.32	0.04			0.10		0.20	0.25		0.02	0.28	0.07
Control Delay	12.7	0.1			6.5		6.6	5.0		5.0	5.2	2.0
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	12.7	0.1			6.5		6.6	5.0		5.0	5.2	2.0
LOS	B	A			A		A	A		A	A	A
Approach Delay		10.6			6.5			5.3			4.9	
Approach LOS		B			A			A			A	
90th %ile Green (s)	10.8	10.8		10.8	10.8		17.0	17.0		17.0	17.0	17.0
90th %ile Term Code	Gap	Gap		Hold	Hold		Gap	Gap		Hold	Hold	Hold
70th %ile Green (s)	8.8	8.8		8.8	8.8		13.9	13.9		13.9	13.9	13.9
70th %ile Term Code	Gap	Gap		Hold	Hold		Dwell	Dwell		Dwell	Dwell	Dwell
50th %ile Green (s)	8.0	8.0		8.0	8.0		16.5	16.5		16.5	16.5	16.5
50th %ile Term Code	Gap	Gap		Hold	Hold		Dwell	Dwell		Dwell	Dwell	Dwell
30th %ile Green (s)	7.4	7.4		7.4	7.4		23.6	23.6		23.6	23.6	23.6
30th %ile Term Code	Gap	Gap		Hold	Hold		Dwell	Dwell		Dwell	Dwell	Dwell
10th %ile Green (s)	0.0	0.0		0.0	0.0		21.3	21.3		21.3	21.3	21.3
10th %ile Term Code	Skip	Skip		Skip	Skip		Dwell	Dwell		Dwell	Dwell	Dwell
Queue Length 50th (ft)	15	0			2		8	23		1	26	0
Queue Length 95th (ft)	39	0			14		28	49		5	55	11
Internal Link Dist (ft)		574			1313			1750			662	
Turn Bay Length (ft)	300						300			300		300
Base Capacity (vph)	981	1213			1092		790	3529		836	3539	1583
Starvation Cap Reductn	0	0			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	0.11	0.02			0.03		0.12	0.15		0.01	0.17	0.04

Intersection Summary	
Area Type:	Other
Cycle Length: 70	

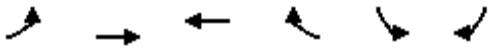
Actuated Cycle Length: 32.7	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.32	
Intersection Signal Delay: 5.6	Intersection LOS: A
Intersection Capacity Utilization 41.5%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 35.8	
70th %ile Actuated Cycle: 30.7	
50th %ile Actuated Cycle: 32.5	
30th %ile Actuated Cycle: 39	
10th %ile Actuated Cycle: 25.3	

Splits and Phases: 6: Perimeter Center Pkwy & Connector

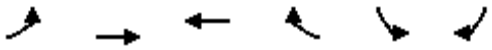


Lanes, Volumes, Timings
7: Lake Hearn Dr. & Perimeter Center Pkwy

No-Build 2026
AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	310	230	300	280	320	270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	300	0
Storage Lanes	2			2	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.88	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	3539	3539	2787	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	2787	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				304		293
Link Speed (mph)		45	45		45	
Link Distance (ft)		806	1941		1830	
Travel Time (s)		12.2	29.4		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	337	250	326	304	348	293
Shared Lane Traffic (%)						
Lane Group Flow (vph)	337	250	326	304	348	293
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	15.0	38.0	23.0	23.0	22.0	22.0
Total Split (%)	25.0%	63.3%	38.3%	38.3%	36.7%	36.7%
Maximum Green (s)	11.0	34.0	19.0	19.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	Min	None	None
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	9.2	23.6	10.2	10.2	10.0	10.0
Actuated g/C Ratio	0.22	0.56	0.24	0.24	0.24	0.24
v/c Ratio	0.45	0.13	0.38	0.33	0.42	0.49
Control Delay	17.4	4.7	15.0	3.5	16.0	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.4	4.7	15.0	3.5	16.0	5.6
LOS	B	A	B	A	B	A
Approach Delay		12.0	9.5		11.3	
Approach LOS		B	A		B	
90th %ile Green (s)	11.0	30.1	15.1	15.1	14.0	14.0
90th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
70th %ile Green (s)	10.9	27.2	12.3	12.3	11.9	11.9
70th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
50th %ile Green (s)	9.4	23.5	10.1	10.1	9.6	9.6
50th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
30th %ile Green (s)	8.1	20.1	8.0	8.0	8.3	8.3
30th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
10th %ile Green (s)	6.8	17.6	6.8	6.8	6.9	6.9
10th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
Queue Length 50th (ft)	34	11	32	0	35	0
Queue Length 95th (ft)	78	27	68	24	74	46
Internal Link Dist (ft)		726	1861		1750	
Turn Bay Length (ft)					300	
Base Capacity (vph)	928	2927	1654	1464	1520	863
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.09	0.20	0.21	0.23	0.34

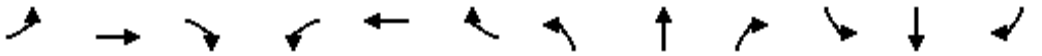
Intersection Summary	
Area Type:	Other
Cycle Length: 60	

Actuated Cycle Length: 41.8	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 10.9	Intersection LOS: B
Intersection Capacity Utilization 36.3%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 52.1	
70th %ile Actuated Cycle: 47.1	
50th %ile Actuated Cycle: 41.1	
30th %ile Actuated Cycle: 36.4	
10th %ile Actuated Cycle: 32.5	

Splits and Phases: 7: Lake Hearn Dr. & Perimeter Center Pkwy

Lanes, Volumes, Timings
1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr.

No-Build 2026
PM

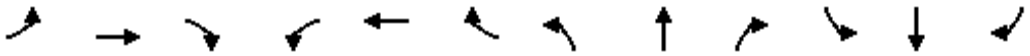


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	705	190	225	810	350	385	550	270	440	425	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	250		500	80		0	250		300
Storage Lanes	2		1	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	0.95	0.97	0.95	1.00
Frt			0.850			0.850		0.951				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3366	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3366	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			75			61		91				61
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2029			963			330			786	
Travel Time (s)		30.7			14.6			5.0			11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	766	207	245	880	380	418	598	293	478	462	359
Shared Lane Traffic (%)												
Lane Group Flow (vph)	315	766	207	245	880	380	418	891	0	478	462	359
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8		7	4	5
Permitted Phases			2			6						4
Detector Phase	5	2	3	1	6	7	3	8		7	4	5

Lanes, Volumes, Timings — Build Existing Zoning 2026

1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr. — AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	240	950	585	650	660	370	255	365	125	370	600	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	250		500	80		0	250		300
Storage Lanes	2		1	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	0.95	0.97	0.95	1.00
Frt			0.850			0.850		0.962				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3405	0	3433	3539	1583
Flt Permitted	0.950			0.112			0.256			0.950		
Satd. Flow (perm)	3433	3539	1583	405	3539	1583	925	3405	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			202			66		46				86
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2029			963			330			786	
Travel Time (s)		30.7			14.6			5.0			11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	261	1033	636	707	717	402	277	397	136	402	652	250
Shared Lane Traffic (%)												
Lane Group Flow (vph)	261	1033	636	707	717	402	277	533	0	402	652	250
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	pm+ov
Protected Phases	5	2		1	6	7	3	8		7	4	5
Permitted Phases			2	6		6	8					4
Detector Phase	5	2	2	1	6	7	3	8		7	4	5



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	8.0	8.0	20.0		8.0	20.0	8.0
Total Split (s)	16.0	37.0	37.0	18.0	39.0	15.0	10.0	20.0		15.0	25.0	16.0
Total Split (%)	17.8%	41.1%	41.1%	20.0%	43.3%	16.7%	11.1%	22.2%		16.7%	27.8%	17.8%
Maximum Green (s)	12.0	33.0	33.0	14.0	35.0	11.0	6.0	16.0		11.0	21.0	12.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None		None	None	None
Walk Time (s)		5.0	5.0		5.0			5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	11.1	32.1	32.1	49.5	35.7	51.3	22.0	15.6		11.6	20.7	35.8
Actuated g/C Ratio	0.12	0.36	0.36	0.55	0.40	0.57	0.24	0.17		0.13	0.23	0.40
v/c Ratio	0.62	0.82	0.92	0.99	0.51	0.43	0.68	0.85		0.91	0.80	0.37
Control Delay	44.0	32.4	38.6	54.6	20.0	7.9	32.3	47.2		65.9	41.3	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	44.0	32.4	38.6	54.6	20.0	7.9	32.3	47.2		65.9	41.3	13.6
LOS	D	C	D	D	B	A	C	D		E	D	B
Approach Delay		36.0			30.7			42.1			43.6	
Approach LOS		D			C			D			D	
90th %ile Green (s)	12.0	33.0	33.0	14.0	35.0	11.0	6.0	16.0		11.0	21.0	12.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Max	Max		Max	Max	Max
70th %ile Green (s)	12.0	33.0	33.0	14.0	35.0	11.0	6.0	16.0		11.0	21.0	12.0
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Max	Max		Max	Max	Max
50th %ile Green (s)	12.0	33.0	33.0	14.0	35.0	11.0	6.0	16.0		11.0	21.0	12.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Max	Max		Max	Max	Max
30th %ile Green (s)	10.7	33.0	33.0	14.0	36.3	11.0	6.0	16.0		11.0	21.0	10.7
30th %ile Term Code	Gap	Coord	Coord	Max	Coord	Max	Max	Max		Max	Hold	Gap
10th %ile Green (s)	8.8	28.7	28.7	17.5	37.4	14.0	8.2	13.8		14.0	19.6	8.8
10th %ile Term Code	Gap	Coord	Coord	Max	Coord	Gap	Gap	Gap		Gap	Hold	Gap
Queue Length 50th (ft)	72	272	243	~140	167	115	57	142		119	184	60
Queue Length 95th (ft)	111	351	#465	#297	151	67	#91	#223		#209	#248	118
Internal Link Dist (ft)		1949			883			250			706	
Turn Bay Length (ft)	260			250		500	80			250		300
Base Capacity (vph)	457	1297	708	717	1405	931	405	643		442	825	696
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.57	0.80	0.90	0.99	0.51	0.43	0.68	0.83		0.91	0.79	0.36

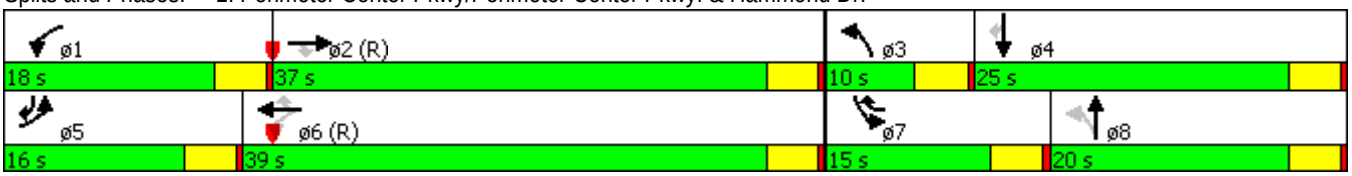
Intersection Summary	
Area Type:	Other
Cycle Length: 90	

Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green, Master Intersection	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 36.9	Intersection LOS: D
Intersection Capacity Utilization 82.8%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

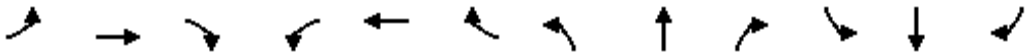
Splits and Phases: 1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr.



Lanes, Volumes, Timings
2: Shopping Center & Hammond Dr.

Build Existing Zoning 2026
AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	885	365	360	1550	25	120	5	110	15	5	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	200		200	100		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.897	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	3539	1583	1770	1863	1583	1770	1671	0
Flt Permitted	0.123			0.218			0.702					
Satd. Flow (perm)	229	5085	1583	406	3539	1583	1308	1863	1583	1863	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			397			109			158		11	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		963			979			533			748	
Travel Time (s)		14.6			14.8			8.1			11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	962	397	391	1685	27	130	5	120	16	5	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	962	397	391	1685	27	130	5	120	16	16	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	
Total Split (s)	8.0	34.0	34.0	28.0	54.0	54.0	8.0	20.0	20.0	8.0	20.0	
Total Split (%)	8.9%	37.8%	37.8%	31.1%	60.0%	60.0%	8.9%	22.2%	22.2%	8.9%	22.2%	
Maximum Green (s)	4.0	30.0	30.0	24.0	50.0	50.0	4.0	16.0	16.0	4.0	16.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	52.6	47.1	47.1	69.7	67.8	67.8	11.5	8.5	8.5	7.4	6.3	
Actuated g/C Ratio	0.58	0.52	0.52	0.77	0.75	0.75	0.13	0.09	0.09	0.08	0.07	
v/c Ratio	0.02	0.36	0.39	0.65	0.63	0.02	0.60	0.03	0.41	0.11	0.12	
Control Delay	4.6	12.5	3.2	11.7	8.0	0.0	48.5	37.8	7.5	36.5	25.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	4.6	12.5	3.2	11.7	8.0	0.0	48.5	37.8	7.5	36.5	25.9	
LOS	A	B	A	B	A	A	D	D	A	D	C	
Approach Delay		9.7			8.6			29.0			31.2	
Approach LOS		A			A			C			C	
90th %ile Green (s)	5.8	36.2	36.2	25.2	55.6	55.6	4.0	8.6	8.6	4.0	8.6	
90th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap	Gap	Max	Hold	
70th %ile Green (s)	0.0	40.5	40.5	20.6	65.1	65.1	16.9	6.0	6.0	6.9	0.0	
70th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Hold	Gap	Gap	Gap	Skip	
50th %ile Green (s)	0.0	47.6	47.6	19.1	70.7	70.7	11.3	11.3	11.3	0.0	0.0	
50th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Skip	Skip	
30th %ile Green (s)	0.0	52.2	52.2	16.4	72.6	72.6	9.4	9.4	9.4	0.0	0.0	
30th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Skip	Skip	
10th %ile Green (s)	0.0	58.8	58.8	12.0	74.8	74.8	7.2	7.2	7.2	0.0	0.0	
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Skip	Skip	
Queue Length 50th (ft)	1	98	21	46	156	0	71	3	0	9	3	
Queue Length 95th (ft)	m1	m90	m35	152	426	0	#133	13	29	25	22	
Internal Link Dist (ft)		883			899			453			668	
Turn Bay Length (ft)	250		250	200		200	100					
Base Capacity (vph)	229	2659	1017	681	2664	1218	216	331	411	146	306	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.02	0.36	0.39	0.57	0.63	0.02	0.60	0.02	0.29	0.11	0.05	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	

Actuated Cycle Length: 90	
Offset: 17 (19%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 10.6	Intersection LOS: B
Intersection Capacity Utilization 69.5%	ICU Level of Service C
Analysis Period (min) 15	

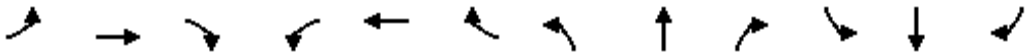
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Shopping Center & Hammond Dr.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	265	120	625	70	95	70	1540	2400	395	90	1395	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		0	0		0
Storage Lanes	1		2	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.88	0.97	1.00	1.00	0.97	0.86	0.86	0.97	0.86	1.00
Frt			0.850			0.850		0.979				0.850
Flt Protected	0.950	0.981		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1736	2787	3433	1863	1583	3433	6273	0	3433	6408	1583
Flt Permitted	0.950	0.981		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1736	2787	3433	1863	1583	3433	6273	0	3433	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			283			101		53				258
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		979			481			1611			970	
Travel Time (s)		14.8			7.3			24.4			14.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	288	130	679	76	103	76	1674	2609	429	98	1516	326
Shared Lane Traffic (%)	29%											
Lane Group Flow (vph)	204	214	679	76	103	76	1674	3038	0	98	1516	326
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	pt+ov	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	8	8		5	2		1	6	
Permitted Phases						8						6
Detector Phase	4	4	4 5	8	8	8	5	2		1	6	6

Lanes, Volumes, Timings
3: Ashford-Dunwoody Rd. & Hammond Dr.

Build Existing Zoning 2026
AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	20.0		8.0	20.0	20.0
Total Split (s)	20.0	20.0		20.0	20.0	20.0	66.0	88.0		12.0	34.0	34.0
Total Split (%)	14.3%	14.3%		14.3%	14.3%	14.3%	47.1%	62.9%		8.6%	24.3%	24.3%
Maximum Green (s)	16.0	16.0		16.0	16.0	16.0	62.0	84.0		8.0	30.0	30.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)	5.0	5.0		5.0	5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	0
Act Effct Green (s)	16.0	16.0	78.0	12.5	12.5	12.5	62.0	84.3		7.7	30.0	30.0
Actuated g/C Ratio	0.12	0.12	0.57	0.09	0.09	0.09	0.45	0.62		0.06	0.22	0.22
v/c Ratio	1.04	1.05	0.40	0.24	0.61	0.32	1.07	0.78		0.51	1.08	0.59
Control Delay	132.0	134.9	5.6	59.1	74.9	8.3	81.5	21.1		72.5	97.1	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	132.0	134.9	5.6	59.1	74.9	8.3	81.5	21.1		72.5	97.1	16.1
LOS	F	F	A	E	E	A	F	C		E	F	B
Approach Delay		54.3			50.4			42.5			82.3	
Approach LOS		D			D			D			F	
90th %ile Green (s)	16.0	16.0		16.0	16.0	16.0	62.0	84.0		8.0	30.0	30.0
90th %ile Term Code	Max	Max		Max	Max	Max	Max	Max		Max	Max	Max
70th %ile Green (s)	16.0	16.0		14.9	14.9	14.9	62.0	84.0		8.0	30.0	30.0
70th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Max		Max	Max	Max
50th %ile Green (s)	16.0	16.0		12.9	12.9	12.9	62.0	84.0		8.0	30.0	30.0
50th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Max		Max	Max	Max
30th %ile Green (s)	16.0	16.0		10.8	10.8	10.8	62.0	84.0		8.0	30.0	30.0
30th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Max		Max	Max	Max
10th %ile Green (s)	16.0	16.0		8.0	8.0	8.0	62.0	85.3		6.7	30.0	30.0
10th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Hold		Gap	Max	Max
Queue Length 50th (ft)	~205	~218	58	32	89	0	~853	547		44	~436	50
Queue Length 95th (ft)	#387	#403	83	58	152	28	#1026	626		77	#533	155
Internal Link Dist (ft)		899			401			1531			890	
Turn Bay Length (ft)							300					
Base Capacity (vph)	197	203	1714	402	218	274	1559	3894		201	1409	549
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	1.04	1.05	0.40	0.19	0.47	0.28	1.07	0.78		0.49	1.08	0.59

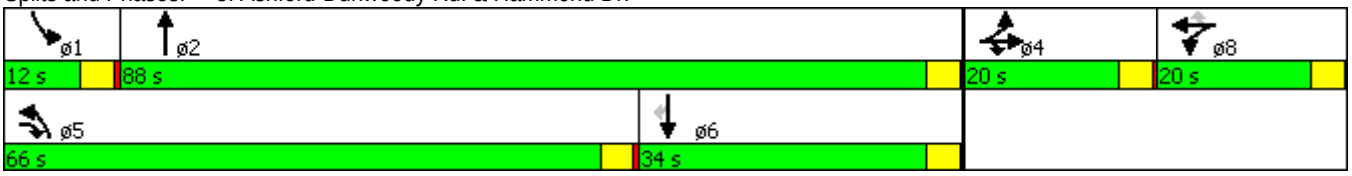
Intersection Summary	
Area Type:	Other
Cycle Length: 140	

Actuated Cycle Length: 136.5	
Natural Cycle: 150	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 54.0	Intersection LOS: D
Intersection Capacity Utilization 91.3%	ICU Level of Service F
Analysis Period (min) 15	
90th %ile Actuated Cycle: 140	
70th %ile Actuated Cycle: 138.9	
50th %ile Actuated Cycle: 136.9	
30th %ile Actuated Cycle: 134.8	
10th %ile Actuated Cycle: 132	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Ashford-Dunwoody Rd. & Hammond Dr.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	20	0	0	50	0	695	60	140	1310	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	80		0
Storage Lanes	0		1	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.865			0.865		0.988			0.983	
Flt Protected										0.950		
Satd. Flow (prot)	0	0	1611	0	0	1611	0	3497	0	1770	3479	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	1611	0	0	1611	0	3497	0	1770	3479	0
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		391			524			338			330	
Travel Time (s)		5.9			7.9			5.1			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	22	0	0	54	0	755	65	152	1424	179
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	22	0	0	54	0	820	0	152	1603	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.5%		ICU Level of Service A	
Analysis Period (min) 15			

Lanes, Volumes, Timings
5: Perimeter Center Pkwy & Goldkist Dr.

Build Existing Zoning 2026
AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	0	20	90	0	190	50	540	505	640	590	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		200	150		0
Storage Lanes	1		0	1		2	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.88	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.850				0.850			0.850		0.978	
Flt Protected	0.950			0.950	0.950		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1681	1681	2787	1770	3539	1583	3433	3461	0
Flt Permitted	0.950			0.950	0.950		0.367			0.950		
Satd. Flow (perm)	1770	1583	0	1681	1681	2787	684	3539	1583	3433	3461	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		323				207			549		26	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		402			1304			742			338	
Travel Time (s)		6.1			19.8			11.2			5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	0	22	98	0	207	54	587	549	696	641	109
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	27	22	0	49	49	207	54	587	549	696	750	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8	2		2			
Detector Phase	4	4		8	8	8	5	2	2	1	6	

Lanes, Volumes, Timings
5: Perimeter Center Pkwy & Goldkist Dr.

Build Existing Zoning 2026
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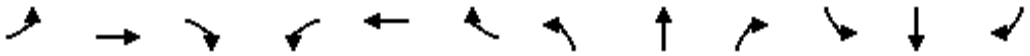

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	
Total Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	43.0	43.0	37.0	72.0	
Total Split (%)	16.7%	16.7%		16.7%	16.7%	16.7%	6.7%	35.8%	35.8%	30.8%	60.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0	16.0	4.0	39.0	39.0	33.0	68.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)	7.3	7.3		8.3	8.3	8.3	26.4	21.9	21.9	21.1	43.5	
Actuated g/C Ratio	0.10	0.10		0.12	0.12	0.12	0.38	0.31	0.31	0.30	0.62	
v/c Ratio	0.15	0.05		0.25	0.25	0.41	0.17	0.53	0.63	0.68	0.35	
Control Delay	39.8	0.2		39.0	39.0	8.9	10.9	24.0	6.0	27.2	8.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	39.8	0.2		39.0	39.0	8.9	10.9	24.0	6.0	27.2	8.5	
LOS	D	A		D	D	A	B	C	A	C	A	
Approach Delay		22.0			18.6			15.1			17.5	
Approach LOS		C			B			B			B	
90th %ile Green (s)	9.1	9.1		11.4	11.4	11.4	4.0	32.3	32.3	32.4	60.7	
90th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max	Gap	Gap	Gap	Hold	
70th %ile Green (s)	7.6	7.6		9.2	9.2	9.2	4.0	26.2	26.2	25.6	47.8	
70th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max	Gap	Gap	Gap	Hold	
50th %ile Green (s)	6.7	6.7		7.8	7.8	7.8	4.0	21.9	21.9	20.8	38.7	
50th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max	Gap	Gap	Gap	Hold	
30th %ile Green (s)	0.0	0.0		6.5	6.5	6.5	0.0	16.5	16.5	15.3	35.8	
30th %ile Term Code	Skip	Skip		Gap	Gap	Gap	Skip	Gap	Gap	Gap	Hold	
10th %ile Green (s)	0.0	0.0		5.5	5.5	5.5	0.0	12.9	12.9	12.2	29.1	
10th %ile Term Code	Skip	Skip		Gap	Gap	Gap	Skip	Gap	Gap	Gap	Hold	
Queue Length 50th (ft)	12	0		22	22	0	8	116	0	145	95	
Queue Length 95th (ft)	44	0		69	69	36	22	216	78	257	152	
Internal Link Dist (ft)		322			1224			662			258	
Turn Bay Length (ft)							200		200	150		
Base Capacity (vph)	445	640		423	423	856	324	2172	1183	1783	3052	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.06	0.03		0.12	0.12	0.24	0.17	0.27	0.46	0.39	0.25	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	

Actuated Cycle Length: 70.4	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 16.7	Intersection LOS: B
Intersection Capacity Utilization 62.9%	ICU Level of Service B
Analysis Period (min) 15	
90th %ile Actuated Cycle: 101.2	
70th %ile Actuated Cycle: 84.6	
50th %ile Actuated Cycle: 73.2	
30th %ile Actuated Cycle: 50.3	
10th %ile Actuated Cycle: 42.6	

Splits and Phases: 5: Perimeter Center Pkwy & Goldkist Dr.

Lanes, Volumes, Timings
6: Perimeter Center Pkwy & Connector

Build Existing Zoning 2026
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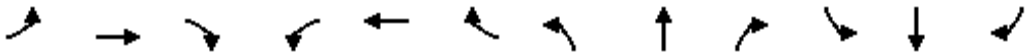
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	180	0	30	15	0	20	160	895	10	10	570	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	0		0	300		0	300		300
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.850			0.922			0.998				0.850
Flt Protected	0.950				0.979		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	0	1681	0	1770	3532	0	1770	3539	1583
Flt Permitted	0.732				0.896		0.417			0.256		
Satd. Flow (perm)	1364	1583	0	0	1539	0	777	3532	0	477	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		263			22			3				130
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		654			1393			1830			742	
Travel Time (s)		9.9			21.1			27.7			11.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	0	33	16	0	22	174	973	11	11	620	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	196	33	0	0	38	0	174	984	0	11	620	130
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	20.0
Total Split (s)	22.0	22.0		22.0	22.0		38.0	38.0		38.0	38.0	38.0
Total Split (%)	36.7%	36.7%		36.7%	36.7%		63.3%	63.3%		63.3%	63.3%	63.3%
Maximum Green (s)	18.0	18.0		18.0	18.0		34.0	34.0		34.0	34.0	34.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		Min	Min		Min	Min	Min
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)	11.4	11.4			11.1		26.3	26.3		26.3	26.3	26.3
Actuated g/C Ratio	0.27	0.27			0.27		0.63	0.63		0.63	0.63	0.63
v/c Ratio	0.53	0.05			0.09		0.36	0.44		0.04	0.28	0.12
Control Delay	20.2	0.2			9.2		9.3	6.9		6.0	5.9	1.8
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	20.2	0.2			9.2		9.3	6.9		6.0	5.9	1.8
LOS	C	A			A		A	A		A	A	A
Approach Delay		17.3			9.2			7.3			5.2	
Approach LOS		B			A			A			A	
90th %ile Green (s)	18.0	18.0		18.0	18.0		34.0	34.0		34.0	34.0	34.0
90th %ile Term Code	Max	Max		Hold	Hold		Max	Max		Hold	Hold	Hold
70th %ile Green (s)	13.4	13.4		13.4	13.4		23.4	23.4		23.4	23.4	23.4
70th %ile Term Code	Gap	Gap		Hold	Hold		Gap	Gap		Hold	Hold	Hold
50th %ile Green (s)	10.7	10.7		10.7	10.7		19.1	19.1		19.1	19.1	19.1
50th %ile Term Code	Gap	Gap		Hold	Hold		Dwell	Dwell		Dwell	Dwell	Dwell
30th %ile Green (s)	9.4	9.4		9.4	9.4		21.9	21.9		21.9	21.9	21.9
30th %ile Term Code	Gap	Gap		Hold	Hold		Dwell	Dwell		Dwell	Dwell	Dwell
10th %ile Green (s)	0.0	0.0		0.0	0.0		23.2	23.2		23.2	23.2	23.2
10th %ile Term Code	Skip	Skip		Skip	Skip		Dwell	Dwell		Dwell	Dwell	Dwell
Queue Length 50th (ft)	34	0			2		20	63		1	35	0
Queue Length 95th (ft)	112	0			22		71	140		7	81	18
Internal Link Dist (ft)		574			1313			1750			662	
Turn Bay Length (ft)	300						300			300		300
Base Capacity (vph)	626	869			719		635	2890		390	2895	1318
Starvation Cap Reductn	0	0			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	0.31	0.04			0.05		0.27	0.34		0.03	0.21	0.10

Intersection Summary	
Area Type:	Other
Cycle Length: 60	

Actuated Cycle Length: 41.8	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 7.6	Intersection LOS: A
Intersection Capacity Utilization 55.0%	ICU Level of Service B
Analysis Period (min) 15	
90th %ile Actuated Cycle: 60	
70th %ile Actuated Cycle: 44.8	
50th %ile Actuated Cycle: 37.8	
30th %ile Actuated Cycle: 39.3	
10th %ile Actuated Cycle: 27.2	

Splits and Phases: 6: Perimeter Center Pkwy & Connector

Lanes, Volumes, Timings
7: Lake Hearn Dr. & Perimeter Center Pkwy

Build Existing Zoning 2026
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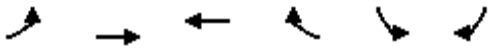
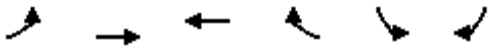


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	550	230	300	515	335	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	300	0
Storage Lanes	2			2	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.88	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	3539	3539	2787	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	2787	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				560		304
Link Speed (mph)		45	45		45	
Link Distance (ft)		806	1941		1830	
Travel Time (s)		12.2	29.4		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	598	250	326	560	364	304
Shared Lane Traffic (%)						
Lane Group Flow (vph)	598	250	326	560	364	304
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	40.0	20.0	20.0	20.0	20.0
Total Split (%)	33.3%	66.7%	33.3%	33.3%	33.3%	33.3%
Maximum Green (s)	16.0	36.0	16.0	16.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	Min	None	None
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	13.1	28.6	11.3	11.3	10.8	10.8
Actuated g/C Ratio	0.27	0.60	0.24	0.24	0.23	0.23
v/c Ratio	0.64	0.12	0.39	0.51	0.47	0.51
Control Delay	19.7	4.5	17.5	3.9	19.0	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.7	4.5	17.5	3.9	19.0	6.2
LOS	B	A	B	A	B	A
Approach Delay		15.2	8.9		13.2	
Approach LOS		B	A		B	
90th %ile Green (s)	16.0	36.0	16.0	16.0	15.4	15.4
90th %ile Term Code	Max	Hold	Max	Max	Gap	Gap
70th %ile Green (s)	16.0	34.0	14.0	14.0	13.1	13.1
70th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
50th %ile Green (s)	13.4	29.0	11.6	11.6	10.4	10.4
50th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
30th %ile Green (s)	11.3	24.6	9.3	9.3	8.9	8.9
30th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
10th %ile Green (s)	8.9	19.8	6.9	6.9	7.2	7.2
10th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
Queue Length 50th (ft)	72	12	38	0	45	0
Queue Length 95th (ft)	144	29	80	34	88	50
Internal Link Dist (ft)		726	1861		1750	
Turn Bay Length (ft)					300	
Base Capacity (vph)	1194	2750	1231	1334	1194	749
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.09	0.26	0.42	0.30	0.41

Intersection Summary	
Area Type:	Other
Cycle Length: 60	

Actuated Cycle Length: 47.7	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 12.3	Intersection LOS: B
Intersection Capacity Utilization 43.5%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 59.4	
70th %ile Actuated Cycle: 55.1	
50th %ile Actuated Cycle: 47.4	
30th %ile Actuated Cycle: 41.5	
10th %ile Actuated Cycle: 35	

Splits and Phases: 7: Lake Hearn Dr. & Perimeter Center Pkwy

Lanes, Volumes, Timings
1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr.

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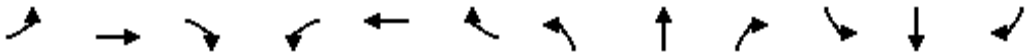
PM



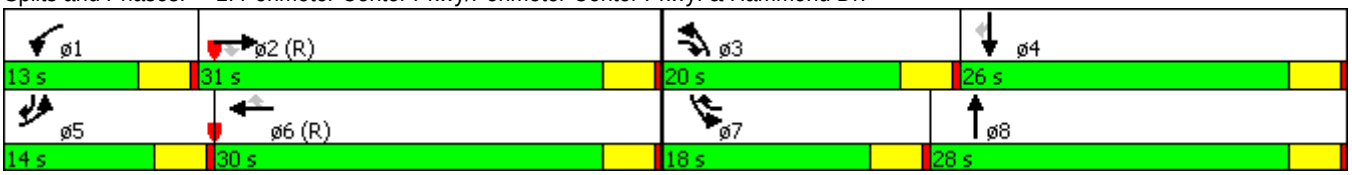
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	8.0	8.0	20.0	8.0	8.0	20.0		8.0	20.0	8.0
Total Split (s)	14.0	31.0	20.0	13.0	30.0	18.0	20.0	28.0		18.0	26.0	14.0
Total Split (%)	15.6%	34.4%	22.2%	14.4%	33.3%	20.0%	22.2%	31.1%		20.0%	28.9%	15.6%
Maximum Green (s)	10.0	27.0	16.0	9.0	26.0	14.0	16.0	24.0		14.0	22.0	10.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	10.1	27.2	46.1	8.9	26.1	44.1	14.9	23.8		14.1	23.0	37.1
Actuated g/C Ratio	0.11	0.30	0.51	0.10	0.29	0.49	0.17	0.26		0.16	0.26	0.41
v/c Ratio	0.82	0.72	0.24	0.72	0.86	0.47	0.74	0.93		0.89	0.51	0.52
Control Delay	57.8	32.5	8.2	51.3	34.7	10.4	44.1	46.6		58.1	31.4	19.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	57.8	32.5	8.2	51.3	34.7	10.4	44.1	46.6		58.1	31.4	19.8
LOS	E	C	A	D	C	B	D	D		E	C	B
Approach Delay		34.8			31.3			45.8			38.0	
Approach LOS		C			C			D			D	
90th %ile Green (s)	10.0	27.0	16.0	9.0	26.0	14.0	16.0	24.0		14.0	22.0	10.0
90th %ile Term Code	Max	Coord	Max	Max	Coord	Max	Max	Max		Max	Hold	Max
70th %ile Green (s)	10.0	27.0	16.0	9.0	26.0	14.0	16.0	24.0		14.0	22.0	10.0
70th %ile Term Code	Max	Coord	Max	Max	Coord	Max	Max	Max		Max	Hold	Max
50th %ile Green (s)	10.0	27.0	16.0	9.0	26.0	14.0	16.0	24.0		14.0	22.0	10.0
50th %ile Term Code	Max	Coord	Max	Max	Coord	Max	Max	Max		Max	Hold	Max
30th %ile Green (s)	10.0	27.0	14.4	9.0	26.0	14.0	14.4	24.0		14.0	23.6	10.0
30th %ile Term Code	Max	Coord	Gap	Max	Coord	Max	Gap	Max		Max	Hold	Max
10th %ile Green (s)	10.4	28.2	11.9	8.6	26.4	14.3	11.9	22.9		14.3	25.3	10.4
10th %ile Term Code	Gap	Coord	Gap	Gap	Coord	Gap	Gap	Gap		Gap	Hold	Gap
Queue Length 50th (ft)	91	204	37	76	145	68	115	236		139	120	125
Queue Length 95th (ft)	#159	270	75	m102	m240	m91	165	#356		#226	169	210
Internal Link Dist (ft)		1949			883			250			706	
Turn Bay Length (ft)	260			250		500	80			250		300
Base Capacity (vph)	384	1070	866	343	1025	807	610	964		536	903	687
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.82	0.72	0.24	0.71	0.86	0.47	0.69	0.92		0.89	0.51	0.52

Intersection Summary	
Area Type:	Other
Cycle Length: 90	

Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 37.3	Intersection LOS: D
Intersection Capacity Utilization 80.4%	ICU Level of Service D
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr.



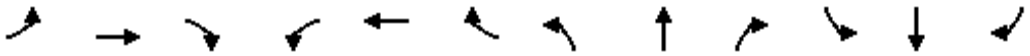
Lanes, Volumes, Timings
2: Shopping Center & Hammond Dr.

No-Build 2026
PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	1230	210	315	965	55	360	20	370	120	20	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	200		200	100		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.888	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	3539	1583	1770	1863	1583	1770	1654	0
Flt Permitted	0.249			0.101			0.421			0.743		
Satd. Flow (perm)	464	5085	1583	188	3539	1583	784	1863	1583	1384	1654	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			228			158			373		65	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		963			979			533			748	
Travel Time (s)		14.6			14.8			8.1			11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	1337	228	342	1049	60	391	22	402	130	22	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	1337	228	342	1049	60	391	22	402	130	87	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	

Lanes, Volumes, Timings
2: Shopping Center & Hammond Dr.

No-Build 2026
PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	
Total Split (s)	9.0	31.0	31.0	21.0	43.0	43.0	18.0	28.0	28.0	10.0	20.0	
Total Split (%)	10.0%	34.4%	34.4%	23.3%	47.8%	47.8%	20.0%	31.1%	31.1%	11.1%	22.2%	
Maximum Green (s)	5.0	27.0	27.0	17.0	39.0	39.0	14.0	24.0	24.0	6.0	16.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	43.0	36.4	36.4	57.7	49.0	49.0	24.3	14.1	14.1	12.8	7.7	
Actuated g/C Ratio	0.48	0.40	0.40	0.64	0.54	0.54	0.27	0.16	0.16	0.14	0.09	
v/c Ratio	0.17	0.65	0.29	0.81	0.54	0.06	1.05	0.08	0.72	0.58	0.44	
Control Delay	9.6	23.1	5.7	35.0	16.4	0.1	93.3	30.2	12.7	37.9	21.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	9.6	23.1	5.7	35.0	16.4	0.1	93.3	30.2	12.7	37.9	21.5	
LOS	A	C	A	D	B	A	F	C	B	D	C	
Approach Delay		20.2			20.1			51.8			31.3	
Approach LOS		C			C			D			C	
90th %ile Green (s)	8.1	27.0	27.0	20.8	39.7	39.7	14.0	20.2	20.2	6.0	12.2	
90th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Max	Gap	Gap	Max	Hold	
70th %ile Green (s)	7.0	30.5	30.5	21.1	44.6	44.6	14.0	16.4	16.4	6.0	8.4	
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	
50th %ile Green (s)	6.5	35.4	35.4	17.9	46.8	46.8	14.0	14.7	14.7	6.0	6.7	
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	
30th %ile Green (s)	6.0	39.4	39.4	15.1	48.5	48.5	14.0	13.5	13.5	6.0	5.5	
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	
10th %ile Green (s)	0.0	49.5	49.5	11.7	65.2	65.2	16.8	5.5	5.5	7.3	0.0	
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Hold	Gap	Gap	Gap	Skip	
Queue Length 50th (ft)	12	158	14	131	202	0	~223	11	14	58	12	
Queue Length 95th (ft)	m18	m258	m24	#241	312	0	#306	29	97	96	54	
Internal Link Dist (ft)		883			899			453			668	
Turn Bay Length (ft)	250		250	200		200	100					
Base Capacity (vph)	317	2054	775	450	1925	933	371	496	695	224	347	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.17	0.65	0.29	0.76	0.54	0.06	1.05	0.04	0.58	0.58	0.25	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	

Actuated Cycle Length: 90	
Offset: 11 (12%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 27.1	Intersection LOS: C
Intersection Capacity Utilization 77.8%	ICU Level of Service D
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

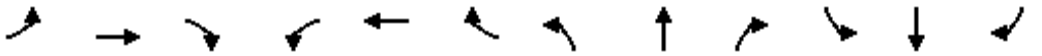
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Shopping Center & Hammond Dr.

Lanes, Volumes, Timings
3: Ashford-Dunwoody Rd. & Hammond Dr.

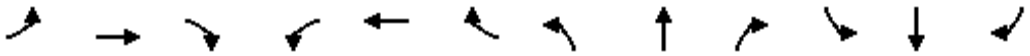
No-Build 2026
PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	45	1385	435	140	90	1065	2000	55	30	1700	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		0	0		0
Storage Lanes	1		2	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.88	0.97	1.00	1.00	0.97	0.86	0.86	0.97	0.86	1.00
Frt			0.850			0.850		0.996				0.850
Flt Protected	0.950	0.965		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1708	2787	3433	1863	1583	3433	6382	0	3433	6408	1583
Flt Permitted	0.950	0.965		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1708	2787	3433	1863	1583	3433	6382	0	3433	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			36			95		5				95
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		979			481			1611			970	
Travel Time (s)		14.8			7.3			24.4			14.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	49	1505	473	152	98	1158	2174	60	33	1848	141
Shared Lane Traffic (%)	43%											
Lane Group Flow (vph)	180	184	1505	473	152	98	1158	2234	0	33	1848	141
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	pt+ov	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	8	8		5	2		1	6	
Permitted Phases						8						6
Detector Phase	4	4	4 5	8	8	8	5	2		1	6	6

Lanes, Volumes, Timings
3: Ashford-Dunwoody Rd. & Hammond Dr.

No-Build 2026
PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	20.0		8.0	20.0	20.0
Total Split (s)	34.0	34.0		22.0	22.0	22.0	49.0	86.0		8.0	45.0	45.0
Total Split (%)	22.7%	22.7%		14.7%	14.7%	14.7%	32.7%	57.3%		5.3%	30.0%	30.0%
Maximum Green (s)	30.0	30.0		18.0	18.0	18.0	45.0	82.0		4.0	41.0	41.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)	5.0	5.0		5.0	5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	0
Act Effct Green (s)	30.0	30.0	75.0	18.0	18.0	18.0	45.0	83.6		4.0	41.0	41.0
Actuated g/C Ratio	0.20	0.20	0.50	0.12	0.12	0.12	0.30	0.56		0.03	0.27	0.27
v/c Ratio	0.54	0.54	1.07	1.15	0.68	0.36	1.13	0.63		0.36	1.06	0.28
Control Delay	60.5	60.5	70.5	148.7	79.4	15.4	116.4	23.8		82.9	89.5	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	60.5	60.5	70.5	148.7	79.4	15.4	116.4	23.8		82.9	89.5	16.9
LOS	E	E	E	F	E	B	F	C		F	F	B
Approach Delay		68.5			116.1			55.4			84.3	
Approach LOS		E			F			E			F	
90th %ile Green (s)	30.0	30.0		18.0	18.0	18.0	45.0	82.0		4.0	41.0	41.0
90th %ile Term Code	Max	Max		Max	Max	Max	Max	Max		Max	Max	Max
70th %ile Green (s)	30.0	30.0		18.0	18.0	18.0	45.0	82.0		4.0	41.0	41.0
70th %ile Term Code	Max	Max		Max	Max	Max	Max	Hold		Max	Max	Max
50th %ile Green (s)	30.0	30.0		18.0	18.0	18.0	45.0	82.0		4.0	41.0	41.0
50th %ile Term Code	Max	Max		Max	Max	Max	Max	Hold		Max	Max	Max
30th %ile Green (s)	30.0	30.0		18.0	18.0	18.0	45.0	82.0		4.0	41.0	41.0
30th %ile Term Code	Max	Max		Max	Max	Max	Max	Hold		Max	Max	Max
10th %ile Green (s)	30.0	30.0		18.0	18.0	18.0	45.0	90.0		0.0	41.0	41.0
10th %ile Term Code	Max	Max		Max	Max	Max	Max	Hold		Skip	Max	Max
Queue Length 50th (ft)	168	171	~660	~279	145	3	~672	429		16	~573	34
Queue Length 95th (ft)	254	260	#977	#394	#228	59	#809	465		36	#648	93
Internal Link Dist (ft)		899			401			1531			890	
Turn Bay Length (ft)							300					
Base Capacity (vph)	336	341	1411	411	223	273	1029	3559		91	1751	501
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.54	0.54	1.07	1.15	0.68	0.36	1.13	0.63		0.36	1.06	0.28

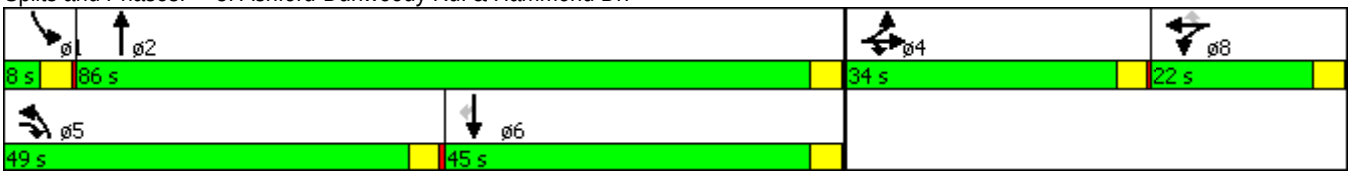
Intersection Summary	
Area Type:	Other
Cycle Length: 150	

Actuated Cycle Length: 150	
Natural Cycle: 150	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay: 71.3	Intersection LOS: E
Intersection Capacity Utilization 95.5%	ICU Level of Service F
Analysis Period (min) 15	
90th %ile Actuated Cycle: 150	
70th %ile Actuated Cycle: 150	
50th %ile Actuated Cycle: 150	
30th %ile Actuated Cycle: 150	
10th %ile Actuated Cycle: 150	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Ashford-Dunwoody Rd. & Hammond Dr.



Lanes, Volumes, Timings
4: Perimeter Center Pkwy & State Farm Driveway

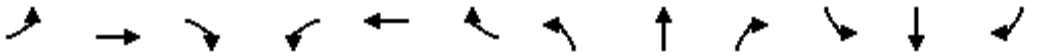
No-Build 2026
PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	70	0	0	180	0	1025	25	50	660	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	80		0
Storage Lanes	0		1	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.865			0.865		0.996			0.984	
Flt Protected										0.950		
Satd. Flow (prot)	0	0	1611	0	0	1611	0	3525	0	1770	3483	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	1611	0	0	1611	0	3525	0	1770	3483	0
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		391			524			338			330	
Travel Time (s)		5.9			7.9			5.1			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	76	0	0	196	0	1114	27	54	717	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	76	0	0	196	0	1141	0	54	804	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.9%		ICU Level of Service A	
Analysis Period (min) 15			

Lanes, Volumes, Timings
5: Perimeter Center Pkwy & Goldkist Dr.

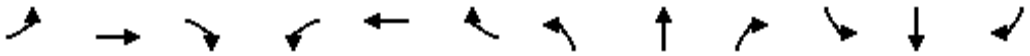
No-Build 2026
PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	0	110	105	0	235	20	710	5	20	665	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		200
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.850			0.850			0.999			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	3536	0	1770	3504	0
Flt Permitted	0.690			0.563			0.266			0.263		
Satd. Flow (perm)	1285	1583	0	1049	1583	0	495	3536	0	490	3504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		408			298			1			10	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		402			1304			742			338	
Travel Time (s)		6.1			19.8			11.2			5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	0	120	114	0	255	22	772	5	22	723	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	120	0	114	255	0	22	777	0	22	772	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	

Lanes, Volumes, Timings
5: Perimeter Center Pkwy & Goldkist Dr.

No-Build 2026
PM

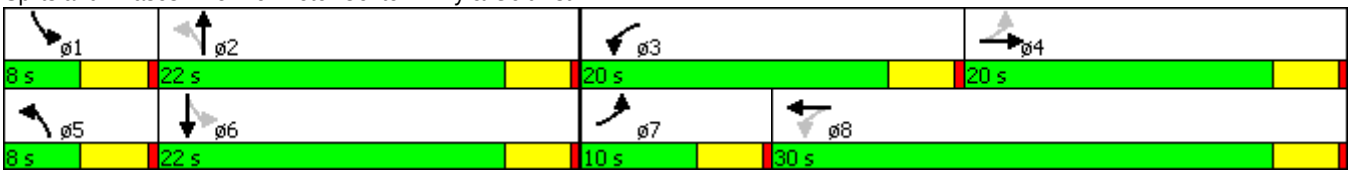


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0		20.0	20.0		8.0	20.0		8.0	20.0	
Total Split (s)	10.0	20.0		20.0	30.0		8.0	22.0		8.0	22.0	
Total Split (%)	14.3%	28.6%		28.6%	42.9%		11.4%	31.4%		11.4%	31.4%	
Maximum Green (s)	6.0	16.0		16.0	26.0		4.0	18.0		4.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)		5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	10.4	5.8		12.9	7.1		16.9	16.3		16.9	16.3	
Actuated g/C Ratio	0.26	0.14		0.32	0.18		0.42	0.40		0.42	0.40	
v/c Ratio	0.28	0.21		0.24	0.49		0.07	0.55		0.07	0.54	
Control Delay	11.9	0.8		10.9	5.6		8.0	12.5		8.0	12.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.9	0.8		10.9	5.6		8.0	12.5		8.0	12.4	
LOS	B	A		B	A		A	B		A	B	
Approach Delay		6.2			7.3			12.4			12.3	
Approach LOS		A			A			B			B	
90th %ile Green (s)	6.0	5.7		10.1	9.8		4.0	18.0		4.0	18.0	
90th %ile Term Code	Max	Hold		Gap	Gap		Max	Max		Max	Max	
70th %ile Green (s)	6.0	5.5		7.9	7.4		0.0	18.0		0.0	18.0	
70th %ile Term Code	Max	Gap		Gap	Hold		Skip	Max		Skip	Max	
50th %ile Green (s)	6.0	5.5		7.1	6.6		0.0	15.9		0.0	15.9	
50th %ile Term Code	Max	Gap		Gap	Hold		Skip	Gap		Skip	Hold	
30th %ile Green (s)	6.0	5.5		6.4	5.9		0.0	13.5		0.0	13.5	
30th %ile Term Code	Max	Gap		Gap	Hold		Skip	Gap		Skip	Hold	
10th %ile Green (s)	0.0	5.5		0.0	5.5		0.0	14.1		0.0	14.1	
10th %ile Term Code	Skip	Hold		Skip	Gap		Skip	Dwell		Skip	Dwell	
Queue Length 50th (ft)	15	0		15	0		3	67		3	66	
Queue Length 95th (ft)	52	0		52	36		12	159		12	157	
Internal Link Dist (ft)		322			1224			662			258	
Turn Bay Length (ft)							200			200		
Base Capacity (vph)	406	894		757	1161		338	1646		336	1636	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.28	0.13		0.15	0.22		0.07	0.47		0.07	0.47	

Intersection Summary	
Area Type:	Other
Cycle Length: 70	

Actuated Cycle Length: 40.5	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 10.8	Intersection LOS: B
Intersection Capacity Utilization 50.2%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 53.8	
70th %ile Actuated Cycle: 43.4	
50th %ile Actuated Cycle: 40.5	
30th %ile Actuated Cycle: 37.4	
10th %ile Actuated Cycle: 27.6	

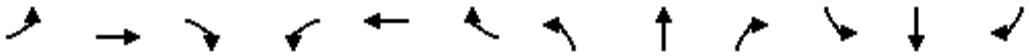
Splits and Phases: 5: Perimeter Center Pkwy & Goldkist Dr.



Lanes, Volumes, Timings
6: Perimeter Center Pkwy & Connector

No-Build 2026
PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	175	0	115	15	0	15	75	545	15	10	655	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	0		0	300		0	300		300
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.850			0.932			0.996				0.850
Flt Protected	0.950				0.976		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	0	1694	0	1770	3525	0	1770	3539	1583
Flt Permitted	0.736				0.864		0.361			0.420		
Satd. Flow (perm)	1371	1583	0	0	1500	0	672	3525	0	782	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		168			16			5				234
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		654			1393			1830			742	
Travel Time (s)		9.9			21.1			27.7			11.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	190	0	125	16	0	16	82	592	16	11	712	234
Shared Lane Traffic (%)												
Lane Group Flow (vph)	190	125	0	0	32	0	82	608	0	11	712	234
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6

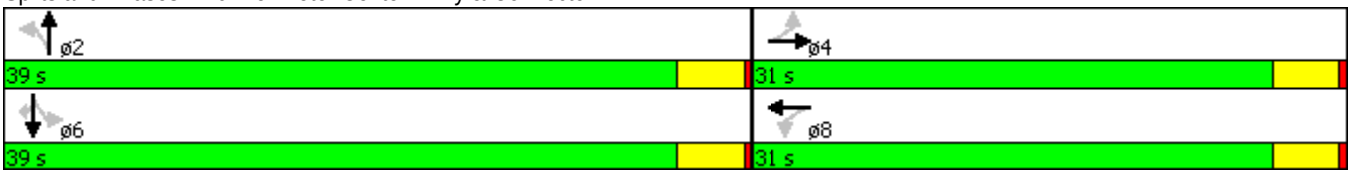


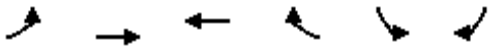
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	20.0
Total Split (s)	31.0	31.0		31.0	31.0		39.0	39.0		39.0	39.0	39.0
Total Split (%)	44.3%	44.3%		44.3%	44.3%		55.7%	55.7%		55.7%	55.7%	55.7%
Maximum Green (s)	27.0	27.0		27.0	27.0		35.0	35.0		35.0	35.0	35.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		Min	Min		Min	Min	Min
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)	10.8	10.8			10.8		18.2	18.2		18.2	18.2	18.2
Actuated g/C Ratio	0.29	0.29			0.29		0.49	0.49		0.49	0.49	0.49
v/c Ratio	0.48	0.22			0.07		0.25	0.35		0.03	0.41	0.26
Control Delay	15.1	2.4			7.3		9.0	7.0		6.3	7.5	2.2
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	15.1	2.4			7.3		9.0	7.0		6.3	7.5	2.2
LOS	B	A			A		A	A		A	A	A
Approach Delay		10.0			7.3			7.3			6.2	
Approach LOS		B			A			A			A	
90th %ile Green (s)	16.2	16.2		16.2	16.2		22.4	22.4		22.4	22.4	22.4
90th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Gap	Gap	Gap
70th %ile Green (s)	12.1	12.1		12.1	12.1		17.1	17.1		17.1	17.1	17.1
70th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Gap	Gap	Gap
50th %ile Green (s)	10.0	10.0		10.0	10.0		14.3	14.3		14.3	14.3	14.3
50th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Gap	Gap	Gap
30th %ile Green (s)	8.6	8.6		8.6	8.6		13.7	13.7		13.7	13.7	13.7
30th %ile Term Code	Gap	Gap		Hold	Hold		Dwell	Dwell		Dwell	Dwell	Dwell
10th %ile Green (s)	7.3	7.3		7.3	7.3		24.2	24.2		24.2	24.2	24.2
10th %ile Term Code	Gap	Gap		Hold	Hold		Dwell	Dwell		Dwell	Dwell	Dwell
Queue Length 50th (ft)	25	0			2		8	32		1	38	0
Queue Length 95th (ft)	80	16			16		34	76		7	91	25
Internal Link Dist (ft)		574			1313			1750			662	
Turn Bay Length (ft)	300						300			300		300
Base Capacity (vph)	1019	1219			1118		615	3227		716	3240	1469
Starvation Cap Reductn	0	0			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	0.19	0.10			0.03		0.13	0.19		0.02	0.22	0.16

Intersection Summary	
Area Type:	Other
Cycle Length: 70	

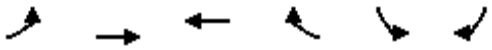
Actuated Cycle Length: 37.2	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay: 7.2	Intersection LOS: A
Intersection Capacity Utilization 48.6%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 46.6	
70th %ile Actuated Cycle: 37.2	
50th %ile Actuated Cycle: 32.3	
30th %ile Actuated Cycle: 30.3	
10th %ile Actuated Cycle: 39.5	

Splits and Phases: 6: Perimeter Center Pkwy & Connector





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	210	430	495	425	440	345
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	300	0
Storage Lanes	2			2	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.88	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	3539	3539	2787	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	2787	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				462		375
Link Speed (mph)		45	45		45	
Link Distance (ft)		806	1941		1830	
Travel Time (s)		12.2	29.4		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	228	467	538	462	478	375
Shared Lane Traffic (%)						
Lane Group Flow (vph)	228	467	538	462	478	375
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4

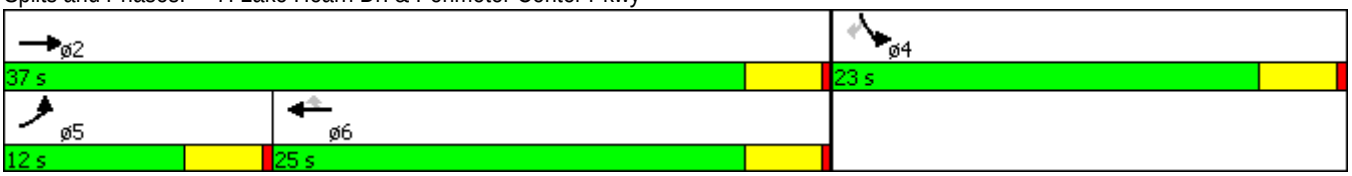


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	12.0	37.0	25.0	25.0	23.0	23.0
Total Split (%)	20.0%	61.7%	41.7%	41.7%	38.3%	38.3%
Maximum Green (s)	8.0	33.0	21.0	21.0	19.0	19.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	Min	None	None
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	7.9	23.7	15.1	15.1	12.8	12.8
Actuated g/C Ratio	0.17	0.52	0.33	0.33	0.28	0.28
v/c Ratio	0.38	0.25	0.46	0.37	0.49	0.52
Control Delay	21.9	6.2	14.5	2.7	16.8	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.9	6.2	14.5	2.7	16.8	5.2
LOS	C	A	B	A	B	A
Approach Delay		11.3	9.0		11.7	
Approach LOS		B	A		B	
90th %ile Green (s)	8.0	33.0	21.0	21.0	18.5	18.5
90th %ile Term Code	Max	Hold	Max	Max	Gap	Gap
70th %ile Green (s)	8.0	29.6	17.6	17.6	14.6	14.6
70th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
50th %ile Green (s)	8.0	26.9	14.9	14.9	12.7	12.7
50th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
30th %ile Green (s)	7.4	23.7	12.3	12.3	10.0	10.0
30th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
10th %ile Green (s)	0.0	9.3	9.3	9.3	8.1	8.1
10th %ile Term Code	Skip	Hold	Gap	Gap	Gap	Gap
Queue Length 50th (ft)	29	28	62	0	57	0
Queue Length 95th (ft)	69	62	113	27	106	51
Internal Link Dist (ft)		726	1861		1750	
Turn Bay Length (ft)					300	
Base Capacity (vph)	660	2598	1788	1636	1569	927
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.18	0.30	0.28	0.30	0.40

Intersection Summary	
Area Type:	Other
Cycle Length: 60	

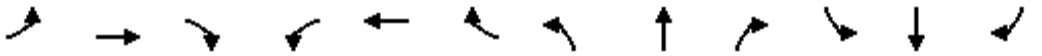
Actuated Cycle Length: 45.3	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 10.6	Intersection LOS: B
Intersection Capacity Utilization 42.2%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 59.5	
70th %ile Actuated Cycle: 52.2	
50th %ile Actuated Cycle: 47.6	
30th %ile Actuated Cycle: 41.7	
10th %ile Actuated Cycle: 25.4	

Splits and Phases: 7: Lake Hearn Dr. & Perimeter Center Pkwy



Lanes, Volumes, Timings — Build Existing Zoning 2026

1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr. — PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	705	315	355	710	350	730	725	380	440	520	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	250		500	80		0	250		300
Storage Lanes	2		1	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	0.95	0.97	0.95	1.00
Frt			0.850			0.850		0.948				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3355	0	3433	3539	1583
Flt Permitted	0.950			0.133			0.270			0.950		
Satd. Flow (perm)	3433	3539	1583	481	3539	1583	976	3355	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			342			82		87				82
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2029			963			330			786	
Travel Time (s)		30.7			14.6			5.0			11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	766	342	386	772	380	793	788	413	478	565	359
Shared Lane Traffic (%)												
Lane Group Flow (vph)	315	766	342	386	772	380	793	1201	0	478	565	359
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	pm+ov
Protected Phases	5	2		1	6	7	3	8		7	4	5
Permitted Phases			2	6		6	8					4
Detector Phase	5	2	2	1	6	7	3	8		7	4	5

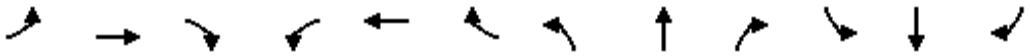
Lanes, Volumes, Timings — Build 2026 - Proposed Zoning

1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr. — AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	240	950	650	660	660	370	300	390	130	370	610	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	250		500	80		0	250		300
Storage Lanes	2		1	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	0.95	0.97	0.95	1.00
Frt			0.850			0.850		0.963				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3408	0	3433	3539	1583
Flt Permitted	0.950			0.111			0.253			0.950		
Satd. Flow (perm)	3433	3539	1583	401	3539	1583	914	3408	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			201			61		44				83
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2029			963			330			786	
Travel Time (s)		30.7			14.6			5.0			11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	261	1033	707	717	717	402	326	424	141	402	663	250
Shared Lane Traffic (%)												
Lane Group Flow (vph)	261	1033	707	717	717	402	326	565	0	402	663	250
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	pm+ov
Protected Phases	5	2		1	6	7	3	8		7	4	5
Permitted Phases			2	6		6	8					4
Detector Phase	5	2	2	1	6	7	3	8		7	4	5

Lanes, Volumes, Timings — Build 2026 - Proposed Zoning

1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr. — AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	8.0	8.0	20.0		8.0	20.0	8.0
Total Split (s)	16.0	37.0	37.0	18.0	39.0	15.0	10.0	20.0		15.0	25.0	16.0
Total Split (%)	17.8%	41.1%	41.1%	20.0%	43.3%	16.7%	11.1%	22.2%		16.7%	27.8%	17.8%
Maximum Green (s)	12.0	33.0	33.0	14.0	35.0	11.0	6.0	16.0		11.0	21.0	12.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None		None	None	None
Walk Time (s)		5.0	5.0		5.0			5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	11.1	33.0	33.0	49.9	36.1	51.1	21.8	15.8		11.0	20.8	35.9
Actuated g/C Ratio	0.12	0.37	0.37	0.55	0.40	0.57	0.24	0.18		0.12	0.23	0.40
v/c Ratio	0.62	0.80	1.00	1.02	0.51	0.43	0.84	0.89		0.96	0.81	0.37
Control Delay	44.0	31.1	56.2	62.2	24.9	13.8	44.4	51.4		75.9	41.9	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	44.0	31.1	56.2	62.2	24.9	13.8	44.4	51.4		75.9	41.9	13.9
LOS	D	C	E	E	C	B	D	D		E	D	B
Approach Delay		41.6			37.0			48.8			46.9	
Approach LOS		D			D			D			D	
90th %ile Green (s)	12.0	33.0	33.0	14.0	35.0	11.0	6.0	16.0		11.0	21.0	12.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Max	Max		Max	Max	Max
70th %ile Green (s)	12.0	33.0	33.0	14.0	35.0	11.0	6.0	16.0		11.0	21.0	12.0
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Max	Max		Max	Max	Max
50th %ile Green (s)	12.0	33.0	33.0	14.0	35.0	11.0	6.0	16.0		11.0	21.0	12.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Max	Max		Max	Max	Max
30th %ile Green (s)	10.7	33.0	33.0	14.0	36.3	11.0	6.0	16.0		11.0	21.0	10.7
30th %ile Term Code	Gap	Coord	Coord	Max	Coord	Max	Max	Max		Max	Hold	Gap
10th %ile Green (s)	8.8	33.0	33.0	15.0	39.2	11.0	6.0	15.0		11.0	20.0	8.8
10th %ile Term Code	Gap	Coord	Coord	Max	Coord	Max	Max	Gap		Max	Hold	Gap
Queue Length 50th (ft)	72	272	309	~180	136	83	68	154		119	187	61
Queue Length 95th (ft)	111	351	#561	#284	279	268	#112	#247		#209	#257	120
Internal Link Dist (ft)		1949			883			250			706	
Turn Bay Length (ft)	260			250		500	80			250		300
Base Capacity (vph)	457	1297	707	700	1419	925	389	642		419	825	696
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.57	0.80	1.00	1.02	0.51	0.43	0.84	0.88		0.96	0.80	0.36

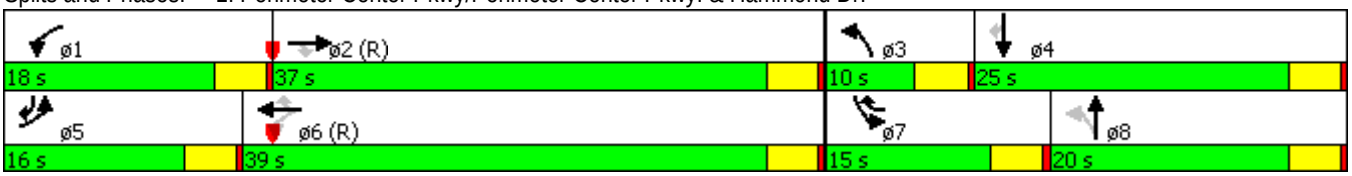
Intersection Summary	
Area Type:	Other
Cycle Length: 90	

Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green, Master Intersection	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 42.4	Intersection LOS: D
Intersection Capacity Utilization 85.9%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

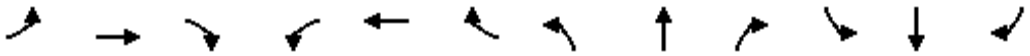
Splits and Phases: 1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr.



Lanes, Volumes, Timings
2: Shopping Center & Hammond Dr.

Build 2026 - Proposed Zoning
AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	890	365	360	1560	25	120	5	110	15	5	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	200		200	100		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.897	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	3539	1583	1770	1863	1583	1770	1671	0
Flt Permitted	0.120			0.217			0.702					
Satd. Flow (perm)	224	5085	1583	404	3539	1583	1308	1863	1583	1863	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			397			109			158		11	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		963			979			533			748	
Travel Time (s)		14.6			14.8			8.1			11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	967	397	391	1696	27	130	5	120	16	5	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	967	397	391	1696	27	130	5	120	16	16	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	
Total Split (s)	8.0	34.0	34.0	28.0	54.0	54.0	8.0	20.0	20.0	8.0	20.0	
Total Split (%)	8.9%	37.8%	37.8%	31.1%	60.0%	60.0%	8.9%	22.2%	22.2%	8.9%	22.2%	
Maximum Green (s)	4.0	30.0	30.0	24.0	50.0	50.0	4.0	16.0	16.0	4.0	16.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	52.7	47.1	47.1	69.7	67.8	67.8	11.5	8.5	8.5	7.4	6.3	
Actuated g/C Ratio	0.59	0.52	0.52	0.77	0.75	0.75	0.13	0.09	0.09	0.08	0.07	
v/c Ratio	0.02	0.36	0.39	0.66	0.64	0.02	0.60	0.03	0.41	0.11	0.12	
Control Delay	6.2	8.4	5.0	11.8	8.1	0.0	48.5	37.8	7.5	36.5	25.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	6.2	8.4	5.0	11.8	8.1	0.0	48.5	37.8	7.5	36.5	25.9	
LOS	A	A	A	B	A	A	D	D	A	D	C	
Approach Delay		7.4			8.7			29.0			31.2	
Approach LOS		A			A			C			C	
90th %ile Green (s)	5.8	36.1	36.1	25.3	55.6	55.6	4.0	8.6	8.6	4.0	8.6	
90th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap	Gap	Max	Hold	
70th %ile Green (s)	0.0	40.6	40.6	20.5	65.1	65.1	16.9	6.0	6.0	6.9	0.0	
70th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Hold	Gap	Gap	Gap	Skip	
50th %ile Green (s)	0.0	47.6	47.6	19.1	70.7	70.7	11.3	11.3	11.3	0.0	0.0	
50th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Skip	Skip	
30th %ile Green (s)	0.0	52.3	52.3	16.3	72.6	72.6	9.4	9.4	9.4	0.0	0.0	
30th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Skip	Skip	
10th %ile Green (s)	0.0	58.8	58.8	12.0	74.8	74.8	7.2	7.2	7.2	0.0	0.0	
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Skip	Skip	
Queue Length 50th (ft)	1	53	17	46	158	0	71	3	0	9	3	
Queue Length 95th (ft)	m1	m185	m108	153	433	0	#133	13	29	25	22	
Internal Link Dist (ft)		883			899			453			668	
Turn Bay Length (ft)	250		250	200		200	100					
Base Capacity (vph)	226	2659	1017	681	2664	1218	216	331	411	146	306	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.02	0.36	0.39	0.57	0.64	0.02	0.60	0.02	0.29	0.11	0.05	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	

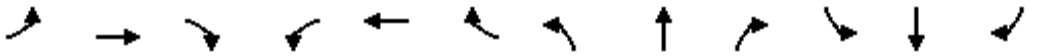
Actuated Cycle Length: 90	
Offset: 52 (58%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 9.8	Intersection LOS: A
Intersection Capacity Utilization 69.8%	ICU Level of Service C
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Shopping Center & Hammond Dr.

Lanes, Volumes, Timings
3: Ashford-Dunwoody Rd. & Hammond Dr.

Build 2026 - Proposed Zoning
AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	265	120	630	70	95	70	1550	2400	395	90	1395	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		0	0		0
Storage Lanes	1		2	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.88	0.97	1.00	1.00	0.97	0.86	0.86	0.97	0.86	1.00
Frt			0.850			0.850		0.979				0.850
Flt Protected	0.950	0.981		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1736	2787	3433	1863	1583	3433	6273	0	3433	6408	1583
Flt Permitted	0.950	0.981		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1736	2787	3433	1863	1583	3433	6273	0	3433	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			283			101		53				258
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		979			481			1611			970	
Travel Time (s)		14.8			7.3			24.4			14.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	288	130	685	76	103	76	1685	2609	429	98	1516	326
Shared Lane Traffic (%)	29%											
Lane Group Flow (vph)	204	214	685	76	103	76	1685	3038	0	98	1516	326
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	pt+ov	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	8	8		5	2		1	6	
Permitted Phases						8						6
Detector Phase	4	4	4 5	8	8	8	5	2		1	6	6

Lanes, Volumes, Timings
3: Ashford-Dunwoody Rd. & Hammond Dr.

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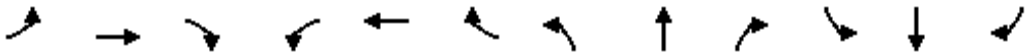


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	20.0		8.0	20.0	20.0
Total Split (s)	20.0	20.0		20.0	20.0	20.0	66.0	88.0		12.0	34.0	34.0
Total Split (%)	14.3%	14.3%		14.3%	14.3%	14.3%	47.1%	62.9%		8.6%	24.3%	24.3%
Maximum Green (s)	16.0	16.0		16.0	16.0	16.0	62.0	84.0		8.0	30.0	30.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)	5.0	5.0		5.0	5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	0
Act Effct Green (s)	16.0	16.0	78.0	12.5	12.5	12.5	62.0	84.3		7.7	30.0	30.0
Actuated g/C Ratio	0.12	0.12	0.57	0.09	0.09	0.09	0.45	0.62		0.06	0.22	0.22
v/c Ratio	1.04	1.05	0.40	0.24	0.61	0.32	1.08	0.78		0.51	1.08	0.59
Control Delay	132.0	134.9	5.6	59.1	74.9	8.3	84.0	21.1		72.5	97.1	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	132.0	134.9	5.6	59.1	74.9	8.3	84.0	21.1		72.5	97.1	16.1
LOS	F	F	A	E	E	A	F	C		E	F	B
Approach Delay		54.1			50.4			43.5			82.3	
Approach LOS		D			D			D			F	
90th %ile Green (s)	16.0	16.0		16.0	16.0	16.0	62.0	84.0		8.0	30.0	30.0
90th %ile Term Code	Max	Max		Max	Max	Max	Max	Max		Max	Max	Max
70th %ile Green (s)	16.0	16.0		14.9	14.9	14.9	62.0	84.0		8.0	30.0	30.0
70th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Max		Max	Max	Max
50th %ile Green (s)	16.0	16.0		12.9	12.9	12.9	62.0	84.0		8.0	30.0	30.0
50th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Max		Max	Max	Max
30th %ile Green (s)	16.0	16.0		10.8	10.8	10.8	62.0	84.0		8.0	30.0	30.0
30th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Max		Max	Max	Max
10th %ile Green (s)	16.0	16.0		8.0	8.0	8.0	62.0	85.3		6.7	30.0	30.0
10th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Hold		Gap	Max	Max
Queue Length 50th (ft)	~205	~218	59	32	89	0	~863	547		44	~436	50
Queue Length 95th (ft)	#387	#403	85	58	152	28	#1036	626		77	#533	155
Internal Link Dist (ft)		899			401			1531			890	
Turn Bay Length (ft)							300					
Base Capacity (vph)	197	203	1714	402	218	274	1559	3894		201	1409	549
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	1.04	1.05	0.40	0.19	0.47	0.28	1.08	0.78		0.49	1.08	0.59

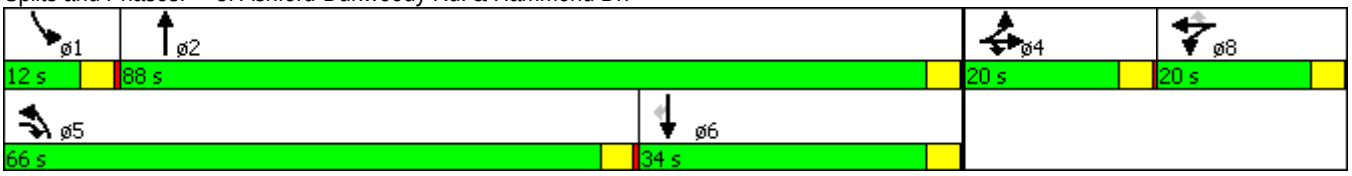
Intersection Summary	
Area Type:	Other
Cycle Length: 140	

Actuated Cycle Length: 136.5	
Natural Cycle: 150	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 54.6	Intersection LOS: D
Intersection Capacity Utilization 91.6%	ICU Level of Service F
Analysis Period (min) 15	
90th %ile Actuated Cycle: 140	
70th %ile Actuated Cycle: 138.9	
50th %ile Actuated Cycle: 136.9	
30th %ile Actuated Cycle: 134.8	
10th %ile Actuated Cycle: 132	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Ashford-Dunwoody Rd. & Hammond Dr.



Lanes, Volumes, Timings
4: Perimeter Center Pkwy & State Farm Dr

Build 2026 - Proposed Zoning
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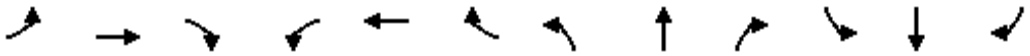
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	20	0	0	50	0	770	60	140	1395	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	80		0
Storage Lanes	0		1	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.865			0.865		0.989			0.984	
Flt Protected										0.950		
Satd. Flow (prot)	0	0	1611	0	0	1611	0	3500	0	1770	3483	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	1611	0	0	1611	0	3500	0	1770	3483	0
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		391			524			338			330	
Travel Time (s)		5.9			7.9			5.1			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	22	0	0	54	0	837	65	152	1516	179
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	22	0	0	54	0	902	0	152	1695	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.8%		ICU Level of Service A	
Analysis Period (min) 15			

Lanes, Volumes, Timings
5: Perimeter Center Pkwy & Goldkist Dr.

Build 2026 - Proposed Zoning
AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	0	20	115	0	265	50	540	515	725	590	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		200	150		0
Storage Lanes	1		0	1		2	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.88	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.850				0.850			0.850		0.978	
Flt Protected	0.950			0.950	0.950		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1681	1681	2787	1770	3539	1583	3433	3461	0
Flt Permitted	0.950			0.950	0.950		0.367			0.950		
Satd. Flow (perm)	1770	1583	0	1681	1681	2787	684	3539	1583	3433	3461	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		304				288			555		26	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		402			1304			742			338	
Travel Time (s)		6.1			19.8			11.2			5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	0	22	125	0	288	54	587	560	788	641	109
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	27	22	0	62	63	288	54	587	560	788	750	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8	2		2			
Detector Phase	4	4		8	8	8	5	2	2	1	6	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	
Total Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	39.0	39.0	41.0	72.0	
Total Split (%)	16.7%	16.7%		16.7%	16.7%	16.7%	6.7%	32.5%	32.5%	34.2%	60.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0	16.0	4.0	35.0	35.0	37.0	68.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)	7.4	7.4		9.2	9.2	9.2	27.3	22.9	22.9	24.3	47.7	
Actuated g/C Ratio	0.10	0.10		0.12	0.12	0.12	0.36	0.30	0.30	0.32	0.63	
v/c Ratio	0.16	0.05		0.30	0.31	0.49	0.17	0.55	0.65	0.71	0.34	
Control Delay	43.4	0.2		41.8	41.8	8.4	12.2	26.5	6.6	28.6	8.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	43.4	0.2		41.8	41.8	8.4	12.2	26.5	6.6	28.6	8.5	
LOS	D	A		D	D	A	B	C	A	C	A	
Approach Delay		24.0			18.5			16.6			18.8	
Approach LOS		C			B			B			B	
90th %ile Green (s)	9.3	9.3		14.1	14.1	14.1	4.0	34.1	34.1	37.0	67.1	
90th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max	Gap	Gap	Max	Hold	
70th %ile Green (s)	7.8	7.8		10.4	10.4	10.4	4.0	27.1	27.1	29.5	52.6	
70th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max	Gap	Gap	Gap	Hold	
50th %ile Green (s)	6.8	6.8		8.7	8.7	8.7	4.0	22.8	22.8	24.9	43.7	
50th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max	Gap	Gap	Gap	Hold	
30th %ile Green (s)	0.0	0.0		7.0	7.0	7.0	0.0	17.0	17.0	17.4	38.4	
30th %ile Term Code	Skip	Skip		Gap	Gap	Gap	Skip	Gap	Gap	Gap	Hold	
10th %ile Green (s)	0.0	0.0		5.7	5.7	5.7	0.0	13.3	13.3	13.7	31.0	
10th %ile Term Code	Skip	Skip		Gap	Gap	Gap	Skip	Gap	Gap	Gap	Hold	
Queue Length 50th (ft)	13	0		30	30	0	8	129	2	176	98	
Queue Length 95th (ft)	47	0		87	88	42	26	237	90	315	162	
Internal Link Dist (ft)		322			1224			662			258	
Turn Bay Length (ft)							200		200	150		
Base Capacity (vph)	417	606		396	396	877	311	1827	1085	1874	2927	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.06	0.04		0.16	0.16	0.33	0.17	0.32	0.52	0.42	0.26	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	

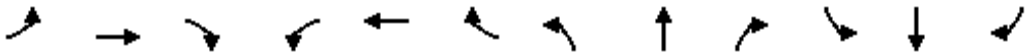
Actuated Cycle Length: 75.7	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 18.0	Intersection LOS: B
Intersection Capacity Utilization 65.9%	ICU Level of Service C
Analysis Period (min) 15	
90th %ile Actuated Cycle: 110.5	
70th %ile Actuated Cycle: 90.8	
50th %ile Actuated Cycle: 79.2	
30th %ile Actuated Cycle: 53.4	
10th %ile Actuated Cycle: 44.7	

Splits and Phases: 5: Perimeter Center Pkwy & Goldkist Dr.

Lanes, Volumes, Timings
6: Perimeter Center Pkwy & Connector

Build 2026 - Proposed Zoning
AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	190	0	30	15	0	20	160	895	10	10	630	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	0		0	300		0	300		300
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.850			0.922			0.998				0.850
Flt Protected	0.950				0.979		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	0	1681	0	1770	3532	0	1770	3539	1583
Flt Permitted	0.732				0.897		0.385			0.256		
Satd. Flow (perm)	1364	1583	0	0	1541	0	717	3532	0	477	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		225			22			3				136
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		654			1393			1830			742	
Travel Time (s)		9.9			21.1			27.7			11.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	207	0	33	16	0	22	174	973	11	11	685	136
Shared Lane Traffic (%)												
Lane Group Flow (vph)	207	33	0	0	38	0	174	984	0	11	685	136
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6

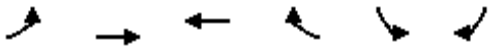


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	20.0
Total Split (s)	22.0	22.0		22.0	22.0		38.0	38.0		38.0	38.0	38.0
Total Split (%)	36.7%	36.7%		36.7%	36.7%		63.3%	63.3%		63.3%	63.3%	63.3%
Maximum Green (s)	18.0	18.0		18.0	18.0		34.0	34.0		34.0	34.0	34.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		Min	Min		Min	Min	Min
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)	11.9	11.9			11.3		26.9	26.9		26.9	26.9	26.9
Actuated g/C Ratio	0.28	0.28			0.26		0.63	0.63		0.63	0.63	0.63
v/c Ratio	0.55	0.05			0.09		0.39	0.44		0.04	0.31	0.13
Control Delay	20.8	0.2			9.3		10.2	7.0		6.0	6.1	1.8
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	20.8	0.2			9.3		10.2	7.0		6.0	6.1	1.8
LOS	C	A			A		B	A		A	A	A
Approach Delay		17.9			9.3			7.5			5.4	
Approach LOS		B			A			A			A	
90th %ile Green (s)	18.0	18.0		18.0	18.0		34.0	34.0		34.0	34.0	34.0
90th %ile Term Code	Max	Max		Hold	Hold		Max	Max		Hold	Hold	Hold
70th %ile Green (s)	14.3	14.3		14.3	14.3		25.1	25.1		25.1	25.1	25.1
70th %ile Term Code	Gap	Gap		Hold	Hold		Gap	Gap		Hold	Hold	Hold
50th %ile Green (s)	11.0	11.0		11.0	11.0		19.0	19.0		19.0	19.0	19.0
50th %ile Term Code	Gap	Gap		Hold	Hold		Dwell	Dwell		Dwell	Dwell	Dwell
30th %ile Green (s)	9.6	9.6		9.6	9.6		21.3	21.3		21.3	21.3	21.3
30th %ile Term Code	Gap	Gap		Hold	Hold		Dwell	Dwell		Dwell	Dwell	Dwell
10th %ile Green (s)	0.0	0.0		0.0	0.0		25.7	25.7		25.7	25.7	25.7
10th %ile Term Code	Skip	Skip		Skip	Skip		Dwell	Dwell		Dwell	Dwell	Dwell
Queue Length 50th (ft)	36	0			2		21	64		1	40	0
Queue Length 95th (ft)	118	0			22		75	140		7	90	18
Internal Link Dist (ft)		574			1313			1750			662	
Turn Bay Length (ft)	300						300			300		300
Base Capacity (vph)	606	828			696		596	2937		396	2943	1339
Starvation Cap Reductn	0	0			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	0.34	0.04			0.05		0.29	0.34		0.03	0.23	0.10

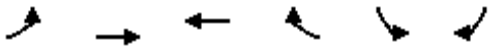
Intersection Summary	
Area Type:	Other
Cycle Length: 60	

Actuated Cycle Length: 42.8	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 7.9	Intersection LOS: A
Intersection Capacity Utilization 55.6%	ICU Level of Service B
Analysis Period (min) 15	
90th %ile Actuated Cycle: 60	
70th %ile Actuated Cycle: 47.4	
50th %ile Actuated Cycle: 38	
30th %ile Actuated Cycle: 38.9	
10th %ile Actuated Cycle: 29.7	

Splits and Phases: 6: Perimeter Center Pkwy & Connector



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	550	230	300	515	335	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	300	0
Storage Lanes	2			2	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.88	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	3539	3539	2787	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	2787	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				560		370
Link Speed (mph)		45	45		45	
Link Distance (ft)		806	1941		1830	
Travel Time (s)		12.2	29.4		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	598	250	326	560	364	370
Shared Lane Traffic (%)						
Lane Group Flow (vph)	598	250	326	560	364	370
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4

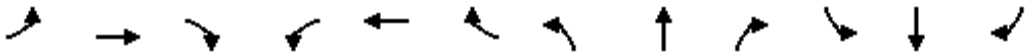


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	40.0	20.0	20.0	20.0	20.0
Total Split (%)	33.3%	66.7%	33.3%	33.3%	33.3%	33.3%
Maximum Green (s)	16.0	36.0	16.0	16.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	Min	None	None
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	13.1	28.6	11.3	11.3	10.9	10.9
Actuated g/C Ratio	0.27	0.60	0.24	0.24	0.23	0.23
v/c Ratio	0.64	0.12	0.39	0.51	0.46	0.57
Control Delay	19.9	4.6	17.7	3.9	18.9	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.9	4.6	17.7	3.9	18.9	6.5
LOS	B	A	B	A	B	A
Approach Delay		15.3	8.9		12.6	
Approach LOS		B	A		B	
90th %ile Green (s)	16.0	36.0	16.0	16.0	16.0	16.0
90th %ile Term Code	Max	Hold	Max	Max	Max	Max
70th %ile Green (s)	16.0	34.0	14.0	14.0	13.1	13.1
70th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
50th %ile Green (s)	13.4	29.0	11.6	11.6	10.4	10.4
50th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
30th %ile Green (s)	11.3	24.6	9.3	9.3	8.9	8.9
30th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
10th %ile Green (s)	8.9	19.8	6.9	6.9	7.2	7.2
10th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
Queue Length 50th (ft)	72	12	38	0	45	0
Queue Length 95th (ft)	146	30	81	35	88	55
Internal Link Dist (ft)		726	1861		1750	
Turn Bay Length (ft)					300	
Base Capacity (vph)	1192	2746	1229	1333	1192	791
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.09	0.27	0.42	0.31	0.47

Intersection Summary	
Area Type:	Other
Cycle Length: 60	

Actuated Cycle Length: 47.8	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 12.2	Intersection LOS: B
Intersection Capacity Utilization 43.5%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 60	
70th %ile Actuated Cycle: 55.1	
50th %ile Actuated Cycle: 47.4	
30th %ile Actuated Cycle: 41.5	
10th %ile Actuated Cycle: 35	

Splits and Phases: 7: Lake Hearn Dr. & Perimeter Center Pkwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	8.0	8.0	20.0		8.0	20.0	8.0
Total Split (s)	16.0	38.0	38.0	14.0	36.0	22.0	32.0	46.0		22.0	36.0	16.0
Total Split (%)	13.3%	31.7%	31.7%	11.7%	30.0%	18.3%	26.7%	38.3%		18.3%	30.0%	13.3%
Maximum Green (s)	12.0	34.0	34.0	10.0	32.0	18.0	28.0	42.0		18.0	32.0	12.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None		None	None	None
Walk Time (s)		5.0	5.0		5.0			5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	12.3	32.7	32.7	41.4	30.9	53.4	62.8	42.3		18.6	38.0	54.3
Actuated g/C Ratio	0.10	0.27	0.27	0.34	0.26	0.44	0.52	0.35		0.16	0.32	0.45
v/c Ratio	0.89	0.80	0.50	0.91	0.85	0.51	0.81	0.97		0.90	0.50	0.47
Control Delay	81.3	47.5	6.3	60.8	47.4	14.5	24.3	55.3		71.1	36.4	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	81.3	47.5	6.3	60.8	47.4	14.5	24.3	55.3		71.1	36.4	20.8
LOS	F	D	A	E	D	B	C	E		E	D	C
Approach Delay		45.1			42.6			43.0			44.2	
Approach LOS		D			D			D			D	
90th %ile Green (s)	12.0	34.0	34.0	10.0	32.0	18.0	28.0	42.0		18.0	32.0	12.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Max	Max		Max	Hold	Max
70th %ile Green (s)	12.0	34.0	34.0	10.0	32.0	18.0	26.4	42.0		18.0	33.6	12.0
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Gap	Max		Max	Hold	Max
50th %ile Green (s)	12.0	34.0	34.0	10.0	32.0	18.0	23.3	42.0		18.0	36.7	12.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Gap	Max		Max	Hold	Max
30th %ile Green (s)	12.0	31.5	31.5	10.0	29.5	20.5	19.8	42.0		20.5	42.7	12.0
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Gap	Max		Max	Hold	Max
10th %ile Green (s)	13.5	29.8	29.8	12.5	28.8	18.4	16.8	43.3		18.4	44.9	13.5
10th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Gap	Gap	Gap		Gap	Hold	Gap
Queue Length 50th (ft)	126	285	0	123	203	99	184	453		190	190	148
Queue Length 95th (ft)	#212	360	71	m#174	m303	m134	232	#610		#291	262	254
Internal Link Dist (ft)		1949			883			250			706	
Turn Bay Length (ft)	260			250		500	80			250		300
Base Capacity (vph)	352	1002	693	424	943	750	1100	1237		531	1120	761
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.89	0.76	0.49	0.91	0.82	0.51	0.72	0.97		0.90	0.50	0.47

Intersection Summary	
Area Type:	Other
Cycle Length: 120	

Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green, Master Intersection	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 43.6	Intersection LOS: D
Intersection Capacity Utilization 87.7%	ICU Level of Service E
Analysis Period (min) 15	

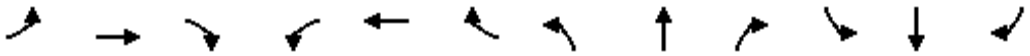
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr.

Lanes, Volumes, Timings
2: Shopping Center & Hammond Dr.

Build Existing Zoning 2026
PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	1340	210	315	995	55	360	20	370	120	20	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	200		200	100		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.888	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	3539	1583	1770	1863	1583	1770	1654	0
Flt Permitted	0.248			0.076			0.365			0.743		
Satd. Flow (perm)	462	5085	1583	142	3539	1583	680	1863	1583	1384	1654	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			211			118			384		65	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		963			979			533			748	
Travel Time (s)		14.6			14.8			8.1			11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	1457	228	342	1082	60	391	22	402	130	22	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	1457	228	342	1082	60	391	22	402	130	87	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	
Total Split (s)	9.0	44.0	44.0	29.0	64.0	64.0	27.0	34.0	34.0	13.0	20.0	
Total Split (%)	7.5%	36.7%	36.7%	24.2%	53.3%	53.3%	22.5%	28.3%	28.3%	10.8%	16.7%	
Maximum Green (s)	5.0	40.0	40.0	25.0	60.0	60.0	23.0	30.0	30.0	9.0	16.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	56.8	49.9	49.9	77.0	68.1	68.1	35.0	21.9	21.9	16.9	7.8	
Actuated g/C Ratio	0.47	0.42	0.42	0.64	0.57	0.57	0.29	0.18	0.18	0.14	0.06	
v/c Ratio	0.18	0.69	0.29	0.84	0.54	0.06	0.96	0.06	0.67	0.58	0.52	
Control Delay	8.6	21.8	1.6	50.2	18.5	0.1	74.9	39.8	11.1	45.1	29.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	8.6	21.8	1.6	50.2	18.5	0.1	74.9	39.8	11.1	45.1	29.9	
LOS	A	C	A	D	B	A	E	D	B	D	C	
Approach Delay		18.8			25.1			42.5			39.0	
Approach LOS		B			C			D			D	
90th %ile Green (s)	8.4	40.0	40.0	29.1	60.7	60.7	23.0	25.9	25.9	9.0	11.9	
90th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Max	Hold	Hold	Max	Gap	
70th %ile Green (s)	7.4	44.6	44.6	27.3	64.5	64.5	23.0	23.1	23.1	9.0	9.1	
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	
50th %ile Green (s)	6.8	50.6	50.6	23.3	67.1	67.1	23.0	21.1	21.1	9.0	7.1	
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	
30th %ile Green (s)	6.3	53.0	53.0	19.9	66.6	66.6	25.6	20.7	20.7	10.4	5.5	
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Gap	Gap	
10th %ile Green (s)	0.0	61.2	61.2	16.2	81.4	81.4	21.1	18.6	18.6	8.0	5.5	
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Gap	Gap	
Queue Length 50th (ft)	10	246	0	200	267	0	279	14	12	78	17	
Queue Length 95th (ft)	m15	m383	m11	306	372	0	#405	37	105	124	67	
Internal Link Dist (ft)		883			899			453			668	
Turn Bay Length (ft)	250		250	200		200	100					
Base Capacity (vph)	293	2113	781	447	2007	949	411	465	683	226	276	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.18	0.69	0.29	0.77	0.54	0.06	0.95	0.05	0.59	0.58	0.32	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	

Actuated Cycle Length: 120	
Offset: 24 (20%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 26.5	Intersection LOS: C
Intersection Capacity Utilization 80.0%	ICU Level of Service D
Analysis Period (min) 15	

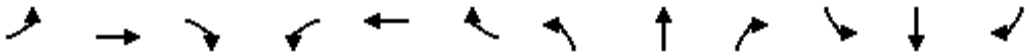
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Shopping Center & Hammond Dr.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	45	1495	435	140	90	1095	2000	55	30	1700	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		0	0		0
Storage Lanes	1		2	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.88	0.97	1.00	1.00	0.97	0.86	0.86	0.97	0.86	1.00
Frt			0.850			0.850		0.996				0.850
Flt Protected	0.950	0.965		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1708	2787	3433	1863	1583	3433	6382	0	3433	6408	1583
Flt Permitted	0.950	0.965		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1708	2787	3433	1863	1583	3433	6382	0	3433	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			39			101		5				102
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		979			481			1611			970	
Travel Time (s)		14.8			7.3			24.4			14.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	49	1625	473	152	98	1190	2174	60	33	1848	141
Shared Lane Traffic (%)	43%											
Lane Group Flow (vph)	180	184	1625	473	152	98	1190	2234	0	33	1848	141
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	pt+ov	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	8	8		5	2		1	6	
Permitted Phases						8						6
Detector Phase	4	4	4 5	8	8	8	5	2		1	6	6

Lanes, Volumes, Timings
3: Ashford-Dunwoody Rd. & Hammond Dr.

Build Existing Zoning 2026
PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	20.0		8.0	20.0	20.0
Total Split (s)	35.0	35.0		20.0	20.0	20.0	43.0	77.0		8.0	42.0	42.0
Total Split (%)	25.0%	25.0%		14.3%	14.3%	14.3%	30.7%	55.0%		5.7%	30.0%	30.0%
Maximum Green (s)	31.0	31.0		16.0	16.0	16.0	39.0	73.0		4.0	38.0	38.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)	5.0	5.0		5.0	5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	0
Act Effct Green (s)	31.0	31.0	70.0	16.0	16.0	16.0	39.0	76.2		4.0	38.0	38.0
Actuated g/C Ratio	0.22	0.22	0.50	0.11	0.11	0.11	0.28	0.54		0.03	0.27	0.27
v/c Ratio	0.48	0.49	1.15	1.21	0.72	0.36	1.24	0.64		0.34	1.06	0.28
Control Delay	52.6	52.7	100.9	165.6	79.0	13.5	161.1	23.8		76.1	88.8	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	52.6	52.7	100.9	165.6	79.0	13.5	161.1	23.8		76.1	88.8	14.4
LOS	D	D	F	F	E	B	F	C		E	F	B
Approach Delay		92.0			126.8			71.5			83.4	
Approach LOS		F			F			E			F	
90th %ile Green (s)	31.0	31.0		16.0	16.0	16.0	39.0	73.0		4.0	38.0	38.0
90th %ile Term Code	Max	Max		Max	Max	Max	Max	Max		Max	Max	Max
70th %ile Green (s)	31.0	31.0		16.0	16.0	16.0	39.0	73.0		4.0	38.0	38.0
70th %ile Term Code	Max	Max		Max	Max	Max	Max	Max		Max	Max	Max
50th %ile Green (s)	31.0	31.0		16.0	16.0	16.0	39.0	73.0		4.0	38.0	38.0
50th %ile Term Code	Max	Max		Max	Max	Max	Max	Hold		Max	Max	Max
30th %ile Green (s)	31.0	31.0		16.0	16.0	16.0	39.0	81.0		0.0	38.0	38.0
30th %ile Term Code	Max	Max		Max	Max	Max	Max	Hold		Skip	Max	Max
10th %ile Green (s)	31.0	31.0		16.0	16.0	16.0	39.0	81.0		0.0	38.0	38.0
10th %ile Term Code	Max	Max		Max	Max	Max	Max	Hold		Skip	Max	Max
Queue Length 50th (ft)	151	155	~880	~269	136	0	~693	422		15	~537	27
Queue Length 95th (ft)	234	237	#1134	#382	#233	53	#829	461		34	#613	83
Internal Link Dist (ft)		899			401			1531			890	
Turn Bay Length (ft)							300					
Base Capacity (vph)	372	378	1413	392	212	270	956	3476		98	1739	503
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.48	0.49	1.15	1.21	0.72	0.36	1.24	0.64		0.34	1.06	0.28

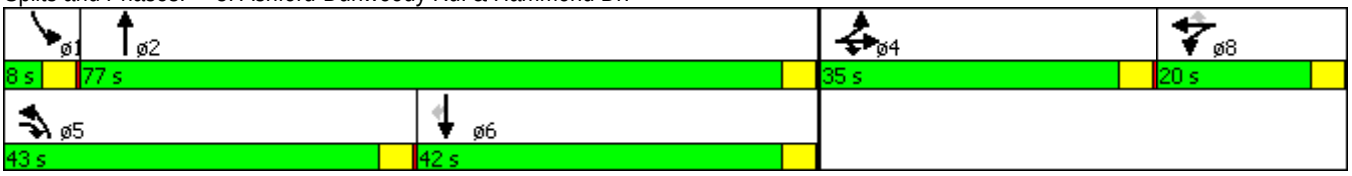
Intersection Summary	
Area Type:	Other
Cycle Length: 140	

Actuated Cycle Length: 140	
Natural Cycle: 150	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.24	
Intersection Signal Delay: 84.3	Intersection LOS: F
Intersection Capacity Utilization 99.3%	ICU Level of Service F
Analysis Period (min) 15	
90th %ile Actuated Cycle: 140	
70th %ile Actuated Cycle: 140	
50th %ile Actuated Cycle: 140	
30th %ile Actuated Cycle: 140	
10th %ile Actuated Cycle: 140	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Ashford-Dunwoody Rd. & Hammond Dr.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	70	0	0	180	0	1655	25	50	1010	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	80		0
Storage Lanes	0		1	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.865			0.865		0.998			0.989	
Flt Protected										0.950		
Satd. Flow (prot)	0	0	1611	0	0	1611	0	3532	0	1770	3500	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	1611	0	0	1611	0	3532	0	1770	3500	0
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		391			524			338			330	
Travel Time (s)		5.9			7.9			5.1			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	76	0	0	196	0	1799	27	54	1098	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	76	0	0	196	0	1826	0	54	1185	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.4%		ICU Level of Service C	
Analysis Period (min) 15			

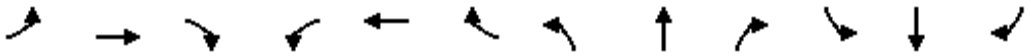
Lanes, Volumes, Timings
5: Perimeter Center Pkwy & Goldkist Dr.

Build Existing Zoning 2026
PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	0	110	560	0	865	20	710	75	375	660	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		200	150		0
Storage Lanes	1		0	1		2	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.88	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.850				0.850			0.850		0.990	
Flt Protected	0.950			0.950	0.950		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1681	1681	2787	1770	3539	1583	3433	3504	0
Flt Permitted	0.950			0.950	0.950		0.361			0.950		
Satd. Flow (perm)	1770	1583	0	1681	1681	2787	672	3539	1583	3433	3504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		140				613			118		7	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		402			1304			742			338	
Travel Time (s)		6.1			19.8			11.2			5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	0	120	609	0	940	22	772	82	408	717	49
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	114	120	0	304	305	940	22	772	82	408	766	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8	2		2			
Detector Phase	4	4		8	8	8	5	2	2	1	6	

Lanes, Volumes, Timings
5: Perimeter Center Pkwy & Goldkist Dr.

Build Existing Zoning 2026
PM

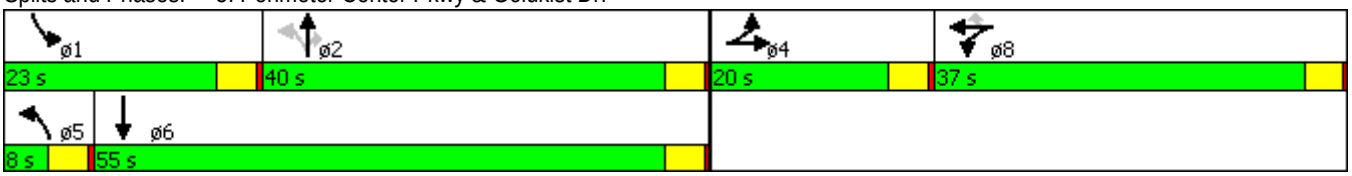


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	
Total Split (s)	20.0	20.0		37.0	37.0	37.0	8.0	40.0	40.0	23.0	55.0	
Total Split (%)	16.7%	16.7%		30.8%	30.8%	30.8%	6.7%	33.3%	33.3%	19.2%	45.8%	
Maximum Green (s)	16.0	16.0		33.0	33.0	33.0	4.0	36.0	36.0	19.0	51.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)	11.9	11.9		27.7	27.7	27.7	32.9	28.7	28.7	16.6	46.8	
Actuated g/C Ratio	0.12	0.12		0.27	0.27	0.27	0.32	0.28	0.28	0.16	0.46	
v/c Ratio	0.55	0.39		0.67	0.67	0.78	0.08	0.77	0.15	0.73	0.47	
Control Delay	56.8	9.3		42.7	42.8	17.2	17.6	40.4	2.8	51.0	21.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	56.8	9.3		42.7	42.8	17.2	17.6	40.4	2.8	51.0	21.5	
LOS	E	A		D	D	B	B	D	A	D	C	
Approach Delay		32.4			27.3			36.3			31.7	
Approach LOS		C			C			D			C	
90th %ile Green (s)	16.0	16.0		33.0	33.0	33.0	4.0	36.0	36.0	19.0	51.0	
90th %ile Term Code	Max	Max		Max	Max	Max	Max	Max	Max	Max	Hold	
70th %ile Green (s)	14.9	14.9		33.0	33.0	33.0	4.0	35.6	35.6	19.0	50.6	
70th %ile Term Code	Gap	Gap		Max	Max	Max	Max	Gap	Gap	Max	Hold	
50th %ile Green (s)	12.5	12.5		31.6	31.6	31.6	0.0	30.7	30.7	18.5	53.2	
50th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Skip	Gap	Gap	Gap	Hold	
30th %ile Green (s)	9.9	9.9		24.7	24.7	24.7	0.0	24.4	24.4	15.1	43.5	
30th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Skip	Gap	Gap	Gap	Hold	
10th %ile Green (s)	7.2	7.2		17.2	17.2	17.2	0.0	18.3	18.3	11.4	33.7	
10th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Skip	Gap	Gap	Gap	Hold	
Queue Length 50th (ft)	77	0		194	195	117	8	262	0	140	177	
Queue Length 95th (ft)	144	40		326	327	229	23	354	17	213	282	
Internal Link Dist (ft)		322			1224			662			258	
Turn Bay Length (ft)							200		200	150		
Base Capacity (vph)	290	376		569	569	1348	262	1306	659	668	1850	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.39	0.32		0.53	0.54	0.70	0.08	0.59	0.12	0.61	0.41	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	

Actuated Cycle Length: 101.6	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 31.0	Intersection LOS: C
Intersection Capacity Utilization 66.7%	ICU Level of Service C
Analysis Period (min) 15	
90th %ile Actuated Cycle: 120	
70th %ile Actuated Cycle: 118.5	
50th %ile Actuated Cycle: 109.3	
30th %ile Actuated Cycle: 90.1	
10th %ile Actuated Cycle: 70.1	

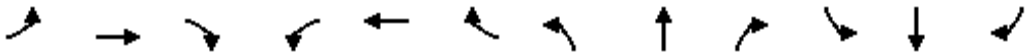
Splits and Phases: 5: Perimeter Center Pkwy & Goldkist Dr.



Lanes, Volumes, Timings
6: Perimeter Center Pkwy & Connector

Build Existing Zoning 2026
PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	0	210	15	0	15	140	500	15	10	925	395
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	0		0	300		0	300		300
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.850			0.932			0.996				0.850
Flt Protected	0.950				0.976		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	0	1694	0	1770	3525	0	1770	3539	1583
Flt Permitted	0.736				0.852		0.221			0.433		
Satd. Flow (perm)	1371	1583	0	0	1479	0	412	3525	0	807	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		112			18			8				429
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		654			1393			1830			742	
Travel Time (s)		9.9			21.1			27.7			11.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	0	228	16	0	16	152	543	16	11	1005	429
Shared Lane Traffic (%)												
Lane Group Flow (vph)	315	228	0	0	32	0	152	559	0	11	1005	429
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6

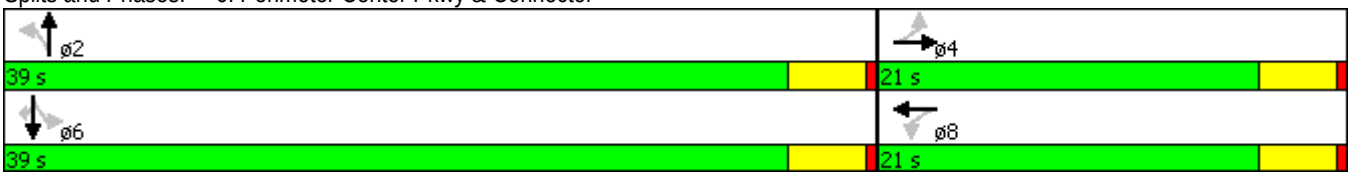


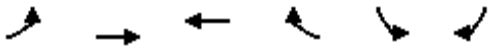
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	20.0
Total Split (s)	21.0	21.0		21.0	21.0		39.0	39.0		39.0	39.0	39.0
Total Split (%)	35.0%	35.0%		35.0%	35.0%		65.0%	65.0%		65.0%	65.0%	65.0%
Maximum Green (s)	17.0	17.0		17.0	17.0		35.0	35.0		35.0	35.0	35.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		Min	Min		Min	Min	Min
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)	15.1	15.1			15.1		24.8	24.8		24.8	24.8	24.8
Actuated g/C Ratio	0.31	0.31			0.31		0.51	0.51		0.51	0.51	0.51
v/c Ratio	0.74	0.40			0.07		0.72	0.31		0.03	0.55	0.42
Control Delay	30.4	10.8			10.4		32.0	7.0		5.8	9.1	2.1
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	30.4	10.8			10.4		32.0	7.0		5.8	9.1	2.1
LOS	C	B			B		C	A		A	A	A
Approach Delay		22.2			10.4			12.4			7.0	
Approach LOS		C			B			B			A	
90th %ile Green (s)	17.0	17.0		17.0	17.0		35.0	35.0		35.0	35.0	35.0
90th %ile Term Code	Max	Max		Hold	Hold		Max	Max		Max	Max	Max
70th %ile Green (s)	17.0	17.0		17.0	17.0		32.8	32.8		32.8	32.8	32.8
70th %ile Term Code	Max	Max		Hold	Hold		Gap	Gap		Hold	Hold	Hold
50th %ile Green (s)	17.0	17.0		17.0	17.0		23.4	23.4		23.4	23.4	23.4
50th %ile Term Code	Max	Max		Hold	Hold		Hold	Hold		Gap	Gap	Gap
30th %ile Green (s)	13.7	13.7		13.7	13.7		19.5	19.5		19.5	19.5	19.5
30th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Gap	Gap	Gap
10th %ile Green (s)	10.2	10.2		10.2	10.2		15.6	15.6		15.6	15.6	15.6
10th %ile Term Code	Gap	Gap		Hold	Hold		Dwell	Dwell		Dwell	Dwell	Dwell
Queue Length 50th (ft)	72	22			3		32	45		2	97	0
Queue Length 95th (ft)	#228	84			21		#123	68		7	137	29
Internal Link Dist (ft)		574			1313			1750			662	
Turn Bay Length (ft)	300						300			300		300
Base Capacity (vph)	505	654			556		310	2653		607	2662	1297
Starvation Cap Reductn	0	0			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	0.62	0.35			0.06		0.49	0.21		0.02	0.38	0.33

Intersection Summary	
Area Type:	Other
Cycle Length: 60	

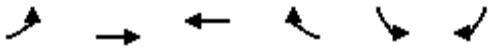
Actuated Cycle Length: 48.2	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 11.5	Intersection LOS: B
Intersection Capacity Utilization 66.1%	ICU Level of Service C
Analysis Period (min) 15	
90th %ile Actuated Cycle: 60	
70th %ile Actuated Cycle: 57.8	
50th %ile Actuated Cycle: 48.4	
30th %ile Actuated Cycle: 41.2	
10th %ile Actuated Cycle: 33.8	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 6: Perimeter Center Pkwy & Connector





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	210	430	495	445	620	530
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	300	0
Storage Lanes	2			2	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.88	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	3539	3539	2787	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	2787	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				484		380
Link Speed (mph)		45	45		45	
Link Distance (ft)		806	1941		1830	
Travel Time (s)		12.2	29.4		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	228	467	538	484	674	576
Shared Lane Traffic (%)						
Lane Group Flow (vph)	228	467	538	484	674	576
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4

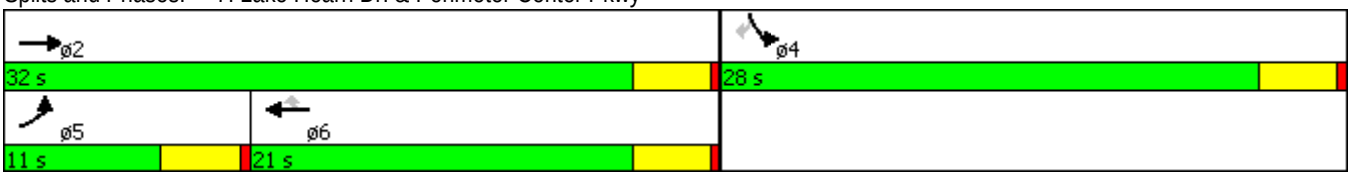


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	11.0	32.0	21.0	21.0	28.0	28.0
Total Split (%)	18.3%	53.3%	35.0%	35.0%	46.7%	46.7%
Maximum Green (s)	7.0	28.0	17.0	17.0	24.0	24.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	Min	None	None
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	7.0	25.3	14.2	14.2	16.9	16.9
Actuated g/C Ratio	0.14	0.50	0.28	0.28	0.34	0.34
v/c Ratio	0.48	0.26	0.54	0.43	0.59	0.74
Control Delay	26.0	8.4	18.3	3.3	16.2	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.0	8.4	18.3	3.3	16.2	11.6
LOS	C	A	B	A	B	B
Approach Delay		14.2	11.2		14.1	
Approach LOS		B	B		B	
90th %ile Green (s)	7.0	28.0	17.0	17.0	24.0	24.0
90th %ile Term Code	Max	Hold	Max	Max	Max	Max
70th %ile Green (s)	7.0	28.0	17.0	17.0	20.9	20.9
70th %ile Term Code	Max	Hold	Max	Max	Gap	Gap
50th %ile Green (s)	7.0	26.3	15.3	15.3	16.8	16.8
50th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
30th %ile Green (s)	7.0	23.6	12.6	12.6	13.5	13.5
30th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
10th %ile Green (s)	6.3	19.9	9.6	9.6	10.9	10.9
10th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
Queue Length 50th (ft)	33	36	68	0	85	44
Queue Length 95th (ft)	71	78	128	32	131	141
Internal Link Dist (ft)		726	1861		1750	
Turn Bay Length (ft)					300	
Base Capacity (vph)	489	2016	1224	1281	1676	967
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.23	0.44	0.38	0.40	0.60

Intersection Summary	
Area Type:	Other
Cycle Length: 60	

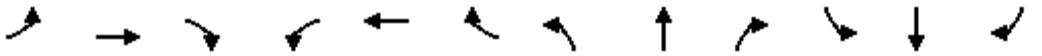
Actuated Cycle Length: 50.4	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 13.1	Intersection LOS: B
Intersection Capacity Utilization 53.2%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 60	
70th %ile Actuated Cycle: 56.9	
50th %ile Actuated Cycle: 51.1	
30th %ile Actuated Cycle: 45.1	
10th %ile Actuated Cycle: 38.8	

Splits and Phases: 7: Lake Hearn Dr. & Perimeter Center Pkwy

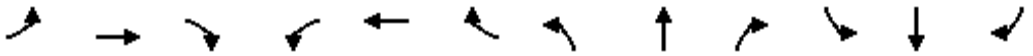


Lanes, Volumes, Timings — Build 2026 - Proposed Zoning

1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr. — PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	705	340	370	710	350	735	755	390	440	520	330
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	0.95	0.97	0.95	1.00
Frt			0.850			0.850		0.949				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3359	0	3433	3539	1583
Flt Permitted	0.950			0.135			0.277			0.950		
Satd. Flow (perm)	3433	3539	1583	488	3539	1583	1001	3359	0	3433	3539	1583
Satd. Flow (RTOR)			370			82		86				82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	766	370	402	772	380	799	821	424	478	565	359
Shared Lane Traffic (%)												
Lane Group Flow (vph)	315	766	370	402	772	380	799	1245	0	478	565	359
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	pm+ov
Protected Phases	5	2		1	6	7	3	8		7	4	5
Permitted Phases			2	6		6	8					4
Detector Phase	5	2	2	1	6	7	3	8		7	4	5
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	8.0	8.0	20.0		8.0	20.0	8.0
Total Split (s)	16.0	37.0	37.0	14.0	35.0	22.0	33.0	47.0		22.0	36.0	16.0
Total Split (%)	13.3%	30.8%	30.8%	11.7%	29.2%	18.3%	27.5%	39.2%		18.3%	30.0%	13.3%
Maximum Green (s)	12.0	33.0	33.0	10.0	31.0	18.0	29.0	43.0		18.0	32.0	12.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None		None	None	None
Walk Time (s)		5.0	5.0		5.0			5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	12.2	31.7	31.7	39.9	29.7	52.1	64.1	43.8		18.3	39.2	55.4
Actuated g/C Ratio	0.10	0.26	0.26	0.33	0.25	0.43	0.53	0.36		0.15	0.33	0.46
v/c Ratio	0.91	0.82	0.54	0.98	0.88	0.52	0.80	0.97		0.91	0.49	0.46
Control Delay	83.2	49.5	6.5	74.0	51.5	15.2	23.0	55.0		73.1	35.4	20.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	83.2	49.5	6.5	74.0	51.5	15.2	23.0	55.0		73.1	35.4	20.4
LOS	F	D	A	E	D	B	C	E		E	D	C
Approach Delay		45.8			48.5			42.5			44.4	
Approach LOS		D			D			D			D	
90th %ile Green (s)	12.0	33.0	33.0	10.0	31.0	18.0	29.0	43.0		18.0	32.0	12.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Max	Max		Max	Hold	Max
70th %ile Green (s)	12.0	33.0	33.0	10.0	31.0	18.0	26.4	43.0		18.0	34.6	12.0
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Gap	Max		Max	Hold	Max
50th %ile Green (s)	12.0	33.0	33.0	10.0	31.0	18.0	23.2	43.0		18.0	37.8	12.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Gap	Max		Max	Hold	Max
30th %ile Green (s)	12.0	31.7	31.7	10.0	29.7	19.3	19.7	43.0		19.3	42.6	12.0
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Gap	Max		Max	Hold	Max
10th %ile Green (s)	12.8	28.0	28.0	10.8	26.0	18.4	16.1	46.8		18.4	49.1	12.8
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Gap	Gap	Gap		Gap	Hold	Max
Queue Length 50th (ft)	126	289	0	132	211	100	182	475		190	187	145
Queue Length 95th (ft)	#212	364	75	m#191	m312	m137	230	#637		#291	262	254
Internal Link Dist (ft)		1949			883			250			706	
Turn Bay Length (ft)	260			250		500	80			250		300
Base Capacity (vph)	348	973	703	411	914	733	1138	1279		524	1156	774
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.91	0.79	0.53	0.98	0.84	0.52	0.70	0.97		0.91	0.49	0.46

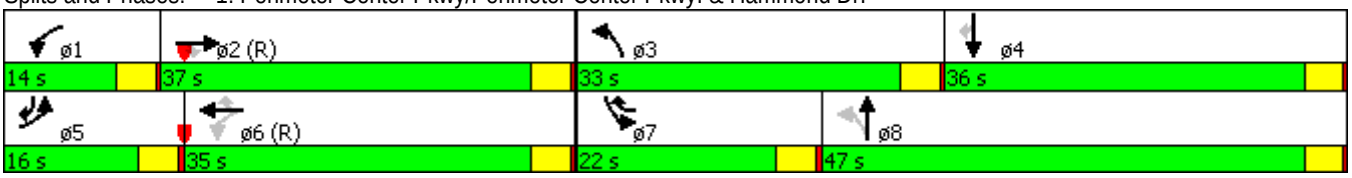
Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green, Master Intersection	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 45.1	Intersection LOS: D
Intersection Capacity Utilization 89.3%	ICU Level of Service E
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

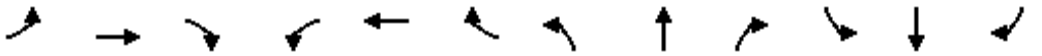
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr.

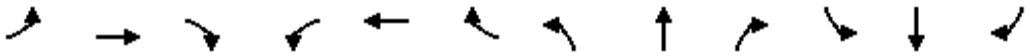


Lanes, Volumes, Timings
2: Shopping Center & Hammond Dr.

Build 2026 - Proposed Zoning
PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	1350	210	315	1010	55	360	20	370	120	20	60
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.888	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	3539	1583	1770	1863	1583	1770	1654	0
Flt Permitted	0.241			0.075			0.362			0.743		
Satd. Flow (perm)	449	5085	1583	140	3539	1583	674	1863	1583	1384	1654	0
Satd. Flow (RTOR)			210			118			384		65	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	1467	228	342	1098	60	391	22	402	130	22	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	1467	228	342	1098	60	391	22	402	130	87	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	
Total Split (s)	9.0	44.0	44.0	29.0	64.0	64.0	27.0	34.0	34.0	13.0	20.0	
Total Split (%)	7.5%	36.7%	36.7%	24.2%	53.3%	53.3%	22.5%	28.3%	28.3%	10.8%	16.7%	
Maximum Green (s)	5.0	40.0	40.0	25.0	60.0	60.0	23.0	30.0	30.0	9.0	16.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	56.8	50.0	50.0	77.1	68.1	68.1	34.9	21.8	21.8	16.9	7.8	
Actuated g/C Ratio	0.47	0.42	0.42	0.64	0.57	0.57	0.29	0.18	0.18	0.14	0.06	
v/c Ratio	0.19	0.69	0.29	0.85	0.55	0.06	0.96	0.07	0.67	0.58	0.52	
Control Delay	8.2	21.3	1.4	50.8	18.6	0.1	75.9	39.8	11.1	45.2	29.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	8.2	21.3	1.4	50.8	18.6	0.1	75.9	39.8	11.1	45.2	29.9	
LOS	A	C	A	D	B	A	E	D	B	D	C	
Approach Delay		18.3			25.2			43.0			39.1	
Approach LOS		B			C			D			D	
90th %ile Green (s)	8.4	40.0	40.0	29.1	60.7	60.7	23.0	25.9	25.9	9.0	11.9	
90th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Max	Hold	Hold	Max	Gap	
70th %ile Green (s)	7.4	44.6	44.6	27.3	64.5	64.5	23.0	23.1	23.1	9.0	9.1	
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	
50th %ile Green (s)	6.8	50.6	50.6	23.3	67.1	67.1	23.0	21.1	21.1	9.0	7.1	
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	
30th %ile Green (s)	6.3	53.3	53.3	19.9	66.9	66.9	25.3	20.4	20.4	10.4	5.5	
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Gap	Gap	
10th %ile Green (s)	0.0	61.3	61.3	16.1	81.4	81.4	21.1	18.6	18.6	8.0	5.5	
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Gap	Gap	
Queue Length 50th (ft)	10	234	0	201	273	0	279	14	12	78	17	
Queue Length 95th (ft)	m14	m376	m11	307	380	0	#406	37	105	124	67	
Internal Link Dist (ft)		883			899			453			668	
Turn Bay Length (ft)	250		250	200		200	100					
Base Capacity (vph)	288	2117	781	446	2008	949	410	465	683	226	276	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.19	0.69	0.29	0.77	0.55	0.06	0.95	0.05	0.59	0.58	0.32	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 24 (20%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 26.5	Intersection LOS: C
Intersection Capacity Utilization 80.1%	ICU Level of Service D
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Shopping Center & Hammond Dr.

Lanes, Volumes, Timings
3: Ashford-Dunwoody Rd. & Hammond Dr.

Build 2026 - Proposed Zoning
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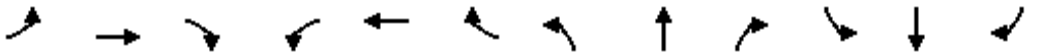
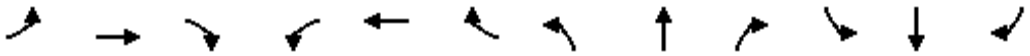


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	45	1505	435	140	90	1110	2000	55	30	1700	130
Lane Util. Factor	0.95	0.95	0.88	0.97	1.00	1.00	0.97	0.86	0.86	0.97	0.86	1.00
Frt			0.850			0.850		0.996				0.850
Flt Protected	0.950	0.965		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1708	2787	3433	1863	1583	3433	6382	0	3433	6408	1583
Flt Permitted	0.950	0.965		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1708	2787	3433	1863	1583	3433	6382	0	3433	6408	1583
Satd. Flow (RTOR)			39			101		6				102
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	49	1636	473	152	98	1207	2174	60	33	1848	141
Shared Lane Traffic (%)	43%											
Lane Group Flow (vph)	180	184	1636	473	152	98	1207	2234	0	33	1848	141
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	pt+ov	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	8	8		5	2		1	6	
Permitted Phases						8						6
Detector Phase	4	4	4 5	8	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	20.0		8.0	20.0	20.0
Total Split (s)	34.0	34.0		20.0	20.0	20.0	44.0	78.0		8.0	42.0	42.0
Total Split (%)	24.3%	24.3%		14.3%	14.3%	14.3%	31.4%	55.7%		5.7%	30.0%	30.0%
Maximum Green (s)	30.0	30.0		16.0	16.0	16.0	40.0	74.0		4.0	38.0	38.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5

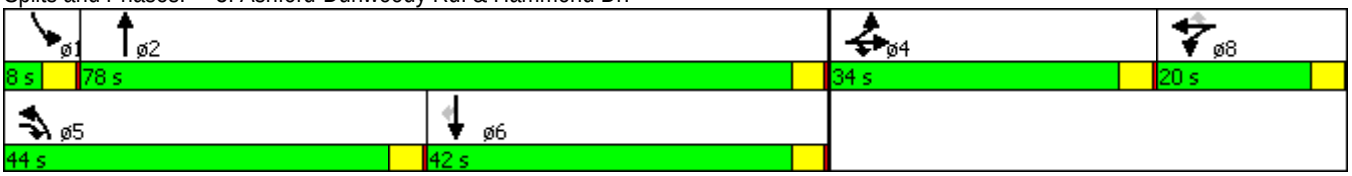


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)	5.0	5.0		5.0	5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	0
Act Effct Green (s)	30.0	30.0	70.0	16.0	16.0	16.0	40.0	77.2		4.0	38.0	38.0
Actuated g/C Ratio	0.21	0.21	0.50	0.11	0.11	0.11	0.29	0.55		0.03	0.27	0.27
v/c Ratio	0.50	0.50	1.16	1.21	0.72	0.36	1.23	0.63		0.34	1.06	0.28
Control Delay	54.0	54.0	104.3	165.6	79.0	13.5	155.3	23.0		76.1	88.8	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	54.0	54.0	104.3	165.6	79.0	13.5	155.3	23.0		76.1	88.8	14.4
LOS	D	D	F	F	E	B	F	C		E	F	B
Approach Delay		95.2			126.8			69.4			83.4	
Approach LOS		F			F			E			F	
90th %ile Green (s)	30.0	30.0		16.0	16.0	16.0	40.0	74.0		4.0	38.0	38.0
90th %ile Term Code	Max	Max		Max	Max	Max	Max	Max		Max	Max	Max
70th %ile Green (s)	30.0	30.0		16.0	16.0	16.0	40.0	74.0		4.0	38.0	38.0
70th %ile Term Code	Max	Max		Max	Max	Max	Max	Hold		Max	Max	Max
50th %ile Green (s)	30.0	30.0		16.0	16.0	16.0	40.0	74.0		4.0	38.0	38.0
50th %ile Term Code	Max	Max		Max	Max	Max	Max	Hold		Max	Max	Max
30th %ile Green (s)	30.0	30.0		16.0	16.0	16.0	40.0	82.0		0.0	38.0	38.0
30th %ile Term Code	Max	Max		Max	Max	Max	Max	Hold		Skip	Max	Max
10th %ile Green (s)	30.0	30.0		16.0	16.0	16.0	40.0	82.0		0.0	38.0	38.0
10th %ile Term Code	Max	Max		Max	Max	Max	Max	Hold		Skip	Max	Max
Queue Length 50th (ft)	153	156	~906	~269	136	0	~697	415		15	~537	27
Queue Length 95th (ft)	236	241	#1146	#382	#233	53	#834	454		34	#613	83
Internal Link Dist (ft)		899			401			1531			890	
Turn Bay Length (ft)							300					
Base Capacity (vph)	360	366	1413	392	212	270	980	3522		98	1739	503
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.50	0.50	1.16	1.21	0.72	0.36	1.23	0.63		0.34	1.06	0.28

Intersection Summary			
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 140			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.23			
Intersection Signal Delay: 84.2		Intersection LOS: F	
Intersection Capacity Utilization 99.7%		ICU Level of Service F	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 140			
70th %ile Actuated Cycle: 140			

50th %ile Actuated Cycle: 140
30th %ile Actuated Cycle: 140
10th %ile Actuated Cycle: 140
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Ashford-Dunwoody Rd. & Hammond Dr.



Lanes, Volumes, Timings
4: Perimeter Center Pkwy

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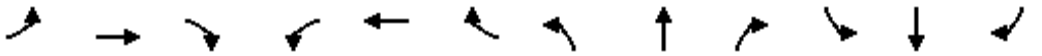
PM



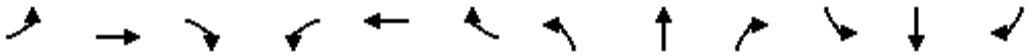
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	70	0	0	180	0	1700	25	50	1050	80
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.865			0.865		0.998			0.989	
Flt Protected										0.950		
Satd. Flow (prot)	0	0	1611	0	0	1611	0	3532	0	1770	3500	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	1611	0	0	1611	0	3532	0	1770	3500	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	76	0	0	196	0	1848	27	54	1141	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	76	0	0	196	0	1875	0	54	1228	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 65.6%		ICU Level of Service C	
Analysis Period (min) 15			

Lanes, Volumes, Timings
5: Perimeter Center Pkwy & Goldkist Dr.

Build 2026 - Proposed Zoning
PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	0	110	570	0	910	20	710	140	415	660	45
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.88	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.850				0.850			0.850		0.990	
Flt Protected	0.950			0.950	0.950		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1681	1681	2787	1770	3539	1583	3433	3504	0
Flt Permitted	0.950			0.950	0.950		0.361			0.950		
Satd. Flow (perm)	1770	1583	0	1681	1681	2787	672	3539	1583	3433	3504	0
Satd. Flow (RTOR)		158				681			158		9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	0	120	620	0	989	22	772	152	451	717	49
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	114	120	0	310	310	989	22	772	152	451	766	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8	2		2			
Detector Phase	4	4		8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	
Total Split (s)	20.0	20.0		25.0	25.0	25.0	8.0	27.0	27.0	18.0	37.0	
Total Split (%)	22.2%	22.2%		27.8%	27.8%	27.8%	8.9%	30.0%	30.0%	20.0%	41.1%	
Maximum Green (s)	16.0	16.0		21.0	21.0	21.0	4.0	23.0	23.0	14.0	33.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	

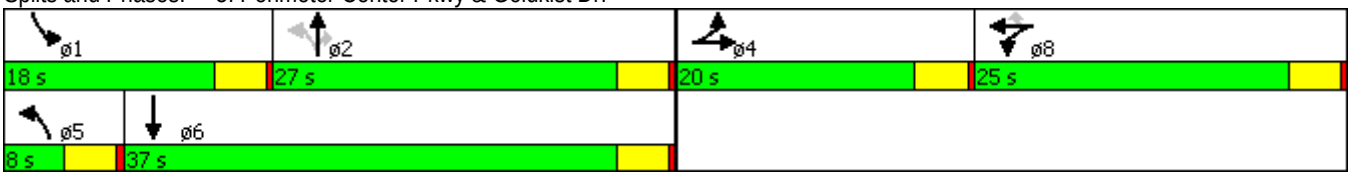


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)	10.6	10.6		20.2	20.2	20.2	25.9	21.9	21.9	13.6	36.5	
Actuated g/C Ratio	0.13	0.13		0.25	0.25	0.25	0.31	0.27	0.27	0.17	0.44	
v/c Ratio	0.50	0.35		0.75	0.75	0.83	0.08	0.82	0.28	0.80	0.49	
Control Delay	42.0	5.6		43.3	43.3	16.4	14.4	37.8	5.8	46.1	18.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	42.0	5.6		43.3	43.3	16.4	14.4	37.8	5.8	46.1	18.9	
LOS	D	A		D	D	B	B	D	A	D	B	
Approach Delay		23.3			26.8			32.1			29.0	
Approach LOS		C			C			C			C	
90th %ile Green (s)	15.3	15.3		21.0	21.0	21.0	4.0	23.0	23.0	14.0	33.0	
90th %ile Term Code	Gap	Gap		Max	Max	Max	Max	Max	Max	Max	Hold	
70th %ile Green (s)	12.5	12.5		21.0	21.0	21.0	4.0	23.0	23.0	14.0	33.0	
70th %ile Term Code	Gap	Gap		Max	Max	Max	Max	Max	Max	Max	Hold	
50th %ile Green (s)	10.7	10.7		21.0	21.0	21.0	0.0	23.0	23.0	14.0	41.0	
50th %ile Term Code	Gap	Gap		Max	Max	Max	Skip	Max	Max	Max	Hold	
30th %ile Green (s)	9.0	9.0		21.0	21.0	21.0	0.0	23.0	23.0	14.0	41.0	
30th %ile Term Code	Gap	Gap		Max	Max	Max	Skip	Max	Max	Max	Hold	
10th %ile Green (s)	6.5	6.5		16.8	16.8	16.8	0.0	17.5	17.5	11.8	33.3	
10th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Skip	Gap	Gap	Gap	Hold	
Queue Length 50th (ft)	58	0		161	161	84	6	201	0	120	133	
Queue Length 95th (ft)	108	26		#308	#308	#193	20	#312	42	#205	237	
Internal Link Dist (ft)		322			1224			662			258	
Turn Bay Length (ft)							200		200	150		
Base Capacity (vph)	346	437		432	432	1222	265	996	558	588	1556	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.33	0.27		0.72	0.72	0.81	0.08	0.78	0.27	0.77	0.49	

Intersection Summary			
Cycle Length: 90			
Actuated Cycle Length: 82.4			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 28.5		Intersection LOS: C	
Intersection Capacity Utilization 68.3%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 89.3			
70th %ile Actuated Cycle: 86.5			

50th %ile Actuated Cycle: 84.7
30th %ile Actuated Cycle: 83
10th %ile Actuated Cycle: 68.6
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Perimeter Center Pkwy & Goldkist Dr.



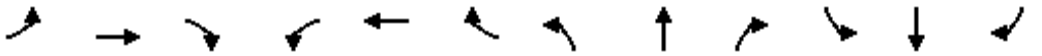
Lanes, Volumes, Timings
6: Perimeter Center Pkwy & Connector

Build 2026 - Proposed Zoning
PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	305	0	210	15	0	15	140	550	15	10	925	405
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.850			0.932			0.996				0.850
Flt Protected	0.950				0.976		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	0	1694	0	1770	3525	0	1770	3539	1583
Flt Permitted	0.736				0.854		0.219			0.399		
Satd. Flow (perm)	1371	1583	0	0	1483	0	408	3525	0	743	3539	1583
Satd. Flow (RTOR)		104			18			7				440
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	332	0	228	16	0	16	152	598	16	11	1005	440
Shared Lane Traffic (%)												
Lane Group Flow (vph)	332	228	0	0	32	0	152	614	0	11	1005	440
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	20.0
Total Split (s)	22.0	22.0		22.0	22.0		38.0	38.0		38.0	38.0	38.0
Total Split (%)	36.7%	36.7%		36.7%	36.7%		63.3%	63.3%		63.3%	63.3%	63.3%
Maximum Green (s)	18.0	18.0		18.0	18.0		34.0	34.0		34.0	34.0	34.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	0.5

Lanes, Volumes, Timings
6: Perimeter Center Pkwy & Connector

Build 2026 - Proposed Zoning
PM

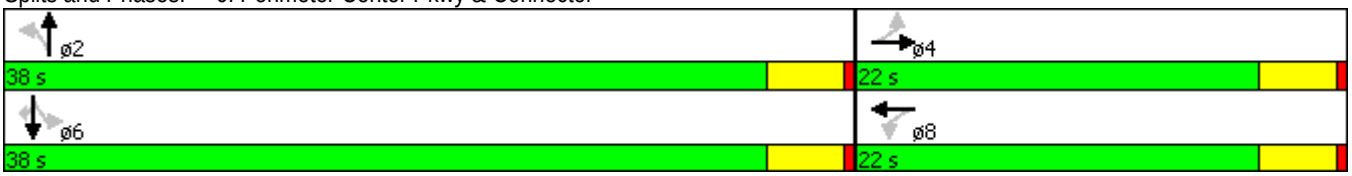


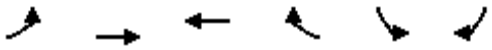
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		Min	Min		Min	Min	Min
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)	15.8	15.8			15.8		25.4	25.4		25.4	25.4	25.4
Actuated g/C Ratio	0.32	0.32			0.32		0.51	0.51		0.51	0.51	0.51
v/c Ratio	0.76	0.40			0.07		0.73	0.34		0.03	0.55	0.43
Control Delay	31.5	11.2			10.2		34.0	7.6		6.2	9.5	2.2
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	31.5	11.2			10.2		34.0	7.6		6.2	9.5	2.2
LOS	C	B			B		C	A		A	A	A
Approach Delay		23.2			10.2			12.8			7.3	
Approach LOS		C			B			B			A	
90th %ile Green (s)	18.0	18.0		18.0	18.0		34.0	34.0		34.0	34.0	34.0
90th %ile Term Code	Max	Max		Hold	Hold		Max	Max		Max	Max	Max
70th %ile Green (s)	18.0	18.0		18.0	18.0		34.0	34.0		34.0	34.0	34.0
70th %ile Term Code	Max	Max		Hold	Hold		Max	Max		Hold	Hold	Hold
50th %ile Green (s)	18.0	18.0		18.0	18.0		25.2	25.2		25.2	25.2	25.2
50th %ile Term Code	Max	Max		Hold	Hold		Gap	Gap		Hold	Hold	Hold
30th %ile Green (s)	14.2	14.2		14.2	14.2		19.7	19.7		19.7	19.7	19.7
30th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Gap	Gap	Gap
10th %ile Green (s)	10.5	10.5		10.5	10.5		16.1	16.1		16.1	16.1	16.1
10th %ile Term Code	Gap	Gap		Hold	Hold		Dwell	Dwell		Dwell	Dwell	Dwell
Queue Length 50th (ft)	83	25			3		34	53		2	103	0
Queue Length 95th (ft)	#235	84			20		#126	79		7	144	31
Internal Link Dist (ft)		574			1313			1750			662	
Turn Bay Length (ft)	300						300			300		300
Base Capacity (vph)	521	666			575		293	2533		533	2542	1261
Starvation Cap Reductn	0	0			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	0.64	0.34			0.06		0.52	0.24		0.02	0.40	0.35

Intersection Summary			
Cycle Length: 60			
Actuated Cycle Length: 49.5			
Natural Cycle: 55			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 12.0		Intersection LOS: B	
Intersection Capacity Utilization 66.9%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 60			
70th %ile Actuated Cycle: 60			

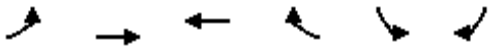
50th %ile Actuated Cycle: 51.2
30th %ile Actuated Cycle: 41.9
10th %ile Actuated Cycle: 34.6
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Perimeter Center Pkwy & Connector





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	260	430	495	445	620	530
Lane Util. Factor	0.97	0.95	0.95	0.88	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	3539	3539	2787	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	2787	3433	1583
Satd. Flow (RTOR)				484		413
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	283	467	538	484	674	576
Shared Lane Traffic (%)						
Lane Group Flow (vph)	283	467	538	484	674	576
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	12.0	32.0	20.0	20.0	28.0	28.0
Total Split (%)	20.0%	53.3%	33.3%	33.3%	46.7%	46.7%
Maximum Green (s)	8.0	28.0	16.0	16.0	24.0	24.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5

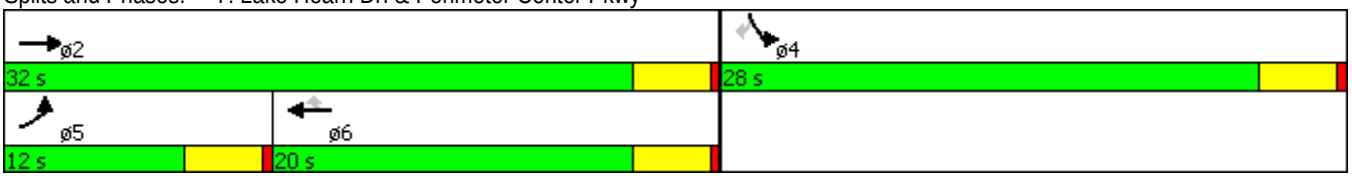


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	Min	None	None
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	7.9	25.9	13.9	13.9	16.8	16.8
Actuated g/C Ratio	0.16	0.51	0.27	0.27	0.33	0.33
v/c Ratio	0.53	0.26	0.56	0.43	0.59	0.72
Control Delay	25.7	8.3	19.1	3.5	16.6	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.7	8.3	19.1	3.5	16.6	10.3
LOS	C	A	B	A	B	B
Approach Delay		14.9	11.7		13.7	
Approach LOS		B	B		B	
90th %ile Green (s)	8.0	28.0	16.0	16.0	24.0	24.0
90th %ile Term Code	Max	Hold	Max	Max	Max	Max
70th %ile Green (s)	8.0	28.0	16.0	16.0	19.8	19.8
70th %ile Term Code	Max	Hold	Max	Max	Gap	Gap
50th %ile Green (s)	8.0	27.5	15.5	15.5	16.9	16.9
50th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
30th %ile Green (s)	8.0	24.7	12.7	12.7	13.7	13.7
30th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
10th %ile Green (s)	6.8	20.5	9.7	9.7	11.0	11.0
10th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
Queue Length 50th (ft)	42	37	71	0	88	37
Queue Length 95th (ft)	84	78	132	32	131	125
Internal Link Dist (ft)		726	1861		1750	
Turn Bay Length (ft)					300	
Base Capacity (vph)	552	1992	1138	1225	1656	977
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.23	0.47	0.40	0.41	0.59

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 50.8	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 13.3	Intersection LOS: B
Intersection Capacity Utilization 53.2%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 60	
70th %ile Actuated Cycle: 55.8	

50th %ile Actuated Cycle: 52.4
30th %ile Actuated Cycle: 46.4
10th %ile Actuated Cycle: 39.5

Splits and Phases: 7: Lake Hearn Dr. & Perimeter Center Pkwy



G. Douglas Dillard
404-665-1244

E-Mail
ddillard@pftlegal.com

February 2, 2016

Via Hand Delivery and E-mail

Mayor Shortal and Members of the City Council
c/o Steve Foote, Community Development Director
City of Dunwoody
41 Perimeter Center East
Dunwoody, Georgia 30346

Re: **Amendment Application; Dunwoody Crown Towers; 244 Perimeter Center Parkway**

Dear Steve:

Please find enclosed an Amendment application for approximately 4.75 acres of the above-referenced property. The following supporting materials are enclosed with this Amendment Application package:

- Completed Application Form
- Neighbor Communications Survey
- Letter of Intent and Amendment Impact Analysis
- Environmental Site Analysis Form
- Campaign Disclosure Forms
- Legal Description
- Proposed Subdivision
- Conceptual Site Plan
- Conceptual Elevations
- Conceptual Massing Plan
- Street Section and Transit Proximity
- Pedestrian Circulation

Please contact me with any questions. We look forward to working with the City on this exciting endeavor.

Sincerely,

PURSLEY FRIESE TORGRIMSON

G. Douglas Dillard
Jillian S. Arnold

AMENDMENT APPLICATION

Community Development
Dunwoody
Smart people – Smart city

41 Perimeter Center East | Dunwoody, GA 30346
Phone: (678) 382-6800 | Fax: (770) 396-4828

*** Applicant Information:**

Company Name: Dunwoody Crown Towers, LLC
Contact Name: Charlie R. Brown
Address: 4828 Ashford Dunwoody Road, Ste 400, Atlanta, GA 30338
Phone: 770-391-1233 Fax: _____ Email: cbrown@crownhgroup.com
Pre-application conference date (required): January 5, 2016

*** Owner Information:** ☑ Check here if same as applicant

Owner's Name: _____
Owner's Address: _____
Phone: _____ Fax: _____ Email: _____

*** Property Information:**

Property Address: 244 Perimeter Center Parkway, NE, Dunwoody, GA 30346 Parcel ID: 18-329-04-055
Current Zoning Classification: O-I
Requested Zoning Classification: C-R-1

Applicant Affidavit:

I hereby certify that to the best of my knowledge, this amendment application form is correct and complete. If additional materials are determined to be necessary, I understand that I am responsible for filing additional materials as specified by the City of Dunwoody Zoning Ordinance. I certify that I, the applicant (if different), am authorized to act on the owner's behalf, pursuant to this application and associated actions.

Applicant's Name: Dunwoody Crown Towers, LLC, By: Emilia Pearson
Applicant's Signature: By: Emilia Pearson Date: 01/27/2016

*** Notary:**

Sworn to and subscribed before me this 27th Day of January, 2016
Notary Public: Stephanie Grant
Signature: Stephanie Grant
My Commission Expires: 11-9-19

STEPHANIE GRANT NOTARY PUBLIC FORSYTH COUNTY, GEORGIA EXP. 11/9/2019

Applicant-Initiated Meeting

Rezoning Application: Dunwoody Crown Towers, LLC

February 1, 2016

1. **Efforts to notify neighbors about the proposal (how and when notification occurred, and who was notified);**

The Applicant held an applicant-initiated meeting on Monday, February 1, 2016 at the D.W. Brooks Conference Center, 244 Perimeter Center Parkway, Dunwoody, GA 30346. Notice of the applicant-initiated meeting was published in the Dunwoody Crier on January 20, 2016. A copy of the legal advertisement is attached.

On January 11, 2016, notice of the applicant-initiated meeting was also mailed to the two residentially-zoned properties within 1,000 feet of the subject 4.75-acre property. According to the City's GIS map, there are two properties within 1,000 feet of the subject property zoned for residential use. The first is the Martin Cemetery parcel located at 1191 Ashford Dunwoody (Tax Parcel ID 18 348 02 002) which is zoned R-150. The Dunwoody Preservation Trust maintains the Martin Cemetery and notice was mailed to the Executive Director of the Dunwoody Preservation Trust at 5455 Chamblee Dunwoody Rd Dunwoody, GA 30338. The second property is located at 11 Ravinia Parkway (Parcel ID 18 347 01 049), is owned by Hines Ravinia Four Limited, and is zoned OCR. Notice was mailed to Hines Ravinia Four Limited at 1 Ravinia Drive, Ste. 1160, Atlanta, GA 30346. Attached is the notice letter mailed to the Dunwoody Preservation Trust and Hines Ravinia Four Limited. Finally, notice of the meeting was also sent to the Planning Department.

2. **Meeting location, date and time;**

The Applicant held an applicant-initiated meeting on Monday, February 1, 2016 at the D.W. Brooks Conference Center, 244 Perimeter Center Parkway, Dunwoody, GA 30346. The meeting started at 7:00pm.

3. **Who was involved in the discussions;**

Mr. Charles Brown and Mr. Doug Dillard attended the meeting on behalf of the Applicant, Dunwoody Crown Towers, L.L.C. Please see the attached sign-in sheet for the meeting attendees.

4. **Suggestions and concerns raised by neighbors; and**

The neighbors raised concerns about the overall density and the residential component of the plan, though the concerns were directed primarily at rental units which are not being proposed by the Applicant.

5. **What specific changes to the proposal were considered and/or made as a result of the meeting.**

No changes are proposed at this time.

NOTICE OF NONDISCRIMINATORY POLICY AS TO STUDENTS

North Atlanta Children's Ministries, Inc., 5676 Roberts Dr., Atlanta, GA 30338, admits students of any race, color, national and ethnic origin to all the rights, privileges, programs, and activities generally accorded or made available to students of the organization. It does not discriminate on the basis of race, color, national, and ethnic origin in administration of its educational policies, and other organization-administered programs.

NOTICE OF MEETING FOR THE PUBLIC

Dunwoody Crown Towers, LLC intends to submit a Rezoning Application and three Special Land Use Permit Applications to the City of Dunwoody for land within 1,000 feet of your property. The Applicant will be submitting a rezoning application and three Special Land Use Permit ("SLUP") Applications for property at 244 Perimeter Center Parkway in order to develop Dunwoody Crown Towers, a mixed use development with residential and non-residential uses. The Applicant will be holding a neighborhood meeting to discuss the proposed rezoning application and to answer any questions that you may have regarding the applications and proposed development. Specific details regarding the Rezoning Application, Special Land Use Permit Applications, and Applicant-initiated neighborhood meeting are below.

CASE NUMBER: TBD (this will be provided at the time the application is filed with the City)

APPLICANT NAME: Dunwoody Crown Towers, LLC

JURISDICTION: City of Dunwoody

ZONING CHANGE: O-I to CR-1 (Commercial-Residential)

SLUP Request: (1) SLUP to increase the height of the multi-unit building; (2) SLUP to increase the height of the mixed use vertical building; and a (3) SLUP to allow a multi-unit residential building within the CR-1 zoning district

STREET LOCATION: 244 Perimeter Center Parkway; +/- 4.75 acres

PROPOSED DEVELOPMENT: Multi-Unit Residential Tower; Mixed Use Vertical Tower (Hotel and Residential uses); 3-story Retail Building

APPLICANT-INITIATED MEETING
D.W. Brooks Conference Center
244 Perimeter Center Parkway (1st floor)
Dunwoody, GA 30346
February 1, 2016
7:00 pm

If you have questions about the Applications or the applicant-initiated meeting, please contact Jill Arnold at (404) 665-1243 or jarnold@pftlegal.com.

Brookhaven, from page 1

The council met later last week to complete the process but decided to send the issue to third-party mediation. That takes place today.

"The City honors its obligations," said Mayor John Ernst. "Unfortunately some of the terms of the [Garrett's] contract negotiated by previous administrations is ambiguous and does not allow the City to know what its duties are," Mayor, John Ernst said in a statement. "While working towards an orderly transition, we have become mired in conflict over the terms and conditions of that agreement. The responsible thing to do is to have a third party resolve these disputes. We wish Marie Garrett well."

Garrett, the highest paid city manager in the state at $214,000 per year, could be eligible for nine months pay, continued health and life insurance and retirement pay.

She originally came to the city as a consultant when it was incorporated and later was hired by Mayor J. Max Davis. Her original contract drew some fire when it was revealed she was to work only four days a week and was to be paid at her consultant hourly rate if asked to work on Fridays.

That contract was changed to a more conventional arrangement, but Garrett was able to command a higher salary because of the start-up nature of a new city.

Police Chief Gary Yandura is to be the interim city manager.

In other actions, the council elected Bates Mattison mayor pro-tem. He was elected to that position last year when Mayor Davis left office and was succeeded by Rebecca Williams.

The mayor also reaffirmed the employment of the city clerk and finance director.

THE CITY OF DUNWOODY, GEORGIA NOTICE OF PUBLIC HEARING

The City of Dunwoody Mayor and City Council will meet on Monday, February 08, 2016 at 6:00 p.m. in the Council Chambers of Dunwoody City Hall, which is located at 41 Perimeter Center East, Dunwoody, Georgia 30346, for the purpose of due process of the following:

CQ Dunwoody Village Court, LLC, owner of 1530 and 1536 Dunwoody Village Parkway, Dunwoody, GA 30338, by Marian Adeimy, attorney for contract purchaser, seeks the following for the subject property to allow for construction of a 79-unit townhome development. The property consists of two tax parcels: 18-366-06-061 located at 1530 Dunwoody Village Parkway, Dunwoody, GA 30338, and 18-366-06-065 located at 1536 Dunwoody Village Parkway, Dunwoody, GA 30338.

RZ 16-021: Rezone property currently zoned Office-Institution (O-I) District to Multi-dwelling Residential-100 (RM-100) District.

SLUP 16-021: Special Land Use Permit to waive the requirement for a development to come into full compliance with the Dunwoody Village Overlay District regulations to allow for reduction in sidewalk width from 12 ft. to 6 ft.

RZ 16-022: Kathryn B. Zickert, applicant, on behalf of Hines Atlanta Associates Limited Partnership, owner of 4453 Ashford Dunwoody Road, Dunwoody, GA 30346, seeks permission to rezone property currently zoned Office-Institution conditional (O-Ic) District to Local Commercial conditional (C-1c) District to allow for development of a restaurant with drive-through. The tax parcel number is 18 347 01 033.

Should you have any questions, comments, or would like to view the application and supporting materials, please contact the City of Dunwoody Community Development Department at 678-382-6800. Members of the public are encouraged to call or schedule a meeting with staff in advance of the Public Hearing if they have questions or are unfamiliar with the process. Staff is available to answer questions, discuss the decision-making process, and receive comments and concerns.

-200-

#F.1.

PURSLEY FRIESE TORGRIMSON

Terry Landrum
Direct: 404.665.1227
tlandrum@pftlegal.com

January 11, 2016

Rebecca Keefer, AICP
City Planner/Director of Sustainability
City of Dunwoody
41 Perimeter Center East, Suite 250,
Dunwoody, GA 30346

RE: Dunwoody Crown Towers
Applicant-Initiated Neighborhood Meeting
244 Perimeter Center Parkway, DeKalb County, Atlanta, GA

Dear Rebecca:

Enclosed please find the Applicant-Initiated Meeting notice that was mailed on January 11, 2016 to residential owners of property within 1,000 feet of the subject property.

Sincerely,
PURSLEY FRIESE TORGRIMSON, LLP

Terry Landrum
Paralegal

Enclosure

Dunwoody Crown Towers, LLC c/o Doug Dillard, Esq.
Pursley Friese Torgrimson
Promenade, Suite 1200
1230 Peachtree Street NE
Atlanta, GA 30309

January 11, 2016

Dear Property Owner:

This letter is to inform you that Dunwoody Crown Towers, LLC intends to submit a Rezoning Application and three Special Land Use Permit Applications to the City of Dunwoody for land within 1,000 feet of your property. The Applicant will be submitting a rezoning application and three Special Land Use Permit ("SLUP") Applications for property at 244 Perimeter Center Parkway in order to develop Dunwoody Crown Towers, a mixed use development with residential and non-residential uses. The Applicant will be holding a neighborhood meeting to discuss the proposed rezoning application and to answer any questions that you may have regarding the applications and proposed development. Specific details regarding the Rezoning Application, Special Land Use Permit Applications, and Applicant-initiated neighborhood meeting are below.

CASE NUMBER: *TBD (this will be provided at the time the application is filed with the City)*

APPLICANT NAME: Dunwoody Crown Towers, LLC

JURISDICTION: City of Dunwoody

ZONING CHANGE: O-I to CR-1 (Commercial-Residential)

SLUP Request: (1) SLUP to increase the height of the multi-unit building; (2) SLUP to increase the height of the mixed use vertical building; and a (3) SLUP to allow a multi-unit residential building within the CR-1 zoning district

STREET LOCATION: 244 Perimeter Center Parkway; +/- 4.75 acres

PROPOSED DEVELOPMENT: Multi-Unit Residential Tower; Mixed Use Vertical Tower (Hotel and Residential uses); 3-story Retail Building

APPLICANT-INITIATED MEETING
D.W. Brooks Conference Center
244 Perimeter Center Parkway (1st floor)
Dunwoody, GA 30346
February 1, 2016
7:00 pm

If you have questions about the Applications or the applicant-initiated meeting, please contact Jill Arnold at (404) 665-1243 or jarnold@pftlegal.com.

Sincerely,

Jillian Arnold

Letter of Intent and Review Criteria

City of Dunwoody Amendment Application

Applicant: Dunwoody Crown Towers, LLC

Property: 244 Perimeter Center Parkway

+/- 4.75 acres of Land
Located in
Land Lot 329 of the 18th District, DeKalb County

O-I to CR-1

Submitted for Applicant by:

G. Douglas Dillard
Jillian Skinner Arnold
PURSLEY FRIESE TORGRIMSON
1230 Peachtree Street, Suite 1200
Atlanta, Georgia 30309
(404) 665-1243
ddillard@pftlegal.com
jarnold@pftlegal.com

I. INTRODUCTION

The +/- 4.75 acre property is located at 244 Perimeter Center Parkway and is currently zoned O-I (the "Property"). It is bordered by I-285 to the south, Perimeter Center Parkway to the west, Ashford-Dunwoody Road to the east, and a shopping center development to the north. The Applicant, Dunwoody Crown Towers, LLC, intends to develop Dunwoody Crown Towers, a mixed use development with residential and non-residential uses that will significantly enrich the design and livability of the Perimeter Center area and create a true gateway to the City of Dunwoody.

Concurrent with the Amendment application, the Applicant is also submitting 3 Special Land Use Permit ("SLUP") Applications and a Variance Application for the Property. The SLUP requests are for the following: (1) a SLUP to increase the height of the multi-unit residential building ("Crown Tower 1" on enclosed conceptual drawings); (2) a SLUP to increase the height of the mixed use vertical building ("Crown Tower 2" on conceptual drawings); and (3) a SLUP to allow multi-unit residential use in the CR-1 zoning district. The requested 0' front yard setback variance is for the existing Goldkist building on the adjacent 9.2-acre property, which will be set back 0' from the proposed new road extending to the Property.

The Property is currently part of a larger 15 acre-parcel, but will be subdivided as a legally separate lot upon approval of the rezoning request by the Dunwoody City Council. Therefore, the current 15-acre parcel will be split into two tracts-Site A (+/-9.2 acres, after dedication) and Site B (+/-4.75 acres, after dedication) as shown on the enclosed Site Plan.[1] The owner is dedicating approximately 1.03 acres for the extension of a new road from the existing Goldkist Road to the Property at Site B. This subdivision is necessitated by the City's prohibition of dual-zoned parcels. Please note, the rezoning and SLUP applications are for Site B. **Site A is NOT included in the rezoning or SLUP applications.** Site A is shown on the conceptual plans to illustrate existing entitlements pursuant to the variance granted by DeKalb County on February 9, 1999. Site A will remain zoned O-I with existing entitlements as shown on the enclosed conceptual plans.

II. REZONING REQUEST

The Applicant, Dunwoody Crown Towers, LLC, is requesting said Property (Site B) be rezoned from O-I to CR-1 in order to develop Dunwoody Crown Towers, which includes (i) one mixed use vertical building with a hotel, owner-occupied residential units, and accessory uses ("Crown Tower 2" on the enclosed conceptual drawings), (ii) one multi-unit owner-occupied residential building ("Crown Tower 1" on enclosed conceptual drawings), and (iii) a retail building. A site plan showing the proposed buildings and uses is included in the rezoning application. The Applicant proposes a residential density of 380 units spread between Crown

[1] Please note the enclosed legal description identifies the Subject Property as "Tract A."

Tower 1 and Crown Tower 2. The residential density calculation is based on the 4.75-acre Site B, *exclusive* of the 1.03 acres of property to be dedicated for public right of way to the Site B Property.

The luxury residences will include the following features:

- Hardwood flooring in foyer, kitchens and bathrooms
- Quartz countertops throughout the homes
- 10-foot ceilings
- Stainless steel appliances, with side by side refrigerators and wine coolers
- Front load washers in each home
- Ceiling fans in each bedroom
- Walk-in closets with custom shelving
- Patio/Balcony in all homes
- High-speed fiber internet and cable packages
- Tile surround soaking tubs/showers with frameless shower doors
- LED light fixtures
- Smart home technology with thermostats and keyless locks

A Homeowners Association will be created to manage residential operations.

In addition to the luxury features included in each individual unit, residents will have access to various amenities including a spacious club room with bar, indoor & outdoor fireplaces, and state of the art outdoor kitchen, a business center, fitness center, pools and cabanas, and a massage/treatment room. Though the room distribution has not been solidified, the Applicant anticipates approximately 50% of the residential units to be 2-bedroom units, approximately 25% to be 1-bedroom units, approximately 10% to be studio units, and approximately 15% to be 3-bedroom units.

The proposed luxury hotel will have a local, authentic feel and include a destination food and beverage outlet, approximately 4,500 square feet of meeting space, and on-site boutique retail. The hotel will also feature a pool, cabanas, spa, Club room, WIFI in the lobby and Club level, and a fitness center. The hotel's close proximity to the Perimeter Center Mall and MARTA offers guests easy and convenient access to restaurants, shopping, and entertainment.

The proposed CR-1 zoning satisfies the City's criteria for amendment applications as set forth in Section III below. As such, the Applicant respectfully requests the City Council grant the Amendment application, as requested by the Applicant.

Zoning History

The 15-acre parcel currently has significant non-residential development entitlements. In 1999, DeKalb County approved four variances for the 15-acre parcel at 244 Perimeter Center Parkway: (1) a 28-story hotel; (2) a conference center and parking structure (6 levels with 600 parking spaces); (3) two 24-story office buildings; and (4) two 10-level parking decks with 4,304

parking spaces. These entitlements remain on the 15-acre parcel today. The Applicant intends to concentrate the existing above-referenced entitlements on the adjacent 9.2-acre parcel, and rezone the subject Property to CR-1 in order to add a residential mix of uses into the overall development to create a true transit-oriented mixed use community. The current development entitlements (i.e. a 28-story hotel, conference center with parking structure, two 28-story office buildings, and a parking deck) fit within the 9.2-acre parcel while still complying with O-I development regulations, including lot coverage.

The Proposed Development is Consistent with Dunwoody's Comprehensive Plan

The Applicant's proposed development and rezoning requests are consistent with the City of Dunwoody's Comprehensive Plan. The subject property is located in the Perimeter Center Character Area, which seeks to be a "livable regional center with first-class office, retail, entertainment, hotels, and high-end restaurants" to create a true "live-work" environment.[2] The City recognizes the value in mixed-use, transit-oriented development, but has concerns about the impact on schools.[3] Additional goals of the City's Comprehensive Plan include:

- Achieve a lifelong-community for residents who can age in place with safe access to medical, recreational, and other necessary services.[4]

- Increase connectivity and enhance transportation options for all forms of travel.[5]

- Reduce surface parking and promote livable centers in the immediate areas surrounding the MARTA station.[6]

- Encourage hotel and convention development near MARTA in order to foster commerce along the mass transportation route.[7]

The Applicant's rezoning request and proposed mixed-use development is consistent with the goals and intent of the Perimeter Center Character Area. The rezoning request seeks to add high-quality owner-occupied residential units to the area, thereby creating a true "livable" center where Dunwoody residents are able to live, work, shop, play, and access mass transit within one development. Looking at the broader context, this Property is situated next to the new State Farm site, Perimeter Center Mall, and the yet-to-be-developed GID/High Street site, which likewise

[2] City of Dunwoody Comprehensive Plan, p. 25.
[3] *Id.* at 25.
[4] *Id.*
[5] *Id.*
[6] *Id.* at 26.
[7] *Id.* at 26.

includes a mix of land uses. This development complements each of those developments by adding residential opportunities for the employees of State Farm and the adjacent office uses.

Moreover, the owner-occupied residential component of the mixed use project will be well-suited for those Dunwoody residents looking to "age in place" within the City. These individuals are looking to downsize from larger single-family detached homes to smaller residences with less maintenance, yet still remain in the community and part of their established social networks. The Applicant's proposed residences will provide an "age in place" opportunity for Dunwoody residents looking to downsize yet remain in Dunwoody.

Overall, the proposed mixed use development will complement the surrounding mix of uses in the area, is consistent with the City's Comprehensive Plan and its vision for a "live work" mixed use environment in the Perimeter Center area, and provides residential options to those already living in Dunwoody and those who want to move to the area. Sufficient parking is provided on site, and MARTA is within walking distance of the Property making transit a realistic transportation alternative.

III. IMPACT ANALYSIS

The Applicant satisfies all of the criteria for rezoning as set forth in the City's Zoning Code, Section 27-335(b).

1. **Whether the zoning proposal is consistent with the policies of the comprehensive plan;**

   Yes, the proposed use is consistent with the policies and intent of the City's Comprehensive Plan. The subject property is located in the Perimeter Center Character Area, which seeks to be a "livable regional center with first-class office, retail, entertainment, hotels, and high-end restaurants" to create a true "live-work" environment. The rezoning request seeks to add high-quality owner-occupied residential units to the area, thereby creating a true "livable" center where Dunwoody residents are able to live, work, shop, play, and access mass transit within one development.

   Overall, the proposed mixed use development will complement the surrounding mix of uses in the area, is consistent with the City's Comprehensive Plan and its vision for a "live work" mixed use environment in the Perimeter Center area, and provides residential options to those already living in Dunwoody and those who want to move to the area.

2. **Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby properties;**

Yes, the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby properties. The Property is bordered by I-285 to the south, Perimeter Center Parkway to the west, Ashford-Dunwoody Road to the east, and two shopping center developments, one of which is Perimeter Center Mall, to the north. The Property is located next to a Marriott hotel, the new State Farm campus, Rooms to Go, Perimeter Center Mall, Best Buy, the mixed-use GID site, and the Dunwoody MARTA station. The proposed residential uses on the Property within the broader mixed-use campus will promote the "live work" goals of the Perimeter Center area and complement nearby employment centers by providing residential opportunities for employees. The proposed CR-1 zoning is also consistent with the zoning on the adjacent parcels, which includes O-I, OCR, PD, and C-1.

3. **Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned;**

   While the Property does have some economic value as currently zoned, the highest and best use of the Property would include a residential component.

4. **Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;**

   No, the zoning proposal will not adversely affect the existing use or usability of adjacent or nearby property. On the contrary, the zoning proposal will benefit surrounding land uses since the proposed mixed use development will provide residential options for employees working in nearby employment centers and those already living in Dunwoody who want to downsize but remain within the Dunwoody community. The proposed transportation improvements proposed as part of this development will also help mitigate traffic congestion for the broader Perimeter Center area.

5. **Whether there are other existing or changing conditions affecting the use and development of the property that provide supporting grounds for either approval or disapproval of the zoning proposal;**

   The Applicant's proposed development will benefit the public health, safety and welfare by promoting necessary transit-oriented development in the Perimeter Center area. Land uses in the Perimeter Center area are changing in such a way as to necessitate locating residential land uses within walking distance of transit and employment centers. The areas surrounding the subject property have significant density entitlements which make

the proposed zoning proposal and construction of luxury owner-occupied residences highly beneficial to those within the Perimeter Center area.

6. **Whether the zoning proposal will adversely affect historic buildings, sites, districts, or archaeological resources; and**

No, the zoning proposal will not adversely affect historic buildings, sites, districts, or archaeological resources. The proposed development is located next to the Martin family cemetery. The development will have no impact on the cemetery or the easement providing ingress to and from the cemetery. The cemetery will at all times be protected. The Applicant has spoken with representatives from the Dunwoody Preservation Trust, the organization tasked with maintaining the cemetery, to work on a mutually beneficial strategy for the cemetery's continued maintenance and accessibility.

7. **Whether the zoning proposal will result in a use that will or cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.**

No, the zoning proposal will not create an excessive or burdensome use of streets, transportation facilities, utilities or schools. The proposed zoning proposal may generate a nominal number of new students, some of which may choose to attend private schools and therefore have no impact on the DeKalb County public school system. Using statistics provided by DeKalb County regarding owner-occupied condominium developments, the number of school-age children generated from the proposed 380 owner-occupied units will be approximately 23 students (9 elementary students, 5 middle school students, and 9 high school students).

Moreover, the proposed development may actually reduce the burden on road infrastructure and existing transportation facilities in the area by providing new transportation infrastructure. Although existing entitlements are being maintained on the 9.2-acre parcel (Site A), the existing entitlements permit the property owner to develop approximately 2.1 Million square feet of non-residential uses because the variance approvals on the property limit only the *height* of the buildings rather than the density or overall building footprint and bulk.

The proposed development reduces the development potential on Site A to approximately 1.58 Million square feet. When the 1.58 Million square feet on Site A is combined with the +/- 460,100-529,115 square feet of residential, hotel, retail, and accessory uses on Site B, the overall development is approximately 2.11 Million (1.58 Million square feet +

529,115 square feet = 2,109,115), which is consistent with the current entitlements, in terms of density, on the entire 15-acre parcel.

Moreover, the location of the project adjacent to the Dunwoody MARTA station promotes transit ridership and reduces the number of single-occupancy vehicles commuting to Property.

IV. REQUIRED CONSTITUTIONAL NOTICE

Georgia law and the procedures of the City of Dunwoody require us to raise Federal and State constitutional objections during the Amendment 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 City of Dunwoody Zoning Ordinance, facially and as applied to the Property, which restrict the Property to any zoning classification, uses, or to any zoning district 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 City of Dunwoody Zoning Ordinance, facially and as applied to the Property, which restricts the Property to any zoning classification, uses, or to any zoning classification other than the classification as 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 City of Dunwoody City Council 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 City of Dunwoody City Council to rezone the subject property in accordance with the zoning criteria requirements as 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 rezoning of 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 zoning the Property to a unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.

For all the foregoing reasons, it is submitted on behalf of the Applicant that the Amendment Application meets the requirements of the City of Dunwoody Zoning Code.

If there are any questions about this rezoning request, you may contact me at 404-665-1243 or at jarnold@pftlegal.com.

Sincerely,

G. Douglas Dillard
Jillian S. Arnold
Attorneys for the Applicant

Environmental Site Analysis

Dunwoody Crown Towers, LLC

Conformance to the Comprehensive Plan:

Describe the proposed project and the existing environmental conditions on the site.

The Applicant, Dunwoody Crown Towers, LLC, is requesting said Property (Site B) be rezoned from O-I to CR-1 in order to develop Dunwoody Crown Towers, which includes (i) one mixed use vertical building with a hotel, owner-occupied residential units, and accessory uses ("Crown Tower 2" on the enclosed conceptual drawings), (ii) one multi-unit owner-occupied residential building ("Crown Tower 1" on enclosed conceptual drawings), and (iii) a retail building. A site plan showing the proposed buildings and uses is included in the rezoning application. The proposed transit-oriented mixed use development will significantly enrich the design and livability of the Perimeter Center area and create a true gateway to the City of Dunwoody.

The project conforms to the City's Comprehensive Plan

The proposed use is consistent with the policies and intent of the City's Comprehensive Plan. The subject property is located in the Perimeter Center Character Area, which seeks to be a "livable regional center with first-class office, retail, entertainment, hotels, and high-end restaurants" to create a true "live-work" environment. The rezoning request seeks to add high-quality owner-occupied residential units to the area, thereby creating a true "livable" center where Dunwoody residents are able to live, work, shop, play, and access mass transit within one development.

Overall, the proposed mixed use development will complement the surrounding mix of uses in the area, is consistent with the City's Comprehensive Plan and its vision for a "live work" mixed use environment in the Perimeter Center area, and provides residential options to those already living in Dunwoody and those who want to move to the area.

Describe adjacent properties. Include a site plan that depicts the proposed project.

A site plan of the project is included in the Application. The Property is bordered by I-285 to the south, Perimeter Center Parkway to the west, Ashford-Dunwoody Road to the east, and two shopping center developments, one of which is Perimeter Center Mall, to the north. Surrounding land uses include a Marriott hotel, the new State Farm campus, Rooms to Go, Perimeter Center Mall, Best Buy, the mixed-use GID site, and the Dunwoody MARTA station.

Include the portion of the Comprehensive Plan Land Use Map which supports the project's conformity to the Plan.

Attached.

Environmental Impacts of the Proposed Project

a) **Wetlands**

There are no wetlands on the subject property.

b) **Floodplain**

The subject property is not located in a floodplain.

c) **Streams/stream buffers**

No such conditions are known.

d) **Slopes exceeding 25 percent over a 10-foot rise in elevation**

No such conditions exist on the property.

e) **Vegetation**

No such conditions are known.

f) **Wildlife Species (including fish)**

No such conditions are located near the property.

g) **Archeological/Historical Sites**

No such conditions exist on the property. The proposed development is located next to the Martin family cemetery. The development will have no impact on the cemetery or the easement providing ingress to and from the cemetery. The cemetery will at all times be protected. The Applicant has spoken with representatives from the Dunwoody Preservation Trust, the organization tasked with maintaining the cemetery, to work on a mutually beneficial strategy for the cemetery's continued maintenance and accessibility.

Project Implementation Measures

a. **Protection of environmentally sensitive areas, i.e., floodplain, slopes exceeding 25**

percent, river corridors.

No such conditions are known to exist on the property.

b. **Protection of water quality.**

The Applicant will include appropriate erosion control procedures in the project and comply with local, state, and federal water quality regulations.

c. **Minimization of negative impacts on existing infrastructure**

The proposed use will be limited to the boundaries of the property and will, therefore, not impact any existing nearby structures. Existing and proposed infrastructure is sufficient to handle the proposed use and development.

d. **Minimization on archeological/historically significant areas**

The development will have no impact on the cemetery or the easement providing ingress to and from the cemetery. The cemetery will at all times be protected.

e. **Minimization of negative impacts on environmentally stressed communities where environmentally stressed communities are defined as communities exposed to a minimum of two environmentally adverse conditions resulting from public and private municipal (e.g., solid waste and wastewater treatment facilities, utilities, airports, and railroads) and industrial (e.g., landfills, quarries and manufacturing facilities) uses.**

No such conditions are known to exist.

f. **Creation and preservation of green space and open space**

The Applicant will incorporate open space as shown on the site plan, which exceeds the amount of open space required in the CR-1 zoning district.

g. **Protection of citizens from the negative impacts of noise and lighting**

The Applicant will take reasonable measures to protect citizens from the negative impacts of noise and lighting, if any, resulting from the proposed development.

h. **Protection of parks and recreational green space**

No parks or recreational green space currently exist on the property.

i. **Minimization of impacts to wildlife habitats**

No such conditions are known to exist on the property.

PERIMETER CENTER

Vision/Intent

Perimeter Center will be a visitor friendly "livable" regional center with first-class office, retail, entertainment, hotels, and high-end restaurants in a pedestrian and bicycle-oriented environment. The area will serve as a regional example of high quality design standards. The City of Dunwoody works in partnership with the Perimeter Community Improvement Districts (PCIDs) and adjacent communities to implement and compliment the framework plan and projects identified in the Perimeter Center Livable Centers Initiative study (LCI) and its current and future updates.

In the future, the area should add public gathering space and pocket parks, venues for live music and entertainment and continue to create transportation alternatives, mitigate congestion, and reduce remaining excessive surface parking. The area creates the conditions of possible true "live-work" environment. All future development continues to emphasize high quality design standards and building materials and incorporates the current national best practices on energy efficiency, where possible.

The City of Dunwoody recognizes the value of creating mixed-use, transit-oriented development within walking distance of public transit stations. However, the City has concerns about the impact of such development on the City's infrastructure and schools.

Future Development

The Perimeter Center Character Area will be divided into four subareas (PC-1, PC-2, PC-3, and PC-4) which match the draft proposed overlay district outline that the City is reviewing as part of the Perimeter Center Zoning Code. This area was the subject of a previous LCI Study. The cities of Dunwoody, Sandy Springs, and Brookhaven work in partnership with the Perimeter Community Improvement Districts (PCIDs) to implement and complement the framework plan and projects identified in the Perimeter Center Livable Centers Initiative study (LCI) and its current and future updates.

For specific recommendations on height, density and use refer to the provisions of the Perimeter Center Overlay District and Zoning, available from the Dunwoody Community Development Department.

FIGURE 13: Perimeter Center Character Area Map

PC-1: Intended to apply to the central core area of Perimeter Center, including the area directly surrounding the Dunwoody MARTA train station. This district allows for the highest intensity of buildings, a high level of employment uses, and active ground story uses and design that support pedestrian mobility.

PC-2: Made up primarily of employment uses and limited shop front retail, residential, and services.

PC-3: A smaller scale, less intensive commercial district, permitting both shop front and office buildings.

PC-4: Made up primarily of residential uses at a scale that provides a transition between the intensity of Perimeter Center and the surrounding single-family residential neighborhoods.

Action Items


▲ Perimeter Mall


▲ Housing in Perimeter Center

Campaign Disclosure Statement

Community Development
Dunwoody
Smart people – Smart city
41 Perimeter Center East | Dunwoody, GA 30346
Phone: (678) 382-6800 | Fax: (770) 396-4828

Have you, within the two years immediately preceding the filing of this application, made campaign contributions aggregating $250.00 or more to a member of the City of Dunwoody City Council or a member of the City of Dunwoody Planning Commission?

☐ YES ☑ NO

* **Applicant / Owner:** Dunwoody Crown Towers, LLC

Signature: By: _____ Date: 01/27/2016

Address: 4828 Ashford Dunwoody Road, Ste 400, Atlanta, GA 30338

If the answer above is yes, please complete the following section:

Date	Government Official	Official Position	Description	Amount

CAMPAIGN DISCLOSURE STATEMENT

G. DOUGLAS DILLARD and JILLIAN S. ARNOLD, of the law firm of PURSLEY FRIESE TORGRIMSON, and formerly of WEISSMAN, NOWACK, CURRY & WILCO, P.C., have been retained to represent DUNWOODY CROWN TOWERS, LLC before the CITY OF DUNWOODY, GEORGIA. Pursuant to the provisions of O.C.G.A. §36-67A-3, please find below a list of the contributions made by the above-named individuals, or the law firms of WEISSMAN, NOWACK, CURRY & WILCO, P.C. and PURSLEY FRIESE TORGRIMSON, in the past two years, aggregating $250.00 or more, to local government officials who may review this Application.

NAME OF GOV'T. OFFICIAL	POSITION	AMOUNT OF CONTRIBUTION	DATE OF CONTRIBUTION
None			

PURSLEY FRIESE TORGRIMSON

By:_____
G. Douglas Dillard

By:_____
Jillian S. Arnold

Date: 2/11/16

1230 Peachtree Street, NE
Suite 1200
Atlanta, GA 30309
404-665-1243

LEGAL DESCRIPTION – TRACT A

ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lot(s) 329 & 330 of the 18th District, DeKalb County, Georgia and being more particularly described as follows:

Beginning at a point at the intersection of the Western Right-of-Way line of Ashford Dunwoody Rd (Right-of-Way Varies), and the Northern Right-of-Way line of Interstate 285 (Right-of-Way Varies), said point being the TRUE POINT OF BEGINNING;

Thence leaving the Western Right-of-Way line of Ashford Dunwoody Rd and following along the Northern Right-of-Way line of Interstate 285, South 59 degrees 59 minutes 24 seconds West, a distance of 768.56 feet to a point;

Thence leaving the Northern Right-of-Way line of Interstate 285 (Right-of-Way Varies), North 00 degrees 12 minutes 53 seconds West, a distance of 218.34 feet to a point;

Thence North 89 degrees 47 minutes 07 seconds West, a distance of 207.86 feet to a point;

Thence North 00 degrees 12 minutes 53 seconds East, a distance of 161.70 feet to a point;

Thence South 89 degrees 47 minutes 07 seconds East, a distance of 100.09 feet to a point;

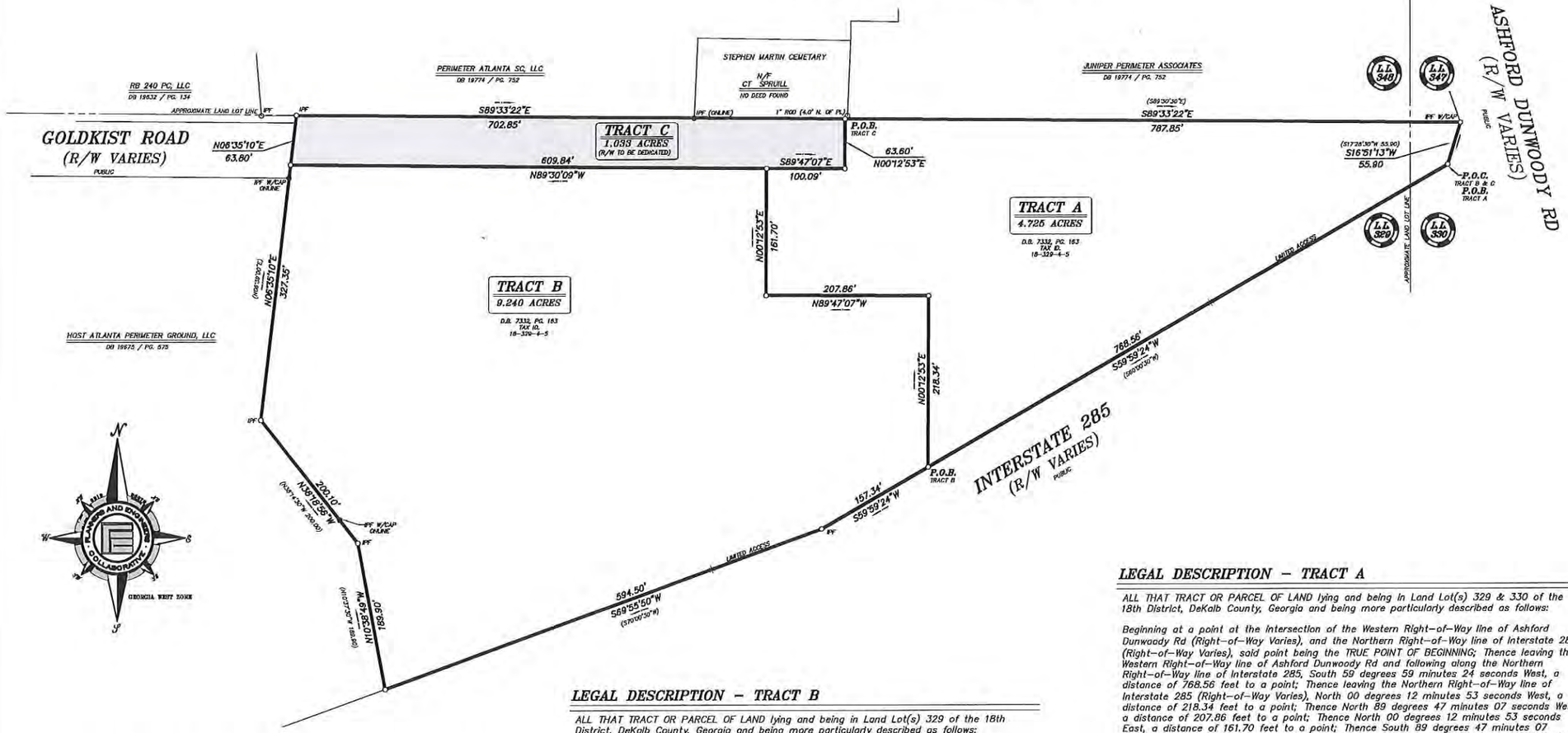
Thence North 00 degrees 12 minutes 53 seconds East, a distance of 63.60 feet to a point;

Thence South 89 degrees 33 minutes 22 seconds East, a distance of 787.85 feet to an iron pin with cap found on the Western Right-of-Way line of Ashford Dunwoody Rd (Right-of-Way Varies);

Thence continuing along said Right-of-Way, South 16 degrees 51 minutes 13 seconds West, a distance of 55.90 feet to a point, said point being the TRUE POINT OF BEGINNING.

Said tract containing 4.725 acres.

(PROPOSED CONDITIONS SHEET)



LEGAL DESCRIPTION – TRACT C

ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lot(s) 329 of the 18th District, DeKalb County, Georgia and being more particularly described as follows:

Beginning at a point at the intersection of the Western Right–of–Way line of Ashford Dunwoody Rd (Right–of–Way Varies), and the Northern Right–of–Way line of Interstate 285 (Right–of–Way Varies); Thence leaving the Northern Right–of–Way line of Interstate 285, and following along the Western Right–of–Way line of Ashford Dunwoody Rd, North 16 degrees 51 minutes 13 seconds East, a distance of 55.90 feet to an iron pin found; Thence leaving the Western Right–of–Way line of Ashford Dunwoody Rd (Right–of–Way Varies), North 89 degrees 33 minutes 22 seconds West, a distance of 787.85 to a point, said point being the TRUE POINT OF BEGINNING; Thence South 00 degrees 12 minutes 53 seconds West, a distance of 63.60 feet to a point; Thence North 89 degrees 47 minutes 07 seconds West, a distance of 100.09 feet to a point; Thence North 89 degrees 30 minutes 09 seconds West, a distance of 609.84 feet to a point; Thence North 06 degrees 35 minutes 10 seconds East, a distance of 63.80 feet to an iron pin found; Thence South 89 degrees 33 minutes 22 seconds East, a distance of 702.85 feet to a point, said point being the TRUE POINT OF BEGINNING.

Said tract containing 1.033 acres.

LEGAL DESCRIPTION – TRACT B

ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lot(s) 329 of the 18th District, DeKalb County, Georgia and being more particularly described as follows:

Beginning at a point at the intersection of the Western Right–of–Way line of Ashford Dunwoody Rd (Right–of–Way Varies), and the Northern Right–of–Way line of Interstate 285 (Right–of–Way Varies); Thence leaving the Western Right–of–Way line of Ashford Dunwoody Rd and following along the Northern Right–of–Way line of Interstate 285, South 59 degrees 59 minutes 24 seconds West, a distance of 768.56 feet to a point, said point being the TRUE POINT OF BEGINNING; Thence continuing along said Right–of–Way, South 59 degrees 59 minutes 24 seconds West, a distance of 157.34 feet to an iron pin found; Thence continuing along said Right–of–Way, South 69 degrees 55 minutes 50 seconds West, a distance of 594.50 feet to an iron pin found; Thence leaving the Northern Right–of–Way line of Interstate 285 (Right–of–Way Varies), North 10 degrees 38 minutes 49 seconds West, a distance of 189.90 feet to an iron pin found; Thence North 38 degrees 18 minutes 56 seconds West, a distance of 200.10 feet to an iron pin found; Thence North 06 degrees 35 minutes 10 seconds East, a distance of 327.35 feet to a point; Thence South 89 degrees 30 minutes 09 seconds East, a distance of 609.84 feet to a point; Thence South 00 degrees 12 minutes 53 seconds West, a distance of 161.70 feet to a point; Thence South 89 degrees 47 minutes 07 seconds East, a distance of 207.86 feet to a point; Thence South 00 degrees 12 minutes 53 seconds West, a distance of 218.34 feet to a point on the Northern Right–of–Way line of Interstate 285 (Right–of–Way Varies), said point being the TRUE POINT OF BEGINNING.

Said tract containing 9.240 acres.

LEGAL DESCRIPTION – TRACT A

ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lot(s) 329 & 330 of the 18th District, DeKalb County, Georgia and being more particularly described as follows:

Beginning at a point at the intersection of the Western Right–of–Way line of Ashford Dunwoody Rd (Right–of–Way Varies), and the Northern Right–of–Way line of Interstate 285 (Right–of–Way Varies), said point being the TRUE POINT OF BEGINNING; Thence leaving the Western Right–of–Way line of Ashford Dunwoody Rd and following along the Northern Right–of–Way line of Interstate 285, South 59 degrees 59 minutes 24 seconds West, a distance of 768.56 feet to a point; Thence leaving the Northern Right–of–Way line of Interstate 285 (Right–of–Way Varies), North 00 degrees 12 minutes 53 seconds West, a distance of 218.34 feet to a point; Thence North 89 degrees 47 minutes 07 seconds West, a distance of 207.86 feet to a point; Thence North 00 degrees 12 minutes 53 seconds East, a distance of 161.70 feet to a point; Thence South 89 degrees 47 minutes 07 seconds East, a distance of 100.09 feet to a point; Thence North 00 degrees 12 minutes 53 seconds East, a distance of 63.60 feet to a point; Thence South 89 degrees 33 minutes 22 seconds East, a distance of 787.85 feet to an iron pin with cap found on the Western Right–of–Way line of Ashford Dunwoody Rd (Right–of–Way Varies); Thence continuing along said Right–of–Way, South 16 degrees 51 minutes 13 seconds West, a distance of 55.90 feet to a point, said point being the TRUE POINT OF BEGINNING.

Said tract containing 4.725 acres.

SHEET 5 OF 5

REV	DATE	DESCRIPTION	BY

PLANNERS AND ENGINEERS COLLABORATIVE
"WE PROVIDE SOLUTIONS"
site planning – landscape architecture – civil engineering – land surveying
350 research court – peachtree corners, georgia – 30092 – (770) 451-2741
www.pecatl.com

FOR

GOLDKIST RD AT ASHFORD DUNWOODY RD

LAND LOT(S) 329 & 330
DISTRICT 18TH

CITY OF DUNWOODY

DEKALB COUNTY
GEORGIA

LOT DIVISION PLAT

DRAWN BY: JRW
CHECKED BY: MCS
FILE NO.: 1.3103.00
DATE: 1-22-2016
SCALE: 1"=100'

0 50 100 200

DUNWOODY CROWN TOWERS

RE-ZONING APPLICATION FOR SITE "B"

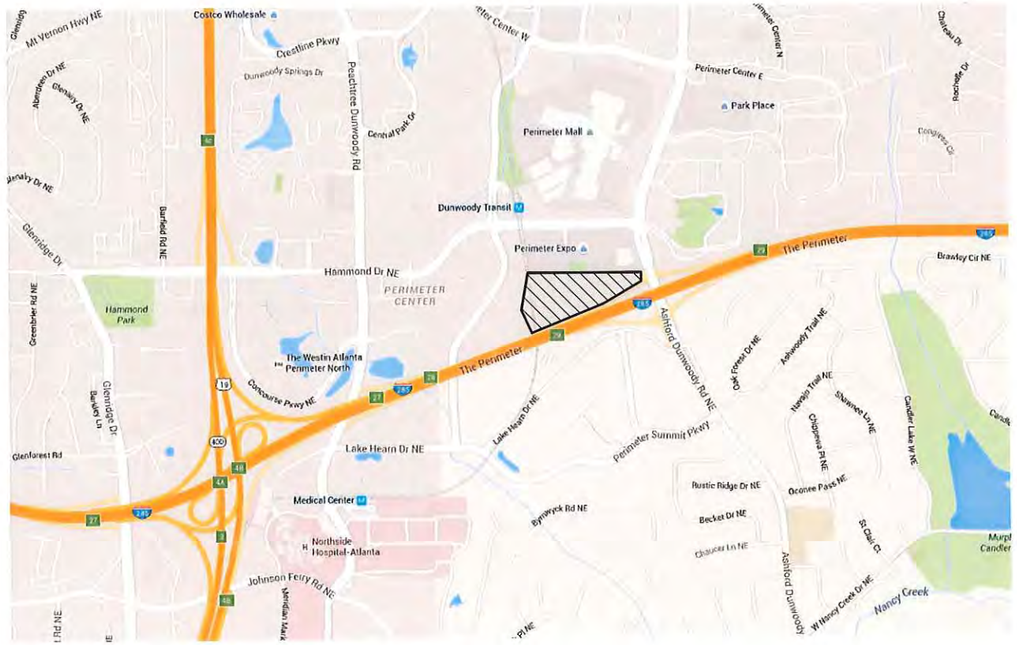
244 PERIMETER
CENTER PARKWAY,
DUNWOODY GA

Sheet List	
Sheet Number	**Sheet Name**
CP-000	COVERSHEET
CP-001	CONCEPTUAL PLAN - SITE
CP-002	CONCEPTUAL PLAN - ELEVATIONS
CP-003	CONCEPTUAL PLAN - MASSING
CP-004	STREET SECTION & TRANSIT PROXIMITY
CP-005	PEDESTRIAN CIRCULATION
CP-006	CONCEPTUAL PLAN - QUALITATIVE ILLUSTRATION
CP-007	CONCEPTUAL PLAN - QUALITATIVE ILLUSTRATION
CP-008	CONCEPTUAL PLAN - QUALITATIVE ILLUSTRATION

NOTE: PARKING FOR SITE "B" IS ACCOMMODATED WITHIN PARKING DECKS; THEREFORE LANDSCAPING PLAN FOR PARKING AREAS IS NOT INCLUDED.

SITE CONTEXT

1" = 20'-0"



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THOMPSON, VENTULETT, STAINBACK & ASSOCIATES, INC.
1230 PEACHTREE STREET NE SUITE 2700 ATLANTA, GEORGIA 30309
404-888-6600

CROWN HOLDINGS GROUP

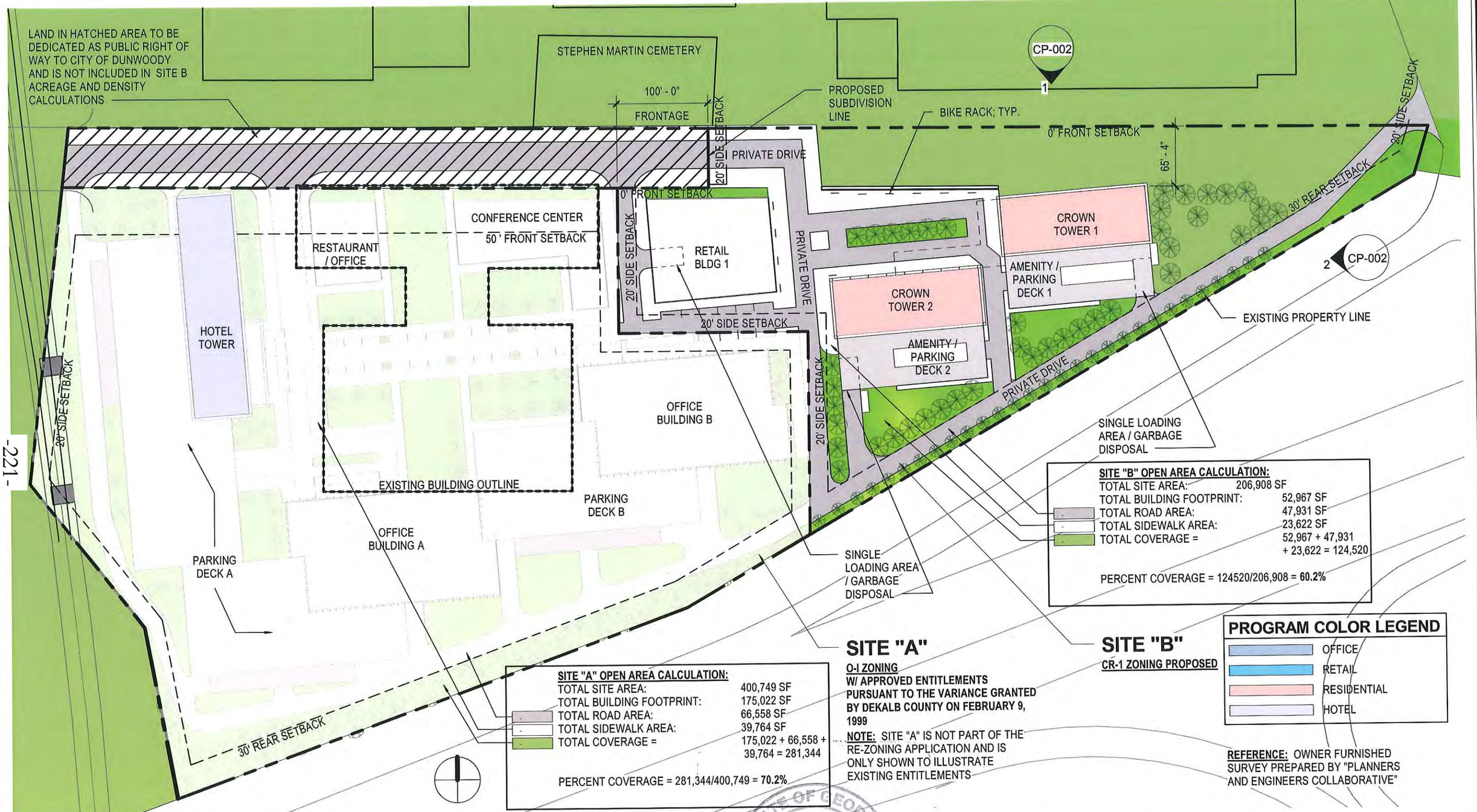
CROWN HOLDINGS GROUP
4828 ASHFORD DUNWOODY ROAD, ATLANTA GA 30338

STATE OF GEORGIA
REGISTERED ARCHITECT

SEAL
OBERT J. SVEDBERG
CERTIFICATE NO. 6

PROJECT	DUNWOODY CROWN TOWERS RE-ZONING APPLICATION FOR SITE "B"	244 PERIMETER CENTER PARKWAY, DUNWOODY GA	DWG NO. CP-000
	COVERSHEET		
	DATE 02/02/2016	PROJECT NO. 04513.000	

FOR RE-ZONING APPLICATION REVIEW ONLY



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404-888-6600

CROWN HOLDINGS GROUP
CROWN HOLDINGS GROUP
4828 ASHFORD DUNWOODY ROAD, ATLANTA GA 30338

SEAL
ROBERT J. SVEDBERG
REGISTERED ARCHITECT
STATE OF GEORGIA

PROJECT: DUNWOODY CROWN TOWERS
RE-ZONING APPLICATION FOR SITE "B"
244 PERIMETER CENTER PARKWAY, DUNWOODY GA

TITLE: CONCEPTUAL PLAN - SITE

SCALE: As indicated
DATE: 02/02/2016
PROJECT NO.: 04513.000

DWG NO.: CP-00

#F.1.

FOR RE-ZONING APPLICATION REVIEW ONLY

SITE "A" PROPOSED DENSITY

9.2 ACRES -- O-I ZONING

W/ APPROVED ENTITLEMENTS PURSUANT TO THE VARIANCE GRANTED BY DEKALB COUNTY ON FEBRUARY 9, 1999

OFFICE BUILDING A:	24 FLOORS -- 567,000 SF
OFFICE BUILDING B:	24 FLOORS -- 567,000 SF
HOTEL TOWER:	28 FLOORS -- 356,200 SF
PARKING DECK A:	10 FLOORS -- 827,200 SF = 2753 CARS
PARKING DECK B:	10 FLOORS -- 352,000 SF = 1173 CARS
RESTAURANT/OFFICE:	5 FLOORS -- 32,452 SF
CONFERENCE CENTER:	5 FLOORS -- 63,442 SF
TOTAL SITE AREA:	400,749 SF
TOTAL BUILDING FOOTPRINT:	175,022 SF
TOTAL PAVED AREA:	106,322 SF
TOTAL COVERAGE =	281,344 SF
PERCENT COVERAGE =	281,344/400,749 = **70.2%**

SITE "A" LAND USE INTESITY

W/ APPROVED ENTITLEMENTS PURSUANT TO THE VARIANCE GRANTED BY DEKALB COUNTY ON FEBRUARY 9, 1999

ON CURRENT 15 ACRES = 2.59 MILLION SF (TOTAL GROSS AREA LESS PARKING)
ON PROPOSED 9.2 ACRE = 1.58 MILLION SF (TOTAL GROSS AREA LESS PARKING)

SITE "B" PROPOSED DENSITY

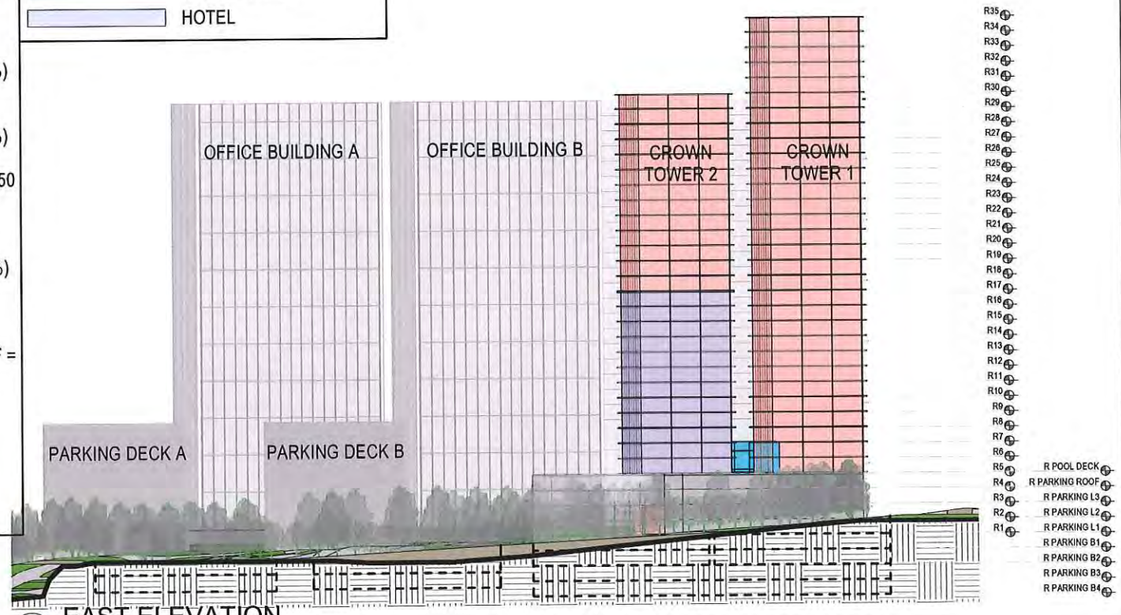
4.75 ACRES -- CR-1 ZONING PROPOSED

80 UNITS PER ACRE x 4.75 ACRES = 380 RESIDENTIAL UNITS

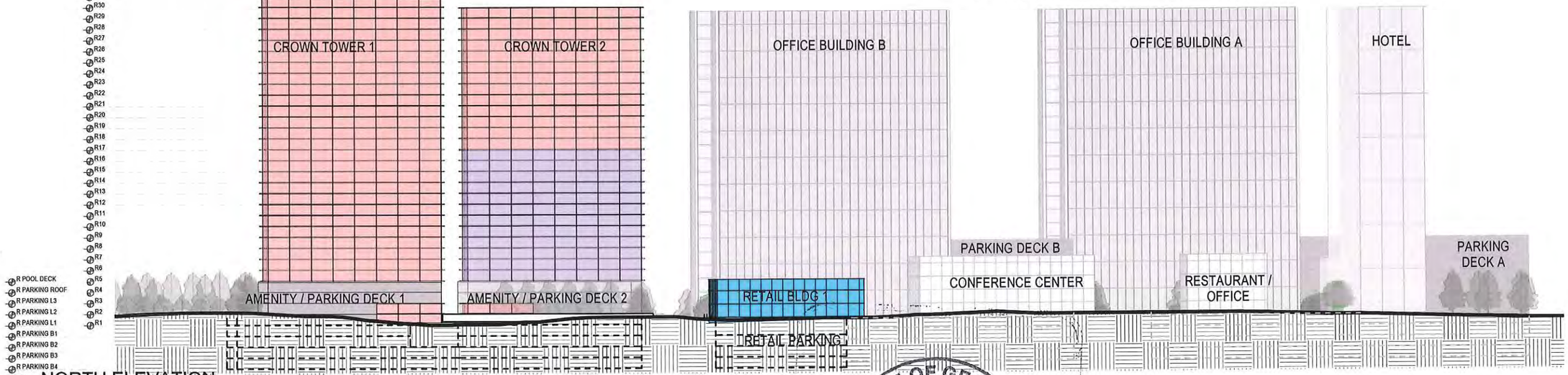
CROWN TOWER 1:	28-30 RESIDENTIAL FLOORS -- 291,600 SF (+/- 15%) = 265 UNITS + 4-5 FLOORS ABOVE GRADE PARKING + 4 FLOORS BELOW GRADE PARKING TOTAL PARKING = 158,800 SF = 488 CARS (+/- 15%) TOTAL HEIGHT NOT TO EXCEED 35 STOREYS
CROWN TOWER 2:	11-13 RESIDENTIAL FLOORS -- 124,800 SF (+/- 15%) = 115 UNITS + 10-12 HOTEL FLOORS -- 115,200 SF (+/- 15%) = 150 ROOMS + 4-5 FLOORS ABOVE GRADE PARKING + 4 FLOORS BELOW GRADE PARKING TOTAL PARKING = 158,800 SF = 488 CARS (+/- 15%) TOTAL HEIGHT NOT TO EXCEED 29 STOREYS
RETAIL BLDG 1:	3 RETAIL FLOORS -- 43,700 SF (+/- 15%) + 4 FLOORS BELOW GRADE PARKING -- 48,000 SF = 137 CARS (+/- 15%)
TOTAL SITE AREA:	206,908 SF
TOTAL BUILDING FOOTPRINT:	52,967 SF
TOTAL PAVED AREA:	71,553 SF
TOTAL COVERAGE =	124,520 SF
PERCENT COVERAGE =	124,520/206,908 = **60.2%**

PROGRAM COLOR LEGEND

- OFFICE
- RETAIL
- RESIDENTIAL
- HOTEL



2 EAST ELEVATION
1" = 100'-0"



1 NORTH ELEVATION
1" = 100'-0"

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404-888-6600

CROWN HOLDINGS GROUP
CROWN HOLDINGS GROUP
4828 ASHFORD DUNWOODY ROAD, ATLANTA GA 30338

SEAL
ROBERT J. SVEDRET
CERTIFICATE NO. 009736
REGISTERED ARCHITECT
STATE OF GEORGIA

FOR RE-ZONING APPLICATION REVIEW ONLY

PROJECT	DUNWOODY CROWN TOWERS RE-ZONING APPLICATION FOR SITE 'B'	244 PERIMETER CENTER PARKWAY, DUNWOODY GA
TITLE	CONCEPTUAL PLAN - ELEVATIONS	
SCALE	As indicated	
DATE	02/02/2016	
PROJECT NO.	04513.000	

DWG NO.
CP-002

SITE "B" PARKING REQUIREMENTS:

RESIDENTIAL:
380 RESIDENTIAL UNITS = 190 2BR + 95 1BR + 95 3BR
TOTAL BEDROOMS = 760 = 760 PARKING SPACES
+ 1 VISITOR SPACE PER 8 UNITS = 380/8 = 48 SPACES
TOTAL PARKING RQUIRED FOR RESIDENTIAL = 760+48 = **808 SPACES**

HOTEL:
150 ROOMS x 1.25 SPACES PER ROOM = 188 SPACES
188 x .75 = 141
(25% ALLOWED MOTOR VEHICLE PARKING REDUCTION FOR TRANSIT SERVED LOCATIONS WITHIN 1500 FEET OF COMMUTER RAIL APPLIES TO THIS PROJECT)
REDUCED PARKING REQUIRED FOR HOTEL = **141 SPACES**

TOTAL PARKING REQUIRED = 949 SPACES
TOTAL PARKING PROPOSED = 976 SPACES

RETAIL:
4 SPACES PER 1,000 SF;
43,700 SF / 1,000 = 43.7
43.7 x 4 = 175 SPACES
171 x .75 = 131 SPACES
(25% ALLOWED MOTOR VEHICLE PARKING REDUCTION FOR TRANSIT SERVED LOCATIONS WITHIN 1500 FEET OF COMMUTER RAIL APPLIES TO THIS PROJECT)
REDUCED PARKING REQUIREMENT FOR RETAIL = **131 SPACES**

TOTAL PARKING REQUIRED = 131 SPACES
TOTAL PARKING PROPOSED = 137 SPACES

SITE "B" OFF-STREET LOADING REQUIREMENTS:

PER SECTION 27-212:

- 1 LOADING SPACE HAS BEEN PROVIDED FOR CROWN TOWER 1 (265 UNITS) FOR CROWN TOWER 2 (115 RESIDENTIAL UNITS & 150 HOTEL ROOMS)

- 1 LOADING SPACE HAS BEEN PROVIDED FOR RETAIL BUILDING (43,700 SF)

PROGRAM COLOR LEGEND

- OFFICE
- RETAIL
- RESIDENTIAL
- HOTEL

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THOMPSON, VENTULETT, STAINBACK & ASSOCIATES, INC.
1230 PEACHTREE STREET NE SUITE 2700 ATLANTA, GEORGIA 30309
404-888-6600

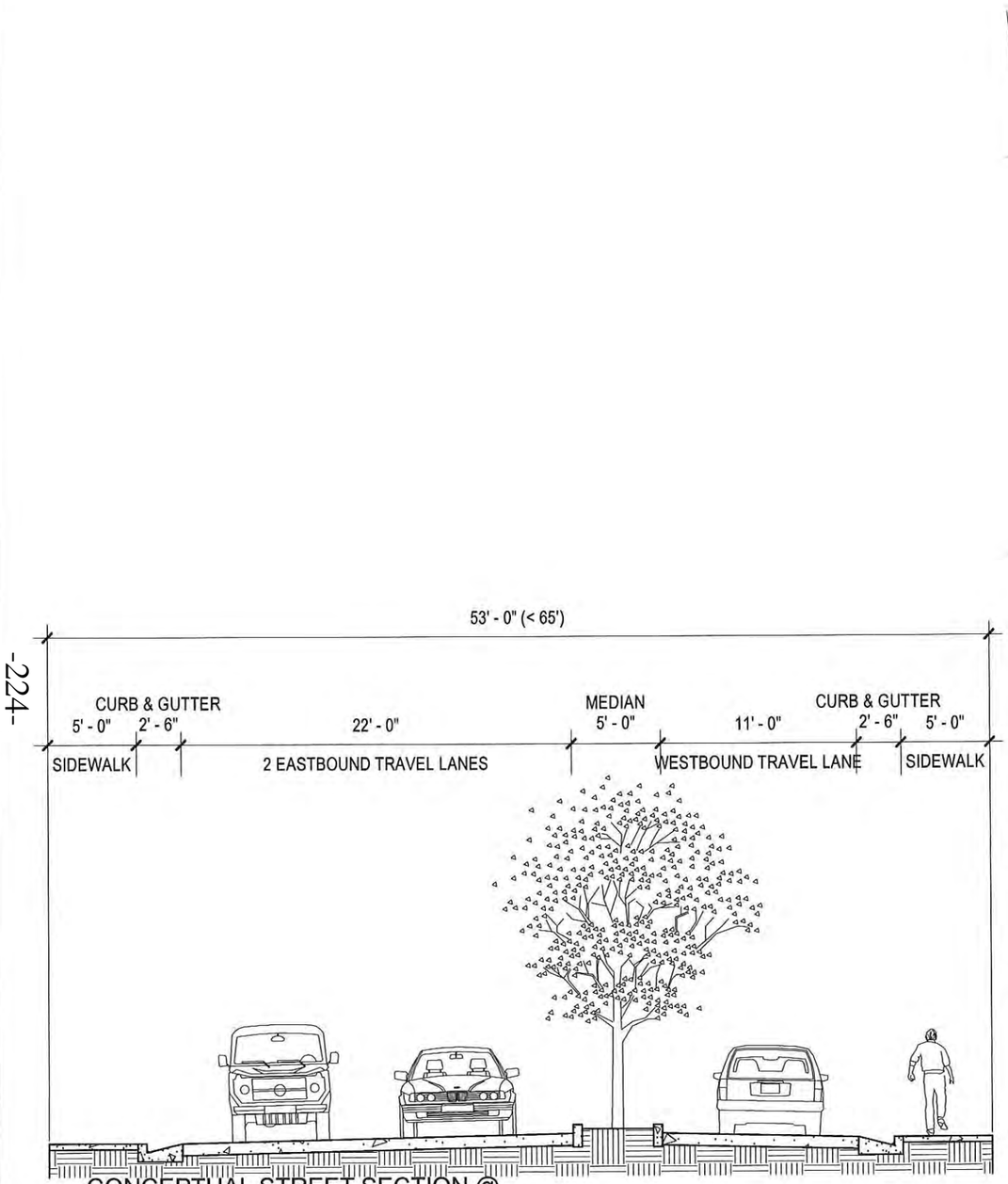
CROWN HOLDINGS GROUP
CROWN HOLDINGS GROUP
4828 ASHFORD DUNWOODY ROAD, ATLANTA GA 30338

STATE OF GEORGIA
SEAL
ROBERT J. STECKERT
CERTIFICATE NO. 038788
REGISTERED ARCHITECT
FOR RE-ZONING APPLICATION REVIEW ONLY

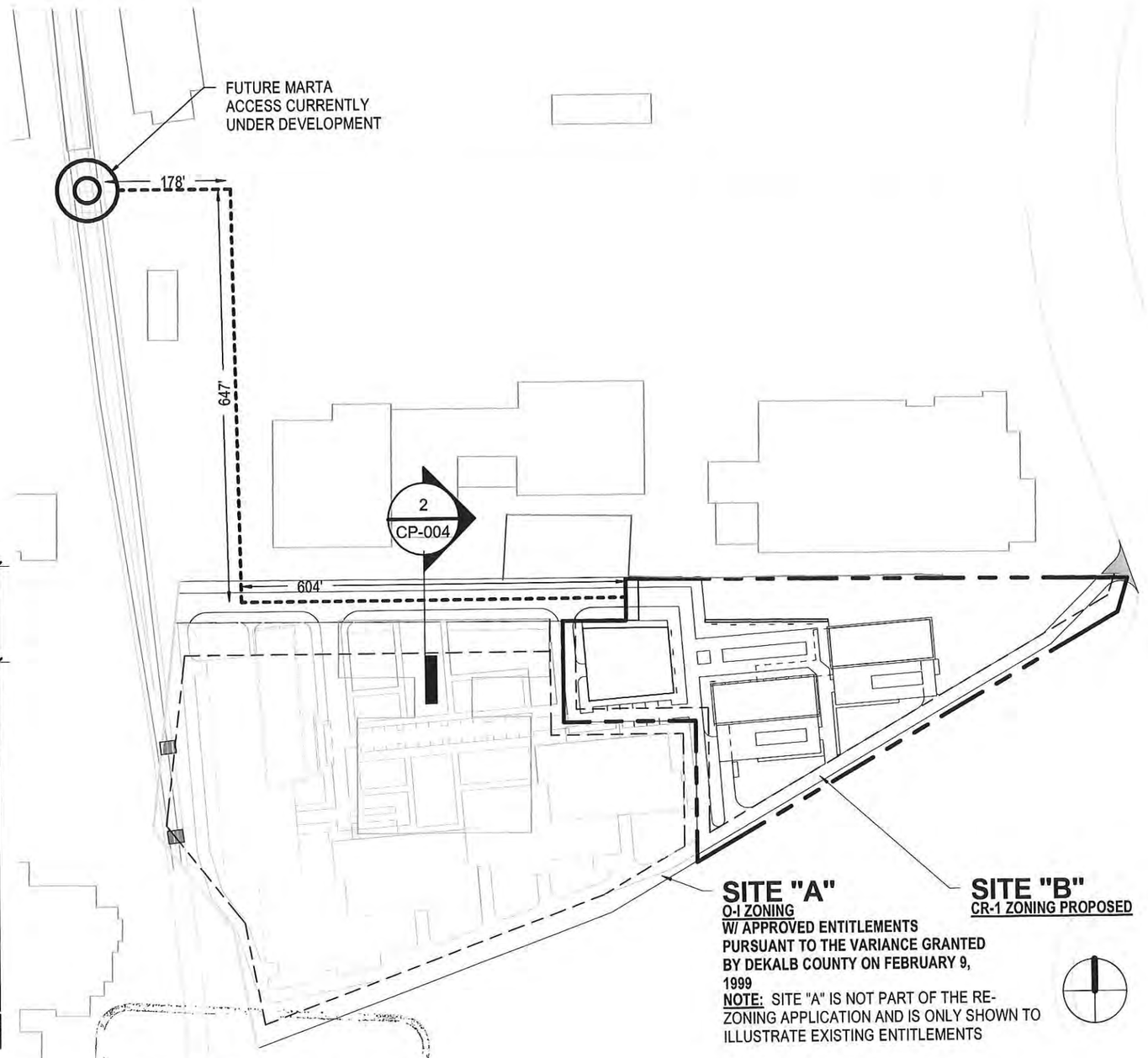
PROJECT	DUNWOODY CROWN TOWERS RE-ZONING APPLICATION FOR SITE 'B'
	244 PERIMETER CENTER PARKWAY, DUNWOODY GA
TITLE	CONCEPTUAL PLAN - MASSING
SCALE	1/8" = 1'-0"
DATE	02/02/2016
PROJECT NO.	04513.000

DWG NO.
CP-00

#F.1.



CONCEPTUAL STREET SECTION @ PUBILC R.O.W.
1/8" = 1'-0"



TRANSIT PROXIMITY
1" = 200'-0"

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THOMPSON, VENTULETT, STAINBACK & ASSOCIATES, INC.
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404-888-6600

CROWN HOLDINGS GROUP
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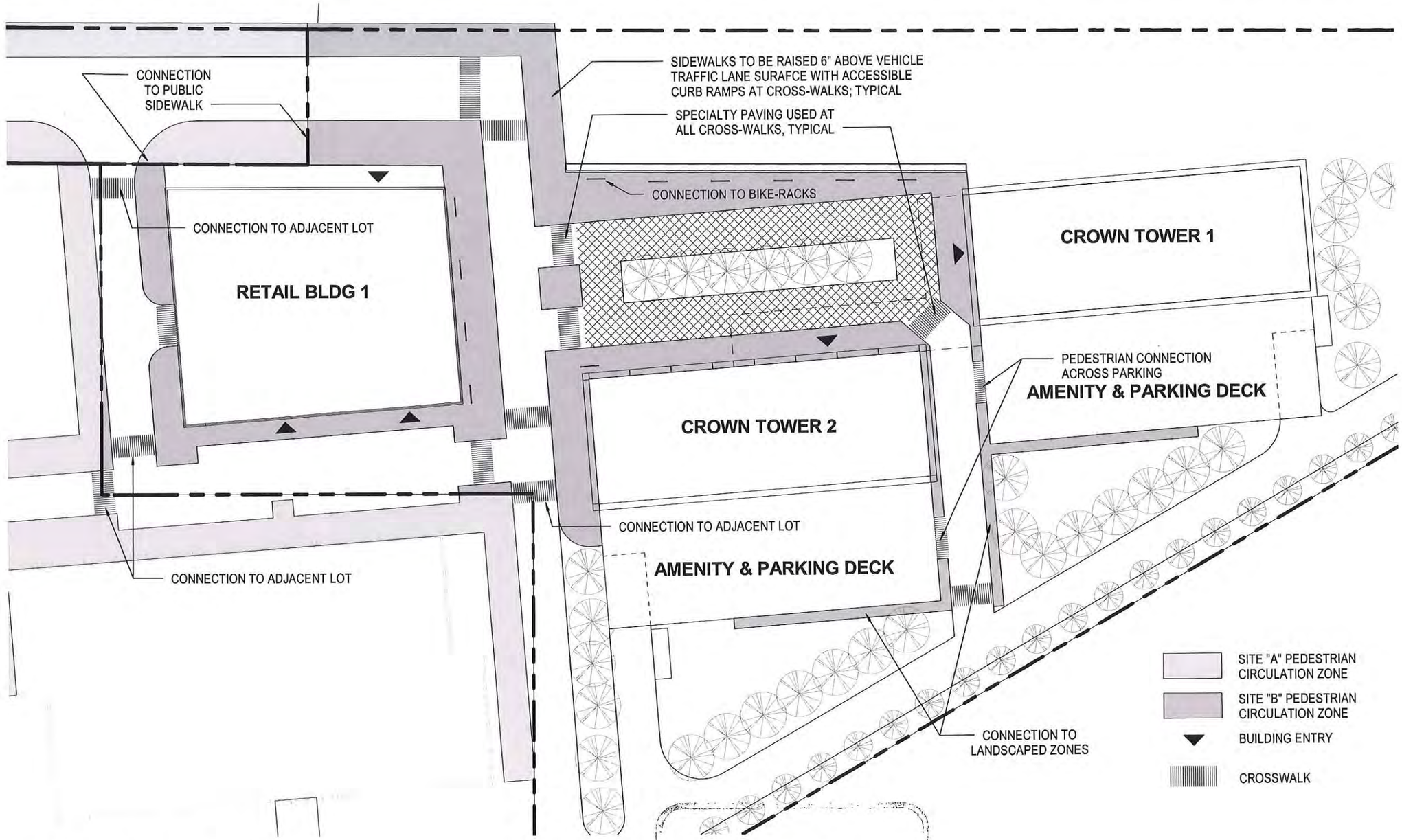
4828 ASHFORD DUNWOODY ROAD, ATLANTA GA 30338

SEAL
ROBERT J. SVEDBERG
REGISTERED ARCHITECT
CERTIFICATE NO. 035

FOR RE-ZONING APPLICATION REVIEW ONLY

PROJECT: DUNWOODY CROWN TOWERS RE-ZONING APPLICATION FOR SITE "B"		244 PERIMETER CENTER PARKWAY, DUNWOODY GA
TITLE: STREET SECTION & TRANSIT PROXIMITY		
SCALE: As indicated	DATE: 02/02/16	PROJECT NO.: 04513.000

DWG NO.
CP-004



1 Site Plan - Pedestrian Circulation
1" = 50'-0"

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1230 PEACHTREE STREET NE SUITE 2700 ATLANTA, GEORGIA 30309
404-888-6600

CROWN HOLDINGS GROUP

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4828 ASHFORD DUNWOODY ROAD, ATLANTA GA 30338

SEAL
ROBERT J. SVEDBE
CERTIFICATE NO. 0
STATE OF GEORGIA
REGISTERED ARC

PROJECT: DUNWOODY CROWN TOWERS
RE-ZONING APPLICATION FOR SITE 'B'
244 PERIMETER CENTER PARKWAY, DUNWOODY GA

TITLE: PEDESTRIAN CIRCULATION

SCALE: 1" = 50'-0"
DATE: 02/02/16
PROJECT NO.: 04513.000

DWG NO.
CP-0C

#F.1.

FOR RE-ZONING APPLICATION REVIEW ONLY

tvsdesign

THOMPSON, VENTULETT, STAINBACK & ASSOCIATES, INC.
1230 PEACHTREE STREET NE SUITE 2700 ATLANTA, GEORGIA 30309
404-888-6600

CROWN HOLDINGS

CROWN HOLDINGS GROUP
4828 ASHFORD DUNWOODY ROAD, ATLANTA GA 30338

SEAL: ROBERT J. SVEC, JR. CERTIFICATE NO. REGISTERED ARCHITECT

PROJECT	DUNWOODY CROWN TOWERS RE-ZONING APPLICATION FOR SITE "B"
	244 PERIMETER CENTER PARKWAY, DUNWOODY GA
TITLE	CONCEPTUAL PLAN - QUALITATIVE ILLUSTRATION
SCALE	
DATE	02/02/16
PROJECT NO.	04513.000

DWG NO. CP-006

FOR RE-ZONING APPLICATION REVIEW ONLY

tvsdesign

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CROWN HOLDINGS GROUP

CROWN HOLDINGS GROUP
4828 ASHFORD DUNWOODY ROAD, ATLANTA GA 30338

SEAL
ROBERT J. STAINBACK
CERTIFICATE NO. 0
REGISTERED ARCHITECT

PROJECT	DUNWOODY CROWN TOWERS RE-ZONING APPLICATION FOR SITE "B" — 244 PERIMETER CENTER PARKWAY, DUNWOODY GA
TITLE	CONCEPTUAL PLAN - QUALITATIVE ILLUSTRATION
SCALE	
DATE	02/02/16
PROJECT NO.	04513.000

DWG NO.
CP-00

#F.1.

FOR RE-ZONING APPLICATION REVIEW ONLY

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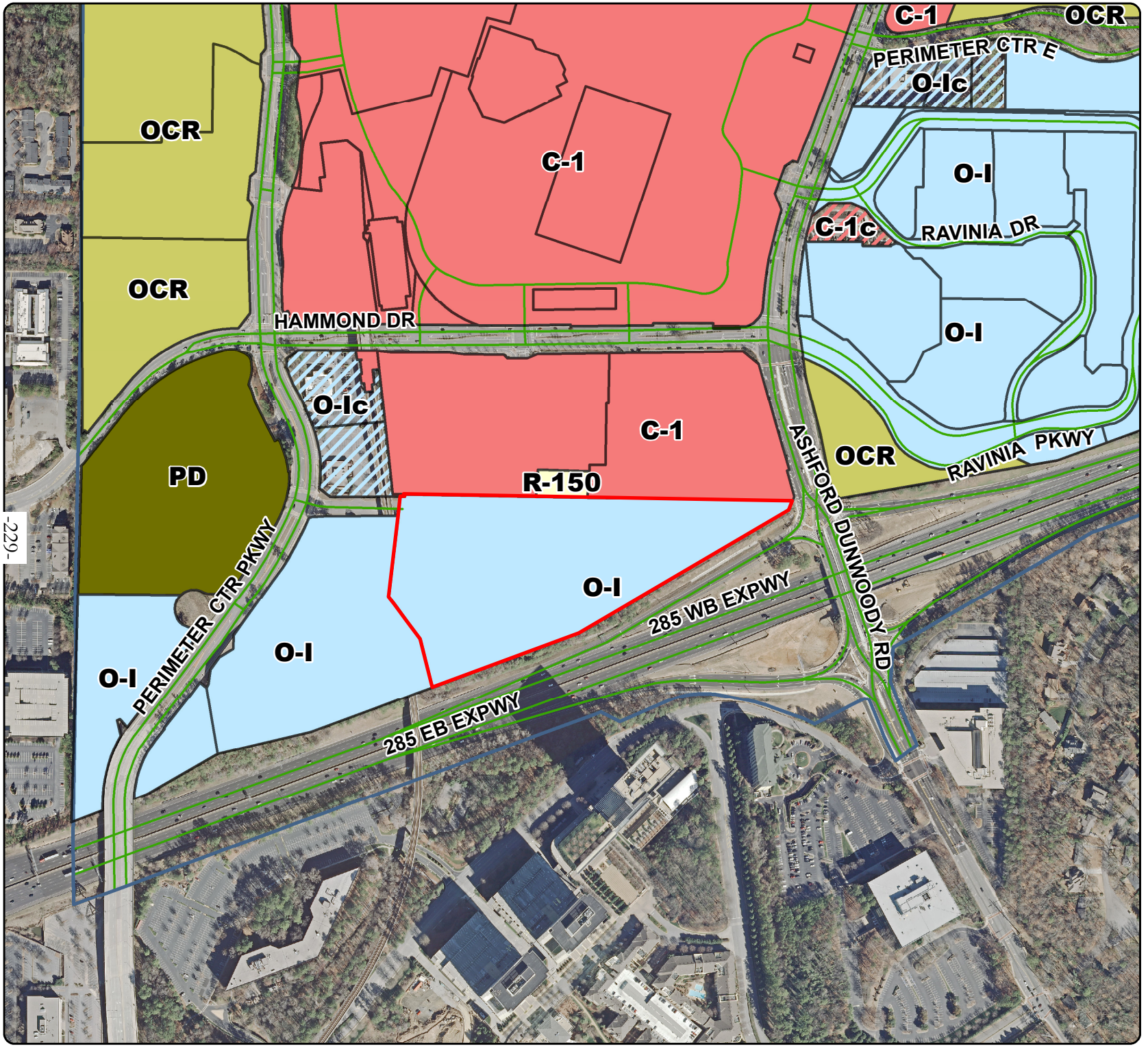
CERTIFICATE NO.
REGISTERED ARCHITECT

PROJECT: DUNWOODY CROWN TOWERS RE-ZONING APPLICATION FOR SITE 'B'		244 PERIMETER CENTER PARKWAY, DUNWOODY GA
TITLE: CONCEPTUAL PLAN - QUALITATIVE ILLUSTRATION		
SCALE	DATE: 02/02/16	PROJECT NO.: 04513.000

DWG NO.
CP-008

FOR RE-ZONING APPLICATION REVIEW ONLY



Dunwoody
*Smart people – Smart city
Community Development
41 Perimeter Center East Suite 250 | Dunwoody, Georgia 30346-1902
678-382-6800 ~ www.dunwoodyga.gov

244 Perimeter Center Parkway

RZ 16-041 & SLUP 16-041

March 2016

Legend

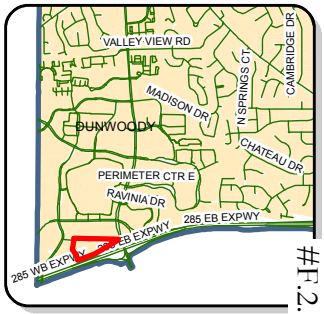
- Parcel
- Street Centerline

Zoning District

- Local Commercial (C-1)
- Local Commercial (C-1c)
- General Commercial (C-2)
- Commercial-Residential Mixed-Use (CR-1)
- Industrial (M)
- Neighborhood Shopping (NS)
- Office-Distribution (O-D)
- Office-Institution (O-I)
- Office-Institution-Transitional (O-I-T)
- Office-Institution (O-Ic)
- Office-Commercial Residential (OCR)
- Office-Commercial Residential (OCRc)
- Planned Development (PD)
- Residential (R)

N W E S

Scale: 1 in = 500 ft



244 Perimeter Ctr Pkwy Lot Division

Date: 3/1/2016

Current Boundary

0 500 Feet

N

CHAPTER 27 - ZONING ORDINANCE[1]

Footnotes:

--- (**1**) ---

Editor's note—Ord. No. 2013-10-15, § 1, adopted Oct. 14, 2013, repealed former Ch. 27, §§ 27-1—27-1654, and enacted a new Ch. 27 as set out herein. Former Ch. 27 pertained to similar subject matter. See the Code Comparative Table for a complete derivation. For stylistic purposes, a uniform system of headings, catchlines, capitalization, citation to state statutes, and expression of numbers in text have been used to conform to the Code of Ordinances. Additions made for clarity are indicated by brackets and obvious misspellings and punctuation errors have been corrected without notation.

ARTICLE II. - ZONING DISTRICTS

DIVISION 2. - NONRESIDENTIAL AND MIXED-USE ZONING DISTRICTS

Sec. 27-71. - General.

(a) The districts. The city's nonresidential and mixed-use zoning districts are listed below.

_____

	Zoning District	Map Symbol
Office	Office-Institution	O-I
	Office-Institution-Transitional	O-I-T
	Office-Distribution	O-D
	Office-Commercial-Residential	OCR
Commercial	Neighborhood Shopping	NS
	Local Commercial	C-1
	Commercial-Residential Mixed-Use	CR-1
	General Commercial	C-2
Industrial	Industrial	M

_____

(b) Purposes.

(1) General. The nonresidential and mixed-use districts are generally intended to promote consistency with the comprehensive plan and provide opportunities for shopping, employment, entertainment and living.

(2) Office-institution and office-institution-transitional. The primary purposes of the O-I and O-I-T districts are as follows:

a. To provide convenient locations for office and institutional uses;

b. To provide locations for the development of cultural, recreational, educational and health service facilities; and

c. To limit building heights to two stories in O-I-T zoned areas adjacent to single-dwelling residential districts.

(3) Office-distribution. The primary purpose of the O-D district is to provide convenient locations for office and distribution establishments.

(4) Office-commercial-residential. The primary purposes of the OCR district are as follows:

a. To provide for economic development within the city through redevelopment of parcels of land that have been used in the past for commercial and light industrial uses but that have become obsolete and now offer an opportunity for establishing new moderate-intensity mixed-use developments consisting of a combination of office, commercial and residential uses;

b. To promote redevelopment and new development in an environment that is pedestrian-oriented and that provides employment, shopping, entertainment and living opportunities in close proximity thereby reduces auto dependency; and

c. To encourage the conversion of vacant commercial and industrial buildings into mixed-use projects.

(5) Neighborhood shopping. The primary purposes of the NS district are as follows:

a. To provide convenient neighborhood retail shopping and service areas within the city;

b. To provide for the development of new neighborhood shopping districts;

c. To help ensure that the size and scale of neighborhood shopping centers and individual uses within shopping centers are compatible with the scale and character of surrounding neighborhoods; and

d. To accommodate uses designed to serve the convenience shopping and service needs of the immediate neighborhood.

(6) Local commercial. The primary purposes of the C-1 district are as follows:

a. To provide convenient local retail shopping and service areas within the city;

b. To provide for the development of new local commercial districts; and

c. To accommodate uses designed to serve the convenience shopping and service needs of groups of neighborhoods.

(7) Commercial-residential mixed-use. The primary purposes of the CR-1 district are as follows:

a. To provide convenient local retail shopping and service areas within a mixed-use (commercial-residential) setting;

b. To provide for the development of new commercial-residential mixed-use districts; and

c. To promote development patterns that accommodate residential, employment and entertainment within a walkable, mixed-use environment.

(8) General commercial. The primary purposes of the C-2 district are as follows:

a. To provide convenient general business and commercial service areas within the city;

b. To provide for the development of new general commercial districts; and

c. To accommodate uses designed to serve the general business and commercial service needs of the city.

(9) Industrial. The primary purposes of the M district are as follows:

a. To provide areas for the establishment of businesses engaged in the manufacturing, processing, creating, repairing, renovating, painting, cleaning, or assembling of goods, merchandise, or equipment;

b. To help ensure that establishments operate so as to not create adverse noise and other impacts on nearby residential, office, commercial and mixed-use districts; and

c. To help ensure that M districts are located in areas with access to major arterials and freeways.

(Ord. No. 2013-10-15, § 1(Exh. A § 27-5.10), 10-14-2013)

———

Sec. 27-72. - Uses allowed.

The following table identifies uses allowed in nonresidential and mixed-use zoning districts. See [subsection] 27-111(4) for information about how to interpret the use table.

USES	DISTRICTS									Supplemental Regulations
	O-I	O-I-T	O-D	OCR	NS	C-1	CR-1	C-2	M	
P = use permitted as of right / A = administrative permit req'd / E = special exception req'd / S = special land use permit req'd										
RESIDENTIAL										
Household Living										
Detached house	-	P	-	-	-	-	-	-	-	27-147
Multi-unit building	-	-	-	S	-	-	S	-	-	
Mixed-use building, vertical	-	-	-	P	-	-	P	-	-	

Group Living										
Convent and monastery	P	P	-	P	-	-	-	-	-	27-146
Fraternity house, sorority house or residence hall	P	-	-	-	-	-	-	-	-	
Nursing home	P	P	-	-	-	-	-	-	P	
Personal care home, family (1—4 persons)	-	-	P	-	P	P	P	P	-	
Personal care home, group (5—7 persons)	-	-	P	-	P	P	P	P	-	
Personal care home, community (8+ persons)	P	P	P	-	P	P	P	P	-	27-145
Child caring institution (1—6 persons)	P	P	P	-	P	P	P	P	-	
Child caring institution (7—15 persons)	P	P	P	-	P	P	P	P	-	
Child caring institution (16 or more)	P	S	P	-	P	P	P	P	-	
Community living arrangement (1—4 persons)				P		P	P			
Shelter, homeless	S	S	-	-	-	P	P	P	-	27-140
Transitional housing facility	S	S	-	-	-	P	P	P	-	27-140
QUASI-PUBLIC AND INSTITUTIONAL										
Ambulance Service	-	-	-	-	-	P	P	P	P	
Club or Lodge, Private	P	P	P	-	-	P	P	P	P	
Cultural Exhibit	P	P	P	-	-	P	P	P	-	
Day care facility, adult (6 or fewer persons)	-	-	P	-	-	-	-	-	-	27-137
Day care center, adult (7 or more)	P	P	P	P	P	P	P	P	-	
Day care facility, child (6 or fewer persons)	-	-	P	-	-	-	-	-	-	

Day care center, child (7 or more)	P	P	P	P	P	P	P	P		
Educational Services										
College or university	P	P	P	-	-	-	-	-	-	
Kindergarten	-	-	P	P	P	P	P	P	-	27-141
Research and training facility, college or university affiliated	P	P	P	-	-	-	-	-	P	
School, private elementary, middle or senior high	P	P	P	P	-	P	P	P	P	27-148
School, specialized non-degree	P	P	P	P	-	P	P	P	P	
School, vocational or trade	P	P	P	-	-	P	P	P	P	
Hospital	P	-	-	-	-	-	-	-	-	
Place of Worship	P	P	P	P	P	P	P	P	P	27-146
Utility Facility, Essential	E	E	P	E	E	P	P	P	P	27-151
COMMERCIAL										
Adult Use										
Body art service								P	P	
Sexually oriented business	P	-	-	P	-	-	-	P	P	27-149
Animal Services										
Animal care/boarding	-	-	-	S	S	P	P	P	P	27-131
Animal grooming	-	-	-	P	P	P	P	P	P	27-131
Animal hospital/veterinary clinic	-	-	-	P	P	P	P	P	P	27-131

Communication Services										
Radio and television broadcasting stations	P	P	P	-	-	P	P	P	P	
Recording studios	P	P	P	-	-	P	P	P	P	
Telecommunication tower	A	-	A	-	S	A	A	A	A	27-150
Telecommunication antenna, co-located	P	P	P	P	P	P	P	P	P	27-150
Construction and Building Sales and Services										
Building or construction contractor	-	-	-	-	-	-	-	P	P	
Commercial greenhouse or plant nursery	-	-	-	-	-	-	-	P	P	
Electrical, plumbing and heating supplies and services	-	-	-	-	-	P	P	-	P	
Lumber, hardware or other building materials establishment	-	-	-	-	-	P	P	P	P	
Eating and Drinking Establishments										
Restaurant, accessory to allowed office or lodging use	P	-	-	P	-	P	P	P	P	
Restaurant, drive-in or drive-through	-	-	-	-	-	P	S	P	P	
Food truck	P	P	P	P	P	P	P	P	P	27-138
Other eating or drinking establishment	-	-	-	P	P	P	P	P	-	
Entertainment and Spectator Sports										
Auditorium or stadium	-	-	-	-	-	-	-	P	P	
Drive-in theater	-	-	-	-	-	-	-	P		
Movie theater	-	-	-	P	-	-	-	P	-	

Special events facility	-	P	-	-	-	P	P	P	-	
Financial Services										
Banks, credit unions, brokerage and investment services	P	P	P	P	P	P	P	P	P	
Convenient cash business	-	-	-	-	-	-	-	P	-	27-136
Pawn shop	-	-	-	-	-	-	-	P	-	27-144
Food and Beverage Retail Sales										
Liquor store (as principal use)	-	-	-	-	-	P	P	P	P	
Liquor store (accessory to lodging or 3+ story office)	-	-	P	P	-	-	-	-	-	
Other food and beverage retail sales	-	-	P	P	P	P	P	P	P	
Funeral and Interment Services										
Cemetery, columbarium, or mausoleum	P	P	P	-	-	-	-	-	-	
Crematory	-	-	-	-	-	-	-	-	S	
Funeral home or mortuary	P	-	-	-	-	P	P	P	P	
Lodging	P	-	P	P	-	P	P	P	P	
Medical Service										
Home health care service	P	P	-	-	-	-	-	-	-	
Hospice	P	P	-	-	-	-	-	-	-	
Kidney dialysis center	P	P	-	-	-	-	-	-	-	
Medical and dental laboratory	P	P	-	P	-	P	P	-	P	

Medical office/clinic	P	P	P	P	P	P	P	P	P	
Office or Consumer Service	P	P	P	P	P	P	P	P	P	
Parking, Non-accessory	S	-	P	-	-	P	P	P	P	27-143
Personal Improvement Service										
Barber shop, beauty shop, nail salon, massage and/or spa establishments, estheticians, and other "typical" uses per [subsection] 27-114(14)	P	-	-	P	P	P	P	P	P	27-114(14)
Other personal improvement service	-	-	-	-	-	P	P	P	P	
Repair or Laundry Service, Consumer										
Laundromat, self-service	-	-	-	P	P	P	P	P	-	
Laundry or dry cleaning drop-off/pick-up	P	-	-	P	P	P	P	P	P	
Other consumer repair or laundry service	-	-	-	P	P	P	P	P	P	
Research and Testing Services	P	-	P	P	-	-	-	P	P	
Retail Sales										
Retail sales of goods produced on the premises	-	-	-	-	-	-	-	-	P	
Shopping Center	-	-	-	P	P	P	P	P	-	
Other retail sales	-	-	P	P	P	P	P	P	-	
Sports and Recreation, Participant										
Golf course and clubhouse, private	P	P	P	-	-	-	-	P	P	
Health club	-	-	P	P	P	P	P	P	P	
Private park	P	P	P	-	-	-	-	-	-	

Recreation center or swimming pool, neighborhood	P	P	P	-	-	-	-	-	P	
Recreation grounds and facilities	-	-	P	-	-	-	-	P	-	
Tennis center, club and facilities	P	P	P	P	-	P	P	P	-	
Other participant sports and recreation (Indoor)	P	-	-	P	-	P	P	P	-	
Other participant sports and recreation (Outdoor)	-	-	-	-	-	-	-	P		
Vehicle and Equipment, Sales and Service										
Car wash	-	-	-	-	-	P	-	P	P	27-134
Gasoline sales	-	-	-	-	-	P	-	P	P	27-139
Vehicle repair, minor	-	-	-	-	-	P	-	P	P	27-153
Vehicle repair, major	-	-	-	-	-	-	-	P	P	27-152
Vehicle sales and rental	-	-	-	-	-	S	S	P	P	27-154
Vehicle storage and towing	-	-	-	-	-	-	-	P	P	27-155
INDUSTRIAL										
Manufacturing and Production, Light	-	-	-	-	-	-	-	P	P	
Wholesaling, Warehousing and Freight Movement										
Warehousing and storage	-	-	P	-	-	-	-	-	-	
Self-storage warehouse	-	-	P	-	-	-	-	-	P	
Storage yard and truck terminal	-	-	-	-	-	-	-	-	S	
AGRICULTURE AND TRANSPORTATION										

Agriculture										
Agricultural produce stand	-	-	-	-	-	-	-	-	P	
Community garden	P	P	P	P	P	P	P	P	P	27-135
Crops, production of	-	-	-	-	-	-	-	-	P	
Transportation										
Heliport	S	-	S	-	-	S	S	-	P	
Stations and terminals for bus and rail passenger service	S	-	-	-	-	-	-	-	-	
Taxi stand and taxi dispatching office	-	-	-	-	-	P	P	-	P	

(Ord. No. 2013-10-15, § 1(Exh. A § 27-5.20), 10-14-2013; Ord. No. 2015-01-05, § 1, 1-26-2015; Ord. No. 2015-06-13, § 1, 6-22-2015)

Sec. 27-73. - Lot and building regulations.

(a) This section establishes basic lot and building regulations that apply in nonresidential and mixed-use zoning districts. These regulations offer certainty for property owners, developers and neighbors about the limits of what is allowed; they are not to be construed as a guarantee that stated minimums and maximums can be achieved on every lot. Other factors, such as topography, the presence of protected resources, off-street parking and other factors may work to further limit actual building and development potential.

(b) The lot and building standards of the following table apply to all principal and accessory uses allowed in nonresidential and mixed-use districts, unless otherwise expressly stated in this zoning ordinance. Article VII, division 1, identifies exceptions to these regulations and rules for measuring compliance (see also Figure 5-1).

	Regulation	O-I	O-I-T	O-D	OCR	NS	C-1	CR-1	C-2	M
L1	Minimum Lot Area (sq. ft.)	20,000	20,000[1]	43,560	87,120	20,000	20,000	20,000	30,000	30,000
L2	Minimum Lot Frontage (ft.)	100	100	150	100	100	100	100	100	100

	Maximum Density (dwelling units per acre)	NA	NA	NA	30	NA	NA	80	NA	NA
	Minimum Building/Structure Setbacks (ft.)									
S1	Street, front and side	50	40	75	0	50	50	0	50	75
S2	Side, interior	20	20	20	20	20	20	20[2]	20	20
S3	Rear	30	30	30	40	30	30	30	30	30
C	Maximum Lot Coverage (%)	80	80	80	80	80	80	80	80	80
	Maximum Building Height (stories/ft.)	5/70[3]	2/35	2/35[4]	2/35[4]	2/25	2/35[4]	3/45[4]	2/35[4]	5/70[3]
	Maximum Building Floor Area (sq. ft.)	NA	NA	NA	NA	50,000[5]	NA	NA	NA	NA

[1] Attached house developments are subject to a minimum lot area requirement of 4,000 square feet per dwelling unit.

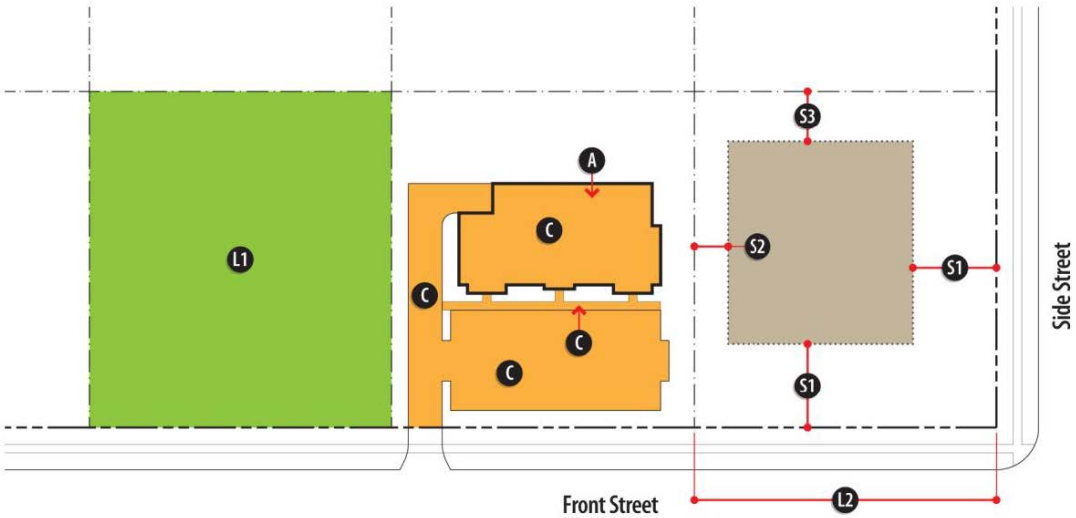
[2] No interior side setback required abutting C-1, CR-1 or C-2-zoned lots.

[3] Buildings may exceed three stories in height only if approved by fire and rescue services. Buildings in excess of five stories or 70 feet in height may be approved only through the special land use permit procedures of article V, division 3. Multi-unit residential and vertical mixed-use buildings that abut any attached single-dwelling residential district may not exceed 40 feet in height. Multi-unit residential buildings and vertical mixed-use buildings that abut any detached single-dwelling residential district may not exceed 35 feet in height.

[4] Buildings in excess stated height limits may be approved through the special land use permit procedures of article V, division 3. Buildings may exceed three stories in height only if approved by fire and rescue services.

[5] No individual building may exceed 50,000 sq. ft. (GSF). No multi-tenant center may exceed 100,000 sq. ft.

Figure 5-1: Lot and Building Regulations Diagram, Nonresidential and Mixed-use Districts



(Ord. No. 2013-10-15, § 1(Exh. A § 27-5.30), 10-14-2013; Ord. No. 2015-01-05, § 1, 1-26-2015)

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Sec. 27-74. - Other regulations.

Uses and development in nonresidential and mixed-use zoning districts may be subject to other regulations and standards, including the following.

(1) Nonconformities. See article VI, division 4.

(2) Accessory uses and structures. See article III, division 3.

(3) Parking. See article IV, division 1.

(4) Landscaping and screening. See article IV, division 2.

(5) Signs. See chapter 20 of the Municipal Code.

(6) Outdoor storage. See section 27-286.

(7) Temporary uses. See article III, division 4.

(8) Outdoor lighting. See article IV, division 3.

(Ord. No. 2013-10-15, § 1(Exh. A § 27-5.40), 10-14-2013)

Secs. 27-75—27-85. - Reserved.

PERIMETER CENTER

Vision/Intent

Perimeter Center will be a visitor friendly "livable" regional center with first-class office, retail, entertainment, hotels, and high-end restaurants in a pedestrian and bicycle-oriented environment. The area will serve as a regional example of high quality design standards. The City of Dunwoody works in partnership with the Perimeter Community Improvement Districts (PCIDs) and adjacent communities to implement and compliment the framework plan and projects identified in the Perimeter Center Livable Centers Initiative study (LCI) and its current and future updates.

In the future, the area should add public gathering space and pocket parks, venues for live music and entertainment and continue to create transportation alternatives, mitigate congestion, and reduce remaining excessive surface parking. The area creates the conditions of possible true "live-work" environment. All future development continues to emphasize high quality design standards and building materials and incorporates the current national best practices on energy efficiency, where possible.

The City of Dunwoody recognizes the value of creating mixed-use, transit-oriented development within walking distance of public transit stations. However, the City has concerns about the impact of such development on the City's infrastructure and schools.

Future Development

The Perimeter Center Character Area will be divided into four subareas (PC-1, PC-2, PC-3, and PC-4) which match the draft proposed overlay district outline that the City is reviewing as part of the Perimeter Center Zoning Code. This area was the subject of a previous LCI Study. The cities of Dunwoody, Sandy Springs, and Brookhaven work in partnership with the Perimeter Community Improvement Districts (PCIDs) to implement and complement the framework plan and projects identified in the Perimeter Center Livable Centers Initiative study (LCI) and its current and future updates.

For specific recommendations on height, density and use refer to the provisions of the Perimeter Center Overlay District and Zoning, available from the Dunwoody Community Development Department.

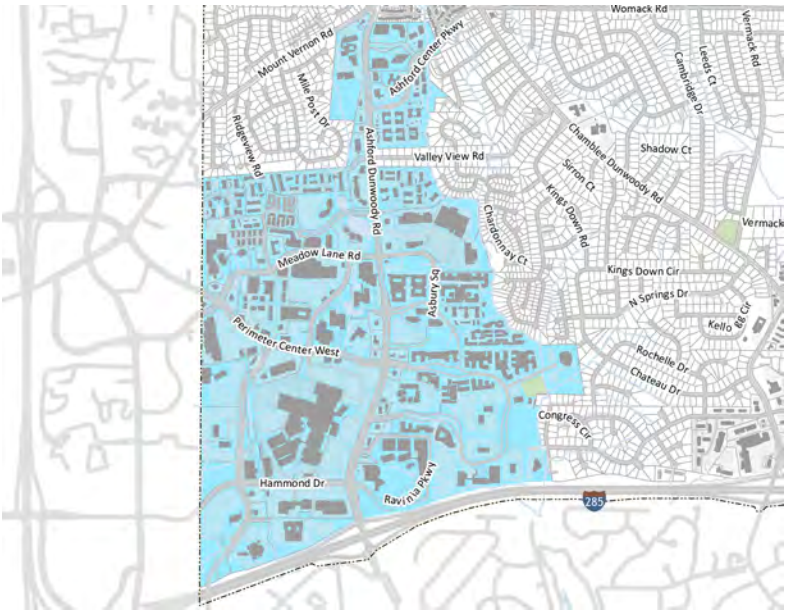


FIGURE 13: Perimeter Center Character Area Map

PC-1: Intended to apply to the central core area of Perimeter Center, including the area directly surrounding the Dunwoody MARTA train station. This district allows for the highest intensity of buildings, a high level of employment uses, and active ground story uses and design that support pedestrian mobility.

PC-2: Made up primarily of employment uses and limited shop front retail, residential, and services.

PC-3: A smaller scale, less intensive commercial district, permitting both shop front and office buildings.

PC-4: Made up primarily of residential uses at a scale that provides a transition between the intensity of Perimeter Center and the surrounding single-family residential neighborhoods.

Action Items

▲ Perimeter Mall

▲ Housing in Perimeter Center

- New development will include amenities and provide public functional green space.
- New development will be mindful of school capacity issues and applicants will work with Board of Education and City for better resolution of school issues.
- Reduce surface parking and promote livable centers in the immediate areas surrounding MARTA station.
- Encourage hotel and convention development near MARTA in order to foster commerce along the mass transportation route.
- Achieve a lifelong-community for residents who can age in place with safe access to medical, recreational and other necessary services.
- Create bicycle, pedestrian and non-auto related transportation options to connect with the rest of the City of Dunwoody.

COMMUNITY IMPROVEMENT DISTRICT (CID)

A Community Improvement District (CID) is an authorized self-taxing district dedicated to Infrastructure improvements within its boundaries. The PCIDs are governed by two boards – one each for Fulton and DeKalb. The PCIDs spent or leveraged public funds to invest $55 million in Dunwoody alone; over $7 million from ARC's LCI program was directed to the PCIDs. This makes it one of the most, if not the most, successful CIDs in the region. The PCIDs' mission focuses exclusively on transportation improvements:

To work continuously to develop efficient transportation services, with an emphasis on access, mobility, diversification and modernization.

- The 2012 PCID Commuter Trail System Master Plan proposed a network of commuter trails connecting to the MARTA station.
- The 2012 PCID Perimeter Circulator Implementation report recommended circulator transit to provide first/ last mile connectivity for commuters and reduction in CID area congestion.
- The PCIDs have proposed Perimeter Park at the Dunwoody MARTA Station.
- Work with the Perimeter Transportation Management Association (TMA) to actively reduce automobile dependency and emerge as a leader in alternative transportation for the region.
- Work to strengthen Board of Education relationship for creative solutions to school capacity.
- Work with the PCIDs' boards to implement vision.
- Coordinate with the City of Sandy Springs for LCI Updates and implementation.
- Coordinate with the Atlanta Regional Commission (ARC) for implementation of future LCI study updates.
- Coordinate with MARTA regarding Bus Rapid Transit (BRT) (or other regional service) and urban design surrounding all transit stations.
- Look for ways to encourage live entertainment for the benefit of visitors and residents.

PURSLEYFRIESE TORGRIMSON

G. Douglas Dillard
404-665-1244

E-Mail
ddillard@pftlegal.com

February 2, 2016

Via Hand Delivery and E-mail

Mayor Shortal and Members of the City Council
c/o Steve Foote, Community Development Director
City of Dunwoody
41 Perimeter Center East
Dunwoody, Georgia 30346

Re: **Special Land Use Permit Application; Dunwoody Crown Towers; 244 Perimeter Center Parkway**

Dear Steve:

Please find enclosed the Applicant's SLUP application for approximately 4.75 acres of the above-referenced property. The enclosed application includes 3 SLUP requests: (1) a SLUP to increase the height of the proposed multi-unit residential building; (2) a SLUP to increase the height of the proposed mixed use vertical building; and (3) a SLUP to allow multi-unit residential use in the CR-1 zoning district.

The following supporting materials are enclosed with the SLUP Application package:

- Completed SLUP Application Form
- Neighbor Communications Survey
- Letter of Intent and SLUP Impact Analysis
- Campaign Disclosure Forms
- Legal Description
- Proposed Subdivision
- Conceptual Site Plan
- Conceptual Elevations
- Conceptual Massing Plan
- Street Section and Transit Proximity
- Pedestrian Circulation

Please contact me with any questions. We look forward to working with the City on this exciting endeavor.

Sincerely,

PURSLEY FRIESE TORGRIMSON

G. Douglas Dillard
Jillian S. Arnold

SPECIAL LAND USE PERMIT APPLICATION

Community Development
Dunwoody
Smart people – Smart city
41 Perimeter Center East | Dunwoody, GA 30346
Phone: (678) 382-6800 | Fax: (770) 396-4828

*** Applicant Information:**

Company Name: Dunwoody Crown Towers, LLC
Contact Name:
Address: 4828 Ashford Dunwoody Road, Ste 400, Atlanta, GA 30338
Phone: 770-391-1233 Fax: Email:
Pre-application conference date (required):

*** Owner Information:** ☑ Check here if same as applicant

Owner's Name:
Owner's Address:
Phone: Fax: Email:

*** Property Information:**

Property Address: 244 Perimeter Center Parkway, NE., Dunwoody, GA 30346 Parcel ID: 18-329-04-055
Zoning Classification: O-I
Requested Use of the Property: Mixed use residential - CP-1

Applicant Affidavit:

I hereby certify that to the best of my knowledge, this special land use application form is correct and complete. If additional materials are determined to be necessary, I understand that I am responsible for filing additional materials as specified by the City of Dunwoody Zoning Ordinance. I certify that I, the applicant (if different), am authorized to act on the owner's behalf, pursuant to this application and associated actions.

Applicant's Name: Dunwoody Crown Towers, LLC, By: Emilia Pearson
Applicant's Signature: Emilia Pearson Date: 01/27/2016

*** Notary:**

Sworn to and subscribed before me this 27th Day of January, 2016
Notary Public: Stephanie Grant
Signature: Stephanie Grant
My Commission Expires: 11-9-19

STEPHANIE GRANT NOTARY PUBLIC FORSYTH COUNTY GEORGIA EXP 11/9/2019

*** Owner Affidavit:**

I hereby certify that to the best of my knowledge, this special land use application form is correct and complete. If additional materials are determined to be necessary, I understand that I am responsible for filing additional materials as specified by the City of Dunwoody Zoning Ordinance. I certify that the applicant(s) (if different) are authorized to act on my behalf, pursuant to this application and associated actions.

Property Owner's Name: Dunwoody Crown Towers, LLC, By: Emilia Pearson
Property Owner's Signature: Emilia Pearson Date: 01/27/2016

*** Notary:**

Sworn to and subscribed before me this 27th Day of January, 2016
Notary Public: Stephanie Grant
Signature: Stephanie Grant
My Commission Expires: 11-9-19

STEPHANIE GRANT NOTARY PUBLIC FORSYTH COUNTY GEORGIA EXP 11/9/2019

Neighbor Communications Survey

SLUP Applications: Dunwoody Crown Towers, LLC

February 1, 2016

1. **Efforts to notify neighbors about the proposal (how and when notification occurred, and who was notified);**

The Applicant held an applicant-initiated meeting on Monday, February 1, 2016 at the D.W. Brooks Conference Center, 244 Perimeter Center Parkway, Dunwoody, GA 30346. Notice of the applicant-initiated meeting was published in the Dunwoody Crier on January 20, 2016. A copy of the legal advertisement is attached.

On January 11, 2016, notice of the applicant-initiated meeting was also mailed to the two residentially-zoned properties within 1,000 feet of the subject 4.75-acre property. According to the City's GIS map, there are two properties within 1,000 feet of the subject property zoned for residential use. The first is the Martin Cemetery parcel located at 1191 Ashford Dunwoody (Tax Parcel ID 18 348 02 002) which is zoned R-150. The Dunwoody Preservation Trust maintains the Martin Cemetery and notice was mailed to the Executive Director of the Dunwoody Preservation Trust at 5455 Chamblee Dunwoody Rd Dunwoody, GA 30338. The second property is located at 11 Ravinia Parkway (Parcel ID 18 347 01 049), is owned by Hines Ravinia Four Limited, and is zoned OCR. Notice was mailed to Hines Ravinia Four Limited at 1 Ravinia Drive, Ste. 1160, Atlanta, GA 30346. Attached is the notice letter mailed to the Dunwoody Preservation Trust and Hines Ravinia Four Limited. Finally, notice of the meeting was also sent to the Planning Department.

2. **Meeting location, date and time;**

The Applicant held an applicant-initiated meeting on Monday, February 1, 2016 at the D.W. Brooks Conference Center, 244 Perimeter Center Parkway, Dunwoody, GA 30346. The meeting started at 7:00pm.

3. **Who was involved in the discussions;**

Mr. Charles Brown and Mr. Doug Dillard attended the meeting on behalf of the Applicant, Dunwoody Crown Towers, L.L.C. Please see the attached sign-in sheet for the meeting attendees.

4. **Suggestions and concerns raised by neighbors; and**

The neighbors raised concerns about the overall density and the residential component of the plan, though the concerns were directed primarily at rental units which are not being proposed by the Applicant.

5. **What specific changes to the proposal were considered and/or made as a result of the meeting.**

No changes are proposed at this time.

NOTICE OF NONDISCRIMINATORY POLICY AS TO STUDENTS

North Atlanta Children's Ministries, Inc., 5676 Roberts Dr., Atlanta, GA 30338, admits students of any race, color, national and ethnic origin to all the rights, privileges, programs, and activities generally accorded or made available to students of the organization. It does not discriminate on the basis of race, color, national, and ethnic origin in administration of its educational policies, and other organization-administered programs.

NOTICE OF MEETING FOR THE PUBLIC

Dunwoody Crown Towers, LLC intends to submit a Rezoning Application and three Special Land Use Permit Applications to the City of Dunwoody for land within 1,000 feet of your property. The Applicant will be submitting a rezoning application and three Special Land Use Permit ("SLUP") Applications for property at 244 Perimeter Center Parkway in order to develop Dunwoody Crown Towers, a mixed use development with residential and non-residential uses. The Applicant will be holding a neighborhood meeting to discuss the proposed rezoning application and to answer any questions that you may have regarding the applications and proposed development. Specific details regarding the Rezoning Application, Special Land Use Permit Applications, and Applicant-initiated neighborhood meeting are below.

CASE NUMBER: TBD (this will be provided at the time the application is filed with the City)

APPLICANT NAME: Dunwoody Crown Towers, LLC

JURISDICTION: City of Dunwoody

ZONING CHANGE: O-I to CR-1 (Commercial-Residential)

SLUP Request: (1) SLUP to increase the height of the multi-unit building; (2) SLUP to increase the height of the mixed use vertical building; and a (3) SLUP to allow a multi-unit residential building within the CR-1 zoning district

STREET LOCATION: 244 Perimeter Center Parkway; +/- 4.75 acres

PROPOSED DEVELOPMENT: Multi-Unit Residential Tower; Mixed Use Vertical Tower (Hotel and Residential uses); 3-story Retail Building

APPLICANT-INITIATED MEETING
D.W. Brooks Conference Center
244 Perimeter Center Parkway (1st floor)
Dunwoody, GA 30346
February 1, 2016
7:00 pm

If you have questions about the Applications or the applicant-initiated meeting, please contact Jill Arnold at (404) 665-1243 or jarnold@pftlegal.com.

Brookhaven, from page 1

The council met later last week to complete the process but decided to send the issue to third-party mediation. That takes place today.

"The City honors its obligations," said Mayor John Ernst. "Unfortunately some of the terms of the [Garrett's] contract negotiated by previous administrations is ambiguous and does not allow the City to know what its duties are," Mayor, John Ernst said in a statement. "While working towards an orderly transition, we have become mired in conflict over the terms and conditions of that agreement. The responsible thing to do is to have a third party resolve these disputes. We wish Marie Garrett well."

Garrett, the highest paid city manager in the state at $214,000 per year, could be eligible for nine months pay, continued health and life insurance and retirement pay.

She originally came to the city as a consultant when it was incorporated and later was hired by Mayor J. Max Davis. Her original contract drew some fire when it was revealed she was to work only four days a week and was to be paid at her consultant hourly rate if asked to work on Fridays.

That contract was changed to a more conventional arrangement, but Garrett was able to command a higher salary because of the start-up nature of a new city.

Police Chief Gary Yandura is to be the interim city manager.

In other actions, the council elected Bates Mattison mayor pro-tem. He was elected to that position last year when Mayor Davis left office and was succeeded by Rebecca Williams.

The mayor also reaffirmed the employment of the city clerk and finance director.

THE CITY OF DUNWOODY, GEORGIA NOTICE OF PUBLIC HEARING

The City of Dunwoody Mayor and City Council will meet on Monday, February 08, 2016 at 6:00 p.m. in the Council Chambers of Dunwoody City Hall, which is located at 41 Perimeter Center East, Dunwoody, Georgia 30346, for the purpose of due process of the following:

CQ Dunwoody Village Court, LLC, owner of 1530 and 1536 Dunwoody Village Parkway, Dunwoody, GA 30338, by Marian Adeimy, attorney for contract purchaser, seeks the following for the subject property to allow for construction of a 79-unit townhome development. The property consists of two tax parcels: 18-366-06-061 located at 1530 Dunwoody Village Parkway, Dunwoody, GA 30338, and 18-366-06-065 located at 1536 Dunwoody Village Parkway, Dunwoody, GA 30338.

RZ 16-021: Rezone property currently zoned Office-Institution (O-I) District to Multi-dwelling Residential-100 (RM-100) District.

SLUP 16-021: Special Land Use Permit to waive the requirement for a development to come into full compliance with the Dunwoody Village Overlay District regulations to allow for reduction in sidewalk width from 12 ft. to 6 ft.

RZ 16-022: Kathryn B. Zickert, applicant, on behalf of Hines Atlanta Associates Limited Partnership, owner of 4453 Ashford Dunwoody Road, Dunwoody, GA 30346, seeks permission to rezone property currently zoned Office-Institution conditional (O-Ic) District to Local Commercial conditional (C-1c) District to allow for development of a restaurant with drive-through. The tax parcel number is 18 347 01 033.

Should you have any questions, comments, or would like to view the application and supporting materials, please contact the City of Dunwoody Community Development Department at 678-382-6800. Members of the public are encouraged to call or schedule a meeting with staff in advance of the Public Hearing if they have questions or are unfamiliar with the process. Staff is available to answer questions, discuss the decision-making process, and receive comments and concerns.

PURSLEYFRIESE TORGRIMSON

Terry Landrum
Direct: 404.665.1227
tlandrum@pftlegal.com

January 11, 2016

Rebecca Keefer, AICP
City Planner/Director of Sustainability
City of Dunwoody
41 Perimeter Center East, Suite 250,
Dunwoody, GA 30346

RE: Dunwoody Crown Towers
Applicant-Initiated Neighborhood Meeting
244 Perimeter Center Parkway, DeKalb County, Atlanta, GA

Dear Rebecca:

Enclosed please find the Applicant-Initiated Meeting notice that was mailed on January 11, 2016 to residential owners of property within 1,000 feet of the subject property.

Sincerely,
PURSLEY FRIESE TORGRIMSON, LLP

Terry Landrum
Paralegal

Enclosure

Dunwoody Crown Towers, LLC c/o Doug Dillard, Esq.
Pursley Friese Torgrimson
Promenade, Suite 1200
1230 Peachtree Street NE
Atlanta, GA 30309

January 11, 2016

Dear Property Owner:

This letter is to inform you that Dunwoody Crown Towers, LLC intends to submit a Rezoning Application and three Special Land Use Permit Applications to the City of Dunwoody for land within 1,000 feet of your property. The Applicant will be submitting a rezoning application and three Special Land Use Permit ("SLUP") Applications for property at 244 Perimeter Center Parkway in order to develop Dunwoody Crown Towers, a mixed use development with residential and non-residential uses. The Applicant will be holding a neighborhood meeting to discuss the proposed rezoning application and to answer any questions that you may have regarding the applications and proposed development. Specific details regarding the Rezoning Application, Special Land Use Permit Applications, and Applicant-initiated neighborhood meeting are below.

CASE NUMBER: *TBD (this will be provided at the time the application is filed with the City)*

APPLICANT NAME: Dunwoody Crown Towers, LLC

JURISDICTION: City of Dunwoody

ZONING CHANGE: O-I to CR-1 (Commercial-Residential)

SLUP Request: (1) SLUP to increase the height of the multi-unit building; (2) SLUP to increase the height of the mixed use vertical building; and a (3) SLUP to allow a multi-unit residential building within the CR-1 zoning district

STREET LOCATION: 244 Perimeter Center Parkway; +/- 4.75 acres

PROPOSED DEVELOPMENT: Multi-Unit Residential Tower; Mixed Use Vertical Tower (Hotel and Residential uses); 3-story Retail Building

APPLICANT-INITIATED MEETING
D.W. Brooks Conference Center
244 Perimeter Center Parkway (1st floor)
Dunwoody, GA 30346
February 1, 2016
7:00 pm

If you have questions about the Applications or the applicant-initiated meeting, please contact Jill Arnold at (404) 665-1243 or jarnold@pftlegal.com.

Sincerely,

Jillian Arnold

Letter of Intent and Review Criteria

City of Dunwoody Special Land Use Permit Application

Applicant: Dunwoody Crown Towers, LLC

Property: 244 Perimeter Center Parkway

+/- 4.75 acres of Land
Located in
Land Lot 329 of the 18th District, DeKalb County

3 SLUP Requests: (1) a SLUP to increase the height of the multi-unit residential building; (2) a SLUP to increase the height of the mixed use vertical building; and (3) a SLUP to allow multi-unit residential use in the CR-1 zoning district.

Submitted for Applicant by:

G. Douglas Dillard
Jillian Skinner Arnold
PURSLEY FRIESE TORGRIMSON
1230 Peachtree Street, Suite 1200
Atlanta, Georgia 30309
(404) 665-1243
ddillard@pftlegal.com
jarnold@pftlegal.com

I. INTRODUCTION

The +/- 4.75 acre property is located at 244 Perimeter Center Parkway and is currently zoned O-I (the "Property"). It is bordered by I-285 to the south, Perimeter Center Parkway to the west, Ashford-Dunwoody Road to the east, and a shopping center development to the north. The Applicant, Dunwoody Crown Towers, LLC, intends to develop Dunwoody Crown Towers, a mixed use development with luxury residential and non-residential uses that will significantly enrich the design and livability of the Perimeter Center area and create a true gateway to the City of Dunwoody.

The Applicant respectfully requests 3 Special Land Use Permits ("SLUPs") from the City of Dunwoody: (1) a SLUP to increase the height of the multi-unit residential building ("Crown Tower 1" on enclosed conceptual drawings); (2) a SLUP to increase the height of the mixed use vertical building ("Crown Tower 2" on conceptual drawings); and (3) a SLUP to allow multi-unit residential use in the CR-1 zoning district.

Concurrent with the 3 Special Land Use Permit ("SLUP") Applications, the Applicant is also submitting an Amendment Application for the Property and a Variance Application for the adjacent property. The Amendment Application requests said Property (4.75-acre parcel-"Site B" on the enclosed site plan) be rezoned from O-I to CR-1 in order to develop Dunwoody Crown Towers, which includes (i) one mixed use vertical building with a hotel, owner-occupied residential units, and accessory uses, (ii) one multi-unit owner-occupied residential building, and (iii) a retail building. The requested 0' front yard setback variance is for the existing Goldkist building on the adjacent 10.2-acre property, which will be set back 0' from the proposed new road extending to the Property.

The Property is currently part of a larger 15 acre-parcel, but will be subdivided as a legally separate lot upon approval of the rezoning request by the Dunwoody City Council. Therefore, the current 15-acre parcel will be split into two tracts-Site A (+/-9.2 acres, after road dedication) and Site B (+/-4.75 acres, after road dedication) as shown on the enclosed Site Plan.[1] The owner is dedicating approximately 1.03 acres for the extension of a new road from the existing Goldkist Road to the Property at Site B. This subdivision is necessitated by the City's prohibition of dual-zoned parcels. Please note, the rezoning and SLUP applications are for Site B. **Site A is NOT included in the rezoning or SLUP applications.** Site A is shown on the conceptual plans to illustrate existing entitlements pursuant to the variance granted by DeKalb County on February 9, 1999. Site A will remain zoned O-I with existing entitlements as shown on the enclosed conceptual plans.

[1] Please note the enclosed legal description identifies the Subject Property as "Tract A."

II. SLUP REQUEST

The Applicant has included its 3 SLUP requests in one SLUP application. Each SLUP request will be explained in detail below and evaluated based on the criteria established by the City of Dunwoody. The Applicant's 3 SLUP requests satisfy the City's criteria for SLUP applications as set forth in Section III below. As such, the Applicant respectfully requests the City Council grant the SLUP applications, as requested by the Applicant.

Brief Zoning History

The 15-acre parcel currently has significant non-residential development entitlements. In 1999, DeKalb County approved four variances for the 15-acre parcel at 244 Perimeter Center Parkway: (1) a 28-story hotel; (2) a conference center and parking structure (6 levels with 600 parking spaces); (3) two 24-story office buildings; and (4) two 10-level parking decks with 4,304 parking spaces. These entitlements remain on the 15-acre parcel today. The Applicant intends to concentrate the existing above-referenced entitlements on the adjacent 9.2-acre parcel (acreage calculation after road dedication), and rezone the subject Property to CR-1 in order to add a residential mix of uses into the overall development to create a true transit-oriented mixed use community. The current development entitlements (i.e. a 28-story hotel, conference center with parking structure, two 28-story office buildings, and a parking deck) fit within the 9.2-acre parcel while still complying with O-I development regulations, including lot coverage.

The Proposed Development is Consistent with Dunwoody's Comprehensive Plan

The Applicant's proposed development and SLUP requests are consistent with the City of Dunwoody's Comprehensive Plan. The subject property is located in the Perimeter Center Character Area, which seeks to be a "livable regional center with first-class office, retail, entertainment, hotels, and high-end restaurants" to create a true "live-work" environment.[2] The City recognizes the value in mixed-use, transit-oriented development, but has concerns about the impact on schools.[3] Additional goals of the City's Comprehensive Plan include:

- Achieve a lifelong-community for residents who can age in place with safe access to medical, recreational, and other necessary services.[4]
- Increase connectivity and enhance transportation options for all forms of travel.[5]
- Reduce surface parking and promote livable centers in the immediate areas surrounding the MARTA station.[6]

[2] City of Dunwoody Comprehensive Plan, p. 25.
[3] *Id.* at 25.
[4] *Id.*
[5] *Id.*
[6] *Id.* at 26.

- Encourage hotel and convention development near MARTA in order to foster commerce along the mass transportation route.[7]

The Applicant's proposed mixed use development and SLUP requests are consistent with the goals and intent of the Perimeter Center Character Area. The rezoning and SLUP requests seek to add luxury owner-occupied residences to the non-residential uses in the area, thereby creating a true "livable" center where Dunwoody residents are able to live, work, shop, play, and access mass transit within one development. Looking at the broader context, this Property is situated next to the new State Farm campus, Perimeter Center Mall, and the yet-to-be-developed GID/High Street site, which likewise includes a mix of land uses. This development complements each of those developments by adding residential opportunities for the employees of State Farm and the adjacent office uses.

Moreover, the owner-occupied residential component of the mixed use project will be well-suited for those Dunwoody residents looking to "age in place" within the City. These individuals are looking to downsize from larger single-family detached homes to smaller residences with less maintenance, yet still remain in the community and part of their established social networks. The Applicant's proposed residences will provide an "age in place" opportunity for Dunwoody residents looking to downsize yet remain in Dunwoody.

Overall, the proposed mixed use development will complement the surrounding mix of uses in the area, is consistent with the City's Comprehensive Plan and its vision for a "live work" mixed use environment in the Perimeter Center area, and provides residential options to those already living in Dunwoody and for those who want to move to the area. Sufficient parking is provided on site, and MARTA is within walking distance of the Property making transit a realistic transportation alternative. The heights and uses proposed in the enclosed SLUP applications are also consistent with the City's draft Perimeter Center District. The Perimeter Center District (PC-1) envisions a mix of uses in a development, and promotes heights up to 30 stories. Owner-occupied residences, hotels, and retail uses are permitted by right in the PC-1 District.

III. IMPACT ANALYSIS

This section includes the Applicant's responses for each of the three SLUP requests. As such, the Applicant respectfully requests the City Council grant the SLUP applications.

1. SLUP to Increase the Height of the Multi-Unit Residential Building to 35 Stories (Crown Tower 1)

[7] *Id.* at 26.

The Applicant satisfies all of the criteria for the requested SLUP as set forth in the City's Zoning Code, Section 27-359.

a. **Whether the proposed use is consistent with the policies of the comprehensive plan.**

Yes, the proposed use and height is consistent with the policies and intent of the City's Comprehensive Plan. The subject property is located in the Perimeter Center Character Area, which seeks to be a "livable regional center with first-class office, retail, entertainment, hotels, and high-end restaurants" to create a true "live-work" environment. The rezoning request seeks to add high-quality owner-occupied residential units to the area, thereby creating a true "livable" center where Dunwoody residents are able to live, work, shop, play, and access mass transit within one development. A well-designed, high-rise residential tower is appropriate for the area.

Overall, the proposed mixed use development will complement the surrounding mix of uses in the area, is consistent with the City's Comprehensive Plan and its vision for a "live work" mixed use environment in the Perimeter Center area, and provides residential options to those already living in Dunwoody and those who want to move to the area.

b. **Whether the proposed use complies with the requirements of the zoning ordinance.**

Yes, the proposed use complies with the requirements of the CR-1 Zoning District. The CR-1 Zoning District supports a mix of residential and commercial uses within one development, which is what is proposed by the Applicant here. Moreover, the Code anticipates the need to exceed the 3-story height limit in the CR-1 zoning district by permitting height increases through the SLUP process. The height is also consistent with the current draft copy of the Perimeter Center Zoning District (PC-1) which envisions a mix of uses in a development, and promotes owner-occupied buildings up to 30 stories. The proposed height of the multi-unit building, at 32-35 stories, is consistent with the future vision for this area. The Perimeter Center area has been designated a "gateway" to Dunwoody and as such must promote projects of the highest and most unique quality, such as the Applicant's proposed Crown Dunwoody Towers development.

c. **Whether the proposed site provides adequate land area for the proposed use, including provision of all required open space, off-street parking and all other applicable requirements of the subject zoning district.**

Yes, the proposed site provides adequate land area for the proposed use, including provision of all required open space, off-street parking, and all other applicable requirements of the subject zoning district. The proposed development is well within the open space

requirements of the CR-1 zoning district. The CR-1 zoning district requires 20% open space. The proposed development is currently showing approximately 40% open space on the Property. Moreover, the development is adequately parked. The Dunwoody Zoning Code allows a 25% reduction in the number of parking spaces if the property is located within 1,500 feet of a MARTA station. *See* Dunwoody Code, Section 27-204. Here, the Property is located within 1,500 feet of the MARTA station and therefore the reduction in parking provision is applicable upon approval by the Community Development Director. Moreover, the Property's close proximity to MARTA makes transit a realistic transportation alternative.

d. Whether the proposed use is compatible with adjacent properties and land uses, including consideration of:

The proposed use is compatible with adjacent properties and land uses which are mostly non-residential in character. As noted above, the Property is bordered by I-285 to the south, Perimeter Center Parkway to the west, Ashford-Dunwoody Road to the east, and a shopping center development to the north. More specifically, the Property is situated next to the new State Farm site, Perimeter Center Mall, and the yet-to-be-developed GID/High Street site, which likewise includes a mix of land uses. The proposed residential uses on the Property within the broader mixed-use campus will promote the "live work" goals of the Perimeter Center area and complement nearby employment centers by providing residential opportunities for those Dunwoody employees.

e. Whether 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 proposed use will not create any adverse impacts upon adjoining land uses reason of noise, smoke, odor, dust or vibration generated by the proposed use. The proposed residential use is relatively low-impact and will not generate burdensome or obtrusive noise, smoke, odor, dust or vibration in its operations.

f. Whether 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 proposed use will not create adverse impacts upon any adjoining land use by reason of the hours of operation of the proposed use. The surrounding land uses are all non-residential uses, which will not be negatively impacted by the hours of operation of the proposed residential, hotel, retail, and accessory uses.

g. Whether the proposed use will create adverse impact upon any adjoining land use by reason of the manner of operation of the proposed use.

No, the proposed use will not create adverse impacts upon any adjoining land use by reason of the manner of operation of the proposed use.

h. Whether the proposed use will create adverse impact upon any adjoining land use by reason of the character of vehicles or the volume of traffic generated by the propose use.

No, the proposed use will not create adverse impacts upon any adjoining land use by reason of the character of vehicles or the volume of traffic generated by the proposed use. The proposed development may actually reduce the burden on road infrastructure and existing transportation facilities in the area by providing new transportation infrastructure. Moreover, the Property's close proximity to the Dunwoody MARTA station makes transit a realistic transportation alternative.

i. Whether 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.

Yes, the size, scale and massing of the 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 multi-unit building height will be between 32-35 stories in height. This height is appropriate in light of the significant height entitlements on the adjacent 9.2-acre parcel (Site A), which includes a 28-story hotel and two 24-story office buildings, and the heights of surrounding building in the Perimeter area, with the adjacent Ravinia building at 31 stories and the King and Queen towers along the I-285 Corridor at 28 stories.

j. Whether the proposed plan will adversely affect historic buildings, sites, districts, or archaeological resources.

No, the zoning proposal will not adversely affect historic buildings, sites, districts, or archaeological resources. The proposed development is located next to the Martin family cemetery. The development will have no impact on the cemetery or the easement providing ingress to and from the cemetery. The cemetery will at all times be protected. The Applicant has spoken with representatives from the Dunwoody Preservation Trust, the organization tasked with maintaining the cemetery, to work on a mutually beneficial strategy for the cemetery's continued maintenance and accessibility.

k. Whether public services, public facilities and utilities – including motorized and non-motorized transportation facilities – are adequate to serve the proposed use.

Yes, public services, facilities and utilities are adequate to serve the proposed use. The project is also adjacent to the Dunwoody MARTA station which makes transit a realistic transportation alternative for those commuting to and from the Property.

l. **Whether adequate means of ingress and egress are proposed, with particular reference to non-motorized and motorized traffic safety and convenience, traffic flow and control and emergency vehicle access.**

Yes, adequate means of ingress and egress are proposed for the site. The site may be accessed off of Perimeter Center Parkway from a newly-created road with sufficient capacity to handle any new trips generated by the Applicant's proposed development. Future transportation improvements in this area may also add another access point directly off of I-285 to the Property, though this access point (the proposed Westside Connector) has not yet been approved. The Property is also accessible by transit and a pedestrian path from the MARTA station to the Property.

m. **Whether adequate provision has been made for refuse and service areas.**

Yes, adequate provision has been made for refuse and service areas.

n. **Whether the proposed building as a result of its proposed height will create a negative shadow impact on any adjoining lot or building.**

No, the proposed building will not create a negative shadow impact on any adjoining lot or building. Buildings to the east and west of the Property have similar heights, at 28-stories, 24-stories, and 31-stories across Ashford-Dunwoody Road.

2. **SLUP to Increase the Height of the Mixed-Use, Vertical Building to 29 Stories (Crown Tower 2)**

The Applicant satisfies all of the criteria for the requested SLUP as set forth in the City's Zoning Code, Section 27-359.

a. **Whether the proposed use is consistent with the policies of the comprehensive plan.**

Yes, the proposed use and height is consistent with the policies and intent of the City's Comprehensive Plan. The subject property is located in the Perimeter Center Character Area, which seeks to be a "livable regional center with first-class office, retail, entertainment, hotels, and high-end restaurants" to create a true "live-work" environment. The rezoning request

seeks to add high-quality owner-occupied residential units to the area, thereby creating a true "livable" center where Dunwoody residents are able to live, work, shop, play, and access mass transit within one development. A well-designed, high-rise vertical mixed use tower, with owner-occupied residences and hotel uses, is appropriate for the area.

Overall, the proposed mixed use development will complement the surrounding mix of uses in the area, is consistent with the City's Comprehensive Plan and its vision for a "live work" mixed use environment in the Perimeter Center area, and provides residential options to those already living in Dunwoody and those who want to move to the area.

b. Whether the proposed use complies with the requirements of the zoning ordinance.

Yes, the proposed use complies with the requirements of the CR-1 Zoning District. The CR-1 Zoning District supports a mix of residential and commercial uses within one development, which is what is proposed by the Applicant here. Moreover, the Code anticipates the need to exceed the 3-story height limit in the CR-1 zoning district by permitting height increases through the SLUP process. The height is also consistent with the current draft copy of the Perimeter Center Zoning District (PC-1) envisions a mix of uses in a development, and promotes owner-occupied buildings up to 30 stories. The proposed height of the mixed use vertical building, between 27-29 stories, is consistent with the future vision for this area. The Perimeter Center area has been designated a "gateway" to Dunwoody and as such must promote projects of the highest and most unique quality, such as the Applicant's proposed Crown Dunwoody Towers development.

c. Whether the proposed site provides adequate land area for the proposed use, including provision of all required open space, off-street parking and all other applicable requirements of the subject zoning district.

Yes, the proposed site provides adequate land area for the proposed use, including provision of all required open space, off-street parking, and all other applicable requirements of the subject zoning district. The proposed development is well within the open space requirements of the CR-1 zoning district. The CR-1 zoning district requires 20% open space. The proposed development is currently showing approximately 40% open space on the Property. Moreover, the development is adequately parked. The Dunwoody Zoning Code allows a 25% reduction in the number of parking spaces if the property is located within 1,500 feet of a MARTA station. *See* Dunwoody Code, Section 27-204. Here, the Property is located within 1,500 feet of the MARTA station and therefore the reduction in parking provision is applicable upon approval by the Community Development Director.

Moreover, the Property's close proximity to MARTA makes transit a realistic transportation alternative.

d. Whether the proposed use is compatible with adjacent properties and land uses, including consideration of:

The proposed use is compatible with adjacent properties and land uses which are mostly non-residential in character. As noted above, the Property is bordered by I-285 to the south, Perimeter Center Parkway to the west, Ashford-Dunwoody Road to the east, and a shopping center development to the north. More specifically, the Property is situated next to the new State Farm site, Perimeter Center Mall, and the yet-to-be-developed GID/High Street site, which likewise includes a mix of land uses. The proposed residential uses on the Property within the broader mixed-use campus will promote the "live work" goals of the Perimeter Center area and complement nearby employment centers by providing residential opportunities for those Dunwoody employees.

e. Whether 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 proposed use will not create any adverse impacts upon adjoining land uses reason of noise, smoke, odor, dust or vibration generated by the proposed use. The proposed hotel, residential and retail uses are relatively low-impact uses that will not generate burdensome or obtrusive noise, smoke, odor, dust or vibration.

f. Whether 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 proposed use will not create adverse impacts upon any adjoining land use by reason of the hours of operation of the proposed use. The surrounding land uses are all non-residential uses, which will not be negatively impacted by the hours of operation of the proposed residential, hotel, retail, and accessory uses.

g. Whether the proposed use will create adverse impact upon any adjoining land use by reason of the manner of operation of the proposed use.

No, the proposed use will not create adverse impacts upon any adjoining land use by reason of the manner of operation of the proposed use.

h. Whether the proposed use will create adverse impact upon any adjoining land use by reason of the character of vehicles or the volume of traffic generated by the propose use.

No, the proposed use will not create adverse impacts upon any adjoining land use by reason of the character of vehicles or the volume of traffic generated by the proposed use. The proposed development may actually reduce the burden on road infrastructure and existing transportation facilities in the area by providing new transportation infrastructure. Moreover, the Property's close proximity to the Dunwoody MARTA station makes transit a realistic transportation alternative.

i. **Whether 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.**

Yes, the size, scale and massing of the 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 mixed use vertical building will be between 27-29 stories in height. This height is appropriate in light of the significant height entitlements on the adjacent 9.2-acre parcel (Site A), which includes a 28-story hotel and two 24-story office buildings, and the heights of surrounding building in the Perimeter area, with the adjacent Ravinia building at 31 stories and the King and Queen towers along the I-285 Corridor at 28 stories.

j. **Whether the proposed plan will adversely affect historic buildings, sites, districts, or archaeological resources.**

No, the zoning proposal will not adversely affect historic buildings, sites, districts, or archaeological resources. The proposed development is located next to the Martin family cemetery. The development will have no impact on the cemetery or the easement providing ingress to and from the cemetery. The cemetery will at all times be protected. The Applicant has spoken with representatives from the Dunwoody Preservation Trust, the organization tasked with maintaining the cemetery, to work on a mutually beneficial strategy for the cemetery's continued maintenance and accessibility.

k. **Whether public services, public facilities and utilities – including motorized and non-motorized transportation facilities – are adequate to serve the proposed use.**

Yes, public services, facilities and utilities are adequate to serve the proposed use. The project is also adjacent to the Dunwoody MARTA station which makes transit a realistic transportation alternative for those commuting to and from the Property.

l. **Whether adequate means of ingress and egress are proposed, with particular reference to non-motorized and motorized traffic safety and convenience, traffic flow and control and emergency vehicle access.**

Yes, adequate means of ingress and egress are proposed for the site. The site may be accessed off of Perimeter Center Parkway from a newly-created road with sufficient capacity to handle any new trips generated by the Applicant's proposed development. Future transportation improvements in this area may also add another access point directly off of I-285 to the Property, though this access point (the proposed Westside Connector) has not yet been approved. The Property is also accessible by transit and a pedestrian path from the MARTA station to the Property.

m. **Whether adequate provision has been made for refuse and service areas.**

Yes, adequate provision has been made for refuse and service areas.

n. **Whether the proposed building as a result of its proposed height will create a negative shadow impact on any adjoining lot or building.**

No, the proposed building will not create a negative shadow impact on any adjoining lot or building. Buildings to the east and west of the Property have similar heights, at 28-stories, 24-stories, and 31-stories across Ashford-Dunwoody Road.

3. **SLUP to Allow Multi-Unit Residential Use on the Property (Crown Tower 1)**

The Applicant satisfies all of the criteria for the requested SLUP as set forth in the City's Zoning Code, Section 27-359.

a. **Whether the proposed use is consistent with the policies of the comprehensive plan.**

Yes, the proposed use and height is consistent with the policies and intent of the City's Comprehensive Plan. The subject property is located in the Perimeter Center Character Area, which seeks to be a "livable regional center with first-class office, retail, entertainment, hotels, and high-end restaurants" to create a true "live-work" environment. The rezoning request seeks to add high-quality owner-occupied residential units to the area, thereby creating a true "livable" center where Dunwoody residents are able to live, work, shop, play, and access mass transit within one development. A well-designed, owner-occupied residential tower is appropriate for the area.

The Comprehensive Plan also promotes "high quality design standards and building materials." The Applicant's proposed luxury residential tower will include high quality finishes and amenities, including hardwood flooring in foyer, kitchens and bathrooms, quartz countertops, stainless steel appliances, walk-in closets with custom shelving, and smart home technology with thermostats and keyless locks. A Homeowners Association will be created to manage residential operations.

In addition to the luxury features included in each individual unit, residents will have access to various amenities including a spacious club room with bar, indoor & outdoor fireplaces, and state of the art outdoor kitchen, a business center, fitness center, pools and cabanas, and a massage/treatment room.

Overall, the proposed mixed use development will complement the surrounding mix of uses in the area, is consistent with the City's Comprehensive Plan and its vision for a "live work" mixed use environment in the Perimeter Center area, and provides residential options to those already living in Dunwoody and those who want to move to the area.

b. Whether the proposed use complies with the requirements of the zoning ordinance.

Yes, the proposed use complies with the requirements of the CR-1 Zoning District. The CR-1 Zoning District supports a mix of residential and commercial uses within one development, which is what is proposed by the Applicant here. Moreover, the Code anticipates the need to exceed the 3-story height limit in the CR-1 zoning district by permitting height increases through the SLUP process. The Perimeter Center area has been designated a "gateway" to Dunwoody and as such must promote projects of the highest and most unique quality, such as the Applicant's proposed Crown Dunwoody Towers development.

c. Whether the proposed site provides adequate land area for the proposed use, including provision of all required open space, off-street parking and all other applicable requirements of the subject zoning district.

Yes, the proposed site provides adequate land area for the proposed use, including provision of all required open space, off-street parking, and all other applicable requirements of the subject zoning district. The proposed development is well within the open space requirements of the CR-1 zoning district. The CR-1 zoning district requires 20% open space. The proposed development is currently showing approximately 40% open space on the Property. Moreover, the development is adequately parked. The Dunwoody Zoning Code allows a 25% reduction in the number of parking spaces if the property is located within 1,500 feet of a MARTA station. *See* Dunwoody Code, Section 27-204. Here, the Property is located within 1,500 feet of the MARTA station and therefore the reduction in parking provision is applicable upon approval by the Community Development Director.

Moreover, the Property's close proximity to MARTA makes transit a realistic transportation alternative.

d. Whether the proposed use is compatible with adjacent properties and land uses, including consideration of:

The proposed use is compatible with adjacent properties and land uses which are mostly non-residential in character. As noted above, the Property is bordered by I-285 to the south, Perimeter Center Parkway to the west, Ashford-Dunwoody Road to the east, and a shopping center development to the north. More specifically, the Property is situated next to the new State Farm site, Perimeter Center Mall, and the yet-to-be-developed GID/High Street site, which likewise includes a mix of land uses. The proposed residential uses on the Property within the broader mixed-use campus will promote the "live work" goals of the Perimeter Center area and complement nearby employment centers by providing residential opportunities for those Dunwoody employees.

e. Whether 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 proposed use will not create any adverse impacts upon adjoining land uses reason of noise, smoke, odor, dust or vibration generated by the proposed use. The proposed residential use is relatively low-impact and will not generate burdensome or obtrusive noise, smoke, odor, dust or vibration.

f. Whether 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 proposed use will not create adverse impacts upon any adjoining land use by reason of the hours of operation of the proposed use. The surrounding land uses are all non-residential uses, which will not be negatively impacted by the hours of operation of the proposed residential, hotel, retail, and accessory uses.

g. Whether the proposed use will create adverse impact upon any adjoining land use by reason of the manner of operation of the proposed use.

No, the proposed use will not create adverse impacts upon any adjoining land use by reason of the manner of operation of the proposed use.

h. Whether the proposed use will create adverse impact upon any adjoining land use by reason of the character of vehicles or the volume of traffic generated by the propose use.

No, the proposed use will not create adverse impacts upon any adjoining land use by reason of the character of vehicles or the volume of traffic generated by the proposed use. The proposed development may actually reduce the burden on road infrastructure and existing transportation facilities in the area by providing new transportation infrastructure. Moreover, the Property's close proximity to the Dunwoody MARTA station makes transit a realistic transportation alternative.

i. **Whether 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.**

Yes, the size, scale and massing of the 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 multi-unit building height will be between 32-35 stories in height. This height is appropriate in light of the significant height entitlements on the adjacent 9.2-acre parcel (Site A), which includes a 28-story hotel and two 24-story office buildings, and the heights of surrounding building in the Perimeter area, with the adjacent Ravinia building at 31 stories and the King and Queen towers along the I-285 Corridor at 28 stories.

j. **Whether the proposed plan will adversely affect historic buildings, sites, districts, or archaeological resources.**

No, the zoning proposal will not adversely affect historic buildings, sites, districts, or archaeological resources. The proposed development is located next to the Martin family cemetery. The development will have no impact on the cemetery or the easement providing ingress to and from the cemetery. The cemetery will at all times be protected. The Applicant has spoken with representatives from the Dunwoody Preservation Trust, the organization tasked with maintaining the cemetery, to work on a mutually beneficial strategy for the cemetery's continued maintenance and accessibility.

k. **Whether public services, public facilities and utilities – including motorized and non-motorized transportation facilities – are adequate to serve the proposed use.**

Yes, public services, facilities and utilities are adequate to serve the proposed use. The project is also adjacent to the Dunwoody MARTA station which makes transit a realistic transportation alternative for those commuting to and from the Property.

l. Whether adequate means of ingress and egress are proposed, with particular reference to non-motorized and motorized traffic safety and convenience, traffic flow and control and emergency vehicle access.

Yes, adequate means of ingress and egress are proposed for the site. The site may be accessed off of Perimeter Center Parkway from a newly-created road with sufficient capacity to handle any new trips generated by the Applicant's proposed development. Future transportation improvements in this area may also add another access point directly off of I-285 to the Property, though this access point (the proposed Westside Connector) has not yet been approved. The Property is also accessible by transit and a pedestrian path from the MARTA station to the Property.

m. Whether adequate provision has been made for refuse and service areas.

Yes, adequate provision has been made for refuse and service areas.

n. Whether the proposed building as a result of its proposed height will create a negative shadow impact on any adjoining lot or building.

No, the proposed building will not create a negative shadow impact on any adjoining lot or building. Buildings to the east and west of the Property have similar heights, at 28-stories, 24-stories, and 31-stories across Ashford-Dunwoody Road.

IV. REQUIRED CONSTITUTIONAL NOTICE

Georgia law and the procedures of the City of Dunwoody require us to raise Federal and State constitutional objections during the Amendment 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 City of Dunwoody Zoning Ordinance, facially and as applied to the Property, which restrict the Property to any zoning classification, uses, or to any zoning district 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 City of Dunwoody Zoning Ordinance, facially and as applied to the Property, which restricts the Property to any zoning classification, uses, or to any zoning classification other than the classification as 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 City of Dunwoody City Council 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 City of Dunwoody City Council to approve the Applicant's 3 requested SLUP applications in accordance with the zoning and SLUP criteria requirements as 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 rezoning or SLUP approval of 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 zoning the Property to a unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.

For all the foregoing reasons, it is submitted on behalf of the Applicant that the SLUP Applications meet the requirements of the City of Dunwoody Zoning Code.

If there are any questions about the SLUP requests, you may contact me at 404-665-1243 or at jarnold@pftlegal.com.

Sincerely,

G. Douglas Dillard
Jillian S. Arnold
Attorneys for the Applicant

Campaign Disclosure Statement

Community Development
Dunwoody
Smart people – Smart city
41 Perimeter Center East | Dunwoody, GA 30346
Phone: (678) 382-6800 | Fax: (770) 396-4828

Have you, within the two years immediately preceding the filing of this application, made campaign contributions aggregating $250.00 or more to a member of the City of Dunwoody City Council or a member of the City of Dunwoody Planning Commission?

☐ YES ☑ NO

* **Applicant / Owner:** Dunwoody Crown Towers, LLC

Signature: _____ Date: 01/27/2016

Address: 4828 Ashford Dunwoody Road, Ste 400, Atlanta, GA 30338

If the answer above is yes, please complete the following section:

Date	Government Official	Official Position	Description	Amount

CAMPAIGN DISCLOSURE STATEMENT

G. DOUGLAS DILLARD and JILLIAN S. ARNOLD, of the law firm of PURSLEY FRIESE TORGRIMSON, and formerly of WEISSMAN, NOWACK, CURRY & WILCO, P.C., have been retained to represent DUNWOODY CROWN TOWERS, LLC before the CITY OF DUNWOODY, GEORGIA. Pursuant to the provisions of O.C.G.A. §36-67A-3, please find below a list of the contributions made by the above-named individuals, or the law firms of WEISSMAN, NOWACK, CURRY & WILCO, P.C. and PURSLEY FRIESE TORGRIMSON, in the past two years, aggregating $250.00 or more, to local government officials who may review this Application.

NAME OF GOV'T. OFFICIAL	POSITION	AMOUNT OF CONTRIBUTION	DATE OF CONTRIBUTION
None			

PURSLEY FRIESE TORGRIMSON

By:_____
G. Douglas Dillard

By:_____
Jillian S. Arnold

Date: 2/1/2016

1230 Peachtree Street, NE
Suite 1200
Atlanta, GA 30309
404-665-1243

LEGAL DESCRIPTION – TRACT A

ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lot(s) 329 & 330 of the 18th District, DeKalb County, Georgia and being more particularly described as follows:

Beginning at a point at the intersection of the Western Right-of-Way line of Ashford Dunwoody Rd (Right-of-Way Varies), and the Northern Right-of-Way line of Interstate 285 (Right-of-Way Varies), said point being the TRUE POINT OF BEGINNING;

Thence leaving the Western Right-of-Way line of Ashford Dunwoody Rd and following along the Northern Right-of-Way line of Interstate 285, South 59 degrees 59 minutes 24 seconds West, a distance of 768.56 feet to a point;

Thence leaving the Northern Right-of-Way line of Interstate 285 (Right-of-Way Varies), North 00 degrees 12 minutes 53 seconds West, a distance of 218.34 feet to a point;

Thence North 89 degrees 47 minutes 07 seconds West, a distance of 207.86 feet to a point;

Thence North 00 degrees 12 minutes 53 seconds East, a distance of 161.70 feet to a point;

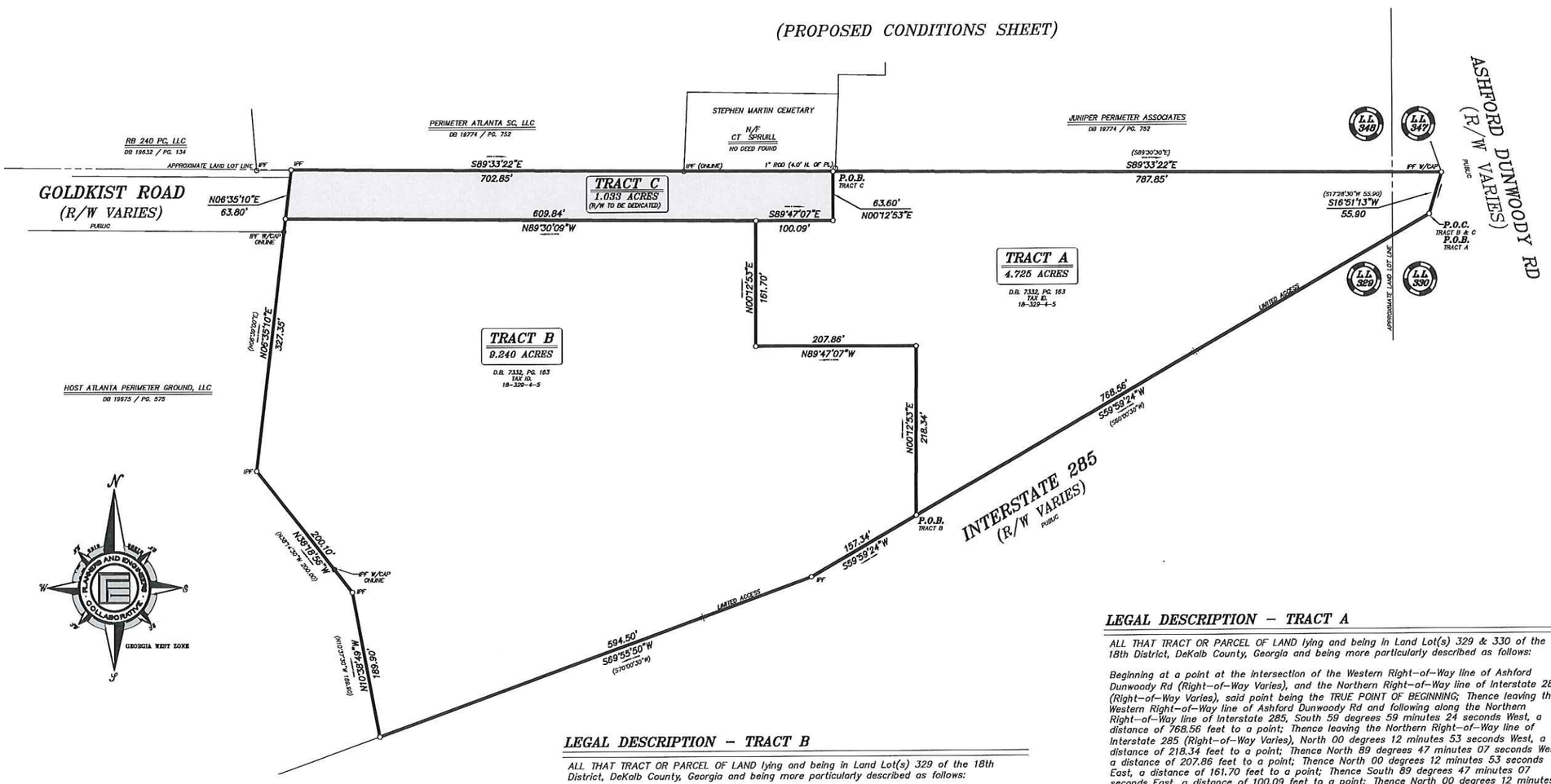
Thence South 89 degrees 47 minutes 07 seconds East, a distance of 100.09 feet to a point;

Thence North 00 degrees 12 minutes 53 seconds East, a distance of 63.60 feet to a point;

Thence South 89 degrees 33 minutes 22 seconds East, a distance of 787.85 feet to an iron pin with cap found on the Western Right-of-Way line of Ashford Dunwoody Rd (Right-of-Way Varies);

Thence continuing along said Right-of-Way, South 16 degrees 51 minutes 13 seconds West, a distance of 55.90 feet to a point, said point being the TRUE POINT OF BEGINNING.

Said tract containing 4.725 acres.



LEGAL DESCRIPTION – TRACT C

ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lot(s) 329 of the 18th District, DeKalb County, Georgia and being more particularly described as follows:

Beginning at a point at the intersection of the Western Right–of–Way line of Ashford Dunwoody Rd (Right–of–Way Varies), and the Northern Right–of–Way line of Interstate 285 (Right–of–Way Varies); Thence leaving the Northern Right–of–Way line of Interstate 285, and following along the Western Right–of–Way line of Ashford Dunwoody Rd, North 16 degrees 51 minutes 13 seconds East, a distance of 55.90 feet to an iron pin found; Thence leaving the Western Right–of–Way line of Ashford Dunwoody Rd (Right–of–Way Varies), North 89 degrees 33 minutes 22 seconds West, a distance of 787.85 to a point, said point being the TRUE POINT OF BEGINNING; Thence South 00 degrees 12 minutes 53 seconds West, a distance of 63.60 feet to a point; Thence North 89 degrees 47 minutes 07 seconds West, a distance of 100.09 feet to a point; Thence North 89 degrees 30 minutes 09 seconds West, a distance of 609.84 feet to a point; Thence North 06 degrees 35 minutes 10 seconds East, a distance of 63.80 feet to an iron pin found; Thence South 89 degrees 33 minutes 22 seconds East, a distance of 702.85 feet to a point, said point being the TRUE POINT OF BEGINNING.

Said tract containing 1.033 acres.

LEGAL DESCRIPTION – TRACT B

ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lot(s) 329 of the 18th District, DeKalb County, Georgia and being more particularly described as follows:

Beginning at a point at the intersection of the Western Right–of–Way line of Ashford Dunwoody Rd (Right–of–Way Varies), and the Northern Right–of–Way line of Interstate 285 (Right–of–Way Varies); Thence leaving the Western Right–of–Way line of Ashford Dunwoody Rd and following along the Northern Right–of–Way line of Interstate 285, South 59 degrees 59 minutes 24 seconds West, a distance of 768.56 feet to a point, said point being the TRUE POINT OF BEGINNING; Thence continuing along said Right–of–Way, South 59 degrees 59 minutes 24 seconds West, a distance of 157.34 feet to an iron pin found; Thence continuing along said Right–of–Way, South 69 degrees 55 minutes 50 seconds West, a distance of 594.50 feet to an iron pin found; Thence leaving the Northern Right–of–Way line of Interstate 285 (Right–of–Way Varies), North 10 degrees 38 minutes 49 seconds West, a distance of 189.90 feet to an iron pin found; Thence North 38 degrees 18 minutes 56 seconds West, a distance of 200.10 feet to an iron pin found; Thence North 06 degrees 35 minutes 10 seconds East, a distance of 327.35 feet to a point; Thence South 89 degrees 30 minutes 09 seconds East, a distance of 609.84 feet to a point; Thence South 00 degrees 12 minutes 53 seconds West, a distance of 161.70 feet to a point; Thence South 89 degrees 47 minutes 07 seconds East, a distance of 207.86 feet to a point; Thence South 00 degrees 12 minutes 53 seconds West, a distance of 218.34 feet to a point on the Northern Right–of–Way line of Interstate 285 (Right–of–Way Varies), said point being the TRUE POINT OF BEGINNING.

Said tract containing 9.240 acres.

LEGAL DESCRIPTION – TRACT A

ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lot(s) 329 & 330 of the 18th District, DeKalb County, Georgia and being more particularly described as follows:

Beginning at a point at the intersection of the Western Right–of–Way line of Ashford Dunwoody Rd (Right–of–Way Varies), and the Northern Right–of–Way line of Interstate 285 (Right–of–Way Varies), said point being the TRUE POINT OF BEGINNING; Thence leaving the Western Right–of–Way line of Ashford Dunwoody Rd and following along the Northern Right–of–Way line of Interstate 285, South 59 degrees 59 minutes 24 seconds West, a distance of 768.56 feet to a point; Thence leaving the Northern Right–of–Way line of Interstate 285 (Right–of–Way Varies), North 00 degrees 12 minutes 53 seconds West, a distance of 218.34 feet to a point; Thence North 89 degrees 47 minutes 07 seconds West, a distance of 207.86 feet to a point; Thence North 00 degrees 12 minutes 53 seconds East, a distance of 161.70 feet to a point; Thence South 89 degrees 47 minutes 07 seconds East, a distance of 100.09 feet to a point; Thence North 00 degrees 12 minutes 53 seconds East, a distance of 63.60 feet to a point; Thence South 89 degrees 33 minutes 22 seconds East, a distance of 787.85 feet to an iron pin with cap found on the Western Right–of–Way line of Ashford Dunwoody Rd (Right–of–Way Varies); Thence continuing along said Right–of–Way, South 16 degrees 51 minutes 13 seconds West, a distance of 55.90 feet to a point, said point being the TRUE POINT OF BEGINNING.

Said tract containing 4.725 acres.

SHEET 5 OF 5

REV	DATE	DESCRIPTION	BY

PLANNERS AND ENGINEERS COLLABORATIVE
"WE PROVIDE SOLUTIONS"
site planning – landscape architecture – civil engineering – land surveying
350 research court – peachtree corners, georgia – 30092 – (770) 451–2741
www.pecatl.com

FOR

GOLDKIST RD AT ASHFORD DUNWOODY RD

LAND LOT(S) 329 & 330
DISTRICT 18TH

CITY OF DUNWOODY

DEKALB COUNTY
GEORGIA

LOT DIVISION PLAT

DRAWN BY: JRW
CHECKED BY: MCS
FILE NO.: 1310.3.00
DATE: 1–22–2016
SCALE: 1"=100'

0 50 100 200

DUNWOODY CROWN TOWERS

RE-ZONING APPLICATION FOR SITE "B"

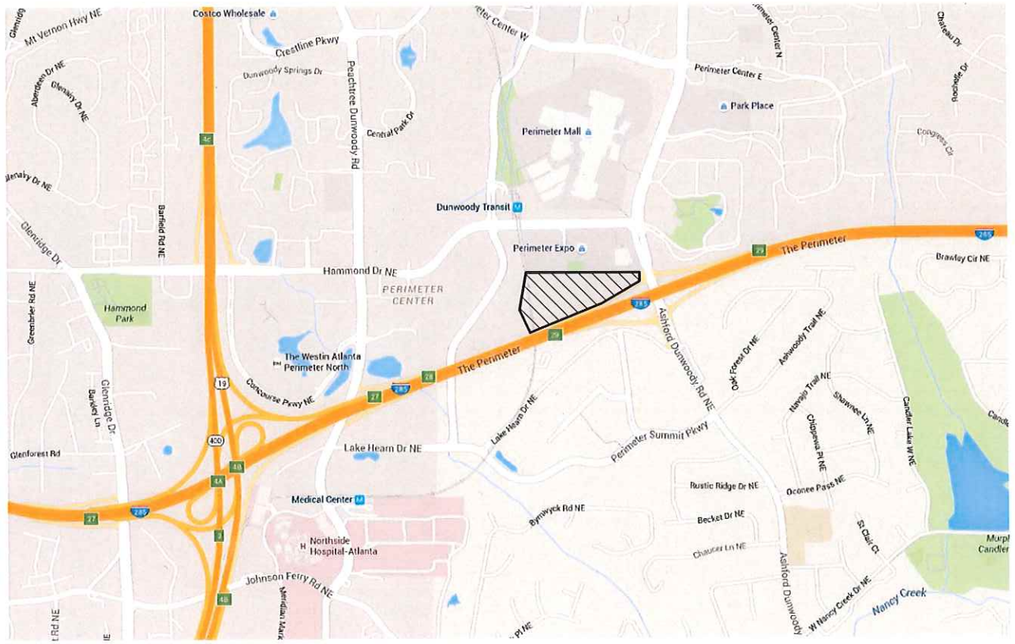
244 PERIMETER
CENTER PARKWAY,
DUNWOODY GA

Sheet List	
Sheet Number	**Sheet Name**
CP-000	COVERSHEET
CP-001	CONCEPTUAL PLAN - SITE
CP-002	CONCEPTUAL PLAN - ELEVATIONS
CP-003	CONCEPTUAL PLAN - MASSING
CP-004	STREET SECTION & TRANSIT PROXIMITY
CP-005	PEDESTRIAN CIRCULATION
CP-006	CONCEPTUAL PLAN - QUALITATIVE ILLUSTRATION
CP-007	CONCEPTUAL PLAN - QUALITATIVE ILLUSTRATION
CP-008	CONCEPTUAL PLAN - QUALITATIVE ILLUSTRATION

NOTE: PARKING FOR SITE "B" IS ACCOMMODATED WITHIN PARKING DECKS; THEREFORE LANDSCAPING PLAN FOR PARKING AREAS IS NOT INCLUDED.

SITE CONTEXT

1" = 20'-0"



tvsdesign
THOMPSON, VENTULETT, STAINBACK & ASSOCIATES, INC.
1230 PEACHTREE STREET NE SUITE 2700 ATLANTA, GEORGIA 30309
404-888-6600

CROWN HOLDINGS GROUP
CROWN HOLDINGS GROUP
4828 ASHFORD DUNWOODY ROAD, ATLANTA GA 30338

SEAL: ROBERT J. SWEET, CERTIFICATE NO. REGISTERED ARCHITECT, STATE OF GEORGIA

PROJECT	DUNWOODY CROWN TOWERS RE-ZONING APPLICATION FOR SITE "B"	244 PERIMETER CENTER PARKWAY, DUNWOODY GA
	COVERSHEET	
	DATE: 02/02/2016	PROJECT NO.: 04513.000

DWG NO. CP-000

FOR RE-ZONING APPLICATION REVIEW ONLY

LAND IN HATCHED AREA TO BE DEDICATED AS PUBLIC RIGHT OF WAY TO CITY OF DUNWOODY AND IS NOT INCLUDED IN SITE B ACREAGE AND DENSITY CALCULATIONS

STEPHEN MARTIN CEMETERY

100' - 0" FRONTAGE

20' SIDE SETBACK

PROPOSED SUBDIVISION LINE

BIKE RACK; TYP.

0' FRONT SETBACK

65' - 4"

20' SIDE SETBACK

30' REAR SETBACK

CP-002 1

PRIVATE DRIVE

0' FRONT SETBACK

CONFERENCE CENTER

50' FRONT SETBACK

RESTAURANT / OFFICE

RETAIL BLDG 1

PRIVATE DRIVE

CROWN TOWER 1

AMENITY / PARKING DECK 1

CP-002 2

CROWN TOWER 2

AMENITY / PARKING DECK 2

20' SIDE SETBACK

EXISTING PROPERTY LINE

HOTEL TOWER

20' SIDE SETBACK

20' SIDE SETBACK

PRIVATE DRIVE

OFFICE BUILDING B

SINGLE LOADING AREA / GARBAGE DISPOSAL

EXISTING BUILDING OUTLINE

PARKING DECK B

OFFICE BUILDING A

PARKING DECK A

SINGLE LOADING AREA / GARBAGE DISPOSAL

30' REAR SETBACK

SITE "B" OPEN AREA CALCULATION:

TOTAL SITE AREA:	206,908 SF
TOTAL BUILDING FOOTPRINT:	52,967 SF
TOTAL ROAD AREA:	47,931 SF
TOTAL SIDEWALK AREA:	23,622 SF
TOTAL COVERAGE =	52,967 + 47,931 + 23,622 = 124,520

PERCENT COVERAGE = 124520/206,908 = **60.2%**

SITE "A" OPEN AREA CALCULATION:

TOTAL SITE AREA:	400,749 SF
TOTAL BUILDING FOOTPRINT:	175,022 SF
TOTAL ROAD AREA:	66,558 SF
TOTAL SIDEWALK AREA:	39,764 SF
TOTAL COVERAGE =	175,022 + 66,558 + 39,764 = 281,344

PERCENT COVERAGE = 281,344/400,749 = **70.2%**

SITE "A"

O-I ZONING
W/ APPROVED ENTITLEMENTS PURSUANT TO THE VARIANCE GRANTED BY DEKALB COUNTY ON FEBRUARY 9, 1999

NOTE: SITE "A" IS NOT PART OF THE RE-ZONING APPLICATION AND IS ONLY SHOWN TO ILLUSTRATE EXISTING ENTITLEMENTS

SITE "B"

CR-1 ZONING PROPOSED

PROGRAM COLOR LEGEND

- OFFICE
- RETAIL
- RESIDENTIAL
- HOTEL

REFERENCE: OWNER FURNISHED SURVEY PREPARED BY "PLANNERS AND ENGINEERS COLLABORATIVE"

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#F.2.

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CROWN HOLDINGS GROUP

CROWN HOLDINGS GROUP
4828 ASHFORD DUNWOODY ROAD, ATLANTA GA 30338

SEAL: STATE OF GEORGIA CERTIFICATE NO. REGISTERED ARC

PROJECT: DUNWOODY CROWN TOWERS RE-ZONING APPLICATION FOR SITE "B"		244 PERIMETER CENTER PARKWAY, DUNWOODY GA
TITLE: CONCEPTUAL PLAN - SITE		
SCALE: As indicated	DATE: 02/02/2016	PROJECT NO.: 04513.000

DWG NO. CP-00

FOR RE-ZONING APPLICATION REVIEW ONLY

SITE "A" PROPOSED DENSITY

9.2 ACRES -- O-I ZONING

W/ APPROVED ENTITLEMENTS PURSUANT TO THE VARIANCE GRANTED BY DEKALB COUNTY ON FEBRUARY 9, 1999

OFFICE BUILDING A:	24 FLOORS -- 567,000 SF
OFFICE BUILDING B:	24 FLOORS -- 567,000 SF
HOTEL TOWER:	28 FLOORS -- 356,200 SF
PARKING DECK A:	10 FLOORS -- 827,200 SF = 2753 CARS
PARKING DECK B:	10 FLOORS -- 352,000 SF = 1173 CARS
RESTAURANT/OFFICE:	5 FLOORS -- 32,452 SF
CONFERENCE CENTER:	5 FLOORS -- 63,442 SF
TOTAL SITE AREA:	400,749 SF
TOTAL BUILDING FOOTPRINT:	175,022 SF
TOTAL PAVED AREA:	106,322 SF
TOTAL COVERAGE =	281,344 SF
PERCENT COVERAGE =	281,344/400,749 = **70.2%**

SITE "A" LAND USE INTESITY

W/ APPROVED ENTITLEMENTS PURSUANT TO THE VARIANCE GRANTED BY DEKALB COUNTY ON FEBRUARY 9, 1999

ON CURRENT 15 ACRES = 2.59 MILLION SF (TOTAL GROSS AREA LESS PARKING)
ON PROPOSED 9.2 ACRE = 1.58 MILLION SF (TOTAL GROSS AREA LESS PARKING)

SITE "B" PROPOSED DENSITY

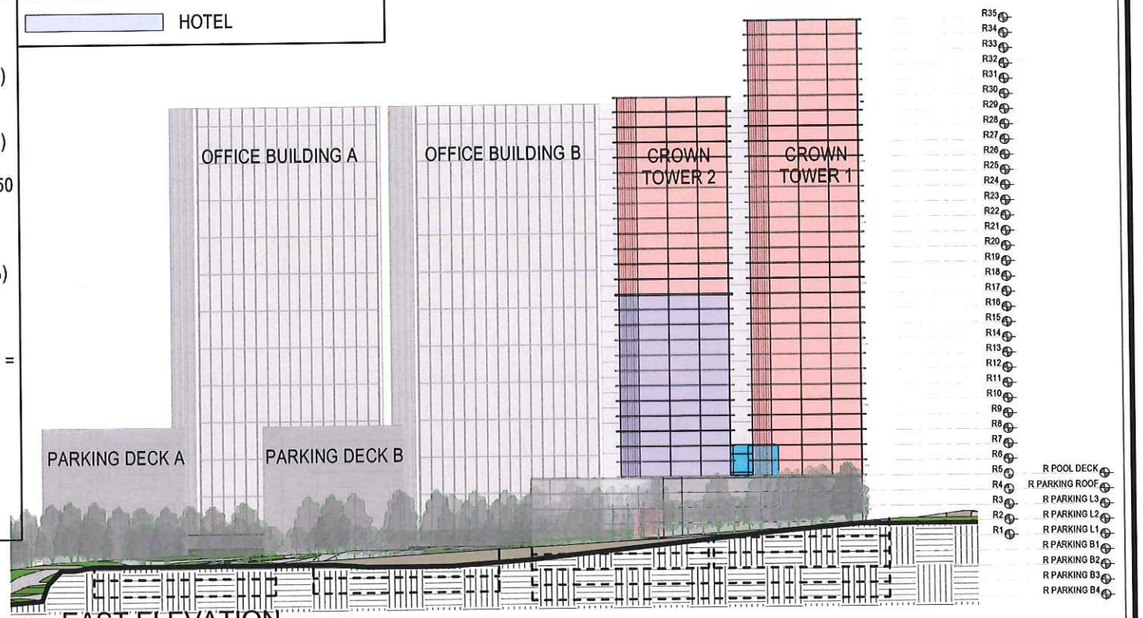
4.75 ACRES -- CR-1 ZONING PROPOSED

80 UNITS PER ACRE x 4.75 ACRES = 380 RESIDENTIAL UNITS

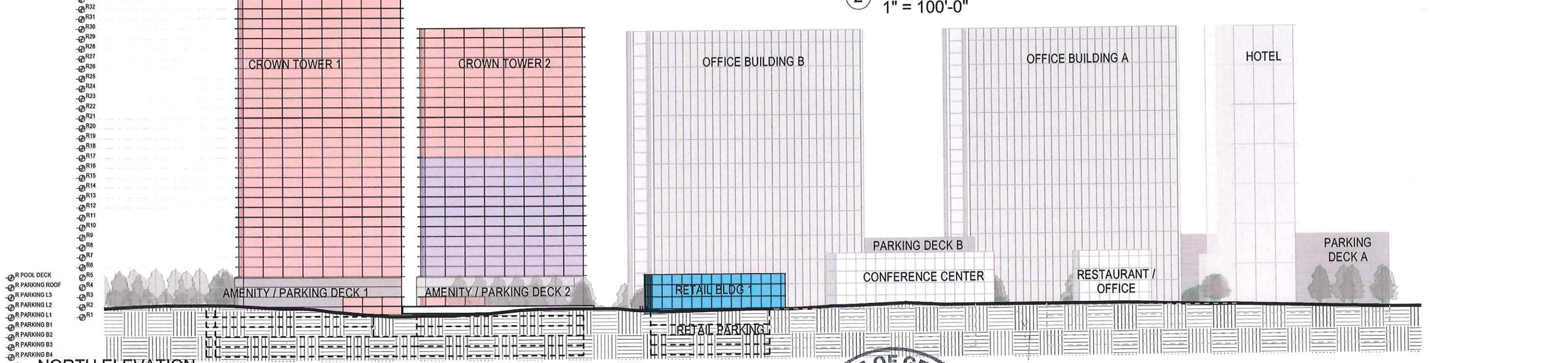
CROWN TOWER 1:	28-30 RESIDENTIAL FLOORS -- 291,600 SF (+/- 15%) = 265 UNITS + 4-5 FLOORS ABOVE GRADE PARKING + 4 FLOORS BELOW GRADE PARKING TOTAL PARKING = 158,800 SF = 488 CARS (+/- 15%) TOTAL HEIGHT NOT TO EXCEED 35 STOREYS
CROWN TOWER 2:	11-13 RESIDENTIAL FLOORS -- 124,800 SF (+/- 15%) = 115 UNITS + 10-12 HOTEL FLOORS -- 115,200 SF (+/- 15%) = 150 ROOMS + 4-5 FLOORS ABOVE GRADE PARKING + 4 FLOORS BELOW GRADE PARKING TOTAL PARKING = 158,800 SF = 488 CARS (+/- 15%) TOTAL HEIGHT NOT TO EXCEED 29 STOREYS
RETAIL BLDG 1:	3 RETAIL FLOORS -- 43,700 SF (+/- 15%) + 4 FLOORS BELOW GRADE PARKING -- 48,000 SF = 137 CARS (+/- 15%)
TOTAL SITE AREA:	206,908 SF
TOTAL BUILDING FOOTPRINT:	52,967 SF
TOTAL PAVED AREA:	71,553 SF
TOTAL COVERAGE =	124,520 SF
PERCENT COVERAGE =	124,520/206,908 = **60.2%**

PROGRAM COLOR LEGEND

- OFFICE
- RETAIL
- RESIDENTIAL
- HOTEL



2 EAST ELEVATION
1" = 100'-0"



1 NORTH ELEVATION
1" = 100'-0"

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CROWN HOLDINGS GROUP
CROWN HOLDINGS GROUP
4828 ASHFORD DUNWOODY ROAD, ATLANTA GA 30338

SEAL: ROBERT J. S... REGISTERED ARCHITECT CERTIFICATE NO. ...

FOR RE-ZONING APPLICATION REVIEW ONLY

PROJECT	DUNWOODY CROWN TOWERS RE-ZONING APPLICATION FOR SITE "B"	244 PERIMETER CENTER PARKWAY, DUNWOODY GA	
TITLE	CONCEPTUAL PLAN - ELEVATIONS		
SCALE	As Indicated	DATE	02/02/2016
PROJECT NO.	04513.000		

DWG NO. CP-002

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SITE "B" PARKING REQUIREMENTS:

RESIDENTIAL:
380 RESIDENTIAL UNITS = 190 2BR + 95 1BR + 95 3BR
TOTAL BEDROOMS = 760 = 760 PARKING SPACES
+ 1 VISITOR SPACE PER 8 UNITS = 380/8 = 48 SPACES
TOTAL PARKING RQUIRED FOR RESIDENTIAL = 760+48 = **808 SPACES**

HOTEL:
150 ROOMS x 1.25 SPACES PER ROOM = 188 SPACES
188 x .75 = 141
(25% ALLOWED MOTOR VEHICLE PARKING REDUCTION FOR TRANSIT SERVED LOCATIONS WITHIN 1500 FEET OF COMMUTER RAIL APPLIES TO THIS PROJECT)
REDUCED PARKING REQUIRED FOR HOTEL = **141 SPACES**

TOTAL PARKING REQUIRED = 949 SPACES
TOTAL PARKING PROPOSED = 976 SPACES

RETAIL:
4 SPACES PER 1,000 SF;
43,700 SF / 1,000 = 43.7
43.7 x 4 = 175 SPACES
171 x .75 = 131 SPACES
(25% ALLOWED MOTOR VEHICLE PARKING REDUCTION FOR TRANSIT SERVED LOCATIONS WITHIN 1500 FEET OF COMMUTER RAIL APPLIES TO THIS PROJECT)
REDUCED PARKING REQUIREMENT FOR RETAIL = **131 SPACES**

TOTAL PARKING REQUIRED = 131 SPACES
TOTAL PARKING PROPOSED = 137 SPACES

SITE "B" OFF-STREET LOADING REQUIREMENTS:

PER SECTION 27-212:

- 1 LOADING SPACE HAS BEEN PROVIDED FOR CROWN TOWER 1 (265 UNITS) FOR CROWN TOWER 2 (115 RESIDENTIAL UNITS & 150 HOTEL ROOMS)

- 1 LOADING SPACE HAS BEEN PROVIDED FOR RETAIL BUILDING (43,700 SF)

PROGRAM COLOR LEGEND

- OFFICE
- RETAIL
- RESIDENTIAL
- HOTEL

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CROWN HOLDINGS GROUP

CROWN HOLDINGS GROUP
4828 ASHFORD DUNWOODY ROAD, ATLANTA GA 30338

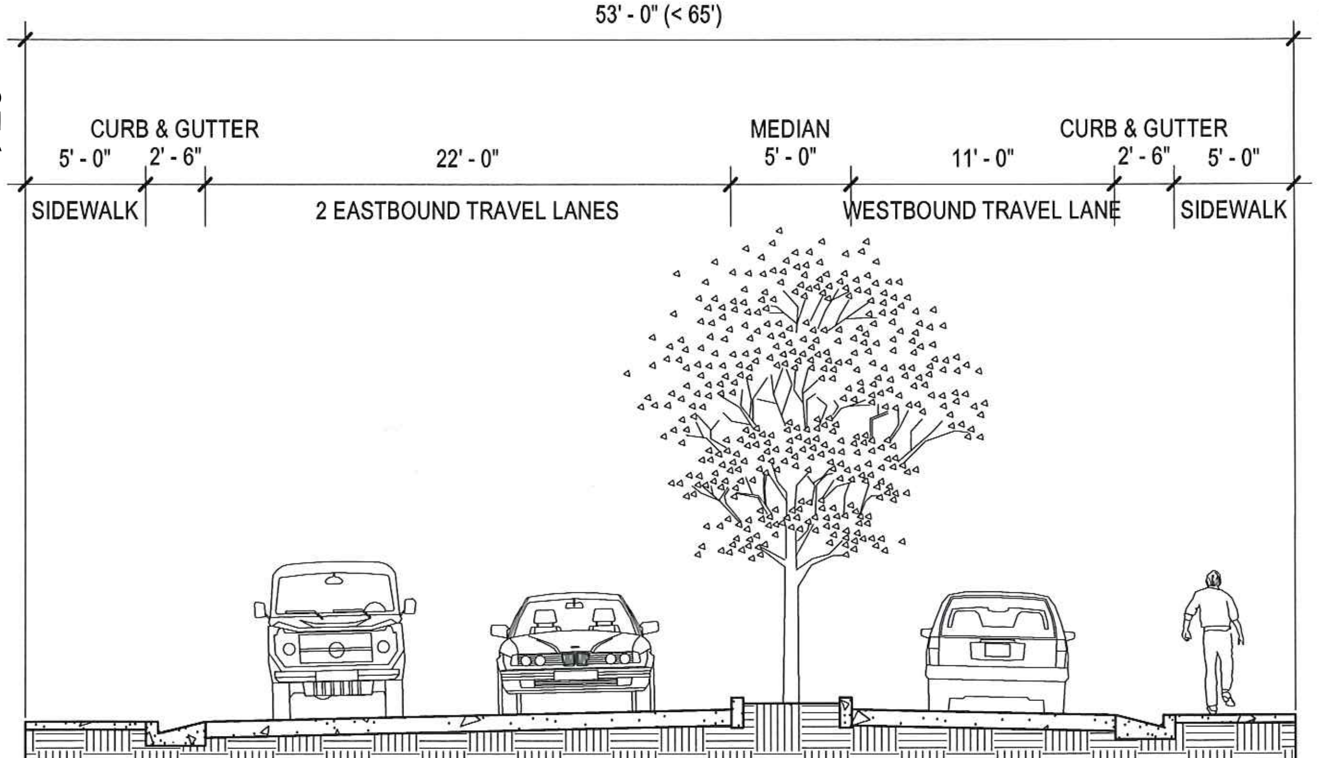
SEAL

STATE OF GEORGIA REGISTERED ARCHITECT

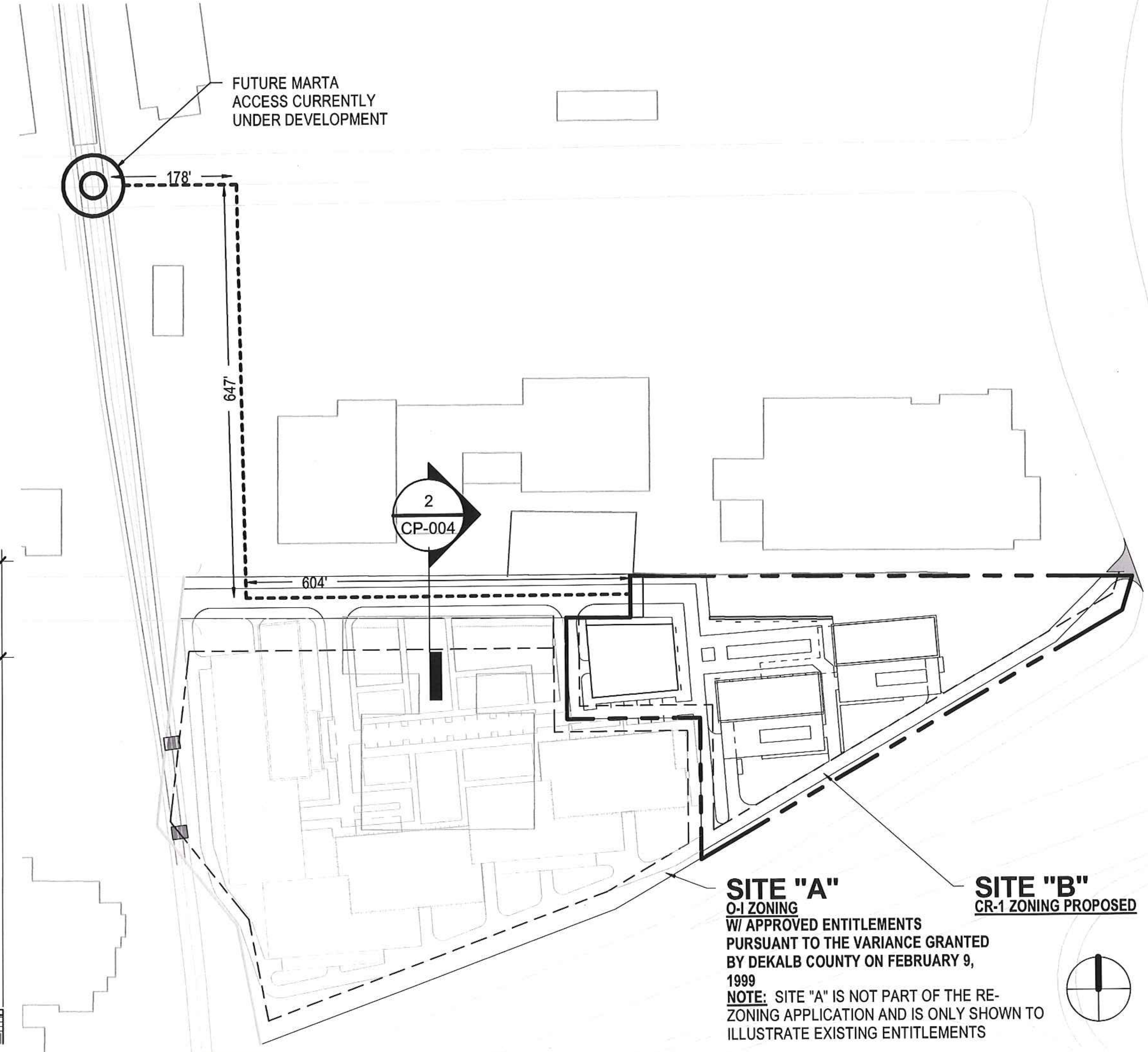
PROJECT DUNWOODY CROWN TOWERS RE-ZONING APPLICATION FOR SITE "B"	244 PERIMETER CENTER PARKWAY, DUNWOODY GA	DWG NO.
TITLE CONCEPTUAL PLAN - MASSING		CP-00
SCALE 1/8" = 1'-0"	DATE 02/02/2016	PROJECT NO. 04513.000

#F.2.

FOR RE-ZONING APPLICATION REVIEW ONLY



2 CONCEPTUAL STREET SECTION @ PUBILC R.O.W.
1/8" = 1'-0"



1 TRANSIT PROXIMITY
1" = 200'-0"

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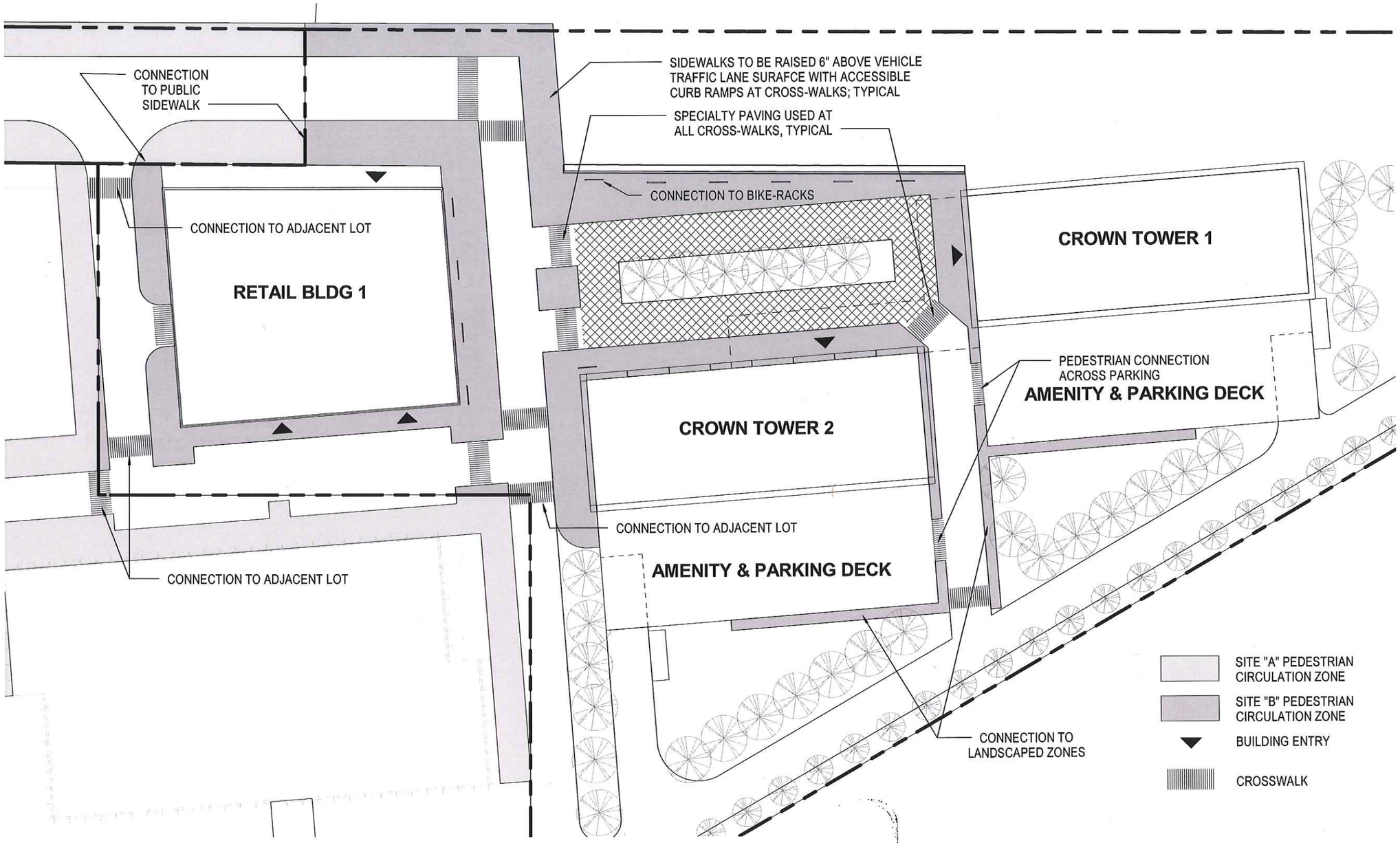
CROWN HOLDINGS GROUP

CROWN HOLDINGS GROUP
4828 ASHFORD DUNWOODY ROAD, ATLANTA GA 30338

SEAL: ROBERT J. SVEN... STATE OF GEORGIA REGISTERED ARCHITECT CERTIFICATE NO. ...

PROJECT	DUNWOODY CROWN TOWERS RE-ZONING APPLICATION FOR SITE "B" — 244 PERIMETER CENTER PARKWAY, DUNWOODY GA
TITLE	STREET SECTION & TRANSIT PROXIMITY
SCALE	As indicated
DATE	02/02/16
PROJECT NO.	04513.000
DWG NO.	CP-004



1 Site Plan - Pedestrian Circulation
1" = 50'-0"

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CROWN HOLDINGS GROUP
CROWN HOLDINGS GROUP
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STATE OF GEORGIA
ROBERT L. SVEDBERG
CERTIFICATE NO. 009723
REGISTERED ARCHITECT

PROJECT	DUNWOODY CROWN TOWERS RE-ZONING APPLICATION FOR SITE "B"
	244 PERIMETER CENTER PARKWAY, DUNWOODY GA
TITLE	PEDESTRIAN CIRCULATION
SCALE	1" = 50'-0"
DATE	02/02/16
PROJECT NO.	04513.000

DWG NO.
CP-00

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CROWN HOLDINGS GROUP

CROWN HOLDINGS GROUP
4828 ASHFORD DUNWOODY ROAD, ATLANTA GA 30338

ROBERT J. SVEDBERG
CERTIFICATE NO. 025763
REGISTERED ARCHITECT

PROJECT	DUNWOODY CROWN TOWERS RE-ZONING APPLICATION FOR SITE "B"
	244 PERIMETER CENTER PARKWAY, DUNWOODY GA
TITLE	CONCEPTUAL PLAN - QUALITATIVE ILLUSTRATION
SCALE	
DATE	02/02/16
PROJECT NO.	04513.000

DWG NO.
CP-006

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CROWN HOLDINGS GROUP

CROWN HOLDINGS GROUP
4828 ASHFORD DUNWOODY ROAD, ATLANTA GA 30338

ROBERT J. SVEDBERG
CERTIFICATE NO. 006
REGISTERED ARCHITECT

FOR RE-ZONING APPLICATION REVIEW ONLY

PROJECT: DUNWOODY CROWN TOWERS
RE-ZONING APPLICATION FOR SITE "B"

244 PERIMETER CENTER PARKWAY, DUNWOODY GA

TITLE: CONCEPTUAL PLAN - QUALITATIVE ILLUSTRATION

SCALE:

DATE: 02/02/16

PROJECT NO.: 04513.000

DWG NO.: CP-0(

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CROWN HOLDINGS GROUP

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FOR RE-ZONING APPLICATION REVIEW ONLY

PROJECT	DUNWOODY CROWN TOWERS RE-ZONING APPLICATION FOR SITE 'B'
	244 PERIMETER CENTER PARKWAY, DUNWOODY GA
TITLE	CONCEPTUAL PLAN - QUALITATIVE ILLUSTRATION
SCALE	
DATE	02/02/16
PROJECT NO.	04513.000

DWG NO.

CP-008