

P-19-20

Petition Summary

Request for approval of an amendment to the Planned Unit Development (PUD) for Lane Parke.

Recent Background

At its meeting of August 26, 2019, the city council approved the applicant's request to carry the case over to September 23, 2019 for revisions.

At its meeting of August 12, 2019, the city council held a public hearing on this case, announcing at the beginning of the meeting the no vote would be taken at that time, in the absence of two of its members. The applicant presented the case and public comment was taken.

Analysis

The proposed PUD amendment has 4 prongs:

1. To amend the Traffic & Access Plan to add Block 8 to the list of blocks that may contain a drive-thru.
2. To exclude coffee shops and specialty food related concepts from the list of permitted drive-thru uses for proposed Block 8.
3. To amend the Base Zoning Standards to allow 4 drive-thrus.
4. To add language to require a stacking/queue analysis and city council approval for each and every proposed drive-thru in the project; every time a new tenant drive-thru is proposed.

Planning Commission Recommendation

At its meeting of July 1, 2019, the planning commission recommended approval of the proposed drive-thru amendment (P-19-20), with a condition that the language be made more restrictive with regard to specific proposed tenant types and specific locations within Lane Parke.

Language has been added to require a stacking/queue analysis and city council approval for each and every proposed drive-thru in the project; every time a new tenant drive-thru is proposed; and language has been added which further limits the uses that may contain a drive-thru in Block 8.

Traffic Study of Drive-Through Queue

Analysis of Queue Lengths

Excerpt of Skipper Queue Study, Page 5 (Revised September 3, 2019):

“The longest average queues (both in length and duration) for the Coffee Shop are during the morning peak period (between 6:05 and 8:40 a.m.). Based on the data collected, it is estimated that the queue

for the proposed Coffee Shop will exceed the available storage of nine (9) vehicles for four (4) minutes during the morning peak period.

More specifically:

- The queue will exceed storage by one vehicle for three (3) minutes, at dispersed times throughout the peak period.
- The queue will exceed storage by two vehicles for one (1) minute, likely to occur around 8:30 a.m.

During the midday and afternoon peak periods, it is projected that the queue will not exceed the storage.

A queue which exceeds the storage by one vehicle will block the crosswalk which crosses the entrance to the drive-through at Jemison Lane, but will not impede traffic flow on Jemison Lane. A queue which exceeds the storage by two vehicles will impede one direction of traffic flow on Jemison Lane. This situation is projected to occur for one (1) minute, at around 8:30 a.m.

**** In the previous edition of this report, issued on June 10, 2019, the available queue storage would be exceeded for approximately nine (9) minutes on a typical weekday (six minutes during the morning peak period and three minutes during the afternoon peak period). The revised report indicates that the queue storage is anticipated to be exceeded for four (4) minutes, all during the morning peak period. *The difference in the results is due to the addition of queue observations at a third site during the morning peak period (Starbucks on Cahaba Heights Road in Vestavia Hills). The additional data points reduced the average queue lengths calculated in the analysis.*****

Landscape Plan for Phase 2

The PUD contains a list of approved plant species, and indicates that street trees and other landscaping along street frontages should resemble that of the traditional village and be compatible with it. The PUD also indicates that the landscape plan is subject to the Village Design Review process. This means that a proposed landscape plan should be presented to the VDR for review and approval prior to implementation. However, such an approved landscape plan does not, then, become part of the PUD; and as such, is not subject to city council review when changes are made to an approved landscape plan.

Likewise, the city council, in its review of any proposed PUD amendment, is not bound by any landscape plan previously approved by the VDR. This does not preclude the council from taking into consideration an approved landscape plan, during the course of its review of all factors of a PUD amendment.

Affected Regulation

Article XVI, Planned Unit Development District; Section 129-266, Additional Requirements and Provisions

Appends

LOCATION: 2655 Lane Parke Road

ZONING DISTRICT: Planned Unit Development

OWNER: Evson, Inc.

NOTICE OF PUBLIC HEARING

PROPOSED ZONING NOTICE

Notice is hereby given that at a regular meeting of the City Council of the City of Mountain Brook to be held on Monday, September 23, 2019, at 7:00 p.m., in the Council Chamber of the Mountain Brook City Hall located at 56 Church Street, Mountain Brook, Alabama 35213, the City Council will hold a public hearing to consider proposed amendments to the Lane Parke PUD, as approved upon the adoption of Ordinance 1871 dated May 21, 2012.

Proposed PUD changes (with respect to the number of drive-thrus and their locations) are available for review during regular business hours at City Hall or by going to: www.mtnbrook.org – *Calendar – September 23, 2019 – City Council - Supporting Documents – Lane Parke PUD Amendment.*

ORDINANCE NO.

AN ORDINANCE AMENDING THE LANE PARKE PUD

BE IT ORDAINED by the City Council of the City of the City of Mountain Brook, Alabama, as follows:

- 1. Development Standards.** The Master Development Plan and the materials submitted by the applicant, as required by Section 129-265 of the Mountain Brook City Code, as approved upon the adoption of Ordinance 1871 dated May 21, 2012 are hereby amended to include the changes specified as attached hereto.
- 2. Description of Affected Property.** The property that is the subject of the rezoning approved by this ordinance is described as follows:

A parcel of land being situated in the Northeast quarter of the Northwest quarter and the Southeast quarter of the Northwest quarter of Section 8, Township 18 South, Range 2 West, more particularly described as follows:

Begin at the Southwest Corner of the Northeast Quarter of the Northwest Quarter of Section 8, Township 18 South, Range 2 West; being the Point of Beginning; thence run Northerly along the West line of said Quarter - Quarter a distance of 665.12 feet; thence right $91^{\circ}-08'-04''$ a distance of 1325.11 feet; thence right $88^{\circ}-58'-55''$ a distance of 74.22 feet; thence right $37^{\circ}-49'-05''$ a distance of 736.41 feet; thence right $52^{\circ}-46'-30''$ a distance of 62.37 feet; thence right $00^{\circ}-14'-22''$ a distance of 179.92 feet; thence left $90^{\circ}-58'-32''$ a distance of 355.39 feet; thence right $88^{\circ}-43'-29''$ a distance of 24.53 feet; thence left $87^{\circ}-29'-35''$ a distance of 139.13 feet; thence right $89^{\circ}-27'-49''$ a distance of 14.61 feet; thence left $117^{\circ}-30'-00''$ a distance of 175.92 feet; thence right $84^{\circ}-32'-17''$ a distance of 46.85 feet; thence tangent to a curve to the left having a radius of 1243.26 feet and a central angle of $9^{\circ}-20'-05''$ along the curve an arc distance of 202.55 feet; thence right $62^{\circ}-49'-52''$ from the tangent of said curve a distance of 329.33 feet; thence tangent to a curve to the left having a central angle of $18^{\circ}-00'-50''$ and a radius of 66.12 feet an arc distance of 20.79 feet; thence left $2^{\circ}-03'-01''$ to the tangent of a curve to the left having a central angle of $34^{\circ}-34'-36''$ and a radius of 60.77 feet, an arc distance of 36.67 feet; thence continue from the tangent of said curve a distance of 45.64 feet; thence right $90^{\circ}-00'-00''$ a distance of 119.49 feet; thence right $33^{\circ}-25'-36''$ a distance of 245.11 feet; thence right $0^{\circ}-00'-42''$ a distance of 377.82 feet to the Point of Beginning.

Said Parcel contains 27.59 acres more or less.

- 3. Repealer.** All ordinances or parts of ordinances heretofore adopted by the City Council of the City of Mountain Brook, Alabama that are inconsistent with the provisions of this ordinance are hereby expressly repealed.

4. **Severability.** If any part, section or subdivision of this ordinance shall be held unconstitutional or invalid for any reason, such holding shall not be construed to invalidate or impair the remainder of this ordinance, which shall continue in full force and effect notwithstanding such holding.
5. **Effective Date.** This ordinance shall become effective immediately upon adoption and publication as provided by law.

At the aforesaid time and place, all interested parties will be heard in relation to the changes proposed by said ordinance.

CERTIFICATION

I, Tammy Reid, Administrative Analyst for the City of Mountain Brook, Alabama, do hereby certify that I have caused notice of the proposed amendment to the zoning ordinance and of public meeting thereupon set forth above to be published and provided in the manner specified by Article XXV of the Mountain Brook City Code. I further certify that I have posted said notice in four conspicuous places within the City of Mountain Brook, in the manner and within the time permitted by law, said places being:

Mountain Brook City Hall, 56 Church Street
Gilchrist Pharmacy, 2850 Cahaba Road
Cahaba River Walk, 3503 Overton Road
Overton Park, 3020 Overton Road

Tammy Reid, Administrative Analyst



Lane Parke

MOUNTAIN BROOK, ALABAMA

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BASE ZONING DISTRICT STANDARDS

REQUIRED LOT WIDTH & MINIMUM LOT DEPTH			
Free-Standing	60' width	Not Applicable	Lane Parke will be divided into Parcels as identified on Page 3 of this PUD Application. The Design Standards and Illustrative Master Plan contemplate buildings and structures being oriented with respect to such Parcels, so minimum lot widths and depths are not necessary.
Street-Front	25' width		
Residential	60' width; 100' depth		
STREET WALL			
Street-Front	Street wall to cover 90-100% of a lot	Not applicable to drive aisles and access points to any structured parking	To allow for efficient vehicular travel and convenient access to parking within the Lane Parke Plan.
Residential	Street wall to cover 65-100% of a lot	Not Applicable	To allow for greater spacing between buildings, and to provide a center courtyard for the addition of green space and amenities.
PRIMARY ENTRANCES			
Primary Entrances	One (1) primary entrance to be located every 50' of street frontage on Primary Frontages	Exceptions permissible with respect to tenants occupying in excess of 4,000 square feet of space that require single point entry	To accommodate the requirements of larger tenants in the Lane Parke Plan.
FACADE PROJECTIONS			
Free-Standing	Bay windows and balconies may extend up to 5' from the facade, but may not extend over front building line.	Bay windows and balconies may extend up to 3' over the front building line.	To allow for more variation on buildings that preserve a tight street edge.
PARKING, VEHICLE AND PEDESTRIAN ACCESS STANDARDS			
Parking Quantity	Retail-5 per 1,000; Service-5 per 1,000; Office-4 per 1000; Residential-2 per dwelling unit plus visitor spaces	Parking quantity and access will be implemented in accordance with the Parking, Access and Traffic Plan included in Section 13 of this PUD application	Parking quantities incorporate shared use reductions, as allowed by the Village Overlay Standards.
Parking Design	Parking for all residential uses shall be located in the rear of any residential building, and no parking shall be permitted in any front yard or side yard; allowance for visitor parking in front of any building if located on – street and available for public use	Parking design for the Residential Use Area will be implemented in accordance with the Parking, Access and Traffic Plan included in Section 13 of this PUD application, which does not forbid parking in front or side yards	This will allow for multiple, yet smaller and more discreet, parking fields and is necessary to provide a center courtyard for the addition of green space and amenities. The location of the Residential Buildings away from the commercial core of Lane Parke and the Village mitigates the aesthetic impacts of parking areas within front and side yards.
Vehicle Access Limitations	Vehicle access to all lots shall be limited according to frontage type on the applicable Building and Development Regulating Plan	The limitation on vehicle access to buildings for both Primary and Secondary Frontages shall not apply to drive aisles and access points to any structured parking, as generally depicted in the Illustrative Master Plan	To allow for efficient vehicular travel and convenient access to parking within the Plan, so service areas will be located in accordance with the Parking, Access and Traffic Plan in Section 13 of this PUD Application.
Drive-through Facilities	Drive-through facilities may be permitted only where ingress and egress is provided from a Secondary or Access Street as identified in the Master Plan	Drive-through facilities shall be permissible in four (4) three (3) locations in accordance with the Design Standards	The Design Standards comply with the spirit of the Village Overlay Standards but specific streets in the Lane Parke Plan vary from the layout in the Village Master Plan.
SERVICE YARDS			
Service Yards	Residence G Standards and Local Business District Standards require service yards to be located at the rear of the buildings and specify size and material requirements	Does not require service yards to be at the rear and dictates that service yards be screened from view (see Design Standards)	Some of the buildings in the Lane Parke Plan do not have a rear yard and will have streets on all sides. Accordingly, service areas shall be located in accordance with the Parking, Access and Traffic Plan and screened in accordance with the Design Standards.
MATERIAL SPECIFICATIONS			
Standards	All buildings shall have one primary material covering at least 70% of building facades	The primary material for Residential Buildings may consist of less than 70% coverage of the building facades	To break up the scale of this larger (up to 4-story) building type.
Building Materials	Primary Materials and Secondary Materials do not include the use of painted brick	Allows for the use of painted brick	To provide greater variety without compromising the aesthetic of Mountain Brook Village.
SIDEWALK WIDTH			
Sidewalk Width	Sidewalks on primary streets shall be 8-12' wide	The sidewalk on the section of Lane Parke Road north of Park Lane Court South shall be 6' minimum	This sidewalk will not support retail traffic and will serve as a transition to residential areas north of Lane Parke.

Additional notes:

- Utilities. The Building Typology requirements do not apply where utility easements and drainage/floodway easements prohibit the ability to conform.
- Ray Building. To the extent the Ray Building does not comply with the Village Overlay Standards, the Local Business District requirements or the Design Standards in any respect, no alterations to the Ray Building shall be required and the Ray Building may remain as currently constructed as a legal non-conforming structure. Any future material exterior alterations or renovations to the Ray Building shall conform to the appropriate Architectural Style set forth in the Pattern Book.
- Design Standards. The Design Standards are hereby incorporated herein by reference and any provisions thereof not expressly identified above that deviate from the Village Overlay Standards, the Residence G Standards or the Local Business District regulations shall be permissible. To the extent any provisions of the Design Standards are inconsistent with the provisions of the Village Overlay Standards, the Residence G Standards or the Local Business District regulations, the Design Standards shall control.
- Parking Design. The requirements related to Parking Design shall not apply, as parking and access will be implemented in accordance with the Parking, Access and Traffic Plan included in Section 13 of this PUD Application.



DRIVE THROUGH FACILITIES

Drive through facilities may be designed and constructed as amenities to first floor retail or commercial space in the following locations as shown in the Parking, Access and Traffic Plan or in the Alternate Drive Through and Access Plan: (i) two locations within parcel 10 ~~and~~, (ii) one location within parcel ~~5 along Park Lane Court South~~8, and (iii) one location within parcel ~~5~~; provided however, that such drive through facilities may only service the following uses: (each being referred to individually as a “Drive Through Use Category”): (i) banks/financial institutions, (ii) pharmacies (including pharmacies ancillary to another primary use), (iii) dry-cleaners, (iv) coffee shops (in parcels 5 and 10 only), and (v) specialty food related concepts (in parcels 5 and 10 only) not included within the fast-food restaurant category such as bakeries, delicatessens and stores offering the sale of ice cream, yogurt and/or smoothies. The drive through location within parcel 8 may not service a coffee shop or a specialty food related concept. Fast-food restaurant uses may not utilize drive through facilities.

Prior to constructing any drive-through facilities, the Project Owner shall submit to the City Council a study prepared by a reputable traffic engineer (a “Stacking Study”) concluding that the stacking of vehicles for a particular Drive Through Use Category in a particular location will not have a material adverse impact on traffic and circulation within the Project and on any adjacent public roads. The Project Owner shall be permitted to construct a drive-through facility with respect to a particular Drive Through Use Category and location upon receipt of written approval from the City Council based on the City Council’s reasonable approval of the Stacking Study for such particular Drive Through Use Category and location.

DESIGN REVIEW

In connection with the preparation of schematic design documents for any building(s), the Project Owner shall submit to the zoning officer (as defined in the City Code) schematic design drawings (site plan, floor plans and elevations of the buildings therein) (“Preliminary Plans”) for review and comment relative to compliance with the Design Standards. The zoning officer shall have the right to consult with the Design Committee for guidance on whether the Preliminary Plans comply with the Design Standards. Upon written request of the zoning officer, the Project Owner shall present the Preliminary Plans to the Design Committee at a regularly scheduled meeting

of the Design Committee and cooperate with any subsequent inquiries of the Design Committee. The zoning officer will notify the Project Owner in writing within 30 days of the last to occur of the submittal of the Preliminary Plans or the Project Owner’s presentation to the Design Committee if said Preliminary Plans do not comply with the Design Standards, which written notice shall include a description of why the Preliminary Plans are not in compliance with the Design Standards.

Prior to commencing construction on any building within Lane Parke, the Project Owner shall apply for a building permit in accordance with the requirements of Section 109-40 through Section 109-46 of the City Code. The zoning officer shall have the right to consult with the Design Committee to determine if the final plans for any building comply with the Design Standards.

The provisions of the foregoing two (2) paragraphs shall be referred to herein as the “Design Review Process”).

DESIGN REVIEW — SIGNAGE AND AWNINGS

The Project Owner shall submit a final signage plan (based upon the Signage Plan included in Section 12 of this PUD Application) to the Design Committee for review and approval as a Master Sign Plan in accordance with the requirements of Section 121, Division 3, of the City Code and each business within Lane Parke, prior to erecting any signs or awnings, shall submit an application for a sign permit in accordance with the requirements of Section 121, Division 2, of the City Code.

TRAFFIC AND ACCESS

The plan of traffic and access for Lane Parke shall be as more particularly set forth herein in this Section 13 (the “[Traffic and Access Plan](#)”). The traffic and access improvements constructed in connection with the Lane Parke Plan shall be in accordance with the Traffic and Access Plan [or the Alternate Drive Through and Access Plan](#).

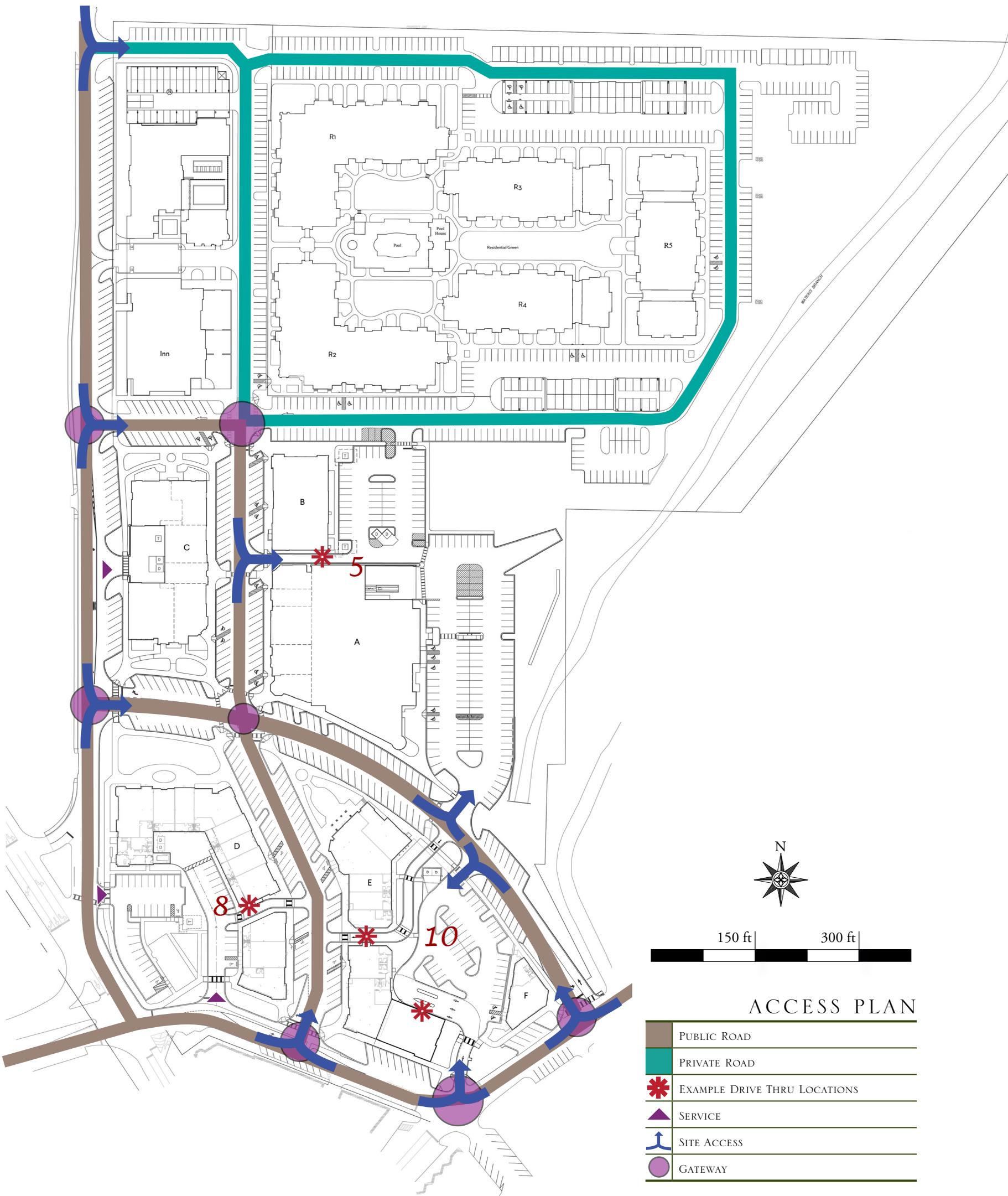
The Traffic and Access Plan has been prepared in accordance with the recommendations of a Traffic Impact Study prepared by Skipper Consulting, Inc, a leading regional traffic consultant, a copy of which has been submitted with this PUD Application as [Appendix B](#) (the “[Traffic Impact Study](#)”).

The Traffic Impact Study recommends that the following improvements be constructed to better service the traffic demands resulting from the uses and improvements to be included within Lane Parke (collectively, the “[Traffic Improvements](#)”):

- Widen Lane Park Road to a three lane cross section from the intersection of Cahaba Road/Culver Road/U.S. Hwy. 280 ramps for approximately 440 feet northward (including turn bay storage, turn bay taper, and transition taper).
- Widening of Culver Road to a three lane cross section.
- Restriping Montevallo Road to provide a left turn lane into the site access.
- Modifying the traffic signal at the intersection of Cahaba Road/Lane Park Road/Culver Road/U.S. 280 Ramps to provide a protected-permissive left turn arrow for traffic turning left from the U.S. 280 ramp northbound onto Cahaba Road and Lane Park Road.

In accordance with the recommendations of the Traffic Impact Study, the Traffic Improvements shall be constructed and/or implemented.

APPENDIX G: ALTERATE DRIVE THROUGH AND ACCESS PLAN



150 ft | 300 ft

ACCESS PLAN

	PUBLIC ROAD
	PRIVATE ROAD
	EXAMPLE DRIVE THRU LOCATIONS
	SERVICE
	SITE ACCESS
	GATEWAY



DRIVE-THROUGH QUEUE TRAFFIC STUDY

Lane Parke PUD

Mountain Brook, Alabama

Prepared for:

Evson, Inc.

2621 Lane Park Road
Mountain Brook, Alabama 35223



SIGNED: Richard Lyn Caudle

DATE: 9/3/19

Prepared by:

Skipper Consulting, Inc.

3644 Vann Road, Suite 100
Birmingham, Alabama 35235

June 10, 2019

Revision 1: September 3, 2019

Introduction

This report documents a traffic analysis to support a change in the Lane Parke PUD in Mountain Brook, Alabama, in order to allow construction of a drive-through window for a proposed Coffee Shop. The proposed shop location within the PUD and orientation of the drive-through lane is shown in Figure 1.

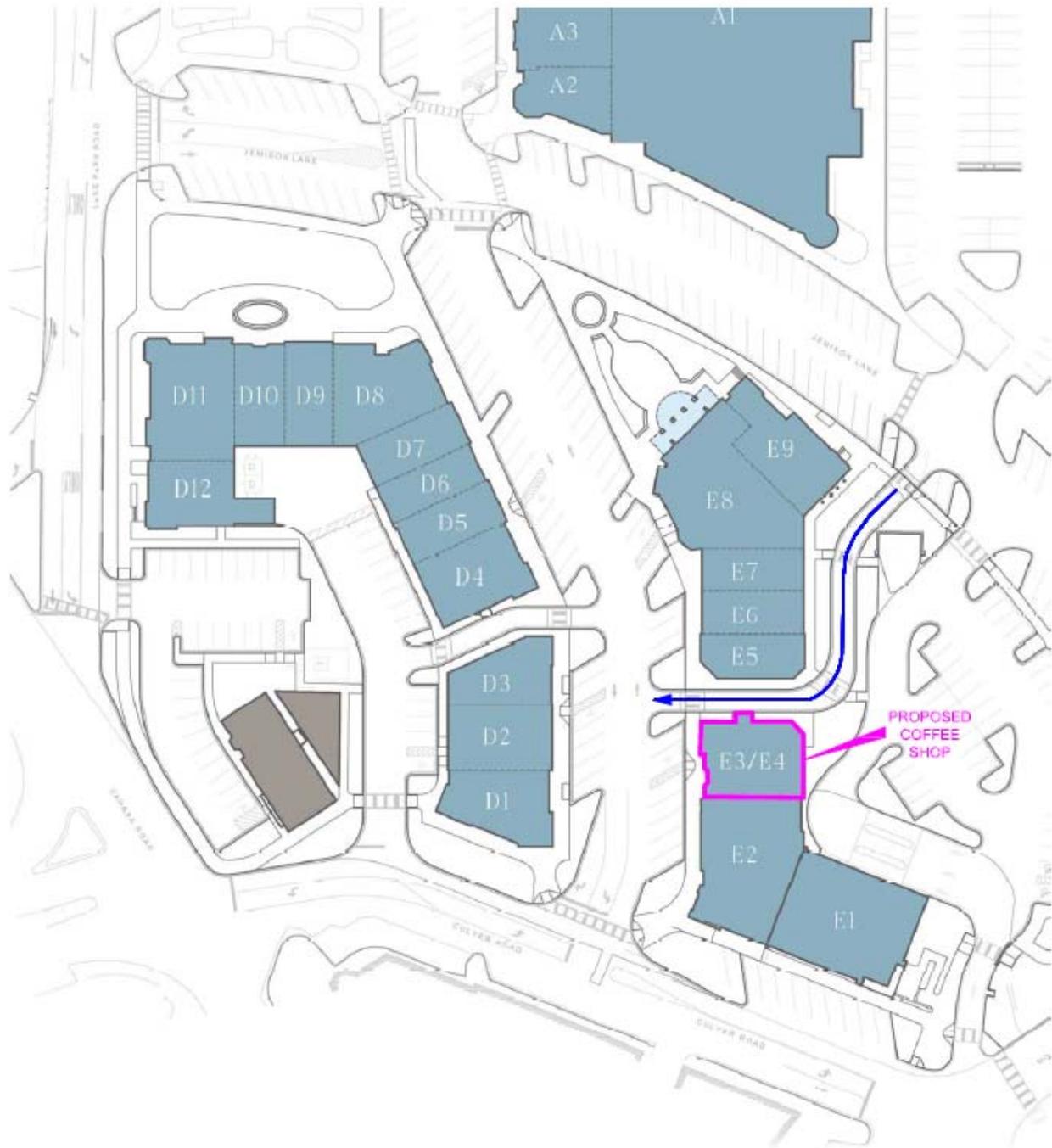


Figure 1. Drive-Through Locations

Drive-Through Storage

The drive-through lane for the Coffee Shop has the capacity to store approximately nine (9) vehicles beginning at the window, before the queue blocks the crosswalk crossing the entrance to the drive-through lane. The length of available storage is 195 feet, and the assumed queue per stored vehicle is 22 feet, on average.

Existing Queue Length Studies

Existing studies for drive-through queues for Coffee Shops are limited to one report containing maximum queue lengths for six Coffee Shops located in Minnesota and Kansas. The data in the report is limited to reporting the maximum observed queue during a 24-hour period. A graphical depiction of the data is shown below.

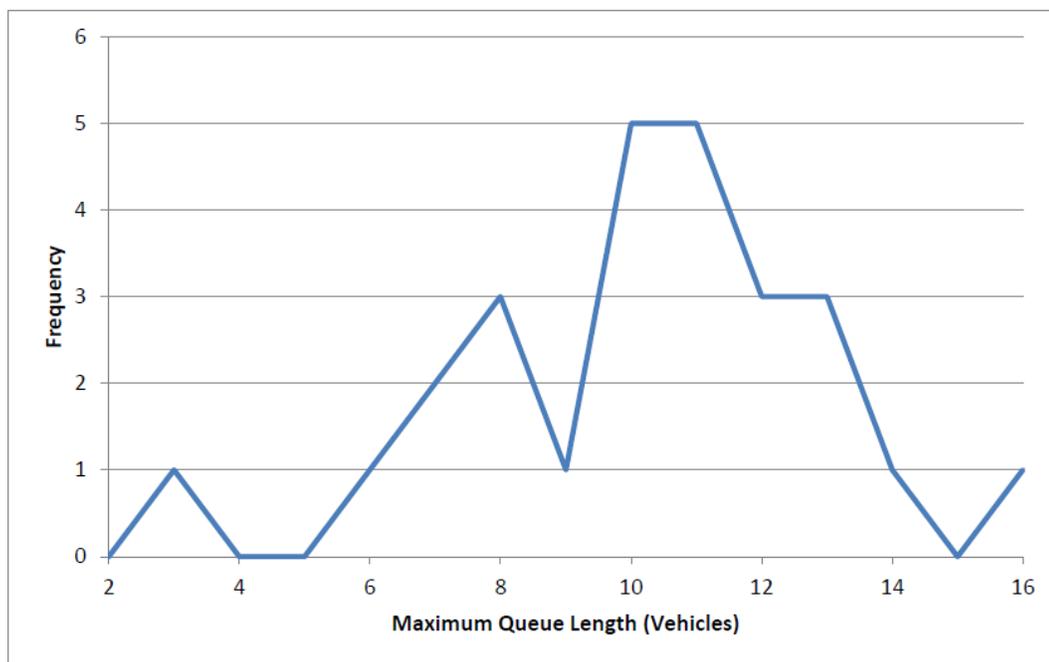


Figure 3.3.2 – Drive-Through Coffee Shop Maximum Queue Frequency – MN + KS Data

Source: *Drive-Through Queue Generation*, Mike Spack, P.E., et al

The data collected in Minnesota and Kansas was statistically analyzed in the Spack report to yield the following:

- Average Maximum Queue – 10.2 vehicles
- 85th Percentile Queue – 13 vehicles
- Maximum Queue – 16 vehicle

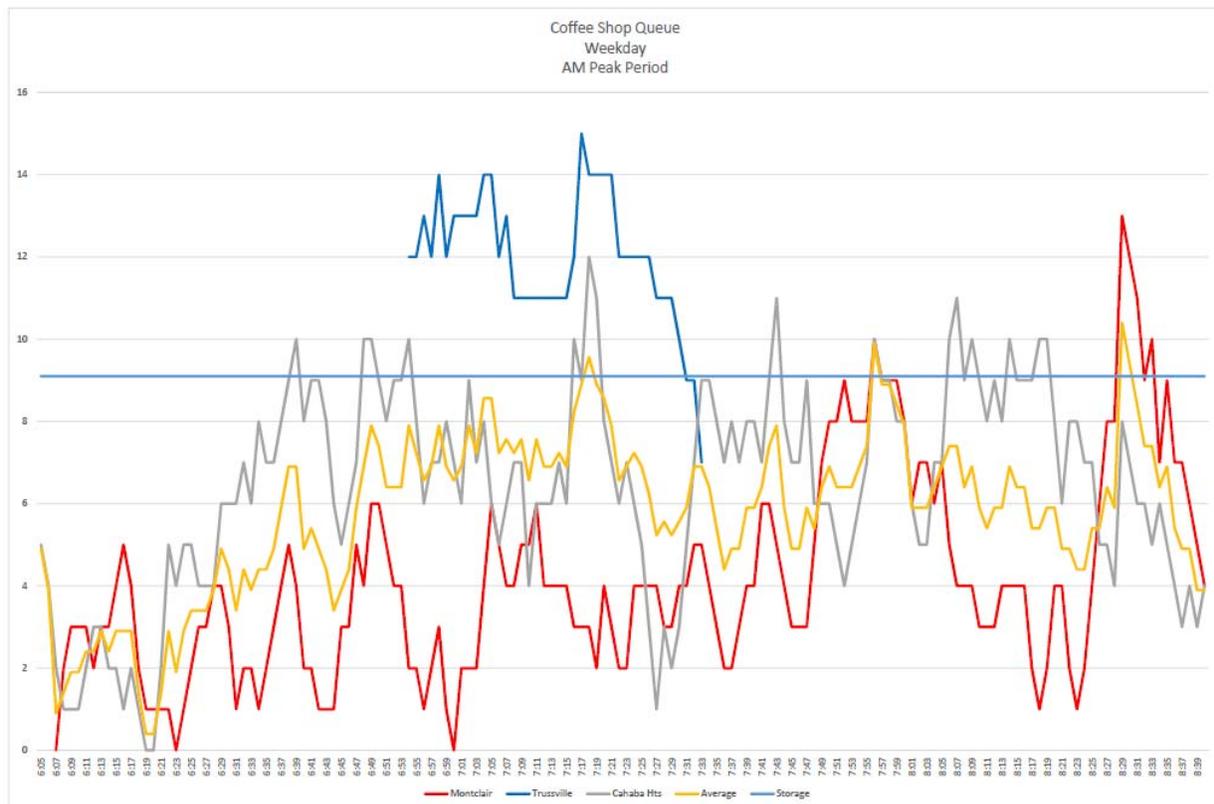
New Queue Length Data Collection

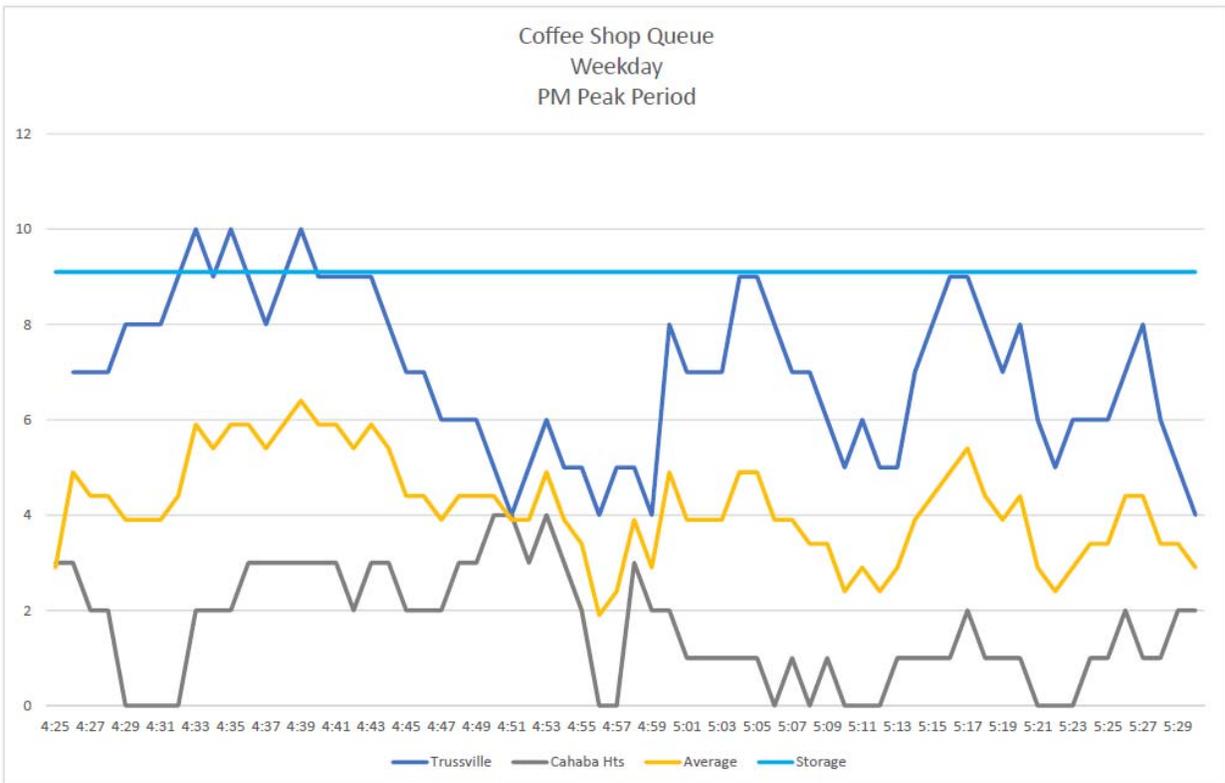
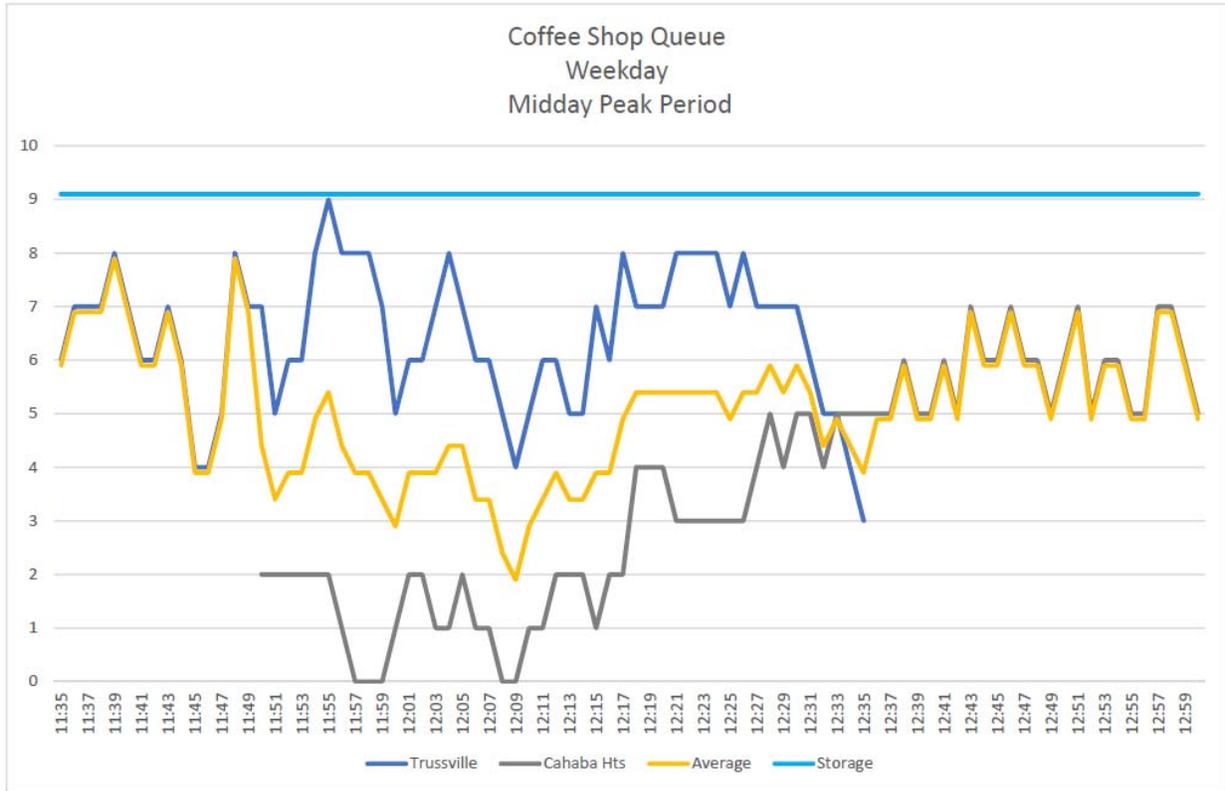
Existing queue length studies available were determined by Skipper Consulting, Inc. to be insufficient for the purposes of this report. In order to provide a complete picture of the queues, not only the length of the maximum queues must be determined, but also the duration (in minutes) of any queues which exceed the storage available needs to be known in order to make sound decisions regarding the proposal. Therefore, in order to provide a complete picture of queue lengths, Skipper Consulting, Inc. undertook new research to determine queue lengths for drive-throughs for Coffee Shops. The sites selected for detailed data collection were:

- Coffee Shops
 - Starbucks on U.S. Highway 11 in Trussville
 - Starbucks on Montclair Road in Birmingham
 - Starbucks on Cahaba Heights Road in Vestavia Hills

Data collection was performed by observing the queues during the morning, midday, and afternoon peak periods, with the queue data collected minute-by-minute. The results of the queue length data collection, including a calculation of the average queue, are depicted in the following graphs.

COFFEE SHOP QUEUES





Analysis of Queue Lengths

The longest average queues (both in length and duration) for the Coffee Shop are during the morning peak period (between 6:05 and 8:40 a.m.). Based on the data collected, it is estimated that the queue for the proposed Coffee Shop will exceed the available storage of nine (9) vehicles for four (4) minutes during the morning peak period. More specifically,

- The queue will exceed storage by one vehicle for three (3) minutes, at dispersed times throughout the peak period
- The queue will exceed storage by two vehicles for one (1) minute, likely to occur around 8:30 a.m.

During the midday and afternoon peak periods, it is projected that the queue will not exceed the storage.

A queue which exceeds the storage by one vehicle will block the crosswalk which crosses the entrance to the drive-through at Jemison Lane, but will not impede traffic flow on Jemison Lane. A queue which exceeds the storage by two vehicles will impede one direction of traffic flow on Jemison Lane. This situation is projected to occur for one (1) minute, at around 8:30 a.m.

The previous edition of this report, issued on June 10, 2019, the available queue storage would be exceeded for approximately nine (9) minutes on a typical weekday (six minutes during the morning peak period and three minutes during the afternoon peak period). The revised report indicates that the queue storage is anticipated to be exceeded for four (4) minutes, all during the morning peak period. The difference in the results is due to the addition of queue observations at a third site during the morning peak period (Starbucks on Cahaba Heights Road in Vestavia Hills). The additional data points reduced the average queue lengths calculated in the analysis.

Impact to Traffic Flow on Jemison Lane

A 24 hour machine traffic count was performed on Jemison Lane near the point of intersection of the proposed Coffee-Shop drive-through lane on Wednesday to Thursday, August 28 to 29, 2019. The data is included in Appendix A. The count data for the morning peak period in five-minute intervals was extracted directly from the machine memory. The five-minute interval data retrieved from the count machine is shown in Table 1. Note: five-minute intervals are the shortest interval which is stored in the traffic counter memory.

The peak five-minute traffic flow on Jemison during the a.m. peak period is 15 vehicles, and occurs twice, once from 7:50 to 7:55 a.m. and once from 8:20 to 8:25 a.m. The second time period nearly corresponds (within four minutes) to the maximum calculated Coffee Shop queue, which is projected to be 10.4 vehicles (round to 11 vehicles) from 8:29 to 8:30 a.m. Impeding traffic flow in one direction on Jemison Lane for one minute between 8:20 and 8:25 a.m. would result in a queue of 1 to 2 vehicles behind the stopped vehicle waiting to enter the drive-through, if these vehicles were not able to go around the stopped vehicle; however, the magnitude of the traffic volume on Jemison Lane during the morning peak period should not inhibit an impeded vehicle from using the opposing lane to bypass a stopped vehicle.

The peak flow in the peak direction during the morning peak period occurs from 7:50 to 7:55 a.m. on Jemison Lane eastbound, with a flow of 13 vehicles over five minutes. If this flow were impeded for one minute, then the queue of vehicles behind the stopped vehicle would be 2-3 vehicles, if these vehicles were not able to bypass the stopped vehicle.

Table 1
Machine Traffic Count – Jemison Lane

<i>Time Beginning</i>	<i>Total</i>	<i>Eastbound</i>	<i>Westbound</i>
6:05	0	0	0
6:10	1	0	1
6:15	0	0	0
6:20	1	0	1
6:25	0	0	0
6:30	2	2	0
6:35	1	0	1
6:40	0	0	0
6:45	1	0	1
6:50	5	4	1
6:55	2	2	0
7:00	3	3	0
7:05	8	3	5
7:10	1	1	0
7:15	3	3	0
7:20	6	3	3
7:25	9	6	3
7:30	7	7	0
7:35	13	10	3
7:40	13	11	2
7:45	8	7	1
7:50	15	13	2
7:55	10	9	1
8:00	8	5	3
8:05	9	6	3
8:10	5	3	2
8:15	5	4	1
8:20	15	8	7
8:25	10	3	7
8:30	8	5	3
8:35	10	5	5
8:40	6	3	3

Appendix A

Traffic Count Jemison Lane

TRAFFIC DATA, LLC
 1409 Turnham Lane, Birmingham, AL 35216
 205-824-0125

Location: JEMISON LN east of RELE ST
 City, State: MOUNTAIN BROOK, AL
 Speed Limit: 5 mph

Date: 8/28/2019
 Wednesday

24 Hour Volume							24 Hour Volume							
Begin	EB	WB	WB	Combined	Begin	EB	WB	WB	Combined	Begin	EB	WB	WB	Combined
11:00 AM	22	86	13	55	35	141	11:00 PM	1	1	0	1	1	1	2
11:15 AM	21		13		34		11:15 PM	0		1		1		1
11:30 AM	21		15		36		11:30 PM	0		0		0		0
11:45 AM	22		14		36		11:45 PM	0		0		0		0
12:00 PM	24	80	10	44	34	124	8/29/2019 12:00 AM	2	2	0	0	2	2	2
12:15 PM	16		14		30		12:15 AM	0		0		0		0
12:30 PM	16		10		26		12:30 AM	0		0		0		0
12:45 PM	24		10		34		12:45 AM	0		0		0		0
1:00 PM	28	94	11	42	39	136	1:00 AM	0	0	0	0	0	0	0
1:15 PM	18		8		26		1:15 AM	0		0		0		0
1:30 PM	20		12		32		1:30 AM	0		0		0		0
1:45 PM	28		11		39		1:45 AM	0		0		0		0
2:00 PM	10	70	8	35	18	105	2:00 AM	0	0	0	0	0	0	0
2:15 PM	20		15		35		2:15 AM	0		0		0		0
2:30 PM	18		6		24		2:30 AM	0		0		0		0
2:45 PM	22		6		28		2:45 AM	0		0		0		0
3:00 PM	22	115	12	45	34	160	3:00 AM	0	1	0	1	0	0	2
3:15 PM	44		8		52		3:15 AM	0		1		1		1
3:30 PM	22		10		32		3:30 AM	1		0		1		1
3:45 PM	27		15		42		3:45 AM	0		0		0		0
4:00 PM	16	59	7	36	23	95	4:00 AM	0	2	0	1	0	0	3
4:15 PM	9		12		21		4:15 AM	0		0		0		0
4:30 PM	19		8		27		4:30 AM	0		0		0		0
4:45 PM	15		9		24		4:45 AM	2		1		3		3
5:00 PM	25	83	6	31	31	114	5:00 AM	3	12	0	4	3	4	16
5:15 PM	22		9		31		5:15 AM	1		0		1		1
5:30 PM	19		7		26		5:30 AM	2		2		4		4
5:45 PM	17		9		26		5:45 AM	6		2		8		8
6:00 PM	15	69	5	32	20	101	6:00 AM	1	9	2	6	3	6	15
6:15 PM	26		13		39		6:15 AM	0		1		1		1
6:30 PM	10		9		19		6:30 AM	2		1		3		3
6:45 PM	18		5		23		6:45 AM	6		2		8		8
7:00 PM	10	46	2	18	12	64	7:00 AM	7	76	5	20	12	20	96
7:15 PM	16		2		18		7:15 AM	12		6		18		18
7:30 PM	6		5		11		7:30 AM	28		5		33		33
7:45 PM	14		9		23		7:45 AM	29		4		33		33
8:00 PM	8	25	11	27	19	52	8:00 AM	14	56	8	41	22	41	97
8:15 PM	9		7		16		8:15 AM	15		15		30		30
8:30 PM	4		6		10		8:30 AM	13		11		24		24
8:45 PM	4		3		7		8:45 AM	14		7		21		21
9:00 PM	1	11	5	14	6	25	9:00 AM	15	36	5	18	20	18	54
9:15 PM	5		3		8		9:15 AM	10		3		13		13
9:30 PM	4		2		6		9:30 AM	6		4		10		10
9:45 PM	1		4		5		9:45 AM	5		6		11		11
10:00 PM	1	4	5	15	6	19	10:00 AM	8	56	7	34	15	34	90
10:15 PM	2		2		4		10:15 AM	13		8		21		21
10:30 PM	1		5		6		10:30 AM	15		8		23		23
10:45 PM	0		3		3		10:45 AM	20		11		31		31

24 Hour Volume **EB** **WB** **Combined**
 993 (65.6%) 520 (34.4%) 1513

Count	12:00 AM - 12:00 PM			12:00 PM - 12:00 AM		
	EB	WB	Combined	EB	WB	Combined
	336	180	516	657	340	997
	65.1 %	34.9 %		65.9 %	34.1 %	
Peak Hour	11:00 AM	11:00 AM	11:00 AM	3:00 PM	1:30 PM	3:00 PM
Volume	86	55	141	115	46	160
Factor	0.98	0.92	0.98	0.65	0.77	0.77