# PLANNING COMMISSION MEETING
# APRIL 3, 2025

ALPHARETTA CITY HALL
COUNCIL CHAMBERS
2 PARK PLAZA
6:30 PM

**1. CALL TO ORDER**

**2. ROLL CALL**

**3. APPROVAL OF MEETING MINUTES**

**a. Approval of Meeting Minutes of February 6, 2025**

**4. PUBLIC HEARING**

**a. Public Hearing Procedures**

**b. MP-25-04/CLUP-25-02/Z-25-03/V-25-03 Empire Communities/Lifehope MP**
**This item has been deferred by the Applicant to Thursday, August 7, 2025. It will not be considered on April 3, 2025.**
Consideration of a master plan amendment, comprehensive land use plan amendment, rezoning, and variance to allow for 211 'For-Sale' townhomes on 26.57 acres. A master plan amendment is requested to the Lifehope/Siemens Master Plan to allow the proposed residential development. A comprehensive land use plan amendment is requested from 'Corporate Office' to 'High Density Residential' and a rezoning is requested from O-I (Office-Institutional) to R-8A (Dwelling, 'For-Sale', Attached Residential). Variances are requested to Unified Development Code (UDC) Subsection 2.2.9(D) to reduce minimum lot width, reduce minimum floor area, and increase building height; UDC Subsection 2.3.1(D) to allow retaining walls in building setbacks; UDC Subsection 2.5.4(B) to reduce minimum driveway width and allow required parking to be uncovered or unenclosed; UDC Subsection 3.2.8(B)(1) to reduce undisturbed buffers; UDC Subsection 3.2.8(D) to eliminate the landscape strip in certain areas along new local streets; UDC Subsection 3.5.2 to allow modifications to the City design standard for new local streets; and UDC Subsection 3.5.5(A) to allow sidewalks on only 1 side of the street. The property is located at 0 Old Milton Parkway and is legally described as being located in Land Lot 908, 1st District, 2nd Section, Fulton County, Georgia.

**c. MP-25-03/CLUP-25-01/Z-25-02/CU-25-03/V-25-02 Portman Holdings/Brookside MP Pod A**
Consideration of a master plan amendment, comprehensive land use plan amendment, rezoning, conditional use, and variance to allow for the redevelopment of two (2) office buildings with a mixed-use development consisting of 332 'For-Rent' units, 69 'For-Sale' townhomes, 130,000 square feet of office, and 56,000 square feet of commercial on 19.68 acres in the Brookside. A master plan amendment is requested to the Brookside Master Plan Pod A to allow the proposed mixed-use development scheme. A comprehensive land use plan amendment is requested from 'Corporate Office' to 'Mixed Use' and a rezoning is requested from O-I (Office-Institutional) to MU (Mixed Use). A conditional use is requested to allow 'Dwelling, 'For-Rent' and 'For-Sale' and variances are requested to Unified Development Code (UDC) Subsection 2.2.20(D) to reduce the minimum area of the mixed-use development, UDC Subsection 2.5.2 to increase the maximum 25% shared parking reduction, UDC Subsection 3.2.8(D)(1) to reduce the landscape strip along Old Milton Parkway from 20' to 10', and UDC Section 3.5.2(G) to reduce the minimum separation between driveway curb cuts on a collector street. The property is located at 3625 & 3655 Brookside Parkway and is legally described as being located in Land Lots 02, 03, & 44, 1st District, 1st Section, Fulton County, Georgia.

**5. ITEMS FROM BOARD MEMBERS**

**6. ITEMS FROM STAFF**

**7. ADJOURNMENT**

PLANNING COMMISSION MEETING
UNOFFICIAL MINUTES

FEBRUARY 6, 2025

ALPHARETTA CITY HALL
COUNCIL CHAMBERS
2 PARK PLAZA
6:30 PM

1. CALL TO ORDER

**Chair Kung'u called the meeting to order at 6:30 p.m.**

2. ROLL CALL

- **Commissioners Present**
- Francis Kung'u (Chair)
- Valerie Manley
- William Perkins
- Katie Reeves
- Jill Reynolds
- Jeremy Scott

- **Commissioners Absent**
- D.C. Aiken
- Todd Stratton
- Martine Zurinskas (Vice- Chair)

**Staff present:**

- Kathi Cook, Director of Community Development
- Michael Woodman, Planning + Development Services Manager
- Joel Carnow, GIS Specialist/Planner
- Elle Taylor Planning & Zoning Coordinator

3. APPROVAL OF MEETING MINUTES

a. **Meeting Minutes of January 9, 2025**

- Commissioner Reynolds offered a motion to approve.
- Commissioner Manley seconded the motion.
- The motion carried (6-0-2) (Aiken, Reeves)

4. ITEMS FROM BOARD MEMBERS

5. ITEMS FROM STAFF

6. PUBLIC HEARING

a. **CU-25-06 Activate Games Alpharetta/Windward MP Pod 4**
Kathi Cook, Director of Community Development presented consideration of a conditional use to allow an interactive gaming business in an existing building. A conditional use is requested to allow 'Recreation Facilities, Indoor' for Activate Games Alpharetta. The property is located at 3020 Windward Plaza and is legally described as being located in Land Lots 1107 & 1108, 2nd District, 1st Section, Fulton County, Georgia.

- Current Zoning Information
- Located in Windward Parkway & Highway 9 Livable Centers Initiative (LCI),
- Urban Land Institute (ULI) Technical Assistance Panel (TAP) report focused on the Windward Plaza

commercial node and included a set of recommendations related to repositioning the area's underutilized commercial corridor and office campuses. Branding and placemaking were identified as strategies for drawing in visitors and raising the visibility of the area, with the report recommending that a public art program be established for the area.

- Activate Games is a new form of active entertainment gaming experience blending fitness with re-playable custom games. The business offers interactive challenges, gaming options, and amenities that promote physical fitness and social interaction among customers. The business has several locations around the world including an existing location in Atlanta at 4540 Roswell Road, Suite A, Atlanta, GA 30342. Hours of operation are proposed to be Monday – Sunday 9:00 AM – 11:00 PM. The applicant anticipates approximately fifteen (15) to twenty (20) employees.

- Site Plan

- Traffic

- Conditional Use Review Criteria

- Citizen Participation Plan

- Staff has reviewed the applicant's proposal against the review criteria for a conditional use. The proposal would not adversely affect the existing use or usability of adjacent or nearby properties, which are primarily developed with a variety of commercial and office uses. Allowing an entertainment use at The Terraces at Windward shopping center would draw additional customers to the center benefiting the existing businesses. If approved, it is recommended that natural grasses be planted along the properties' frontage, as well as the provision of an art installation along Windward Parkway.

Staff's recommendation was to Approve CU-25-06 Activate Games Alpharetta/Windward MP Pod 4, subject to the following conditions:

1. 'Recreation Facilities, Indoor' shall be added as a conditional use at 3020 Windward Plaza and limited to no more than 10,965 square feet.
2. Conditional use approval shall be limited to Activate Games; no additional 'Recreation Facilities, Indoor' use or subleasing shall be permitted within the approved space.
3. 'Recreation Facilities, Indoor' shall be limited to an indoor active entertainment gaming business.
4. Hours of operation shall be Monday – Sunday 9:00 AM – 11:00 PM.
5. Applicant shall assess site landscaping and replace any missing, dead, or dying landscape material, as approved by Staff. The area to be assessed shall consist of the approximately 1.5-acre property associated with the building at 3020 Windward Plaza.
6. Existing shrubs around the base of the 2 monument signs shall be removed and replaced with decorative planting beds, as approved by Staff.
7. Landscaping along the east and west sides of the property shall be cleaned up to reflect a well-manicured condition, as approved by Staff.
8. Existing shrubs along Windward Parkway shall be removed and replaced with a row of shrubs to screen the detention pond. Natural grasses shall be planted between the row of shrubs and back of sidewalk, as approved by Staff.
9. Dumpster enclosure and back of house area on the east side of the building shall have decorative metal gates, as approved by Staff.
10. Existing retaining walls shall be pressure washed and fencing shall be repaired or replaced where needed, as approved by Staff.
11. A sculpture with a minimum height of 10' shall be required along Windward Parkway, with final approval by the Cultural Arts Commission.

Applicant gave a brief presentation and discussed proposed changes to conditions.

There was no public comment.

There was discussion from the Commission which included metal gates and removal of condition #11. That will be

addressed by Staff and the property owner.

- ❖ Commissioner Reeves offered a motion to approve subject to the condition numbers 1-10 as outlined with the modification of Condition # 9 *Dumpster enclosure and back of house area on the east side of the building shall have updated wooden gates, as approved by Staff.*
- Commissioner Perkins seconded the motion.
- The motion carried (6-0)

Final Conditions:

1. 'Recreation Facilities, Indoor' shall be added as a conditional use at 3020 Windward Plaza and limited to no more than 10,965 square feet.
2. Conditional use approval shall be limited to Activate Games; no additional 'Recreation Facilities, Indoor' use or subleasing shall be permitted within the approved space.
3. 'Recreation Facilities, Indoor' shall be limited to an indoor active entertainment gaming business.
4. Hours of operation shall be Monday – Sunday 9:00 AM – 11:00 PM.
5. Applicant shall assess site landscaping and replace any missing, dead, or dying landscape material, as approved by Staff. The area to be assessed shall consist of the approximately 1.5-acre property associated with the building at 3020 Windward Plaza.
6. Existing shrubs around the base of the 2 monument signs shall be removed and replaced with decorative planting beds, as approved by Staff.
7. Landscaping along the east and west sides of the property shall be cleaned up to reflect a well-manicured condition, as approved by Staff.
8. Existing shrubs along Windward Parkway shall be removed and replaced with a row of shrubs to screen the detention pond. Natural grasses shall be planted between the row of shrubs and back of sidewalk, as approved by Staff.
9. Dumpster enclosure and back of house area on the east side of the building shall have updated (replaced where needed and painted) wooden gates, as approved by Staff.
10. Existing retaining walls shall be pressure washed and fencing shall be repaired or replaced where needed, as approved by Staff.

**b. MP-25-02/CU-25-04 Lotus Animal Hospital/Oxford Green MP Pod A**

Michael Woodman, Planning & Development Manager, presented consideration of a master plan amendment and conditional use to allow a 'Animal Hospital, Small Animals (Veterinarian)' business in the Windward Square shopping center. A master plan amendment is requested to add 'Animal Hospital, Small Animal (Veterinarian)' to the Oxford Green Master Plan Tract A and a conditional use and a conditional use is requested to allow 'Animal Hospital, Small Animal (Veterinarian)' for Lotus Animal Hospital. The property is located at 5215 Windward Parkway, Suite B2 and is legally described as being located in Land Lots 1120 & 1121, 2nd District, 2nd Section, Fulton County, Georgia.

- Current Zoning O-I (Office-Institutional) subject to the Oxford Green Master Plan Tract A.
- Lotus Animal Hospital is a new boutique veterinary clinic providing personalized care for pets, including cats and dogs. The business does not provide boarding services and overnight stays will be limited to pets under observation after surgery or other treatment. Hours of operation will be Monday – Sunday from 8:00 AM to 6:00 PM. The applicant estimates the business will include six (6) employees. Noise attenuation measures are proposed within the proposed suite. Clinic staff and customers will have access to a pet relief area located at the rear of the building, which will be maintained by the business.
- Locations of Animal Hospitals in the City.
- Standards for Master Plan Amendments
  - The proposal would be suitable as it relates to the use and development of adjacent or nearby properties, which are primarily developed with commercial uses. In addition, there is an existing pet spa business operating in the adjacent suite.
- Conditional Use Review Criteria.

- Citizen Participation Plan.

Staff's recommendation was to:

Approve MP-25-02/CU-25-04 Lotus Animal Hospital/Oxford Green MP Tract A, subject to the following conditions:

1. 'Animal Hospital, Small Animals' shall be added as a conditional use in the Oxford Green Master Plan Tract A.
2. 'Animal Hospital, Small Animals' shall be added as a conditional use at 5215 Windward Parkway, Suite B2 and limited to no more than 2,761 square feet.
3. Conditional use approval shall be limited to Lotus Animal Hospital; no additional 'Animal Hospital, Small Animals' businesses or subleasing shall be permitted in the approved space.
4. Business shall be permitted to operate Monday – Sunday 8:00 AM – 6:00 PM.
5. Boarding of animals shall be limited to short-term care incidental to the hospital use.
6. A pet waste station with waste bags and trash shall be installed in the pet relief area. The business shall be responsible to maintain the pet relief area and waste station, including daily removal of trash and regular cleaning and replenishing of waste bags.
7. As submitted by the applicant, interior tenant improvements shall include noise attenuation measures. Mobile resources supporting the business, such as a mobile MRI or X-ray, shall not be visible from the public right-of-way.

8. Mobile resources supporting the business, such as a mobile MRI or X-ray, shall not be visible from the public right-of-way

There was discussion from the Commission:

- Definition of an Animal Hospital.

- Condition #4.

Applicant gave a presentation.

- Full service with in house laboratory.

- Only service cats and dogs.

There was no public comment.

- Commissioner Perkins offered a motion to approve subject to the following conditions as noted by Staff.
- Commissioner Manley seconded the motion.
- The motion carried (6-0)

**b. CLUP-24-05/Z-24-17/PH-24-20 Mayfair at Haynes Bridge**

Michael Woodman, Planning & Development Manager, presented consideration of a comprehensive land use plan amendment, rezoning, change of conditions, and public hearing to allow for a 2nd phase of a residential development including 10 single-family detached homes on 1.53 acres in the Downtown. A comprehensive land use plan amendment is requested from Medium Density Residential to High Density Residential and a rezoning is requested from O-I (Office-Institutional) to DT-R (Downtown Residential). Changes to conditions of zoning is requested for the adjoining 2.83-acre property (Phase 1) approved for a single-family residential subdivision. A public hearing is requested to bring the subject property into the Downtown Overlay. The property is located at 0 Norcross Street and is legally described as being located in Land Lot 747, 1st District, 2nd Section, Fulton County, Georgia.

- Phase 1 of the development was approved for ten (10) single-family detached homes, four (4) semi-detached homes, and five (5) townhomes on 2.84 acres. A comprehensive land use plan amendment is requested from 'Medium Density Residential' to 'Downtown Residential Density', as well as a request to bring the property into the Downtown Overlay.
- Location Map

- The 2nd phase of the residential development is an undeveloped property with frontage on Haynes Bridge Road. The 1st phase of the residential development has not commenced construction activities and consists of an undeveloped property with frontage on Haynes Bridge Road and three (3) residential lots on Jon Scott Drive developed with single-family detached homes. Surrounding properties are zoned C-2 (General Commercial) to the north, R-12 (Dwelling, 'For-Sale', Residential) to the west, R-12 and O-1 to the south and R-8A/D (Dwelling, 'For-Sale', Attached/Detached – High Density) and O-1 to the east. Quik Trip is located to the north, Alpha Park is located to the west and south, a medical office building is located to the south and, The Atley and Crème de la Crème daycare are located to the east. The comprehensive land use plan designation of the 1.53-acre property is 'Medium Density Residential', which requires an amendment to 'Downtown Residential Density' to allow the proposed density.

- Site Plan
  - Phase 1 now 17 detached units.
  - Phase 2 proposed 10 units.
  - Access from Jon Scott Dr.

- Each dwelling unit will have two (2) side-by-side parking spaces within a garage, as well as a Code-compliant driveway accommodating two (2) additional cars. Six (6) guest spaces are depicted at the mail kiosk. The Downtown Code requires 2.5 parking spaces per home, or 68 parking spaces, of which 114 spaces are provided.
- Tree Information
- Renderings.
- Standards for Comprehensive Land Use Plan Amendments
- Alignment of Alpha Loop along Haynes Bridge Rd.
- Citizen Participation Plan

Staff's Recommendation is to:

Approve CLUP-24-05/Z-24-17/PH-24-20 MAYFAIR AT HAYNES BRIDGE, subject to the following conditions:

1. Approximately 4.37 acres shall be rezoned to DT-R and developed substantially similar to site plan prepared by Paradigm, revised 12/20/24, except for modifications required to comply with the conditions below. However, lot yield depicted is not guaranteed and subject to meeting all City code requirements and conditions of zoning.
2. Architecture and materials shall be developed substantially similar to the renderings prepared by Lew Oliver, labeled Exhibit A, subject to final approval by the Downtown Consultant and DRB. Homes shall have 4-sided architecture, materials and details.
3. Density on the 4.37-acre property shall not exceed 6.17 dwelling units per acre and shall be limited to 'For-Sale' single-family detached homes, as depicted on the site plan prepared by Paradigm, revised 12/20/24.
4. Developer shall provide a Downtown focal point feature at the southwest corner of Haynes Bridge Road and Devore Road, with final approval by the Cultural Arts Commission and installation prior to the 1st CO. The HOA shall be responsible for regular maintenance of the focal point feature.
5. Developer shall provide decorative entrance landscaping (ornamental tree, shrubs and flowering planting bed) at the southeast and southwest corners of Devore Road and Jon Scott Drive, as approved by Staff. The HOA shall be responsible for regular maintenance of the entrance landscaping.
6. Location of development signage shall be limited to the project entrance on Jon Scott Drive.
7. Minimum 20' planted buffer shall be provided along the south property line where the property abuts

11681 Haynes Bridge Road, as depicted on the site plan prepared by Paradigm, revised 12/20/24. Buffer shall be planted with a mix of evergreen trees and shrubs of varying heights. Existing trees within the buffer identified to be in 'Good' condition shall be saved, as approved by Staff.
8. Minimum 10' planted buffer shall be provided where the property abuts 370, 380, 390 & 400 Jon Scott Drive, as approved by Staff. Buffer shall be planted with a mix of evergreen trees and shrubs of varying heights. Existing trees within the buffer identified to be in 'Good' condition shall be saved, except where adjacent to the proposed underground stormwater facility, as approved by Staff.
9. New streets and alleys shall be constructed as depicted on the site plan prepared by Paradigm, revised 12/20/24, with final approval by Staff.
10. Developer shall improve the Jon Scott Drive streetscape as follows: minimum 6' planter planted with street trees, 6' concrete sidewalk, and decorative pedestrian lighting, with final approval by Staff. In lieu of tree grates, the soil area around street trees shall be planted with evergreen ornamental grasses, groundcovers and/or shrubs.
11. Developer shall improve the Devore Road streetscape as follows: minimum 4' planter (existing 2' planter to be expanded by 2' into the existing sidewalk with tree grate to accommodate street trees) planted with street trees, 8' concrete sidewalk, and decorative pedestrian lighting, with final approval by Staff and construction completed prior to the 1st CO. In lieu of tree grates, the soil area around street trees shall be planted with evergreen ornamental grasses, groundcovers and/or shrubs.
12. Developer shall construct a 12' concrete, accessible multi-use trail (Alpha Loop) through the Haynes Bridge Road right-of-way as depicted on site plan prepared by Paradigm, revised 12/20/24, with final alignment, design and materials approved by Staff and construction completed prior to the 1st CO. Alpha Loop shall include lighting (pedestrian and bollards), landscaping, hardscape and amenities. Shade trees shall be planted between Haynes Bridge Road and the Alpha Loop. Wayfinding signage shall be provided at key location(s) along the Alpha Loop, as approved by Staff. Alpha Loop improvements constructed by the developer in excess of Downtown sidewalk requirements shall be eligible for impact fee credits, as approved by Staff.
13. Developer shall remove the existing sidewalk along Haynes Bridge Road. The planter along Haynes Bridge Road (area between the road and Alpha Loop) shall be planted with street trees and shrubs, as approved by Staff.
14. Landscape strips along Haynes Bridge Road, Devore Road and Jon Scott Drive shall be planted with shade trees as a continuation of what has been planted or designed in the Downtown and outside of utility easements and overhead utilities, as approved by Staff.
15. Project entrance shall include a decorative paver entrance (min. 20' deep with concrete banding on each end), landscaping and low wall, as approved by Staff.
16. Front yards shall be framed with a decorative low wall, metal fencing or hedge with columns, as approved by Staff.
17. Amenity areas shall be developed with a park-like setting with decorative landscaping, hardscape, low walls and seating, as approved by Staff.
18. Creeping vines shall be planted to cover retaining walls and low walls, as approved by Staff.
19. Trees shall be saved in the area labeled Open Space/Tree Save #1, as depicted on the landscape plan prepared by Frawley Associates, LLC, dated 4/6/2022, with final approval by Staff. Tree grouping of Oaks and Magnolias located at the southeast corner of Devore Road and Jon Scott Drive shall be saved, as approved by Staff. Tree save areas shall be thinned out, cleaned up and re-planted, as approved by Staff.
20. Stormwater management facilities may be placed underground within the proposed private street turnaround, with final approval by Staff. Facilities shall be indicated on the recorded plat, clearly describing the underground facilities, their function, purpose, ownership, and granting access for inspection, maintenance and repair rights to the HOA and the City of Alpharetta. These facilities and associated maintenance responsibilities shall also be included in the recorded covenants with all costs to be borne by the HOA and Homeowners of the subdivision.
21. Fences and walls visible from the public right-of-way shall be decorative and shall compliment the architecture of the dwelling, as approved by Staff.
22. Unfinished wood fences and decks shall not be visible from the street.
23. HVAC and similar equipment shall not be visible from the public right-of-way.
24. Garbage pickup shall be from within the development.
25. No more than 10% of the residential units shall be permitted to be rented (long-term and short-term rentals), as recorded in the HOA's declarations and covenants.
26. The conditions above shall replace conditions of zoning related to file# CLUP-21-06/Z-21-10/PH-21-20/V-22-04 Alcovy Haynes Bridge Road & Jon Scott Drive.

There was discussion from the Commission:

- Gating, Private Street.
- Fits with surrounding residential.
- Office Occupancy Rate 80%
- Entrance off of Haynes Bridge Rd.
- Underground detention flow.

Applicant gave a presentation and proposed revisions to conditions.

There was more discussion on Applicant's proposed conditions.

There was no public comment.

- ❖ Commissioner Reeves offered a motion to approve with all twenty-six conditions with the following modifications #7 replace the last sentence of the condition with "Existing trees within the buffer identified to be in 'Good' condition shall be saved unless removal is necessary for the construction of the underground detention facility, as approved by Staff" and # 20 "he detention facility access and maintenance easement can extend into the landscape buffer, as necessary. The HOA is responsible for replacing any landscape material damaged or removed due to maintenance access to the detention facility.
- Commissioner Reynolds seconded the motion.
- The motion carried (6-0)

Final Conditions:

1. Approximately 4.37 acres shall be rezoned to DT-R and developed substantially similar to site plan prepared by Paradigm, revised 12/20/24, except for modifications required to comply with the conditions below. However, lot yield depicted is not guaranteed and subject to meeting all City code requirements and conditions of zoning.
2. Architecture and materials shall be developed substantially similar to the renderings prepared by Lew Oliver, labeled Exhibit A, subject to final approval by the Downtown Consultant and DRB. Homes shall have 4-sided architecture, materials and details.
3. Density on the 4.37-acre property shall not exceed 6.17 dwelling units per acre and shall be limited to 'For-Sale' single-family detached homes, as depicted on the site plan prepared by Paradigm, revised 12/20/24.
4. Developer shall provide a Downtown focal point feature at the southwest corner of Haynes Bridge Road and Devore Road, with final approval by the Cultural Arts Commission and installation prior to the 1st CO. The HOA shall be responsible for regular maintenance of the focal point feature.
5. Developer shall provide decorative entrance landscaping (ornamental tree, shrubs and flowering planting bed) at the southeast and southwest corners of Devore Road and Jon Scott Drive, as approved by Staff. The HOA shall be responsible for regular maintenance of the entrance landscaping.
6. Location of development signage shall be limited to the project entrance on Jon Scott Drive.
7. Minimum 20' planted buffer shall be provided along the south property line where the property abuts 11681 Haynes Bridge Road, as depicted on the site plan prepared by Paradigm, revised 12/20/24. Buffer shall be planted with a mix of evergreen trees and shrubs of varying heights. Existing trees within the buffer identified to be in 'Good' condition shall be saved unless removal is necessary for the construction of the underground detention facility, as approved by Staff.
8. Minimum 10' planted buffer shall be provided where the property abuts 370, 380, 390 & 400 Jon Scott Drive, as approved by Staff. Buffer shall be planted with a mix of evergreen trees and shrubs of varying heights. Existing trees within the buffer identified to be in 'Good' condition shall be saved, except where adjacent to the proposed underground stormwater facility, as approved by Staff.
9. New streets and alleys shall be constructed as depicted on the site plan prepared by Paradigm, revised 12/20/24, with final approval by Staff.
10. Developer shall improve the Jon Scott Drive streetscape as follows: minimum 6' planter planted with street trees, 6' concrete sidewalk, and decorative pedestrian lighting, with final approval by Staff. In lieu of tree grates, the soil area around street trees shall be planted with evergreen ornamental grasses, groundcovers and/or shrubs.
11. Developer shall improve the Devore Road streetscape as follows: minimum 4' planter (existing 2' planter to be expanded by 2' into the existing sidewalk with tree grate to accommodate street trees) planted with street trees, 8' concrete sidewalk, and decorative pedestrian lighting, with final approval by Staff and construction completed prior to the 1st CO. In lieu of tree grates, the soil area around street trees shall be

planted with evergreen ornamental grasses, groundcovers and/or shrubs.
12. Developer shall construct a 12' concrete, accessible multi-use trail (Alpha Loop) through the Haynes Bridge Road right-of-way as depicted on site plan prepared by Paradigm, revised 12/20/24, with final alignment, design and materials approved by Staff and construction completed prior to the 1st CO. Alpha Loop shall include lighting (pedestrian and bollards), landscaping, hardscape and amenities. Shade trees shall be planted between Haynes Bridge Road and the Alpha Loop. Wayfinding signage shall be provided at key location(s) along the Alpha Loop, as approved by Staff. Alpha Loop improvements constructed by the developer in excess of Downtown sidewalk requirements shall be eligible for impact fee credits, as approved by Staff.
13. Developer shall remove the existing sidewalk along Haynes Bridge Road. The planter along Haynes Bridge Road (area between the road and Alpha Loop) shall be planted with street trees and shrubs, as approved by Staff.
14. Landscape strips along Haynes Bridge Road, Devore Road and Jon Scott Drive shall be planted with shade trees as a continuation of what has been planted or designed in the Downtown and outside of utility easements and overhead utilities, as approved by Staff.
15. Project entrance shall include a decorative paver entrance (min. 20' deep with concrete banding on each end), landscaping and low wall, as approved by Staff.
16. Front yards shall be framed with a decorative low wall, metal fencing or hedge with columns, as approved by Staff.
17. Amenity areas shall be developed with a park-like setting with decorative landscaping, hardscape, low walls and seating, as approved by Staff.
18. Creeping vines shall be planted to cover retaining walls and low walls, as approved by Staff.
19. Trees shall be saved in the area labeled Open Space/Tree Save #1, as depicted on the landscape plan prepared by Frawley Associates, LLC, dated 4/6/2022, with final approval by Staff. Tree grouping of Oaks and Magnolias located at the southeast corner of Devore Road and Jon Scott Drive shall be saved, as approved by Staff. Tree save areas shall be thinned out, cleaned up and re-planted, as approved by Staff.
20. Stormwater management facilities may be placed underground within the proposed private street turnaround, with final approval by Staff. Facilities shall be indicated on the recorded plat, clearly describing the underground facilities, their function, purpose, ownership, and granting access for inspection, maintenance and repair rights to the HOA and the City of Alpharetta. These facilities and associated maintenance responsibilities shall also be included in the recorded covenants with all costs to be borne by the HOA and Homeowners of the subdivision. The detention facility access and maintenance easement can extend into the landscape buffer, as necessary. The HOA is responsible for replacing any landscape material damaged or removed due to maintenance access to the detention facility.
21. Fences and walls visible from the public right-of-way shall be decorative and shall compliment the architecture of the dwelling, as approved by Staff.
22. Unfinished wood fences and decks shall not be visible from the street.
23. HVAC and similar equipment shall not be visible from the public right-of-way.
24. Garbage pickup shall be from within the development.
25. No more than 10% of the residential units shall be permitted to be rented (long-term and short-term rentals), as recorded in the HOA's declarations and covenant

**Chair Kung'u called a five minute recess at 8:01 p.m.**

**Chair Kung'u reconvened the meeting at 8:05 p.m.**

**d. MP-25-01/CU-25-05 Fulton Science Academy/Cousins Westside MP Pod R**

Michael Woodman, Planning & Development Manager, presented consideration of a master plan amendment and conditional use to allow a 'School, Academic' to re- use an existing office building on a 4.48-acre property in the North Point Overlay. A master plan amendment is requested to add 'School, Academic' to the Cousins Westside Master Plan Pod R and a conditional use is requested to allow 'School, Academic' for Fulton Science Academy. The property is located at 8995 Westside Parkway and is legally described as being located in Land Lot 691, 1st District, 2nd Section, Fulton County, Georgia.

- Fulton Science Academy has their main campus on a nearby property located at 3035 Fanfare Way, which is approximately 1,800' south of the subject property. The private school current offers pre-K through 12th grade classes at the main campus with an overall enrollment of 935 students. The main campus is current under construction related to an expansion of the school's athletic program which will include four (4) tennis courts, a soccer field, field house and concessions and parking. The applicant proposes a phased approach to converting the office building to a school, with the school sharing the building with an existing office tenant, MiLend, to remain on the 2nd floor of the building until 2028.

- Site Plan.
- Parking Requirements

- It appears that the only trees that could be impacted by the applicant's proposal are the trees in and around the proposed play areas, which are located on the north and east sides of the building. The existing stormwater pond at the rear of the building will remain in its current configuration. A play area consisting of a deck overhanging the stormwater pond is proposed at the rear of the building. However, the City's stormwater regulations would not permit the play deck to overhang the stormwater pond.

- The applicant's proposal does not trigger compliance with North Point open space or EcoDistrict measures. However, the applicant proposes to convert existing parking on the north side of the building to open space for a play area, as well as commitments to several EcoDistrict measures, including Building Energy Efficiency, Bio-retention, Building Water Efficiency, Heat Island Reduction, Transportation Demand Management, Pervious Pavement, Sustainable Landscaping, and Alternative Transportation. Some of the EcoDistrict measure commitments made by the applicant are conditional based on whether certain upgrades are needed.

- Traffic.

- The applicant provided a pick-up and drop-off circulation plan, as well as commitments to provide traffic control devices and station school personnel in the parking lot to assist with traffic management. Staff believes that the circulation plan provides more than sufficient entering stacking length. However, it is recommended that the plan be adjusted to provide a minimum 200' of exiting stacking length at the signalized intersection.

- The traffic study concludes that all study intersections will continue to operate at an acceptable level of service in the AM, School Dismissal and PM peak hours. The study recommends that the existing access configuration of the two (2) site driveways remains the same.

- EcoDistrict Proposal.
- Standards for Master Plan Amendment

    - The proposal would not adversely affect the existing use or usability of adjacent or nearby properties, which are developed or approved for a mix of office, commercial and residential uses. The property has two (2) site driveways on Westside Parkway, including at the signalized intersection at Westside Parkway and Hembree Road, as well as interparcel access with the properties to the south. If approved, it is recommended that a circulation plan be reviewed and approved by City Staff.

    - The zoning proposal reflects a reasonable balance. The proposal represents re-use of a distressed office building and would complement surrounding uses, which are developed or approved for a mix of office, commercial and residential uses.

    - Conditional Use Criteria.

    - Citizen Participation Plan

    - Staff has reviewed the applicant's proposal against the review criteria for a master plan amendment and conditional use. The proposal represents re-use of a distressed office building and would complement surrounding uses, which are developed or approved for a mix of office, commercial and residential uses. In addition, the proposal is consistent with the future land use designation of the property and represents an expansion of a use that is already permitted within the Cousins Westside Master Plan. If approved, it is recommended that a circulation plan be reviewed and approved by City Staff.

Staff's recommendation is to :

Approve MP-25-01/CU-25-05 Fulton Science Academy/Cousins Westside MP Pod R, subject to the following conditions:

Approve MP-25-01/CU-25-05 Fulton Science Academy/Cousins Westside MP Pod R, subject to the following conditions:

1. 'School, Academic' shall be listed as a permitted use in the Cousins Westside Master Plan Pod R.
2. 'School, Academic' shall be added as a permitted use at 8995 Westside Parkway and limited to no more than 53,110 square feet.
3. Conditional use approval shall be limited to Fulton Science Academy; no additional 'School, Academic' uses or subleasing shall be permitted in the approved space.
4. School shall be in session Monday – Friday with drop-off beginning at approximately 7:00 AM and pick-up beginning at approximately 2:35 PM. Staff will arrive before 7:00 AM and leave after 2:35 PM. Aftercare programs, clubs, parent teacher nights, meet and greets, or other normal after school programs will occur when school is not in session.
5. Site shall be developed substantially similar to the site plan labeled Exhibit A – Site Plan. Site shall be limited to 'School, Academic' use for pre-K and elementary school, except that the 2nd floor of the building may be used for a professional office. School enrollment shall not exceed 300 students until such time that the 2nd floor office tenant ceases operation, upon which school enrollment may be increased to no more than 600 students.
6. Exterior modifications to the building or site shall be consistent with the North Point Overlay Unified Development Code regulations and the North Point Design Guidelines, subject to final approval by Staff and DRB. Primary colors shall not be used on the exterior of the building or site, including on awnings, canopies, signage, and playground equipment.
7. To safely accommodate entering vehicular movements at the signalized intersection's left turn lane along Morrison Parkway, the existing left turn lane storage and taper lengths of 110' and 85', respectfully, shall be restriped to 210' storage and 50' taper lengths, as approved by Staff.
8. A pick-up and drop-off circulation plan and traffic management plan shall be approved by the City at LDP, or prior to a Certificate of Occupancy if no LDP, and may deviate from the circulation pattern currently proposed on the site plan, labeled Exhibit A. Fulton Science Academy shall provide personnel at the intersection(s) of the easement access road and the pick-up/drop off lane to direct traffic. Fulton Science Academy shall install a stop sign at both the eastbound and westbound approaches to the intersection of the easement access road and the pick-up/drop off lane, where the "FSA STAFF POSITION TO MAINTAIN EASEMENT ACCESS" call-out is depicted on the site plan, labeled Exhibit A. If traffic problems from the school are observed, the school shall implement corrective measures which may include limiting school enrollment, stationing a police officer in the vicinity and/or improving signalized intersection timing plans, as approved by Staff.
9. Temporary traffic control devices, such as safety cones or other like devices, shall be placed and removed at the beginning and end of each pick-up and drop-off timeframe. Permanent traffic control devices shall be inconspicuous as viewed from the public right-of-way, as approved by DRB.
10. Wayfinding signage shall be provided throughout the site to direct entering/exiting vehicles through the proposed pick-up/drop-off circulation lane, as approved by Staff.
11. To properly accommodate exiting vehicular movements at the signalized intersection, pick-up and drop-off location shall be adjusted to provide a minimum 200' of exiting stacking distance, as approved by Staff.
12. EcoDistrict measures shall be similar to the description and exhibit provided in the applicant, as approved by Staff. Developer shall provide detailed information at LDP and building permit regarding compliance with the proposed EcoDistrict measures. Conditional EcoDistrict measures based on needed improvements and upgrades may not be implemented until such time that a need or upgrade is identified by the property owner.
13. Property owner shall assess site landscaping and replace missing, dead or dying landscape material, with final approval by DRB.
14. Property owner shall make reasonable efforts to save trees in the areas labeled 'Play Area' on the site plan, including altering the play area layout to work around and save trees, as approved by Staff.
15. Playground area(s) shall be heavily screened from the public right-of-way, with final approval by DRB.
16. All previous master plan regulations and conditions of zoning shall remain in effect.

There was discussion from the Commission:

- Access Easement
- School Safety based on Office above the school.
- Parking for Office Use.
- Stacking, Queuing.

Applicant gave a presentation.

- Staff pickup/Drop Off
- Office Tenant will enter building at south end.
- Tenant is the owner of the building.
- Canopy.
- Efficient drop off/ pick up.
- Proposed Revisions to Staff Conditions,

There was no public comment.

There was discussion from the Commission:

- Total enrollment 900 students.
- PreK Enrollment.
- Concern w easement in parking lot.
- Traffic Study.
- Condition #8.
- Explanation of queuing scenarios.
- School Zone speed enforcement programs.
- Applicant's requested conditions.

❖ Commissioner Reynolds offered a motion to approve subject to the following conditions, with the modifications to
#2, "School, Academic' shall be added as a permitted use at 8995 Westside Parkway and limited to no more than the area within the existing building, which is approximately 53,110 gross square feet."
#3 "Conditional use approval shall be limited to Fulton Science Academy; no additional 'School, Academic' uses or subleasing shall be permitted in the approved space."
And in #4 we are changing the times from after 3:00 and beginning at approximately 3:00 p.m. and then at the end of that sentence "FSA shall have flexibility in modifying the daily schedule based on the needs of the FSA community." And in Item 8 we are changing phased arrival and dismissal schedule times and striking limited school enrollment and then Item #12.

- Commissioner Manley seconded the motion.
- The motion carried (6-0)

Final Conditions:

Approve MP-25-01/CU-25-05 Fulton Science Academy/Cousins Westside MP Pod R, subject to the following conditions:

1. 'School, Academic' shall be listed as a permitted use in the Cousins Westside Master Plan Pod R.
2. 'School, Academic' shall be added as a permitted use at 8995 Westside Parkway and limited to no more than the area within the existing building, which is approximately 53,110 gross square feet.
3. Conditional use approval shall be limited to Fulton Science Academy; no additional 'School, Academic' uses or subleasing shall be permitted in the approved space.
4. School shall be in session Monday – Friday with drop-off beginning at approximately 7:00 AM and pick-up beginning at approximately 3:00 PM. Staff will arrive before 7:00 AM and leave after 3:00 PM. Aftercare programs, clubs, parent teacher nights, meet and greets, or other normal after school programs will occur when school is not in session. FSA shall have flexibility in modifying the daily schedule based on the needs of the FSA community.

5. Site shall be developed substantially similar to the site plan labeled Exhibit A – Site Plan. Site shall be limited to 'School, Academic' use for pre-K and elementary school, except that the 2nd floor of the building may be used for a professional office. School enrollment shall not exceed 300 students until such time that the 2nd floor office tenant ceases operation, upon which school enrollment may be increased to no more than 600 students.
6. Exterior modifications to the building or site shall be consistent with the North Point Overlay Unified Development Code regulations and the North Point Design Guidelines, subject to final approval by Staff and DRB. Primary colors shall not be used on the exterior of the building or site, including on awnings, canopies, signage, and playground equipment.
7. To safely accommodate entering vehicular movements at the signalized intersection's left turn lane along Morrison Parkway, the existing left turn lane storage and taper lengths of 110' and 85', respectfully, shall be restriped to 210' storage and 50' taper lengths, as approved by Staff.
8. A pick-up and drop-off circulation plan and traffic management plan shall be approved by the City at LDP, or prior to a Certificate of Occupancy if no LDP, and may deviate from the circulation pattern currently proposed on the site plan, labeled Exhibit A. Fulton Science Academy shall provide personnel at the intersection(s) of the easement access road and the pick-up/drop off lane to direct traffic. Fulton Science Academy shall install a stop sign at both the eastbound and westbound approaches to the intersection of the easement access road and the pick-up/drop off lane, where the "FSA STAFF POSITION TO MAINTAIN EASEMENT ACCESS" call-out is depicted on the site plan, labeled Exhibit A. If traffic problems from the school are observed, the school shall implement corrective measures which may include phased arrival and dismissal schedule times, stationing a police officer in the vicinity and/or improving signalized intersection timing plans, as approved by Staff.
9. Temporary traffic control devices, such as safety cones or other like devices, shall be placed and removed at the beginning and end of each pick-up and drop-off timeframe. Permanent traffic control devices shall be inconspicuous as viewed from the public right-of-way, as approved by DRB.
10. Wayfinding signage shall be provided throughout the site to direct entering/exiting vehicles through the proposed pick-up/drop-off circulation lane, as approved by Staff.
11. To properly accommodate exiting vehicular movements at the signalized intersection, pick-up and drop-off location shall be adjusted to provide a minimum 200' of exiting stacking distance, as approved by Staff.
12. EcoDistrict measures shall be similar to the description and exhibit provided in the applicant, as approved by Staff. Developer shall provide detailed information at LDP and building permit regarding compliance with the proposed EcoDistrict measures. Conditional EcoDistrict measures based on needed improvements and upgrades may not be implemented until such time that a need or upgrade is identified by the property owner.
13. Property owner shall assess site landscaping and replace missing, dead or dying landscape material, with final approval by DRB.
14. Property owner shall make reasonable efforts to save trees in the areas labeled 'Play Area' on the site plan, including altering the play area layout to work around and save trees, as approved by Staff.
15. Playground area(s) shall be heavily screened from the public right-of-way, with final approval by DRB.
16. All previous master plan regulations and conditions of zoning shall remain in effect.

e. **Z-24-09/E-24-03/V-24-14 Wells Fargo Redevelopment/21 North Main Street**
**This request was deferred by the applicant and was e considered at this meeting.** *Consideration of a rezoning, parking special exception, exception and variance to allow a 5-story mixed-use building on 1 acre in Downtown. A rezoning is requested from C-2 (General Commercial) to DT-C (Downtown Core) and a parking special exception is requested to allow off-site parking. An exception is requested from Unified Development Code (UDC) Appendix A: Alpharetta Downtown Code Subsection 3.5.5(A) to increase the building height from 4 to 5 stories and variances are requested to UDC Appendix A: Alpharetta Downtown Code Subsection 3.5.5 to increase the maximum building footprint and UDC Subsection 3.2.8(D) Landscape Strips to eliminate the landscape strip on the east side of the property. The property is located at 21 North Main Street and is legally described as being located in Land Lot 1268, 2nd District, 2nd Section, Fulton County, Georgia.*

## 7. ADJOURNMENT

**Chair Kung'u adjourned the meeting at 8:48 p.m.**

# CITY COUNCIL MEETING
# STAFF REPORT

SUBMITTING DEPARTMENT: COMMUNITY DEVELOPMENT
SUBMITTED BY: KATHI COOK
DRAFTED BY: MICHAEL WOODMAN

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I. **AGENDA ITEM TITLE:** CLUP-25-02/MP-25-04/Z-25-03/V-25-03 EMPIRE COMMUNITIES OLD MILTON PKWY/LIFE HOPE MP

PLANNING COMMISSION: APRIL 3, 2025

CITY COUNCIL: APRIL 28, 2025

II. **STAFF RECOMMENDATION:**

Approve CLUP-25-02/MP-25-04/Z-25-03/V-25-03 Empire Communities Old Milton Pkwy/Lifehope MP, subject to the following conditions and Deny variance request to eliminate landscape strips along new streets:

1. The 26.58-acre property shall be zoned 'R-8A/D' and shall be developed substantially as depicted on the site plan prepared by Kimley Horn, stamped 2/21/25, except for modifications required to comply with these conditions. However, lot yield depicted is not guaranteed and subject to meeting all City code requirements and conditions of zoning. Use shall be limited to 'For-Sale' townhomes only.
2. The comprehensive land use plan designation of the property shall be 'High Density Residential'.
3. Maximum density shall not exceed 7.90 dwelling units per acre.
4. Architecture and materials shall be developed substantially similar to the submitted renderings, labeled Harvest Old Milton Community, subject to final approval by Staff.
5. Min. lot width, min. floor area, building height, parking, retaining walls, and private streets and alleys shall be permitted as depicted on the site plan prepared by Kimley Horn, stamped 2/21/25. Driveways shall be min. 8' wide for the Zipper product. HOA declarations and covenants shall reflect a prohibition on using the 2 tandem parking spaces in the Zipper product garage for anything other than parking.
6. Developer shall construct a roundabout as depicted on the site plan prepared by Kimley Horn, stamped 2/21/25. Roundabout shall include a focal point feature and decorative landscaping (ornamental trees, shrubs, ground cover and planting beds). Focal point feature shall be approved by the Cultural Arts Commission and landscaping shall be approved by Staff.
7. Excluding alleys, new local streets labeled as "private street" on the site plan prepared by Kimley Horn, stamped 2/21/25 shall include a min. 5' planter, min. 5' sidewalk on at least one side of the street, and decorative pedestrian lighting, as approved by Staff. Street trees shall be planted in the required planter; provided, however, if Fulton County requires an unencumbered water line easement, the street trees may be planted at the back of the required sidewalk in lieu of in the required planter. The 10' landscape strip shall replace the required planter on the side of the street without a sidewalk. Local streets and alleys shall be private and maintained by the HOA.
8. Parking lot tree islands shall be provided, as required, and planted with the required tree or an alternate design, as approved by Staff.
9. Pedestrian amenities including sidewalks, lighting, and benches shall be included throughout the development and in amenity areas.
10. A sidewalk connection shall be provided along the west side of the southernmost E/F building connecting the sidewalk on Private Street 'B' to the sidewalk running along the front of the E/F buildings.
11. The center east-west right-of-way (street) providing vehicular access to the community amenity area shall include minimum 10' landscape strips, except where there is on-street parking. Landscape strips and buffers

shall be exclusive of utilities and easements, with final approval by Staff. If Fulton County requires an unencumbered water line easement, shrubs shall replace trees on one side of the street.

12. Access from North Point Parkway shall be gated and limited to a 15′ shared multi-use trail (pedestrian and bicycle) and fire and emergency access only improved with pervious pavers, pervious concrete, pervious asphalt, or similar material, as approved by Staff.
13. Developer shall implement the traffic study recommendations, with final approval by Staff.
14. Buffers shall be provided as depicted on Exhibit A, dated 2/20/25, except where to comply with these conditions. All buffers shall be depicted on the final subdivision plat and shall be maintained by the HOA.
15. A row of evergreen trees and shrubs shall be planted along the base and at the top of the retaining wall, as depicted on Exhibit B, except where in conflict with a utility easement.
16. HOA declarations and covenants shall include an acknowledgement that the surrounding, abutting non-residential properties may seek a variance to reduce the undisturbed buffer requirement should those properties be (re)developed. Property owners subject to the HOA declarations and covenants shall not object to any such reasonable variance request.
17. Developer shall provide a planted buffer between the 20′ landscape strip along North Point Parkway and the emergency access road. If area cannot be planted due to topography, a 30′ planted buffer shall be provided northwest of the emergency access road. Existing trees in the planted buffer shall be preserved, where possible, and the remaining area planted to City buffer standards, with final approval by Staff.
18. Minimum 10′ landscape strip shall be required along all new local streets labeled as "private street" on the site plan prepared by Kimley Horn, stamped 2/21/25, not including alleys. Landscape strips and buffers shall be exclusive of utilities and easements, with final approval by Staff. If Fulton County requires an unencumbered water line easement, shrubs shall replace trees on one side of the street.
19. Developer shall assess landscaping (landscape strips and median) along Old Milton Parkway and along Northpoint Day Centre from Old Milton Parkway to the proposed roundabout and shall replace missing, dead, or dying landscape material. All areas shall be stabilized with mulch, pine straw, or sod. Developer shall coordinate maintenance responsibilities of Northpoint Day Centre with 3333 Old Milton Parkway and the new HOA. HOA declarations and covenants, as well as the maintenance responsibilities of 3333 Old Milton Parkway shall provide compliance with this condition, as determined by Staff.
20. Open space shall be improved substantially as depicted on the site plan prepared by Kimley Horn, stamped 2/21/25. HOA shall be responsible for maintenance of open space areas.
21. Developer shall demonstrate that steep slopes (3:1 or greater) shall not endanger adjoining properties, individual home sites, stream buffers, or the stormwater management area, as approved by Staff. Applicant shall provide data and methods showing that steep slopes can be stabilized with vegetation and can be properly and reasonably maintained by the HOA.
22. Trees planted on a 3:1 slope shall have a root ball or container diameter no larger than 24″ and trees planted on a 2:1 slope shall have a root ball or container diameter no larger than 18″. Trees shall be centered on the slope for maximum root ball coverage.
23. Developer shall save trees as depicted on the tree save exhibit prepared by Kimley Horn, dated 2/20/25.
24. Stormwater management facility shall be designed as a decorative feature for the community, including improvements such as lighting, shelved aquatic plantings, etc., as approved by Staff. Smart stormwater design techniques shall be employed to address run-off reduction, as approved by Staff.
25. Retaining walls shall be faced with decorative material, such as brick or stone, where visible from the public or private right-of-way, as approved by Staff. Retaining walls over 16′ in height shall be tiered with a minimum 5′ deep landscape bed planted with ornamental trees, shrubs, ground cover, climbing vines, and landscape material that spills over the wall, as approved by Staff. Gabion basket walls shall not be permitted.
26. There shall be no more than 1 monument sign at the entrance to the property on Old Milton Parkway. If existing monument sign being used for 3333 Old Milton Parkway is retained, the sign shall be limited to no more than 4 tenant panels. Leasing signs shall be prohibited in the planted median. There shall be no monument signs permitted for the subdivision along North Point Parkway.
27. Unfinished privacy fences and wood decks shall not be visible from the public right-of-way.

28. No more than 10% of the residential units shall be permitted to be rented, as recorded in the HOA's declarations and covenants.

## III. REPORT IN BRIEF:

The applicant, EAH Acquisitions, LLC, is requesting a comprehensive land use plan amendment, master plan amendment, rezoning and variance to allow for the construction of 210 'For-Sale' townhomes on 26.58 acres. The applicant requests a master plan amendment to the Lifehope/Siemen's Master Plan to change the development from office to residential. A comprehensive land use plan amendment is requested from 'Corporate Office' to 'High Density Residential' and a rezoning from O-I (Office-Institutional) to R-8A/D (Dwelling, 'For-Sale', Attached/Detached Residential). Variances are requested to reduce minimum lot width and floor area, increase building height, allow retaining walls in building setbacks, reduce minimum driveway width, allow required parking to be uncovered or unenclosed, reduce undisturbed buffers, eliminate landscape strips in certain areas along new local streets, allow modifications to City design standards for new local streets, and allow sidewalks on 1 side of the street. The subject property is located at 0 Old Milton Parkway at the signalized intersection of Old Milton Parkway and Northpoint Day Centre.

## DISCUSSION

The submitted request, if approved, would allow for the development of 210 'For-Sale' townhomes on 26.58 acres. The proposed density is 7.90 dwelling units per acre. The applicant requests a master plan amendment to the Lifehope/Siemen's Master Plan to change the development from office to residential. A comprehensive land use plan amendment is requested from 'Corporate Office' to 'High Density Residential' and a rezoning from O-I (Office-Institutional) to R-8A/D (Dwelling, 'For-Sale', Attached/Detached Residential). Variances are requested to reduce minimum lot width and floor area, increase building height, allow retaining walls in building setbacks, reduce minimum driveway width, allow required parking to be uncovered or unenclosed, reduce undisturbed buffers, eliminate landscape strips in certain areas along new local streets, allow modifications to City design standards for new local streets, and allow sidewalks on 1 side of the street. The subject property is located at 0 Old Milton Parkway at the signalized intersection of Old Milton Parkway and Northpoint Day Centre.

The undeveloped property is heavily wooded with a perennial stream located in the southwest corner of the property. The Siemens Master Plan was approved on the property in 2001 with a master plan amendment approved in 2018 to allow for the Lifehope medical office campus consisting of five (5) additional medical office buildings (380,000 square feet) and four (4) parking decks. Surrounding properties are zoned O-I to the north, west and south, CUP (Community Unit Plan) to the west, east and south, and LI (Light Industrial) to the west. The former Siemen's office building and Extended Stay America extended stay hotel are located to the north, an undeveloped office parcel and Inspired Living assisted living facility are located to the west, North Point Professional Park and Royal Centre Four are located to the south, and Popeye's, Legacy Ridge assisted living facility and an undeveloped parcel are located to the east. The comprehensive land use plan designation of the property is 'Corporate Office', which requires an amendment to 'High Density Residential' to allow the applicant's proposal.

The applicant's requested variances are outlined in the table below. Size, shape, and topography of the property, as well as the unique Zipper product type are listed by the applicant as hardships justifying the requested variances.

Applicant's Requested Variances

| UDC Section | Applicant's Request | Staff Comments |
|---|---|---|
| 2.2.9(D) R-8A/D District Regulations | Reduce min. lot width from 30' to 12', reduce min. floor area from 1,200 to 950 square feet, and increase building height from 35' to 42'. | The lot width and floor area reductions relate to the unique Zipper product type. |
| 2.3.1(D) | Allow retaining walls in building setbacks. | The site falls nearly 100' from 3333 Old Milton Pkwy to North Point Pkwy. |
| 2.5.4(B) | Reduce min. driveway width and allow required parking to be uncovered or unenclosed. | The parking variances relate to the unique Zipper product type. |
| 3.2.8(B) Buffer Requirements | Reduce 50' undisturbed buffer. | Non-residential uses surround the property. Applicant provided an exhibit depicting areas to remain undisturbed, replanted or disturbed and not replanted. |
| 3.2.8(D) | Eliminate landscape strips in certain areas along new local streets. | There does not appear to be a hardship to support this variance. |
| 3.5.2 | Modify City design standard for new local streets. | Staff has determined that the center east-west vehicular right-of-way is a street, while the site plan depicts it as an alley. The right-of-way functions as a street providing the only vehicular access to the central community amenity area. This right-of-way should include landscape strips. |
| 3.5.5(A) | Allow sidewalks on one (1) side of the street. | An extensive system of sidewalks is depicted on the site plan. |

## SITE PLAN

The submitted site plan depicts 210 For-Sale townhomes with access from an existing private street, Northpoint Day Centre, which intersects with Old Milton Parkway at a signalized intersection. A 2nd point of access, which is gated, is depicted at the southeast corner of the property from North Point Parkway but will be limited to a dual-purpose multi-use trail and fire and emergency access only. A roundabout is proposed on Northpoint Day Centre providing access to the existing office building and the proposed residential subdivision. A new local street leads to the residential subdivision which ties into a loop street lined with townhomes and centered around a large community amenity space. Local streets and alleys are depicted to be private. Townhomes are proposed to be rear loaded, except that the Emaline product (50 units) is depicted to be front-loaded. Units will comply with the minimum lot width of 30', except that the Zipper product will have 23 twelve-foot (12') units and 23 twenty-foot (20') units.

Five-foot (5') sidewalks are depicted throughout the development, including a new sidewalk along Northpoint Day Centre connecting to the sidewalk along Old Milton Parkway. A mix of undisturbed and replanted buffers are depicted around the perimeter of the property, except for a few areas where no buffer is provided due to the presence of utilities. Retaining walls are depicted along the north and west sides of the residential development with some walls, according to the applicant, exceeding twenty feet (20') in height. Additional retaining walls are depicted along the north side of the community amenity area.

Unified Development Code (UDC) parking regulations require one (1) parking space for each bedroom in a townhome unit, as well as a minimum ten-foot (10') by eighteen-foot (18') driveway. Each unit will have

two (2) side-by-side parking spaces in a garage, except that 23 units in the Zipper product will have two (2) tandem spaces in a garage. Each unit will have two (2) spaces on a code-compliant driveway, except that 23 units in the Zipper product will have an eight-foot (8') wide driveway accommodating one (1) car. The UDC requires a total of 719 parking spaces, of which the site plan depicts 862 spaces including 68 guest spaces.

The site plan depicts a central community amenity area to include a clubhouse and pool, pickleball courts, dog park, park, mail kiosk, and common green. A series of muses are depicted between townhome buildings, which include pedestrian amenities, and a shared fifteen-foot (15') emergency access/multi-use path is depicted in the southeast corner of the development providing a connection to North Point Parkway.

The undeveloped property is wooded, consisting of a mix of pines, hardwoods, and various evergreens. The submitted arborist report assessed approximately 1,400 trees on the property, of which approximately 66 trees were identified as specimen trees. Due to the significant topography of the property, tree save opportunities will be limited. The tree save exhibit depicts approximately 2.7-acres of tree save areas at the entrance to the property, along Northpoint Day Centre, as well as along North Point Parkway. In addition, sixteen (16) specimen trees are depicted to be saved.

Due to the significant topography of the property, there are several areas depicted on the site plan with steep slopes. The Manual for Erosion and Sediment Control in Georgia defines steep slopes requiring additional stabilization as those 3:1 or greater. The developer should demonstrate that the steep slopes will not endanger adjoining properties and that the steep slopes can be stabilized and reasonable maintained. A large stormwater management pond is depicted in the southwest corner of the property which will discharge into a nearby perennial stream. The pond is depicted to be walled on the northwest and southwest sides with pond walls exceeding twenty feet (20') in some areas. The wall on the northwest side of the pond is depicted to be tiered.

## RENDERINGS

The applicant proposes five (5) different townhome products and six (6) unit types with a heated floor area between 950 and 2,800 square feet. Bedroom count will include 23 – two (2) bedroom units, 75 – three (3) bedroom units, and 112 – four (4) bedroom units. The Zipper product type offers two (2) unit types within the same building with reduced unit widths of twelve-feet (12') and twenty-feet (20'). Renderings were provided for each product type depicting three (3) story townhomes with a Farmhouse influence. Three (3) of the townhome product types are depicted with a brick 1st floor with siding and board and batten on the 2nd and 3rd floors. The remaining two (2) townhome products are siding and board and batten on all three (3) floors. Except for the Emaline and Zipper product, every townhome unit is proposed to have a covered balcony and/or porch.

## TRAFFIC

The applicant provided a traffic impact study, including a trip generation report which estimates that the 210 'For-Sale' townhomes would generate 104 AM Peak Hour trips and 123 PM Peak Hour trips (see table below). When compared to the current approval on the property for approximately 359,000 square feet of office, the applicant's proposal represents a 79% reduction in AM Peak Hour trips and 74% in PM Peak Hour trips.

| Table 4: Trip Generation Comparison (Gross Trips) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | ITE Code | Density | Daily Traffic | | | AM Peak | | | PM Peak Hour | | |
| | | | Total | Enter | Exit | Total | Enter | Exit | Total | Enter | Exit |
| **Retail Development:** | | | | | | | | | | | |
| *General Office Building* | *710* | *359,000 SF* | 3,528 | 1,764 | 1,764 | 502 | 442 | 60 | 480 | 82 | 398 |
| ***3333 Old Milton Parkway Residential* Development:** | | | | | | | | | | | |
| *Single-Family Attached Housing* | *215* | *211 d.u.* | 1,558 | 779 | 779 | 104 | 32 | 72 | 123 | 70 | 53 |
| *Difference in Gross Project Trips* | | | *-1,970* | *-985* | *-985* | *-398* | *-410* | *+12* | *-357* | *-12* | *-345* |
| *% Difference in Gross Project Trips* | | | *-56%* | *-56%* | *-56%* | *-79%* | *-93%* | *+20%* | *-74%* | *-15%* | *-87%* |

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

The traffic impact study analyzed the following three (3) intersections: Old Milton Parkway at Morris Road, Old Milton Parkway at Northpoint Day Centre, and Old Milton Parkway at North Point Parkway. The study concluded that the signalized intersections would continue to operate at an acceptable level of service in both the AM and PM Peak hours with the applicant's proposed development. The study does not recommend any system improvements, but does recommend the following site access improvement:

- Intersection 4 – Lifehope Alpharetta Entrance Driveway at Proposed Site Driveway
    - Per the site plan, construct a roundabout with one (1) ingress lane entering the site and one (1) egress lane exiting the site.

## SCHOOLS

Residential development is known to increase school enrollment. Fulton County calculated the potential maximum number of children who may live on the property by using the Fulton County Schools standard calculation to identify the number of children that a residential development will generate. The following chart outlines these figures:

FULTON COUNTY SCHOOLS – 211 Townhome Units

| School | Single Family Average # |
|---|---|
| New Prospect Elementary School | 4 to 42 students |
| Webb Bridge Middle School | 1 to 14 students |
| Alpharetta High School | 6 to 35 students |
| TOTAL | 11 to 91 students |

Based on the total figure for all three school levels, it can be assumed that the proposed development could house approximately 11 – 91 school age children. Numbers provided by Fulton County Schools show that Webb Bridge Middle School is currently over capacity.

## COMPREHENSIVE LAND USE PLAN AMENDMENT REVIEW CRITERIA

Unified Development Code Section 4.1.3 Standards for CLUP amendment approval, provides the following criteria for consideration when evaluating a request for a change in land use:

A. The extent to which a change in the economy, land use or development opportunities of the area has occurred.

*Response: The property's close proximity to an interchange on Georgia 400 makes it viable for future office development. However, the need for additional housing and abundance of available office space provides an opportunity to change the vision for the property.*

B. The extent to which the proposed designation is in compliance with the goals and policies of the Plan.

*Response: The applicant's proposal is supported by the following policies in the 2040 Comprehensive Plan:*

- *Housing Policy 1: Promote and encourage residential densities and designs that ensure varied living areas and housing types.*
- *Housing Policy 2: Maintain a balance between 'owner-occupied' and 'renter-occupied' in Alpharetta such that at least 68% of the housing stock is 'owner-occupied'.*
- *Housing Policy 5: Provide opportunities for people who work in Alpharetta to live in Alpharetta by monitoring the housing-to-jobs balance and promoting a variety of housing options, including housing types, design, and price-points.*
- *Land Use Policy 3: Guide development to areas where infrastructure is available concurrent with development.*
- *Land Use Policy 5: Require subdivision design that fosters a sense of community and promotes pedestrian mobility, community recreation and an abundance of public open space.*
- *Land Use Policy 9: Promote redevelopment of highway corridors, with an emphasis on North Point Parkway, Old Milton Parkway, and South Main Street, into pedestrian-friendly, mixed-use environments to create viable, growing and attractive areas.*

C. The extent to which the proposed designation would require changes in the provision of public facilities and services.

*Response: The proposed change from office to residential would increase the demand on recreation and parks public facilities and services. However, residential development would generate fewer vehicular trips than the medical office development currently approved on the property.*

D. The extent to which the proposed designation would impact the public health, safety, and welfare.

*Response: The proposed future land use change would not negatively impact public health, safety and welfare and would contribute to addressing the City's housing needs. In addition, the trip generation report indicates that the applicant's proposal would generate approximately 79% fewer AM Peak Hour trips and 74% fewer PM Peak Hour trips than an office development.*

E. The extent to which additional land area is needed to be developed for a specific type of use.

*Response: The property's close proximity to an interchange on Georgia 400 makes it viable for future office development. However, the need for additional housing and abundance of available office space provides an opportunity to change the vision for the property.*

F. The extent to which area demographics or projections are not occurring as projected.

*Response: Not applicable.*

## STANDARDS FOR ZONING CHANGES

The Planning Commission and the City Council shall consider the following standards in considering a master plan amendment or rezoning application, giving due weight or priority to those factors particularly appropriate to the circumstances of each application:

a. Whether the zoning proposal will permit a use that is suitable in view of the zoning use and development of adjacent and nearby property.

*Response: The property is currently approved for a 380,000 square foot medical office development, which if developed would add significantly more traffic to the street network than if the property was developed as a residential development. In addition, a rezoning to R-8A/D was recently approved at the former Harry's Market property on Upper Hembree Road, which previously carried a commercial zoning and future land use designation.*

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

*Response: The zoning proposal would not adversely affect the existing use or usability of adjacent or nearby properties. Surrounding properties are developed with a mix of office and commercial uses. If approved, it is recommended that an acknowledgement be required in the HOA declarations and covenants that surrounding, abutting non-residential properties may seek a variance to reduce the undisturbed buffer requirement should those properties be (re)developed.*

c. Whether the zoning proposal will adversely affect the natural environment.

*Response: The proposal would not adversely impact the natural environment. While the topography of the property presents challenges to saving trees, the site plan depicts 2.7-acres of tree save areas, as well as sixteen (16) specimen tree saves. Additional trees will be preserved in the stream buffer located in the southwest corner of the property.*

d. Whether there are substantial reasons why the property cannot or should not be used as currently zoned.

*Response: The property is zoned O-I subject to the Lifehope Master Plan, which allows a 380,000 square foot medical office development. If developed, the medical office development would add significantly more traffic to the street network than if the property was developed as a residential development. In addition, the need for additional housing and abundance of available office space provides an opportunity to change the vision for the property.*

e. Whether the zoning proposal will result in a use that will or could cause an excessive or burdensome use of public facilities or services, including but not limited to existing streets and transportation facilities, schools, water or sewer utilities, and police or fire protection.

*Response: The proposal would not cause an excessive burden on public facilities and services. The requested rezoning to allow a residential subdivision would increase demand on schools and parks but reduce impacts on streets and transportation facilities.*

f. Whether the zoning proposal is supported by new or changing conditions not anticipated or reflected in the existing zoning on the property.

*Response: The property's close proximity to an interchange on Georgia 400 makes it viable for future office development. However, the need for additional housing and abundance of available office space provides an opportunity to change the vision for the property.*

g. Whether the zoning proposal reflects a reasonable balance between the promotion of the public health, safety, morality or general welfare against the right to unrestricted use of property.

*Response: The applicant's proposal would not negatively impact public health, safety and welfare and would contribute to addressing the City's housing needs. In addition, the trip generation report indicates that the applicant's proposal would generate approximately 79% fewer AM Peak Hour trips and 74% fewer PM Peak Hour trips than an office development.*

h. Whether there are substantial reasons why the property cannot be used in accordance with existing zoning.

*Response: The property is zoned O-I subject to the Lifehope Master Plan, which allows a 380,000 square foot medical office development. If developed, the medical office development would add significantly more traffic to the street network than if the property was developed as a residential development. In addition, the need for additional housing and abundance of available office space provides an opportunity to change the vision for the property.*

i. The extent to which the zoning proposal is consistent with the Comprehensive Plan.

*Response: The comprehensive land use plan designation of the property is 'Corporate Office', which requires an amendment to allow the proposed zoning and residential use.*

## VARIANCE REVIEW CRITERIA

The City of Alpharetta Unified Development Code Article IV, Section 4.5.3 outlines the criteria set forth for granting a variance. The ordinance specifically states..."a variance may be granted in whole or in part, or with conditions, in such individual case of unnecessary hardship upon a finding that":

(1) There are extraordinary and exceptional conditions pertaining to the particular piece of property in question because of its size, shape or topography; or

*Response: The property has exceptional conditions due to its size, shape or topography. Variances related to buffers, retaining walls, and local street design are related to the exceptional topography of the property which falls nearly 100' from northwest to southeast across the property. The lot width, floor area, and parking variances relate to the applicant's unique Zipper product, which would offer a more attainable*

*housing product. The request to eliminate landscape strips in certain areas along new local streets is not supported by a hardship and is contrary to Housing Policy 4, which states, "Design quality and long-term value into residential development to maintain appearance and property values".*

(2) The application of the Ordinance to this particular piece of property would create an unnecessary hardship; or

*Response: Application of the ordinance would create an unnecessary hardship. The topography of the property combined with the applicant's unique Zipper product type present significant obstacles to gain compliance with City development regulations.*

(3) There are conditions that are peculiar to the property which adversely affect its reasonable use or usability as currently zoned; or

*Response: The property has peculiar conditions adversely affecting its reasonable use. Variances related to buffers, retaining walls, and local street design are related to the exceptional topography of the property which falls nearly 100' from northwest to southeast across the property. The lot width, floor area, and parking variances relate to the applicant's unique Zipper product, which would offer a more attainable housing product. The request to eliminate landscape strips in certain areas along new local streets is not supported by a hardship and is contrary to Housing Policy 4, which states, "Design quality and long-term value into residential development to maintain appearance and property values". If approved, the center east-west right-of-way should include landscape strips and an acknowledgement should be required in the HOA declarations and covenants that surrounding, abutting non-residential properties may seek a variance to reduce the undisturbed buffer requirement should those properties be (re)developed.*

## CONCURRENCES

Staff has reviewed the applicant's proposal against the review criteria for a master plan amendment, comprehensive land use plan amendment, rezoning and variance. While the property's close proximity to an interchange on Georgia 400 makes it viable for future office development, the need for additional housing and abundance of available office space provides an opportunity to change the vision for the property. The proposed residential development is supported by several policies in the 2040 Comprehensive Plan and development of the property with a residential use would generate significantly fewer vehicular trips on the surrounding roadway network. In addition, the applicant's unique Zipper product would offer a more attainable housing product.

Generally, the variance requests are supported by hardships given the size, shape and topography of the property. However, the variance request to eliminate landscape strips in certain areas along new local streets is not supported by a hardship. Variances to lot width, floor area, and parking relate to the applicant's unique Zipper product type. Variances to buffers, retaining walls, and local street design relate to the exceptional topography of the property which falls nearly 100' from northwest to southeast across the property. If approved, conditions are recommended requiring that the center east-west right-of-way include landscape strips and an acknowledgement in the HOA declarations and covenants that surrounding, abutting non-residential properties may seek a variance to reduce the undisturbed buffer requirement should those properties be (re)developed.

## CITIZEN PARTICIPATION PLAN

The report submitted by the applicant states that letters were mailed to each property owner within 500' of the subject property stating the applicant's intent. The report states that public comments were received with questions and comments regarding access from North Point Parkway, vehicular connection to a property to the west, stormwater, development setback from property to the south, and concern over residents trespassing on adjacent office property.

## COMMUNITY ZONING INFORMATION MEETING

The CZIM was held on February 12, 2025. There were public comments with concerns over pedestrians using the emergency access, number of variances, parking, and price points.

### IV. ATTACHMENTS:

- Map Series
- Latest Site Plan
- Exhibit A
- Exhibit B
- Traffic Study
- CZIM
- Citizen Part B
- Public Comment
- Amendment
- Application

# CITY COUNCIL MEETING
# STAFF REPORT

SUBMITTING DEPARTMENT: COMMUNITY DEVELOPMENT
SUBMITTED BY: KATHI COOK
DRAFTED BY: MICHAEL WOODMAN

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I. **AGENDA ITEM TITLE:** MP-25-03/CLUP-25-01/Z-25-02/CU-25-03/V-25-02 PORTMAN/BROOKSIDE MP POD A

PLANNING COMMISSION: APRIL 3, 2025

CITY COUNCIL: APRIL 28, 2025

II. **RECOMMENDATION:**

Approve MP-25-03/CLUP-25-01/Z-25-02/CU-25-03/V-25-02 Portman/Brookside MP Pod A, subject to the following conditions:

1. The 19.68-acre property shall be zoned MU and the site shall be developed substantially similar to the site plan by Kimley Horn, revised 3/20/25, except for modifications required to comply with the conditions below. However, lot yield depicted is not guaranteed and subject to meeting all City code requirements and conditions of zoning.
2. The comprehensive land use designation of the property shall be 'Mixed Use'.
3. Architectural style shall be representative of the submitted renderings prepared by SK+I, dated 3/20/25, with final approval by DRB.
4. Development regulations shall be as follows (The entitlements below shall be deducted from the Brookside Master Plan non-residential density, including an exchange rate of 800 square feet of non-residential density for each residential unit):
   a. Office – Office use shall be limited to no more than 130,000 square feet, which shall include the existing office building. Office uses shall be permitted in the ground floor space along the storefront street in the For-Rent building and shall not count against the office maximum area above. Office building shall have a maximum height of 5 stories or 85'.
   b. Commercial – Retail and restaurant (no drive-through) uses shall be limited to no more than 60,000 square feet, of which no more than 32,000 square feet shall be used for restaurant (no drive-through) use. Retail uses shall be limited to service retail incidental to office and residential uses. Retail/restaurant buildings shall have a maximum height of 2 stories or 40'.
   c. 'For-Sale' Residential – Up to 75 'For-Sale' Townhome units shall be permitted with a maximum height of 4 stories or 50'. No more than 10% shall be rented as stated in the HOA documents.
   d. 'For-Rent' Residential – After January 1, 2027, 335 'Dwelling, 'For-Rent' units shall be permitted a Certificate of Occupancy (CO) in accordance with UDC 'For-Rent' requirements. At-grade 'For-Rent' units shall be limited to no more than 3 sides of the building and shall have walkouts with sidewalk connections. Maximum building height shall be 5 stories or 72'. Units shall be 1, 2, and 3 bedrooms with no more than 40% of the units being 2-bedroom and no more than 5% being 3-bedroom. A CO shall not be issued for rental units until 130,000 square feet of office has been renovated and first-floor space is converted to commercial use or is substantially under construction, as determined by Staff. The 'For-Rent' units shall be part of a mixed-use development containing a minimum 19 acres and incorporating retail/restaurant uses, 'For-Sale' residential uses, neighborhood grocery, and minimum 130,000 square feet of office. 'For-Rent' units shall have first class amenities, which shall include a private pool, fitness center, secure parking, resident's lounge, business center, on-site management office, concierge services

and secure elevator access. If a building permit is not issued by April 28, 2028, residential units shall revert to 'For-Sale' only.

   e. Parking Deck – Maximum 6 levels, substantially as depicted on the site plan prepared by Kimley Horn, revised 3/20/25. Parking decks visible from Old Milton Parkway and Brookside Parkway shall be treated with comparable materials and finishes as the buildings they serve or art such as a mural, as approved by Staff. Screening of parking decks with evergreen landscaping of sufficient size shall be required, as approved by Staff. Suitability of parking deck elevation, visibility and landscape screening shall be approved by the DRB.

5. Brookside Master Plan Pod A shall be limited to the following uses and further restricted by conditions of zoning:
   a. Office
   b. Service Retail
   c. Restaurant (no drive thru)
   d. Residential – 'For-Sale' and 'For-Rent'
6. Service retail uses shall be those customarily accessory to or amenities for office and residential uses, restricted to the following:
   a. Art Gallery
   b. Bakery
   c. Barber Shop/Beauty Shop
   d. Book Store
   e. Brewery
   f. Computer Supply Store
   g. Copy Center/Print Shop
   h. Dance Studio
   i. Drug Store (not to exceed 2,000 SF)
   j. Dry Cleaning Pick-up Station
   k. Fitness Studio
   l. Florist, Retail without Greenhouse
   m. Nail Salon (subject to approval of a conditional use)
   n. Neighborhood Grocery (min. 3,000 SF)
   o. Office Supply Store (not to exceed 2,000 SF)
   p. Package Shipping Store
   q. Recreation Facilities (Indoor)
   r. Restaurant (no drive-through)
   s. Retail Sales and Services Establishment
   t. Shop or Studio, Craftsman/Artist
   u. School, Commercial
   v. Spa Services (subject to approval of a conditional use)
7. Minimum building setbacks shall be 20' on Old Milton Parkway and Brookside Parkway and 10' on the private street to the south. Side and rear setbacks shall be 15' and shall be in addition to required buffers. Building setbacks along new streets shall be as depicted on the site plan prepared by Kimley Horn, revised 3/20/25.
8. Property owner shall provide a public access easement over the existing sidewalk along Old Milton Parkway.
9. It is anticipated that the Brookside Parkway Lane Diet project to reduce the existing 4-lane road section and add enhanced bicycle and pedestrian facilities on one side of Brookside Parkway will be accomplished within the existing right-of-way. If it is determined that right-of-way is needed for the project, developer shall provide right-of-way and/or construction easements.
10. Minimum parking requirements shall be as depicted on the site plan and parking study prepared by Kimley Horn, revised 3/20/25 and dated 3/10/25, respectively.

11. New streets shall be private and substantially similar to the submitted Roadway Section plans prepared by CORE, dated 3/20/25, except for modifications required to comply with the conditions below. Roadway Section B planter (bump outs at the beginning and end of on-street parking) shall be planted with trees. Roadway Section E drive aisle width shall be reduced to 10' with the additional area split between the planter and landscape strip on both sides of the street. Planter and landscape strips shall be planted with trees.
12. Minimum 20' landscape strip (not including sidewalk) shall be provided along Old Milton Parkway and minimum 10' landscape strip shall be provided along Brookside Parkway. Existing landscape strip and planter trees along Old Milton Parkway and Brookside Parkway, determined to be healthy, shall be preserved, except at relocated curb cuts along Old Milton Parkway and Brookside Parkway and as needed to install a deceleration lane on Old Milton Parkway (if required by GDOT), as approved by Staff. A row of shrubs, minimum 2' at planting, shall be planted in the planter adjacent to the deceleration lane along Old Milton Parkway, as permitted by GDOT.
13. Minimum 10' natural or landscaped buffer shall be provided along the private street to the south, except where the proposed new local street comes within 5' of the southern property line the buffer may be reduced to 5'. Developer shall make reasonable efforts to save the existing trees along the private street to the south.
14. Site landscaping shall be substantially similar to the Landscape Strategy prepared by CORE, dated 3/20/25, with final approval by DRB. A detailed landscape plan shall be approved prior to issuance of a LDP.
15. Retail storefront streets shall include landscaping in foundation planters and/or large planted decorative pots, as approved by DRB.
16. In order to obscure parking lots, surface parking shall be screened from Old Milton Parkway and Brookside Parkway with architectural features and/or landscaping, with final approval by DRB.
17. Parking lot islands shall be planted with trees, shrubs and ground covers.
18. Developer shall save healthy trees in the area adjacent to Brookside Park, except where to grade and install pedestrian amenities, as depicted on the site plan prepared by Kimley Horn, revised 3/20/25.
19. Minimum 13.72 acres of open space shall be provided which shall include the off-site Big Creek Greenway trail connection, as depicted on the site plan prepared by Kimley Horn, revised 3/20/25.
20. At-grade pedestrian and bicycle connections shall be provided throughout the site, including between buildings and open space within the development. Pedestrian crossings within the development shall be ramped and surface materials shall be brick pavers, cobblestones, or architecturally treated concrete, as approved by DRB. Pedestrian bridges, stairs, elevators, and escalators may encroach over and into public spaces provided that they do not impede pedestrian circulation or safety. Bicycle facilities shall be provided throughout the development, including a bicycle-share station.
21. Detention facilities shall not be visible from the public right-of-way, except as a decorative water feature, as approved by Staff.
22. Runoff reduction and water quality treatment measures shall add to the decorative or aesthetic nature of the development. Features like bioretention, tree wells, pervious pavers, etc. shall be prioritized in the design.
23. The 2 main entrances off Old Milton Parkway and Brookside Parkway shall include a minimum 750 square feet greenspace incorporating an entrance monument and decorative landscaping, as approved by DRB. Installation shall be required prior to the 1st CO for the development.
24. Developer is encouraged to work with the Brookside Association to improve the corner of Old Milton Parkway and Brookside Parkway as a decorative greenspace incorporating landscaping and entrance monumentation.
25. Developer shall provide a minimum 1 original sculpture, a minimum 1 alternative art installation utilizing light or sound, and minimum 4 murals, as well as entry monumentation as depicted on the Site Program + Amenities Exhibit prepared by CORE, dated 3/20/25, with final locations approved by Staff. Sculptures and murals are subject to final approval by the Cultural Arts Commission. Completion of sculptures shall be required concurrent with the CO for the 'For-Rent' building and murals shall be completed concurrent with the CO for the building where they are located.
26. Parking decks and retaining walls shall have architectural façade treatment or be heavily landscaped, as approved by DRB. Retaining walls visible from developed areas exceeding 16' in height shall be terraced.

27. Developer shall provide bicycle racks, benches, trash receptacles, decorative crosswalks, planters, kiosks, and other street furniture, where appropriate, throughout the development. Existing MARTA bus shelter along Brookside Parkway shall be replaced with a new bus shelter with design subject to final approval by Staff.
28. Developer shall improve a multi-use trail connection through Brookside Park connecting the subject property to the Big Creek Greenway, as conceptually depicted on the Connectivity + Pedestrian Circulation Exhibit prepared by CORE, dated 3/20/25, including a minimum 12' concrete (or similar), accessible multi-use trail and bridge with final alignment, design and materials, as approved by Staff. Trail connection shall include lighting (pedestrian and bollards), landscape, hardscape, and amenities. Trail entrance gateways shall be provided in the southwest and northwest corners of the property. Developer shall promote the use of the Big Creek Greenway trail connection by providing a minimum 5 shared parking spaces for the public. Wayfinding signage shall be provided at key locations along the trail, as approved by Staff. The trail connection shall be completed prior to a CO for the For-Rent building. Impact fee credits will be provided for the off-site trail connection improvements, as approved by Staff. Developer's financial obligation to implement the improvements in this condition 28 shall be limited to the amount of the impact fees generated for the development project.
29. Backside of buildings or 'back of house' functions (such as loading, trash, utilities, and similar) shall be screened from the public or private right-of-way or Brookside Park. Parapet walls shall be used as needed to screen rooftop mechanical equipment and views.
30. Min.1 rooftop amenity shall be provided in the development. Restaurants shall include outdoor dining areas.
31. Prior to LDP, the applicant shall submit for approval a document to be entitled 'Portman Brookside Design Standards'. This document shall include elevations or architectural themes of buildings, specifications for street furniture including benches, trash receptacles, lighting, focal point features, bicycle racks, bus shelter, signage, landscaping themes, and entrance treatments and shall be substantially similar to the submitted renderings, as amended. Design standards will be presented to Staff and the DRB for review and approval.
32. Plans for buildings, landscaping, and signage (in the form of a 'sign package') shall be subject to review and approval by the DRB.
33. Prior to the first LDP, applicant shall submit a revised master plan for the property incorporating the approved conditions, as well as the following:
    a. Approved specifications and standards identified for each use within the total development.
    b. Pedestrian/bicycle network; and
    c. Overall planned green space areas.
34. Every plan submitted for an LDP shall include an on-going density, open space, and acreage tabulation.
35. All site plans and civil design plans hereafter submitted to the City of Alpharetta shall state as the first note: "This plan reflects conditions stipulated through public hearing regarding case MP-25-03/CLUP-25-01/Z-25-02/CU-25-03/V-25-02 Portman Brookside."

<u>GRTA Notice of Decision General Conditions of Approval</u> (Conditions recommended by the Georgia Regional Transportation Authority and incorporated into a document, dated March 18, 2025, RE: DRI 4317 – Brookside West Alpharetta DRI):

<u>Pedestrian, Bicycle and Transit Facilities</u>

36. Provide pedestrian connectivity between all buildings, uses, and existing/future pedestrian access points.
37. Coordinate with the City of Alpharetta to identify opportunities for future connections to the Big Creek Greenway and to existing and proposed Brookside Trail alignments.
38. Coordinate with MARTA to identify opportunities to enhance existing or proposed bus stops adjacent to the project site.

<u>Roadway Improvements</u>

39. Coordinate with the City of Alpharetta during permitting to identify wayfinding opportunities internal to the site directing vehicular traffic to efficient routes to/from SR 400.

Old Milton Parkway (SR 120) at Site Driveway A

40. Reconstruct Driveway A to operate as a right-in-right-out driveway under driveway stop control including one (1) lane entering and one (1) lane exiting.

Brookside Parkway at Site Driveway B (North Driveway)

41. Reconstruct Driveway B to operate as a full movement driveway under driveway stop control including one (1) lane entering and one (1) lane exiting.

Brookside Parkway at Site Driveway C (South Driveway)

42. Reconstruct Driveway C to operate as a full movement driveway under driveway stop control including one (1) lane entering and one (1) lane exiting.

## III. REPORT IN BRIEF:

The applicant, Portman Holdings, LLC, is requesting a master plan amendment, comprehensive land use plan amendment, rezoning, conditional use, and variance to allow a 19.65-acre mixed-use development consisting of 130,000 square feet of office (existing), 60,000 square feet of retail/restaurant, 75 'For-Sale' townhome units and 335 'For-Rent' units. A master plan amendment is requested to Pod A of the Brookside Master Plan to allow the proposed development mix and establish mixed-use development regulations. A comprehensive land use plan amendment is requested from 'Corporate Office' to 'Mixed Use' and a rezoning is requested from O-I (Office-Institutional) to MU (Mixed Use). A conditional use is requested to allow 'Dwelling, 'For-Rent' and 'Dwelling, 'For-Sale', Attached' and variances are requested to reduce the minimum lot size in the MU zoning district, increase the shared parking reduction, and reduce minimum driveway separation. The property is located at 3625 Brookside Parkway at the southwest corner of Old Milton Parkway and Brookside Parkway (west).

## DISCUSSION

The submitted request, if approved, would allow for the construction of a 19.68-acre mixed-use development consisting of 130,000 square feet of office (existing), 60,000 square feet of retail/restaurant use, 75 'For-Sale' townhome units, and 335 'For-Rent' units. The proposed density is 4.89 dwelling units per acre. A master plan amendment is requested to the Brookside Master Plan Pod A to allow the proposed development mix and establish mixed-use development regulations. A comprehensive land use plan amendment is requested from 'Corporate Office' to 'Mixed Use' and a rezoning is requested from O-I (Office-Institutional) to MU (Mixed Use). A conditional use is requested to allow 'Dwelling, 'For-Rent' and 'Dwelling, 'For-Sale', Attached' and variances are requested to reduce the minimum lot size in the MU zoning district, increase the shared parking reduction, and reduce minimum driveway separation. The property is located at 3625 Brookside Parkway at the southwest corner of Old Milton Parkway and Brookside Parkway (west).

The property is developed with two (2) office buildings, consisting of approximately 289,720 square feet, and 1,136-space surface parking lot. The property is zoned O-I (Office-Institutional) subject to the Brookside Master Plan Pod A. Surrounding properties are zoned O-I to the west, south, east, and north and O-P (Office-Professional) and CUP (Community Unit Plan) to the north. Olde Milton Commons, a strip shopping center, and Touchmark National Bank are located to the north, Brookside Park is located to the west, Georgia State University is located to the south, and a five (5) story office building is located to the east. The property has a comprehensive land use plan designation of 'Corporate Office', which requires an amendment to allow the proposed mixed-use development.

Brookside Master Plan was approved in 1997 as an office park with retail nodes along Old Milton Parkway. Pod A, which has a total area of 83.8 acres, was approved with a non-residential density of 20,000 square feet per acre (1,676,000 square feet) and maximum building height of eight (8) stories. Approximately 924,023 square feet, or 55% of non-residential entitlement remains unused in Pod A of the Master Plan. The applicant requests a master plan amendment to allow the proposed mixed-use development and assign development regulations. The table below compares the applicant's proposal to the current entitlement in Brookside Master Plan Pod A.

Comparison of the Portman Holdings Mixed-Use Development to the Brookside Master Plan Pod A Entitlement

| Use | Applicant's Proposal | Brookside Pod A |
|---|---|---|
| Residential | 335 'For-Rent' Units<br>75 'For-Sale' Townhomes | Residential uses not permitted |
| Residential Density | 4.89 dwelling units/acre | N/A |
| Office | 130,000 SF (existing) | 1,676,000 SF (751,977 SF existing) |
| Commercial | 60,000 SF | Limited permitted and accessory uses |
| Non-Residential Density | 9,669 SF/acre | 20,000 SF/acre |
| Open Space | 2.95 acres (15%) | N/A |

The Horizon 2040 Comprehensive Plan identifies Old Milton Parkway east of Georgia 400 as a priority area in need of redevelopment and promotes retrofitting, repurposing, and mixed-use patterns to create activity nodes near or within existing suburban office parks. In response, the Brookside Small Area Plan was created and adopted in 2022. The plan's vision is to re-imagine the 155-acre suburban office park as a walkable, connected environment in an effort to re-position the area which currently has one of the City's highest office vacancy rates. In February 2023, CoStar showed an office vacancy rate in Brookside of 36.75% as compared to the Citywide office vacancy rate of 18.81%. The Plan does not include land use recommendations and the future land use designation of Brookside remains 'Corporate Office'.

A comprehensive land use plan amendment is requested from 'Corporate Office' to 'Mixed Use' and a rezoning is requested from O-I to MU. A conditional use is requested to allow 'Dwelling, 'For-Rent' Residential' and 'Dwelling, 'For-Sale' Attached' use. The applicant's requested variances are outlined in the table below. The size and shape of the property, as well as existing conditions are listed by the applicant as hardships justifying the requested variances.

Applicant's Requested Variances

| UDC Section | Applicant's Request | Staff Comments |
|---|---|---|
| 2.2.20 (D) | Reduce minimum lot size from 25 acres to 19.68 acres. | Property is part of the 84-acre Pod A in the Brookside Master Plan. |
| 2.5.2 | Increase the maximum shared parking reduction from 25% to 27%. | Parking study reflects a peak parking demand at 7:00 PM on weekdays with a total of 922 spaces needed, not including the townhomes. 974 parking spaces are provided on-site and off-site at the adjacent bank, not including the townhomes. |
| 3.5.2 (G) | Reduce the separation between driveway curb cuts on a collector street from 300' to 53' and 290' on Brookside Parkway. | The 2 existing curb cuts on Brookside Parkway are already legal non-conforming with respect to minimum separation. The applicant proposes minor adjustments to the locations of the 2 curb cuts. |

## SITE PLAN

The submitted site plan depicts the office building closest to Old Milton Parkway to be removed and the southernmost office building (approx. 145,000 square feet) to be saved. Approximately 7,000 square feet on the ground floor of the saved office building will be converted to commercial use. A five (5) story 'For-Rent' building wrapping a six (6) level parking deck is proposed along Old Milton Parkway over the existing surface parking lot and office building to be removed. The existing curb cut and driveway off Old Milton Parkway has been shifted to the east, creating the main entrance and storefront street for the proposed development. Approximately 15,700 square feet of ground floor commercial space in the 'For-Rent' building and a one (1) story, 10,700 square foot free-standing commercial building line the main entrance driveway off Old Milton Parkway, which leads to a new roundabout at the center of the development. The roundabout connects to a retail village (approximately 23,200 square feet in five (5), one (1) story buildings), the existing office building, and 75 'For-Sale' townhomes, which are located at the south end of the development. Commercial buildings are depicted in the submitted renderings to be one (1) story. The retail village is positioned south of the existing Touchmark National Bank property located at the southwest corner of Old Milton Parkway and Brookside Parkway. Two (2) existing curb cuts along Brookside Parkway have been relocated with the northernmost curb cut providing access to the retail village and the southernmost curb cut providing access to the 'For-Sale' townhomes. The 75, four (4) story townhomes are proposed to be 22' wide and are rear-loaded fronting on a series of linear open spaces.

The proposed mixed-use development would include approximately 25% office, 57% residential, and eighteen percent (18%) commercial. The 19.68-acre property is smaller than the minimum lot size (25 acres) required in the MU district, of which the applicant has requested a variance. The subject property is part of the 83.8-acre Pod A in the Brookside Master Plan.

The site plan reflects a twenty-foot (20') building setback along Old Milton Parkway, ten-foot (10') building setback along Brookside Parkway and five-foot (5') building setback along the private street to the south. A twenty-foot (20') landscape strip is provided along Old Milton Parkway and a ten-foot (10') landscape strip is provided along Brookside Parkway. A minimum ten-foot (10') building setback and landscape buffer should be provided along the private street to the south. The UDC requires a minimum twenty-foot (20') landscape buffer on double frontage lots. Building setbacks, landscape strips, and planters are variable along new internal streets.

Several new streets are proposed within the development, which provide connectivity between Old Milton Parkway and Brookside Parkway through the development. The existing five-foot (5') sidewalk along Old Milton Parkway is depicted to remain, except that the sidewalk has been moved closer to Old Milton Parkway in the area adjacent to the deceleration lane. The future GDOT roadway plans for Old Milton Parkway do not propose improvements to the existing five-foot (5') sidewalks. The existing five-foot (5') sidewalk along Brookside Parkway is also depicted to remain. City Staff is currently working with a consultant for a conceptual re-design of Brookside Parkway (lane diet). The re-design would replace the existing sidewalk on Brookside Parkway with a twelve-foot (12') multi-use trail. New streets are depicted with variable sidewalk widths, with five-foot (5') and six-foot (6') sidewalks depicted along the storefront streets and five-foot (5') sidewalks depicted along streets near the townhomes.

A six (6) level parking deck with 803 spaces is depicted to be wrapped with a 'For-Rent' building. The parking deck has access from the east and south sides of the building, with the main entrance located on

the east side of the building along the new storefront street. The site plan calls out 1,274 parking spaces for the mixed-use development, which will include 52 off-site spaces (existing perpetual non-exclusive easement) on the Touchmark National Bank property. 119 spaces are surface and on-street spaces, and 300 spaces are located in the townhome garages and driveways. As shown in the table below, UDC parking regulations require 1,747 parking spaces for the proposed development. The applicant requested a variance and provided a shared parking study justifying a 27% shared parking reduction. The UDC allows up to a 25% shared parking reduction. Not including the townhomes, the parking study reflects a projected peak parking demand of 922 parking spaces on weekdays and 909 spaces on the weekend, of which 974 parking spaces are provided on-site and off-site at the adjacent bank. Therefore, the parking study demonstrates that the amount of parking provided within the development will always exceed the demand for parking during the week and weekend.

Required vs. Provided Parking

| Use | # | UDC Parking Rate | Required Parking |
|---|---|---|---|
| Office | 130,000 SF | 1/250 SF (gross) | 520 spaces |
| 'For-Rent' Units | 335 | 2/unit + 1/20 units for guests | 687 spaces |
| 'For-Sale' Townhomes | 75 | 1 space/bedroom | 300 spaces |
| Retail/Restaurant | 60,000 SF | 1/250 SF (retail shopping centers over 50,000 SF) | 240 spaces |
| **Total Required** | | | **1,747 spaces** |
| **Total Provided** | | | **1,274 spaces** |

The applicant's site plan calls out 13.72 acres of open space, which includes civic and amenity space, as well as an off-site trail connection improvement. The MU district requires a minimum ten percent (10%) civic space, as well as one (1) acre of open space per 100 population generated by residential uses. The 2020 U.S. Census data reflects 2.52 persons per household for the City, of which the proposed mixed-use development would generate a population of approximately 1,033 residents. Therefore, 10.33 acres of open space and 1.968 acres of civic space (12.29 acres of open space) are required for the mixed-use development. The site plan depicts civic space to include the existing amphitheater, pocket parks, plazas, and the off-site improvement of the Big Creek Greenway connection. Amenity space is depicted to include 'For-Rent' amenities (pool lounge, fitness, courts, etc.), yards, balconies, landscaped areas, entry features, and outdoor seating areas.

Because the property is already developed, natural tree areas are limited to the west side of the property adjacent to Brookside Park. All other trees on the property would have been planted at the time the property was developed. Existing trees in planters and landscape strips along Old Milton Parkway and Brookside Parkway should be saved, if determined to be healthy. Due to the property's close proximity to Big Creek, the applicant proposes to exempt traditional stormwater detention based on a timing analysis which would allow for release of stormwater in the floodplain associated with Big Creek. There is an existing onsite detention pond on the south end of the property, which was constructed and is maintained by North Point Community Church. The applicant is working with the church to take over ownership and maintenance of the existing detention pond and may modify or remove the pond.

The applicant provided a development phasing plan, which contemplates two (2) phases of development. In the first phase, an existing office building will be demolished, and the other office building will have approximately 7,000 square feet of ground floor space converted to commercial use. In addition, the 'For-Rent' building, parking deck and retail village will be constructed in the first phase. According to the

applicant, the second phase will include the 'For-Sale' townhomes and will commence once a certificate of occupancy is issued for the parking deck.

## 'FOR-RENT' RESIDENTIAL

Careful consideration should be given to maintaining a balance between 'For-Rent' versus 'For-Sale' product in the City. The Horizon 2040 Comprehensive Land Use Plan identifies the following housing policy as it relates to maintaining a balance between owner-occupied and renter-occupied housing in the City:

> *Housing Policy 2: Maintain a balance between 'owner-occupied' and 'renter-occupied' in Alpharetta such that at least 68% of the housing stock is 'owner-occupied'.*

There are several factors that should be considered with requests for 'For-Rent' product, such as mix of uses, design, long-term viability, impacts to City facilities and services, as well as traffic and school impacts. Office space already exists on the property and high-density housing should be tied to office space where jobs exist and are created, and service uses are available to limit vehicular trips. The existing 130,000 square feet of office would generate approximately 520 employees (1 employee per 250 square feet) to support the proposed mixed-use development.

The City's Rental Housing Study (updated June 2022) recommends an annual target entitlement of approximately 116 'For-Rent' units per year in order to achieve Housing Policy 2, as stated above. While the minimum 68% 'owner-occupied' housing policy is included in the Horizon 2040 Comprehensive Plan, the annual target recommendation is not an approved City policy. The latest US Census American Community Survey 5-year estimate (2019 – 2023) reflects that the City is at 68% owner-occupied housing units, which complies with Housing Policy 2. The City has approved 280 'For-Rent' units since 2022, which includes the entitlement from the Continuum mixed-use development. As shown in the table below, it is recommended that a Certificate of Occupancy (CO) not be issued for the proposed 'For-Rent' units until 2027 in order to meet the City's housing policy. Staff adheres to a 5-year horizon when making recommendations on public hearing requests for 'For-Rent' use. Housing policies are developed by the community as part of the City's Comprehensive Plan, which is updated every five (5) years.

'For-Rent' Request – Recommended Certificate of Occupancy (CO) Year

| | 2022* | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| Applicant's Proposal | | | | | | 335 | | | | 335 |
| Continuum | | | | | 280 | | | | | 280 |
| Recommended Target | 116 | 116 | 116 | 116 | 116 | 116 | 116 | 116 | 116 | 1,044 |
| Cumulative Total | +116 | +232 | +348 | +464 | +300 | +81 | +197 | +313 | +429 | +429 |

*City's Rental Housing Study updated June 2022.

The applicant proposes 335 'For-Rent' units to be completed in the first phase of development. Rental units are proposed in a single multi-family building, which is proposed to be six (6) stories wrapping a six (6) level parking deck, as well as on-site amenities and ground-floor active uses (retail, office, and amenities). Residents will have access to dedicated covered parking and amenities, such as a pool and private outdoor amenity areas. A mix of one (1), two (2) and three (3) bedroom units are proposed with one (1) and two (2) bedroom units making up approximately 95% of the total units.

## TRAFFIC

Based on the uses proposed, the mixed-use development is expected to generate a total of 303 new AM Peak Hour trips and a total of 290 new PM Peak Hour trips. The trip generation results for the proposed development and the existing office use to remain on-site are presented in the table below.

**Table 9: Trip Generation**

| Land Use | | Density | Daily Trips | | | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Total | In | Out | Total | In | Out | Total | In | Out |
| 215 | Single-Family Attached Housing | 90 dwelling units | 636 | 318 | 318 | 41 | 13 | 28 | 50 | 29 | 21 |
| 221 | Multifamily Housing (Mid-Rise) | 350 dwelling units | 1,624 | 812 | 812 | 142 | 33 | 109 | 137 | 84 | 53 |
| 710 | General Office Building* | 20,000 Sq. Ft. GFA | 286 | 143 | 143 | 42 | 37 | 5 | 44 | 7 | 37 |
| 821 | Shopping Plaza (40-150k) - No Supermarket | 60,000 Sq. Ft. GFA | 4,052 | 2,026 | 2,026 | 104 | 64 | 40 | 311 | 152 | 159 |
| *Mixed-Use Reductions* | | | *-920* | *-460* | *-460* | *-10* | *-5* | *-5* | *-138* | *-69* | *-69* |
| *Alternative Mode Reductions (5%)* | | | *-285* | *-143* | *-142* | *-16* | *-7* | *-9* | *-20* | *-11* | *-10* |
| *Pass-by Reductions (per ITE)* | | | *-1,364* | *-682* | *-682* | - | - | - | *-94* | *-47* | *-47* |
| **Net New Infill Development Trips** | | | **4,029** | **2,014** | **2,015** | **303** | **135** | **168** | **290** | **145** | **144** |
| Existing Office Traffic (driveway traffic counts) | | | | | | 138 | 123 | 15 | 144 | 15 | 129 |
| **Total Master Plan Traffic** | | | | | | **441** | **258** | **183** | **434** | **160** | **273** |
| Master Plan Driveway Volumes (Net New Infill Development + Existing Office + Pass-by Trips) | | | | | | 441 | 258 | 183 | 528 | 207 | 320 |

The trip generation summary above presents the net new trips associated with the infill development, lists the driveway traffic count data collected for the study, and presents the summed total master plan traffic associated with the existing and infill development master plan program.

Based on the scope of the project, the applicant was required to go through the Development of Regional Impact (DRI) process. The DRI Process solicits additional review of the project from regional partners, including the Atlanta Regional Commission (ARC), Georgia Department of Transportation (GDOT), Georgia Regional Transportation Authority (GRTA), as well as adjacent communities. Following the DRI requirements, a traffic study was commissioned to assess traffic impacts anticipated from the proposed project. The study reviewed existing, future no-build, and future build conditions at the site driveways and key intersections near the site. Needed improvements to the three (3) site driveways were identified during the study analysis, which includes reconstructing the site driveways. The site access modifications recommended within the traffic study that are subsequently agreed to as conditions of approval by GRTA in the resultant Notice of Decision, dated March 18, 2025, yield acceptable level of service (LOS) operations at all site access driveways in the future scenario with the development of the project.

## SCHOOLS

Residential development is known to increase school enrollment. Fulton County Schools calculated the potential number of children who may live on the property by using their standard calculation to distinguish the number of children that a residential development will generate. The following table outlines these figures:

FULTON COUNTY SCHOOLS – 332 'For-Rent' Units and 69 'For-Sale' Townhomes

| School | Estimated # New FCS Students Generated |
|---|---|
| New Prospect Elementary School | 4 – 101 |
| Webb Bridge Middle School | 0 – 28 |
| Alpharetta High School | 7 – 37 |
| Total | 11 – 166 |

Based on the total figure for all school levels, it can be assumed that the proposed development could house approximately 11 – 166 school age children. Webb Bridge Middle School's current enrollment exceeds state capacity.

## STANDARDS FOR COMPREHENSIVE LAND USE PLAN AMENDMENTS

Unified Development Code Section 4.1.3 Standards for CLUP amendment approval, provides the following criteria for consideration when evaluating a request for a change in land use:

A. The extent to which a change in the economy, land use or development opportunities of the area has occurred.

*Response: The Horizon 2040 Comprehensive Plan identifies Old Milton Parkway east of Georgia 400 as a priority area in need of redevelopment and promotes retrofitting and mixed-use patterns to create activity nodes near or within existing suburban office parks. While the Brookside Small Area Plan does not include land use recommendations, the plan envisions creating a walkable, connected environment to re-position the suburban office park given the adjacency of Georgia State University's campus and the existing 30-acre public park. The applicant's proposal is consistent with the Plan's vision.*

B. The extent to which the proposed designation is in compliance with the goals and policies of the Plan.

*Response: The Horizon 2040 Comprehensive Plan includes policies to allow mixed use patterns that create activity nodes in appropriate areas near or within existing suburban office developments.*

C. The extent to which the proposed designation would require changes in the provision of public facilities and services.

*Response: The proposed future land use change to allow a mixed-use development would not result in significant impacts to the transportation network as compared to a suburban office development. While the addition of residential uses would increase the demand on parks and recreation services and facilities, the proposed mixed-use development would be supported by sufficient on-site open space, and the adjacent 30-acre Brookside Park. In addition, the applicant proposes to improve a trail connection between Brookside and the Big Creek Greenway.*

D. The extent to which the proposed designation would impact the public health, safety, and welfare.

*Response: The proposal would not negatively impact public health, safety, and welfare. The intent of the proposal is to re-position the Brookside office park by adding a mixed-use development to create an anchor, or activity node.*

E. The extent to which additional land area is needed to be developed for a specific type of use.

*Response: The existing Georgia State University campus and 30-acre public park provide an opportunity to re-position the Brookside office park while addressing the City's housing needs. The addition of housing in the Brookside office park is a means of re-positioning office by bringing residences closer to where people work, attend school, and recreate.*

F. The extent to which area demographics or projections are not occurring as projected.

*Response: Not applicable.*

## STANDARDS FOR ZONING AND MASTER PLAN CHANGES

The Planning Commission and the City Council shall consider the following standards in considering a rezoning application, giving due weight or priority to those factors particularly appropriate to the circumstances of each application:

A. Whether the zoning proposal will permit a use that is suitable in view of the zoning use and development of adjacent and nearby property.

*Response: The proposed mixed-use development is suitable in view of the adjacent and nearby properties, which are developed as an office park, commercial corridor, Georgia State University, and a city park. While the Brookside Small Area Plan does not include land use recommendations, the plan envisions creating a walkable, connected environment to re-position the suburban office park.*

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

*Response: The zoning proposal would not adversely affect the existing use of adjacent or nearby properties, which are developed as an office park, commercial corridor, Georgia State University, and a city park. The proposal is consistent with the vision of the Brookside Small Area Plan to create a walkable, connected environment in order to re-position the high-vacancy suburban office park.*

C. Whether the zoning proposal will adversely affect the natural environment.

*Response: The applicant's proposal represents redevelopment of an existing office building and parking lot and would not adversely affect the natural environment. Tree saves are proposed along the west side of the property adjacent to Brookside Park.*

D. Whether there are substantial reasons why the property cannot or should not be used as currently zoned.

*Response: The Horizon 2040 Comprehensive Plan identifies Old Milton Parkway east of Georgia 400 as a priority area in need of redevelopment and promotes retrofitting, repurposing, and mixed-use patterns to create activity nodes near or within existing suburban office parks. The Brookside Small Area Plan re-images the area as a walkable, connected environment to re-position the existing office park by bringing residences closer to goods and services and where people work, and have access to higher education and parks and recreation facilities.*

E. Whether the zoning proposal will result in a use that will or could cause an excessive or burdensome use of public facilities or services, including but not limited to existing streets and transportation facilities, schools, water or sewer utilities, and police or fire protection.

*Response: The proposal would not have significant impacts on public facilities and services. The proposed mixed-use development is located within approximately one (1) mile of Georgia 400, on a MARTA bus route, and would likely have less impact on the surrounding transportation network as compared to the suburban office development. While the addition of residential uses would increase the demand on parks and recreation services and facilities, the proposed mixed-use development would be supported by sufficient on-site open space, and the adjacent 30-acre Brookside Park. In addition, the applicant proposes to improve a trail connection between Brookside and the Big Creek Greenway.*

F. Whether the zoning proposal is supported by new or changing conditions not anticipated or reflected in the existing zoning on the property.

*Response: The Horizon 2040 Comprehensive Plan identifies Old Milton Parkway east of Georgia 400 as a priority area in need of redevelopment and promotes retrofitting and mixed-use patterns to create activity nodes near or within existing suburban office parks. While the Brookside Small Area Plan does not include land use recommendations, the plan envisions creating a walkable, connected environment to re-position the suburban office park. The applicant's proposal is consistent with the Plan's vision.*

G. Whether the zoning proposal reflects a reasonable balance between the promotion of the public health, safety, morality, or general welfare against the right to unrestricted use of property.

*Response: The proposal reflects a reasonable balance. While the Brookside Small Area Plan does not include land use recommendations, the plan envisions creating a walkable, connected environment to re-position the high vacancy suburban office park. The applicant's proposal is consistent with the Plan's vision.*

H. Whether there are substantial reasons why the property cannot be used in accordance with existing zoning.

*Response: The Horizon 2040 Comprehensive Plan identifies Old Milton Parkway east of Georgia 400 as a priority area in need of redevelopment and promotes retrofitting, repurposing, and mixed-use patterns to create activity nodes near or within existing suburban office parks. The Brookside Small Area Plan re-images the area as a walkable, connected environment to re-position the existing office park by bringing residences closer to goods and services and where people work, and have access to higher education and parks and recreation facilities.*

I. The extent to which the zoning proposal is consistent with the Comprehensive Plan.

*Response: The comprehensive land use plan designation of the subject property is 'Corporate Office', which requires an amendment to 'Mixed Use' to allow the applicant's proposal.*

## CONDITIONAL USE REVIEW CRITERIA

City staff has reviewed the applicant's request and compared it to the conditional use standards established in UDC Sec. 4.2.3 (B) which are as follows:

A conditional use otherwise permitted within a zoning district shall be considered to be compatible with other uses permitted in the district, provided that due consideration is given to the following objective criteria at a public hearing and satisfactory provisions, or arrangements are made for:

1. Access into and out of the property with regard to traffic and pedestrian safety, volume of traffic flow, and emergency vehicles, as well as the type of street providing access;

*Response: Access to the site is proposed by way of three (3) relocated driveways, of which one is located on Old Milton Parkway and two (2) are located on Brookside Parkway. There is sufficient access to support the conditional uses.*

2. The extent to which refuse areas, loading and service areas, off street parking, and buffers and screening are provided on the property.

*Response: The site improvements referenced above will be sufficiently addressed with the proposed mixed-use development. The applicant submitted a shared parking study which supports the proposed shared parking rates for the mixed-use development.*

3. Ensuring that the conditional use will not be injurious to the use and enjoyment of the environment or of other property in the immediate vicinity or diminish and impair property values within the surrounding neighborhood.

*Response: The proposal is located within a suburban office park next to an underutilized city park and there are no residential properties currently bordering the subject property. Approval of the conditional use would not negatively impact surrounding properties.*

4. Ensuring that the conditional use will not increase local or state expenditures in relation to the cost of servicing or maintaining neighboring properties.

*Response: Not applicable.*

5. Ensuring that the conditional use will not impede the normal and orderly development of surrounding property for uses predominant in the area; and

*Response: The addition of residential and commercial uses at the subject property would not impede the normal and orderly development of surrounding properties. The proposed mixed-use development would complement surrounding properties which are developed as office parks, a commercial corridor, an underutilized city park, and Georgia State University.*

6. Ensuring that the location and character of the conditional use is considered to be consistent with a desirable pattern of development for the city, in general.

*Response: The addition of residential and commercial uses at the subject property is consistent with the desirable pattern of development in the Brookside area. The proposed mixed-use development would complement surrounding properties which are developed as office parks, a commercial corridor, an underutilized city park, and Georgia State University.*

7. Ensuring that the conditional use is appropriately separated from similar uses and conflicting uses, such as residences, government buildings, parks, churches, or schools.

*Response: Not applicable.*

## VARIANCE REVIEW CRITERIA

The City of Alpharetta Unified Development Code Article IV, Section 4.5.3 outlines the criteria set forth for granting a variance. The ordinance specifically states..."a variance may be granted in whole or in part, or with conditions, in such individual case of unnecessary hardship upon a finding that":

(1) There are extraordinary and exceptional conditions pertaining to the particular piece of property in question because of its size, shape or topography; or

*Response: There are extraordinary or exceptional conditions pertaining to the subject property due to its size and shape. In addition, the mixed-use development incorporates an existing office building which limits site layout. Staff supports the conclusions of the submitted Parking Study which recommends a 27% shared parking reduction. The applicant proposes to relocate the two (2) existing curb cuts on Brookside Parkway, which are already legal non-conforming with respect to minimum separation.*

(2) The application of the Ordinance to this particular piece of property would create an unnecessary hardship; or

*Response: Application of the ordinance would require removal of one (1) of the existing curb cuts on Brookside Parkway, as well as additional land be added to the mixed-use development.*

(3) There are conditions that are peculiar to the property which adversely affect its reasonable use or usability as currently zoned; or

*Response: There are conditions that are peculiar to the property due to the development saving an existing office building. The conclusions of the submitted Parking Study are supported by Staff. The relocated curb cuts on Brookside Parkway are already legal non-conforming with respect to minimum separation.*

## CONCURRENCES

Staff reviewed the applicant's proposal against the established review criteria for a master plan amendment, comprehensive land use plan amendment, rezoning, conditional use, and variances. The applicant's proposal would complement surrounding properties which are primarily developed as an office park, commercial corridor, city park, and Georgia State University. The 2040 Comprehensive Plan identifies Old Milton Parkway east of Georgia 400 as a priority area in need of redevelopment and promotes retrofitting and mixed-use patterns to create activity nodes near or within existing suburban office parks. While the Brookside Small Area Plan does not include land use recommendations, the plan envisions creating a walkable, connected environment to re-position the suburban office park.

The conditional use to allow 'Dwelling, 'For-Sale' and 'For-Rent' uses is consistent with the City's housing policy to maintain a housing balance of at least 68% owner-occupied housing units. The City's Rental Housing Study indicates that Alpharetta is moving toward its housing policy at the projected rate in previous rental studies. The latest US Census estimates show that the City is at 68% owner-occupied housing units. In addition, the applicant proposes eighteen percent (18%) of the residential units to be a 'For-Sale' product. If approved, it is recommended that a Certificate of Occupancy (CO) for the 'For-Rent' building not be issued until 2027.

The property has exceptional and peculiar conditions due to its size and shape. In addition, the proposed development incorporates an existing office building, which limits the site layout. The requested shared parking increase is insignificant, approximately two percent (2%), and is supported by a shared parking study that is based on sound methodology and conclusions supported by Staff.

## CITIZEN PARTICIPATION PLAN

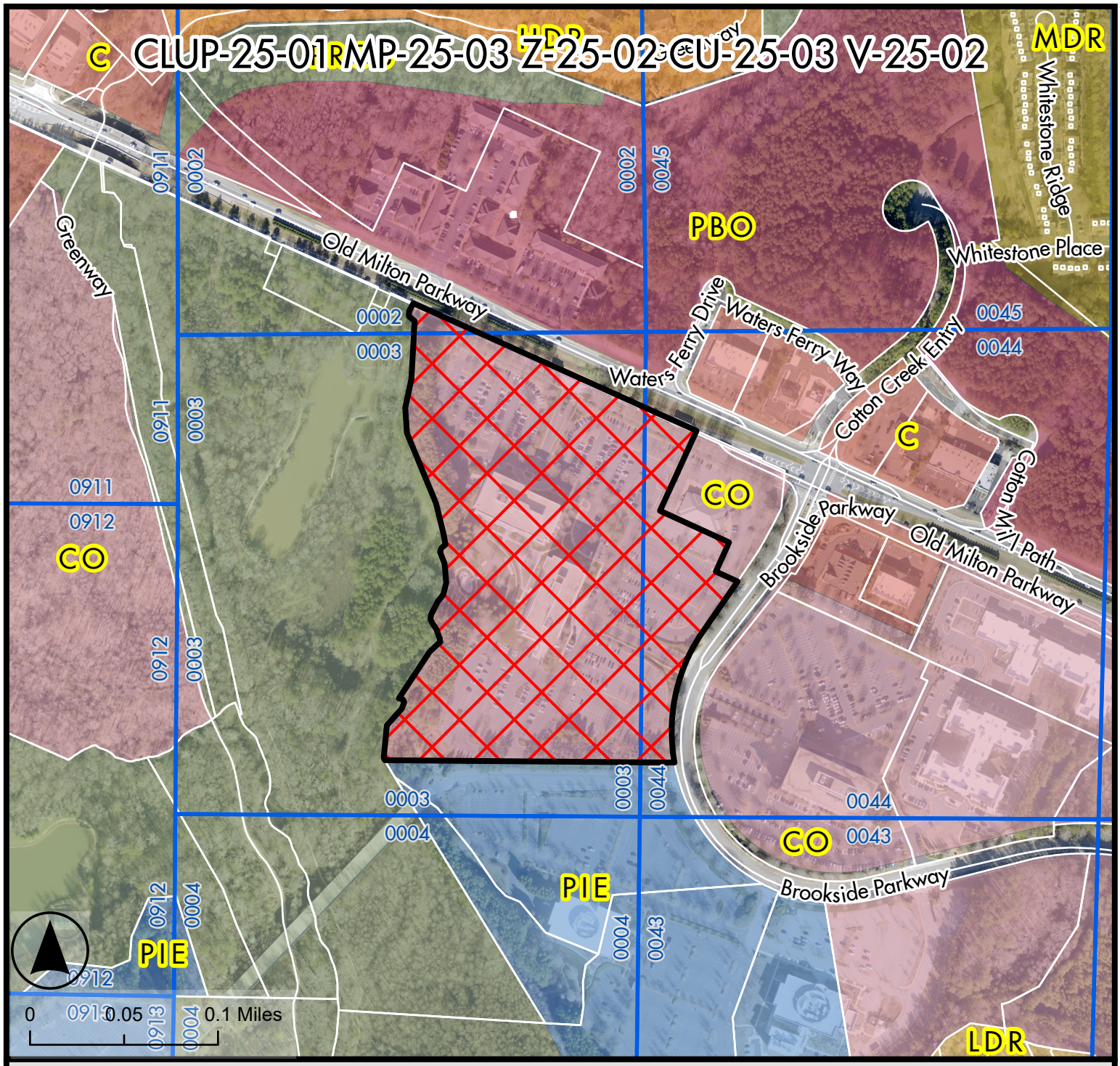
The report submitted by the applicant states that letters were mailed to each property owner within 500' of the subject property stating the applicant's intent. In addition, the applicant hosted a virtual meeting on January 29, 2025 and invited all property owners within 500' of the property. No one attended the virtual meeting. The report states that no correspondence was received.

## COMMUNITY ZONING INFORMATION MEETING

CZIM was held on January 8, 2025 and February 12, 2025. There were no public comments.

## IV. ATTACHMENTS:

- Map Series
- Latest Site Plan
- Parking Study
- Traffic Study
- DRI Notice of Decision
- CZIM
- Citizen Part B
- Amendment 3
- Amendment 2
- Amendment 1
- Application




Legend

- CLUP-25-01 MP-25-03 Z-25-02 CU-25-03 V-25-02
- Land Lots
- Tax Parcels
- Alpharetta City Limits

Future Land Use 2040

- Commercial
- Corporate Office
- High Density Residential
- Low Density Residential
- Medium Density Residential
- Parks, Recreation, Open Space
- Professional Business Office
- Public, Institutional, Education

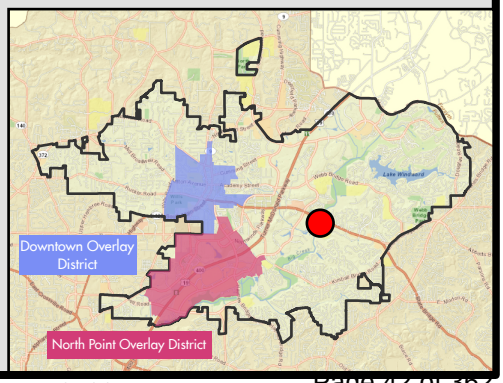
# Future Land Use Map

## Portman / Brookside MP Pod A
## 3625 and 3655 Brookside Parkway

CLUP-25-01 MP-25-03 Z-25-02
D/LL: 1/1/0003

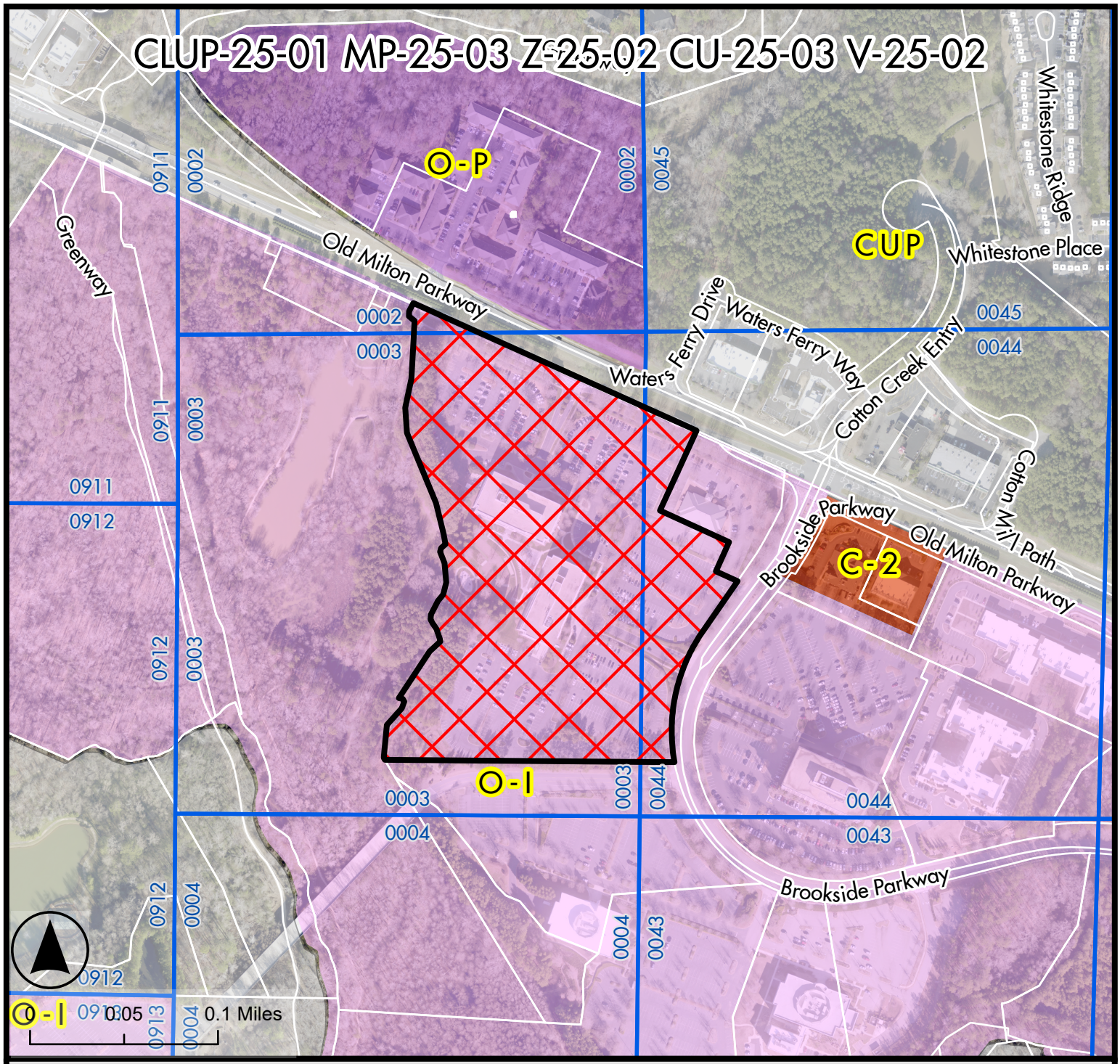
PC: 4/3/2025
CC: 4/28/2025

THE CITY OF ALPHARETTA GEORGIA




Credit: City of Alpharetta, Fulton County, GA; Pictometry International.

Location Map Provided by: Community Development - GIS




Legend

- CLUP-25-01 MP-25-03 Z-25-02 CU-25-03 V-25-02
- Land Lots
- Tax Parcels
- Alpharetta City Limits

Zoning District

- General Commercial
- CUP Community Unit Plan
- O-I Office Institutional
- O-P Office Professional
- R-10 Single Family Detached Residential

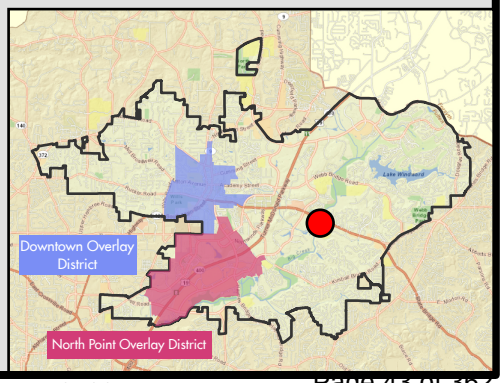
# Zoning Map

Portman / Brookside MP Pod A
3625 and 3655 Brookside Parkway

CLUP-25-01 MP-25-03 Z-25-02
D/LL: 1/1/0003

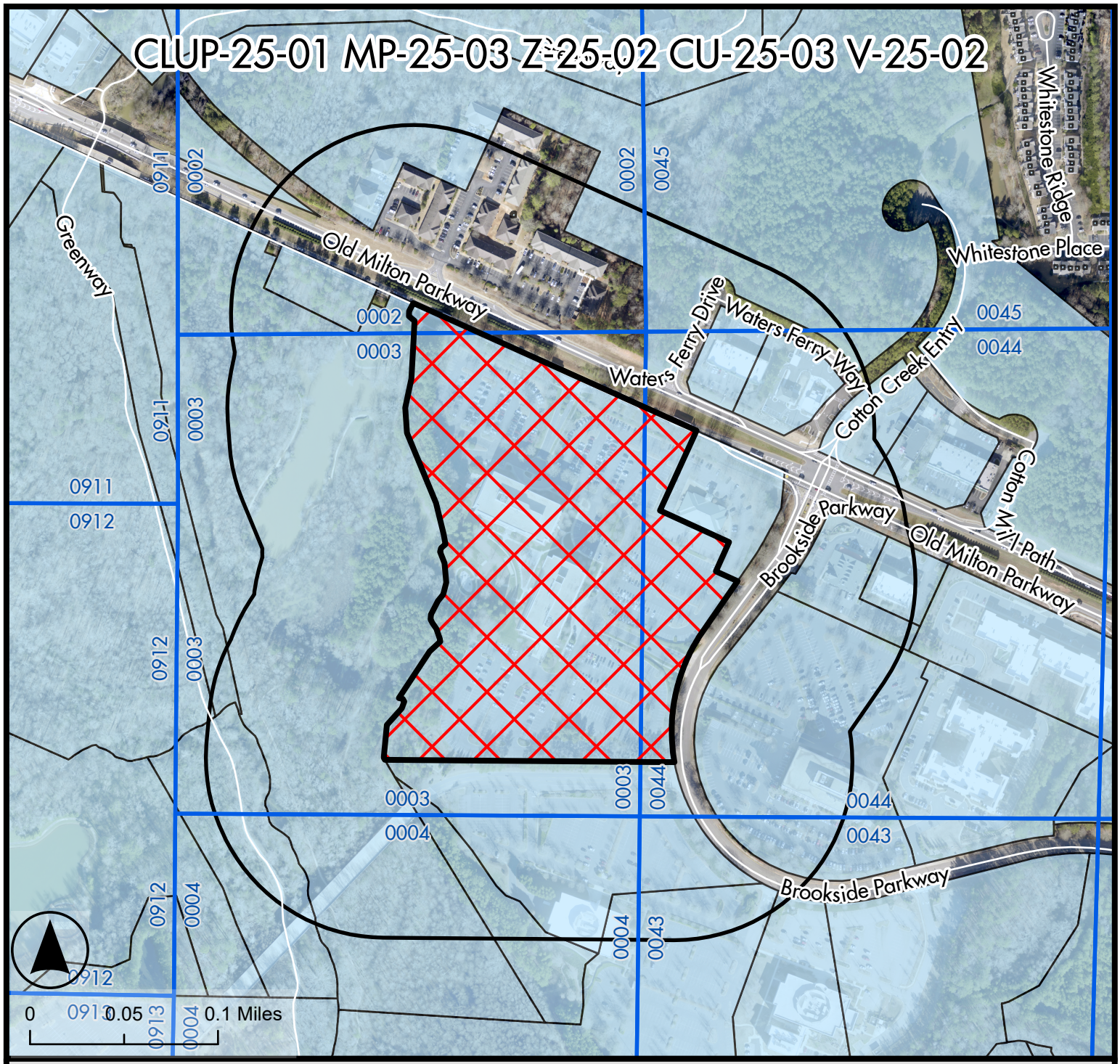
PC: 4/3/2025
CC: 4/28/2025

THE CITY OF ALPHARETTA GEORGIA




Credit: City of Alpharetta, Fulton County, GA; Pictometry International.

Location Map Provided by: Community Development - GIS




Legend

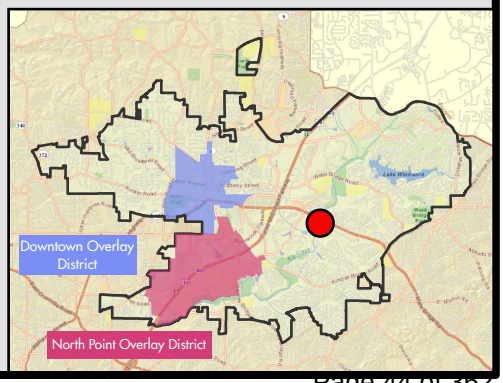
- CLUP-25-01 MP-25-03 Z-25-02 CU-25-03 V-25-02
- Land Lots
- 500 ft Buffer
- Tax Parcels
- Alpharetta City Limits

# Location and Buffer Map

Portman / Brookside MP Pod A
3625 and 3655 Brookside Parkway

CLUP-25-01 MP-25-03 Z-25-02
D/LL: 1/1/0003

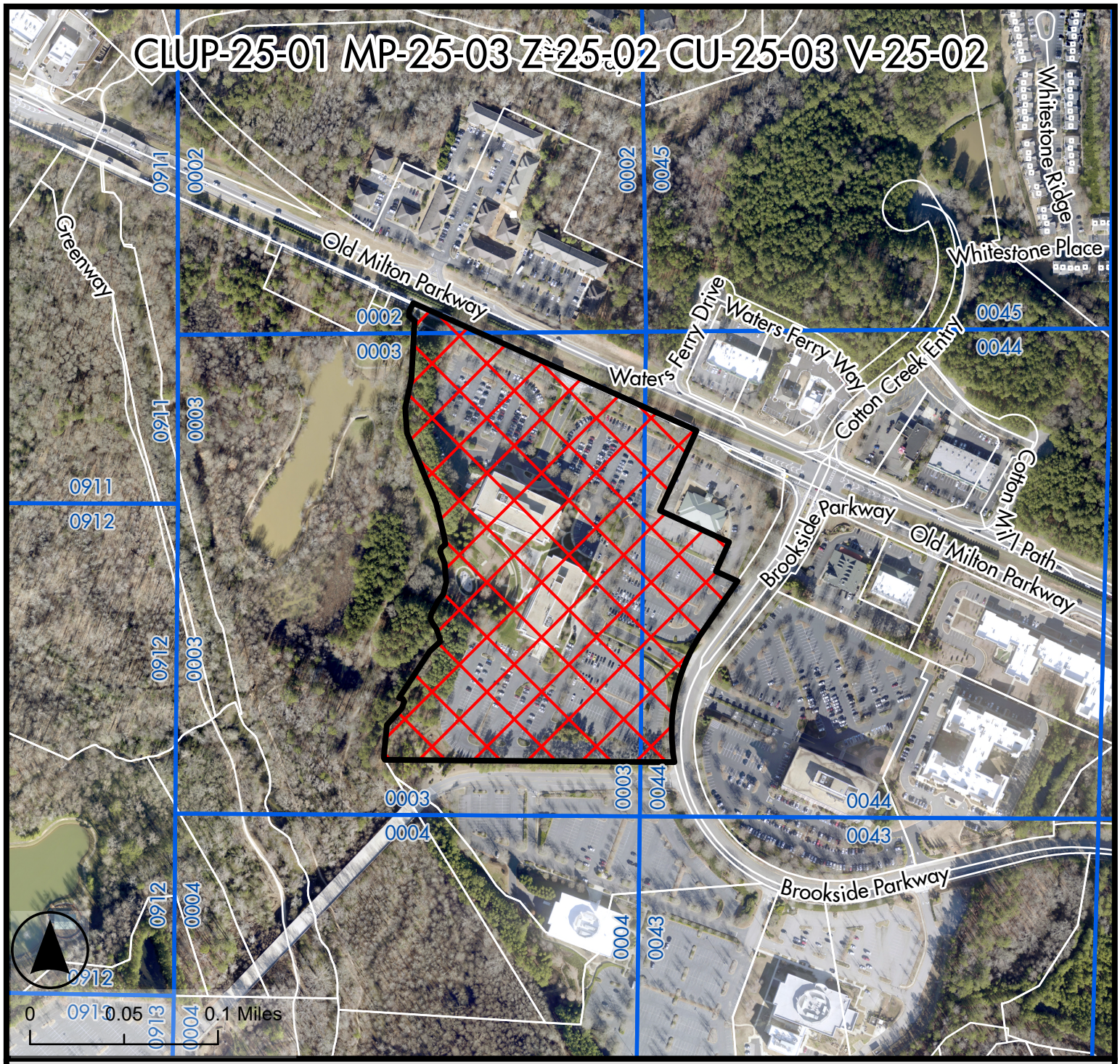
PC: 4/3/2025
CC: 4/28/2025




THE CITY OF ALPHARETTA GEORGIA

Credit: City of Alpharetta, Fulton County, GA; Pictometry International.

Location Map Provided by: Community Development - GIS




Legend

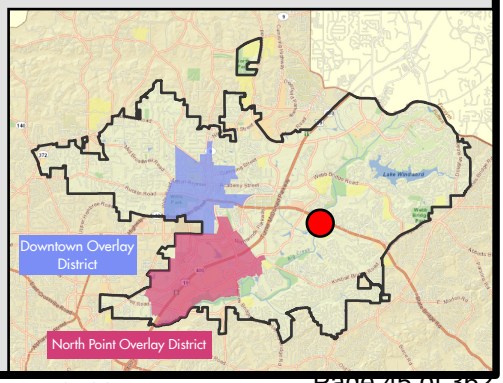
- CLUP-25-01 MP-25-03 Z-25-02 CU-25-03 V-25-02
- Land Lots
- Alpharetta City Limits
- Tax Parcels

# Aerial Map

Portman / Brookside MP Pod A
3625 and 3655 Brookside Parkway

CLUP-25-01 MP-25-03 Z-25-02
D/LL: 1/1/0003

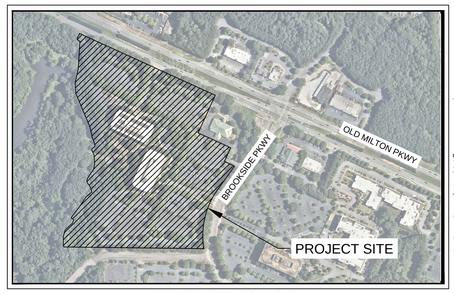
PC: 4/3/2025
CC: 4/28/2025




THE CITY OF ALPHARETTA GEORGIA

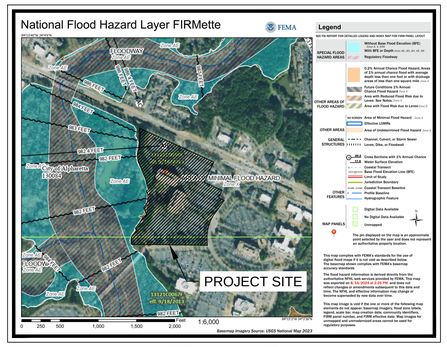
Credit: City of Alpharetta, Fulton County, GA; Pictometry International.

Location Map Provided by: Community Development - GIS




## VICINITY MAP

NOT TO SCALE




## FEMA MAP

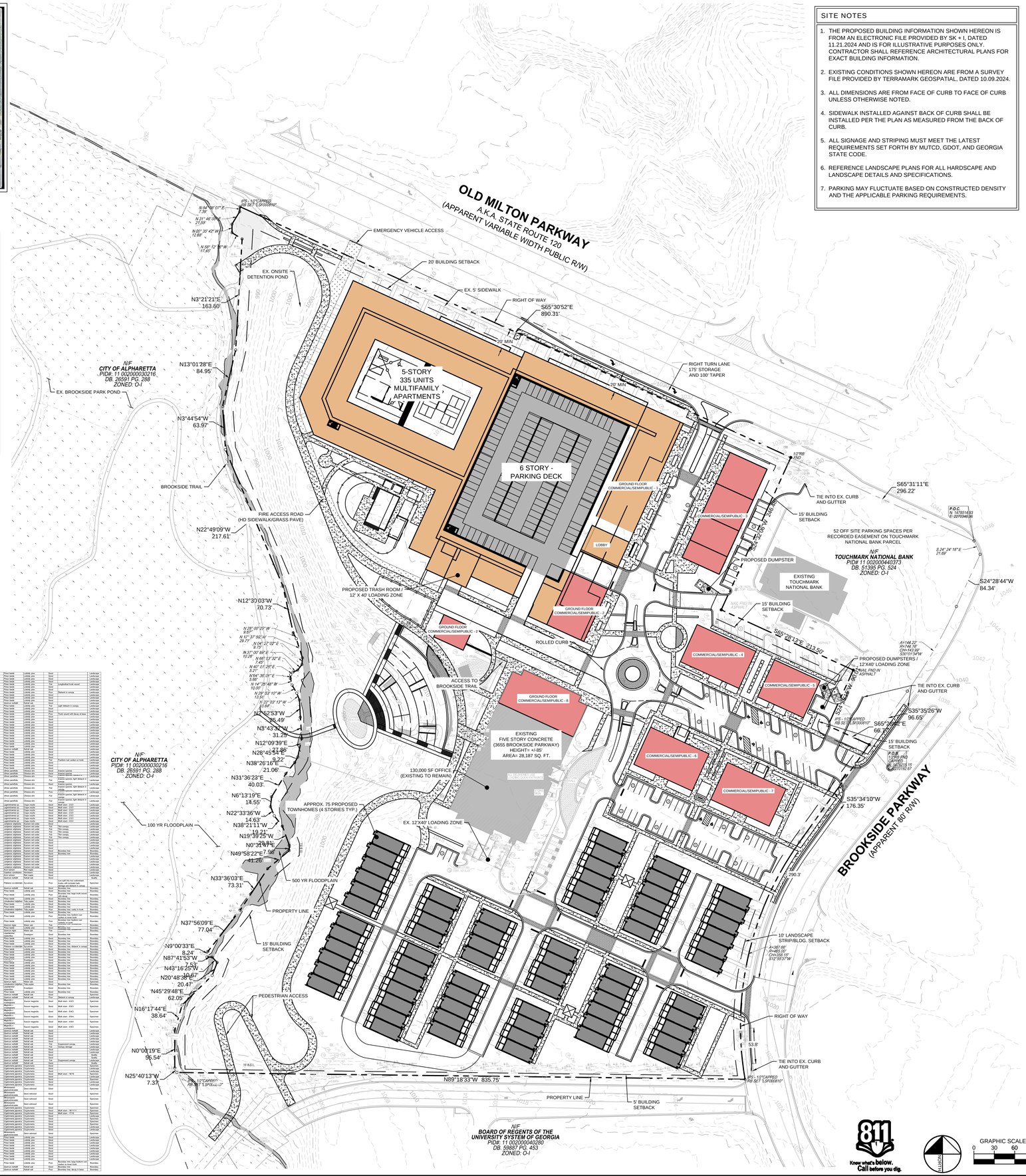
THE PROJECT SITE DOES LIE WITHIN A FLOOD HAZARD AREA PER FIRM PANEL 13121C0059F DATED 09/18/2013.

## STORMWATER MANAGEMENT NOTE:

THE SITE WILL CONTAIN ONSITE AND OFFSITE STORMWATER CONTROLS TO MEET ALL LOCAL AND STATE REQUIREMENTS. THIS MAY INCLUDE THE USE OF SEVERAL COMPONENTS STRATEGICALLY LOCATED THROUGHOUT THE SITE IN ORDER TO PROVIDE RUNOFF REDUCTION (IF INFILTRATION RATES ALLOW), INCLUDING: PERMEABLE PAVERS, GRASS PAVE, INFILTRATION FIELDS, BIORETENTION AREAS, AND OTHERS. WHERE RUNOFF REDUCTION IS NOT FEASIBLE, WATER QUALITY ALTERNATIVES WILL BE APPLIED.

## EXISTING CONDITIONS SURVEY NOTE:

EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY PROVIDED BY ALTA/NSPS SURVEY, DATED 10/09/2024.




## SITE NOTES

1. THE PROPOSED BUILDING INFORMATION SHOWN HEREON IS FROM AN ELECTRONIC FILE PROVIDED BY SK + I, DATED 11.21.2024 AND IS FOR ILLUSTRATIVE PURPOSES ONLY. CONTRACTOR SHALL REFERENCE ARCHITECTURAL PLANS FOR EXACT BUILDING INFORMATION.
2. EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY FILE PROVIDED BY TERRAMARK GEOSPATIAL, DATED 10.09.2024.
3. ALL DIMENSIONS ARE FROM FACE OF CURB TO FACE OF CURB UNLESS OTHERWISE NOTED.
4. SIDEWALK INSTALLED AGAINST BACK OF CURB SHALL BE INSTALLED PER THE PLAN AS MEASURED FROM THE BACK OF CURB.
5. ALL SIGNAGE AND STRIPING MUST MEET THE LATEST REQUIREMENTS SET FORTH BY MUTCD, GDOT, AND GEORGIA STATE CODE.
6. REFERENCE LANDSCAPE PLANS FOR ALL HARDSCAPE AND LANDSCAPE DETAILS AND SPECIFICATIONS.
7. PARKING MAY FLUCTUATE BASED ON CONSTRUCTED DENSITY AND THE APPLICABLE PARKING REQUIREMENTS.

## SITE DEVELOPMENT SUMMARY

### SITE SUMMARY

| | |
|---|---|
| CURRENT ZONING: | O-I (OFFICE INSTITUTIONAL) |
| PROPOSED ZONING: | MU (MIXED USE) |
| SITE AREA: | 19.68 ACRES |
| IMPERVIOUS AREA: | MAX. 80% (15.74 AC) |
| BUILDING SETBACK: | |
| FRONT (OLD MILTON PKWY): | 20 FT (OFF R/W LINE) |
| SIDE (BROOKSIDE PWKY): | 10 FT (OFF R/W LINE) |
| SIDE: | 15 FT |
| REAR: | 5 FT |
| LANDSCAPE SETBACK: | |
| FRONT (OLD MILTON PKWY): | 20 FT (OFF SIDEWALK) |
| SIDE (BROOKSIDE PWKY): | 10 FT (OFF SIDEWALK) |
| SIDE: | 0 FT |
| REAR: | 0 FT |
| DEVELOPMENT PARAMETERS: | |
| MAX. BUILDING HEIGHT: | |
| PARKING DECK: | 6 STORIES |
| MULTIFAMILY: | 5 STORIES OR 72 FT |
| OFFICE: | 5 STORIES OR 85 FT |
| COMMERCIAL/SEMIPUBLIC: | 2 STORIES OR 40 FT |
| TOWNHOMES: | 4 STORIES OR 50 FT |
| MIN. FLOOR AREA: | 540 SF |
| MIN LOT WIDTH: | |
| TOWNHOMES: | 22 FT |

### PROPOSED DENSITIES

| | |
|---|---|
| MULTIFAMILY RESIDENTIAL | 335 UNITS |
| OFFICE | 130,000 SF |
| COMMERCIAL/SEMIPUBLIC | 60,000 SF |
| TOWNHOMES | 75 UNITS |

### PROPOSED LAND USES

| | REQUIRED | PROPOSED |
|---|---|---|
| MULTIFAMILY RESIDENTIAL | MIN. 25% (4.92 AC) | 25.6% (5.05 AC) |
| OFFICE | MIN. 25% (4.92 AC) | 25.2% (4.95 AC) |
| COMMERCIAL/SEMIPUBLIC | MIN. 10% (1.97 AC) | 17.5% (3.44 AC) |
| TOWNHOMES | MIN. 25% (4.92 AC) | 31.7% (6.24 AC) |

### PARKING SUMMARY

| | |
|---|---|
| REQUIRED PARKING: | **1,747 SPACES** (TOTAL) |
| MULTIFAMILY (335 UNITS) | 687 SPACES (2.05/UNIT) |
| OFFICE (130,000 SF) | 520 SPACES (1/250 SF) |
| COMMERCIAL/SEMIPUBLIC (60,000 SF) | 240 SPACES (1/250 SF) |
| TOWNHOMES (75 UNITS) | 300 SPACES (1.0/BEDROOM) |
| *PROPOSED PARKING: | **1,222 SPACES** (TOTAL) |

* **PARKING STUDY PREPARED TO SUPPORT A REQUEST FOR A REDUCTION IN THE PROPOSED PARKING. THIS STUDY SHALL BE REVIEWED BY COMMUNITY DEVELOPMENT AND MUST BE APPROVED PRIOR TO PERMITTING. MULTIFAMILY AND OFFICE PARKING WILL NOT UTILIZE SHARED PARKING DURING THE SAME HOURS.**

### **OPEN SPACE REQUIREMENTS

| | |
|---|---|
| **OPEN SPACE:** | **12.30 ACRES** (TOTAL) |
| ***AMENITY SPACE: | 10.33 ACRES (1 AC/100 POPULATION) |
| CIVIC SPACE: | 1.97 ACRES (10% SITE AREA) |

****50% OF REQUIRED OPEN SPACE IS IN PASSIVE LAND AREA**

*****2.52 POPULATION/HOME PER OFFICIAL 2020 US CENSUS FOR CITY OF ALPHARETTA.**

**(335 MULTIFAMILY UNITS +75 TOWNHOMES) * 2.52 POPULATION/HOME= 1033.2 POPULATION GENERATED.**

### PROPOSED OPEN SPACE

| | |
|---|---|
| **OPEN SPACE:** | **13.72 ACRES** (597,990 SF) |
| AMENITY SPACE: | 11.67 ACRES (508,509 SF) |
| ONSITE: | 10.94 ACRES (476,783 SF) |
| BALCONY, RESIDENTIAL LOBBY, FITNESS, POOL LOUNGE, ETC. | 0.73 ACRES (31,726 SF) |
| CIVIC SPACE: | 2.05 ACRES (89,481 SF) |
| MULTI-USE TRAIL CONNECTION AND IMPROVEMENTS: | 2.05 ACRES (89,481 SF) |

## SITE LEGEND

- PROPERTY LINE
- 20 FT LANDSCAPE STRIP/BUILDING SETBACK LINE (OLD MILTON PKWY)
- 10 FT LANDSCAPE STRIP/BUILDING SETBACK LINE (BROOKSIDE PKWY)
- COMMERCIAL/SEMIPUBLIC
- MULTIFAMILY
- TOWNHOMES
- EXISTING BUILDINGS
- PERMEABLE GRASS PAVERS
- BRICK PAVERS
- HEAVY DUTY CONCRETE PAVEMENT
- CONCRETE SIDEWALK
- (19) PARKING COUNT

## PROPERTY DESCRIPTION

Being all that tract or parcel of land lying and being in Land Lots 2, 3 and 44, 1st District, 2nd Section, City of Alpharetta, Fulton County, Georgia and being more particularly described as follows:

COMMENCING at the point of intersection of the southerly right-of-way line of Old Milton Parkway a.k.a. State Route 120 (having an apparent variable width public right-of-way) and the westerly right-of-way line of Brookside Parkway (having an apparent 80' public right-of-way); thence, leaving the aforesaid right-of-way line of Old Milton Parkway, and proceeding along the aforesaid right-of-way line of Brookside Parkway South 24° 24' 16" East, 21.69 feet; thence, South 24° 28' 44" West, 84.34 feet; thence, 144.22 feet along the arc of a curve deflecting to the right, having a radius of 748.18 feet and a chord bearing and distance of South 30° 01' 04" West, 143.99 feet; thence, South 35° 30' 26" West, 96.65 feet 1/2-inch capped rebar found and the POINT OF BEGINNING.

Thence, from said POINT OF BEGINNING as thus established and continuing with the aforesaid right-of-way line of Brookside Parkway

1. South 35° 34' 10" West, 176.35 feet; thence,
2. 290.3' along the arc of a curve deflecting to the left, having a radius of 465.00 feet and a chord bearing and distance of South 12° 55' 37" West, 358.15 feet; thence, leaving the aforesaid right-of-way line of Brookside Parkway
3. North 89° 18' 33" West, 835.75 feet; thence,
4. North 25° 40' 13" West, 7.37 feet; thence,
5. North 0° 00' 19" East, 35.54 feet; thence,
6. North 16° 17' 44" East, 38.64 feet; thence,
7. North 45° 29' 48" East, 62.05 feet; thence,
8. North 20° 48' 38" East, 20.47 feet; thence,
9. North 43° 16' 25" West, 10.67 feet; thence,
10. North 87° 41' 53" West, 19.67 feet; thence,
11. North 9° 00' 33" East, 8.24 feet; thence,
12. North 37° 56' 09" East, 77.04 feet; thence,
13. North 33° 36' 03" East, 73.31 feet; thence,
14. North 49° 58' 22" East, 41.26 feet; thence,
15. North 0° 34' 31" East, 7.96 feet; thence,
16. North 19° 39' 23" West, 29.81 feet; thence,
17. North 38° 21' 11" West, 19.21 feet; thence,
18. North 22° 33' 36" West, 14.63 feet; thence,
19. North 6° 13' 19" East, 14.55 feet; thence,
20. North 31° 36' 23" East, 40.03 feet; thence,
21. North 38° 26' 16" East, 21.06 feet; thence,
22. North 28° 45' 54" East, 9.22 feet; thence,
23. North 12° 09' 39" East, 27.66 feet; thence,
24. North 03° 43' 32" West, 31.25 feet; thence,
25. North 12° 30' 03" West, 70.73 feet; thence,
26. North 22° 03' 13" West, 10.84 feet; thence,
27. North 29° 53' 10" West, 13.51 feet; thence,
28. North 14° 27' 49" West, 10.00 feet; thence,
29. North 04° 36' 01" East, 5.66 feet; thence,
30. North 31° 36' 23" East, 7.37 feet; thence,
31. North 66° 53' 39" East, 7.49 feet; thence,
32. North 37° 50' 59" East, 10.26 feet; thence,
33. North 04° 27' 02" East, 9.75 feet; thence,
34. North 17° 37' 50" West, 29.71 feet; thence,
35. North 12° 30' 03" West, 70.73 feet; thence,
36. North 12° 30' 03" West, 70.73 feet; thence,
37. North 22° 49' 09" West, 217.61 feet; thence,
38. North 03° 44' 54" West, 63.97 feet; thence,
39. North 13° 01' 28" East, 84.95 feet; thence,
40. North 3° 21' 21" East, 163.60 feet; thence,
41. North 58° 12' 50" West, 17.45 feet;
42. North 00° 35' 42" West, 12.68 feet; thence,
43. North 31° 46' 05" East, 21.55 feet; thence,
44. North 04° 08' 07" East, 7.39 feet to a point on the aforesaid right-of-way line of Old Milton Parkway; thence, leaving the aforesaid right-of-way line of Brookside Parkway and proceeding along the aforesaid right-of-way line of Old Milton Parkway
45. South 65° 30' 52" East, 890.31 feet 1/2-inch rebar found; thence, leaving the aforesaid right-of-way line of Old Milton Parkway
46. South 24° 32' 06" West, 246.46 feet to a nail found; thence,
47. South 65° 28' 13" East, 213.50 feet to a nail found; thence,
48. South 24° 28' 44" West, 84.34 feet; thence,
49. South 65° 28' 44" East, 69.77 feet to the POINT OF BEGINNING, containing 857,441 square feet or 19.6841acres of land, more or less.

Described property is subject to all rights-of-way (public and private) and easements, both recorded and unrecorded.


Kimley»Horn
PHONE 770.619.4280
WWW.KIMLEY-HORN.COM
11720 AMBER PARK DRIVE
PARKWAY 400, SUITE 600
ALPHARETTA, GEORGIA 30009

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PORTMAN HOLDINGS

303 PEACHTREE CENTER AVE NE, SUITE 575
ATLANTA, GA 30303

| No. | REVISION DESCRIPTIONS | DATE | BY |
|---|---|---|---|
| 3 | REVISION PER STAFF COMMENTS | 03.20.2025 | CFR |
| 2 | REVISION PER STAFF COMMENTS | 02.28.2025 | CFR |
| 1 | MASTER PLAN - PUBLIC HEARING APPLICATION | 12.02.2024 | TDG |

PROJECT

BROOKSIDE VILLAGE REDEVELOPMENT

LAND LOTS 2, 3 AND 44
1ST DISTRICT, SECTION 2

3625 BROOKSIDE PARKWAY
ALPHARETTA, GA 30022

GEORGIA REGISTERED No. PE046636 PROFESSIONAL ENGINEER MARK A. PUTNAM 3-20-25

| | |
|---|---|
| GSWCC CERT. (LEVEL II) | 0000076495 |
| DRAWN BY | KHP |
| DESIGNED BY | KHP |
| REVIEWED BY | MAP |
| DATE | 03/04/2025 |
| PROJECT NO. | 019292050 |
| TITLE | ZONING PLAN |
| SHEET NUMBER | ZP |

PRELIMINARY: NOT FOR CONSTRUCTION

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Drawing name: K:\ALP_PR\019292050 - Brookside Pkwy\CAD\Plansheets\ZP - ZONING SITE PLAN.dwg ZP - ZONING PLAN Mar 21, 2025, 10:33am by: campbell.reed

Kimley»Horn

GEORGIA REGISTERED No. PE034689 PROFESSIONAL ENGINEER JEFFREY B. ELSEY

3/10/2025

# MEMORANDUM

To: Mr. Mike Greene, CFA, *Portman Holdings*

From: Mr. Jeffrey Elsey, P.E., CAPP, LEED AP, *Kimley-Horn and Associates, Inc.*
Mr. Ethan Hageman, *Kimley-Horn and Associates, Inc.*

Date: March 10, 2025

Subject: ***Brookside Village – Shared Parking Study***

---

*Kimley-Horn* is pleased to present this memorandum, which summarizes the projected parking demand for the proposed Brookside Village in Alpharetta, Georgia.

## PROJECT OVERVIEW

*Portman Holdings* has retained *Kimley-Horn* to provide professional parking planning services for the proposed Brookside Village. The purpose of this analysis is to project peak parking demands of the completed site based on industry-standard data adjusted to localized and existing conditions and determine the amount of parking to be built on site to effectively accommodate these needs. The information presented in this analysis is intended to support the Client's application to the City of Alpharetta's Board of Zoning Appeals for a minor parking reduction, requesting a **30% parking reduction, which is 5% more than what is allowable by the current code, reducing the total required by code from 1,747 spaces to 1,222 spaces** as outlined in *Article II. Section 2.5.2 Shared Parking,*

> *"Two (2) or more principal uses may utilize a common area in order to comply with the off-street parking requirements, provided that the total number of individual spaces available in the common area is not less than the sum of the spaces required for the individual uses as separately computed in accordance with the provisions of this Ordinance. If it can be demonstrated that the principal uses would not utilize the shared parking areas during the same hours, the required number of parking spaces may be reduced by 25% in the common area."*

The project proposes 75 new townhomes which are anticipated to self-park (not shared) at 300 total spaces (1.00 space per bedroom). Additionally, the planned parking supply includes 803 parking spaces in a structured parking deck and 119 surface lot spaces across the site. This totals to 1,222 spaces on-site to accommodate the projected parking demand. Additional off-site parking spaces are considered later in this memorandum to highlight the site's flexibility in accommodating the projected parking demand. This memorandum presents the summary conclusions, site context, and a detailed methodology justifying the requested parking reduction.

## SUMMARY OF CONCLUSION

A total of 1,222 spaces are proposed for this site. This planned parking supply includes 300 spaces for townhomes and 922 parking spaces for other land uses. Within the structured parking facility, residential and office land uses are expected to utilize a nested parking area restricted by card-access. Commercial and semi-public land uses are expected to share the remaining unnested spaces and surface lots.

Using industry best practices and Urban Land Institute (ULI) methodologies, applied to specific site conditions, the parking demand is projected to peak at **7:00 PM on a weekday, reaching 922 spaces.** This projected peak parking demand reflects a built-in inflation ratio of 5% to 10% to account for parking inefficiencies caused by ADA parking spaces, improperly parked vehicles, and vehicles entering/exiting parking spaces. Additionally, this model utilizes a 2.00 space per 1,000 SF (KSF) parking ratio for the office land use, which is higher than the observed parking demand ratio of 1.86 spaces per KSF. Lastly, the projected peak parking demand reflects 120 vacant parking spaces in the nested parking area. Parking demand generated by the 75 townhomes is evaluated separately in this model, which provides approximately 1.00 space per bedroom, totaling 300 spaces for the exclusive use of townhomes. This totals to a projected peak parking demand of **1,222** spaces across the site.

**Table 1** compares the required parking spaces per city code with the proposed parking supply and the projected peak demand of the site.

**Table 1: Peak Shared Parking Demand in Spaces**

| Land Use | Required Parking per Code | 25% Reduction from Code-Required | Proposed Parking Supply | Projected Parking Demand | |
|---|---|---|---|---|---|
| | | | | Weekday | Weekend |
| Multifamily Office (Shared) | 1,207 | N/A | 922 | 922 | 909 |
| Commercial Semi-public (Shared) | 240 | | | | |
| Townhomes* | 300 | | 300 | 300 | 300 |
| **Total** | **1,747** | **1,310** | **1,222** | **1,222** | **1,209** |

**The parking demand for townhomes is assumed to align with the code requirement for the City of Alpharetta.*

Based on this engineering study which evaluates local parking behaviors and accounts for parking demand by hour throughout the day for each land use, the development is proposing a total of 1,222 parking spaces, which includes a 10% cushion of spaces for commercial and semi-public land uses and approximately 120 vacant spaces in the nested residential/office parking area. This parking supply is expected to accommodate the projected peak demand of 1,222 spaces. Additionally, it is expected that parking can be accommodated at an off-site parking facility, resulting in projected surplus of 52 spaces during peak parking conditions.

## SITE CONTEXT

The proposed redevelopment is bound by Old Milton Pkwy (SR-120) to the north, Brookside Pkwy to the east, a private road to the south, and Brookside Park to the west. **Figure 1** displays the general location of the site while **Figure 2** displays the conceptual site plan.

*Figure 1. Existing Site Area*

*Figure 2. Conceptual Site Plan*

The Brookside Village site is an existing suburban office park with over 114,000 square feet (SF) of occupied office space, leasing at 43% during the time of this study. The planned development will retain 3655 Brookside Parkway (the southernmost office building) for future office uses while razing 3625 Brookside Parkway (the northernmost office building) for housing and commercial space. The mixed-use development will be built on the existing surface lots. Most of the parking will be provided in a shared parking deck central to the site and wrapped with multifamily housing. The proposed densities are outlined in **Table 2** below.

| Table 2: Proposed Densities | | |
|---|---|---|
| **Land Use** | **Density** | **Unit** |
| Multifamily | 335 | Dwelling Units |
| *208 1-Bedroom, 105 2-Bedroom, 22 3-Bedroom* | | |
| Office | 130,000 | Square Feet |
| Commercial/Semi-public | 60,000 | Square Feet |
| Townhomes* | 75 | Homes |

**Townhomes are anticipated to have 300 total rooms. Parking demand is not considered shared with other uses.*

Based on the proposed densities, the City of Alpharetta parking minimum requires 1,747 parking spaces to be provided to serve the needs of the development. **Table 3** outlines the code-required parking minimums by land use. The client is requesting a 30% reduction from the code-required parking space count of 1,747 spaces.

| Table 3: City of Alpharetta Parking Minimums | | | | |
|---|---|---|---|---|
| **Land Use** | **Density** | **Unit** | **Required Spaces** | **Total** |
| Multifamily | 335 | DU | 2.00 spaces per unit + 1 guest space per 20 units | 687 Spaces |
| Office | 130,000 | SF | 1.00 space per 250 SF of GFA | 520 Spaces |
| Commercial/ Semipublic | 60,000 | SF | 1.00 space per 250 SF | 240 Spaces |
| Townhome | 75 | Homes | 1.00 space per bedroom | 300 Spaces |
| | | | **Total** | **1,747 Spaces** |

## METHODOLOGY

The objective of this analysis is to use industry-supported methods, localized to Alpharetta conditions, and calibrated data points to project the peak parking demand expected to be generated by the proposed land uses and densities. Factors evaluated in the analysis include data collected from the existing site, the use of the Institute of Transportation Engineers (ITE) and ULI industry parking ratios, and ULI's Shared Parking Model which considers parking generation peaking throughout the day, week, year, and consideration of operational realities such as internal capture and non-vehicular travel that reflect the unique context of Brookside Village.

## Data Collection

ULI's parking ratio for the office land use is often higher than what is typically observed. Since there is already an office land use on the site, it was decided to gather parking data directly from the existing office uses. It is expected that future office leases will mirror the types of tenants that currently occupy the office space, therefore parking behavior for the office land use is expected to be similar.

Kimley-Horn conducted parking occupancy counts at the project site on Thursday, February 6, 2025. The office land use is the only existing land use on-site; therefore, occupancy data was collected to align the office land use ratios with the existing demand. Occupancy counts were performed every two hours from 9:00 AM to 5:00 PM. Peak parking conditions of the office land use were observed at 11:00 AM with 19% (214 out of 1,121) of total parking spaces utilized as seen in **Figure 3**.

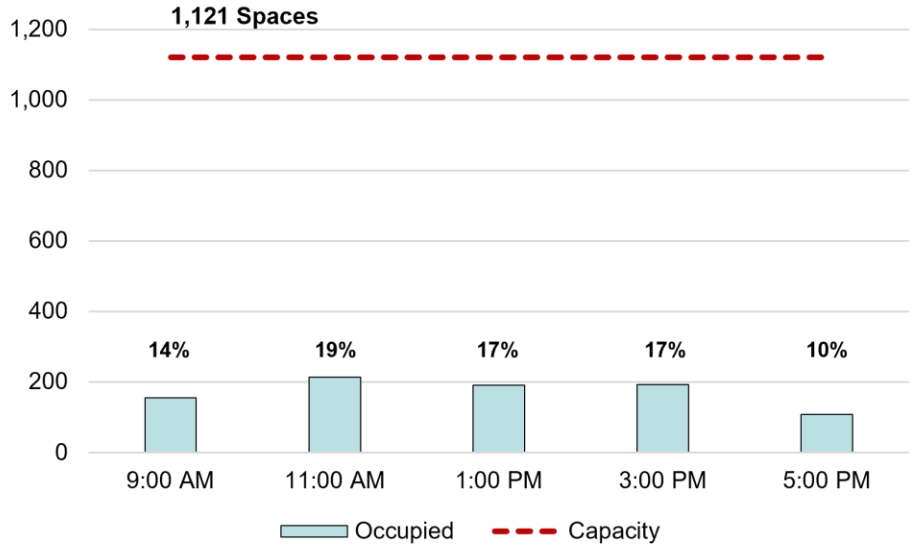


*Figure 3. Brookside Office Park Parking Occupancy*

## ITE and ULI Base Parking Ratios

The ITE Parking Generation Manual, 6th Edition is an industry-standard reference tool that compiles real data from different land uses and geographies to help project peak parking demands for proposed sites.

The ULI 3rd Edition shared parking model provides base parking ratios for different land uses. These ratios serve as starting points for estimating parking demand, which can be adjusted based on shared parking opportunities between different uses. The ULI base ratios are provided in **Appendix: Exhibit A**.

## Parking Ratios

Parking ratios were developed to establish a baseline for expected parking performance throughout the day, detailed by the hour. To create context-specific projections for the site, the City of Alpharetta's code, ITE, and ULI guidelines were reviewed as displayed in **Table 4**. Through data collection, the observed office parking demand was 1.86 spaces per occupied KSF. This reflects the fact that the office tenants, primarily smaller law, architecture, and accounting firms, generate a lower parking demand. The client intends to lease space to a similar demographic of tenants in the future. For modeling purposes, a conservative **2.00 spaces per KSF** ratio was used to project future office parking demand. Parking ratios for multifamily, grocery, and retail spaces from comparable mixed-use developments with high car ownership in the Metro Atlanta area were examined to establish suitable land use parking ratios. Some of this data is confidential and cannot be included in this report. The project-adjusted ratios in the final column were applied to calculate the peak demand for each land use.

## Adjusted Parking Ratios

The ULI Shared Parking Model is a tool used to determine cumulative parking demand for developments with multiple land uses. The model considers that while each land use generates demand for a certain number of parking spaces, these parking demands fluctuate hour-by-hour, day-by-day, and month-by-month. Individual land uses may not experience peak parking demand at the same time, so the model seeks to share parking between these land uses to minimize the amount of space and resources devoted to parking.

Additionally, the ULI Shared Parking Model allows for non-vehicle/non-single occupancy vehicle mode (trips such as walking, biking, transit, carpool, ride-hail, and telework) and non-captive ratio (trips between land uses internal to the site) adjustments to be made for mixed-use developments to account for trips generated to the site that do not require parking. These inputs were closely aligned with the Brookside Village Developments of Regional Impact (DRI) dated February 2025.

With 60,000 SF of retail, gym, grocery store, and food and beverage land uses, Brookside Village is expected to attract external patrons visiting the development. However, as outlined in the ULI Shared Parking Model, a portion of the visitors to these land uses are anticipated to already be parked on-site, meaning they are either office tenants, multifamily residents, or townhome residents. At full buildout, Brookside Village is anticipated to have over 800 residents living in the mixed-use environment. The mix of land uses and attractions will strengthen the "park once" behavior within the site.

| Table 4: Parking Ratios (Maximum Parking Demand by Land Use) * | | | | | |
|---|---|---|---|---|---|
| **Land Use** | **City of Alpharetta Parking Minimum** | **ITE Ratio (85th Percentile)** | **ULI Base Ratio** | **Weekday Project Adjusted Ratio** | **Weekend Project Adjusted Ratio** |
| Multifamily | 2.00/Unit | 1.45/Unit | 1.35/Unit | 1.28/Unit | 1.18/Unit |
| Office | 4.00/KSF | 2.98/KSF | 3.36/KSF | 2.00/KSF | 0.34/KSF |
| Retail | 5.00/KSF | 4.44/KSF | 3.60/KSF | 3.18/KSF | 3.45/KSF |
| Grocery Store | 5.00/KSF | 3.81/KSF | 4.75/KSF | 4.20/KSF | 4.09/KSF |
| Fine Dining | 10.00/KSF | 19.66/KSF | 15.50/KSF | 13.25/KSF | 15.18/KSF |
| Fast Casual Dining | 10.00/KSF | 13.61/KSF | 14.40/KSF | 11.67/KSF | 11.95/KSF |
| Bar | 10.00/KSF | N/A | 16.50/KSF | 14.11/KSF | 16.25/KSF |
| Health Club | 5.00/KSF | 8.49/KSF | 7.00/KSF | 5.98/KSF | 4.92/KSF |
| Townhomes* | 1.00/Bedroom | 1.25/Bedroom | N/A | 1.00/Bedroom | 1.00/Bedroom |

**Townhome parking demand is not considered shared with other uses.*

**Tables 5 and 6** summarize the estimated peak parking demand on a weekday during the peak months and times for the nested and unnested areas, respectively. Similarly, **Tables 7 and 8** display the estimated peak parking demand on a weekend during the peak months and times for the nested and unnested areas, respectively. Considerations for the shared parking modeling include:

- Multifamily and office land uses were modeled together
- All transient land uses were modeled together
- Townhome parking demand was not included in the shared parking model

The *Peak Hour Adjustment* column illustrates the percentage of demand for each land use, relative to the total 100%, during the time of the overall peak demand in each shared facility.

| Table 5: Multifamily/Office: Shared Parking Demand Summary | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | **Peak Month: January** | | | | | |
| | | **Weekday (10:00 AM)** | | | | | |
| **Land Use** | **Quantity** | **Base Rate** | **Mode Adj.** | **Non-Captive Ratio** | **Adj. Rate** | **Peak Hour Adj.** | **Est. Parking Demand** |
| **Residential, Suburban** | | | | | | | |
| **Visitors** | 335 Units | 0.10 | 95% | 100% | 0.10 | 20% | 7 |
| **Residents** | | 1.25 | 95% | 100% | 1.18 | 50% | 198 |
| **Office** | | | | | | | |
| **Visitors** | 130,000 SF | N/A | 100% | 100% | 0.16* | 100% | 21 |
| **Employees** | | N/A | 100% | 100% | 1.84* | 100% | 240 |
| | | | Customer/Visitor | | | | 28 |
| | | | Employee/Resident | | | | 438 |
| | | | Reserved | | | | - |
| | | | **Total** | | | | **466** |

**The office land use was modeled at a conservative rate of 2.00/KSF to provide a cushion, which is higher than the observed 1.86/KSF in February 2025.*

| Table 6: Remaining Shared Land Uses: Shared Parking Demand Summary | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | Peak Month: December | | | | | |
| | | Weekday (7:00 PM) | | | | | |
| Land Use | Quantity | Base Rate | Mode Adj. | Non-Captive Ratio | Adj. Rate | Peak Hour Adj. | Est. Parking Demand |
| **Retail** | | | | | | | |
| Visitors | 13,040 SF | 2.90 | 95% | 94% | 2.58 | 90% | 30 |
| Residents | | 0.70 | 95% | 90% | 0.60 | 100% | 9 |
| **Grocery** | | | | | | | |
| Visitors | 5,078 SF | 4.00 | 95% | 94% | 3.56 | 85% | 16 |
| Employees | | 0.75 | 95% | 90% | 0.64 | 50% | 2 |
| **Fine Dining** | | | | | | | |
| Visitors | 15,821 SF | 13.25 | 95% | 90% | 11.33 | 100% | 180 |
| Employees | | 2.25 | 95% | 90% | 1.92 | 100% | 28 |
| **Fast Casual Dining** | | | | | | | |
| Visitors | 9,052 SF | 12.40 | 95% | 85% | 9.96 | 96% | 70 |
| Employees | | 2.00 | 95% | 90% | 1.71 | 100% | 15 |
| **Bar** | | | | | | | |
| Visitors | 7,009 SF | 15.25 | 95% | 90% | 13.04 | 50% | 44 |
| Employees | | 1.25 | 95% | 90% | 1.07 | 100% | 8 |
| **Health Club** | | | | | | | |
| Visitors | 10,000 SF | 6.60 | 95% | 90% | 5.64 | 90% | 51 |
| Employees | | 0.40 | 95% | 90% | 0.34 | 75% | 3 |
| | | | Customer/Visitor | | | | 391 |
| | | | Employee | | | | 65 |
| | | | Reserved | | | | - |
| | | | **Total** | | | | **456** |

| Table 7: Multifamily/Office: Shared Parking Demand Summary | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | Peak Month: January | | | | | |
| | | Weekend (12:00 AM) | | | | | |
| Land Use | Quantity | Base Rate | Mode Adj. | Non-Captive Ratio | Adj. Rate | Peak Hour Adj. | Est. Parking Demand |
| **Residential, Suburban** | | | | | | | |
| Visitors | 335 Units | 0.15 | 95% | 100% | 0.14 | 100% | 24 |
| Residents | | 1.25 | 95% | 100% | 1.18 | 50% | 396 |
| **Office** | | | | | | | |
| Visitors | 130,000 SF | N/A | 100% | 100% | 0.03 | 0% | 0 |
| Employees | | N/A | 100% | 100% | 0.31 | 0% | 0 |
| | | | Customer/Visitor | | | | 24 |
| | | | Employee/Resident | | | | 396 |
| | | | Reserved | | | | - |
| | | | **Total** | | | | **420** |

| Table 8: Remaining Shared Land Uses: Shared Parking Demand Summary | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | Peak Month: December | | | | | |
| | | Weekend (7:00 PM) | | | | | |
| **Land Use** | **Quantity** | **Base Rate** | **Mode Adj.** | **Non-Captive Ratio** | **Adj. Rate** | **Peak Hour Adj.** | **Est. Parking Demand** |
| **Retail** | | | | | | | |
| **Visitors** | 13,040 SF | 3.20 | 95% | 91% | 2.76 | 60% | 22 |
| **Residents** | | 0.80 | 95% | 90% | 0.68 | 80% | 8 |
| **Grocery** | | | | | | | |
| **Visitors** | 5,078 SF | 4.00 | 95% | 91% | 3.45 | 33% | 6 |
| **Employees** | | 0.75 | 95% | 90% | 0.64 | 40% | 1 |
| **Fine Dining** | | | | | | | |
| **Visitors** | 15,821 SF | 15.25 | 95% | 90% | 13.04 | 95% | 197 |
| **Employees** | | 2.50 | 95% | 90% | 2.14 | 100% | 34 |
| **Fast Casual Dining** | | | | | | | |
| **Visitors** | 9,052 SF | 12.70 | 95% | 85% | 10.24 | 80% | 71 |
| **Employees** | | 2.00 | 95% | 90% | 1.71 | 90% | 15 |
| **Bar** | | | | | | | |
| **Visitors** | 7,009 SF | 17.50 | 95% | 90% | 14.96 | 50% | 51 |
| **Employees** | | 1.50 | 95% | 90% | 1.28 | 100% | 9 |
| **Health Club** | | | | | | | |
| **Visitors** | 10,000 SF | 5.50 | 95% | 90% | 4.70 | 60% | 28 |
| **Employees** | | 0.25 | 95% | 90% | 0.21 | 75% | 2 |
| | | | Customer/Visitor | | | | 375 |
| | | | Employee | | | | 69 |
| | | | Reserved | | | | - |
| | | | **Total** | | | | **444** |

The deck will not be initially constructed with nested parking; however, the client plans to provide controlled access behind a gate (nested) for multifamily and office users within the proposed parking facility at a later stage. For this analysis, a conservative approach was used by modeling the shared parking facility with nested spaces. The nested area is recommended to be built to accommodate 466 spaces and is expected to peak at 10:00 AM on weekdays. Since the nest will be built to 466 spaces, it will not be fully utilized when office and residential demand is not at its peak, preventing other users from accessing the nest due to a lack of access cards. During the overall site peak at 7:00 PM on weekdays, the nest is projected to have 120 empty spaces. The remaining users will park in the unnested spaces of the parking deck or in surface lots across the development.

Although the nested and unnested shared parking areas do not peak simultaneously, the nested area will be unable to accommodate other land uses when its demand is lower. To accurately assess the overall parking demand for the site and determine how many spaces are needed to meet that demand, **Figures 4** and **5** illustrate the parking demand throughout peak weekday and weekend conditions.

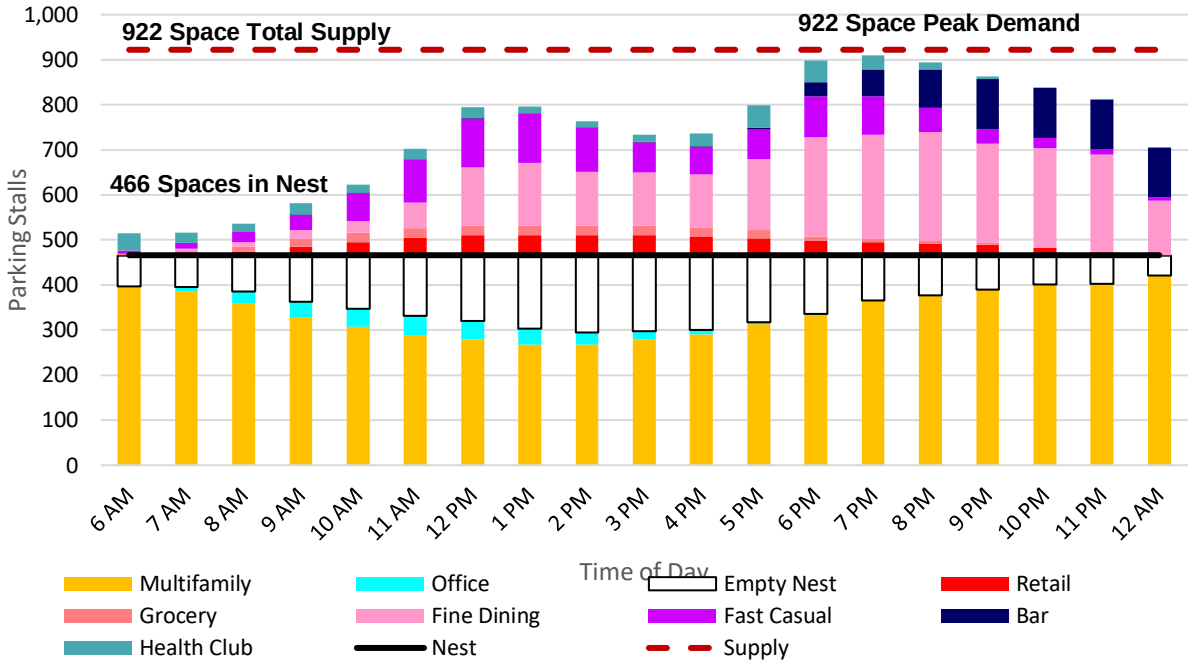


*Figure 4. Projected Weekday Parking Demand*

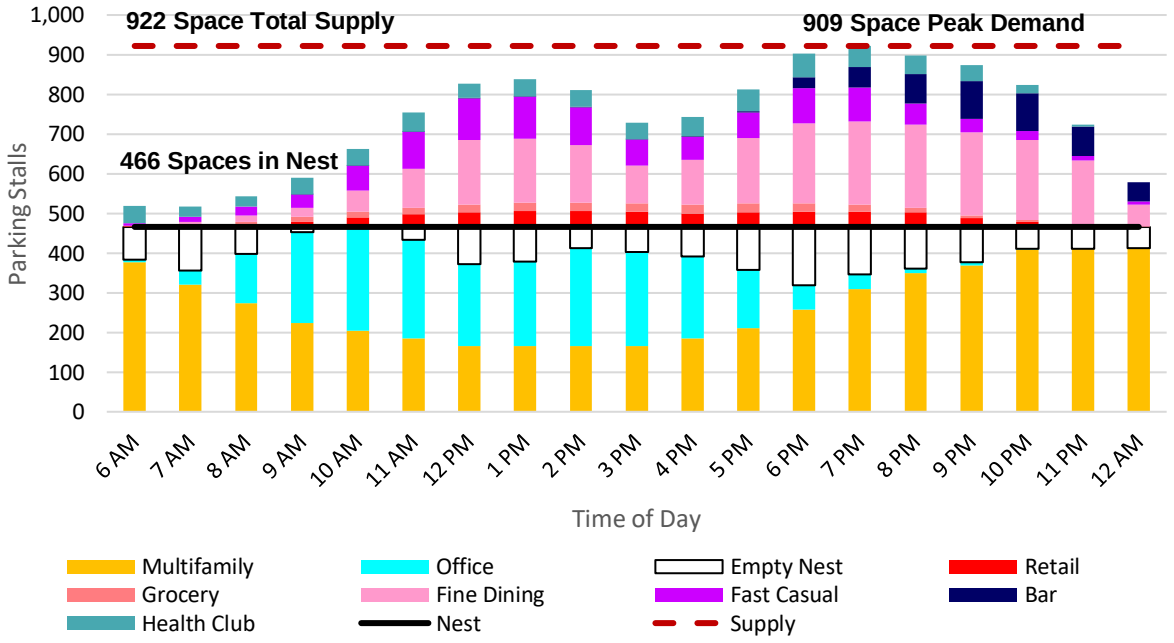


*Figure 5. Projected Weekend Parking Demand*

## OTHER CONSIDERATIONS

In addition to providing 1,222 parking spaces to accommodate projected parking demand, (300 spaces for Townhomes and 922 spaces for all other land uses), parking demand can be accommodated at an off-site parking facility. Based on an easement with the Touchmark National Bank, parking demand can be accommodated at the planned surface lot for the bank. This parking facility currently consists of 86 parking spaces. However, based on a reconfiguration of this surface lot, approximately 52 spaces are expected to be provided at this facility. During the weekday and weekend peak parking demand hour at 7:00 PM, the Touchmark National Bank is expected to be closed. Including the 52 off-site parking spaces, the site is expected to have a **surplus parking supply of 52 spaces during peak parking conditions**. Additionally, during the daytime when Touchmark National Bank is open, it is expected that approximately 30 spaces will be accessible off-site to accommodate parking demand. A summary of observed parking demand for the Touchmark National Bank is provided in the **Appendix: Exhibit B**.

## CONCLUSION AND RECOMMENDATIONS

Brookside Village will contain 335 multifamily units, 75 townhomes, 60,000 SF of commercial/semi-public space, and 130,000 SF of office space. Based on the factors discussed in this memorandum, the parking demand is expected to peak at 7:00 PM on a weekday, with a total of 922 spaces needed. Considering the 75 townhomes, which will offer roughly 1.00 space per bedroom (totaling 300 spaces), the overall peak parking demand for the site is projected to be 1,222 spaces. Therefore, the redevelopment plan proposes the construction of 1,222 spaces, as shown in **Table 9.** This requested reduction is justified by several data points and industry metrics and trends. Key takeaways are summarized below:

- Low parking ratios for both existing and future office users
- Key insights into the unique aspects of the mixed-use site, such as:
  - High potential for internal capture, driven by the density of future residents living within walking distance

| Table 9: Peak Shared Parking Demand in Spaces | | | | | |
|---|---|---|---|---|---|
| **Land Use** | **Required Parking per Code** | **25% Reduction from Code-Required** | **Proposed Parking Supply** | **Projected Parking Demand** | |
| | | | | **Weekday** | **Weekend** |
| Multifamily Office (Shared) | 1,207 | N/A | 922 | 922 | 909 |
| Commercial Semi-public (Shared) | 240 | | | | |
| Townhomes* | 300 | | 300 | 300 | 300 |
| **Total** | **1,747** | **1,310** | **1,222** | **1,222** | **1,209** |

**The parking demand for townhomes is assumed to align with the code requirement for the City of Alpharetta.*

**This assessment recommends that the Brookside Village be granted a parking reduction to 1,222 total on-site spaces when including the townhome land uses.**

We hope you find this information helpful. If any further questions arise, please do not hesitate to contact *Kimley-Horn.*

Sincerely,

Jeffrey Elsey, P.E., CAPP, LEED AP
*Kimley-Horn*

Ethan Hageman
*Kimley-Horn*

**Attachments – Appendix**

- Exhibit A – ULI 3rd Generation Base Parking Ratios
- Exhibit B – On-Site Data Collection on Thursday, February 6, 2025

## APPENDIX: Exhibit A – ULI 3rd Generation Base Parking Ratios

| Land Use | Weekday | | | Weekend | | | Unit |
|---|---|---|---|---|---|---|---|
| | Visitor | Employee | Total | Visitor | Employee | Total | |
| Retail | | | | | | | |
| Retail (<400 ksf) | 2.90 | 0.70 | 3.60 | 3.20 | 0.80 | 4.00 | ksf |
| Retail (400 to 600 ksf) | 2.30 | 0.50 | 2.80 | 2.40 | 0.60 | 3.00 | ksf |
| Retail (600 ksf to 1,000 ksf) | 3.20 | 0.80 | 4.00 | 3.60 | 0.90 | 4.50 | ksf |
| Retail (1,000 ksf to 2,000 ksf) | 3.50 | 0.90 | 4.40 | 4.00 | 1.00 | 5.00 | ksf |
| Retail (over 2,000 ksf) | 2.90 | 0.70 | 3.60 | 3.20 | 0.80 | 4.00 | ksf |
| Supermarket/Grocery | 4.00 | 0.75 | 4.75 | 4.00 | 0.75 | 4.75 | ksf |
| Pharmacy | 3.00 | 0.40 | 3.40 | 3.00 | 0.40 | 3.40 | ksf |
| Discount Stores/Superstores | 3.40 | 0.85 | 4.25 | 3.80 | 0.95 | 4.75 | ksf |
| Home Improvement Stores/Garden | 3.10 | 0.80 | 3.90 | 3.45 | 0.90 | 4.35 | ksf |
| Food and Beverage | | | | | | | |
| Fine/Casual Dining | 13.25 | 2.25 | 15.50 | 15.25 | 2.50 | 17.75 | ksf |
| Family Restaurant | 15.25 | 2.15 | 17.40 | 15.00 | 2.10 | 17.10 | ksf |
| Fast Casual/Fast Food | 12.40 | 2.00 | 14.40 | 12.70 | 2.00 | 14.70 | ksf |
| Bar/Lounge/Night Club | 15.25 | 1.25 | 16.50 | 17.50 | 1.50 | 19.00 | ksf |
| Entertainment and Institutions | | | | | | | |
| Family Entertainment | 1.80 | 0.20 | 2.00 | 2.50 | 0.25 | 2.75 | ksf |
| Active Entertainment | 1.50 | 0.15 | 1.65 | 1.80 | 0.20 | 2.00 | ksf |
| Amusement Park/Water Park | 2.60 | 0.26 | 2.86 | 3.00 | 0.30 | 3.30 | ksf |
| Adult Active Entertainment | 9.00 | 1.00 | 10.00 | 10.00 | 1.20 | 11.20 | ksf |
| Cineplex | 0.15 | 0.01 | 0.16 | 0.24 | 0.01 | 0.25 | seats |
| Specialty Movie Theatre | 0.18 | 0.02 | 0.20 | 0.29 | 0.01 | 0.30 | seats |
| Live Theater | 0.30 | 0.07 | 0.37 | 0.33 | 0.07 | 0.40 | seats |
| Outdoor Amphitheater | 0.30 | 0.07 | 0.37 | 0.33 | 0.07 | 0.40 | seats |
| Public Park/Destination Open Space | 4.00 | 0.40 | 4.40 | 5.00 | 0.50 | 5.50 | acre |
| Museum/Aquarium | 4.00 | 0.40 | 4.40 | 4.50 | 0.50 | 5.00 | ksf |
| Arena | 0.27 | 0.03 | 0.30 | 0.30 | 0.03 | 0.33 | seats |
| Pro Football Stadium | 0.30 | 0.01 | 0.31 | 0.30 | 0.01 | 0.31 | seats |
| Pro Baseball Stadium | 0.31 | 0.01 | 0.32 | 0.34 | 0.01 | 0.35 | seats |
| Health Club | 6.60 | 0.40 | 7.00 | 5.50 | 0.25 | 5.75 | ksf |
| Public Library | 2.00 | 0.25 | 2.25 | 1.90 | 0.20 | 2.10 | ksf |
| Convention Center | 5.50 | 0.50 | 6.00 | 5.50 | 0.50 | 6.00 | ksf |
| Hotel and Residential | | | | | | | |
| Hotel-Business | 1.00 | 0.15 | 1.15 | 1.00 | 0.15 | 1.15 | keys |
| Hotel-Leisure | 1.00 | 0.15 | 1.15 | 1.00 | 0.15 | 1.15 | keys |
| Restaurant/Lounge | 6.67 | 1.20 | 7.87 | 7.67 | 1.33 | 9.00 | ksf |
| Meeting/Banquet (0 to 20 sq ft/key) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | ksf |
| Meeting/Banquet (20 to 50 sq ft/key) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | kfs |
| Meeting/Banquet (50 to 100 sq ft/key) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | ksf |
| Convention (100 to 200 sq ft/key) | 0.00 | 0.00 | 0.00 | 5.50 | 0.00 | 5.50 | ksf |
| Convention (> 200 sq ft/key) | 5.50 | 0.50 | 6.00 | 5.50 | 0.50 | 6.00 | ksf |
| Residential, Suburban | | | | | | | |
| Studio Efficiency | 0.10 | 0.85 | 0.95 | 0.15 | 0.85 | 1.00 | units |
| 1 Bedroom | 0.10 | 0.90 | 1.00 | 0.15 | 0.90 | 1.05 | units |
| 2 Bedrooms | 0.10 | 1.65 | 1.75 | 0.15 | 1.65 | 1.80 | units |
| 3+ Bedrooms | 0.10 | 2.50 | 2.60 | 0.15 | 2.50 | 2.65 | units |
| Residential, Urban | | | | | | | |
| Studio Efficiency | 0.10 | 0.85 | 0.95 | 0.15 | 0.85 | 1.00 | units |
| 1 Bedroom | 0.10 | 0.90 | 1.00 | 0.15 | 0.90 | 1.05 | units |
| 2 Bedrooms | 0.10 | 1.65 | 1.75 | 0.15 | 1.65 | 1.80 | units |
| 3+ Bedrooms | 0.10 | 2.50 | 2.60 | 0.15 | 2.50 | 2.65 | units |
| Active Senior Housing | 0.55 | 0.30 | 0.85 | 0.42 | 0.30 | 0.72 | units |
| Office | | | | | | | |
| Office <25 ksf | 0.30 | 3.50 | 3.80 | 0.03 | 0.35 | 0.38 | ksf |
| Office 25 to 100 ksf | 0.15 | 1.71 | 1.86 | 0.03 | 0.36 | 0.39 | ksf |
| Office =100 ksf | 0.25 | 3.15 | 3.40 | 0.03 | 0.32 | 0.35 | ksf |
| Office 100 to 500 ksf | 0.16 | 1.84 | 2.00 | 0.03 | 0.31 | 0.34 | ksf |
| Office >500 ksf | 0.20 | 2.60 | 2.80 | 0.02 | 0.26 | 0.28 | ksf |
| Open Plan/High Density Office | 0.25 | 5.75 | 6.00 | 0.03 | 0.58 | 0.61 | ksf |
| Medical/Dental Office | 3.00 | 1.60 | 4.60 | 0.00 | 0.00 | 0.00 | ksf |
| Day Care Center | 1.75 | 2.00 | 3.75 | 0.00 | 0.00 | 0.00 | ksf |
| Bank (Drive In Branch) | 3.50 | 2.50 | 6.00 | 3.00 | 1.75 | 4.75 | ksf |

## APPENDIX: EXHIBIT B – On-Site Data Collection on Thursday, February 6, 2025

Kimley-Horn performed an on-site parking occupancy survey on Thursday, February 6, 2025. Parking behavior was observed for the existing office and the Touchmark National Bank. The observed parking behavior is detailed in **Table 10**. Time of day parking utilization at the Touchmark National Bank is shown in **Figure 6**. Peak parking occupancy at the Touchmark National Bank was observed at 3:00 PM, with 26% (22 out of 86) of total parking spaces.

**Table 10: Observed Parking Occupancy at Brookside Parkway – February 6, 2025**

| Time | Office Park | | | Touchmark National Bank | | |
|---|---|---|---|---|---|---|
| | Occupied | Capacity | Percentage | Occupancy | Capacity | Percentage |
| 9:00 AM | 155 | 1,121 | 14% | 18 | 86 | 21% |
| 10:00 AM | - | 1,121 | - | - | 86 | - |
| 11:00 AM | 214 | 1,121 | 19% | 21 | 86 | 24% |
| 12:00 PM | - | 1,121 | - | - | 86 | - |
| 1:00 PM | 192 | 1,121 | 17% | 18 | 86 | 21% |
| 2:00 PM | - | 1,121 | - | - | 86 | - |
| 3:00 PM | 193 | 1,121 | 17% | 22 | 86 | 26% |
| 4:00 PM | - | 1,121 | - | - | 86 | - |
| 5:00 PM | 109 | 1,121 | | 4 | 86 | 5% |

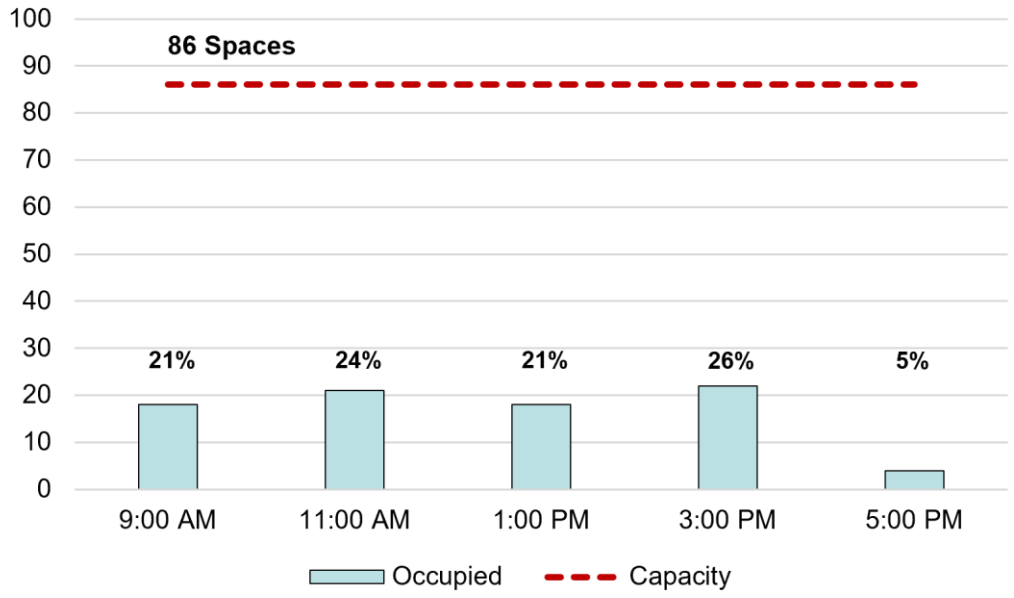


*Figure 6. Touchmark National Bank Parking Occupancy*

*Transportation Analysis*

# Brookside Mixed Use DRI #4317

City of Alpharetta, Georgia

February 2025

*Prepared for:*

Portman Holdings

*Prepared by:*

Kimley-Horn and Associates, Inc.
1200 Peachtree Street NE, Suite 800
Atlanta, GA 30309
019292050

Kimley»Horn

*Transportation Analysis*

# Brookside Mixed Use DRI #4317

City of Alpharetta, Georgia

February 2025

*Prepared for:*

Portman Holdings

*Prepared by:*

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*Synchro* Capacity Analyses

# EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Brookside Mixed Use* development. The development qualifies as a Development of Regional Impact (DRI) due to exceeding 500,000 SF of new development in an Established Suburbs Area and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review.

The proposed redevelopment will retain one existing office building and replace surface parking and a second office building with infill development including residential and commercial uses. The 19.68-acre site is located along the south side of Old Milton Parkway (SR 120) and west of Brookside Parkway in the City of Alpharetta. The site currently includes two office buildings totaling approximately 260,000 SF of office space. Approximately half of the office space is currently occupied and expected to remain with the redevelopment.

The proposed development will consist of the following land use and densities contained in **Table 1**. The project is expected to be completed by 2029.

| **Table 1: Proposed Land Use and Density** | |
|---|---|
| **Proposed New Land Use** | **New Density** |
| Single Family Attached Housing | 90 dwelling units |
| Multifamily Housing (Mid-Rise) | 350 dwelling units |
| Shopping Plaza | 60,000 SF |
| **Existing Occupied Land Use** | **Existing Density to Remain** |
| General Office Building | 130,000 SF |
| **Vacant Land Use to be Removed** | **Removed Vacant Density** |
| General Office Building | 130,000 SF |

The DRI Transportation Impact Study (TIS) analysis includes an estimate of the overall vehicle trips projected to be generated by the infill development. In addition to existing office traffic on the site, the development is projected to generate 4,029 net new trips per day based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition,* methodologies contained in the ITE *Trip Generation Handbook, 3rd Edition*, and coordination with DRI stakeholders as documented in the GRTA Letter of Understanding (LOU). Land use codes (LUCs) for the net new project trips considered 215 – Single Family Attached Housing, 221 – Multifamily Residential, 710 – General Office Building, and 821 – Shopping Plaza.

Capacity analyses were performed for the study intersections under the Existing 2024 conditions, the Projected 2029 No-Build conditions, and the Projected 2029 Build conditions.

- Existing 2024 conditions represent traffic volumes collected in November and December 2024.
- Projected 2029 No-Build conditions represent the Existing 2024 traffic volumes grown for five (5) years using a 1.0% per year growth rate. Additionally, background project trips from nearby developments included *Northwinds Summit DRI #2669, 3750 Brookside Parkway Townhouse* development and *3333 Old Milton Parkway*.
- Projected 2029 Build conditions represent the Projected 2029 No-Build conditions plus the addition of the net new project trips that are anticipated to be generated by the *Brookside Mixed-Use* infill development.

Per the GRTA Letter of Understanding, existing and future traffic signal timings associated with the programmed SR 120 widening project (PI 0017187) were provided by the City of Alpharetta as discussed in **Section 2.6**.

A brief summary of system improvements (background/No-Build conditions) and development improvements (Build conditions) are discussed in the section below. Additional details follow.

## *2024 Existing and 2029 No-Build Conditions*

Five study intersections reported levels-of-service for an approach or overall intersection that did not meet GRTA LOS standards under 2024 Existing or 2029 No-Build conditions based on current or programmed signal timings provided for the study. To mitigate low levels-of-service at study intersections identified in the 2024 Existing and/or 2029 No-Build conditions (existing and background traffic; without the development), the following intersections were considered for 2029 No-Build Improved conditions with the incorporation of minor signal timing adjustments:

- Old Milton Parkway (SR 120) at SR 400 NB Ramps (Intersection 2)
- Old Milton Parkway (SR 120) at Morris Road (Intersection 3)
- Old Milton Parkway (SR 120) at North Point Parkway (Intersection 4)
- Old Milton Parkway (SR 120) at Brookside Parkway/Cotton Creek Entry (Intersection 5)
- Old Milton Parkway (SR 120) at Brookside Parkway/Vista Forest Drive (Intersection 6)

Per GRTA *Development of Regional Impact Review Procedures* (March 2021), Section 3.2.3.1 (Traffic Signal Modeling: Modeling and Mitigation), as discussed further in **Section 2.6**, changes to signal timing splits or cycle lengths should not be considered mitigation. This provision considers that minor adjustments to signal timing are commonly implemented to respond to shifts in travel patterns and do not need to be listed as a required improvement in the GRTA Notice of Decision. For the purposes of documenting potential minor adjustments to signal timings, a general condition for the above intersections is listed in the System Improvements – Roadway Improvement Conditions section below for consideration in the GRTA Notice of Decision.

Proposed system/background conditions for Attachment C, Section 2 in the GRTA Notice of Decision are detailed below to serve background traffic at the listed study intersections.

**SYSTEM IMPROVEMENTS – Roadway Improvement Conditions**

Continue to monitor signal timings along Old Milton Parkway (SR 120) at the following intersections:

- Old Milton Parkway (SR 120) at SR 400 NB Ramps (Intersection 2)
- Old Milton Parkway (SR 120) at Morris Road (Intersection 3)
- Old Milton Parkway (SR 120) at North Point Parkway (Intersection 4)
- Old Milton Parkway (SR 120) at Brookside Parkway/Cotton Creek Entry (Intersection 5)
- Old Milton Parkway (SR 120) at Brookside Parkway/Vista Forest Drive (Intersection 6)

## *2029 Build Conditions*

Per GRTA *Development of Regional Impact Review Procedures* (March 2021) Section 3.2.3.1 (Traffic Signal Modeling: Modeling between No-Build and Build Conditions), changes to signal splits and offsets were considered to mitigate low LOS between No-Build and Build scenarios (see also **Section 2.6** and individual intersections within **Chapter 5**). With the implementation of minor changes to signal splits and offsets, and/or proposed system improvements to signal timings associated with the 2029 No-Build Improved conditions (to mitigate low levels-of-service under the 2029 No-Build conditions), all study intersections are projected to operate at or above GRTA LOS standards under the 2029 Build or 2029 Build Improved conditions.

In order to serve the development, the following multimodal and site access conditions are recommended for incorporation in Attachment A – General Conditions, and Attachment C, Section 1 within the GRTA Notice of Decision.

**BUILD IMPROVEMENTS – General Conditions of Approval**

Pedestrian, Bicycle and Transit Facilities

- Provide pedestrian connectivity between all buildings, uses, and existing and future pedestrian access points.
- Coordinate with the City of Alpharetta to identify opportunities for future connections to the Big Creek Greenway and to existing and proposed Brookside Trail alignments.
- Coordinate with MARTA to identify opportunities to enhance existing or proposed bus stops adjacent to the project site.

Roadway Improvements

- Coordinate with the City of Alpharetta during permitting to identify wayfinding opportunities internal to the site directing vehicular traffic to efficient routes to/from SR 400.

**Old Milton Parkway (SR 120) at Site Driveway A (Intersection 7)**

- Reconstruct Driveway A to operate as a right-in-right-out driveway under driveway stop control including one (1) lane entering and one (1) lane exiting.

**Brookside Parkway at Site Driveway B (Intersection 8)**

- Reconstruct Driveway B to operate as a full movement driveway under driveway stop control including one (1) lane entering and one (1) lane exiting.

**Brookside Parkway at Site Driveway C (Intersection 9)**

- Reconstruct Driveway C to operate as a full movement driveway under driveway stop control including one (1) lane entering and one (1) lane exiting.

## *Traffic Analysis Summary*

Details related to studied improvements to serve background and Build conditions are discussed in the sections below for each intersection that required mitigation to meet GRTA LOS standards.

### ***Old Milton Parkway (SR 120) at SR 400 NB Ramps (Intersection 2)***

The signalized intersection of Old Milton Parkway (SR 120) at SR 400 NB Ramps (Intersection 2) is located in a Regional Employment Corridor and therefore is subject to GRTA LOS standard of LOS E. Existing signal timings (splits, sequences) provided by the City of Alpharetta and confirmed with current GDOT databases were used for the Existing, No-Build, and Build conditions. Signal offsets provided by City of Alpharetta staff associated with GDOT PI 0017187 were incorporated into No-Build and Build conditions to account for changes in traffic progression associated with the programmed widening project, though Intersection 2 is not directly impacted by the widening.

Intersection 2 is not projected to meet GRTA's LOS standards for the overall intersection and the northbound approach under the 2024 Existing and 2029 No-Build AM and PM peak hour scenarios.

Per GRTA section 3.2.3.1, changes to signal splits and offsets were considered to mitigate failing LOS between No-Build and Build, resulting in acceptable LOS under 2029 Build conditions.

It is notable that the northbound approach of the SR 400 exit ramp has dual (2) right-turn lanes that include a free-flow barrier-separated right-turn lane adjacent to a second signal-controlled right-turn lane. *Synchro 12* HCM methodology is limited in its ability to separate lanes that operate differently (free-flow vs. signal-controlled). It is likely that the reported northbound delay is overstated for the northbound right-turn.

In order to meet GRTA LOS standards for the 2029 No-Build condition (based on the conservative analysis of the northbound right-turn traffic), changes to splits were incorporated for the 2029 No-Build Improved condition documented in the table below.

Per GRTA Section 3.2.3.1, changes to signal timing splits shall not be considered mitigation. No mitigation beyond minor signal timing adjustments is required for the intersection to operate at GRTA LOS standards. It is recommended that GDOT and the City of Alpharetta continue to monitor signal timings at Intersection 2.

| Overall LOS Standard: E<br>Approach LOS Standard: E | | | | SR 400 NB Exit Ramp | | | SR 400 NB Entrance Ramp | | | Old Milton Parkway (SR120) | | | Old Milton Parkway (SR120) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | | L | T | R | L | T | R | L | T | R | L | T | R |
| 2029 NO-BUILD IMPROVED | (Signal) | AM | Overall LOS | D (43.5) | | | | | | | | | | | |
| | | | Approach LOS | D (51.8) | | | | | | D (38.6) | | | D (42.8) | | |
| | | | Storage | 300 | | 300 | | | | | | | | | |
| | | | 50th Queue | 92 | | 568 | | | | 176 | 754 | | | 469 | 189 |
| | | | 95th Queue | 118 | | 639 | | | | 196 | 884 | | | 499 | 316 |
| | | PM | Overall LOS | E (57.5) | | | | | | | | | | | |
| | | | Approach LOS | E (64.6) | | | | | | E (46.4) | | | E (61.7) | | |
| | | | Storage | 300 | | 300 | | | | | | | | | |
| | | | 50th Queue | 117 | | 649 | | | | 343 | 147 | | | ~799 | 146 |
| | | | 95th Queue | 155 | | 761 | | | | #447 | 118 | | | #868 | 320 |

~ Volume exceeds capacity, queue is theoretically infinite.
# 95th percentile volume exceeds capacity, queue may be longer.

### *Old Milton Parkway (SR 120) at Morris Road (Intersection 3)*

The signalized intersection of Old Milton Parkway (SR 120) at Morris Road (Intersection 3) is located in a Regional Employment Corridor and therefore is subject to GRTA LOS standard of LOS E. Existing signal timings (splits, sequences) provided by the City of Alpharetta and confirmed with current GDOT databases were used for the Existing, No-Build, and Build conditions. Signal offsets provided by City of Alpharetta staff associated with GDOT PI 0017187 were incorporated into No-Build and Build conditions to account for changes in traffic progression associated with the programmed widening project, though Intersection 3 is not directly impacted by the widening.

Intersection 3 is projected to meet GRTA's LOS standards for the overall intersection under the 2024 Existing and 2029 No-Build conditions for both the AM and PM scenarios. However, the Southbound approach is projected to operate at LOS F under the 2024 Existing and 2029 No-Build conditions for the PM peak hour scenario.

Per GRTA section 3.2.3.1, changes to signal splits and offsets were considered to mitigate failing LOS between No-Build and Build, resulting in acceptable LOS under 2029 Build conditions.

In order to meet GRTA LOS standards for the 2029 No-Build condition, changes to splits were incorporated for the 2029 No-Build Improved condition documented in the table below. Per GRTA Section 3.2.3.1, changes to signal timing splits and offsets shall not be considered mitigation. No mitigation beyond minor signal timing adjustments is required for the intersection to operate at GRTA LOS standards under the No-Build or Build conditions. It is recommended that GDOT and the City of Alpharetta continue to monitor signal timings at Intersection 3.

| Overall LOS Standard: E<br>Approach LOS Standard: E | | | | Morris Road | | | Morris Road | | | Old Milton Parkway (SR120) | | | Old Milton Parkway (SR120) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | | L | T | R | L | T | R | L | T | R | L | T | R |
| 2029 NO-BUILD IMPROVED | (Signal) | AM | Overall LOS | D (45.2) | | | | | | | | | | | |
| | | | Approach LOS | E (57.2) | | | E (71.3) | | | C (27.1) | | | E (65.7) | | |
| | | | Storage | 75 | | | 175 | | | 200 | | | 200 | | |
| | | | 50th Queue | 23 | 14 | | 204 | 10 | 0 | 249 | 424 | | 13 | 668 | |
| | | | 95th Queue | 50 | 47 | | 283 | 28 | 65 | m276 | 583 | | m22 | 773 | |
| | | PM | Overall LOS | C (31.3) | | | | | | | | | | | |
| | | | Approach LOS | E (63.2) | | | E (74.4) | | | C (26.5) | | | C (23.9) | | |
| | | | Storage | 75 | | | 175 | | | 200 | | | 200 | | |
| | | | 50th Queue | 36 | 13 | | 249 | 13 | 0 | 145 | 459 | | 9 | 976 | |
| | | | 95th Queue | 70 | 47 | | 337 | 34 | 99 | m152 | 684 | | m13 | 1175 | |

~ Volume exceeds capacity, queue is theoretically infinite.
# 95th percentile volume exceeds capacity, queue may be longer.
m Volume for 95th percentile queue is metered by upstream signal.

### *Old Milton Parkway (SR 120) at North Point Parkway (Intersection 4)*

The signalized intersection of Old Milton Parkway (SR 120) at North Point Parkway (Intersection 4) located in a Regional Employment Corridor and therefore is subject to GRTA LOS standard of LOS E. Future traffic signal modeling for the No-Build and Build scenarios incorporated timings associated with the programmed GDOT PI 0017187 widening project provided by the City of Alpharetta and documented in the GRTA LOU. It is notable that future GDOT PI 0017187 timings provided by the City of Alpharetta included the following sequence changes at Intersection 4 in addition to modifications to splits:

- PM peak hour, Phase 1 (WBL) switched from lag to lead.
- PM peak hour, Phase 3 (NBL) switched from lead to lag.
- PM peak hour, Phase 5 (EBL) switched from lead to lag.
- AM peak hour, Phase 7 (SBL) switched from lead to lag.

Intersection 4 is projected to operate at an acceptable overall LOS under the 2024 Existing AM and PM conditions. However, the southbound approach is projected to operate at an LOS F for both 2024 Existing condition peak hours, and the northbound approach is also projected to operate at an LOS F during the PM peak hour. The intersection is projected to operate at an acceptable overall LOS for the 2029 No-Build AM peak hour scenario however the northbound approach is projected to operate at an LOS F. Under the 2029 No-Build PM peak hour, the intersection is not projected to operate at an acceptable overall LOS and with the northbound, southbound, westbound approaches expected to operate at an LOS F.

Per GRTA section 3.2.3.1, changes to signal splits and sequences were considered to mitigate failing LOS between No-Build and Build. The noted reversed sequence changes identified below to low LOS in the 2029 No-Build Improved condition were applied to the 2029 Build conditions.

In order to meet GRTA LOS standards for the 2029 No-Build condition, changes to splits and sequences were incorporated for the 2029 No-Build Improved condition resulting in acceptable LOS as documented in the table below. The following sequence changes from the programmed No-Build signal timings included in the study:

- PM peak hour, Phase 3 (NBL) switched from lag to lead.
- PM peak hour, Phase 5 (EBL) switched from lag to lag.

Per GRTA Section 3.2.3.1, changes to signal timing splits shall not be considered mitigation. No mitigation beyond minor signal timing adjustments is required for the intersection to operate at GRTA LOS standards. It is recommended that GDOT and the City of Alpharetta continue to monitor signal timings at Intersection 4.

| Overall LOS Standard: E<br>Approach LOS Standard: E | | | | North Point Parkway | | | North Point Parkway | | | Old Milton Parkway (SR120) | | | Old Milton Parkway (SR120) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | | L | T | R | L | T | R | L | T | R | L | T | R |
| 2029 NO-BUILD IMPROVED | (Signal) | AM | Overall LOS | D (35.5) | | | | | | | | | | | |
| | | | Approach LOS | E (78.4) | | | E (71.1) | | | D (40.8) | | | B (11.2) | | |
| | | | Storage | 225 | | 275 | 150 | | 75 | 375 | | | 475 | | |
| | | | 50th Queue | 48 | 192 | 0 | 129 | 175 | 0 | 60 | 865 | | 232 | 449 | |
| | | | 95th Queue | 79 | 245 | 24 | 178 | 228 | 0 | 94 | #932 | | 278 | 475 | |
| | | PM | Overall LOS | C (33.4) | | | | | | | | | | | |
| | | | Approach LOS | E (79.3) | | | E (76.8) | | | C (25.4) | | | A (9) | | |
| | | | Storage | 225 | | 275 | 150 | | 75 | 375 | | | 475 | | |
| | | | 50th Queue | 176 | 194 | 24 | 163 | 191 | 54 | 84 | 394 | | 82 | 684 | |
| | | | 95th Queue | 225 | 243 | 112 | 211 | 240 | 141 | 125 | 513 | | 125 | 845 | |

~ Volume exceeds capacity, queue is theoretically infinite.
# 95th percentile volume exceeds capacity, queue may be longer.
m Volume for 95th percentile queue is metered by upstream signal.

### *Old Milton Parkway (SR 120) at Brookside Parkway/Cotton Creek Entry (Intersection 5)*

The LOS standard for Old Milton Parkway (SR 120) at Brookside Parkway/Cotton Creek Entry (Intersection 5) is LOS D. Future traffic signal modeling for the No-Build and Build scenarios incorporated timings associated with the programmed GDOT PI 0017187 widening project provided by the City of Alpharetta and documented in the GRTA LOU.

Intersection 5 is projected to operate at an acceptable overall LOS for the 2024 Existing, 2029 No-Build, and 2029 Build conditions under both the AM and PM peak hour scenarios. However, under both the 2024 Existing conditions and 2029 No-Build Conditions the northbound approach operates at LOS F and southbound approach operates at LOS E below GRTA standard of LOS D. Per GRTA guidance, the LOS standard for the northbound approach becomes LOS E for future conditions due to the failing approach LOS under Existing conditions.

Per GRTA section 3.2.3.1, changes to signal splits and offsets were considered to mitigate low LOS between No-Build and Build, resulting in acceptable LOS under 2029 Build PM peak hour conditions for each approach and the intersection overall. However, the southbound approach under the 2029 Build AM peak hour operates at LOS E and does not meet the approach standard of LOS D.

In order to mitigate low LOS for the side-street approaches of Intersection 5 under the 2029 No-Build conditions, the following system improvements to signal timings are needed to meet GRTA LOS standards:

- AM peak hour: modify signal timing to operate at a half cycle length (80 seconds instead of 160 seconds).
- PM peak hour: modify signal timing splits.

A cycle length improvement to mitigate the background/No-Build conditions provides a feasible, low-cost, minimum improvement to mitigate low LOS for the side-street approaches at Intersection 5 under No-Build conditions and is recommended for consideration by GDOT and the City of Alpharetta in lieu of more costly geometric improvements to serve background traffic (without the proposed development).

With the implementation of the proposed system improvement to signal timings noted above, Intersection 5 is projected to operate at or above GRTA LOS standards for the 2029 No-Build Improved condition and continue to operate at acceptable LOS under 2029 Build Improved conditions as shown in the table below.

| Overall LOS Standard: D<br>Approach LOS Standard: D/E* | | | | Brookside Parkway | | | Cotton Creek Entry | | | Old Milton Parkway (SR120) | | | Old Milton Parkway (SR120) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Northbound* | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | | L | T | R | L | T | R | L | T | R | L | T | R |
| 2029 NO-BUILD IMPROVED | (Signal) | AM | Overall LOS | A (9.2) | | | | | | | | | | | |
| | | | Approach LOS | D (38.6) | | | C (32.8) | | | B (13.7) | | | A (4.3) | | |
| | | | Storage | | | 100 | | | 50 | 175 | | 175 | 100 | | 130 |
| | | | 50th Queue | | 38 | 0 | | 13 | 0 | 29 | 375 | 46 | 2 | 45 | 0 |
| | | | 95th Queue | | 62 | m0 | | 34 | 0 | m43 | 434 | m67 | m3 | 53 | m0 |
| | | PM | Overall LOS | C (26) | | | | | | | | | | | |
| | | | Approach LOS | D (41.9) | | | C (31.3) | | | C (33.9) | | | B (15.3) | | |
| | | | Storage | | | 100 | | | 50 | 175 | | 175 | 100 | | 130 |
| | | | 50th Queue | | 92 | 0 | | 11 | 0 | 14 | 404 | 4 | 4 | 201 | 0 |
| | | | 95th Queue | | 114 | m0 | | 30 | 0 | m27 | 550 | m13 | m15 | 314 | m0 |
| 2029 BUILD IMPROVED | (Signal) | AM | Overall LOS | B (14.6) | | | | | | | | | | | |
| | | | Approach LOS | D (51.7) | | | C (28.5) | | | B (18.6) | | | A (8.1) | | |
| | | | Storage | | | 100 | | | 50 | 175 | | 175 | 100 | | 130 |
| | | | 50th Queue | | 96 | 0 | | 12 | 0 | 39 | 383 | 55 | 3 | 45 | 0 |
| | | | 95th Queue | | #183 | m0 | | 35 | 0 | m47 | m430 | m71 | m5 | 53 | m0 |
| | | PM | Overall LOS | C (24.8) | | | | | | | | | | | |
| | | | Approach LOS | E (79.4) | | | D (53.3) | | | B (18.8) | | | C (22.2) | | |
| | | | Storage | | | 100 | | | 50 | 175 | | 175 | 100 | | 130 |
| | | | 50th Queue | | 332 | 1 | | 21 | 0 | 33 | 362 | 14 | 33 | 487 | 0 |
| | | | 95th Queue | | 421 | 17 | | 44 | 0 | m78 | 353 | m23 | 0 | 756 | m1 |

~ Volume exceeds capacity, queue is theoretically infinite.
# 95th percentile volume exceeds capacity, queue may be longer.
m Volume for 95th percentile queue is metered by upstream signal.
** Per GRTA rules, the northbound approach LOS standard is LOS E due to failing LOS in the Existing conditions.*

### *Old Milton Parkway (SR 120) at Brookside Parkway/Vista Forest Drive (Intersection 6)*

The LOS standard for Old Milton Parkway (SR 120) at Brookside Parkway/Vista Forest Drive (Intersection 6) is LOS D. Future traffic signal modeling for the No-Build and Build scenarios incorporated timings associated with the programmed GDOT PI 0017187 widening project provided by the City of Alpharetta and documented in the GRTA LOU.

Intersection 6 is projected to operate at an acceptable overall LOS for the 2024 Existing, 2029 No-Build, and 2029 Build conditions under both the AM and PM peak hour scenarios. However, the northbound and southbound side-street approaches do not meet GRTA standards of LOS D in any scenario or time period.

Per GRTA section 3.2.3.1, changes to signal splits, sequences, and offsets were considered to mitigate low LOS between No-Build and Build conditions. However, the northbound and southbound approaches continued to operate below the GRTA standard of LOS D.

In order to mitigate low LOS for the side-street approaches of Intersection 6 under the 2029 No-Build conditions, the following system improvements to signal timings are needed to meet GRTA LOS standards:

- AM peak hour: modify signal timing to operate at a half cycle length (80 seconds instead of 160 seconds) and change the sequence of Phase 5 (WBL) from lead to lag.
- PM peak hour: modify signal timing to operate at a half cycle length (90 seconds instead of 180 seconds).

A cycle length improvement to mitigate the background/No-Build conditions provides a feasible, low-cost, minimum improvement to mitigate low LOS for the side-street approaches at Intersection 6 under No-Build conditions and is recommended for consideration by GDOT and the City of Alpharetta in lieu of more costly geometric improvements to serve background traffic (without the proposed development).

With the implementation of the proposed system improvement to signal timings noted above, Intersection 6 is projected to operate at or above GRTA LOS standards for the 2029 No-Build Improved condition and continue to operate at acceptable LOS under 2029 Build Improved conditions as shown in the table below.

| Overall LOS Standard: D<br>Approach LOS Standard: D | | | | Brookside Parkway | | | Vista Forest Drive | | | Old Milton Parkway (SR120) | | | Old Milton Parkway (SR120) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | | L | T | R | L | T | R | L | T | R | L | T | R |
| 2029 NO-BUILD IMPROVED | (Signal) | AM | Overall LOS | A (9.9) | | | | | | | | | | | |
| | | | Approach LOS | C (33) | | | C (34.7) | | | A (6.4) | | | B (10.5) | | |
| | | | Storage | | | 200 | | | | 310 | | 275 | 72 | | 60 |
| | | | 50th Queue | | 15 | 0 | | 12 | | 3 | 39 | 0 | 28 | 280 | 0 |
| | | | 95th Queue | | 36 | 13 | | 54 | | 5 | 42 | 1 | 57 | 371 | 0 |
| | | PM | Overall LOS | B (16.2) | | | | | | | | | | | |
| | | | Approach LOS | D (42.7) | | | D (35.2) | | | B (18) | | | B (10.7) | | |
| | | | Storage | | | 200 | | | | 310 | | 275 | 72 | | 60 |
| | | | 50th Queue | | 57 | 9 | | 14 | | 12 | 314 | 0 | 14 | 205 | 0 |
| | | | 95th Queue | | 92 | 46 | | 45 | | m46 | 443 | m0 | 52 | 285 | 0 |
| 2029 BUILD IMPROVED | (Signal) | AM | Overall LOS | A (9.6) | | | | | | | | | | | |
| | | | Approach LOS | C (33.2) | | | C (34.7) | | | A (4.6) | | | B (10.8) | | |
| | | | Storage | | | 200 | | | | 310 | | 275 | 72 | | 60 |
| | | | 50th Queue | | 14 | 1 | | 12 | | 3 | 39 | 0 | 32 | 287 | 0 |
| | | | 95th Queue | | 34 | 21 | | 54 | | 5 | 43 | 1 | 63 | 378 | 0 |
| | | PM | Overall LOS | B (17) | | | | | | | | | | | |
| | | | Approach LOS | D (40.2) | | | D (35.2) | | | B (19.7) | | | B (10.9) | | |
| | | | Storage | | | 200 | | | | 310 | | 275 | 72 | | 60 |
| | | | 50th Queue | | 53 | 11 | | 14 | | 6 | 769 | 0 | 17 | 209 | 0 |
| | | | 95th Queue | | 81 | 46 | | 45 | | m62 | 514 | m0 | 68 | 290 | 0 |

~ Volume exceeds capacity, queue is theoretically infinite.
# 95th percentile volume exceeds capacity, queue may be longer.
m Volume for 95th percentile queue is metered by upstream signal.

### *Old Milton Parkway (SR 120) at Site Driveway A (Intersection 7)*

Site Driveway A is an existing right-in-right-out driveway along Old Milton Parkway (SR 120) serving the existing office on the site. With the proposed infill development Site Driveway A will be relocated to be approximately 450 feet west of Brookside Parkway and operates acceptably as a right-in-right-out driveway with one (1) lane entering and one (1) lane exiting.

| Overall LOS Standard: D<br>Approach LOS Standard: D | | | | Site Driveway A | | | N/A | | | Old Milton Parkway (SR120) | | | Old Milton Parkway (SR120) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | | L | T | R | L | T | R | L | T | R | L | T | R |
| 2029 BUILD | (TWSC) | AM | Overall LOS | (0.1) | | | | | | | | | | | |
| | | | Approach LOS | C (22.5) | | | | | | (0) | | | (0) | | |
| | | | Storage | | | | | | | | | | | | |
| | | | 50th Queue | | | | | | | | | | | | |
| | | | 95th Queue | | | | | | | | | | | | |
| | | PM | Overall LOS | (0.5) | | | | | | | | | | | |
| | | | Approach LOS | C (39.1) | | | | | | (0) | | | (0) | | |
| | | | Storage | | | | | | | | | | | | |
| | | | 50th Queue | | | | | | | | | | | | |
| | | | 95th Queue | | | | | | | | | | | | |

### *Brookside Parkway at Site Driveway B (Intersection 8)*

Site Driveway B is an existing right-in-right-out driveway along Brookside Parkway serving the existing office on the site. With the proposed infill development, Site Driveway B will be relocated to be approximately 420 feet south of Old Milton Parkway (SR 120) and operates acceptably as a full-movement driveway with one (1) lane entering and one (1) lane exiting.

| Overall LOS Standard: E<br>Approach LOS Standard: E | | | | Brookside Parkway | | | Brookside Parkway | | | Site Driveway B | | | N/A | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | | L | T | R | L | T | R | L | T | R | L | T | R |
| 2029 BUILD | (TWSC) | AM | Overall LOS | (3.1) | | | | | | | | | | | |
| | | | Approach LOS | (0.2) | | | (0) | | | B (12.7) | | | | | |
| | | | Storage | | | | | | | | | | | | |
| | | | 50th Queue | | | | | | | | | | | | |
| | | | 95th Queue | | | | | | | | | | | | |
| | | PM | Overall LOS | (6.4) | | | | | | | | | | | |
| | | | Approach LOS | (0.4) | | | (0) | | | B (14.7) | | | | | |
| | | | Storage | | | | | | | | | | | | |
| | | | 50th Queue | | | | | | | | | | | | |
| | | | 95th Queue | | | | | | | | | | | | |

### *Brookside Parkway at Site Driveway C (Intersection 9)*

Site Driveway C is an existing full movement driveway along Brookside Parkway serving the existing office use and across from a Private Driveway on the east side of Brookside Parkway. With the proposed infill development Site Driveway C will be relocated to be approximately 775 feet south of Old Milton Parkway (SR 120). With the relocation of Site Driveway C, it will no longer be aligned with the Private Driveway and will operates acceptably as a three-legged full-movement driveway with one (1) lane entering and one (1) lane exiting.

| Overall LOS Standard: E<br>Approach LOS Standard: E | | | | Brookside Parkway | | | Brookside Parkway | | | Site Driveway C | | | N/A | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | | L | T | R | L | T | R | L | T | R | L | T | R |
| 2029 BUILD | (TWSC) | AM | Overall LOS | (1.4) | | | | | | | | | | | |
| | | | Approach LOS | (1.2) | | | (0) | | | B (10.6) | | | | | |
| | | | Storage | | | | | | | | | | | | |
| | | | 50th Queue | | | | | | | | | | | | |
| | | | 95th Queue | | | | | | | | | | | | |
| | | PM | Overall LOS | (1.6) | | | | | | | | | | | |
| | | | Approach LOS | (0.7) | | | (0) | | | B (9.9) | | | | | |
| | | | Storage | | | | | | | | | | | | |
| | | | 50th Queue | | | | | | | | | | | | |
| | | | 95th Queue | | | | | | | | | | | | |

# 1.0 PROJECT DESCRIPTION

## *1.1 Introduction*

This report presents the analysis of the anticipated traffic impacts of the proposed *Brookside Mixed Use* development. The development qualifies as a Development of Regional Impact (DRI) due to exceeding 500,000 SF of new development in an Established Suburbs Area and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on December 9th, 2024, by the City of Alpharetta. This transportation analysis includes all inputs and methodologies discussed at the DRI Methodology Meeting with GRTA, ARC, and other stakeholders held on December 16th, 2024. The inputs and methodologies are outlined in the GRTA Letter of Understanding (LOU) dated January 14th, 2025.

The 19.68-acre site is located along the south side of Old Milton Parkway (SR 120) and west of Brookside Parkway. The project site currently includes two office buildings totaling approximately 260,000 SF of office space and is currently zoned Office Institutional (O-I). A zoning application was filed on December 2nd, 2024, to rezone the site from Office Institutional (O-I) to Mixed Use (MU) with a proposed infill development program that retains one of the two office buildings and adds residential and commercial uses. Approximately half of the office space is currently occupied and expected to remain with the redevelopment.

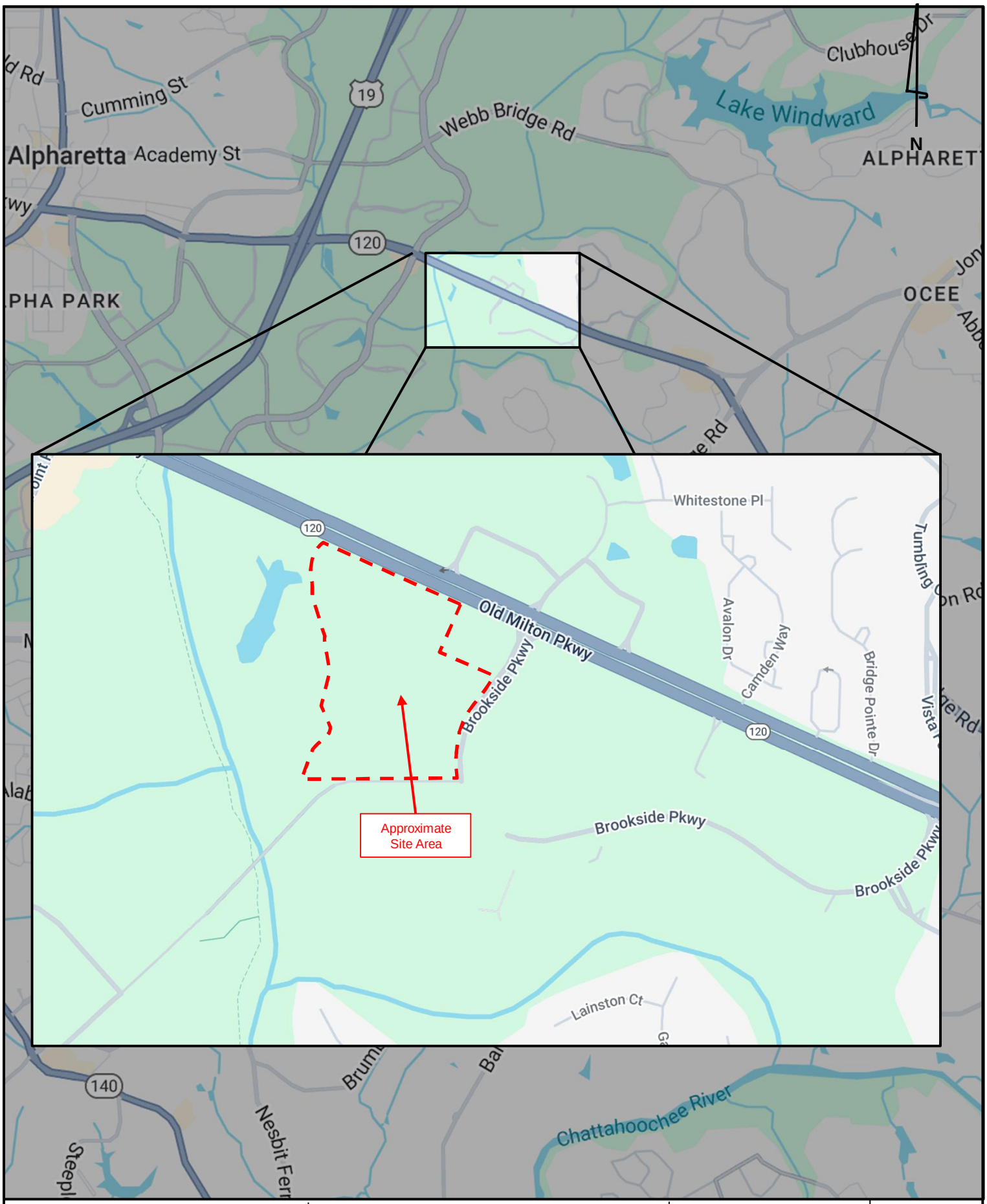
Figure 1**Figure 1** provides a location map of the project site. **Figure 2** provides an aerial view of the project site and surrounding area.

The proposed development will consist of the following land uses and densities contained in **Table 2**. The project is expected to be completed by 2029.

| **Table 2: Proposed Land Use and Density** | |
|---|---|
| **Proposed New Land Use** | **New Density** |
| Single Family Attached Housing | 90 dwelling units |
| Multifamily Housing (Mid-Rise) | 350 dwelling units |
| Shopping Plaza | 60,000 SF |
| **Existing Occupied Land Use** | **Existing Density to Remain** |
| General Office Building | 130,000 SF |
| **Vacant Land Use to be Removed** | **Removed Vacant Density** |
| General Office Building | 130,000 SF |

The existing site includes 260,000 square feet of office space in two buildings. One of the two 130,000 square-feet office buildings will remain in the mixed-use redevelopment of the site, and one will be demolished/replaced with mixed-use as noted. The office buildings today have an existing office tenant mix that occupies approximately 130,000 SF, while the other half is vacant. The traffic associated with the existing 130,000 SF of occupied office space is already on the road today and will be reflected in the traffic counts collected in November and December 2024. Additionally, based on traffic count data collected on Tuesday, December 3rd, 2024, and per the Methodology Meeting discussion, 20,000 SF of office was recommended to be added to the net new project trip generation to account for lower-than-expected existing volumes from the existing/occupied 130,000 SF office.

A reference of the proposed site plan is provided in **Appendix A**. A full-sized site plan consistent with GRTA's Site Plan Guidelines is also included in the review package.




| | | | |
|---|---|---|---|
| Kimley»Horn | ***Brookside Parkway DRI Transportation Analysis*** | **Site Location Map** | **Figure 1** |
| | | | **Pg. 3** |

| | | | |
|---|---|---|---|
| Kimley»Horn | *Brookside Parkway DRI Transportation Analysis* | **Site Aerial** | **Figure 2** |
| | | | **Pg. 4** |

## 1.2 Site Access

As currently envisioned, the proposed development will be accessible via three (3) existing points to be relocated:

1. **Site Driveway A** – an existing right-in-right-out driveway (to be relocated) located along Old Milton Parkway (SR 120). The proposed driveway will be relocated to be approximately 450 feet west of Brookside Pkwy to serve the infill development. It is proposed to operate under driveway stop-control.
2. **Site Driveway B** – an existing right-in-right-out driveway (to be relocated and reconfigured) along Brookside Parkway. With the proposed infill development, Site Driveway B will be relocated to be approximately 420 feet south of Old Milton Parkway (SR 120). It is proposed to operate as full-movement under driveway stop-control.
3. **Site Driveway C** – an existing full-movement driveway (to be relocated) along Brookside Parkway across from an existing Private Driveway on the east side of Brookside Parkway. With the proposed infill development Site Driveway C will be relocated to be approximately 775 feet south of Old Milton Parkway (SR 120). With the relocation of Site Driveway C, it will no longer be aligned with the Private Driveway. It is proposed to operate as full-movement under driveway stop-control.

## 1.3 Internal Circulation Analysis

Internal private roadways and pedestrian facilities throughout the site will provide access to all of the buildings and parking facilities. See referenced site plan in **Appendix A** for a visual representation of vehicular and pedestrian connectivity on the site.

## 1.4 Parking

The current projected number of total site parking spaces to be provided are listed below in **Table 3**.

**Table 3: Proposed Parking**

| Land Use | Min (Unified Development Code) | Currently Proposed |
|---|---|---|
| Multifamily | 718<br>*2 spaces per unit + 1 guest space per 20 units* | 510 spaces + shared spaces |
| Office* | 520<br>*1 space per 250 SF of GFA* | 390 spaces + shared spaces |
| Commercial / Semipublic | 240<br>*1 space per 250 SF* | 93 spaces |
| Townhomes | 315<br>*1 space per bedroom* | 180 spaces |
| Existing Off-Site | N/A | 42 spaces |
| **TOTAL** | **Min: 1,793** | **1,345*** |

Final parking provided will be based on the final density built. Additional parking details are provided on the proposed site plan in **Appendix A**.

The development proposes to implement shared parking. Per code requirements, shared parking is anticipated to be utilized through common off-street parking areas, where two or more principal uses meet the off-street parking requirements collectively. Per code requirements, the total number of individual spaces in these common areas equals or exceeds the sum of the spaces required for each use separately, as per ordinance provisions. In cases where it is demonstrated that the principal uses do not operate concurrently, a 25% reduction in the required number of parking spaces is permitted in the shared area.

The site intends to follow code requirements for electric vehicle charging stations (EVCS). Per the code, non-residential and 'For-Rent' dwelling developments with 100 or more vehicle parking spaces must provide one Level 2 EVCS for every 25 parking spaces or one Level 3 EVCS for every 100 parking spaces. Bicycle parking requirements include one bicycle space for every two units for residential 'For-Rent' developments, and one bicycle space for every 25 vehicle parking spaces for business uses such as retail, office, hotel, places of assembly, and entertainment.

## *1.5 Alternative Transportation Facilities*

There are existing bicycle and pedestrian facilities in the vicinity of the site including nearby Big Creek Greenway across Big Creek and existing Brookside Trail facilities surrounding the greater Brookside Parkway area. Additionally sidewalks exist on both sides of Brookside Parkway and Old Milton Parkway (SR 120) which also serve pedestrians. Proposed Brookside Outer Loop Trail improvements are expected to enhance the primary loop around Brookside Parkway including a portion along the northwestern edge of the development site. The site plan includes an alignment of a 12-ft wide sidewalk concurrent with vehicular-rated fire access (vehicular access limited to fire/safety) connecting existing sidewalks and the nearby trailhead of the Brookside Trail along Old Milton Parkway (SR 120) into the western portion of the site and the trailhead of the Brookside Trail adjacent to the existing (to remain) office building and existing amphitheater (to remain). The southern area of the development with the proposed townhome portion of the development will tie pedestrian walkways directly into a third trailhead of the Brookside Trail on the southwest corner of the site.

MARTA Route 185 currently serves Old Milton Parkway at Brookside Parkway. There are two stops adjacent to the project site, with additional stops nearby. MARTA Route 185 connects to the North Springs Marta Rail station. As discussed during the methodology meeting, MARTA route planning is considering a new Route 144 serving the area in a similar route pattern as existing Route 185. Further coordination with MARTA was requested for future bus stop enhancements for the stops located along site frontages.

## *1.6 Dense Urban Environments Enhanced Focus Area*

Per Section 3.2.4.2 of the GRTA Development of Regional Impact Review Procedures, the *Brookside Mixed-Use* development is not located in dense urban environment. A Dense Urban Environment Area is defined as areas within the Midtown Community Improvement District (CID), the Central Atlanta Progress CID, or the Buckhead CID, or additional area meeting the criteria as determined by the Regional Commission or Local Government.

## *1.7 Heavy Vehicle Enhanced Focus Area*

As discussed in Methodology Meeting, the proposed use for *Brookside Mixed Use* development does not contain industrial land uses and does not generate significant heavy vehicles and therefore does not require “Heavy Vehicle Enhanced Focus Area” review.

# 2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

## *2.1 Study Network Determination*

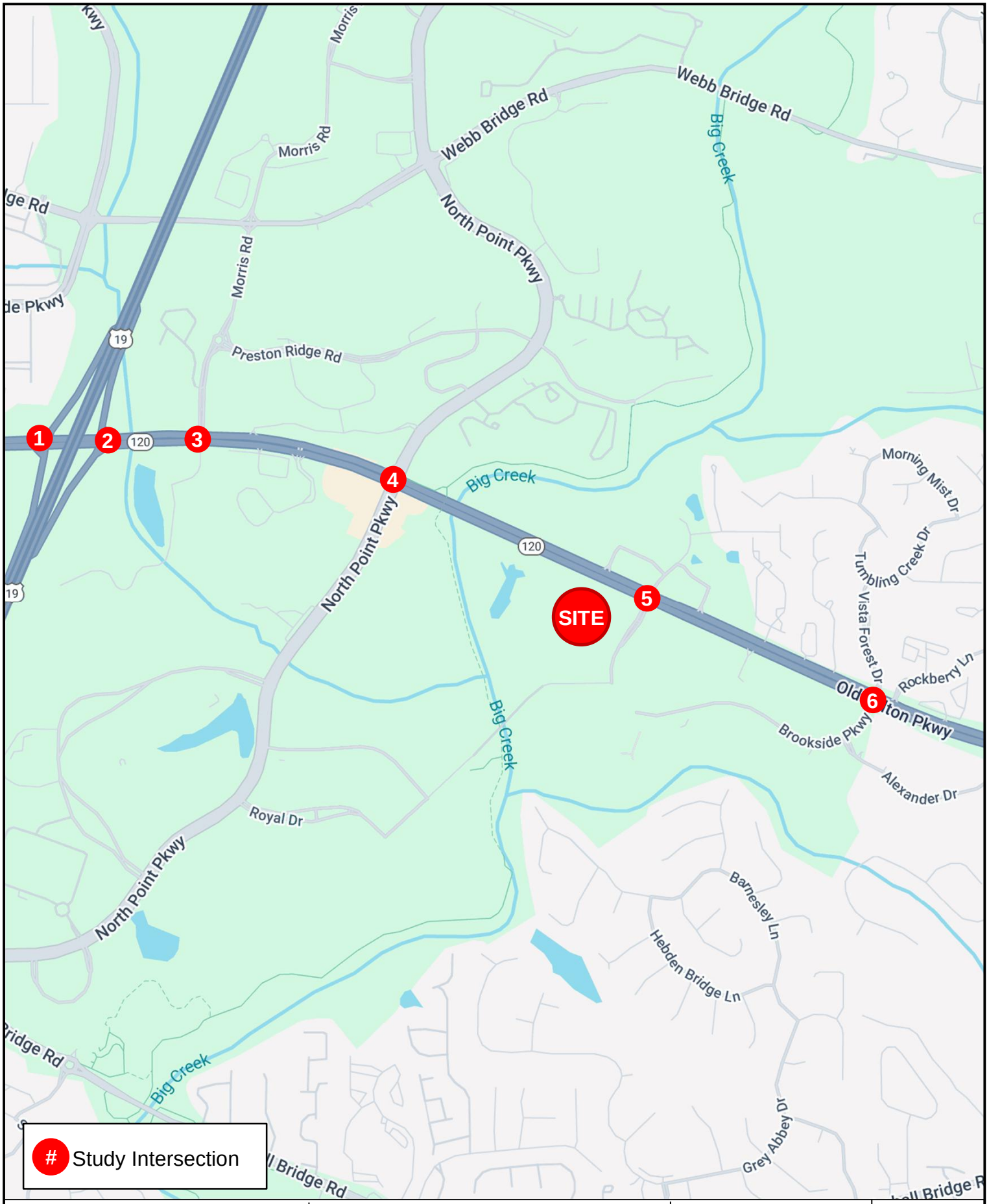
The study area was determined at the methodology meeting with input from GRTA, ARC, and other local agency stakeholders. The study includes the following nine (9) off-site intersections described in **Table 4** and shown in **Figure 3.**

| Table 4: Intersection Control Summary | | |
|---|---|---|
| **Intersection** | **Jurisdiction** | **Control** |
| 1. Old Milton Parkway (SR 120) at SR 400 SB Ramps | GDOT | Signalized |
| 2. Old Milton Parkway (SR 120) at SR 400 NB Ramps | GDOT | Signalized |
| 3. Old Milton Parkway (SR 120) at Morris Road | City of Alpharetta | Signalized |
| 4. Old Milton Parkway (SR 120) at North Point Parkway | City of Alpharetta | Signalized |
| 5. Old Milton Parkway (SR 120) at Brookside Parkway/Cotton Creek Entry | City of Alpharetta | Signalized |
| 6. Old Milton Parkway (SR 120) at Brookside Parkway/Vista Forest Drive | City of Alpharetta | Signalized |
| 7. Old Milton Parkway (SR 120) at Site Driveway A | City of Alpharetta | Two way stop control (TWSC) |
| 8. Brookside Parkway at Site Driveway B | City of Alpharetta | Two way stop control (TWSC) |
| 9. Brookside Parkway at Site Driveway C | City of Alpharetta | Two way stop control (TWSC) |

## *2.2 Existing Roadway Facilities*

Roadway classification descriptions and estimated Annual Average Daily Traffic (AADT) for roadway segments within the study network are provided in **Table 5** (bolded roadways are adjacent to the site).

| Table 5: Roadway Classifications | | | | |
|---|---|---|---|---|
| **Roadway** | **Lanes** | **Posted Speed Limit** | **AADT (GDOT, 2023)** | **GDOT Functional Classification** |
| Old Milton Parkway (SR 120) | 6 | 45 mph | 48,400 | Principal Arterial |
| SR 400 NB Ramp | 4 | Unposted | 15,000 | Principal Arterial |
| SR 400 SB Ramp | 4 | Unposted | 11,800 | Principal Arterial |
| Morris Rd | 2 | 30 | Unavailable | Local Road |
| North Point Parkway | 4 | 40 | Unavailable | Major Collector |
| Brookside Parkway | 4 | 35 | Unavailable | Local Road |
| Cotton Creek Entry | 4 | Unposted, Assumed 25 | Unavailable | Local Road |
| Vista Forest Drive | 2 | 25 | Unavailable | Local Road |




| | | | |
|---|---|---|---|
| Kimley»Horn | ***Brookside Parkway DRI Transportation Analysis*** | **Study Intersections** | **Figure 3** |
| | | | **Pg. 8** |

## 2.3 Traffic Data Collection

Traffic counts were collected at the nine (9) existing study intersections on Thursday, November 14, 2024, and December 3rd, 2024.

Traffic count peak hours for all the study intersections are shown in **Table 6**.

**Table 6: Traffic Count Summary**

| Intersection | Count Date | AM Peak Hour | PM Peak Hour |
|---|---|---|---|
| 1. Old Milton Parkway (SR 120) at SR 400 SB Ramps | 11/14/2024 | 8:00 AM – 9:00 AM | 4:30 PM – 5:30 PM |
| 2. Old Milton Parkway (SR 120) at SR 400 NB Ramps | 11/14/2024 | 8:00 AM – 9:00 AM | 4:30 PM – 5:30 PM |
| 3. Old Milton Parkway (SR 120) at Morris Road | 11/14/2024 | 8:00 AM – 9:00 AM | 4:15 PM – 5:15 PM |
| 4. Old Milton Parkway (SR 120) at North Point Parkway | 11/14/2024 | 7:45 AM – 8:45 AM | 4:45 AM – 5:45 PM |
| 5. Old Milton Parkway (SR 120) at Brookside Parkway/Cotton Creek Entry | 11/14/2024 | 7:45 AM – 8:45 AM | 4:00 PM – 5:00 PM |
| 6. Old Milton Parkway (SR 120) at Brookside Parkway/Vista Forest Drive | 11/14/2024 | 7:15 AM – 8:15 AM | 4:30 PM – 5:30 PM |
| 7. Old Milton Parkway (SR 120) at Site Driveway A | 12/3/2024 | 7:30 AM – 8:30 AM | 4:15 PM – 5:15 PM |
| 8. Brookside Parkway at Site Driveway B | 12/3/2024 | 8:00 AM – 9:00 AM | 4:15 PM – 5:15 PM |
| 9. Brookside Parkway at Site Driveway C | 12/3/2024 | 8:00 AM – 9:00 AM | 4:15 PM – 5:15 PM |

The collected peak hour turning movement traffic counts are available upon request.

## 2.4 Background Traffic and Growth Rate

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed *Brookside Mixed-Use* development. Background traffic includes a base growth rate, which is based on historical count data and population growth data. It can also include trips anticipated from nearby or adjacent other projects.

Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 1.0% per year background traffic growth rate from 2024 to 2029 (5 years) was used for all roadways. Additionally, 90% of the development traffic studied from the *Northwinds Summit DRI #2669* were included as background traffic in anticipation of the full build-out of the site (approximately 10% of the density is open today). Lastly, the trip generation will include additional project trips for rezoning applications with the City of Alpharetta associated with 160 townhomes from the *3750 Brookside Parkway* project as well as trips from *3333 Old Milton Parkway* residential development.

The Projected 2029 No-Build conditions represent the Existing 2024 traffic volumes grown for five (5) years at 1.0% per year throughout the study network, plus nearby development traffic listed above.

The Projected 2029 Build conditions represent the net new project trips generated by the *Brookside Mixed-Use DRI #4317* development along with the existing office traffic associated with the site (discussed in **Section 3.0** and **Section 4.0**) added to the Projected 2029 No-Build Conditions.

## 2.5 Programmed and Planned Projects

Programmed and planned projects near the project site were researched to account for any improvements or modifications within the study network expected before or by the build-out year of the development. The programmed and planned projects were discussed in the methodology meeting with GRTA, ARC, and other local stakeholders.

The following projects shown in **Table 7** are programmed to occur near the development.

**Table 7: Programmed Projects**

| Project Name | From / To Points: | Sponsor | GDOT PI # | ARC ID # (TIP) | Design FY | ROW / UTL FY | CST FY |
|---|---|---|---|---|---|---|---|
| SR 120 (Old Milton Parkway) Widening | North Point Parkway / Kimball Bridge Road | City of Alpharetta | 0017187 | FN-176 | 2020 | 2024 | 2028 |
| Brookside Parkway Road Diet | Old Milton Parkway at Brookside Parkway (Northwest and Southeast) | City of Alpharetta | N/A | N/A | Ongoing | - | By 2029 |
| Alpha Loop Multiuse Path Phase 2 | Chelsea Walk Neighborhood / Thompson Street | City of Alpharetta | N/A | N/A | Ongoing | - | - |
| Alpha Loop Multiuse Path Phase 3 | Atley Neighborhood / Westside Parkway | City of Alpharetta | N/A | N/A | Ongoing | - | - |
| CS 9216/North Point Parkway Streetscape Enhancements | Mansell Road / Haynes Bridge Road | City of Alpharetta | 0017814 | FN-179 | 2021 | 2025 | 2027 |
| SR 141 Lane Additions | Old Alabama Road / State Bridge Road | City of Johns Creek | 0020927 | N/A | 2025 | 2026 | 2027 |
| SR 9 Widening | Windward Parkway / Forsyth County Line | GDOT | 0007838 | FN-222 | 2013-2020 | 2018 | 2024 |
| North Point Alpha Link Trail - LCI | Encore Parkway / Haynes Bridge Road | City of Alpharetta | 0019211 | FN-350 | 2022 | 2026 / 2028 | 2028 |
| State Bridge Road Widening | Kimball Bridge Road / Medlock Bridge Road | City of Johns Creek | N/A | FN-220 | 2029-2030 | 2029-2030 | 2029-2030 |
| SR 400 Flex Lanes Construction | CR 209/Spalding Drive / CR 458/McFarland Road | GDOT | 0008444 | N/A | - | 2052 | 2052 |
| SR 400 Express Lanes Construction | North Springs MARTA Station / McFarland Road | GDOT | 0001757 | AR-ML-300 | 2005-2023 | 2019-2027 | 2022-2031 |

**Project information was obtained from GeoPI (GDOT), the Atlanta Region's Plan (ARC), and the City of Alpharetta.*

The following projects are projected to be built-out prior to the 2029 Build year for the proposed development and are included in the No-Build and Build scenarios as follows per the GRTA LOU:

- SR 120 (Old Milton Parkway) Widening (GDOT PI 0017187)
  - Widen from four to six-lanes between North Point Parkway and Kimball Bridge Road (impacting roadway laneage at intersections 4 through 6) as shown in the GDOT PI 0017187 Concept Report (2022).
  - Incorporate future traffic signal timings/phasing provided by Alpharetta City staff from the GDOT PI 0017187 project (assumed to be associated with the study/analysis of 2020 traffic forecasted data referenced in the 2022 Concept Report).
- Brookside Parkway Road Diet
  - Proposed road diet to reduce from four to two lanes along Brookside Parkway south of site driveways (note that Brookside Parkway at Old Milton Parkway is not expected to be modified due to the Road Diet project).

Available fact sheets for projects listed in the table above can be found in **Appendix D**. Additionally, raw traffic signal timings for the Future Conditions provided by City of Alpharetta Staff are included in **Appendix D**.

The following projects shown in **Table 8** are planned to occur near the development in the future with timelines and funding sources yet to be determined.

**Table 8: Planned Projects**

| Project Name | From / To Points: | Potential Sponsor | GDOT PI # | ARC ID # (TIP) | Project Timeline | Planning Document |
|---|---|---|---|---|---|---|
| Streetscape Upgrades: Existing Roadways "Streetscape A", "Streetscape B", & "Streetscape C" | Old Milton Parkway at Brookside Park Entrance / Old Milton Parkway at Brookside Parkway/Vista Forest Drive | City of Alpharetta | N/A | N/A | - | Brookside Small Area Plan 2.1, 2.2, and 2.3 |
| Intersection Upgrades: Old Milton Parkway at Brookside Parkway (Northwest and Southeast) | Old Milton Parkway at Brookside Parkway/Cotton Creek Entry & Old Milton Parkway at Brookside Parkway/ Vista Forest Drive | City of Alpharetta | N/A | N/A | - | Brookside Small Area Plan 3.1 |
| Intersection Upgrades: Old Milton Parkway at Brookside Parkway (Southeast) | Old Milton Parkway at Brookside Parkway/Vista Forest Drive | City of Alpharetta | N/A | N/A | - | Brookside Small Area Plan 3.2 |
| Brookside Parallel Trail Pathway | Old Milton Parkway / Brookside Parkway / Alexander Drive | City of Alpharetta | N/A | N/A | - | Brookside Small Area Plan 4.1 |
| Brookside Park Gateway | Brookside Park Access on Old Milton Parkway | City of Alpharetta | N/A | N/A | - | Brookside Small Area Plan 5.1 |
| Alpha Loop Extension (Kimball Bridge Road / Encore Parkway) | Kimball Bridge Road / Encore Parkway | City of Alpharetta | N/A | N/A | - | N/A |
| Alpha Loop Extension (Encore Parkway / Big Creek Greenway) | Encore Parkway / Big Creek Greenway | City of Alpharetta | N/A | N/A | - | N/A |
| Alpha Loop Extension (Webb Bridge Road / Academy Street) | Webb Bridge Road / Academy Street | City of Alpharetta | N/A | N/A | - | N/A |

**Project information was obtained from GeoPI (GDOT), the Atlanta Region's Plan (ARC) and the City of Alpharetta.*

Available fact sheets for projects listed in the table above can be found in **Appendix D**.

## *2.6 Future Traffic Signal Modeling*

Traffic signal timings were provided by City of Alpharetta staff for the existing condition and future conditions associated with the programmed GDOT SR 120 widening project (PI 0017187) for use in the study. Existing timings were additional reviewed/confirmed with current GDOT signal timing databases.

Per GRTA *Development of Regional Impact Review Procedures* (March 2021), Section 3.2.3.1 (Traffic Signal Modeling: Modeling between Existing and No-Build Conditions):

> Changes to signal timing (sequences, splits, offsets, phases, cycles) shall not be made in LOS modeling between existing and no-build conditions, unless modifications are required to accurately model a programmed transportation project.

Per the GRTA LOU dated January 14, 2025, traffic signal timings provided by City Staff were used to model the future No-Build scenario based on the programmed GDOT SR 120 widening project (PI 0017187). Full signal timings provided by Alpharetta City Staff were incorporated into the No-Build scenario for the following intersections associated with the GDOT programmed project extents:

4. Old Milton Parkway (SR 120) at North Point Parkway
5. Old Milton Parkway (SR 120) at Brookside Parkway/Cotton Creek Entry
6. Old Milton Parkway (SR 120) at Brookside Parkway/Vista Forest Drive

Offsets provided by the Alpharetta were considered for Intersections 1-3 in order to reflect changes in travel progression along the corridor associated with the programmed GDOT PI 0017187 widening project without modifying the base timings (splits, sequences). Provided timings are included in **Appendix D**.

Per Section 3.2.3.1 (Traffic Signal Modeling: Modeling between No-Build and Build Conditions):

> Changes to signal sequences, splits and offsets are allowed to LOS modeling between the no-build and build phase. Changes to signal cycles shall not be allowed unless approved by GRTA at the Methodology Meeting. The Traffic Engineer shall include in the TIS an explanation of all signal timing changes between the no-build and build conditions.

For the Build condition, signal timing changes to splits, offsets, and sequences were considered to better reflect Build traffic conditions for this study as indicated in individual intersection analysis results detailed in Chapter 5.

While GRTA rules indicate that cycle lengths should not be changed between No-Build and Build conditions (noted above), a cycle length improvement to mitigate the background/No-Build condition may provide "the minimum improvement needed" to operate at the GRTA LOS standards for an intersection that has failing or LOS E under Existing or No-Build conditions. Changes to cycle lengths to mitigate low approach LOS for the No-Build condition were considered for Intersection 5 and Intersection 6 in this report. This recommendation, as a system improvement based on background traffic is feasible, low-cost timing-only improvement (cycle length adjustment) to serve existing/background traffic conditions (without the proposed development) and is recommended for consideration by GDOT and the City of Alpharetta.

Per Section 3.2.3.1 (Traffic Signal Modeling: Modeling and Mitigation):

> Changes to signal timing splits or cycle lengths should not be considered mitigation. Changes to phasing, except in cases where there is a new approach to an intersection, can be considered toward mitigation.

Per GRTA, these minor signal timing adjustments are not considered mitigation. It is notable that changes to signal timing splits or cycle lengths are commonly implemented to respond to shifts in travel patterns that occur over time. This provision considers that minor adjustments to signal timing do not need to be listed as a required improvement in the GRTA Notice of Decision. Many intersections in this study required no addition mitigation beyond minor signal timing adjustments in order to operate at GRTA LOS standards under the No-Build conditions. It is recommended that GDOT and the City of Alpharetta continue to monitor signal timings along the corridor associated with general growth and shifts in travel, as well as associated with the programmed GDOT PI 0017187 widening project.

## 2.7 Level-of-Service Overview

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. LOS analyses were conducted at all intersections within the study network using *Synchro 12*.

LOS for signalized intersections and all-way stop controlled intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low LOS while the intersection as a whole may operate acceptably.

LOS for unsignalized intersections with stop control on the minor street only is reported for the side street approaches and the major street left-turn movements. Low LOS for side street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway.

## 2.8 Level-of-Service Standards

Per Section 3.2.2.1 of the GRTA *Development of Regional Impact Review Procedures*, the overall LOS standard is generally LOS D. However, the overall LOS standard is LOS E for the following intersections based on their location within the Regional Employment Corridor along SR 400 according to the ARC UGPM:

1. Old Milton Parkway (SR 120) at SR 400 SB Ramps
2. Old Milton Parkway (SR 120) at SR 400 NB Ramps
3. Old Milton Parkway (SR 120) at Morris Road
4. Old Milton Parkway (SR 120) at North Point Parkway

Additionally, per GRTA, if an intersection overall or approach LOS is failing under Existing conditions, then the LOS standard for future No-Build and Build conditions is considered to be LOS E.

## 3.0 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition*, using equations where available. Reductions to gross trips including mixed-use reductions and pass-by reductions are applicable for the site and based on the ITE *Trip Generation Handbook, 3rd Edition*, and an alternative mode reduction of 5% was taken in this analysis as outlined in the GRTA Letter of Understanding (LOU).

Per discussions in the Methodology Meeting, approximately 130,000 SF of office is existing, will remain, and accounts for traffic to and from the development accounted for in traffic count data collected for the project. However, an additional 20,000 SF of office has been included in the trip generation projections for the new infill development to augment existing driveway count data that identified lower volumes than traditional ITE projections for the existing 130,000 SF of office on-site.

**Table 9** summarizes the trip generation for the proposed infill development including traffic associated the proposed development program of 90 townhomes, 350 multi-family units, 60,000 SF of commercial, and the additional augmentation of trips associated with 20,000 SF of office.

**Table 9: Trip Generation**

| Land Use | | Density | Daily Trips | | | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Total | In | Out | Total | In | Out | Total | In | Out |
| 215 | Single-Family Attached Housing | 90 dwelling units | 636 | 318 | 318 | 41 | 13 | 28 | 50 | 29 | 21 |
| 221 | Multifamily Housing (Mid-Rise) | 350 dwelling units | 1,624 | 812 | 812 | 142 | 33 | 109 | 137 | 84 | 53 |
| 710 | General Office Building* | 20,000 Sq. Ft. GFA | 286 | 143 | 143 | 42 | 37 | 5 | 44 | 7 | 37 |
| 821 | Shopping Plaza (40-150k) - No Supermarket | 60,000 Sq. Ft. GFA | 4,052 | 2,026 | 2,026 | 104 | 64 | 40 | 311 | 152 | 159 |
| *Mixed-Use Reductions* | | | *-920* | *-460* | *-460* | *-10* | *-5* | *-5* | *-138* | *-69* | *-69* |
| *Alternative Mode Reductions (5%)* | | | *-285* | *-143* | *-142* | *-16* | *-7* | *-9* | *-20* | *-11* | *-10* |
| *Pass-by Reductions (per ITE)* | | | *-1,364* | *-682* | *-682* | *-* | *-* | *-* | *-94* | *-47* | *-47* |
| **Net New Infill Development Trips** | | | **4,029** | **2,014** | **2,015** | **303** | **135** | **168** | **290** | **145** | **144** |
| Existing Office Traffic (driveway traffic counts) | | | | | | 138 | 123 | 15 | 144 | 15 | 129 |
| **Total Master Plan Traffic** | | | | | | **441** | **258** | **183** | **434** | **160** | **273** |
| Master Plan Driveway Volumes (Net New Infill Development + Existing Office + Pass-by Trips) | | | | | | 441 | 258 | 183 | 528 | 207 | 320 |

The trip generation summary above presents the net new trips associated with the infill development, lists the driveway traffic count data collected for the study, and presents the summed total master plan traffic associated with the existing and infill development master plan program.

A more detailed trip generation analysis summary table is provided in **Appendix B**.

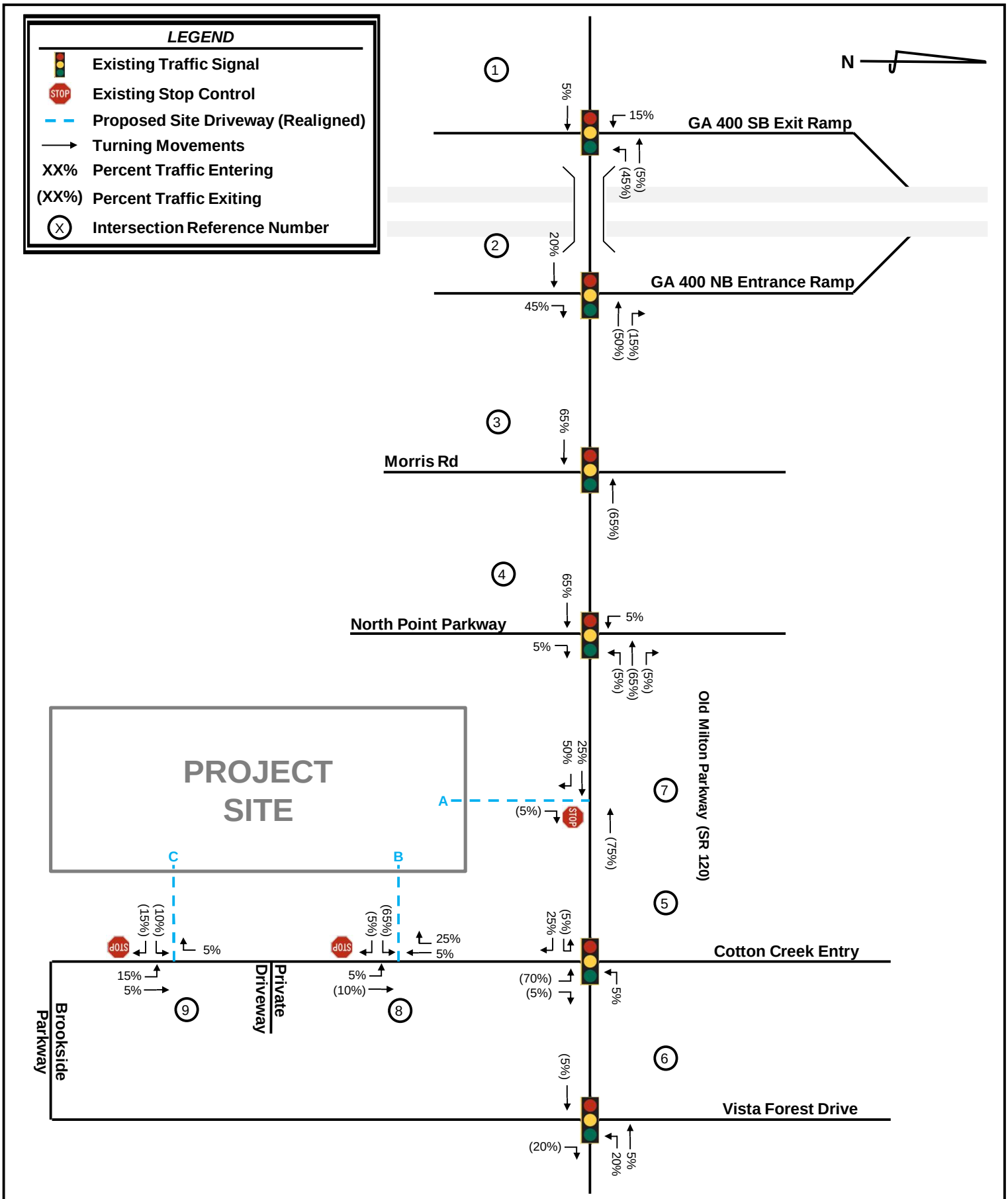
# 4.0 TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of new project trips was based on the project land use, a review of land use densities and road facilities in the area, engineering judgement, and methodology discussions with GRTA, ARC, City of Alpharetta and other local stakeholders.

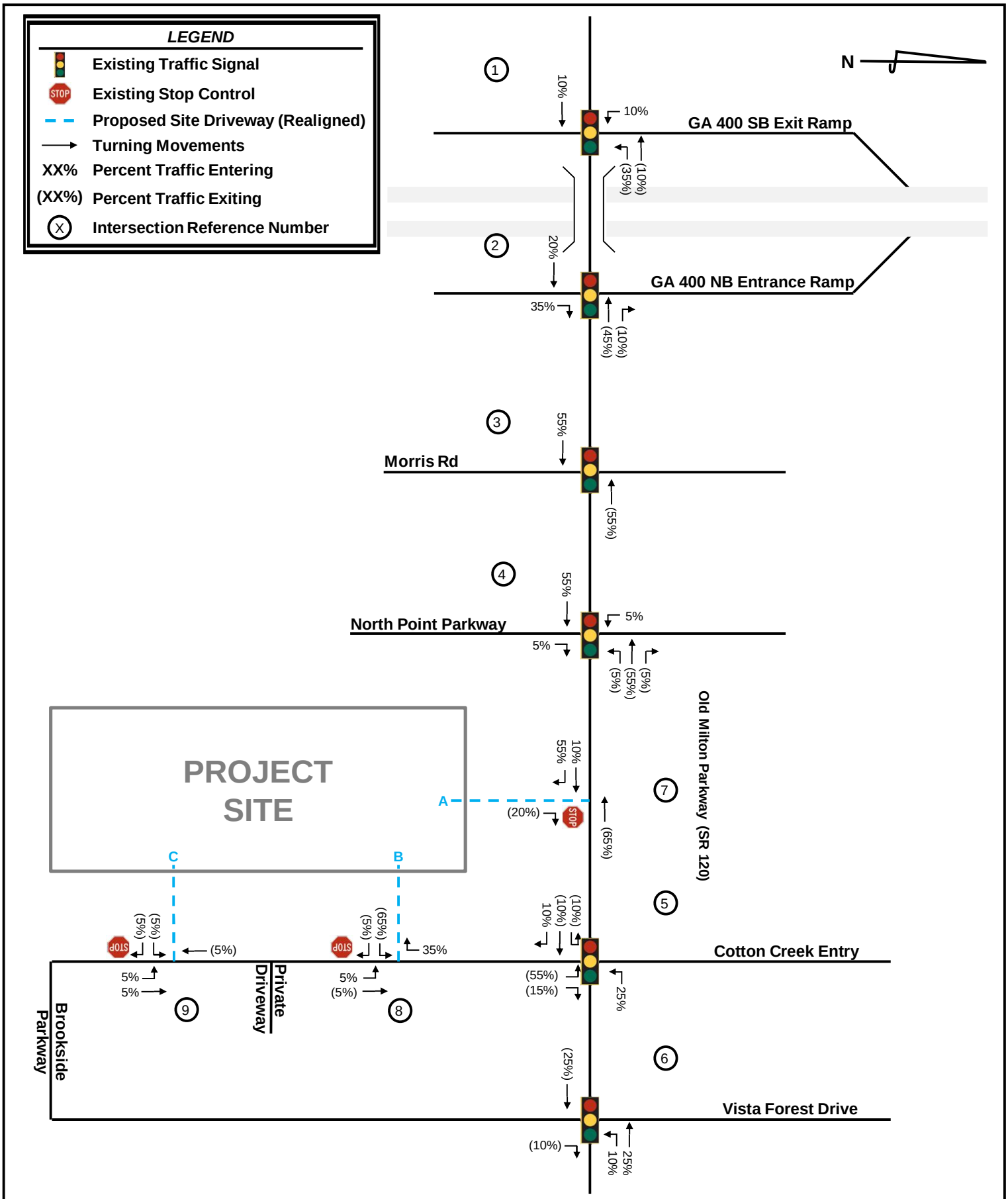
The anticipated distribution and assignment of the residential trips throughout the study roadway network is shown for in the development in **Figure 4** and non-residential distribution and assignment in **Figure 5**. These trip assignment percentages were applied to the net project trips expected to be generated by the development, and the volumes were assigned to the roadway network. The peak hour new project trips are shown by turning movement throughout the study network in **Figure 6**.

Additionally, existing office trips were adjusted to consider the future layout of the redevelopment master plan. Adjusted existing office trips are shown in **Figure 7**.

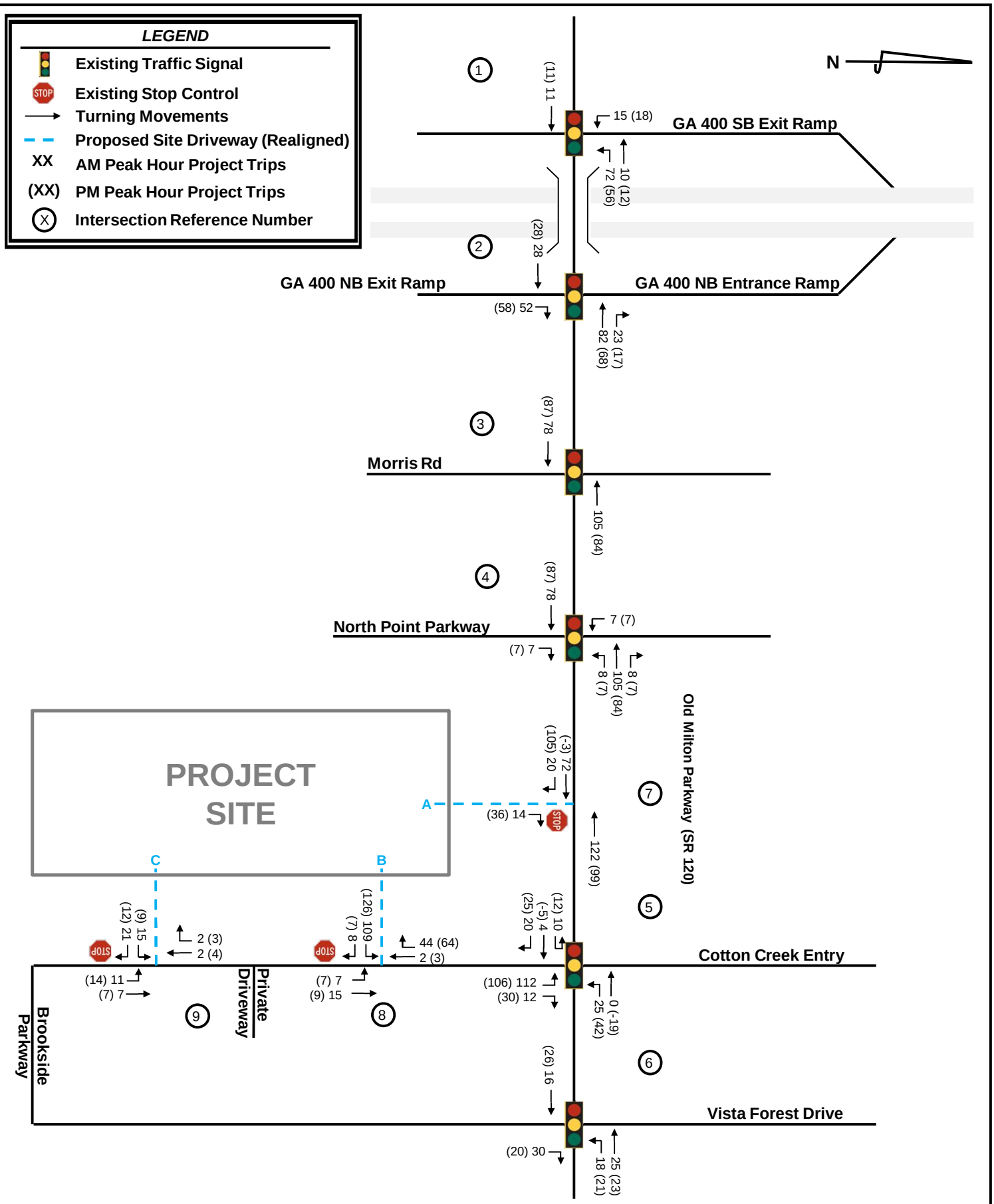
Detailed intersection volume worksheets are provided in **Appendix C**.



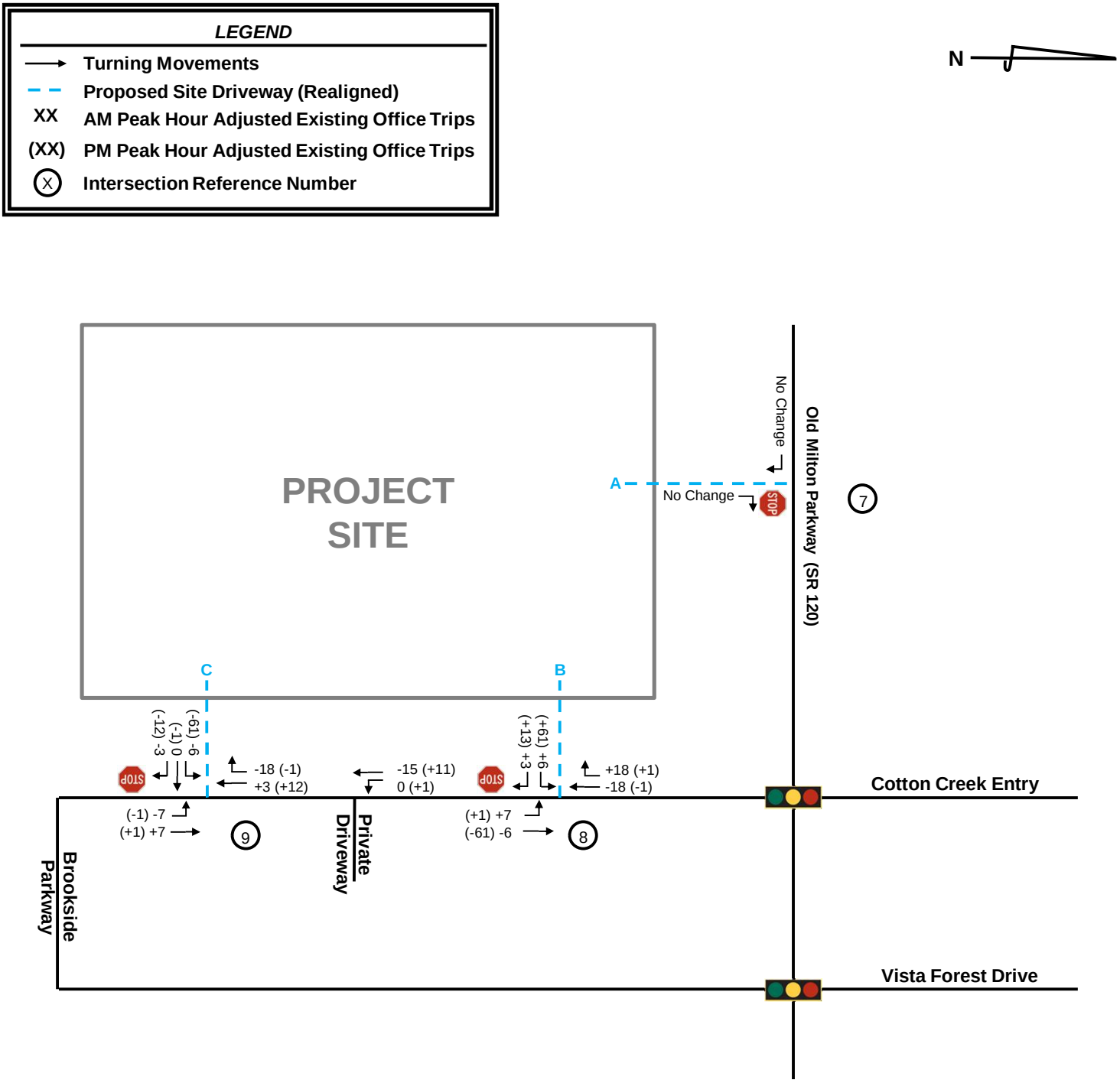

| | | | |
|---|---|---|---|
| Kimley»Horn | *Brookside Parkway DRI Transportation Analysis* | Residential Trip Assignment | Figure 4 |
| | | | Pg. 16 |




| | | | |
|---|---|---|---|
| Kimley»Horn | *Brookside Parkway DRI Transportation Analysis* | Non-Residential Trip Assignment | Figure 5 |
| | | | Pg. 17 |




| | | | |
|---|---|---|---|
| Kimley»Horn | *Brookside Parkway DRI Transportation Analysis* | New Project Trips | Figure 6 |
| | | | Pg. 18 |




*REROUTE OF EXISTING OFFICE TRIPS BASED ON INFILL DEVELOPMENT/ FUTURE SITE PLAN

| | | | |
|---|---|---|---|
| Kimley»Horn | *Brookside Parkway DRI Transportation Analysis* | Adjusted Existing Office Trips | Figure 7 |
| | | | Pg. 19 |

# 5.0 TRAFFIC ANALYSIS

Capacity analyses were performed using *Synchro 12* for the AM and PM peak hours under the Existing 2025 conditions, Projected 2029 No-Build conditions, and Projected 2029 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 6th Edition* and *HCM 2000* Edition as noted.

These analyses included existing roadway lane configurations for each of the scenarios. The traffic volumes and roadway lane configurations used for each scenario are shown in **Figure 8** for Existing 2024 conditions, **Figure 9** for Projected 2029 No-Build conditions, and **Figure 10** for Projected 2029 Build conditions.

***Sections 5.1 – 5.9*** provide the results of the capacity analyses for each study intersection and include projected LOS, delay, and queue lengths.

## 5.1 Old Milton Parkway (SR 120) at SR 400 SB Ramps (Intersection 1)

Per its location in a Regional Employment Corridor, the LOS standard for Old Milton Parkway (SR 120) at SR 400 SB Ramps (Intersection 1) is LOS E. The intersection was modeled using HCM 2000 methodology due to limitations with the existing non-NEMA signal phasing (double-served westbound left-turn) for HCM 6th.

As noted in **Section 2.6**, Existing signal timings (splits, sequences) provided by the City of Alpharetta and confirmed with current GDOT databases were used for the Existing, No-Build, and Build conditions. Signal offsets provided by City of Alpharetta staff associated with GDOT PI 0017187 were incorporated into No-Build and Build conditions to account for changes in traffic progression associated with the programmed widening project, though Intersection 1 is not directly impacted by the widening.

| Overall LOS Standard: E<br>Approach LOS Standard: E | | | | SR 400 SB Entrance Ramp | | | SR 400 SB Exit Ramp | | | Old Milton Parkway (SR120) | | | Old Milton Parkway (SR120) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | | L | T | R | L | T | R | L | T | R | L | T | R |
| 2024 EXISTING | (Signal) | AM | Overall LOS | B (16.9) | | | | | | | | | | | |
| | | | Approach LOS | | | | C (20.2) | | | B (14.9) | | | B (15.1) | | |
| | | | Storage | | | | 350 | | | | | 400 | | | |
| | | | 50th Queue | | | | 225 | | 0 | | 286 | 0 | 93 | 183 | |
| | | | 95th Queue | | | | 277 | | 0 | | 374 | 17 | 132 | 147 | |
| | | PM | Overall LOS | C (29.5) | | | | | | | | | | | |
| | | | Approach LOS | | | | C (21.0) | | | D (45.5) | | | B (20.0) | | |
| | | | Storage | | | | 350 | | | | | 400 | | | |
| | | | 50th Queue | | | | 126 | | ~1153 | | 557 | 50 | 486 | 17 | |
| | | | 95th Queue | | | | 173 | | #1413 | | 613 | 141 | 576 | 22 | |
| 2029 NO-BUILD | (Signal) | AM | Overall LOS | C (21) | | | | | | | | | | | |
| | | | Approach LOS | | | | C (21.4) | | | B (17.9) | | | C (23.7) | | |
| | | | Storage | | | | 350 | | | | | 400 | | | |
| | | | 50th Queue | | | | 241 | | 0 | | 341 | 0 | 168 | 245 | |
| | | | 95th Queue | | | | 293 | | 0 | | 443 | 21 | 221 | 261 | |
| | | PM | Overall LOS | C (35.7) | | | | | | | | | | | |
| | | | Approach LOS | | | | C (22.1) | | | D (49.3) | | | C (29.9) | | |
| | | | Storage | | | | 350 | | | | | 400 | | | |
| | | | 50th Queue | | | | 149 | | 0 | | 650 | 69 | 640 | 15 | |
| | | | 95th Queue | | | | 196 | | 0 | | 709 | 168 | 703 | 57 | |
| 2029 BUILD | (Signal) | AM | Overall LOS | C (23.7) | | | | | | | | | | | |
| | | | Approach LOS | | | | C (21.3) | | | C 20.5) | | | C (29.3) | | |
| | | | Storage | | | | 350 | | | | | 400 | | | |
| | | | 50th Queue | | | | 248 | | 0 | | 371 | 0 | 210 | 332 | |
| | | | 95th Queue | | | | 298 | | 0 | | 481 | 23 | 265 | 488 | |
| | | PM | Overall LOS | D (44.5) | | | | | | | | | | | |
| | | | Approach LOS | | | | C (23.1) | | | C (33.5) | | | E (61.4) | | |
| | | | Storage | | | | 350 | | | | | 400 | | | |
| | | | 50th Queue | | | | 160 | | 0 | | 530 | 60 | ~838 | 381 | |
| | | | 95th Queue | | | | 207 | | 0 | | 609 | 146 | m#792 | m378 | |

~ Volume exceeds capacity, queue is theoretically infinite.
# 95th percentile volume exceeds capacity, queue may be longer.
m Volume for 95th percentile queue is metered by upstream signal.

The signalized intersection of Old Milton Parkway (SR 120) at SR 400 SB Ramps (Intersection 1) is projected to operate at an acceptable overall intersection and approach LOS under the 2024 Existing conditions, 2029 No-Build Conditions, and 2029 Build Conditions for the AM and PM peak hour scenarios.

Per GRTA section 3.2.3.1, changes to signal splits and offsets were implemented in No-Build and Build to consider future shifts in travel. Per GRTA Section 3.2.3.1, changes to signal timing splits and offsets shall not be considered mitigation. No mitigation beyond minor signal timing adjustments were needed for the intersection to operate at GRTA LOS standards. It is recommended that GDOT and the City of Alpharetta continue to monitor signal timings at Intersection 1.

## 5.2 Old Milton Parkway (SR 120) at SR 400 NB Ramps (Intersection 2)

Per its location in a Regional Employment Corridor, the LOS standard for Old Milton Parkway (SR 120) at SR 400 NB Ramps (Intersection 2) is LOS E. The intersection was modeled using HCM 2000 methodology due to limitations with the existing non-NEMA signal phasing (double-served eastbound left-turn) for HCM 6th.

As noted in **Section 2.6**, Existing signal timings (splits, sequences) provided by the City of Alpharetta and confirmed with current GDOT databases were used for the Existing, No-Build, and Build conditions. Signal offsets provided by City of Alpharetta staff associated with GDOT PI 0017187 were incorporated into No-Build and Build conditions to account for changes in traffic progression associated with the programmed widening project, though Intersection 2 is not directly impacted by the widening.

| Overall LOS Standard: E<br>Approach LOS Standard: E | | | | SR 400 NB Exit Ramp | | | SR 400 NB Entrance Ramp | | | Old Milton Parkway (SR120) | | | Old Milton Parkway (SR120) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | | L | T | R | L | T | R | L | T | R | L | T | R |
| 2024 EXISTING | (Signal) | AM | Overall LOS | F (155.9) | | | | | | | | | | | |
| | | | Approach LOS | F (539.7) | | | | | | C (22.2) | | | A (2.7) | | |
| | | | Storage | 300 | | 300 | | | | | | | | | |
| | | | 50th Queue | 126 | | ~853 | | | | 211 | 152 | | | 29 | 1 |
| | | | 95th Queue | 174 | | #1005 | | | | 240 | 281 | | | 41 | 1 |
| | | PM | Overall LOS | F (129.3) | | | | | | | | | | | |
| | | | Approach LOS | F (503.9) | | | | | | C (27.5) | | | B (10.6) | | |
| | | | Storage | 300 | | 300 | | | | | | | | | |
| | | | 50th Queue | 161 | | ~764 | | | | 228 | 7 | | | 96 | 6 |
| | | | 95th Queue | 215 | | #919 | | | | 294 | 30 | | | 109 | m0 |
| 2029 NO-BUILD | (Signal) | AM | Overall LOS | F (186.0) | | | | | | | | | | | |
| | | | Approach LOS | F (633.2) | | | | | | C (30.1) | | | C (21.3) | | |
| | | | Storage | 300 | | 300 | | | | | | | | | |
| | | | 50th Queue | 133 | | ~976 | | | | 221 | 168 | | | 29 | 0 |
| | | | 95th Queue | 182 | | #1130 | | | | 273 | 245 | | | 42 | 1 |
| | | PM | Overall LOS | F (176.7) | | | | | | | | | | | |
| | | | Approach LOS | F (691.3) | | | | | | D (42.0) | | | B (11.4) | | |
| | | | Storage | 300 | | 300 | | | | | | | | | |
| | | | 50th Queue | 170 | | ~1002 | | | | 252 | 12 | | | 365 | 25 |
| | | | 95th Queue | 225 | | #1156 | | | | 327 | 42 | | | 116 | 1 |
| 2029 BUILD | (Signal) | AM | Overall LOS | D (46.3) | | | | | | | | | | | |
| | | | Approach LOS | D (52.3) | | | | | | D (40.0) | | | D (48.5) | | |
| | | | Storage | 300 | | 300 | | | | | | | | | |
| | | | 50th Queue | 90 | | 598 | | | | 162 | 793 | | | 497 | 205 |
| | | | 95th Queue | 119 | | 689 | | | | 197 | 908 | | | 526 | 335 |
| | | PM | Overall LOS | E (56.9) | | | | | | | | | | | |
| | | | Approach LOS | E (68.1) | | | | | | D (53.7) | | | D (53.4) | | |
| | | | Storage | 300 | | 300 | | | | | | | | | |
| | | | 50th Queue | 117 | | 709 | | | | 295 | 762 | | | ~877 | 272 |
| | | | 95th Queue | 155 | | #874 | | | | #399 | 826 | | | #917 | 169 |

~ Volume exceeds capacity, queue is theoretically infinite.
# 95th percentile volume exceeds capacity, queue may be longer.
m Volume for 95th percentile queue is metered by upstream signal.

The signalized intersection of Old Milton Parkway (SR 120) at SR 400 NB Ramps (Intersection 2) is not projected to meet GRTA's LOS standards for the overall intersection and the northbound approach under the 2024 Existing and 2029 No-Build AM and PM peak hour scenarios.

It is notable that the northbound approach of the SR 400 exit ramp has dual (2) right-turn lanes that include a free-flow barrier-separated right-turn lane adjacent to a second signal-controlled right-turn lane. *Synchro 12* HCM methodology is limited in its ability to separate lanes that operate differently (free-flow vs. signal-controlled). It is likely that the reported northbound delay is overstated for the northbound right-turn. Conservatively, all right-turning traffic was considered in the analysis. However, based on additional traffic count data requested,

approximately 70%-85% of the right-turning volume routes through the free-flow right-turn lane. Additional free-flow traffic volume detail is included in the Raw Traffic Count Data provided with the submittal package.

Per GRTA section 3.2.3.1, changes to signal splits and offsets were considered to mitigate failing LOS between No-Build and Build, resulting in acceptable LOS under 2029 Build conditions.

In order to meet GRTA LOS standards for the 2029 No-Build condition (based on the conservative analysis of the northbound right-turn traffic), changes to splits were incorporated for the 2029 No-Build Improved condition documented in the table below.

Per GRTA Section 3.2.3.1, changes to signal timing splits shall not be considered mitigation. No mitigation beyond minor signal timing adjustments is required for the intersection to operate at GRTA LOS standards. It is recommended that GDOT and the City of Alpharetta continue to monitor signal timings at Intersection 2.

| Overall LOS Standard: E<br>Approach LOS Standard: E | | | | SR 400 NB Exit Ramp | | | SR 400 NB Entrance Ramp | | | Old Milton Parkway (SR120) | | | Old Milton Parkway (SR120) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | | L | T | R | L | T | R | L | T | R | L | T | R |
| 2029 NO-BUILD IMPROVED | (Signal) | AM | Overall LOS | D (43.5) | | | | | | | | | | | |
| | | | Approach LOS | D (51.8) | | | | | | D (38.6) | | | D (42.8) | | |
| | | | Storage | 300 | | 300 | | | | | | | | | |
| | | | 50th Queue | 92 | | 568 | | | | 176 | 754 | | | 469 | 189 |
| | | | 95th Queue | 118 | | 639 | | | | 196 | 884 | | | 499 | 316 |
| | | PM | Overall LOS | E (57.5) | | | | | | | | | | | |
| | | | Approach LOS | E (64.6) | | | | | | E (46.4) | | | E (61.7) | | |
| | | | Storage | 300 | | 300 | | | | | | | | | |
| | | | 50th Queue | 117 | | 649 | | | | 343 | 147 | | | ~799 | 146 |
| | | | 95th Queue | 155 | | 761 | | | | #447 | 118 | | | #868 | 320 |

~ Volume exceeds capacity, queue is theoretically infinite.
# 95th percentile volume exceeds capacity, queue may be longer.

## 5.3 Old Milton Parkway (SR 120) at Morris Road (Intersection 3)

Per its location in a Regional Employment Corridor, the LOS standard for Old Milton Parkway (SR 120) at Morris Road (Intersection 3) is LOS E. The intersection was modeled using HCM 2000 methodology due to limitations with the existing non-NEMA signal phasing (double-served eastbound left-turn) for HCM 6th.

As noted in **Section 2.6**, Existing signal timings (splits, sequences) provided by the City of Alpharetta and confirmed with current GDOT databases were used for the Existing, No-Build, and Build conditions. Signal offsets provided by City of Alpharetta staff associated with GDOT PI 0017187 were incorporated into No-Build and Build conditions to account for changes in traffic progression associated with the programmed widening project, though Intersection 3 is not directly impacted by the widening.

| Overall LOS Standard: E<br>Approach LOS Standard: E | | | | Morris Road | | | Morris Road | | | Old Milton Parkway (SR120) | | | Old Milton Parkway (SR120) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | | L | T | R | L | T | R | L | T | R | L | T | R |
| 2024 EXISTING | (Signal) | AM | Overall LOS | D (42.9) | | | | | | | | | | | |
| | | | Approach LOS | E (59.1) | | | E (76.1) | | | C (23.9) | | | E (64.4) | | |
| | | | Storage | 75 | | | 175 | | | 200 | | | 200 | | |
| | | | 50th Queue | 22 | 14 | | 193 | 9 | 0 | 157 | 481 | | 17 | 573 | |
| | | | 95th Queue | 52 | 48 | | #308 | 29 | 66 | m123 | m475 | | m26 | 656 | |
| | | PM | Overall LOS | C (32.3) | | | | | | | | | | | |
| | | | Approach LOS | E (64.4) | | | F (80.9) | | | B (17.1) | | | C (33.1) | | |
| | | | Storage | 75 | | | 175 | | | 200 | | | 200 | | |
| | | | 50th Queue | 34 | 12 | | 232 | 12 | 174 | ~327 | 126 | | 19 | 513 | |
| | | | 95th Queue | 67 | 45 | | 313 | 31 | 292 | m#329 | m279 | | m29 | 778 | |
| 2029 NO-BUILD | (Signal) | AM | Overall LOS | D (42.9) | | | | | | | | | | | |
| | | | Approach LOS | E (58.5) | | | E (78.2) | | | C (21.3) | | | E (66.4) | | |
| | | | Storage | 75 | | | 175 | | | 200 | | | 200 | | |
| | | | 50th Queue | 23 | 14 | | 203 | 10 | 0 | 262 | 182 | | 18 | 715 | |
| | | | 95th Queue | 54 | 50 | | #334 | 30 | 70 | m197 | m227 | | m27 | 766 | |
| | | PM | Overall LOS | D (39.0) | | | | | | | | | | | |
| | | | Approach LOS | E (62.9) | | | F (81.7) | | | B (14.5) | | | E (51.6) | | |
| | | | Storage | 75 | | | 175 | | | 200 | | | 200 | | |
| | | | 50th Queue | 36 | 13 | | 249 | 13 | 204 | 135 | 406 | | 22 | 1072 | |
| | | | 95th Queue | 69 | 46 | | 332 | 34 | 324 | m110 | m328 | | m23 | m976 | |
| 2029 BUILD | (Signal) | AM | Overall LOS | D (44.1) | | | | | | | | | | | |
| | | | Approach LOS | E (57.2) | | | E (71.3) | | | C (27.7) | | | E (61.4) | | |
| | | | Storage | 75 | | | 175 | | | 200 | | | 200 | | |
| | | | 50th Queue | 23 | 14 | | 204 | 10 | 0 | 249 | 424 | | 17 | 661 | |
| | | | 95th Queue | 50 | 47 | | 283 | 28 | 65 | m276 | 583 | | m25 | 767 | |
| | | PM | Overall LOS | C (32.8) | | | | | | | | | | | |
| | | | Approach LOS | E (63.2) | | | E (74.4) | | | C (22.8) | | | C (31.6) | | |
| | | | Storage | 75 | | | 175 | | | 200 | | | 200 | | |
| | | | 50th Queue | 36 | 13 | | 249 | 13 | 0 | 146 | 446 | | 23 | 976 | |
| | | | 95th Queue | 69 | 47 | | 335 | 34 | 98 | m152 | 684 | | m34 | 1176 | |

~ Volume exceeds capacity, queue is theoretically infinite.
# 95th percentile volume exceeds capacity, queue may be longer.
m Volume for 95th percentile queue is metered by upstream signal.

The signalized intersection of Old Milton Parkway (SR 120) at Morris Road (Intersection 3) is projected to meet GRTA's LOS standards for the overall intersection under the 2024 Existing, 2029 No-Build, and 2029 Build conditions for both the AM and PM scenarios. However, the Southbound approach is projected to operate at LOS F under the 2024 Existing and 2029 No-Build conditions for the PM peak hour scenario.

Per GRTA section 3.2.3.1, changes to signal splits and offsets were considered to mitigate failing LOS between No-Build and Build, resulting in acceptable LOS under 2029 Build conditions.

In order to meet GRTA LOS standards for the 2029 No-Build condition, changes to splits were incorporated for the 2029 No-Build Improved condition documented in the table below.

Per GRTA Section 3.2.3.1, changes to signal timing splits and offsets shall not be considered mitigation. No mitigation beyond minor signal timing adjustments is required for the intersection to operate at GRTA LOS standards under the No-Build or Build conditions. It is recommended that GDOT and the City of Alpharetta continue to monitor signal timings at Intersection 3.

| Overall LOS Standard: E<br>Approach LOS Standard: E | | | | Morris Road | | | Morris Road | | | Old Milton Parkway (SR120) | | | Old Milton Parkway (SR120) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | | L | T | R | L | T | R | L | T | R | L | T | R |
| 2029 NO-BUILD IMPROVED | (Signal) | AM | Overall LOS | D (45.2) | | | | | | | | | | | |
| | | | Approach LOS | E (57.2) | | | E (71.3) | | | C (27.1) | | | E (65.7) | | |
| | | | Storage | 75 | | | 175 | | | 200 | | | 200 | | |
| | | | 50th Queue | 23 | 14 | | 204 | 10 | 0 | 249 | 424 | | 13 | 668 | |
| | | | 95th Queue | 50 | 47 | | 283 | 28 | 65 | m276 | 583 | | m22 | 773 | |
| | | PM | Overall LOS | C (31.3) | | | | | | | | | | | |
| | | | Approach LOS | E (63.2) | | | E (74.4) | | | C (26.5) | | | C (23.9) | | |
| | | | Storage | 75 | | | 175 | | | 200 | | | 200 | | |
| | | | 50th Queue | 36 | 13 | | 249 | 13 | 0 | 145 | 459 | | 9 | 976 | |
| | | | 95th Queue | 70 | 47 | | 337 | 34 | 99 | m152 | 684 | | m13 | 1175 | |

~ Volume exceeds capacity, queue is theoretically infinite.
# 95th percentile volume exceeds capacity, queue may be longer.
m Volume for 95th percentile queue is metered by upstream signal.

## *5.4 Old Milton Parkway (SR 120) at North Point Parkway (Intersection 4)*

Per its location in a Regional Employment Corridor, the LOS standard for Old Milton Parkway (SR 120) at North Point Parkway (Intersection 4) is LOS E. The intersection was modeled using HCM 6th methodology.

As noted in **Section 2.6**, Existing signal timings provided by the City of Alpharetta and confirmed with current GDOT databases were used for the Existing conditions. Future traffic signal modeling for the No-Build and Build scenarios incorporated timings associated with the programmed GDOT PI 0017187 widening project provided by the City of Alpharetta (included in **Appendix D**) and documented in the GRTA LOU. It is notable that future GDOT PI 0017187 timings provided by the City of Alpharetta included the following sequence changes at Intersection 4 in addition to modifications to splits:

- PM peak hour, Phase 1 (WBL) switched from lag to lead.
- PM peak hour, Phase 3 (NBL) switched from lead to lag.
- PM peak hour, Phase 5 (EBL) switched from lead to lag.
- AM peak hour, Phase 7 (SBL) switched from lead to lag.

| Overall LOS Standard: E<br>Approach LOS Standard: E | | | | North Point Parkway | | | North Point Parkway | | | Old Milton Parkway (SR120) | | | Old Milton Parkway (SR120) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | | L | T | R | L | T | R | L | T | R | L | T | R |
| 2024 EXISTING | (Signal) | AM | Overall LOS | C (28.8) | | | | | | | | | | | |
| | | | Approach LOS | E (71.5) | | | F (106.2) | | | B (18.8) | | | A (8.9) | | |
| | | | Storage | 225 | | 275 | 150 | | 75 | 375 | | | 280 | | 575 |
| | | | 50th Queue | 44 | 182 | 0 | ~135 | 169 | 0 | 53 | 860 | 175 | 211 | 315 | 40 |
| | | | 95th Queue | 74 | 239 | 20 | #228 | 227 | 0 | m84 | 939 | 246 | 252 | 294 | 86 |
| | | PM | Overall LOS | D (48.1) | | | | | | | | | | | |
| | | | Approach LOS | F (118.7) | | | F (91.9) | | | A (8.6) | | | D (46.3) | | |
| | | | Storage | 225 | | 275 | 150 | | 75 | 375 | | | 280 | | 575 |
| | | | 50th Queue | 162 | 186 | 51 | 155 | 181 | 12 | 77 | 590 | 0 | 79 | 1087 | 64 |
| | | | 95th Queue | 211 | 240 | 147 | 209 | 240 | 94 | 117 | 210 | 1 | 121 | 1190 | 148 |
| 2029 NO-BUILD | (Signal) | AM | Overall LOS | C (34.8) | | | | | | | | | | | |
| | | | Approach LOS | F (85.8) | | | E (72.1) | | | D (36.9) | | | B (11.1) | | |
| | | | Storage | 225 | | 275 | 150 | | 75 | 375 | | | 280 | | 575 |
| | | | 50th Queue | 50 | 193 | 0 | 130 | 173 | 0 | 66 | 815 | | 226 | 465 | |
| | | | 95th Queue | #86 | 253 | 25 | 179 | 227 | 0 | m106 | #895 | | 256 | 499 | |
| | | PM | Overall LOS | F (95.2) | | | | | | | | | | | |
| | | | Approach LOS | F (135) | | | F (137.2) | | | C (26.4) | | | F (131.9) | | |
| | | | Storage | 225 | | 275 | 150 | | 75 | 375 | | | 280 | | 575 |
| | | | 50th Queue | 178 | 201 | 78 | 164 | 196 | 40 | 47 | 481 | | 77 | ~1068 | |
| | | | 95th Queue | #255 | #277 | 184 | #222 | #278 | 133 | 87 | 661 | | 127 | #1120 | |
| 2029 BUILD | (Signal) | AM | Overall LOS | D (44.7) | | | | | | | | | | | |
| | | | Approach LOS | E (79.4) | | | E (70.4) | | | D (50.2) | | | C (25.2) | | |
| | | | Storage | 225 | | 275 | 150 | | 75 | 375 | | | 280 | | 575 |
| | | | 50th Queue | 48 | 192 | 0 | 133 | 174 | 0 | 59 | 898 | | 241 | 344 | |
| | | | 95th Queue | 78 | 245 | 33 | 182 | 226 | 0 | 95 | #991 | | m#289 | 454 | |
| | | PM | Overall LOS | D (43.7) | | | | | | | | | | | |
| | | | Approach LOS | E (79.5) | | | E (76) | | | D (54) | | | B (10.1) | | |
| | | | Storage | 225 | | 275 | 150 | | 75 | 375 | | | 280 | | 575 |
| | | | 50th Queue | 176 | 194 | 43 | 168 | 191 | 58 | 77 | 574 | | 91 | 790 | |
| | | | 95th Queue | 225 | 244 | 136 | 216 | 240 | 146 | 124 | 813 | | 133 | 715 | |

~ Volume exceeds capacity, queue is theoretically infinite.
# 95th percentile volume exceeds capacity, queue may be longer.
m Volume for 95th percentile queue is metered by upstream signal.

The signalized intersection of Old Milton Parkway (SR 120) at North Point Parkway (Intersection 4) is projected to operate at an acceptable overall LOS under the 2024 Existing AM and PM conditions. However, the southbound approach is projected to operate at an LOS F for both 2024 Existing condition peak hours, and the northbound approach is also projected to operate at an LOS F during the PM peak hour. The intersection is projected to operate at an acceptable overall LOS for the 2029 No-Build AM peak hour scenario however the northbound

approach is projected to operate at an LOS F. Under the 2029 No-Build PM peak hour, the intersection is not projected to operate at an acceptable overall LOS and with the northbound, southbound, westbound approaches expected to operate at an LOS F.

Per GRTA section 3.2.3.1, changes to signal splits and sequences were considered to mitigate failing LOS between No-Build and Build. The noted reversed sequence changes identified below to low LOS in the 2029 No-Build Improved condition were applied to the 2029 Build conditions.

In order to meet GRTA LOS standards for the 2029 No-Build condition, changes to splits and sequences were incorporated for the 2029 No-Build Improved condition resulting in acceptable LOS as documented in the table below. The following sequence changes from the programmed No-Build signal timings included in the study:

- PM peak hour, Phase 3 (NBL) switched from lag to lead.
- PM peak hour, Phase 5 (EBL) switched from lag to lag.

Per GRTA Section 3.2.3.1, changes to signal timing splits shall not be considered mitigation. No mitigation beyond minor signal timing adjustments is required for the intersection to operate at GRTA LOS standards. It is recommended that GDOT and the City of Alpharetta continue to monitor signal timings at Intersection 4.

| Overall LOS Standard: E<br>Approach LOS Standard: E | | | | North Point Parkway | | | North Point Parkway | | | Old Milton Parkway (SR120) | | | Old Milton Parkway (SR120) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | | L | T | R | L | T | R | L | T | R | L | T | R |
| 2029 NO-BUILD IMPROVED | (Signal) | AM | Overall LOS | D (35.5) | | | | | | | | | | | |
| | | | Approach LOS | E (78.4) | | | E (71.1) | | | D (40.8) | | | B (11.2) | | |
| | | | Storage | 225 | | 275 | 150 | | 75 | 375 | | | 475 | | |
| | | | 50th Queue | 48 | 192 | 0 | 129 | 175 | 0 | 60 | 865 | | 232 | 449 | |
| | | | 95th Queue | 79 | 245 | 24 | 178 | 228 | 0 | 94 | #932 | | 278 | 475 | |
| | | PM | Overall LOS | C (33.4) | | | | | | | | | | | |
| | | | Approach LOS | E (79.3) | | | E (76.8) | | | C (25.4) | | | A (9) | | |
| | | | Storage | 225 | | 275 | 150 | | 75 | 375 | | | 475 | | |
| | | | 50th Queue | 176 | 194 | 24 | 163 | 191 | 54 | 84 | 394 | | 82 | 684 | |
| | | | 95th Queue | 225 | 243 | 112 | 211 | 240 | 141 | 125 | 513 | | 125 | 845 | |

~ Volume exceeds capacity, queue is theoretically infinite.
# 95th percentile volume exceeds capacity, queue may be longer.
m Volume for 95th percentile queue is metered by upstream signal.

## *5.5 Old Milton Parkway (SR 120) at Brookside Parkway/Cotton Creek Entry (Intersection 5)*

The LOS standard for Old Milton Parkway (SR 120) at Brookside Parkway/Cotton Creek Entry (Intersection 5) is LOS D. However, per GRTA guidance, the LOS standard may be LOS E for future No-Build and Build conditions if an intersection overall or approach LOS is failing under Existing conditions. The intersection of Old Milton Parkway (SR 120) at Brookside Parkway/Cotton Creek Entry experiences a considerable volume of U-turning vehicles on the eastbound and westbound movements. Due to the high volume, U-turning movements were studied separately from left turning vehicles. The intersection was modeled using HCM 2000 methodology due to HCM 6th's limitations on modeling U-turn delay.

As noted in **Section 2.6**, Existing signal timings provided by the City of Alpharetta and confirmed with current GDOT databases were used for the Existing conditions. Future traffic signal modeling for the No-Build and Build scenarios incorporated timings associated with the programmed GDOT PI 0017187 widening project provided by the City of Alpharetta (included in **Appendix D**) and documented in the GRTA LOU.

| Overall LOS Standard: D<br>Approach LOS Standard: D/E* | | | | Brookside Parkway | | | Cotton Creek Entry | | | Old Milton Parkway (SR120) | | | Old Milton Parkway (SR120) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Northbound* | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | | L | T | R | L | T | R | L | T | R | L | T | R |
| 2024 EXISTING | (Signal) | AM | Overall LOS | A (5.5) | | | | | | | | | | | |
| | | | Approach LOS | F (80.3) | | | E (74.1) | | | A (4.0) | | | A (3.7) | | |
| | | | Storage | | | | | | 50 | 175 | | 175 | 150 | | 130 |
| | | | 50th Queue | | 43 | 0 | | 28 | 0 | 45 | 18 | 0 | 1 | 50 | 0 |
| | | | 95th Queue | | 86 | m0 | | 62 | 0 | m64 | 93 | m4 | m2 | 96 | m0 |
| | | PM | Overall LOS | B (18.9) | | | | | | | | | | | |
| | | | Approach LOS | F (100.4) | | | E (69.7) | | | C (20.4) | | | A (9) | | |
| | | | Storage | | | | | | 50 | 175 | | 175 | 150 | | 130 |
| | | | 50th Queue | | 177 | 0 | | 22 | 0 | 14 | 1094 | 6 | 5 | 302 | 0 |
| | | | 95th Queue | | 264 | 1 | | 53 | 0 | m17 | 1142 | m8 | m10 | 323 | m0 |
| 2029 NO-BUILD | (Signal) | AM | Overall LOS | A (7.1) | | | | | | | | | | | |
| | | | Approach LOS | F (107.1) | | | E (70.7) | | | A (2.2) | | | A (6.2) | | |
| | | | Storage | | | | | | 50 | 175 | | 175 | 150 | | 130 |
| | | | 50th Queue | | 86 | 0 | | 28 | 0 | 45 | 16 | 1 | 4 | 221 | 0 |
| | | | 95th Queue | | #178 | m0 | | 64 | 0 | m60 | m16 | m1 | m8 | 233 | m0 |
| | | PM | Overall LOS | B (15.7) | | | | | | | | | | | |
| | | | Approach LOS | F (90) | | | E (65.5) | | | B (15.7) | | | A (7.4) | | |
| | | | Storage | | | | | | 50 | 175 | | 175 | 150 | | 130 |
| | | | 50th Queue | | 208 | 0 | | 23 | 0 | 14 | 506 | 1 | 4 | 112 | 0 |
| | | | 95th Queue | | 287 | m0 | | 51 | 0 | m47 | 719 | m28 | 9 | 436 | m0 |
| 2029 BUILD | (Signal) | AM | Overall LOS | B (12.3) | | | | | | | | | | | |
| | | | Approach LOS | E (79) | | | E (56.1) | | | A (6) | | | B (10.5) | | |
| | | | Storage | | | | | | 50 | 175 | | 175 | 150 | | 130 |
| | | | 50th Queue | | 200 | 0 | | 25 | 0 | 69 | 20 | 0 | 14 | 224 | 0 |
| | | | 95th Queue | | 276 | m0 | | 53 | 0 | m#101 | m36 | m1 | 26 | 240 | m0 |
| | | PM | Overall LOS | C (30.1) | | | | | | | | | | | |
| | | | Approach LOS | E (79.2) | | | D (52.3) | | | C (33.2) | | | B (18) | | |
| | | | Storage | | | | | | 50 | 175 | | 175 | 150 | | 130 |
| | | | 50th Queue | | 329 | 0 | | 20 | 0 | 40 | 708 | 27 | 13 | 518 | 0 |
| | | | 95th Queue | | 418 | 22 | | 43 | 0 | m102 | 898 | m92 | 72 | 681 | m3 |

~ Volume exceeds capacity, queue is theoretically infinite.
# 95th percentile volume exceeds capacity, queue may be longer.
m Volume for 95th percentile queue is metered by upstream signal.
** Per GRTA rules, the northbound approach LOS standard is LOS E due to failing LOS in the Existing conditions.*

The signalized intersection of Old Milton Parkway (SR 120) at Brookside Parkway/Cotton Creek Entry (Intersection 5) is projected to operate at an acceptable overall LOS for the 2024 Existing, 2029 No-Build, and 2029 Build conditions under both the AM and PM peak hour scenarios. However, under both the 2024 Existing conditions and 2029 No-Build Conditions the northbound approach operates at LOS F and southbound approach operates at LOS E and do not meet the GRTA standard of LOS D. Per GRTA guidance, the LOS standard for the

northbound approach becomes LOS E for future No-Build and Build conditions due to the failing approach LOS under Existing conditions.

Per GRTA section 3.2.3.1, changes to signal splits and offsets were considered to mitigate low LOS between No-Build and Build, resulting in acceptable LOS under 2029 Build PM peak hour conditions for each approach and the intersection overall. However, the southbound approach under the 2029 Build AM peak hour operates at LOS E and does not meet the approach standard of LOS D.

In order to mitigate low LOS for the side-street approaches of Intersection 5 under the 2029 No-Build conditions, the following system improvements to signal timings are needed to meet GRTA LOS standards:

- AM peak hour: modify signal timing to operate at a half cycle length (80 seconds instead of 160 seconds).
- PM peak hour: modify signal timing splits.

While GRTA rules indicate that cycle lengths should not be changed between No-Build and Build conditions (unless approved by GRTA at the Methodology Meeting), a cycle length improvement to mitigate the background/No-Build conditions provides a feasible, low-cost, minimum improvement to mitigate low LOS for the side-street approaches at Intersection 5 under No-Build conditions. The proposed system improvement to signal timings (cycle length and splits adjustment) is recommended for consideration by GDOT and the City of Alpharetta in lieu of more costly geometric improvements to serve background traffic (without the proposed development).

With the implementation of the proposed system improvement to signal timings noted above, the intersection of Old Milton Parkway (SR 120) at Brookside Parkway/Cotton Creek Entry (Intersection 5) is projected to operate at or above GRTA LOS standards for the 2029 No-Build Improved condition and continue to operate at acceptable LOS under 2029 Build Improved conditions as shown in the table below.

| Overall LOS Standard: D<br>Approach LOS Standard: D/E* | | | | Brookside Parkway | | | Cotton Creek Entry | | | Old Milton Parkway (SR120) | | | Old Milton Parkway (SR120) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Northbound* | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | | L | T | R | L | T | R | L | T | R | L | T | R |
| 2029 NO-BUILD IMPROVED | (Signal) | AM | Overall LOS | A (9.2) | | | | | | | | | | | |
| | | | Approach LOS | D (38.6) | | | C (32.8) | | | B (13.7) | | | A (4.3) | | |
| | | | Storage | | | 100 | | | 50 | 175 | | 175 | 100 | | 130 |
| | | | 50th Queue | | 38 | 0 | | 13 | 0 | 29 | 375 | 46 | 2 | 45 | 0 |
| | | | 95th Queue | | 62 | m0 | | 34 | 0 | m43 | 434 | m67 | m3 | 53 | m0 |
| | | PM | Overall LOS | C (26) | | | | | | | | | | | |
| | | | Approach LOS | D (41.9) | | | C (31.3) | | | C (33.9) | | | B (15.3) | | |
| | | | Storage | | | 100 | | | 50 | 175 | | 175 | 100 | | 130 |
| | | | 50th Queue | | 92 | 0 | | 11 | 0 | 14 | 404 | 4 | 4 | 201 | 0 |
| | | | 95th Queue | | 114 | m0 | | 30 | 0 | m27 | 550 | m13 | m15 | 314 | m0 |
| 2029 BUILD IMPROVED | (Signal) | AM | Overall LOS | B (14.6) | | | | | | | | | | | |
| | | | Approach LOS | D (51.7) | | | C (28.5) | | | B (18.6) | | | A (8.1) | | |
| | | | Storage | | | 100 | | | 50 | 175 | | 175 | 100 | | 130 |
| | | | 50th Queue | | 96 | 0 | | 12 | 0 | 39 | 383 | 55 | 3 | 45 | 0 |
| | | | 95th Queue | | #183 | m0 | | 35 | 0 | m47 | m430 | m71 | m5 | 53 | m0 |
| | | PM | Overall LOS | C (24.8) | | | | | | | | | | | |
| | | | Approach LOS | E (79.4) | | | D (53.3) | | | B (18.8) | | | C (22.2) | | |
| | | | Storage | | | 100 | | | 50 | 175 | | 175 | 100 | | 130 |
| | | | 50th Queue | | 332 | 1 | | 21 | 0 | 33 | 362 | 14 | 33 | 487 | 0 |
| | | | 95th Queue | | 421 | 17 | | 44 | 0 | m78 | 353 | m23 | 0 | 756 | m1 |

~ Volume exceeds capacity, queue is theoretically infinite.
# 95th percentile volume exceeds capacity, queue may be longer.
m Volume for 95th percentile queue is metered by upstream signal.
** Per GRTA rules, the northbound approach LOS standard is LOS E due to failing LOS in the Existing conditions.*

No mitigation beyond the proposed system improvement to signal timings (splits and AM peak hour cycle length) is required for the intersection to operate at GRTA LOS standards under the 2029 No-Build Improved and the 2029 Build Improved conditions.

It is recommended that GDOT and the City of Alpharetta continue to monitor signal timings at Intersection 5. Per GRTA Section 3.2.3.1, changes to signal timing splits and cycle lengths shall not be considered mitigation. This provision considers that traffic patterns may shift over time and may be mitigated by minor adjustments to signal timing that does not need to be listed as a required improvement in the GRTA Notice of Decision.

Additionally, per GRTA Section 3.2.3.3 (*GDOT Intersection Control Evaluation Analysis*), the GDOT Intersection Control Evaluation (ICE) Stage 1 tool shall be used for intersections along a state route with a failing approach that does not meet GRTA LOS standards if the Project is increasing trips by 20 percent or more. It is notable that signal timing alone mitigates the low side-street levels-of-service at Intersection 5, as shown in the preferred modeled system improvement to signal timings included in this TIS. However, potential intersection alternatives (geometric changes) are indicated in the ICE Stage 1 in **Appendix E**.

## *5.6 Old Milton Parkway (SR 120) at Brookside Parkway/Vista Forest Drive (Intersection 6)*

The LOS standard for Old Milton Parkway (SR 120) at Brookside Parkway/Vista Forest Drive (Intersection 6) is LOS D. However, per GRTA guidance, the LOS standard may be LOS E for future No-Build and Build conditions if an intersection overall or approach LOS is failing under Existing conditions. The intersection of Old Milton Parkway (SR 120) at Brookside Parkway/Vista Forest Drive experiences a considerable volume of U-turning vehicles on the eastbound and westbound movements. Due to the high volume, U-turning movements were studied separately from left turning vehicles. The intersection was modeled using HCM 2000 methodology due to HCM 6th's limitations on modeling U-turn delay.

As noted in **Section 2.6**, Existing signal timings provided by the City of Alpharetta and confirmed with current GDOT databases were used for the Existing conditions. Future traffic signal modeling for the No-Build and Build scenarios incorporated timings associated with the programmed GDOT PI 0017187 widening project provided by the City of Alpharetta (included in **Appendix D**) and documented in the GRTA LOU.

| Overall LOS Standard: D<br>Approach LOS Standard: D | | | | Brookside Parkway | | | Vista Forest Drive | | | Old Milton Parkway (SR120) | | | Old Milton Parkway (SR120) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | | L | T | R | L | T | R | L | T | R | L | T | R |
| 2024 EXISTING | (Signal) | AM | Overall LOS | B (14.7) | | | | | | | | | | | |
| | | | Approach LOS | E (73.7) | | | E (73.6) | | | B (17.9) | | | A (9.2) | | |
| | | | Storage | | | | | | | 310 | | 200 | 72 | | 60 |
| | | | 50th Queue | | 15 | 0 | | 26 | | 5 | 663 | 0 | 13 | 489 | 0 |
| | | | 95th Queue | | 42 | 0 | | 87 | | 17 | 680 | 12 | 30 | 698 | 0 |
| | | PM | Overall LOS | B (11.8) | | | | | | | | | | | |
| | | | Approach LOS | E (78.7) | | | E (77.6) | | | A (6.2) | | | A (9.2) | | |
| | | | Storage | | | | | | | 310 | | 200 | 72 | | 60 |
| | | | 50th Queue | | 107 | 7 | | 34 | | 10 | 201 | 0 | 9 | 390 | 0 |
| | | | 95th Queue | | 171 | 65 | | 79 | | m17 | 225 | m0 | 22 | 530 | 0 |
| 2029 NO-BUILD | (Signal) | AM | Overall LOS | B (12.2) | | | | | | | | | | | |
| | | | Approach LOS | F (125.3) | | | E (73.7) | | | B (12.3) | | | A (6.4) | | |
| | | | Storage | | | | | | | 310 | | 200 | 72 | | 60 |
| | | | 50th Queue | | 22 | 12 | | 29 | | 9 | 290 | 5 | 17 | 283 | 0 |
| | | | 95th Queue | | 50 | 43 | | 91 | | 34 | 323 | 25 | 35 | 385 | 0 |
| | | PM | Overall LOS | B (10.3) | | | | | | | | | | | |
| | | | Approach LOS | E (72.7) | | | E (75.9) | | | A (4.3) | | | A (8.3) | | |
| | | | Storage | | | | | | | 310 | | 200 | 72 | | 60 |
| | | | 50th Queue | | 112 | 9 | | 31 | | 2 | 330 | 0 | 18 | 254 | 0 |
| | | | 95th Queue | | 176 | 68 | | 78 | | 27 | 297 | m3 | 61 | 361 | 0 |
| 2029 BUILD | (Signal) | AM | Overall LOS | B (13.2) | | | | | | | | | | | |
| | | | Approach LOS | F (122.1) | | | E (73.6) | | | B (12.9) | | | A (6.5) | | |
| | | | Storage | | | | | | | 310 | | 200 | 72 | | 60 |
| | | | 50th Queue | | 22 | 19 | | 27 | | 8 | 283 | 5 | 19 | 287 | 0 |
| | | | 95th Queue | | 51 | 57 | | 89 | | 34 | 327 | 26 | 39 | 397 | 0 |
| | | PM | Overall LOS | B (13.9) | | | | | | | | | | | |
| | | | Approach LOS | E (62.9) | | | E (75.9) | | | B (11.7) | | | A (8.8) | | |
| | | | Storage | | | | | | | 310 | | 200 | 72 | | 60 |
| | | | 50th Queue | | 112 | 23 | | 31 | | 3 | 299 | 0 | 23 | 261 | 0 |
| | | | 95th Queue | | 178 | 69 | | 78 | | m64 | 587 | m6 | 99 | 370 | 0 |

~ Volume exceeds capacity, queue is theoretically infinite.
# 95th percentile volume exceeds capacity, queue may be longer.
m Volume for 95th percentile queue is metered by upstream signal.

The signalized intersection of Old Milton Parkway (SR 120) at Brookside Parkway/Vista Forest Drive (Intersection 6) is projected to operate at an acceptable overall LOS for the 2024 Existing, 2029 No-Build, and 2029 Build conditions under both the AM and PM peak hour scenarios. However, the northbound and southbound side-street approaches do not meet GRTA standards of LOS D in any scenario or time period. Both approaches operate at LOS E under 2024 Existing conditions and LOS E or F under 2029 No-Build and 2029 Build conditions. Because

the approaches do not operate at LOS F under 2024 Existing conditions, the LOS standard for the northbound and southbound approaches remain LOS D.

Per GRTA section 3.2.3.1, changes to signal splits, sequences, and offsets were considered to mitigate low LOS between No-Build and Build conditions. However, the northbound and southbound approaches continued to operate below the GRTA standard of LOS D.

In order to mitigate low LOS for the side-street approaches of Intersection 6 under the 2029 No-Build conditions, the following system improvements to signal timings are needed to meet GRTA LOS standards:

- AM peak hour: modify signal timing to operate at a half cycle length (80 seconds instead of 160 seconds) and change the sequence of Phase 5 (WBL) from lead to lag.
- PM peak hour: modify signal timing to operate at a half cycle length (90 seconds instead of 180 seconds).

While GRTA rules indicate that cycle lengths should not be changed between No-Build and Build conditions (unless approved by GRTA at the Methodology Meeting), a cycle length improvement to mitigate the background/No-Build conditions provides a feasible, low-cost, minimum improvement to mitigate low LOS for the side-street approaches at Intersection 6 under No-Build conditions. The proposed system improvement to signal timings (cycle length, splits, and sequence adjustment) is recommended for consideration by GDOT and the City of Alpharetta in lieu of more costly geometric improvements to serve background traffic (without the proposed development).

With the implementation of the proposed system improvement to signal timings noted above, the intersection of Old Milton Parkway (SR 120) at Brookside Parkway/Vista Forest Drive (Intersection 6) is projected to operate at or above GRTA LOS standards for the 2029 No-Build Improved condition and continue to operate at acceptable LOS under 2029 Build Improved conditions as shown in the table below.

| Overall LOS Standard: D<br>Approach LOS Standard: D | | | | Brookside Parkway | | | Vista Forest Drive | | | Old Milton Parkway (SR120) | | | Old Milton Parkway (SR120) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | | L | T | R | L | T | R | L | T | R | L | T | R |
| 2029 NO-BUILD IMPROVED | (Signal) | AM | Overall LOS | A (9.9) | | | | | | | | | | | |
| | | | Approach LOS | C (33) | | | C (34.7) | | | A (6.4) | | | B (10.5) | | |
| | | | Storage | | | 200 | | | | 310 | | 275 | 72 | | 60 |
| | | | 50th Queue | | 15 | 0 | | 12 | | 3 | 39 | 0 | 28 | 280 | 0 |
| | | | 95th Queue | | 36 | 13 | | 54 | | 5 | 42 | 1 | 57 | 371 | 0 |
| | | PM | Overall LOS | B (16.2) | | | | | | | | | | | |
| | | | Approach LOS | D (42.7) | | | D (35.2) | | | B (18) | | | B (10.7) | | |
| | | | Storage | | | 200 | | | | 310 | | 275 | 72 | | 60 |
| | | | 50th Queue | | 57 | 9 | | 14 | | 12 | 314 | 0 | 14 | 205 | 0 |
| | | | 95th Queue | | 92 | 46 | | 45 | | m46 | 443 | m0 | 52 | 285 | 0 |
| 2029 BUILD IMPROVED | (Signal) | AM | Overall LOS | A (9.6) | | | | | | | | | | | |
| | | | Approach LOS | C (33.2) | | | C (34.7) | | | A (4.6) | | | B (10.8) | | |
| | | | Storage | | | 200 | | | | 310 | | 275 | 72 | | 60 |
| | | | 50th Queue | | 14 | 1 | | 12 | | 3 | 39 | 0 | 32 | 287 | 0 |
| | | | 95th Queue | | 34 | 21 | | 54 | | 5 | 43 | 1 | 63 | 378 | 0 |
| | | PM | Overall LOS | B (17) | | | | | | | | | | | |
| | | | Approach LOS | D (40.2) | | | D (35.2) | | | B (19.7) | | | B (10.9) | | |
| | | | Storage | | | 200 | | | | 310 | | 275 | 72 | | 60 |
| | | | 50th Queue | | 53 | 11 | | 14 | | 6 | 769 | 0 | 17 | 209 | 0 |
| | | | 95th Queue | | 81 | 46 | | 45 | | m62 | 514 | m0 | 68 | 290 | 0 |

~ Volume exceeds capacity, queue is theoretically infinite.
# 95th percentile volume exceeds capacity, queue may be longer.
m Volume for 95th percentile queue is metered by upstream signal.

No mitigation beyond the proposed system improvement to signal timings (cycle lengths, splits, and sequence adjustment) is required for the intersection to operate at GRTA LOS standards under the 2029 No-Build Improved and the 2029 Build Improved conditions.

It is recommended that GDOT and the City of Alpharetta continue to monitor signal timings at Intersection 6. Per GRTA Section 3.2.3.1, changes to signal timing splits and cycle lengths shall not be considered mitigation. This provision considers that traffic patterns may shift over time and may be mitigated by minor adjustments to signal timing that does not need to be listed as a required improvement in the GRTA Notice of Decision.

Additionally, per GRTA Section 3.2.3.3 (*GDOT Intersection Control Evaluation Analysis*), the GDOT Intersection Control Evaluation (ICE) Stage 1 tool shall be used for intersections along a state route with a failing approach that does not meet GRTA LOS standards if the Project is increasing trips by 20 percent or more. It is notable that signal timing alone mitigates the low side-street levels-of-service at Intersection 6, as shown in the preferred modeled system improvement to signal timings included in this TIS. However, potential intersection alternatives (geometric changes) are indicated in the ICE Stage 1 in **Appendix E**.

## 5.7 Old Milton Parkway (SR 120) at Site Driveway A (Intersection 7)

The LOS standard for Old Milton Parkway (SR 120) at Site Driveway A (Intersection 7) is LOS D. The intersection was modeled using HCM 6th methodology for two-way stop-controlled intersections. The Brookside Parkway Road Diet project was considered based on the most conservative lane configuration presented – a single lane northbound and a single lane southbound with no central left-turn lane. If the road diet incorporated with a central left-turn lane LOS would be likely to improve beyond the conditions reported.

Site Driveway A is an existing right-in-right-out driveway along Old Milton Parkway (SR 120) serving the existing office on the site. With the proposed infill development Site Driveway A will be relocated to be approximately 450 feet west of Brookside Parkway with the following configuration:

- Reconstruct Driveway A to operate as a right-in-right-out driveway under driveway stop control including one (1) lane entering and one (1) lane exiting.

| Overall LOS Standard: D<br>Approach LOS Standard: D | | | | Site Driveway A | | | N/A | | | Old Milton Parkway (SR120) | | | Old Milton Parkway (SR120) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | | L | T | R | L | T | R | L | T | R | L | T | R |
| 2024 EXISTING | (TWSC) | AM | Overall LOS | (0) | | | | | | | | | | | |
| | | | Approach LOS | C (17.5) | | | | | | (0) | | | (0) | | |
| | | | Storage | | | | | | | | | | | | |
| | | | 50th Queue | | | | | | | | | | | | |
| | | | 95th Queue | | | | | | | | | | | | |
| | | PM | Overall LOS | (0) | | | | | | | | | | | |
| | | | Approach LOS | C (22.4) | | | | | | (0) | | | (0) | | |
| | | | Storage | | | | | | | | | | | | |
| | | | 50th Queue | | | | | | | | | | | | |
| | | | 95th Queue | | | | | | | | | | | | |
| 2029 NO-BUILD | (TWSC) | AM | Overall LOS | (0) | | | | | | | | | | | |
| | | | Approach LOS | C (21.1) | | | | | | (0) | | | (0) | | |
| | | | Storage | | | | | | | | | | | | |
| | | | 50th Queue | | | | | | | | | | | | |
| | | | 95th Queue | | | | | | | | | | | | |
| | | PM | Overall LOS | (0.1) | | | | | | | | | | | |
| | | | Approach LOS | D (30.3) | | | | | | (0) | | | (0) | | |
| | | | Storage | | | | | | | | | | | | |
| | | | 50th Queue | | | | | | | | | | | | |
| | | | 95th Queue | | | | | | | | | | | | |
| 2029 BUILD | (TWSC) | AM | Overall LOS | (0.1) | | | | | | | | | | | |
| | | | Approach LOS | C (22.5) | | | | | | (0) | | | (0) | | |
| | | | Storage | | | | | | | | | | | | |
| | | | 50th Queue | | | | | | | | | | | | |
| | | | 95th Queue | | | | | | | | | | | | |
| | | PM | Overall LOS | (0.5) | | | | | | | | | | | |
| | | | Approach LOS | C (39.1) | | | | | | (0) | | | (0) | | |
| | | | Storage | | | | | | | | | | | | |
| | | | 50th Queue | | | | | | | | | | | | |
| | | | 95th Queue | | | | | | | | | | | | |

The driveway stop-controlled intersection of Old Milton Parkway (SR 120) at Site Driveway A is projected to operate at acceptable approach LOS under the 2024 Existing conditions, 2029 No-Build Conditions, and 2029 Build Conditions for both the AM and PM peak hour scenarios.

It is notable that there is a high volume of U-turning traffic at the nearby downstream intersection of Old Milton Parkway (SR 120) at Brookside Parkway/Cotton Creek Entry (Intersection 5) and that per discussions in the Methodology Meeting, U-turning traffic was requested to be studied for some new project trips exiting northbound right from Site Driveway A with the intention to U-turn and head westbound towards SR 400. Per additional conversations with the City of Alpharetta, wayfinding opportunities directing traffic to efficient routes to/from SR 400 is recommended to encourage westbound travel from the site to use the signalized left turn at Intersection 5.

## 5.8 Brookside Parkway at Site Driveway B (Intersection 8)

The LOS standard for Brookside Parkway at Site Driveway B (Intersection 8) is LOS D. The intersection was modeled using HCM 6th methodology for two-way stop-controlled intersections. The Brookside Parkway Road Diet project was considered based on the most conservative lane configuration presented – a single lane northbound and a single lane southbound with no central left-turn lane. If the road diet incorporated with a central left-turn lane LOS would be likely to improve beyond the conditions reported.

Site Driveway B is an existing right-in-right-out driveway along Brookside Parkway serving the existing office on the site. With the proposed infill development, Site Driveway B will be relocated to be approximately 420 feet south of Old Milton Parkway (SR 120) with the following configuration:

- Reconstruct Driveway B to operate as a full movement driveway under driveway stop control including one (1) lane entering and one (1) lane exiting.

| Overall LOS Standard: E<br>Approach LOS Standard: E | | | | Brookside Parkway Northbound | | | Brookside Parkway Southbound | | | Site Driveway B Eastbound | | | N/A Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | L | T | R | L | T | R | L | T | R | L | T | R |
| 2024 EXISTING | (TWSC) | AM | Overall LOS | (0.1) | | | | | | | | | | | |
| | | | Approach LOS | (0.2) | | | (0) | | | A (9.1) | | | | | |
| | | | Storage | | | | | | | | | | | | |
| | | | 50th Queue | | | | | | | | | | | | |
| | | | 95th Queue | | | | | | | | | | | | |
| | | PM | Overall LOS | (0.8) | | | | | | | | | | | |
| | | | Approach LOS | (0) | | | (0) | | | A (8.7) | | | | | |
| | | | Storage | | | | | | | | | | | | |
| | | | 50th Queue | | | | | | | | | | | | |
| | | | 95th Queue | | | | | | | | | | | | |
| 2029 NO-BUILD | (TWSC) | AM | Overall LOS | (0.1) | | | | | | | | | | | |
| | | | Approach LOS | (0.2) | | | (0) | | | A (9.7) | | | | | |
| | | | Storage | | | | | | | | | | | | |
| | | | 50th Queue | | | | | | | | | | | | |
| | | | 95th Queue | | | | | | | | | | | | |
| | | PM | Overall LOS | (0.8) | | | | | | | | | | | |
| | | | Approach LOS | (0) | | | (0) | | | A (9) | | | | | |
| | | | Storage | | | | | | | | | | | | |
| | | | 50th Queue | | | | | | | | | | | | |
| | | | 95th Queue | | | | | | | | | | | | |
| 2029 BUILD | (TWSC) | AM | Overall LOS | (3.1) | | | | | | | | | | | |
| | | | Approach LOS | (1) | | | (0) | | | B (12.7) | | | | | |
| | | | Storage | | | | | | | | | | | | |
| | | | 50th Queue | | | | | | | | | | | | |
| | | | 95th Queue | | | | | | | | | | | | |
| | | PM | Overall LOS | (6.4) | | | | | | | | | | | |
| | | | Approach LOS | (0.4) | | | (0) | | | B (14.7) | | | | | |
| | | | Storage | | | | | | | | | | | | |
| | | | 50th Queue | | | | | | | | | | | | |
| | | | 95th Queue | | | | | | | | | | | | |

The driveway stop-controlled intersection of Old Milton Parkway (SR 120) at Site Driveway B is projected to operate at acceptable approach LOS under the 2024 Existing conditions, 2029 No-Build Conditions, and 2029 Build Conditions for both the AM and PM peak hour scenarios.

## 5.9 Brookside Parkway at Site Driveway C (Intersection 9)

The LOS standard for Brookside Parkway at Site Driveway C (Intersection 9) is LOS D. The intersection was modeled using HCM 6th methodology for two-way stop-controlled intersections. The Brookside Parkway Road Diet project was considered based on the most conservative lane configuration presented – a single lane northbound and a single lane southbound with no central left-turn lane. If the road diet incorporated with a central left-turn lane LOS would be likely to improve beyond the conditions reported.

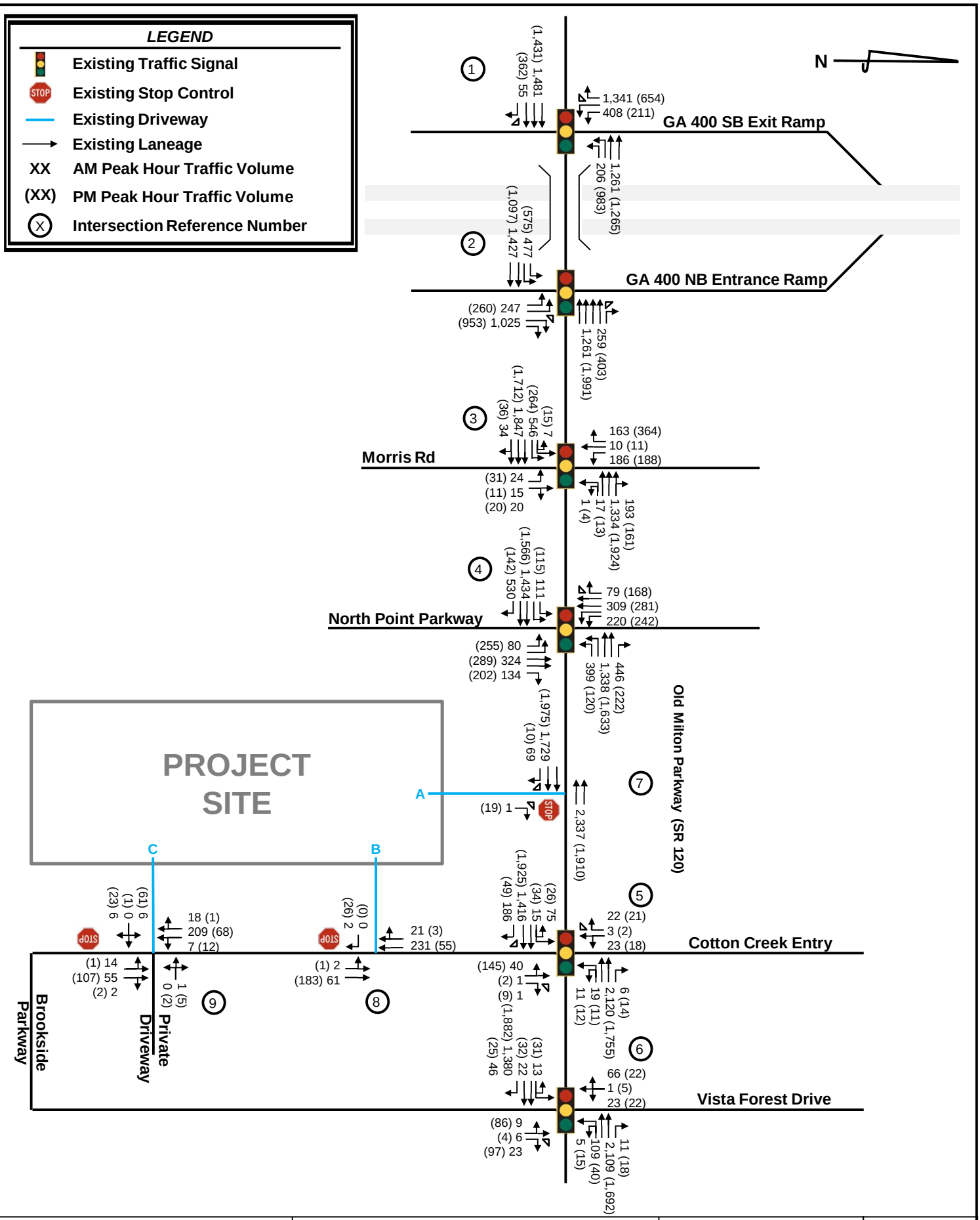
Site Driveway C is an existing full movement driveway along Brookside Parkway serving the existing office use and across from a Private Driveway on the east side of Brookside Parkway. With the proposed infill development Site Driveway C will be relocated to be approximately 775 feet south of Old Milton Parkway (SR 120). With the relocation of Site Driveway C, it will no longer be aligned with the Private Driveway and will operate as a three-legged intersection with the following configuration:

- Reconstruct Driveway C to operate as a full movement driveway under driveway stop control including one (1) lane entering and one (1) lane exiting.

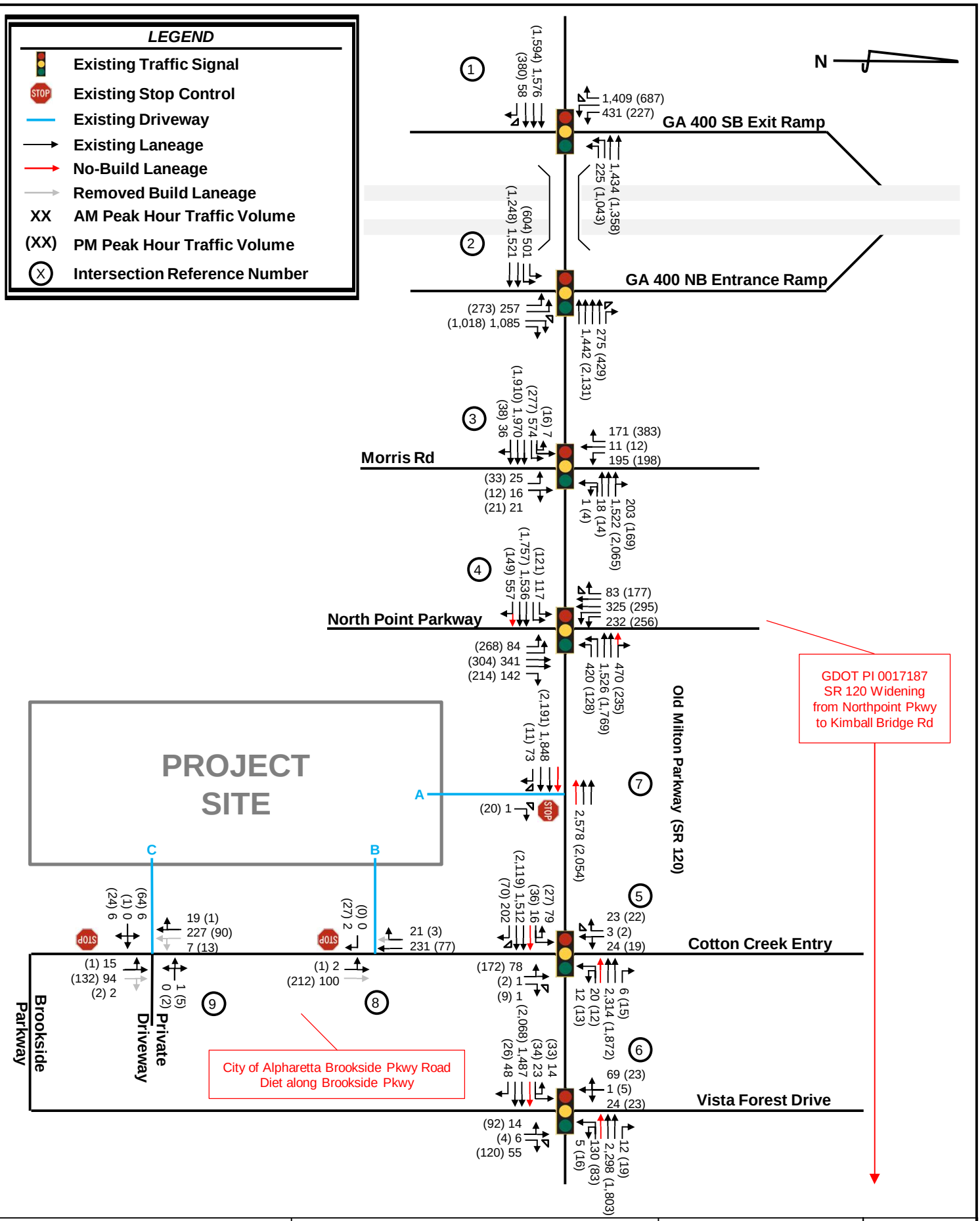
| Overall LOS Standard: E<br>Approach LOS Standard: E | | | | Brookside Parkway Northbound | | | Brookside Parkway Southbound | | | Site Driveway C Eastbound | | | Private Driveway* Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | L | T | R | L | T | R | L | T | R | L | T | R |
| 2024 EXISTING | (TWSC) | AM | Overall LOS | (0.9) | | | | | | | | | | | |
| | | | Approach LOS | (1.5) | | | (0.2) | | | B (10.1) | | | A (9.6) | | |
| | | | Storage | | | | | | | | | | | | |
| | | | 50th Queue | | | | | | | | | | | | |
| | | | 95th Queue | | | | | | | | | | | | |
| | | PM | Overall LOS | (3.7) | | | | | | | | | | | |
| | | | Approach LOS | (0.1) | | | (1.1) | | | B (10.4) | | | A (9.2) | | |
| | | | Storage | | | | | | | | | | | | |
| | | | 50th Queue | | | | | | | | | | | | |
| | | | 95th Queue | | | | | | | | | | | | |
| 2029 NO-BUILD | (TWSC) | AM | Overall LOS | (0.8) | | | | | | | | | | | |
| | | | Approach LOS | (1.1) | | | (0.2) | | | B (10.8) | | | A (9.9) | | |
| | | | Storage | | | | | | | | | | | | |
| | | | 50th Queue | | | | | | | | | | | | |
| | | | 95th Queue | | | | | | | | | | | | |
| | | PM | Overall LOS | (3.7) | | | | | | | | | | | |
| | | | Approach LOS | (0.1) | | | (1) | | | B (11.7) | | | A (9.8) | | |
| | | | Storage | | | | | | | | | | | | |
| | | | 50th Queue | | | | | | | | | | | | |
| | | | 95th Queue | | | | | | | | | | | | |
| 2029 BUILD | (TWSC) | AM | Overall LOS | (1.4) | | | | | | | | | | | |
| | | | Approach LOS | (1.2) | | | (0) | | | B (10.6) | | | | | |
| | | | Storage | | | | | | | | | | | | |
| | | | 50th Queue | | | | | | | | | | | | |
| | | | 95th Queue | | | | | | | | | | | | |
| | | PM | Overall LOS | (1.6) | | | | | | | | | | | |
| | | | Approach LOS | (0.7) | | | (0) | | | B (9.9) | | | | | |
| | | | Storage | | | | | | | | | | | | |
| | | | 50th Queue | | | | | | | | | | | | |
| | | | 95th Queue | | | | | | | | | | | | |

*The realignment of Site Driveway C shifts its location to no longer be aligned with the Private Driveway (Westbound approach) in the 2029 Build condition.

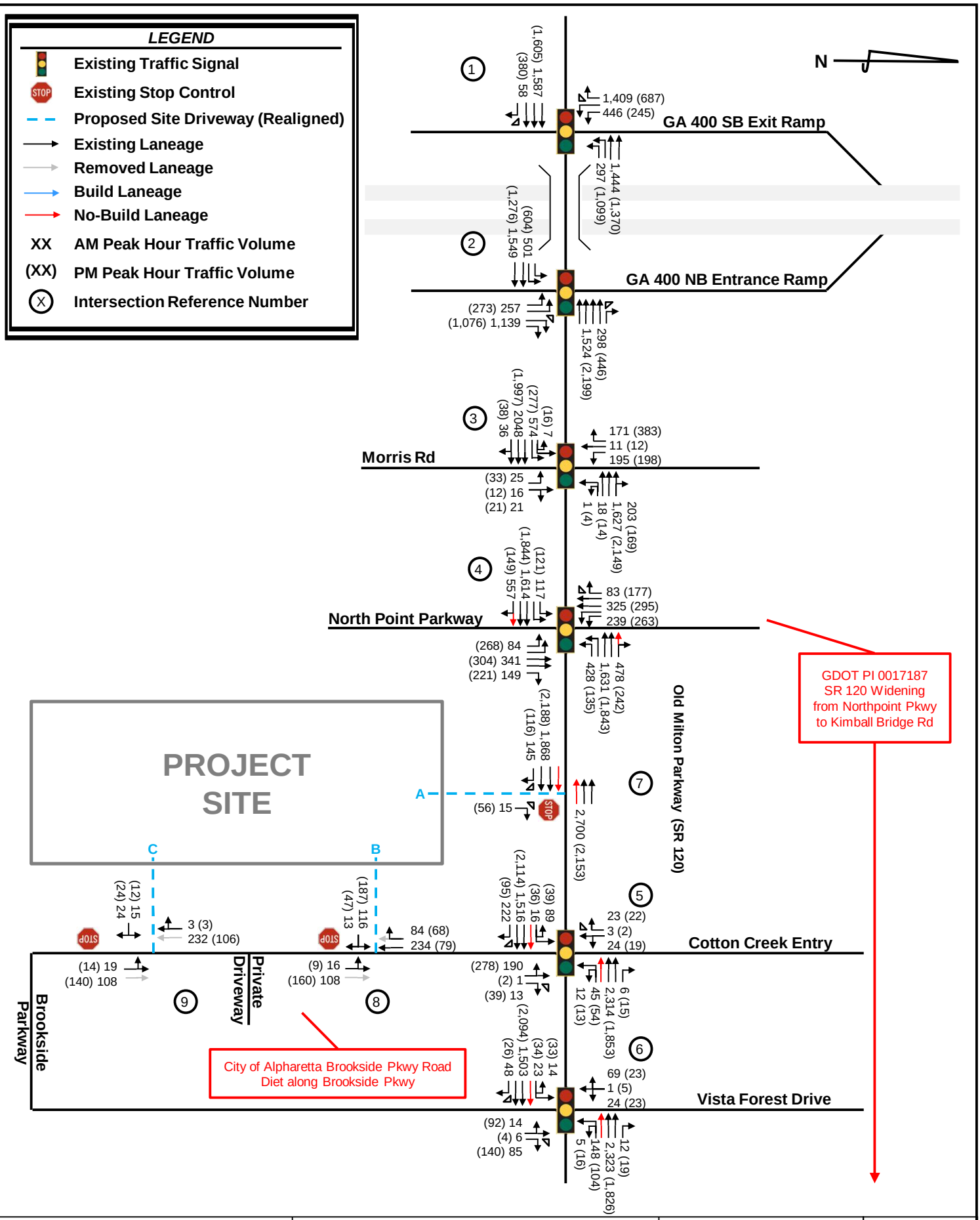
The two way stop controlled intersection of Old Milton Parkway at Site Driveway C is projected to operate at an acceptable overall intersection under the 2024 Existing conditions, 2029 No-Build Conditions, and 2029 Build Conditions for both the AM and PM peak hour scenarios.




| | | | |
|---|---|---|---|
| Kimley»Horn | *Brookside Parkway DRI Transportation Analysis* | Existing 2024 Traffic Conditions | Figure 8 |
| | | | Pg. 37 |

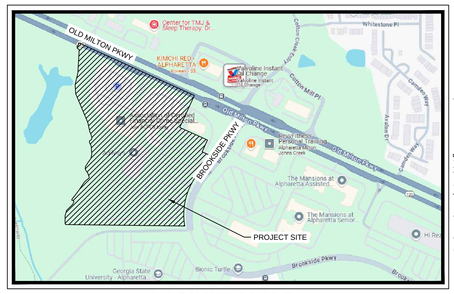



| | | | |
|---|---|---|---|
| Kimley»Horn | *Brookside Parkway DRI Transportation Analysis* | **No-Build 2029 Traffic Conditions** | **Figure 9** |
| | | | **Pg. 38** |



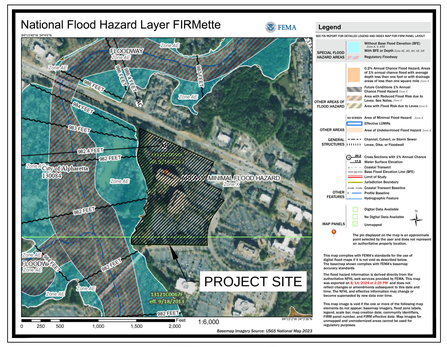

| | | | |
|---|---|---|---|
| Kimley»Horn | *Brookside Parkway DRI Transportation Analysis* | **Build 2029 Traffic Conditions** | **Figure 10** |
| | | | **Pg. 39** |

# Proposed Site Plan




## VICINITY MAP

NOT TO SCALE




## FEMA MAP

THE PROJECT SITE DOES LIE WITHIN A FLOOD HAZARD AREA PER FIRM PANEL 13121C0059F DATED 09/18/2013.

## STORMWATER MANAGEMENT NOTE:

THE SITE WILL CONTAIN ONSITE AND OFFSITE STORMWATER CONTROLS TO MEET ALL LOCAL AND STATE REQUIREMENTS. THIS MAY INCLUDE THE COMBINATION OF SEVERAL COMPONENTS (PERVIOUS PAVING, INFILTRATION FIELDS, BIORETENTION AREAS, OR OTHER COMPONENTS) PROVIDING RUNOFF REDUCTION (IF INFILTRATION RATES ALLOW), CHANNEL PROTECTION, AND DETENTION SHALL BE PROVIDED WITHIN WET DETENTION PONDS STRATEGICALLY LOCATED THROUGHOUT THE SITE.

## EXISTING CONDITIONS SURVEY NOTE:

EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY PROVIDED BY ALTA/NSPS SURVEY, DATED 10/09/2024.

## CONTACTS

| TRAFFIC CONSULTANT | APPLICANT CONSULTANT |
|---|---|
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| KIMLEY-HORN AND ASSOCIATES | PORTMAN HOLDINGS |
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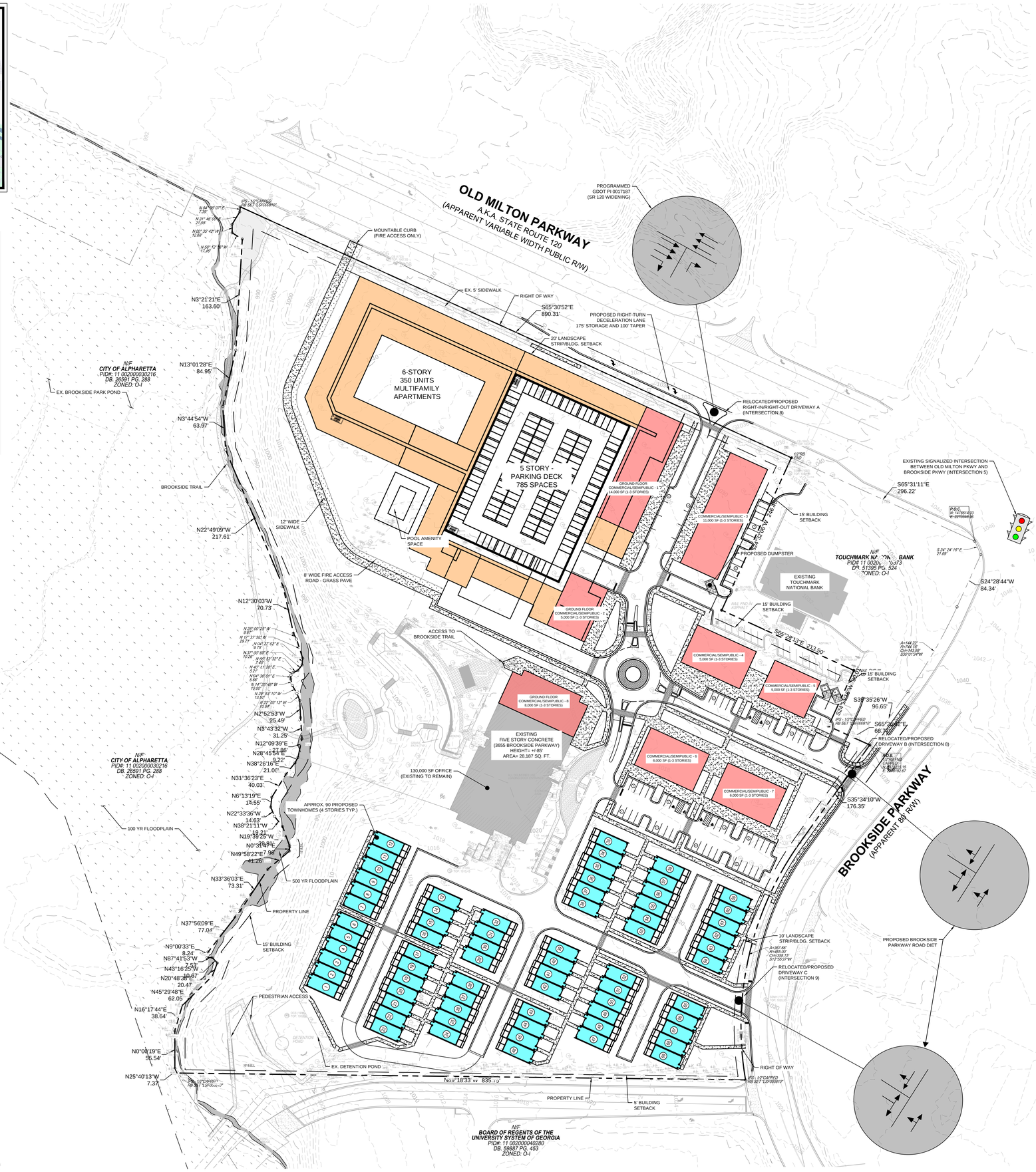
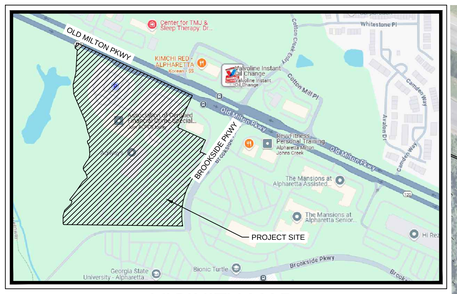
| ATLANTA, GA 30309 | ATLANTA, GA 30303 |
| 404.201.6155 | 404.702.9111 |
| **CIVIL CONSULTANT** | **PROJECT ARCHITECT** |
| MARK PUTNAM, P.E. | TOYGUN MAR, AIA, LEED AP, NCARB |
| KIMLEY-HORN AND ASSOCIATES | SK+I ARCHITECTURE |
| 11720 AMBER PARK DRIVE, SUITE 600 | 4600 EAST-WEST HWY |
| ALPHARETTA, GA, 30009 | BETHESDA, MD 20814 |
| 470.299.7054 | 240.479.7495 |

## SITE LEGEND

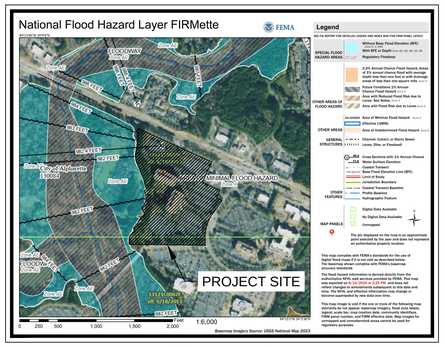
- PROPERTY LINE
- 20 FT LANDSCAPE STRIP/BUILDING SETBACK LINE (OLD MILTON PKWY)
- 10 FT LANDSCAPE STRIP/BUILDING SETBACK LINE (BROOKSIDE PKWY)
- RESTAURANT/RETAIL
- MULTIFAMILY
- TOWNHOMES
- EXISTING BUILDINGS
- PERMEABLE GRASS PAVERS
- BRICK PAVERS
- HEAVY DUTY CONCRETE PAVEMENT
- CONCRETE SIDEWALK
- (10) PARKING COUNT


OLD MILTON PARKWAY
A.K.A. STATE ROUTE 120
(APPARENT VARIABLE WIDTH PUBLIC R/W)
BROOKSIDE PARKWAY
(APPARENT 80' R/W)
6-STORY
350 UNITS
MULTIFAMILY
APARTMENTS
5 STORY -
PARKING DECK
785 SPACES
EXISTING
FIVE STORY CONCRETE
(3655 BROOKSIDE PARKWAY)
HEIGHT= +/-85'
AREA= 28,187 SQ. FT.
130,000 SF OFFICE
(EXISTING TO REMAIN)
EXISTING
TOUCHMARK
NATIONAL BANK
N/F
CITY OF ALPHARETTA
PID#: 11 002000030216
DB. 26591 PG. 288
ZONED: O-I
N/F
BOARD OF REGENTS OF THE
UNIVERSITY SYSTEM OF GEORGIA
PID#: 11 002000040280
DB. 59887 PG. 453
ZONED: O-I
N/F
TOUCHMARK NATIONAL BANK
PID# 11 0020..... 0373
DB. 51395 PG. 524
ZONED: O-I
MOUNTABLE CURB
(FIRE ACCESS ONLY)
EX. 5' SIDEWALK
RIGHT OF WAY
PROPOSED RIGHT-TURN
DECELERATION LANE
175' STORAGE AND 100' TAPER
20' LANDSCAPE
STRIP/BLDG. SETBACK
PROGRAMMED
GDOT PI 0017187
(SR 120 WIDENING)
RELOCATED/PROPOSED
RIGHT-IN/RIGHT-OUT DRIVEWAY A
(INTERSECTION 8)
EXISTING SIGNALIZED INTERSECTION
BETWEEN OLD MILTON PKWY AND
BROOKSIDE PKWY (INTERSECTION 5)
15' BUILDING
SETBACK
PROPOSED DUMPSTER
RELOCATED/PROPOSED
DRIVEWAY B (INTERSECTION 8)
RELOCATED/PROPOSED
DRIVEWAY C
(INTERSECTION 9)
10' LANDSCAPE
STRIP/BLDG. SETBACK
PROPOSED BROOKSIDE
PARKWAY ROAD DIET
RIGHT OF WAY
5' BUILDING
SETBACK
PROPERTY LINE
EX. DETENTION POND
PEDESTRIAN ACCESS
15' BUILDING
SETBACK
PROPERTY LINE
500 YR FLOODPLAIN
100 YR FLOODPLAIN
APPROX. 90 PROPOSED
TOWNHOMES (4 STORIES TYP.)
EX. BROOKSIDE PARK POND
BROOKSIDE TRAIL
12' WIDE
SIDEWALK
POOL AMENITY
SPACE
8' WIDE FIRE ACCESS
ROAD - GRASS PAVE
ACCESS TO
BROOKSIDE TRAIL
GROUND FLOOR
COMMERCIAL/SEMIPUBLIC - 1
14,000 SF (1-3 STORIES)
COMMERCIAL/SEMIPUBLIC - 1
11,000 SF (1-3 STORIES)
GROUND FLOOR
COMMERCIAL/SEMIPUBLIC - 2
5,000 SF (1-3 STORIES)
GROUND FLOOR
COMMERCIAL/SEMIPUBLIC - 8
8,000 SF (1-3 STORIES)
COMMERCIAL/SEMIPUBLIC - 4
5,000 SF (1-3 STORIES)
COMMERCIAL/SEMIPUBLIC - 5
5,000 SF (1-3 STORIES)
COMMERCIAL/SEMIPUBLIC - 6
6,000 SF (1-3 STORIES)
COMMERCIAL/SEMIPUBLIC - 7
6,000 SF (1-3 STORIES)
N/A
N/A
N/A




## VICINITY MAP

NOT TO SCALE




## FEMA MAP

THE PROJECT SITE DOES LIE WITHIN A FLOOD HAZARD AREA PER FIRM PANEL 13121C0059F DATED 09/18/2013.

## STORMWATER MANAGEMENT NOTE:

THE SITE WILL CONTAIN ONSITE AND OFFSITE STORMWATER CONTROLS TO MEET ALL LOCAL AND STATE REQUIREMENTS. THIS MAY INCLUDE THE COMBINATION OF SEVERAL COMPONENTS (PERVIOUS PAVING, INFILTRATION FIELDS, BIORETENTION AREAS, OR OTHER COMPONENTS) PROVIDING RUNOFF REDUCTION (IF INFILTRATION RATES ALLOW), CHANNEL PROTECTION, AND DETENTION SHALL BE PROVIDED WITHIN WET DETENTION PONDS STRATEGICALLY LOCATED THROUGHOUT THE SITE.

## EXISTING CONDITIONS SURVEY NOTE:

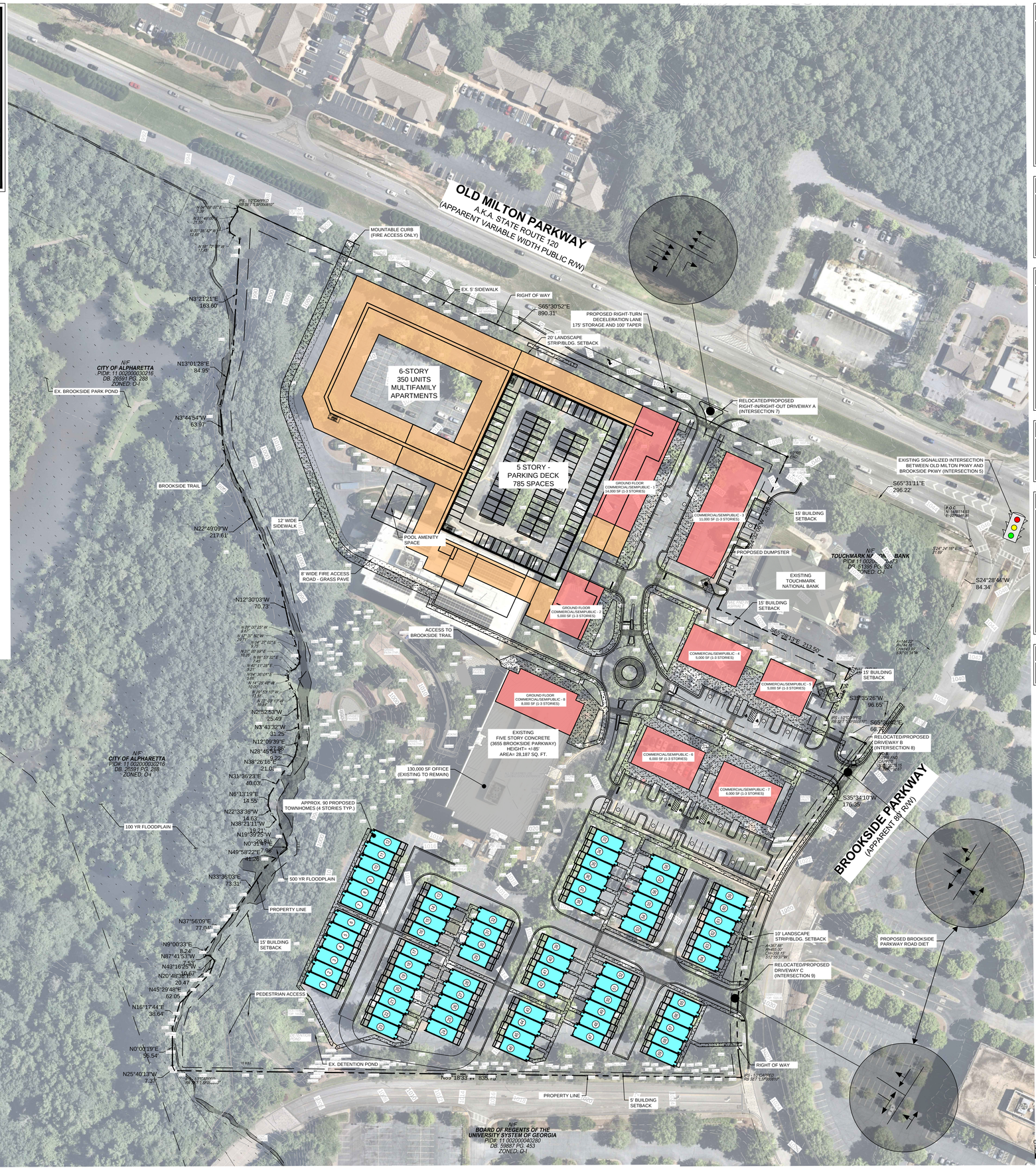
EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY PROVIDED BY ALTA/NSPS SURVEY, DATED 10/09/2024.

## CONTACTS


| TRAFFIC CONSULTANT | APPLICANT CONSULTANT |
|---|---|
| ANA EISEMAN, P.E.<br>KIMLEY-HORN AND ASSOCIATES<br>1200 PEACHTREE ST NE SUITE 800<br>ATLANTA, GA 30309<br>404.201.6155 | MIKE GREENE, CFA<br>PORTMAN HOLDINGS<br>303 PEACHTREE CENTER AVE NE #575<br>ATLANTA, GA 30303<br>404.702.9111 |
| **CIVIL CONSULTANT** | **PROJECT ARCHITECT** |
| MARK PUTNAM, P.E.<br>KIMLEY-HORN AND ASSOCIATES<br>11720 AMBER PARK DRIVE, SUITE 600<br>ALPHARETTA, GA, 30009<br>470.299.7054 | TOYGUN MAR, AIA, LEED AP, NCARB<br>SK+I ARCHITECTURE<br>4600 EAST-WEST HWY<br>BETHESDA, MD 20814<br>240.479.7495 |


## SITE LEGEND

- PROPERTY LINE
- 20 FT LANDSCAPE STRIP/BUILDING SETBACK LINE (OLD MILTON PKWY)
- 10 FT LANDSCAPE STRIP/BUILDING SETBACK LINE (BROOKSIDE PKWY)
- RESTAURANT/RETAIL
- MULTIFAMILY
- TOWNHOMES
- EXISTING BUILDINGS
- PERMEABLE GRASS PAVERS
- BRICK PAVERS
- HEAVY DUTY CONCRETE PAVEMENT
- CONCRETE SIDEWALK
- (10) PARKING COUNT




GRAPHIC SCALE IN FEET

0 30 60 120

Know what's below. Call before you dig.

## SITE DEVELOPMENT SUMMARY

| | |
|---|---|
| CURRENT ZONING: | O-I (OFFICE INSTITUTIONAL) |
| PROPOSED ZONING: | MU (MIXED USE) |
| DRI CASE NUMBER: | DRI 4317 |
| SITE AREA: | 19.68 ACRES |
| IMPERVIOUS AREA: | MAX. 80% (15.74 AC) |
| BUILDING SETBACK: | |
| FRONT (OLD MILTON PKWY): | 20 FT (OFF R/W LINE) |
| SIDE (BROOKSIDE PWKY): | 10 FT (OFF R/W LINE) |
| SIDE: | 15 FT |
| REAR: | 5 FT |
| LANDSCAPE SETBACK: | |
| FRONT (OLD MILTON PKWY): | 20 FT (OFF R/W LINE) |
| SIDE (BROOKSIDE PWKY): | 10 FT (OFF R/W LINE) |
| SIDE: | 0 FT |
| REAR: | 0 FT |

## LAND USES & DENSITIES

TOTAL RESIDENTIAL : 440 UNITS (22.36 UNITS/AC)
- MULTIFAMILY: 350 UNITS
- TOWNHOMES: 90 UNITS

TOTAL NON RESIDENTIAL:

| LAND | AREA | FLOOR AREA RATIO |
|---|---|---|
| COMMERCIAL/SEMIPUBLIC | 60,000 SF | 0.070 |
| OFFICE (EXISTING) | 130,000 SF | 0.152 |

## PARKING SUMMARY

REQUIRED PARKING: **1,793 SPACES** (TOTAL)
- MULTIFAMILY (350 UNITS): 718 SPACES (2.05/UNIT)
- OFFICE (130,000 SF): 520 SPACES (1/250 SF)
- COMMERCIAL/SEMIPUBLIC (60,000 SF): 240 SPACES (1/250 SF)
- TOWNHOMES (90 UNITS): 315 SPACES (1.0/BEDROOM)

*PROPOSED PARKING: **1,345 SPACES** (TOTAL)
- MULTIFAMILY (350 UNITS): 510 SPACES + SHARED SPACES
- OFFICE (130,000 SF): 390 SPACES + SHARED SPACES
- COMMERCIAL/SEMIPUBLIC (60,000 SF): 93 SPACES
- TOWNHOMES (90 UNITS): 180 SPACES
- EXISTING OFF SITE PARKING: 42 SPACES

*** ALL FIGURES ABOVE ARE PRELIMINARY. A PARKING STUDY WILL BE PREPARED TO SUPPORT A REQUEST FOR A REDUCTION IN THE PROPOSED PARKING. THIS STUDY SHALL BE REVIEWED BY COMMUNITY DEVELOPMENT AND MUST BE APPROVED PRIOR TO PERMITTING. MULTIFAMILY AND OFFICE PARKING WILL NOT UTILIZE SHARED PARKING DURING THE SAME HOURS.**

## BUILDING SUMMARY

PROPOSED BUILDING HEIGHTS:
- MULTIFAMILY: 6 STORIES OR 72 FT
- OFFICE: 5 STORIES OR 85 FT
- COMMERCIAL/SEMIPUBLIC: 3 STORIES OR 40 FT
- TOWNHOMES: 4 STORIES OR 50 FT

## OPEN SPACE SUMMARY

**OPEN SPACE REQUIREMENTS

| | |
|---|---|
| **CIVIC SPACE:** | **1.97 ACRES** (10% SITE AREA) |
| **AMENITY SPACE:** | **0.98 ACRES** (5% SITE AREA) |

** 50% OF REQUIRED OPEN SPACE IS IN PASSIVE LAND AREA

PROPOSED OPEN SPACE

| | |
|---|---|
| **CIVIC SPACE:** | **1.97 ACRES** (85,820 SF) |
| MULTI USE TRAIL | 0.30 ACRES (13,000 SF) |
| AMPHITHEATER | 0.90 ACRES (39,200 SF) |
| POCKET PARKS | 0.50 ACRES (21,800 SF) |
| PLAZAS | 0.27 ACRES (11,820 SF) |
| **AMENITY SPACE:** | **0.98 ACRES** (42,700 SF) |
| PATIOS AND PORCHES | 0.20 ACRES (8,700 SF) |
| YARDS AND LAWNS | 0.39 ACRES (17,000 SF) |
| MULTIFAMILY COURTYARD | 0.39 ACRES (17,000 SF) |

## SITE NOTES

1. BICYCLE, CAR/VANPOOL AND EV PARKING WILL BE PROVIDED TO MEET OR EXCEED LOCAL CODE REQUIREMENTS.

## PROPERTY DESCRIPTION

Being all that tract or parcel of land lying and being in Land Lots 2, 3 and 44, 1st District, 2nd Section, City of Alpharetta, Fulton County, Georgia and being more particularly described as follows:

COMMENCING at the point of intersection of the southerly right-of-way line of Old Milton Parkway a.k.a. State Route 120 (having an apparent variable width public right-of-way) and the westerly right-of-way line of Brookside Parkway (having an apparent 80' public right-of-way); thence, leaving the aforesaid POINT OF COMMENCEMENT and continuing with the aforesaid right-of-way line of Brookside Parkway, South 35° 34' 10" West, 176.35 feet; thence, South 65° 35' 26" West, 84.34 feet; thence, 144.22 feet along the arc of a curve deflecting to the right, having a radius of 744.18 feet and a chord bearing and distance of South 30° 01' 34" West, 143.99 feet; thence, South 35° 35' 26" West, 96.65 feet 1/2-inch capped rebar found and the POINT OF BEGINNING.

Thence, from said POINT OF BEGINNING as thus established and continuing with the aforesaid right-of-way line of Brookside Parkway:

1. South 35° 34' 10" West, 176.35 feet; thence,
2. 387.66 feet along the arc of a curve deflecting to the left, having a radius of 465.00 feet and a chord bearing and distance of South 11° 39' 37" West, 358.15 feet; thence, leaving the aforesaid right-of-way line of Brookside Parkway
3. North 89° 18' 33" West, 835.75 feet; thence,
4. North 25° 40' 13" West, 7.37 feet; thence,
5. North 00° 00' 18" East, 55.54 feet; thence,
6. North 00° 00' 18" East, 55.54 feet; thence,
7. North 45° 29' 48" East, 62.05 feet; thence,
8. North 20° 46' 38" East, 20.47 feet; thence,
9. North 87° 16' 20" West, 10.67 feet; thence,
10. North 87° 41' 53" West, 7.33 feet; thence,
11. North 00° 00' 18" East, 8.24 feet; thence,
12. North 37° 56' 09" East, 77.04 feet; thence,
13. North 33° 36' 03" East, 73.31 feet; thence,
14. North 49° 58' 22" East, 41.26 feet; thence,
15. North 00° 37' 47" East, 2.98 feet; thence,
16. North 19° 39' 25" West, 19.21 feet; thence,
17. North 38° 21' 11" West, 19.21 feet; thence,
18. North 22° 33' 36" West, 14.63 feet; thence,
19. North 31° 36' 23" East, 14.55 feet; thence,
20. North 31° 36' 23" East, 40.03 feet; thence,
21. North 12° 00' 39" East, 51.25 feet; thence,
22. North 28° 45' 54" East, 5.22 feet; thence,
23. North 12° 09' 39" East, 27.86 feet; thence,
24. North 02° 42' 30" West, 31.25 feet; thence,
25. North 02° 02' 53" West, 25.49 feet; thence,
26. North 12° 00' 39" East, 51.25 feet; thence,
27. North 25° 53' 10" West, 13.51 feet; thence,
28. North 14° 20' 48" West, 10.00 feet; thence,
29. North 04° 36' 01" East, 5.66 feet; thence,
30. North 40° 11' 28" East, 5.21 feet; thence,
31. North 25° 53' 10" West, 13.51 feet; thence,
32. North 37° 00' 52" East, 15.26 feet; thence,
33. North 04° 27' 02" East, 9.75 feet; thence,
34. North 37° 00' 35" West, 8.67 feet; thence,
35. North 05° 30' 25" West, 13.73 feet; thence,
36. North 37° 00' 35" West, 8.67 feet; thence,
37. North 22° 49' 09" West, 217.61 feet; thence,
38. North 03° 44' 54" West, 63.97 feet; thence,
39. North 01° 31' 21" East, 84.95 feet; thence,
40. North 01° 17' 24" East, 163.60 feet; thence,
41. North 88° 18' 45" West, 12.68 feet; thence,
42. North 00° 35' 42" West, 12.68 feet; thence,
43. North 31° 46' 00" East, 21.55 feet; thence,
44. North 04° 08' 07" East, 7.39 feet to a point on the aforesaid right-of-way line of Old Milton Parkway; thence, leaving the aforesaid right-of-way line of Old Milton Parkway
45. South 65° 30' 52" East, 890.31 feet to a 1/2-inch rebar found; thence, leaving the aforesaid right-of-way line of Old Milton Parkway
46. South 24° 32' 06" West, 246.45 feet to a nail found; thence,
47. South 24° 32' 06" West, 93.00 feet to a nail found; thence,
48. South 35° 27' 15" East, 212.50 feet; thence,
49. South 65° 26' 43" East, 66.77 feet to the POINT OF BEGINNING, containing 857,441 square feet or 19.6841acres of land, more or less.

Described property is subject to all rights-of-way (public and private) and easements, both recorded and unrecorded.


Kimley»Horn
PHONE 770.619.4280
WWW.KIMLEY-HORN.COM
11720 AMBER PARK DRIVE
PARKWAY 400, SUITE 600
ALPHARETTA, GEORGIA 30009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PORTMAN HOLDINGS

303 PEACHTREE CENTER AVE NE, SUITE 575
ATLANTA, GA 30303

| No. | REVISION DESCRIPTIONS | DATE | BY |
|---|---|---|---|
| 2 | DRI SITE PLAN (INCL. MINOR TEXT EDITS FROM REV 1) | 02.05.2025 | KHP |
| 1 | MASTER PLAN - PUBLIC HEARING APPLICATION | 12.02.2024 | TDG |

PROJECT

# BROOKSIDE WEST REDEVELOPMENT

LAND LOTS 2, 3 AND 44
1ST DISTRICT, 2 SECTION 2

3625 BROOKSIDE PARKWAY
ALPHARETTA, GA 30022

GEORGIA REGISTERED PROFESSIONAL ENGINEER No. PE044634 MARK A. PUTNAM
12-2-24

| | |
|---|---|
| GSWCC CERT. (LEVEL II) | 0000076495 |
| DRAWN BY | KHP |
| DESIGNED BY | KHP |
| REVIEWED BY | MAP |
| DATE | 12.02.2024 |
| PROJECT NO. | 019292050 |

TITLE

DRI AERIAL EXHIBIT

SHEET NUMBER

DRI.01

PRELIMINARY: NOT FOR CONSTRUCTION

Drawing name: K:\ALP_PR\019292050_Brookside Pkwy\CAD\Plansheets\DRI\DRI.01 - AERIAL EXHIBIT.dwg DRI.01 - DRI AERIAL EXHIBIT Feb 04, 2025 1:30pm by: kush.patel

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# Trip Generation Analysis

**Trip Generation Analysis (11th Ed. With 2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC)**
**Brookside West Redevelopment DRI #4317**
Alpharetta, Fulton County, Georgia

| Land Use | | Setting | Density | | Daily Trips | | | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | In | Out | Total | In | Out | Total | In | Out |
| **Proposed Project Trips** | | | | | | | | | | | | | |
| 215 | Single-Family Attached Housing | General Urban/Suburban | 90 | dwelling units | 636 | 318 | 318 | 41 | 13 | 28 | 50 | 29 | 21 |
| 221 | Multifamily Housing (Mid-Rise) | General Urban/Suburban | 350 | dwelling units | 1,624 | 812 | 812 | 142 | 33 | 109 | 137 | 84 | 53 |
| 710 | General Office Building | General Urban/Suburban | 20,000 | Sq. Ft. GFA | 286 | 143 | 143 | 42 | 37 | 5 | 44 | 7 | 37 |
| 821 | Shopping Plaza (40-150k) - No Supermarket | General Urban/Suburban | 60,000 | Sq. Ft. GFA | 4,052 | 2,026 | 2,026 | 104 | 64 | 40 | 311 | 152 | 159 |
| **Gross Project Trips** | | | | | **6,598** | **3,299** | **3,299** | **329** | **147** | **182** | **542** | **272** | **270** |
| Residential Trips | | | | | 2,260 | 1,130 | 1,130 | 183 | 46 | 137 | 187 | 113 | 74 |
| *Mixed-Use Reductions* | | | | | *-406* | *-203* | *-203* | *-3* | *-1* | *-2* | *-60* | *-42* | *-18* |
| *Alternative Mode Reductions* | | | | | *-93* | *-47* | *-46* | *-9* | *-2* | *-7* | *-6* | *-4* | *-3* |
| Adjusted Residential Trips | | | | | 1,761 | 880 | 881 | 171 | 43 | 128 | 121 | 67 | 53 |
| Office Trips | | | | | 286 | 143 | 143 | 42 | 37 | 5 | 44 | 7 | 37 |
| *Mixed-Use Reductions* | | | | | *-56* | *-28* | *-28* | *-3* | *-2* | *-1* | *-13* | *-5* | *-8* |
| *Alternative Mode Reductions* | | | | | *-12* | *-6* | *-6* | *-2* | *-2* | *0* | *-2* | *0* | *-1* |
| Adjusted Office Trips | | | | | 218 | 109 | 109 | 37 | 33 | 4 | 29 | 2 | 28 |
| Retail Trips | | | | | 4,052 | 2,026 | 2,026 | 104 | 64 | 40 | 311 | 152 | 159 |
| *Mixed-Use Reductions* | | | | | *-458* | *-229* | *-229* | *-4* | *-2* | *-2* | *-65* | *-22* | *-43* |
| *Alternative Mode Reductions* | | | | | *-180* | *-90* | *-90* | *-5* | *-3* | *-2* | *-12* | *-7* | *-6* |
| *Pass By Reductions (Based on ITE Rates)* | | | | | *-1,364* | *-682* | *-682* | *0* | *0* | *0* | *-94* | *-47* | *-47* |
| Adjusted Retail Trips | | | | | 2,050 | 1,025 | 1,025 | 95 | 59 | 36 | 140 | 76 | 63 |
| *Mixed-Use Reductions - TOTAL* | | | | | *-920* | *-460* | *-460* | *-10* | *-5* | *-5* | *-138* | *-69* | *-69* |
| *Alternative Mode Reductions - TOTAL* | | | | | *-285* | *-143* | *-142* | *-16* | *-7* | *-9* | *-20* | *-11* | *-10* |
| *Pass-By Reductions - TOTAL* | | | | | *-1,364* | *-682* | *-682* | *0* | *0* | *0* | *-94* | *-47* | *-47* |
| **Net New Infill Development Trips** | | | | | **4,029** | **2,014** | **2,015** | **303** | **135** | **168** | **290** | **145** | **144** |
| Existing Office Traffic Counts (Existing/Occupied 130,000 SF Office, Tuesday, December 3, 2024) | | | | | | | | 138 | 123 | 15 | 144 | 15 | 129 |
| **Net Master Plan Development Traffic (Net New Infill Trips + Existing Office Traffic)** | | | | | | | | **441** | **258** | **183** | **434** | **160** | **273** |
| Master Plan Driveway Volumes (Net New Infill Development + Existing Office + Pass-by Trips) | | | | | | | | 441 | 258 | 183 | 528 | 207 | 320 |

# Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #1

GA-120 Old Milton Pkwy at SR 400 Southbound Entrance Ramp/SR 400 Southbound Exit Ramp

## AM PEAK HOUR

| | SR 400 Southbound Entrance Ramp Northbound | | | | SR 400 Southbound Exit Ramp Southbound | | | | GA-120 Old Milton Pkwy Eastbound | | | | GA-120 Old Milton Pkwy Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | 0 | 0 | 0 | 0 | 0 | 408 | 0 | 1,341 | 0 | 0 | 1,481 | 55 | 0 | 206 | 1,261 | 0 |
| Pedestrians | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 36 | 0 | 0 | 31 | 2 | 0 | 2 | 42 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 2% | 2% | 2% | 4% | 2% | 2% | 3% | 2% |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adjustment Factor | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Adjusted 2024 Volumes | 0 | 0 | 0 | 0 | 0 | 408 | 0 | 1,341 | 0 | 0 | 1,481 | 55 | 0 | 206 | 1,261 | 0 |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 68 | 0 | 0 | 76 | 3 | 0 | 11 | 64 | 0 |
| *Northwinds Summit DRI #2669* | | | | | | | | | | | 18 | | | | 81 | |
| *3750 Brookside Pkwy (160 TH)* | | | | | | 2 | | | | | 1 | | | 32 | 4 | |
| *3333 Old Milton Pkwy TIA* | | | | | | 5 | | | | | 1 | | | 32 | 3 | |
| Total Approved Development Tri | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 64 | 88 | 0 |
| 2029 No-Build Traffic | 0 | 0 | 0 | 0 | 0 | 436 | 0 | 1,409 | 0 | 0 | 1,577 | 58 | 0 | 281 | 1,413 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | 15% | | | | | 5% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | (45%) | (5%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 58 | 6 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | 10% | | | | | 10% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | (35%) | (10%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | 10% | | | | | 10% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | (35%) | (10%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 13 | 4 | 0 |
| | | | | | | | | | | | | | | | | |
| Total New Vehicular Project Trips | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 72 | 10 | 0 |
| | | | | | | | | | | | | | | | | |
| Adjusted Existing Office Trips | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 2029 Build Traffic | 0 | 0 | 0 | 0 | 0 | 451 | 0 | 1,409 | 0 | 0 | 1,588 | 58 | 0 | 353 | 1,423 | 0 |

## PM PEAK HOUR

| | SR 400 Southbound Entrance Ramp Northbound | | | | SR 400 Southbound Exit Ramp Southbound | | | | GA-120 Old Milton Pkwy Eastbound | | | | GA-120 Old Milton Pkwy Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | 0 | 0 | 0 | 0 | 0 | 210 | 1 | 654 | 0 | 0 | 1,431 | 362 | 0 | 983 | 1,265 | 0 |
| Pedestrians | 0 | | | | 1 | | | | 0 | | | | 0 | | | |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | | 1 | | 0 | | 0 | | 1 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 23 | 1 | 0 | 7 | 30 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adjustment Factor | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Adjusted 2024 Volumes | 0 | 0 | 0 | 0 | 0 | 210 | 1 | 654 | 0 | 0 | 1,431 | 362 | 0 | 983 | 1,265 | 0 |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 33 | 0 | 0 | 73 | 18 | 0 | 50 | 65 | 0 |
| *Northwinds Summit DRI #2669* | | | | | | | | | | | 81 | | | | 25 | |
| *3750 Brookside Pkwy (160 TH)* | | | | | | 5 | | | | | 9 | | | 10 | 3 | |
| *3333 Old Milton Pkwy TIA* | | | | | | 11 | | | | | 3 | | | 23 | 3 | |
| Total Approved Development Tri | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 93 | 0 | 0 | 33 | 31 | 0 |
| 2029 No-Build Traffic | 0 | 0 | 0 | 0 | 0 | 237 | 1 | 687 | 0 | 0 | 1,597 | 380 | 0 | 1,066 | 1,361 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | 15% | | | | | 5% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | (45%) | (5%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 24 | 3 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | 10% | | | | | 10% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | (35%) | (10%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | 10% | | | | | 10% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | (35%) | (10%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 22 | 6 | 0 |
| | | | | | | | | | | | | | | | | |
| Total New Vehicular Project Trips | | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 56 | 12 | 0 |
| | | | | | | | | | | | | | | | | |
| Adjusted Existing Office Trips | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 2029 Build Traffic | 0 | 0 | 0 | 0 | 0 | 255 | 1 | 687 | 0 | 0 | 1,608 | 380 | 0 | 1,122 | 1,373 | 0 |

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #2

GA-120 Old Milton Pkwy at SR 400 Northbound Exit Ramp/SR 400 Northbound Entrance Ramp

## AM PEAK HOUR

| | SR 400 Northbound Exit Ramp Northbound | | | | SR 400 Northbound Entrance Ramp Southbound | | | | GA-120 Old Milton Pkwy Eastbound | | | | GA-120 Old Milton Pkwy Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | 0 | 245 | 2 | 1,025 | 0 | 0 | 0 | 0 | 0 | 477 | 1,427 | 0 | 0 | 0 | 1,261 | 259 |
| Pedestrians | 0 | | | | 1 | | | | 0 | | | | 0 | | | |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | | 1 | | 0 | | 0 | | 1 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 6 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 29 | 0 | 0 | 0 | 39 | 10 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 4% |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Adjustment Factor | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Adjusted 2024 Volumes | 0 | 245 | 2 | 1,025 | 0 | 0 | 0 | 0 | 0 | 477 | 1,427 | 0 | 0 | 0 | 1,261 | 259 |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 12 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 24 | 73 | 0 | 0 | 0 | 64 | 13 |
| *Northwinds Summit DRI #2669* | | | | | | | | | | | 18 | | | | 81 | |
| *3750 Brookside Pkwy (160 TH)* | | | | 8 | | | | | | | 3 | | | | 36 | 3 |
| *3333 Old Milton Pkwy TIA* | | | | 14 | | | | | | | 6 | | | | 35 | 11 |
| Total Approved Development Tri | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 152 | 14 |
| 2029 No-Build Traffic | 0 | 257 | 2 | 1,099 | 0 | 0 | 0 | 0 | 0 | 501 | 1,527 | 0 | 0 | 0 | 1,477 | 286 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | 45% | | | | | | | 20% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | (50%) | (15%) |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 64 | 19 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | 35% | | | | | | | 20% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | (45%) | (10%) |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | 35% | | | | | | | 20% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | (45%) | (10%) |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 16 | 4 |
| | | | | | | | | | | | | | | | | |
| Total New Vehicular Project Trips | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 82 | 23 |
| | | | | | | | | | | | | | | | | |
| Adjusted Existing Office Trips | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 2029 Build Traffic | 0 | 257 | 2 | 1,151 | 0 | 0 | 0 | 0 | 0 | 501 | 1,555 | 0 | 0 | 0 | 1,559 | 309 |

## PM PEAK HOUR

| | SR 400 Northbound Exit Ramp Northbound | | | | SR 400 Northbound Entrance Ramp Southbound | | | | GA-120 Old Milton Pkwy Eastbound | | | | GA-120 Old Milton Pkwy Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | 0 | 260 | 0 | 953 | 0 | 0 | 0 | 0 | 1 | 574 | 1,097 | 0 | 0 | 0 | 1,991 | 403 |
| Pedestrians | 0 | | | | 4 | | | | 0 | | | | 0 | | | |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | | 4 | | 0 | | 0 | | 4 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 24 | 0 | 0 | 0 | 34 | 5 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adjustment Factor | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Adjusted 2024 Volumes | 0 | 260 | 0 | 953 | 0 | 0 | 0 | 0 | 1 | 574 | 1,097 | 0 | 0 | 0 | 1,991 | 403 |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 13 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 29 | 56 | 0 | 0 | 0 | 102 | 21 |
| *Northwinds Summit DRI #2669* | | | | | | | | | | | 81 | | | | 25 | |
| *3750 Brookside Pkwy (160 TH)* | | | | 16 | | | | | | | 14 | | | | 13 | 5 |
| *3333 Old Milton Pkwy TIA* | | | | 31 | | | | | | | 14 | | | | 26 | 8 |
| Total Approved Development Tri | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 0 | 0 | 0 | 64 | 13 |
| 2029 No-Build Traffic | 0 | 273 | 0 | 1,049 | 0 | 0 | 0 | 0 | 1 | 603 | 1,262 | 0 | 0 | 0 | 2,157 | 437 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | 45% | | | | | | | 20% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | (50%) | (15%) |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 27 | 8 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | 35% | | | | | | | 20% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | (45%) | (10%) |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 3 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | 35% | | | | | | | 20% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | (45%) | (10%) |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 28 | 6 |
| | | | | | | | | | | | | | | | | |
| Total New Vehicular Project Trips | | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 68 | 17 |
| | | | | | | | | | | | | | | | | |
| Adjusted Existing Office Trips | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 2029 Build Traffic | 0 | 273 | 0 | 1,107 | 0 | 0 | 0 | 0 | 1 | 603 | 1,290 | 0 | 0 | 0 | 2,225 | 454 |

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #3
GA-120 Old Milton Pkwy at Morris Rd

## AM PEAK HOUR

| | Morris Rd Northbound | | | | Morris Rd Southbound | | | | GA-120 Old Milton Pkwy Eastbound | | | | GA-120 Old Milton Pkwy Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | 0 | 24 | 15 | 20 | 0 | 186 | 10 | 163 | 7 | 546 | 1,847 | 34 | 1 | 17 | 1,334 | 193 |
| Pedestrians | 0 | | | | 1 | | | | 0 | | | | 0 | | | |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | | 1 | | 0 | | 0 | | 1 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 7 | 0 | 8 | 29 | 0 | 0 | 0 | 41 | 2 |
| Heavy Vehicle % | 2% | 4% | 2% | 5% | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 2% |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Adjustment Factor | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Adjusted 2024 Volumes | 0 | 24 | 15 | 20 | 0 | 186 | 10 | 163 | 7 | 546 | 1,847 | 34 | 1 | 17 | 1,334 | 193 |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 1 | 1 | 1 | 0 | 9 | 1 | 8 | 0 | 28 | 94 | 2 | 0 | 1 | 68 | 10 |
| *Northwinds Summit DRI #2669* | | | | | | | | | | | 18 | | | | 81 | |
| *3750 Brookside Pkwy (160 TH)* | | | | | | | | | | | 11 | | | | 39 | |
| *3333 Old Milton Pkwy TIA* | | | | | | 2 | | | | | 20 | | | | 46 | 4 |
| Total Approved Development Tri | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 166 | 4 |
| 2029 No-Build Traffic | 0 | 25 | 16 | 21 | 0 | 197 | 11 | 171 | 7 | 574 | 1,990 | 36 | 1 | 18 | 1,568 | 207 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 65% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | (65%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 83 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 55% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | (55%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 2 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 55% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | (55%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 20 | 0 |
| | | | | | | | | | | | | | | | | |
| Total New Vehicular Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 0 | 105 | 0 |
| | | | | | | | | | | | | | | | | |
| Adjusted Existing Office Trips | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 2029 Build Traffic | 0 | 25 | 16 | 21 | 0 | 197 | 11 | 171 | 7 | 574 | 2,068 | 36 | 1 | 18 | 1,673 | 207 |

## PM PEAK HOUR

| | Morris Rd Northbound | | | | Morris Rd Southbound | | | | GA-120 Old Milton Pkwy Eastbound | | | | GA-120 Old Milton Pkwy Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | 0 | 31 | 11 | 20 | 0 | 188 | 11 | 364 | 15 | 264 | 1,712 | 36 | 4 | 13 | 1,924 | 161 |
| Pedestrians | 1 | | | | 1 | | | | 2 | | | | 0 | | | |
| Conflicting Pedestrians | | 2 | | 0 | | 0 | | 2 | | 1 | | 1 | | 1 | | 1 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 23 | 1 | 0 | 1 | 37 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 2% | 8% | 2% | 2% |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adjustment Factor | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Adjusted 2024 Volumes | 0 | 31 | 11 | 20 | 0 | 188 | 11 | 364 | 15 | 264 | 1,712 | 36 | 4 | 13 | 1,924 | 161 |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 2 | 1 | 1 | 0 | 10 | 1 | 19 | 1 | 13 | 87 | 2 | 0 | 1 | 98 | 8 |
| *Northwinds Summit DRI #2669* | | | | | | | | | | | 81 | | | | 25 | |
| *3750 Brookside Pkwy (160 TH)* | | | | | | | | | | | 30 | | | | 18 | |
| *3333 Old Milton Pkwy TIA* | | | | | | 4 | | | | | 45 | | | | 34 | 3 |
| Total Approved Development Tri | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 156 | 0 | 0 | 0 | 77 | 3 |
| 2029 No-Build Traffic | 0 | 33 | 12 | 21 | 0 | 202 | 12 | 383 | 16 | 277 | 1,955 | 38 | 4 | 14 | 2,099 | 172 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 65% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | (65%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 34 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 55% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | (55%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 15 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 55% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | (55%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 35 | 0 |
| | | | | | | | | | | | | | | | | |
| Total New Vehicular Project Trips | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 0 | 84 | 0 |
| | | | | | | | | | | | | | | | | |
| Adjusted Existing Office Trips | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 2029 Build Traffic | 0 | 33 | 12 | 21 | 0 | 202 | 12 | 383 | 16 | 277 | 2,042 | 38 | 4 | 14 | 2,183 | 172 |

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #4
GA-120 Old Milton Pkwy at North Point Pkwy

## AM PEAK HOUR

| | North Point Pkwy Northbound | | | | North Point Pkwy Southbound | | | | GA-120 Old Milton Pkwy Eastbound | | | | GA-120 Old Milton Pkwy Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | 1 | 79 | 324 | 134 | 0 | 220 | 309 | 79 | 1 | 110 | 1,434 | 530 | 2 | 397 | 1,338 | 446 |
| Pedestrians | 1 | | | | 1 | | | | 0 | | | | 1 | | | |
| Conflicting Pedestrians | | 0 | | 1 | | 1 | | 0 | | 1 | | 1 | | 1 | | 1 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 0 | 9 | 1 | 0 | 10 | 9 | 3 | 0 | 2 | 27 | 3 | 0 | 4 | 36 | 7 |
| Heavy Vehicle % | 2% | 2% | 3% | 2% | 2% | 5% | 3% | 4% | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 2% |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adjustment Factor | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Adjusted 2024 Volumes | 1 | 79 | 324 | 134 | 0 | 220 | 309 | 79 | 1 | 110 | 1,434 | 530 | 2 | 397 | 1,338 | 446 |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 4 | 17 | 7 | 0 | 11 | 16 | 4 | 0 | 6 | 73 | 27 | 0 | 20 | 68 | 23 |
| *Northwinds Summit DRI #2669* | | | | | | | | | | | 18 | | | | 81 | |
| *3750 Brookside Pkwy (160 TH)* | | | | 1 | | 1 | | | | | 11 | | | 1 | 39 | 1 |
| *3333 Old Milton Pkwy TIA* | | 3 | | | | | | 2 | | 4 | 11 | 7 | | | 5 | |
| Total Approved Development Tri | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 4 | 40 | 7 | 0 | 1 | 125 | 1 |
| 2029 No-Build Traffic | 1 | 86 | 341 | 142 | 0 | 232 | 325 | 85 | 1 | 120 | 1,547 | 564 | 2 | 418 | 1,531 | 470 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | 5% | | 5% | | | | | 65% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | (5%) | (65%) | (5%) |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 6 | 83 | 6 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | 5% | | 5% | | | | | 55% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | (5%) | (55%) | (5%) |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 2 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | 5% | | 5% | | | | | 55% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | (5%) | (55%) | (5%) |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 2 | 20 | 2 |
| | | | | | | | | | | | | | | | | |
| Total New Vehicular Project Trips | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 8 | 105 | 8 |
| | | | | | | | | | | | | | | | | |
| Adjusted Existing Office Trips | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 2029 Build Traffic | 1 | 86 | 341 | 149 | 0 | 239 | 325 | 85 | 1 | 120 | 1,625 | 564 | 2 | 426 | 1,636 | 478 |

## PM PEAK HOUR

| | North Point Pkwy Northbound | | | | North Point Pkwy Southbound | | | | GA-120 Old Milton Pkwy Eastbound | | | | GA-120 Old Milton Pkwy Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | 1 | 254 | 289 | 202 | 0 | 242 | 281 | 168 | 7 | 108 | 1,566 | 142 | 2 | 118 | 1,633 | 222 |
| Pedestrians | 2 | | | | 0 | | | | 1 | | | | 0 | | | |
| Conflicting Pedestrians | | 1 | | 0 | | 0 | | 1 | | 0 | | 2 | | 2 | | 0 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 1 | 3 | 1 | 0 | 2 | 4 | 5 | 0 | 1 | 17 | 1 | 0 | 0 | 26 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adjustment Factor | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Adjusted 2024 Volumes | 1 | 254 | 289 | 202 | 0 | 242 | 281 | 168 | 7 | 108 | 1,566 | 142 | 2 | 118 | 1,633 | 222 |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 13 | 15 | 10 | 0 | 12 | 14 | 9 | 0 | 6 | 80 | 7 | 0 | 6 | 83 | 11 |
| *Northwinds Summit DRI #2669* | | | | | | | | | | | 81 | | | | 25 | |
| *3750 Brookside Pkwy (160 TH)* | | | | 2 | | 2 | | | | | 30 | | | 2 | 18 | 2 |
| *3333 Old Milton Pkwy TIA* | | 7 | | | | | | 4 | | 3 | 8 | 5 | | | 10 | |
| Total Approved Development Tri | 0 | 7 | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 3 | 119 | 5 | 0 | 2 | 53 | 2 |
| 2029 No-Build Traffic | 1 | 274 | 304 | 214 | 0 | 256 | 295 | 181 | 7 | 117 | 1,765 | 154 | 2 | 126 | 1,769 | 235 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | 5% | | 5% | | | | | 65% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | (5%) | (65%) | (5%) |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 3 | 34 | 3 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | 5% | | 5% | | | | | 55% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | (5%) | (55%) | (5%) |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 15 | 1 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | 5% | | 5% | | | | | 55% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | (5%) | (55%) | (5%) |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 3 | 35 | 3 |
| | | | | | | | | | | | | | | | | |
| Total New Vehicular Project Trips | | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 7 | 84 | 7 |
| | | | | | | | | | | | | | | | | |
| Adjusted Existing Office Trips | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 2029 Build Traffic | 1 | 274 | 304 | 221 | 0 | 263 | 295 | 181 | 7 | 117 | 1,852 | 154 | 2 | 133 | 1,853 | 242 |

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #5
GA-120 Old Milton Pkwy at Brookside Pkwy/Cotton Creek Entry

AM PEAK HOUR

| | Brookside Pkwy Northbound | | | | Cotton Creek Entry Southbound | | | | GA-120 Old Milton Pkwy Eastbound | | | | GA-120 Old Milton Pkwy Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | 0 | 40 | 1 | 1 | 0 | 23 | 3 | 22 | 75 | 15 | 1,416 | 186 | 11 | 19 | 2,120 | 6 |
| Pedestrians | | 1 | | | | 2 | | | | 0 | | | | 2 | | |
| Conflicting Pedestrians | | 0 | | 2 | | 2 | | 0 | | 2 | | 1 | | 1 | | 2 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 1 | | | | 0 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 36 | 3 | 0 | 0 | 46 | 3 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 9% | 2% | 9% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 50% |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Adjustment Factor | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Adjusted 2024 Volumes | 0 | 40 | 1 | 1 | 0 | 23 | 3 | 22 | 75 | 15 | 1,416 | 186 | 11 | 19 | 2,120 | 6 |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 1 | 72 | 9 | 1 | 1 | 108 | 0 |
| *Northwinds Summit DRI #2669* | | | | | | | | | | | 18 | | | | 81 | |
| *3750 Brookside Pkwy (160 TH)* | | 36 | | | | | | | | | 6 | 7 | | | 5 | |
| *3333 Old Milton Pkwy TIA* | | | | | | | | | | | 11 | | | | 5 | |
| Total Approved Development Trips | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 7 | 0 | 0 | 91 | 0 |
| 2029 No-Build Traffic | 0 | 78 | 1 | 1 | 0 | 24 | 3 | 23 | 79 | 16 | 1,523 | 202 | 12 | 20 | 2,319 | 6 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | 25% | | 5% | | |
| Trip Distribution OUT | | (70%) | | (5%) | | | | | (5%) | | | | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Residential Trips | 0 | 90 | 0 | 6 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 11 | 0 | 2 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | 10% | | 25% | | |
| Trip Distribution OUT | | (55%) | | (15%) | | | | | (10%) | | (10%) | | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Office Trips | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 8 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | 10% | | 25% | | |
| Trip Distribution OUT | | (55%) | | (15%) | | | | | (10%) | | (10%) | | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 20 | 0 | 5 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 6 | 0 | 15 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Primary Site Trips | 0 | 112 | 0 | 12 | 0 | 0 | 0 | 0 | 10 | 0 | 4 | 20 | 0 | 25 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Pass-By Distribution REDUCTION | | | | | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | | | | | -30% | | | 40% | -40% | |
| Pass-By Distribution OUT | | (40%) | | (30%) | | | | | | | | | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total New Vehicular Project Trips | 0 | 112 | 0 | 12 | 0 | 0 | 0 | 0 | 10 | 0 | 4 | 20 | 0 | 25 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Adjusted Existing Office Trips | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 2029 Build Traffic | 0 | 190 | 1 | 13 | 0 | 24 | 3 | 23 | 89 | 16 | 1,527 | 222 | 12 | 45 | 2,319 | 6 |

PM PEAK HOUR

| | Brookside Pkwy Northbound | | | | Cotton Creek Entry Southbound | | | | GA-120 Old Milton Pkwy Eastbound | | | | GA-120 Old Milton Pkwy Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | 0 | 145 | 2 | 9 | 0 | 18 | 2 | 21 | 26 | 34 | 1,925 | 49 | 12 | 11 | 1,755 | 14 |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 22 | 1 | 0 | 0 | 35 | 1 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 11% | 2% | 5% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 7% |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adjustment Factor | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Adjusted 2024 Volumes | 0 | 145 | 2 | 9 | 0 | 18 | 2 | 21 | 26 | 34 | 1,925 | 49 | 12 | 11 | 1,755 | 14 |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 98 | 2 | 1 | 1 | 90 | 1 |
| *Northwinds Summit DRI #2669* | | | | | | | | | | | 81 | | | | 25 | |
| *3750 Brookside Pkwy (160 TH)* | | 20 | | | | | | | | | 15 | 19 | | | 2 | |
| *3333 Old Milton Pkwy TIA* | | | | | | | | | | | 8 | | | | 10 | |
| Total Approved Development Trips | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 19 | 0 | 0 | 37 | 0 |
| 2029 No-Build Traffic | 0 | 172 | 2 | 9 | 0 | 19 | 2 | 22 | 27 | 36 | 2,127 | 70 | 13 | 12 | 1,882 | 15 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | 25% | | 5% | | |
| Trip Distribution OUT | | (70%) | | (5%) | | | | | (5%) | | | | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Residential Trips | 0 | 37 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 17 | 0 | 3 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | 10% | | 25% | | |
| Trip Distribution OUT | | (55%) | | (15%) | | | | | (10%) | | (10%) | | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Office Trips | 0 | 15 | 0 | 4 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 1 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | 10% | | 25% | | |
| Trip Distribution OUT | | (55%) | | (15%) | | | | | (10%) | | (10%) | | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 35 | 0 | 9 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 8 | 0 | 19 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Primary Site Trips | 0 | 87 | 0 | 16 | 0 | 0 | 0 | 0 | 12 | 0 | 9 | 25 | 0 | 23 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Pass-By Distribution REDUCTION | | | | | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | | | | | -30% | | | 40% | -40% | |
| Pass-By Distribution OUT | | (40%) | | (30%) | | | | | | | | | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Pass-By Trips | 0 | 19 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | -14 | 0 | 0 | 19 | -19 | 0 |
| | | | | | | | | | | | | | | | | |
| Total New Vehicular Project Trips | | 106 | 0 | 30 | 0 | 0 | 0 | 0 | 12 | 0 | -5 | 25 | 0 | 42 | -19 | 0 |
| | | | | | | | | | | | | | | | | |
| Adjusted Existing Office Trips | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 2029 Build Traffic | 0 | 278 | 2 | 39 | 0 | 19 | 2 | 22 | 39 | 36 | 2,122 | 95 | 13 | 54 | 1,863 | 15 |

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #6
GA-120 Old Milton Pkwy at Brookside Pkwy/Vista Forest Dr

## AM PEAK HOUR

| | Brookside Pkwy Northbound | | | | Vista Forest Dr Southbound | | | | GA-120 Old Milton Pkwy Eastbound | | | | GA-120 Old Milton Pkwy Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | 0 | 9 | 6 | 23 | 0 | 23 | 1 | 66 | 13 | 22 | 1,380 | 46 | 5 | 109 | 2,109 | 11 |
| Pedestrians | 0 | | | | 1 | | | | 0 | | | | 0 | | | |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | | 1 | | 0 | | 0 | | 1 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 31 | 0 | 0 | 0 | 32 | 2 |
| Heavy Vehicle % | 2% | 2% | 67% | 2% | 2% | 2% | 2% | 3% | 2% | 5% | 2% | 2% | 2% | 2% | 2% | 18% |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adjustment Factor | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Adjusted 2024 Volumes | 0 | 9 | 6 | 23 | 0 | 23 | 1 | 66 | 13 | 22 | 1,380 | 46 | 5 | 109 | 2,109 | 11 |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 1 | 1 | 70 | 2 | 0 | 6 | 108 | 1 |
| *Northwinds Summit DRI #2669* | | | | | | | | | | | 18 | | | | 81 | |
| *3750 Brookside Pkwy (160 TH)* | | 5 | | 31 | | | | | | | 19 | | | 15 | | |
| *3333 Old Milton Pkwy TIA* | | | | | | | | | | | 11 | | | | 5 | |
| Total Approved Development Tri | 0 | 5 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 15 | 86 | 0 |
| 2029 No-Build Traffic | 0 | 14 | 6 | 55 | 0 | 24 | 1 | 69 | 14 | 23 | 1,498 | 48 | 5 | 130 | 2,303 | 12 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | 20% | 5% | |
| Trip Distribution OUT | | | | (20%) | | | | | | | (5%) | | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 9 | 2 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | 10% | 25% | |
| Trip Distribution OUT | | | | (10%) | | | | | | | (25%) | | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 8 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | 10% | 25% | |
| Trip Distribution OUT | | | | (10%) | | | | | | | (25%) | | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 6 | 15 | 0 |
| | | | | | | | | | | | | | | | | |
| Total New Vehicular Project Trips | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 18 | 25 | 0 |
| | | | | | | | | | | | | | | | | |
| Adjusted Existing Office Trips | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 2029 Build Traffic | 0 | 14 | 6 | 85 | 0 | 24 | 1 | 69 | 14 | 23 | 1,514 | 48 | 5 | 148 | 2,328 | 12 |

## PM PEAK HOUR

| | Brookside Pkwy Northbound | | | | Vista Forest Dr Southbound | | | | GA-120 Old Milton Pkwy Eastbound | | | | GA-120 Old Milton Pkwy Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | 0 | 86 | 4 | 97 | 0 | 22 | 5 | 22 | 31 | 32 | 1,882 | 25 | 15 | 40 | 1,692 | 18 |
| Pedestrians | 1 | | | | 1 | | | | 2 | | | | 0 | | | |
| Conflicting Pedestrians | | 2 | | 0 | | 0 | | 2 | | 1 | | 1 | | 1 | | 1 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 20 | 0 | 0 | 0 | 25 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 9% | 2% | 9% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Adjustment Factor | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Adjusted 2024 Volumes | 0 | 86 | 4 | 97 | 0 | 22 | 5 | 22 | 31 | 32 | 1,882 | 25 | 15 | 40 | 1,692 | 18 |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 4 | 0 | 5 | 0 | 1 | 0 | 1 | 2 | 2 | 96 | 1 | 1 | 2 | 86 | 1 |
| *Northwinds Summit DRI #2669* | | | | | | | | | | | 81 | | | | 25 | |
| *3750 Brookside Pkwy (160 TH)* | | 2 | | 18 | | | | | | | 9 | | | 41 | | |
| *3333 Old Milton Pkwy TIA* | | | | | | | | | | | 8 | | | | 10 | |
| Total Approved Development Tri | 0 | 2 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 0 | 0 | 41 | 35 | 0 |
| 2029 No-Build Traffic | 0 | 92 | 4 | 120 | 0 | 23 | 5 | 23 | 33 | 34 | 2,076 | 26 | 16 | 83 | 1,813 | 19 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | 20% | 5% | |
| Trip Distribution OUT | | | | (20%) | | | | | | | (5%) | | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 13 | 3 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | 10% | 25% | |
| Trip Distribution OUT | | | | (10%) | | | | | | | (25%) | | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | 10% | 25% | |
| Trip Distribution OUT | | | | (10%) | | | | | | | (25%) | | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 8 | 19 | 0 |
| | | | | | | | | | | | | | | | | |
| Total New Vehicular Project Trips | | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 21 | 23 | 0 |
| | | | | | | | | | | | | | | | | |
| Adjusted Existing Office Trips | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 2029 Build Traffic | 0 | 92 | 4 | 140 | 0 | 23 | 5 | 23 | 33 | 34 | 2,102 | 26 | 16 | 104 | 1,836 | 19 |

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #7
GA-120 Old Milton Pkwy at Driveway A

## AM PEAK HOUR

| | Driveway A Northbound | | | | GA-120 Old Milton Pkwy Eastbound | | | | GA-120 Old Milton Pkwy Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | 0 | 0 | 0 | 1 | 0 | 0 | 1,729 | 69 | 0 | 0 | 2,337 | 0 |
| Pedestrians | 0 | | | | 0 | | | | 0 | | | |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 57 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Adjustment Factor | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Adjusted 2024 Volumes | 0 | 0 | 0 | 1 | 0 | 0 | 1,729 | 69 | 0 | 0 | 2,337 | 0 |
| | | | | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 4 | 0 | 0 | 119 | 0 |
| *Northwinds Summit DRI #2669* | | | | | | | 18 | | | | 81 | |
| *3750 Brookside Pkwy (160 TH)* | | | | | | | 13 | | | | 41 | |
| *3333 Old Milton Pkwy TIA* | | | | | | | 11 | | | | 5 | |
| Total Approved Development Trip | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 127 | 0 |
| 2029 No-Build Traffic | 0 | 0 | 0 | 1 | 0 | 0 | 1,859 | 73 | 0 | 0 | 2,583 | 0 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 25% | 50% | | | | |
| Trip Distribution OUT | | | | (5%) | | | | | | | (75%) | |
| Balancing Adjustment | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 0 | 6 | 0 | 0 | 11 | 22 | 0 | 0 | 96 | 0 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 10% | 55% | | | | |
| Trip Distribution OUT | | | | (20%) | | | | | | | (65%) | |
| Balancing Adjustment | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 18 | 0 | 0 | 3 | 0 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 10% | 55% | | | | |
| Trip Distribution OUT | | | | (20%) | | | | | | | (65%) | |
| Balancing Adjustment | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 7 | 0 | 0 | 6 | 32 | 0 | 0 | 23 | 0 |
| | | | | | | | | | | | | |
| Total Primary Site Trips | 0 | 0 | 0 | 14 | 0 | 0 | 20 | 72 | 0 | 0 | 122 | 0 |
| | | | | | | | | | | | | |
| Pass-By Distribution REDUCTION | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | -60% | 60% | | | | |
| Pass-By Distribution OUT | | | | (30%) | | | | | | | | |
| Balancing Adjustment | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | |
| Total New Vehicular Project Trips | 0 | 0 | 0 | 14 | 0 | 0 | 20 | 72 | 0 | 0 | 122 | 0 |
| | | | | | | | | | | | | |
| Adjusted Existing Office Trips | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| 2029 Build Traffic | 0 | 0 | 0 | 15 | 0 | 0 | 1,879 | 145 | 0 | 0 | 2,705 | 0 |

## PM PEAK HOUR

| | Driveway A Northbound | | | | GA-120 Old Milton Pkwy Eastbound | | | | GA-120 Old Milton Pkwy Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | 0 | 0 | 0 | 19 | 0 | 0 | 1,975 | 10 | 0 | 0 | 1,910 | 0 |
| Pedestrians | 0 | | | | 0 | | | | 0 | | | |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 56 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 2% |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adjustment Factor | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Adjusted 2024 Volumes | 0 | 0 | 0 | 19 | 0 | 0 | 1,975 | 10 | 0 | 0 | 1,910 | 0 |
| | | | | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 0 | 0 | 1 | 0 | 0 | 101 | 1 | 0 | 0 | 97 | 0 |
| *Northwinds Summit DRI #2669* | | | | | | | 81 | | | | 25 | |
| *3750 Brookside Pkwy (160 TH)* | | | | | | | 34 | | | | 22 | |
| *3333 Old Milton Pkwy TIA* | | | | | | | 8 | | | | 10 | |
| Total Approved Development Trip | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 0 | 0 | 0 | 57 | 0 |
| 2029 No-Build Traffic | 0 | 0 | 0 | 20 | 0 | 0 | 2,199 | 11 | 0 | 0 | 2,064 | 0 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 25% | 50% | | | | |
| Trip Distribution OUT | | | | (5%) | | | | | | | (75%) | |
| Balancing Adjustment | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 0 | 3 | 0 | 0 | 17 | 34 | 0 | 0 | 40 | 0 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 10% | 55% | | | | |
| Trip Distribution OUT | | | | (20%) | | | | | | | (65%) | |
| Balancing Adjustment | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 18 | 0 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 10% | 55% | | | | |
| Trip Distribution OUT | | | | (20%) | | | | | | | (65%) | |
| Balancing Adjustment | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 13 | 0 | 0 | 8 | 42 | 0 | 0 | 41 | 0 |
| | | | | | | | | | | | | |
| Total Primary Site Trips | 0 | 0 | 0 | 22 | 0 | 0 | 25 | 77 | 0 | 0 | 99 | 0 |
| | | | | | | | | | | | | |
| Pass-By Distribution REDUCTION | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | -60% | 60% | | | | |
| Pass-By Distribution OUT | | | | (30%) | | | | | | | | |
| Balancing Adjustment | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 14 | 0 | 0 | -28 | 28 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | |
| Total New Vehicular Project Trips | | 0 | 0 | 36 | 0 | 0 | -3 | 105 | 0 | 0 | 99 | 0 |
| | | | | | | | | | | | | |
| Adjusted Existing Office Trips | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| 2029 Build Traffic | 0 | 0 | 0 | 56 | 0 | 0 | 2,196 | 116 | 0 | 0 | 2,163 | 0 |

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #8
Driveway B at Brookside Pkwy

## AM PEAK HOUR

| | Brookside Pkwy Northbound | | | | Brookside Pkwy Southbound | | | | Driveway B Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | 1 | 1 | 61 | 0 | 0 | 0 | 231 | 21 | 0 | 0 | 0 | 2 |
| Pedestrians | 0 | | | | 0 | | | | 0 | | | |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 1 | | | | 0 |
| Heavy Vehicles | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicle % | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 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 |
| Adjustment Factor | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Adjusted 2024 Volumes | 1 | 1 | 61 | 0 | 0 | 0 | 231 | 21 | 0 | 0 | 0 | 2 |
| | | | | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 0 | 3 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 |
| New Road Adjustment | | | | | | | | | | | | |
| *3750 Brookside Pkwy (160 TH)* | | | 36 | | | | 7 | | | | | |
| *3333 Old Milton Pkwy TIA* | | | | | | | | | | | | |
| Total Approved Development Trip | 0 | 0 | 36 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| 2029 No-Build Traffic | 1 | 1 | 100 | 0 | 0 | 0 | 250 | 22 | 0 | 0 | 0 | 2 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | 5% | | | | | 5% | 25% | | | | |
| Trip Distribution OUT | | | (10%) | | | | | | | (65%) | | (5%) |
| Balancing Adjustment | | | | | | | | | | | | |
| Residential Trips | 0 | 2 | 13 | 0 | 0 | 0 | 2 | 11 | 0 | 83 | 0 | 6 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | 5% | | | | | | 35% | | | | |
| Trip Distribution OUT | | | (5%) | | | | | | | (65%) | | (5%) |
| Balancing Adjustment | | | | | | | | | | | | |
| Office Trips | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 3 | 0 | 0 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | 5% | | | | | | 35% | | | | |
| Trip Distribution OUT | | | (5%) | | | | | | | (65%) | | (5%) |
| Balancing Adjustment | | | | | | | | | | | | |
| Retail Trips | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 21 | 0 | 23 | 0 | 2 |
| | | | | | | | | | | | | |
| Total Primary Site Trips | 0 | 7 | 15 | 0 | 0 | 0 | 2 | 44 | 0 | 109 | 0 | 8 |
| | | | | | | | | | | | | |
| Pass-By Distribution REDUCTION | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | | 40% | | | | |
| Pass-By Distribution OUT | | | | | | | | | | (70%) | | |
| Balancing Adjustment | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | |
| Total New Vehicular Project Trips | 0 | 7 | 15 | 0 | 0 | 0 | 2 | 44 | 0 | 109 | 0 | 8 |
| | | | | | | | | | | | | |
| Adjusted Existing Office Trips | | 7 | -7 | | | | -18 | 18 | | 7 | | 3 |
| | | | | | | | | | | | | |
| 2029 Build Traffic | 1 | 15 | 108 | 0 | 0 | 0 | 234 | 84 | 0 | 116 | 0 | 13 |

## PM PEAK HOUR

| | Brookside Pkwy Northbound | | | | Brookside Pkwy Southbound | | | | Driveway B Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | 0 | 1 | 183 | 0 | 0 | 0 | 55 | 3 | 0 | 0 | 0 | 26 |
| Pedestrians | 0 | | | | 0 | | | | 2 | | | |
| Conflicting Pedestrians | | 2 | | 0 | | 0 | | 2 | | 0 | | 0 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 |
| Adjustment Factor | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Adjusted 2024 Volumes | 0 | 1 | 183 | 0 | 0 | 0 | 55 | 3 | 0 | 0 | 0 | 26 |
| | | | | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 0 | 9 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 |
| New Road Adjustment | | | | | | | | | | | | |
| *3750 Brookside Pkwy (160 TH)* | | | 20 | | | | 19 | | | | | |
| *3333 Old Milton Pkwy TIA* | | | | | | | | | | | | |
| Total Approved Development Trip | 0 | 0 | 20 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 |
| 2029 No-Build Traffic | 0 | 1 | 212 | 0 | 0 | 0 | 77 | 3 | 0 | 0 | 0 | 27 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | 5% | | | | | 5% | 25% | | | | |
| Trip Distribution OUT | | | (10%) | | | | | | | (65%) | | (5%) |
| Balancing Adjustment | | | | | | | | | | | | |
| Residential Trips | 0 | 3 | 5 | 0 | 0 | 0 | 3 | 17 | 0 | 34 | 0 | 3 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | 5% | | | | | | 35% | | | | |
| Trip Distribution OUT | | | (5%) | | | | | | | (65%) | | (5%) |
| Balancing Adjustment | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 18 | 0 | 1 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | 5% | | | | | | 35% | | | | |
| Trip Distribution OUT | | | (5%) | | | | | | | (65%) | | (5%) |
| Balancing Adjustment | | | | | | | | | | | | |
| Retail Trips | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 27 | 0 | 41 | 0 | 3 |
| | | | | | | | | | | | | |
| Total Primary Site Trips | 0 | 7 | 9 | 0 | 0 | 0 | 3 | 45 | 0 | 93 | 0 | 7 |
| | | | | | | | | | | | | |
| Pass-By Distribution REDUCTION | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | | 40% | | | | |
| Pass-By Distribution OUT | | | | | | | | | | (70%) | | |
| Balancing Adjustment | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 33 | 0 | 0 |
| | | | | | | | | | | | | |
| Total New Vehicular Project Trips | | 7 | 9 | 0 | 0 | 0 | 3 | 64 | 0 | 126 | 0 | 7 |
| | | | | | | | | | | | | |
| Adjusted Existing Office Trips | | 1 | -72 | | | | -1 | 1 | | 72 | | 12 |
| | | | | | | | | | | | | |
| 2029 Build Traffic | 0 | 9 | 149 | 0 | 0 | 0 | 79 | 68 | 0 | 198 | 0 | 46 |

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #9
Driveway C/Private Driveway at Brookside Pkwy

## AM PEAK HOUR

| | Brookside Pkwy Northbound | | | | Brookside Pkwy Southbound | | | | Driveway C Eastbound | | | | Private Driveway Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | 0 | 14 | 55 | 2 | 1 | 6 | 209 | 18 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 1 |
| Pedestrians | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 1 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 100% |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Adjustment Factor | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Adjusted 2024 Volumes | 0 | 14 | 55 | 2 | 1 | 6 | 209 | 18 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 1 |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 1 | 3 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Road Adjustment | | | | | | | | | | | | | | | | |
| *3750 Brookside Pkwy (160 TH)* | | | 36 | | | | 7 | | | | | | | | | |
| *3333 Old Milton Pkwy TIA* | | | | | | | | | | | | | | | | |
| Total Approved Development Tri | 0 | 0 | 36 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2029 No-Build Traffic | 0 | 15 | 94 | 2 | 1 | 6 | 227 | 19 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 1 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | 15% | 5% | | | | | 5% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | (10%) | | (15%) | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Residential Trips | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 13 | 0 | 19 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | 5% | 5% | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | (5%) | | | (5%) | | (5%) | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Office Trips | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | 5% | 5% | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | (5%) | | | (5%) | | (5%) | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 3 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total New Vehicular Project Trips | 0 | 11 | 7 | 0 | 0 | 0 | 2 | 2 | 0 | 15 | 0 | 21 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Adjusted Existing Office Trips | | -7 | 7 | | -1 | | 3 | -18 | | -6 | | -3 | | | | -1 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 2029 Build Traffic | 0 | 19 | 108 | 2 | 0 | 6 | 232 | 3 | 0 | 15 | 0 | 24 | 0 | 0 | 0 | 0 |

## PM PEAK HOUR

| | Brookside Pkwy Northbound | | | | Brookside Pkwy Southbound | | | | Driveway C Eastbound | | | | Private Driveway Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | 1 | 0 | 107 | 2 | 11 | 1 | 68 | 1 | 0 | 61 | 1 | 23 | 0 | 2 | 0 | 5 |
| Pedestrians | 0 | | | | 0 | | | | 2 | | | | 2 | | | |
| Conflicting Pedestrians | | 2 | | 2 | | 2 | | 2 | | 0 | | 0 | | 0 | | 0 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 |
| Adjustment Factor | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Adjusted 2024 Volumes | 1 | 0 | 107 | 2 | 11 | 1 | 68 | 1 | 0 | 61 | 1 | 23 | 0 | 2 | 0 | 5 |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 0 | 5 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 |
| New Road Adjustment | | | | | | | | | | | | | | | | |
| *3750 Brookside Pkwy (160 TH)* | | | 20 | | | | 19 | | | | | | | | | |
| *3333 Old Milton Pkwy TIA* | | | | | | | | | | | | | | | | |
| Total Approved Development Tri | 0 | 0 | 20 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2029 No-Build Traffic | 1 | 0 | 132 | 2 | 12 | 1 | 90 | 1 | 0 | 64 | 1 | 24 | 0 | 2 | 0 | 5 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | 15% | 5% | | | | | 5% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | (10%) | | (15%) | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Residential Trips | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 8 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | 5% | 5% | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | (5%) | | | (5%) | | (5%) | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | 5% | 5% | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | (5%) | | | (5%) | | (5%) | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 4 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total New Vehicular Project Trips | | 14 | 7 | 0 | 0 | 0 | 4 | 3 | 0 | 9 | 0 | 12 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Adjusted Existing Office Trips | | -1 | 1 | | -11 | | 12 | -1 | | -60 | -1 | -12 | | -2 | | -5 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 2029 Build Traffic | 1 | 13 | 140 | 2 | 1 | 1 | 106 | 3 | 0 | 13 | 0 | 24 | 0 | 0 | 0 | 0 |

# Programmed Project Fact Sheets and Design Documents

FUTURE AM TIMING AND PHASING (PROVIDED BY CITY OF ALPHARETTA PER GDOT PI 0017187)

Timing Plans

| PLANID | INTID | S1 | S2 | S3 | S4 | S5 | S6 | S7 | S8 | S9 | CL | OFF | LD | REF | CLR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DEFAULT | 1 | 33 | 49 | | 78 | | 82 | | | | 160 | 118 | 1 | 2- | 6.4 |
| DEFAULT | 2 | | 87 | | 73 | 28 | 46.6 | | | 12.4 | 160 | 132 | 5 | 2- | 6.2 |
| DEFAULT | 3 | 12.8 | 99.6 | | 47.6 | 51 | 48.7 | | 47.6 | 12.7 | 160 | 75 | 25 | 2- | 7.1 |
| DEFAULT | 4 | 35 | 75.8 | 12.6 | 36.6 | 19.6 | 91.2 | 22.2 | 27 | | 160 | 89 | 2358 | 26- | 7.6 |
| DEFAULT | 5 | 12.2 | 128.8 | | 19 | 15 | 126 | | 19 | | 160 | 131 | 15 | 26- | 6.1 |
| DEFAULT | 6 | 15 | 120 | | 25 | 15 | 120 | | 25 | | 160 | 129 | 15 | 26- | 6 |

Phasing Data

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ActGreen | 3 | 3.7 | 104.4 | | 30.6 | 44.3 | 48.4 | | 30.6 | 8.6 | | | | | | | |
| BRP | 4 | 112 | 111 | 211 | 212 | 121 | 122 | 222 | 221 | 311 | 312 | 411 | 412 | 321 | 322 | 421 | 422 |
| MinGreen | 4 | 6 | 15 | 6 | 6 | 6 | 15 | 6 | 6 | | | | | | | | |
| MaxGreen | 4 | 28.3 | 68.2 | 6.2 | 27.6 | 12.3 | 83.6 | 14.9 | 20 | | | | | | | | |
| VehExt | 4 | 3 | 5 | 3 | 3 | 3 | 5 | 3 | 3 | | | | | | | | |
| TimeBeforeReduce | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | |
| TimeToReduce | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | |
| MinGap | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | | | | | | | | |
| Yellow | 4 | 3.7 | 5.2 | 3.4 | 4.4 | 4.3 | 5.2 | 4.3 | 4.4 | | | | | | | | |
| AllRed | 4 | 3 | 2.4 | 3 | 4.6 | 3 | 2.4 | 3 | 2.6 | | | | | | | | |
| Recall | 4 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | | | | | | | | |
| Walk | 4 | | 7 | | | | 7 | | | | | | | | | | |
| DontWalk | 4 | | 28 | | | | 27 | | | | | | | | | | |
| PedCalls | 4 | | 0 | | | | 0 | | | | | | | | | | |
| MinSplit | 4 | 12.7 | 42.6 | 12.4 | 15 | 13.3 | 41.6 | 13.3 | 13 | | | | | | | | |
| DualEntry | 4 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | | | | | | | | |
| InhibitMax | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | | | | | | | | |
| Start | 4 | 96.6 | 20.8 | 131.6 | 144.2 | 20.8 | 40.4 | 158.6 | 131.6 | | | | | | | | |
| End | 4 | 131.6 | 96.6 | 144.2 | 20.8 | 40.4 | 131.6 | 20.8 | 158.6 | | | | | | | | |
| Yield | 4 | 124.9 | 89 | 137.8 | 11.8 | 33.1 | 124 | 13.5 | 151.6 | | | | | | | | |
| Yield170 | 4 | 124.9 | 61 | 137.8 | 11.8 | 33.1 | 97 | 13.5 | 151.6 | | | | | | | | |
| LocalStart | 4 | 7.6 | 91.8 | 42.6 | 55.2 | 91.8 | 111.4 | 69.6 | 42.6 | | | | | | | | |
| LocalYield | 4 | 35.9 | 0 | 48.8 | 82.8 | 104.1 | 35 | 84.5 | 62.6 | | | | | | | | |
| LocalYield170 | 4 | 35.9 | 132 | 48.8 | 82.8 | 104.1 | 8 | 84.5 | 62.6 | | | | | | | | |
| ActGreen | 4 | 28.3 | 68.2 | 6.2 | 27.6 | 12.3 | 83.6 | 14.9 | 20 | | | | | | | | |
| BRP | 5 | 111 | 112 | 211 | 212 | 121 | 122 | 221 | 222 | 311 | 312 | 411 | 412 | 321 | 322 | 421 | 422 |
| MinGreen | 5 | 5 | 15 | | 6 | 5 | 15 | | 6 | | | | | | | | |
| MaxGreen | 5 | 6 | 122.7 | | 12 | 9 | 119.9 | | 12 | | | | | | | | |
| VehExt | 5 | 2.5 | 5 | | 2.5 | 2.5 | 5 | | 2.5 | | | | | | | | |
| TimeBeforeReduce | 5 | 0 | 0 | | 0 | 0 | 0 | | 0 | | | | | | | | |
| TimeToReduce | 5 | 0 | 0 | | 0 | 0 | 0 | | 0 | | | | | | | | |
| MinGap | 5 | 3 | 3 | | 3 | 3 | 3 | | 3 | | | | | | | | |
| Yellow | 5 | 3.2 | 4.6 | | 4 | 3 | 4.6 | | 4 | | | | | | | | |
| AllRed | 5 | 3 | 1.5 | | 3 | 3 | 1.5 | | 3 | | | | | | | | |
| Recall | 5 | 0 | 3 | | 0 | 0 | 3 | | 0 | | | | | | | | |
| Walk | 5 | | 7 | | | | 7 | | | | | | | | | | |
| DontWalk | 5 | | 11 | | | | 31 | | | | | | | | | | |
| PedCalls | 5 | | 0 | | | | 0 | | | | | | | | | | |
| MinSplit | 5 | 11.2 | 24.1 | | 13 | 11 | 44.1 | | 13 | | | | | | | | |
| DualEntry | 5 | 0 | 1 | | 1 | 0 | 1 | | 1 | | | | | | | | |
| InhibitMax | 5 | 0 | 1 | | 0 | 0 | 1 | | 0 | | | | | | | | |
| Start | 5 | 156.1 | 8.3 | | 137.1 | 156.1 | 11.1 | | 137.1 | | | | | | | | |
| End | 5 | 8.3 | 137.1 | | 156.1 | 11.1 | 137.1 | | 156.1 | | | | | | | | |
| Yield | 5 | 2.1 | 131 | | 149.1 | 5.1 | 131 | | 149.1 | | | | | | | | |
| Yield170 | 5 | 2.1 | 120 | | 149.1 | 5.1 | 100 | | 149.1 | | | | | | | | |
| LocalStart | 5 | 25.1 | 37.3 | | 6.1 | 25.1 | 40.1 | | 6.1 | | | | | | | | |
| LocalYield | 5 | 31.1 | 0 | | 18.1 | 34.1 | 0 | | 18.1 | | | | | | | | |
| LocalYield170 | 5 | 31.1 | 149 | | 18.1 | 34.1 | 129 | | 18.1 | | | | | | | | |
| ActGreen | 5 | 4.6 | 127.1 | | 9 | 7.3 | 124.6 | | 9 | | | | | | | | |
| BRP | 6 | 111 | 112 | 211 | 212 | 121 | 122 | 221 | 222 | 311 | 312 | 411 | 412 | 321 | 322 | 421 | 422 |
| MinGreen | 6 | 5 | 30 | | 8 | 5 | 15 | | 8 | | | | | | | | |
| MaxGreen | 6 | 9 | 114 | | 17.7 | 8.8 | 114 | | 17.7 | | | | | | | | |
| VehExt | 6 | 2 | 4.5 | | 3 | 2 | 4.5 | | 3 | | | | | | | | |
| TimeBeforeReduce | 6 | 0 | 0 | | 0 | 0 | 0 | | 0 | | | | | | | | |
| TimeToReduce | 6 | 0 | 0 | | 0 | 0 | 0 | | 0 | | | | | | | | |
| MinGap | 6 | 3 | 3 | | 3 | 3 | 3 | | 3 | | | | | | | | |
| Yellow | 6 | 3 | 4.5 | | 4.3 | 3.2 | 4.5 | | 4.3 | | | | | | | | |
| AllRed | 6 | 3 | 1.5 | | 3 | 3 | 1.5 | | 3 | | | | | | | | |
| Recall | 6 | 0 | 3 | | 0 | 0 | 3 | | 0 | | | | | | | | |
| Walk | 6 | | 7 | | | | 7 | | | | | | | | | | |
| DontWalk | 6 | | 10 | | | | 20 | | | | | | | | | | |
| PedCalls | 6 | | 0 | | | | 0 | | | | | | | | | | |
| MinSplit | 6 | 11 | 36 | | 15.3 | 11.2 | 33 | | 15.3 | | | | | | | | |
| DualEntry | 6 | 0 | 1 | | 1 | 0 | 1 | | 1 | | | | | | | | |
| InhibitMax | 6 | 0 | 1 | | 0 | 0 | 1 | | 0 | | | | | | | | |
| Start | 6 | 0 | 15 | | 135 | 0 | 15 | | 135 | | | | | | | | |
| End | 6 | 15 | 135 | | 0 | 15 | 135 | | 0 | | | | | | | | |
| Yield | 6 | 9 | 129 | | 152.7 | 8.8 | 129 | | 152.7 | | | | | | | | |
| Yield170 | 6 | 9 | 119 | | 152.7 | 8.8 | 109 | | 152.7 | | | | | | | | |
| LocalStart | 6 | 31 | 46 | | 6 | 31 | 46 | | 6 | | | | | | | | |
| LocalYield | 6 | 40 | 0 | | 23.7 | 39.8 | 0 | | 23.7 | | | | | | | | |
| LocalYield170 | 6 | 40 | 150 | | 23.7 | 39.8 | 140 | | 23.7 | | | | | | | | |
| ActGreen | 6 | 6.2 | 122.5 | | 12 | 5.2 | 123.3 | | 12 | | | | | | | | |

FUTURE PM TIMING AND PHASING (PROVIDED BY CITY OF ALPHARETTA PER GDOT PI 0017187)

Timing Plans

| PLANID | INTID | S1 | S2 | S3 | S4 | S5 | S6 | S7 | S8 | S9 | CL | OFF | LD | REF | CLR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DEFAULT | 1 | 12.6 | 45.4 | | 82 | | 98 | | | 40 | 180 | 1 | 1 | 2- | 6.4 |
| DEFAULT | 2 | | 125.4 | | 54.6 | 56.3 | 56.7 | | | 12.4 | 180 | 66 | 5 | 2- | 6.2 |
| DEFAULT | 3 | 31.4 | 101 | | 47.6 | 66 | 53.7 | | 47.6 | 12.7 | 180 | 24 | 25 | 2- | 7.1 |
| DEFAULT | 4 | 23.9 | 107.1 | 23 | 26 | 62 | 69 | 24 | 25 | | 180 | 156 | 1467 | 26- | 7.6 |
| DEFAULT | 5 | 16 | 103 | | 61 | 15 | 104 | | 61 | | 180 | 124 | 15 | 26- | 6.1 |
| DEFAULT | 6 | 27 | 94 | | 59 | 20 | 101 | | 59 | | 180 | 100 | 15 | 26- | 6 |

Phasing Data

| RECORDNAME | INTID | D1 | D2 | D3 | D4 | D5 | D6 | D7 | D8 | D9 | D10 | D11 | D12 | D13 | D14 | D15 | D16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BRP | 4 | 111 | 112 | 212 | 211 | 122 | 121 | 221 | 222 | 311 | 312 | 411 | 412 | 321 | 322 | 421 | 422 |
| MinGreen | 4 | 6 | 15 | 6 | 6 | 6 | 15 | 6 | 6 | | | | | | | | |
| MaxGreen | 4 | 17.2 | 99.5 | 16.6 | 17 | 54.7 | 61.4 | 16.7 | 18 | | | | | | | | |
| VehExt | 4 | 3 | 5 | 3 | 3 | 3 | 5 | 3 | 3 | | | | | | | | |
| TimeBeforeReduce | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | |
| TimeToReduce | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | |
| MinGap | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | | | | | | | | |
| Yellow | 4 | 3.7 | 5.2 | 3.4 | 4.4 | 4.3 | 5.2 | 4.3 | 4.4 | | | | | | | | |
| AllRed | 4 | 3 | 2.4 | 3 | 4.6 | 3 | 2.4 | 3 | 2.6 | | | | | | | | |
| Recall | 4 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | | | | | | | | |
| Walk | 4 | | 7 | | | | 7 | | | | | | | | | | |
| DontWalk | 4 | | 28 | | | | 27 | | | | | | | | | | |
| PedCalls | 4 | | 0 | | | | 0 | | | | | | | | | | |
| MinSplit | 4 | 12.7 | 42.6 | 12.4 | 15 | 13.3 | 41.6 | 13.3 | 13 | | | | | | | | |
| DualEntry | 4 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | | | | | | | | |
| InhibitMax | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | | | | | | | | |
| Start | 4 | 94.6 | 118.5 | 71.6 | 45.6 | 163.6 | 94.6 | 45.6 | 69.6 | | | | | | | | |
| End | 4 | 118.5 | 45.6 | 94.6 | 71.6 | 45.6 | 163.6 | 69.6 | 94.6 | | | | | | | | |
| Yield | 4 | 111.8 | 38 | 88.2 | 62.6 | 38.3 | 156 | 62.3 | 87.6 | | | | | | | | |
| Yield170 | 4 | 111.8 | 10 | 88.2 | 62.6 | 38.3 | 129 | 62.3 | 87.6 | | | | | | | | |
| LocalStart | 4 | 118.6 | 142.5 | 95.6 | 69.6 | 7.6 | 118.6 | 69.6 | 93.6 | | | | | | | | |
| LocalYield | 4 | 135.8 | 62 | 112.2 | 86.6 | 62.3 | 0 | 86.3 | 111.6 | | | | | | | | |
| LocalYield170 | 4 | 135.8 | 34 | 112.2 | 86.6 | 62.3 | 153 | 86.3 | 111.6 | | | | | | | | |
| ActGreen | 4 | 15.4 | 101.3 | 16.6 | 17 | 54.7 | 61.4 | 16.7 | 18 | | | | | | | | |
| BRP | 5 | 111 | 112 | 211 | 212 | 121 | 122 | 221 | 222 | 311 | 312 | 411 | 412 | 321 | 322 | 421 | 422 |
| MinGreen | 5 | 5 | 15 | | 6 | 5 | 15 | | 6 | | | | | | | | |
| MaxGreen | 5 | 9.8 | 96.9 | | 54 | 9 | 97.9 | | 54 | | | | | | | | |
| VehExt | 5 | 2.5 | 5 | | 2.5 | 2.5 | 5 | | 2.5 | | | | | | | | |
| TimeBeforeReduce | 5 | 0 | 0 | | 0 | 0 | 0 | | 0 | | | | | | | | |
| TimeToReduce | 5 | 0 | 0 | | 0 | 0 | 0 | | 0 | | | | | | | | |
| MinGap | 5 | 3 | 3 | | 3 | 3 | 3 | | 3 | | | | | | | | |
| Yellow | 5 | 3.2 | 4.6 | | 4 | 3 | 4.6 | | 4 | | | | | | | | |
| AllRed | 5 | 3 | 1.5 | | 3 | 3 | 1.5 | | 3 | | | | | | | | |
| Recall | 5 | 0 | 3 | | 0 | 0 | 3 | | 0 | | | | | | | | |
| Walk | 5 | | 7 | | | | 7 | | | | | | | | | | |
| DontWalk | 5 | | 11 | | | | 31 | | | | | | | | | | |
| PedCalls | 5 | | 0 | | | | 0 | | | | | | | | | | |
| MinSplit | 5 | 11.2 | 24.1 | | 13 | 11 | 44.1 | | 13 | | | | | | | | |
| DualEntry | 5 | 0 | 1 | | 1 | 0 | 1 | | 1 | | | | | | | | |
| InhibitMax | 5 | 0 | 1 | | 0 | 0 | 1 | | 0 | | | | | | | | |
| Start | 5 | 11.1 | 27.1 | | 130.1 | 11.1 | 26.1 | | 130.1 | | | | | | | | |
| End | 5 | 27.1 | 130.1 | | 11.1 | 26.1 | 130.1 | | 11.1 | | | | | | | | |
| Yield | 5 | 20.9 | 124 | | 4.1 | 20.1 | 124 | | 4.1 | | | | | | | | |
| Yield170 | 5 | 20.9 | 113 | | 4.1 | 20.1 | 93 | | 4.1 | | | | | | | | |
| LocalStart | 5 | 67.1 | 83.1 | | 6.1 | 67.1 | 82.1 | | 6.1 | | | | | | | | |
| LocalYield | 5 | 76.9 | 0 | | 60.1 | 76.1 | 0 | | 60.1 | | | | | | | | |
| LocalYield170 | 5 | 76.9 | 169 | | 60.1 | 76.1 | 149 | | 60.1 | | | | | | | | |
| ActGreen | 5 | 5.5 | 121.4 | | 33.8 | 5.5 | 121.6 | | 33.8 | | | | | | | | |
| BRP | 6 | 111 | 112 | 211 | 212 | 121 | 122 | 221 | 222 | 311 | 312 | 411 | 412 | 321 | 322 | 421 | 422 |
| MinGreen | 6 | 5 | 30 | | 8 | 5 | 15 | | 8 | | | | | | | | |
| MaxGreen | 6 | 21 | 88 | | 51.7 | 13.8 | 95 | | 51.7 | | | | | | | | |
| VehExt | 6 | 2 | 4.5 | | 3 | 2 | 4.5 | | 3 | | | | | | | | |
| TimeBeforeReduce | 6 | 0 | 0 | | 0 | 0 | 0 | | 0 | | | | | | | | |
| TimeToReduce | 6 | 0 | 0 | | 0 | 0 | 0 | | 0 | | | | | | | | |
| MinGap | 6 | 3 | 3 | | 3 | 3 | 3 | | 3 | | | | | | | | |
| Yellow | 6 | 3 | 4.5 | | 4.3 | 3.2 | 4.5 | | 4.3 | | | | | | | | |
| AllRed | 6 | 3 | 1.5 | | 3 | 3 | 1.5 | | 3 | | | | | | | | |
| Recall | 6 | 0 | 3 | | 0 | 0 | 3 | | 0 | | | | | | | | |
| Walk | 6 | | 7 | | | | 7 | | | | | | | | | | |
| DontWalk | 6 | | 10 | | | | 20 | | | | | | | | | | |
| PedCalls | 6 | | 0 | | | | 0 | | | | | | | | | | |
| MinSplit | 6 | 11 | 36 | | 15.3 | 11.2 | 33 | | 15.3 | | | | | | | | |
| DualEntry | 6 | 0 | 1 | | 1 | 0 | 1 | | 1 | | | | | | | | |
| InhibitMax | 6 | 0 | 1 | | 0 | 0 | 1 | | 0 | | | | | | | | |
| Start | 6 | 165 | 12 | | 106 | 165 | 5 | | 106 | | | | | | | | |
| End | 6 | 12 | 106 | | 165 | 5 | 106 | | 165 | | | | | | | | |
| Yield | 6 | 6 | 100 | | 157.7 | 178.8 | 100 | | 157.7 | | | | | | | | |
| Yield170 | 6 | 6 | 90 | | 157.7 | 178.8 | 80 | | 157.7 | | | | | | | | |
| LocalStart | 6 | 65 | 92 | | 6 | 65 | 85 | | 6 | | | | | | | | |
| LocalYield | 6 | 86 | 0 | | 57.7 | 78.8 | 0 | | 57.7 | | | | | | | | |
| LocalYield170 | 6 | 86 | 170 | | 57.7 | 78.8 | 160 | | 57.7 | | | | | | | | |
| ActGreen | 6 | 9.1 | 121.4 | | 30.2 | 6.2 | 124.1 | | 30.2 | | | | | | | | |

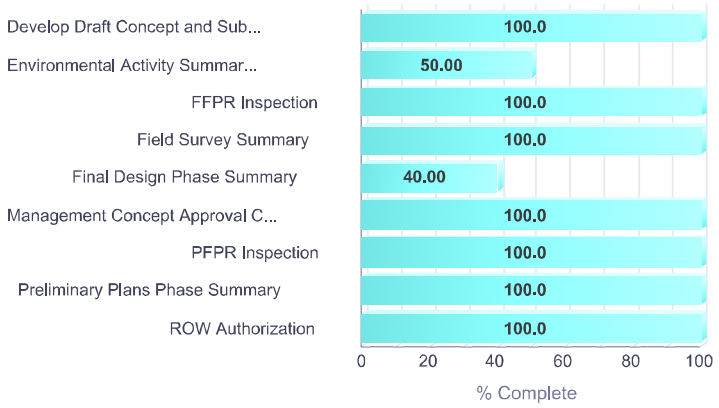
# PRECONSTRUCTION STATUS REPORT

| PROJ ID | COUNTY | DESCRIPTION |
|---|---|---|
| **0017187** | Fulton | **SR 120 FROM NORTH POINT PKWY TO KIMBALL BRIDGE ROAD** |
| Mgmt Let Date: | 2025-07-18 | The project widens Old Milton Parkway from 4-lanes to 6-lanes with a 20-foot raised median from North Point Parkway to Kimball Bridge Road (KBR). All the widening except near the bridge over Big Creek will be to the inside. Total project length is approximately 2 miles. The project will reconstruct the two existing bridges over Big Creek. |

**PROJ NO:**
**MPO TIP#:** FN-176
**MPO:** Atlanta TMA
**PROJ LENGTH (MI):** 2.00
**TYPE WORK:** Widening
**LET RESPONSIBILITY:** GDOT Let
**BIKE PROVISIONS INCLUDED?** N

**SPONSOR:** Alpharetta
**PROJ MGR:** Leverette, Rodney
**DOT DIST:** 7
**CONG DIST:** 006
**HOUSE DIST:** 049, 050
**SENATE DIST:** 014, 048

| Phase | FY Approved | Approved FY Estimate* | Fund | Phase Status |
|---|---|---|---|---|
| Engineering | 2020 | $2,000,000.00 | LOC | AUTHORIZED |
| Construction | 2028 | $10,506,025.85 | Y001 | PRECST |
| Utility | 2028 | $142,800.00 | Y001 | PRECST |
| Right of Way | 2024 | $1,566,842.40 | LOC | AUTHORIZED |
| Construction | | $26,100,000.00 | SGF-C | PRECST |
| Engineering | 2020 | $100,000.00 | HB170 | AUTHORIZED |




| Activity | Actual Start Date | Actual Finish Date |
|---|---|---|
| Preliminary Plans Phase Summary | 2021-09-23 | |
| PFPR Inspection | 2022-12-08 | 2022-12-08 |
| ROW Authorization | 2024-02-08 | 2024-02-08 |
| Develop Draft Concept and Submit (formerly Define Project Concept) | 2020-07-29 | 2021-01-25 |
| Field Survey Summary | 2020-07-29 | 2021-07-08 |
| Environmental Activity Summary (11412 through 18100) | 2020-08-26 | |
| FFPR Inspection | 2024-10-02 | 2024-10-02 |
| Final Design Phase Summary | 2023-11-28 | |
| Management Concept Approval Complete | 2022-03-21 | 2022-03-21 |

**Right of Way Acquisition Information:**
**Preliminary Parcel Count:** 22 **Total Parcel Count:** 23 **Acquired by :** LOC

# FN-176

# 2050 MTP PROJECT FACT SHEET

**Short Title**: SR 120 (OLD MILTON PARKWAY) WIDENING FROM NORTH POINT PARKWAY TO KIMBALL BRIDGE ROAD

**GDOT Project No.** 0017187

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / General Purpose Capacity

**Sponsor** GDOT

**Jurisdiction** Fulton County (North)

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

**Existing Thru Lane** 4

**Planned Thru Lane** 6

**LCI** ☐

**Flex** ☐

**Network Year** 2030

**Corridor Length** 1.94 miles

**Detailed Description and Justification**

This regional capacity enhancement project includes widening of SR 120 (Old Milton Parkway) from 4 lanes to 6 lanes. The City will be working with GDOT to expedite the project using mostly state and local funds.

| Phase Status & Funding Information | | Status | FISCAL YEAR | TOTAL PHASE COST | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | FEDERAL | STATE | BONDS | LOCAL/PRIVATE |
| PE | Local Jurisdiction/Municipality Funds | AUTH | 2020 | **$1,250,000** | ~~$0,000~~ | ~~$0,000~~ | ~~$0,000~~ | ~~$1,250,000~~ |
| PE | Transportation Funding Act (HB 170) | AUTH | 2020 | **$2,000,000** | ~~$0,000~~ | ~~$0,000~~ | ~~$0,000~~ | ~~$2,000,000~~ |
| ROW | Local Jurisdiction/Municipality Funds | AUTH | 2024 | **$1,566,842** | ~~$0,000~~ | ~~$0,000~~ | ~~$0,000~~ | ~~$1,566,842~~ |
| CST | National Highway Performance Program (NHPP) | | 2028 | **$28,994,430** | $23,195,544 | $5,798,886 | $0,000 | $0,000 |
| | | | | **$33,811,272** | **$23,195,544** | **$5,798,886** | **$0,000** | **$4,816,842** |

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

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

ARC



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**City of Alpharetta, Georgia**
**Brookside Area Plan**
**Project List Opinion of Probable Cost**

| # | Applicable Area | Name | Description | Type of Improvement | Engineering | | Construction | | | Total Project Cost |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Year | Cost | Year | Lower Cost | Upper Cost | |
| I.1a | Brookside Parkway | Restriping and Streetscape Upgrades: Brookside Parkway Phase 1 | Corridor enhancements along Brookside Parkway, including a first phase of restriping, the addition of separated bike lanes, and enhanced planting to form a cohesive streetscape | Infrastructure | | $ 40,000 | | $ 200,000 | $ 300,000 | **$ 340,000** |
| I.1b | Brookside Parkway | Roadside Diet and Streetscape Upgrades: Brookside Parkway Phase 2<br>Enhanced Planting: Alexander Drive | Corridor enhancements along North Point Parkway, including a first phase of restriping and the addition of separated bike lanes, and a second phase of road diet, pedestrian sidewalk widening, separated bike lanes, and street trees to form a cohesive streetscape | Infrastructure | | $ 1,200,000 | | $ 4,700,000 | $ 7,400,000 | **$ 8,600,000** |
| I.2 | Alexander Drive | Streetscape Upgrades: Alexander Drive | Corridor enhancements along Alexander Drive, including pedestrian sidewalk widening, separated bike lanes, and street trees to form a cohesive streetscape. | Infrastructure | | | | | | |
| 2.1 | Old Milton Parkway | Streetscape Upgrades: Existing Roadways "Streetscape A" | Corridor enhancements along Old Milton Parkway, including landmark for trail, access to Brookside Park Trail, multi-use trail, planting beds as pedestrian buffer, and wayfinding/signage. | Infrastructure | | $ 200,000 | | $ 1,000,000 | $ 1,200,000 | **$ 1,400,000** |
| 2.2 | Old Milton Parkway | Streetscape Upgrades: Existing Roadways "Streetscape B" | Corridor enhancements along Old Milton Parkway, including wayfinding/signage. | Infrastructure | | $ 1,000 | | $ - | $ 10,000 | **$ 11,000** |
| 2.3 | Old Milton Parkway | Streetscape Upgrades: Existing Roadways "Streetscape B" and "Streetscape C" | Corridor enhancements along Old Milton Parkway, including multi-use trail and wayfinding/signage. | Infrastructure | | $ 200,000 | | $ 600,000 | $ 900,000 | **$ 1,100,000** |
| 3.1 | Old Milton Parkway and Brookside Drive | Intersection Upgrades: Old Milton Parkway at Brookside Drive (Northwest and Southeast) | Intersection enhancements at existing signalized intersection of Old Milton Parkway and Brookside Drive (Northwest), including signal timing verification/enhancements, pedestrian traffic signal, street illumination, advanced warning signs, and high visibility crosswalk marking. | Infrastructure | | $ 20,000 | | $ 80,000 | $ 100,000 | **$ 120,000** |
| 3.2 | Old Milton Parkway and Brookside Drive - Southeast | Intersection Upgrades: Old Milton Parkway at Brookside Drive (Southeast) | Intersection enhancements at existing signalized intersection of Old Milton Parkway and Brookside Drive (Southeast), including pedestrian traffic signal, street illumination, advanced warning signs, high visibility crosswalk marking, and a median refuge island. | Infrastructure | | | | | | |
| 4.1 | Pedestrian Loop | Parallel Trail Pathway | Construct an outer loop multiuse path situated parallel to Brookside Parkway | Walkability | | $ 200,000 | | $ 700,000 | $ 1,200,000 | **$ 1,400,000** |
| 5.1 | Brookside Park | Park Gateway | Design a gateway into Brookside Park to include entrance feature, landscape, hardscape, and wayfinding signage | Park | | 300,000 | | | | 300,000 |
| **Subotals** | | | | | | **$ 2,161,000** | | **$ 7,280,000** | **$ 11,110,000** | **$ 13,271,000** |

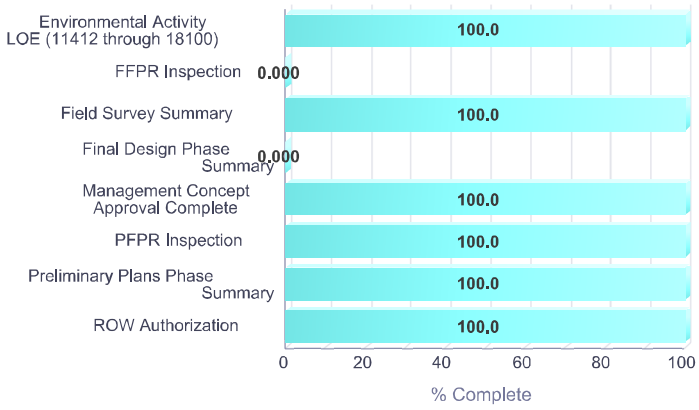
# PRECONSTRUCTION STATUS REPORT

| PROJ ID | COUNTY | DESCRIPTION |
|---|---|---|
| **0017814** | Fulton | **CS 9216/NORTH POINT PKWY FROM MANSELL RD TO HAYNES BRIDGE RD** |
| Mgmt Let Date: | 2026-12-15 | The CS 9216/North Point Parkway project includes 1.5 miles of street enhancements and roadway improvements from Mansell Road to Haynes Bridge Road located in the City of Alpharetta, Fulton County, Georgia. |

**PROJ NO:**
**MPO TIP#:** FN-179
**MPO:** Atlanta TMA
**PROJ LENGTH (MI):** 1.40
**TYPE WORK:** Streetscapes
**LET RESPONSIBILITY:** Local Let
**BIKE PROVISIONS INCLUDED?** N

**SPONSOR:** Alpharetta
**PROJ MGR:** Mckown, April
**DOT DIST:** 7
**CONG DIST:** 006
**HOUSE DIST:** 048, 049
**SENATE DIST:** 014

| Phase | FY Approved | Approved FY Estimate* | Fund | Phase Status |
|---|---|---|---|---|
| Construction | 2026 | $6,250,000.00 | Y230 | PRECST |
| Right of Way | 2025 | $4,340,000.00 | Y230 | AUTHORIZED |
| Construction | 2026 | $11,650,000.00 | LOC | PRECST |
| Engineering | 2021 | $2,000,000.00 | Z230 | AUTHORIZED |




| Activity | Actual Start Date | Actual Finish Date |
|---|---|---|
| Field Survey Summary | 2021-08-19 | 2022-01-18 |
| PFPR Inspection | 2023-11-15 | 2023-11-15 |
| Final Design Phase Summary | | |
| ROW Authorization | 2024-09-18 | 2024-09-18 |
| Management Concept Approval Complete | 2023-05-05 | 2023-05-05 |
| Preliminary Plans Phase Summary | 2021-08-18 | |
| FFPR Inspection | | |
| Environmental Activity LOE (11412 through 18100) | 2021-10-06 | 2024-06-14 |

**Right of Way Acquisition Information:**
**Preliminary Parcel Count:** 52 **Total Parcel Count:** 52 **Acquired by :** LOC

# FN-179

# 2050 MTP PROJECT FACT SHEET

**Short Title**: NORTH POINT PARKWAY LID STREETSCAPE ENHANCEMENTS AND COMPLETE STREETS UPGRADE FROM MANSELL ROAD TO HAYNES BRIDGE ROAD

| | |
|---|---|
| **GDOT Project No.** | 0017814 |
| **Federal ID No.** | N/A |
| **Status** | Programmed |
| **Service Type** | Last Mile Connectivity / Complete Street Retrofit |
| **Sponsor** | City of Alpharetta |
| **Jurisdiction** | Fulton County (North) |
| **Analysis Level** | In the Region's Air Quality Conformity Analysis |

| | | | | | |
|---|---|---|---|---|---|
| **Existing Thru Lane** | 6 | **LCI** | X | **Network Year** | 2030 |
| **Planned Thru Lane** | 4 | **Flex** | | **Corridor Length** | 1.4 miles |

**Detailed Description and Justification**

This project proposes corridor enhancements along North Point Parkway, including pedestrian sidewalk widening, installation of pedestrian lighting, street trees, LID/stormwater management, smart technologies, and bicycle side paths to form a cohesive streetscape

| Phase Status & Funding Information | | Status | FISCAL YEAR | TOTAL PHASE COST | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | FEDERAL | STATE | BONDS | LOCAL/PRIVATE |
| PE | Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation | AUTH | 2021 | **$2,000,000** | ~~$1,600,000~~ | ~~$0,000~~ | ~~$0,000~~ | ~~$400,000~~ |
| ROW | Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation | | 2025 | **$6,250,000** | $5,000,000 | $0,000 | $0,000 | $1,250,000 |
| CST | Local Jurisdiction/Municipality Funds | | 2027 | **$22,750,000** | $0,000 | $0,000 | $0,000 | $22,750,000 |
| CST | Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation | | 2027 | **$6,250,000** | $5,000,000 | $0,000 | $0,000 | $1,250,000 |
| | | | | **$37,250,000** | **$11,600,000** | **$0,000** | **$0,000** | **$25,650,000** |

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

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.



**Report Generated:** 6/7/2024

# PRECONSTRUCTION STATUS REPORT

| PROJ ID | COUNTY | DESCRIPTION |
|---|---|---|
| 0020927 | Fulton | SR 141 FROM OLD ALABAMA ROAD TO STATE BRIDGE ROAD |

Mgmt Let Date:

The project will add three left turn lanes southbound on Medlock Bridge Road, three left turn lanes westbound on State Bridge Road, and three through lanes northbound on Medlock Bridge Road. In addition, a 10 ft trail will be added on the west side of the project. The project will add a third through lane northbound, that trap right turn will no longer be a pinch point along with the addition of a 10 ft tail on the east side of the corridor. Lighting and landscaping along the whole corridor will be included as part of this project.

**PROJ NO:**

**MPO TIP#:**

**MPO:** Atlanta TMA
**PROJ LENGTH (MI):** 0.47
**TYPE WORK:** Roadway Project
**LET RESPONSIBILITY:** Local Let
**BIKE PROVISIONS INCLUDED?** N

**SPONSOR:** Johns Creek
**PROJ MGR:** Childs Jr, Frank
**DOT DIST:** 7
**CONG DIST:** 007
**HOUSE DIST:** 048, 050
**SENATE DIST:** 048

| Phase | FY Approved | Approved FY Estimate* | Fund | Phase Status |
|---|---|---|---|---|
| Construction | 2027 | $4,800,000.00 | LOC | PRECST |
| Right of Way | 2026 | $1,400,000.00 | LOC | PRECST |
| Engineering | 2025 | $717,000.00 | LOC | PRECST |

No data to display

| Activity | Actual Start Date | Actual Finish Date |
|---|---|---|

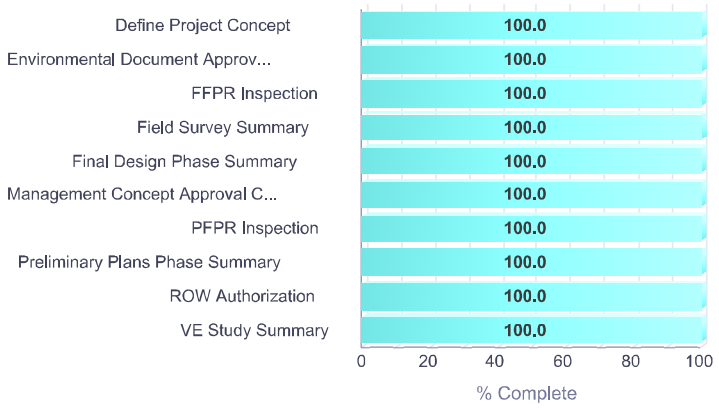
**Right of Way Acquisition Information:**
**Preliminary Parcel Count:** 9 **Total Parcel Count:** **Acquired by :** N/R

# PRECONSTRUCTION STATUS REPORT

| PROJ ID | COUNTY | DESCRIPTION |
|---|---|---|
| **0007838** | Fulton | **SR 9 FROM WINDWARD PKWY TO FORSYTH COUNTY LINE** |
| Mgmt Let Date: | 2023-12-15 | The project proposes to widen SR 9 from Windward Pkwy to the Fulton/Forsyth Co. Line in Fulton Co. to a continuous four lane urban roadway with a raised median. The raised median ranges from 16 to 28 feet. Also, the proposed project consists of the reconfiguration of side roads, addition of pedestrian and bicycle facilities, traffic and operational improvements, and signal upgrades. The intersection at Bethany Bend will be re-aligned into two ninety degree intersections. Left & right turn lanes will be provided at all major intersections. The length of the proposed project is 3.04 miles. |

| | | | |
|---|---|---|---|
| **PROJ NO:** | CSSTP-0007-00(838) | **SPONSOR:** | GDOT |
| **MPO TIP#:** | FN-222 | **PROJ MGR:** | Okonmkpae to, Eka |
| **MPO:** | Atlanta TMA | **DOT DIST:** | 7 |
| **PROJ LENGTH (MI):** | 3.04 | **CONG DIST:** | 006 |
| **TYPE WORK:** | Widening | **HOUSE DIST:** | 024, 047 |
| **LET RESPONSIBILITY:** | GDOT Let | **SENATE DIST:** | 021 |
| **BIKE PROVISIONS INCLUDED?** | Y | | |

| Phase | FY Approved | Approved FY Estimate* | Fund | Phase Status |
|---|---|---|---|---|
| Engineering | | $2,500,000.00 | HB170 | PRECST |
| Engineering | 2019 | $300,000.00 | HB170 | AUTHORIZED |
| Engineering | 2013 | $3,262,353.00 | M240 | AUTHORIZED |
| Right of Way | 2018 | $15,710,000.00 | HB170 | AUTHORIZED |
| Construction | 2024 | $68,008,484.29 | HB170 | AUTHORIZED |
| Engineering | 2020 | $1,743,605.00 | HB170 | AUTHORIZED |




| Activity | Actual Start Date | Actual Finish Date |
|---|---|---|
| PFPR Inspection | 2016-05-25 | 2016-05-25 |
| ROW Authorization | 2017-07-10 | 2017-07-10 |
| Define Project Concept | 2013-01-25 | 2013-07-31 |
| Final Design Phase Summary | 2017-02-08 | 2023-09-19 |
| Management Concept Approval Complete | 2014-09-16 | 2014-09-16 |
| Preliminary Plans Phase Summary | 2015-10-16 | 2019-01-09 |
| Environmental Document Approval Summary (11412 through 18100) | 2014-07-31 | 2015-07-07 |
| VE Study Summary | 2017-06-01 | 2017-12-07 |
| Field Survey Summary | 2015-01-09 | 2015-06-12 |
| FFPR Inspection | 2022-12-15 | 2022-12-15 |

**Right of Way Acquisition Information:**
**Preliminary Parcel Count:** 136 **Total Parcel Count:** 139 **Acquired by :** DOT

# FN-222

# 2050 MTP PROJECT FACT SHEET

**Short Title** SR 9 (CUMMING HIGHWAY) WIDENING FROM WINDWARD PARKWAY TO FORSYTH COUNTY LINE

**GDOT Project No.** 0007838

**Federal ID No.** CSSTP-0007-00(838)

**Status** Completed

**Service Type** Roadway / General Purpose Capacity

**Sponsor** GDOT

**Jurisdiction** Fulton County (North)

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

**Existing Thru Lane** 2

**Planned Thru Lane** 4

**LCI** ☐

**Flex** ☐

**Network Year** 2030

**Corridor Length** 3 miles

**Detailed Description and Justification**

This project involves adding one general purpose lane in each direction along SR 9 (Cumming Highway) between Windward Parkway and the Forsyth County line.

| Phase Status & Funding Information | | Status | FISCAL YEAR | TOTAL PHASE COST | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | FEDERAL | STATE | BONDS | LOCAL/PRIVATE |
| PE | STP - Statewide Flexible (GDOT) | AUTH | 2013 | **$3,262,353** | ~~$2,609,882~~ | ~~$652,471~~ | ~~$0,000~~ | ~~$0,000~~ |
| PE | Transportation Funding Act (HB 170) | AUTH | 2019 | **$300,000** | ~~$0,000~~ | ~~$300,000~~ | ~~$0,000~~ | ~~$0,000~~ |
| PE | Transportation Funding Act (HB 170) | AUTH | 2020 | **$1,743,605** | ~~$0,000~~ | ~~$1,743,605~~ | ~~$0,000~~ | ~~$0,000~~ |
| ROW | Transportation Funding Act (HB 170) | AUTH | 2018 | **$15,710,000** | ~~$0,000~~ | ~~$15,710,000~~ | ~~$0,000~~ | ~~$0,000~~ |
| UTL | Transportation Funding Act (HB 170) | AUTH | 2024 | **$2,739,419** | ~~$0,000~~ | ~~$2,739,419~~ | ~~$0,000~~ | ~~$0,000~~ |
| CST | Transportation Funding Act (HB 170) | AUTH | 2024 | **$68,008,484** | ~~$0,000~~ | ~~$68,008,484~~ | ~~$0,000~~ | ~~$0,000~~ |
| | | | | **$91,763,861** | **$2,609,882** | **$89,153,979** | **$0,000** | **$0,000** |

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

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

ARC



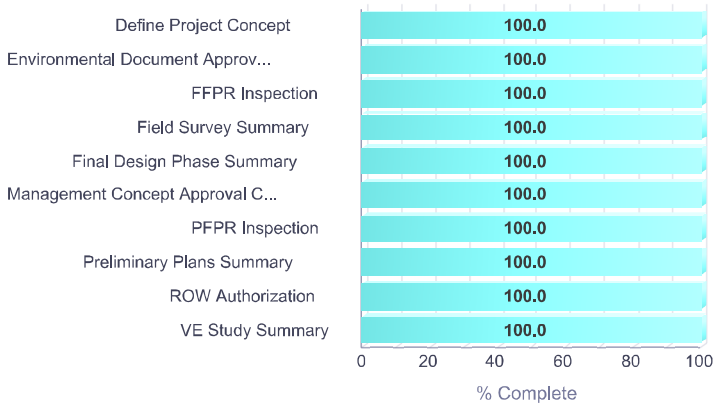
**Report Generated:** 6/7/2024

# PRECONSTRUCTION STATUS REPORT

| PROJ ID | COUNTY | DESCRIPTION |
|---|---|---|
| **721780-** | Fulton | **SR 9 FROM ACADEMY STREET TO WINDWARD PKWY** |
| Mgmt Let Date: | 2020-11-20 | The four-lane context sensitive urban design would widen and reconstruct SR 9 from Upper Hembree Road to Windward Parkway. The improvement consist of side roads reconfiguration, signal upgrades, multi-use path, on-street parking, brick pavers sidewalk, raised and flush medians, ornament landscape trees and pedestrian lighting. Twinned with PI#721790, PI#721780 begins at the intersection of Main Street/Academy Street and ends at the intersection of North Main Street/Windward Parkway. This portion of the project would increase the existing two-lane urban roadway to a four lane context sensitive roadway. |

| | | | |
|---|---|---|---|
| **PROJ NO:** | STP00-0114-01(084) | **SPONSOR:** | GDOT |
| **MPO TIP#:** | FN-067A | **PROJ MGR:** | Okonmkpae to, Eka |
| **MPO:** | Atlanta TMA | **DOT DIST:** | 7 |
| **PROJ LENGTH (MI):** | 2.10 | **CONG DIST:** | 006 |
| **TYPE WORK:** | Widening | **HOUSE DIST:** | 047 |
| **LET RESPONSIBILITY:** | GDOT Let | **SENATE DIST:** | 021 |
| **BIKE PROVISIONS INCLUDED?** | Y | | |

| Phase | FY Approved | Approved FY Estimate* | Fund | Phase Status |
|---|---|---|---|---|
| Engineering | 2007 | $925,080.00 | Q23 | AUTHORIZED |
| Construction | 2021 | $22,704,001.53 | HB170 | AUTHORIZED |
| Engineering | 1993 | $1,520,000.00 | Q24 | AUTHORIZED |
| Right of Way | 2016 | $28,933,500.00 | HB170 | AUTHORIZED |
| Engineering | 2013 | $2,000,000.00 | M240 | AUTHORIZED |




| Activity | Actual Start Date | Actual Finish Date |
|---|---|---|
| Final Design Phase Summary | 2014-01-27 | 2018-10-09 |
| Management Concept Approval Complete | 2011-05-04 | 2011-05-04 |
| Define Project Concept | 2007-08-12 | 2009-03-11 |
| ROW Authorization | 2016-02-05 | 2016-02-05 |
| Preliminary Plans Summary | 2008-02-20 | 2014-08-15 |
| PFPR Inspection | 2014-07-01 | 2014-07-02 |
| VE Study Summary | 2009-09-18 | 2009-12-09 |
| FFPR Inspection | 2018-07-18 | 2018-07-19 |
| Field Survey Summary | 2010-04-11 | 2011-03-03 |
| Environmental Document Approval Summary (00800 through 18100) | 2014-05-12 | 2015-04-15 |

**Right of Way Acquisition Information:**

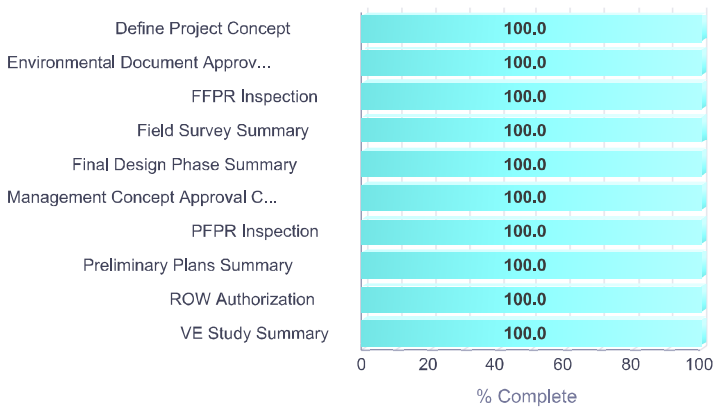
**Preliminary Parcel Count:** 123 **Total Parcel Count:** 123 **Acquired by :** DOT

# PRECONSTRUCTION STATUS REPORT

| PROJ ID | COUNTY | DESCRIPTION |
|---|---|---|
| **721790-** | Fulton | **SR 9 FROM UPPER HEMBREE ROAD TO ACADEMY STREET** |
| Mgmt Let Date: | 2020-11-20 | The four-lane context sensitive urban design would widen and reconstruct SR 9 from Upper Hembree Road to Windward Parkway. The improvement consist of side roads reconfiguration, signal upgrades, multi-use path, on-street parking, brick pavers sidewalk, raised and flush medians, ornament landscape trees and pedestrian lighting. Twinned with PI#721780, PI#721790 begins from the intersection of South Main Street/Upper Hembree Road and ends at Academy Street intersection, in downtown Alpharetta. This portion of the project would tie into the existing five-lane urban section while providing operational improvements, including installations of a raised and flush medians, turn lanes, bicycle and pedestrian facilities. |

| | | | |
|---|---|---|---|
| **PROJ NO:** | STP00-0114-01(085) | **SPONSOR:** | GDOT |
| **MPO TIP#:** | FN-067B | **PROJ MGR:** | Okonmkpae to, Eka |
| **MPO:** | Atlanta TMA | **DOT DIST:** | 7 |
| **PROJ LENGTH (MI):** | 1.80 | **CONG DIST:** | 006 |
| **TYPE WORK:** | Roadway Project | **HOUSE DIST:** | 047, 048, 049 |
| **LET RESPONSIBILITY:** | GDOT Let | **SENATE DIST:** | 021 |
| **BIKE PROVISIONS INCLUDED?** | Y | | |

| Phase | FY Approved | Approved FY Estimate* | Fund | Phase Status |
|---|---|---|---|---|
| Right of Way | 2017 | $15,860,000.00 | HB170 | AUTHORIZED |
| Construction | 2021 | $14,734,365.12 | HB170 | AUTHORIZED |
| Engineering | 2013 | $2,000,000.00 | M240 | AUTHORIZED |
| Engineering | 1993 | $1,520,000.00 | Q23 | AUTHORIZED |
| Engineering | 2007 | $960,413.77 | L230 | AUTHORIZED |




| Activity | Actual Start Date | Actual Finish Date |
|---|---|---|
| VE Study Summary | 2009-09-18 | 2009-12-09 |
| Field Survey Summary | 2010-04-11 | 2011-03-29 |
| Environmental Document Approval Summary (11412 through 18100) | 2007-08-12 | 2015-04-15 |
| Management Concept Approval Complete | 2011-05-04 | 2011-05-04 |
| Define Project Concept | 2007-08-12 | 2009-03-11 |
| Final Design Phase Summary | 2014-01-27 | 2018-10-09 |
| FFPR Inspection | 2018-07-18 | 2018-07-19 |
| PFPR Inspection | 2014-07-01 | 2014-07-02 |
| Preliminary Plans Summary | 2008-02-20 | 2014-08-15 |
| ROW Authorization | 2016-06-28 | 2016-06-28 |

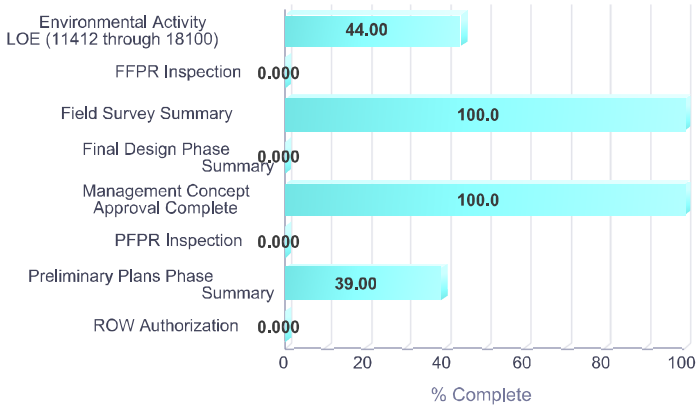
**Right of Way Acquisition Information:**
**Preliminary Parcel Count:** 80 **Total Parcel Count:** 81 **Acquired by :** DOT

# PRECONSTRUCTION STATUS REPORT

| PROJ ID | COUNTY | DESCRIPTION |
|---|---|---|
| **0019211** | Fulton | **NORTH POINT ALPHA LINK TRAIL - LCI** |
| Mgmt Let Date: | 2027-10-15 | The North Point Alpha Link is a proposed shared-use path within the City of Alpharetta connecting the existing bicycle and pedestrian facilities along Encore Parkway to the Alpha Loop path at Haynes Bridge Road. The project begins at Encore Parkway, runs parallel to SR 400 on new location, then follows Haynes Bridge Road. |

| | | | |
|---|---|---|---|
| **PROJ NO:** | | **SPONSOR:** | Alpharetta |
| **MPO TIP#:** | FN-350 | **PROJ MGR:** | Mckown, April |
| **MPO:** | Atlanta TMA | **DOT DIST:** | 7 |
| **PROJ LENGTH (MI):** | 1.40 | **CONG DIST:** | 006 |
| **TYPE WORK:** | Shared Use Path | **HOUSE DIST:** | 048 |
| **LET RESPONSIBILITY:** | Local Let | **SENATE DIST:** | 021 |
| **BIKE PROVISIONS INCLUDED?** | N | | |

| Phase | FY Approved | Approved FY Estimate* | Fund | Phase Status |
|---|---|---|---|---|
| Engineering | 2022 | $1,250,000.00 | Z230 | AUTHORIZED |
| Right of Way | 2026 | $7,072,000.00 | LOC | PRECST |
| Utility | 2028 | $500,000.00 | LOC | PRECST |
| Engineering | 2025 | $1,000,000.00 | Y230 | PRECST |
| Construction | 2028 | $10,864,166.62 | LOC | PRECST |




| Activity | Actual Start Date | Actual Finish Date |
|---|---|---|
| PFPR Inspection | | |
| Environmental Activity LOE (11412 through 18100) | 2023-03-15 | |
| FFPR Inspection | | |
| Preliminary Plans Phase Summary | 2023-03-15 | |
| ROW Authorization | | |
| Final Design Phase Summary | | |
| Field Survey Summary | 2023-04-20 | 2023-07-28 |
| Management Concept Approval Complete | 2024-09-16 | 2024-09-16 |

**Right of Way Acquisition Information:**
**Preliminary Parcel Count:** 10 **Total Parcel Count:** **Acquired by :** LOC

# FN-350

# 2050 MTP PROJECT FACT SHEET

| | |
|---|---|
| **Short Title** | NORTH POINT ALPHA LINK TRAIL FROM HAYNES BRIDGE ROAD AND NORTHWINDS PARKWAY TO ENCORE PARKWAY |
| **GDOT Project No.** | 0019211 |
| **Federal ID No.** | N/A |
| **Status** | Programmed |
| **Service Type** | Last Mile Connectivity / Sidepaths and Trails |
| **Sponsor** | City of Alpharetta |
| **Jurisdiction** | Fulton County (North) |
| **Analysis Level** | Exempt from Air Quality Analysis (40 CFR 93) |

| | | | | | |
|---|---|---|---|---|---|
| **Existing Thru Lane** | N/A | **LCI** | X | **Network Year** | TBD |
| **Planned Thru Lane** | N/A | **Flex** | | **Corridor Length** | 1.15 miles |

**Detailed Description and Justification**

The North Point Alpha Link is a proposed multiuse trail connecting Haynes Bridge Road to Encore Parkway, within the GA400 buffer. The trail will provide a key piece in the overall Alpha Loop system, connecting to the Big Creek Greenway, the new Greenway Park (currently funded and in design), Alpharetta's Downtown district, Avalon, and the North Point Mall area.

| Phase Status & Funding Information | | Status | FISCAL YEAR | TOTAL PHASE COST | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | FEDERAL | STATE | BONDS | LOCAL/PRIVATE |
| PE | Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation | AUTH | 2022 | **$1,250,000** | ~~$1,000,000~~ | ~~$0,000~~ | ~~$0,000~~ | ~~$250,000~~ |
| ROW | Local Jurisdiction/Municipality Funds | | 2026 | **$400,000** | $0,000 | $0,000 | $0,000 | $400,000 |
| UTL | Local Jurisdiction/Municipality Funds | | 2028 | **$500,000** | $0,000 | $0,000 | $0,000 | $500,000 |
| CST | Local Jurisdiction/Municipality Funds | | 2028 | **$6,000,000** | $0,000 | $0,000 | $0,000 | $6,000,000 |
| | | | | **$8,150,000** | **$1,000,000** | **$0,000** | **$0,000** | **$7,150,000** |

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

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

ARC



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# FN-220

# 2050 MTP PROJECT FACT SHEET

**Short Title**: STATE BRIDGE ROAD WIDENING FROM KIMBALL BRIDGE ROAD TO MEDLOCK BRIDGE ROAD

| | |
|---|---|
| **GDOT Project No.** | N/A |
| **Federal ID No.** | N/A |
| **Status** | Long Range |
| **Service Type** | Roadway / General Purpose Capacity |
| **Sponsor** | City of Johns Creek |
| **Jurisdiction** | Fulton County (North) |
| **Analysis Level** | In the Region's Air Quality Conformity Analysis |

| | | | | | |
|---|---|---|---|---|---|
| **Existing Thru Lane** | 4 | **LCI** | | **Network Year** | 2030 |
| **Planned Thru Lane** | 6 | **Flex** | | **Corridor Length** | 3.5 miles |

**Detailed Description and Justification**

This project will widen State Bridge Road from 4 to 6 lanes between Kimball Bridge and Medlock Bridge and may include improvements such as sidewalks, trails and landscaping.

| Phase Status & Funding Information | | Status | FISCAL YEAR | TOTAL PHASE COST | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | FEDERAL | STATE | BONDS | LOCAL/PRIVATE |
| ALL | Local Jurisdiction/Municipality Funds | | LR 2029-2030 | **$8,000,000** | $0,000 | $0,000 | $0,000 | $8,000,000 |
| | | | | **$8,000,000** | **$0,000** | **$0,000** | **$0,000** | **$8,000,000** |

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

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

ARC



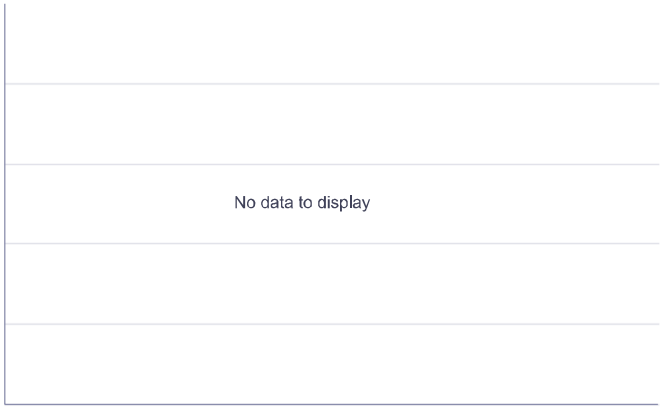
**Report Generated:** 6/7/2024

# PRECONSTRUCTION STATUS REPORT

| PROJ ID | COUNTY | DESCRIPTION |
|---|---|---|
| **722010-** | Fulton | **SR 400 FROM SR 140/HOLCOMB BRIDGE RD TO MCFARLAND RD GRTA** |
| Mgmt Let Date: | 2005-08-19 | This project adds lanes and a median barrier to the existing median of SR 400 from Holcomb Bridge Road to McFarland Road. One lane will be added northbound from Holcomb Bridge Road to Haynes Bridge Road. Two lanes will be added northbound from Haynes Bridge Road to Windward Parkway. One lane will be added northbound from Windward Parkway to McFarland Road. One lane will be added southbound from McFarland Road to Haynes Bridge Road. In addition, five locations have been identified where noise walls will be constructed. This project is part of the Governor's Fast Forward Program. |

| | | | |
|---|---|---|---|
| **PROJ NO:** | NH000-0056-01(059) | **SPONSOR:** | Georgia Regional Transportation Authority |
| **MPO TIP#:** | FN-AR-400A&B | **PROJ MGR:** | Richardson, Darrell |
| **MPO:** | Atlanta TMA | **DOT DIST:** | 7 |
| **PROJ LENGTH (MI):** | 8.97 | **CONG DIST:** | 006, 009 |
| **TYPE WORK:** | Widening | **HOUSE DIST:** | 024, 047, 048, 049, 051 |
| **LET RESPONSIBILITY:** | GDOT Let | **SENATE DIST:** | 014, 021, 027 |
| **BIKE PROVISIONS INCLUDED?** | N | | |

| Phase | FY Approved | Approved FY Estimate* | Fund | Phase Status |
|---|---|---|---|---|
| Engineering | 2005 | $2,977.92 | Q05 | AUTHORIZED |
| Construction | 2006 | $6,246,433.88 | L240 | AUTHORIZED |
| Construction | 2006 | $67,788,645.60 | Q05 | AUTHORIZED |




| Activity | Actual Start Date | Actual Finish Date |
|---|---|---|

**Right of Way Acquisition Information:**
**Preliminary Parcel Count:** **Total Parcel Count:** **Acquired by :** N/R

# PRECONSTRUCTION STATUS REPORT

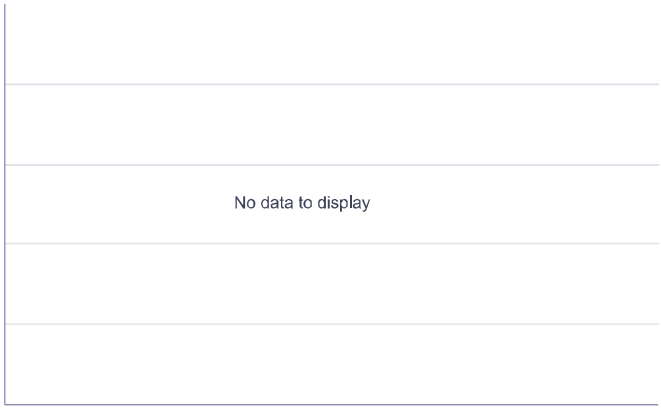
| PROJ ID | COUNTY | DESCRIPTION |
|---|---|---|
| **0008444** | Fulton | **SR 400 FROM CR 209/SPALDING DR TO CR 458/MCFARLAND ROAD** |

Mgmt Let Date:

Draft:
Flex Lane on ouside shoulders of SR 400 (1 in each direction) from Chatahoochee River to 285. When general purpose lanes drop to 35mph, the flex Lanes will be opened for general use.

| | | | |
|---|---|---|---|
| **PROJ NO:** | CSNHS-0008-00(444) | **SPONSOR:** | GDOT |
| **MPO TIP#:** | | **PROJ MGR:** | Lobdell, Michael A |
| **MPO:** | Atlanta TMA | **DOT DIST:** | 1, 7 |
| **PROJ LENGTH (MI):** | 13.70 | **CONG DIST:** | 006 |
| **TYPE WORK:** | | **HOUSE DIST:** | 024, 047, 048, 049, 051, 052 |
| **LET RESPONSIBILITY:** | GDOT Let | **SENATE DIST:** | 014, 021, 027 |
| **BIKE PROVISIONS INCLUDED?** | N | | |

| Phase | FY Approved | Approved FY Estimate* | Fund | Phase Status |
|---|---|---|---|---|
| Construction | 2052 | $12,189,271.03 | Y001 | PRECST |
| Engineering | 2052 | $487,570.84 | Y001 | PRECST |




| Activity | Actual Start Date | Actual Finish Date |
|---|---|---|

**Right of Way Acquisition Information:**
**Preliminary Parcel Count:** 0 **Total Parcel Count:** **Acquired by :** N/R

# PRECONSTRUCTION STATUS REPORT

| PROJ ID | COUNTY | DESCRIPTION |
|---|---|---|
| **0001757** | Fulton | **SR 400 FM N SPRINGS MARTA STATION TO MCFARLAND RD-EXPRESS LN** |

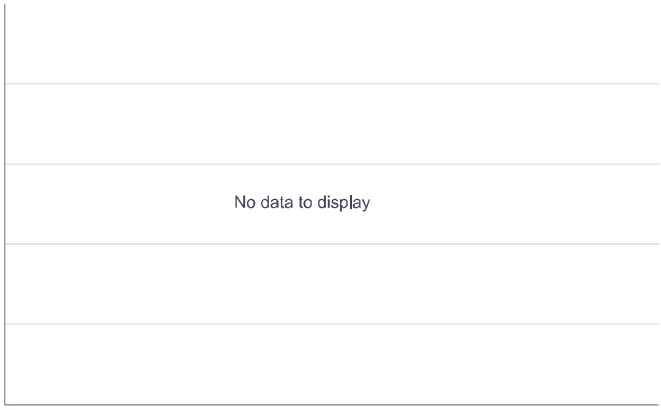
Mgmt Let Date:

Major Mobility Investment Program (MMIP); Design-Build-Finance delivery of SR 400, one of the most congested facilities in metro Atlanta. The addition of Express Lanes (EL) to this corridor will provide reliable trip times from I-285 to McFarland Road. The proposed Express Lanes will be constructed to directly connect to the the future I-285 Top End Express Lanes. This mobility enhancing project would consist of: · Two Express Lanes in each direction along SR 400 between the North Springs MARTA station and McGinnis Ferry Road. · One Express Lane in each direction from McGinnis Ferry Road to just north of McFarland Road. Intermediate access points to the ELs would be provided throughout the corridor.

| | | | |
|---|---|---|---|
| **PROJ NO:** | MSL00-0001-00(757) | **SPONSOR:** | GDOT |
| **MPO TIP#:** | AR-ML-300 | **PROJ MGR:** | James, Xavier Marcus |
| **MPO:** | Atlanta TMA | **DOT DIST:** | 1, 7 |
| **PROJ LENGTH (MI):** | 16.00 | **CONG DIST:** | 006 |
| **TYPE WORK:** | Managed Lanes | **HOUSE DIST:** | 024, 047, 048, 049, 051, 052 |
| **LET RESPONSIBILITY:** | GDOT Let | **SENATE DIST:** | 014, 021, 027 |
| **BIKE PROVISIONS INCLUDED?** | N | | |

| Phase | FY Approved | Approved FY Estimate* | Fund | Phase Status |
|---|---|---|---|---|
| Construction | 2025 | $72,990,000.00 | BRT | AUTHORIZED |
| Right of Way | 2019 | $19,820,000.00 | Z001 | AUTHORIZED |
| Engineering | 2010 | $728,806.25 | LY10S | AUTHORIZED |
| Engineering | 2021 | $4,250,000.00 | Z001 | AUTHORIZED |
| Right of Way | 2023 | $22,643,517.00 | GRV-2 | AUTHORIZED |
| Engineering | 2018 | $9,400,000.00 | Z001 | AUTHORIZED |
| Utility | 2021 | $25,650,000.00 | HB170 | AUTHORIZED |
| Right of Way | 2021 | $19,250,000.00 | BRT | AUTHORIZED |
| Engineering | 2020 | 0.00 | BRT | AUTHORIZED |
| Construction | 2025 | $68,729,298.00 | INFRA | AUTHORIZED |
| Engineering | 2020 | $2,400,000.00 | Z001 | AUTHORIZED |
| Engineering | 2017 | $5,000,000.00 | HB170 | AUTHORIZED |
| Construction | 2030 | $75,197,040.00 | Y001 | PRECST |
| Construction | 2031 | $60,000,000.00 | HB170 | PRECST |
| Construction | 2023 | $400,000.00 | YS30 | AUTHORIZED |
| Construction | 2028 | $365,066,262.00 | Y001 | PRECST |
| Engineering | 2005 | $461,217.80 | Q05 | AUTHORIZED |
| Engineering | 2019 | $17,400,000.00 | Z001 | AUTHORIZED |
| Engineering | 2023 | $4,700,000.00 | Y001 | AUTHORIZED |
| Construction | 2031 | $20,593,947.00 | Y001 | PRECST |
| Construction | 2029 | $236,682,583.00 | PVT | PRECST |
| Engineering | 2005 | $8,538,782.20 | L010 | AUTHORIZED |
| Construction | 2031 | $160,800,052.00 | PVT | PRECST |
| Construction | 2022 | $12,864,502.00 | Z001 | AUTHORIZED |
| Right of Way | 2027 | $15,356,483.00 | Y001 | PRECST |
| Construction | 2026 | $101,426,261.00 | INFRA | PRECST |
| Construction | 2030 | $236,682,583.00 | PVT | PRECST |
| Construction | 2027 | $236,935,484.00 | Y001 | PRECST |
| Construction | 2025 | $60,000,000.00 | GRV-2 | AUTHORIZED |
| Construction | 2026 | $66,271,123.00 | PVT | PRECST |
| Right of Way | 2025 | $1,401,110.00 | Y001 | PRECST |
| Construction | 2025 | $60,000,000.00 | GRB | AUTHORIZED |
| Construction | 2027 | $177,511,937.00 | PVT | PRECST |
| Right of Way | 2020 | $26,000,000.00 | GRV-1 | AUTHORIZED |
| Right of Way | 2021 | $12,000,000.00 | GRV-2 | AUTHORIZED |
| Engineering | 2011 | $2,060,253.01 | 44220 | AUTHORIZED |
| Construction | 2029 | $259,066,262.00 | Y001 | PRECST |
| Construction | 2028 | $236,682,583.00 | PVT | PRECST |
| Engineering | 2010 | $171,095.00 | HY10 | AUTHORIZED |
| Construction | 2024 | $7,500,000.00 | Y001 | AUTHORIZED |
| Construction | 2022 | $60,000,000.00 | INFRA | AUTHORIZED |
| Right of Way | 2022 | $18,500,000.00 | GRV-2 | AUTHORIZED |
| Construction | 2022 | $2,010,000.00 | BRT | AUTHORIZED |
| Right of Way | 2026 | $30,000,000.00 | Y001 | PRECST |
| Construction | 2026 | $60,121,462.00 | Y001 | PRECST |

# PRECONSTRUCTION STATUS REPORT




| Activity | Actual Start Date | Actual Finish Date |
|---|---|---|

**Right of Way Acquisition Information:**
**Preliminary Parcel Count:** **Total Parcel Count:** 168 **Acquired by :** DOT

# AR-ML-300

# 2050 MTP PROJECT FACT SHEET

**Short Title** SR 400 EXPRESS LANES FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD

**GDOT Project No.** 0001757

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Express Lanes

**Sponsor** GDOT

**Jurisdiction** Regional - North

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

**Existing Thru Lane** 0

**Planned Thru Lane** 4

**LCI** ☐

**Flex** ☐

**Network Year** 2030

**Corridor Length** 15.6 miles

**Detailed Description and Justification**

This project provides travel options and more reliable trip times by adding two new express lanes in each direction on SR 400 between the North Springs MARTA station and McGinnis Ferry Road and one express lane in each direction from McGinnis Ferry Road to McFarland Parkway. The SR 400 Express Lanes will be part of the larger Georgia Express Lanes network.

| Phase Status & Funding Information | | Status | FISCAL YEAR | TOTAL PHASE COST | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | FEDERAL | STATE | BONDS | LOCAL/PRIVATE |
| PE | Interstate Maintenance | AUTH | 2005 | **$8,538,782** | ~~$7,684,904~~ | ~~$853,878~~ | ~~$0,000~~ | ~~$0,000~~ |
| PE | National Highway System | AUTH | 2005 | **$461,218** | ~~$368,974~~ | ~~$92,244~~ | ~~$0,000~~ | ~~$0,000~~ |
| PE | Federal Earmark | AUTH | 2010 | **$171,095** | ~~$136,876~~ | ~~$34,219~~ | ~~$0,000~~ | ~~$0,000~~ |
| PE | Federal Earmark Funding | AUTH | 2010 | **$728,806** | ~~$583,045~~ | ~~$145,761~~ | ~~$0,000~~ | ~~$0,000~~ |
| PE | SRTA Funds (44220) | AUTH | 2011 | **$2,060,253** | ~~$0,000~~ | ~~$0,000~~ | ~~$0,000~~ | ~~$2,060,253~~ |
| PE | Transportation Funding Act (HB 170) | AUTH | 2017 | **$5,000,000** | ~~$0,000~~ | ~~$5,000,000~~ | ~~$0,000~~ | ~~$0,000~~ |
| PE | National Highway Performance Program (NHPP) | AUTH | 2018 | **$9,400,000** | ~~$7,520,000~~ | ~~$1,880,000~~ | ~~$0,000~~ | ~~$0,000~~ |
| PE | National Highway Performance Program (NHPP) | AUTH | 2019 | **$17,400,000** | ~~$13,920,000~~ | ~~$3,480,000~~ | ~~$0,000~~ | ~~$0,000~~ |
| PE | National Highway Performance Program (NHPP) | AUTH | 2020 | **$2,400,000** | ~~$1,920,000~~ | ~~$480,000~~ | ~~$0,000~~ | ~~$0,000~~ |
| PE | National Highway Performance Program (NHPP) | AUTH | 2021 | **$4,250,000** | ~~$3,400,000~~ | ~~$850,000~~ | ~~$0,000~~ | ~~$0,000~~ |
| PE | National Highway Performance Program (NHPP) | | 2024 | **$700,000** | $560,000 | $140,000 | $0,000 | $0,000 |
| ROW | National Highway Performance Program (NHPP) | AUTH | 2019 | **$19,820,000** | ~~$15,856,000~~ | ~~$3,964,000~~ | ~~$0,000~~ | ~~$0,000~~ |

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

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| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| ROW | GARVEE Bonds (GRV-1) | AUTH | 2020 | **$26,000,000** | ~~$0,000~~ | ~~$0,000~~ | ~~$26,000,000~~ | ~~$0,000~~ |
| ROW | Bus Rapid Transit | AUTH | 2021 | **$19,250,000** | ~~$0,000~~ | ~~$0,000~~ | ~~$19,250,000~~ | ~~$0,000~~ |
| ROW | GARVEE Bonds (GRV-2) | AUTH | 2021 | **$12,000,000** | ~~$0,000~~ | ~~$0,000~~ | ~~$12,000,000~~ | ~~$0,000~~ |
| ROW | GARVEE Bonds (GRV-2) | AUTH | 2022 | **$18,500,000** | ~~$0,000~~ | ~~$0,000~~ | ~~$18,500,000~~ | ~~$0,000~~ |
| ROW | GARVEE Bonds (GRV-2) | AUTH | 2023 | **$38,000,000** | ~~$0,000~~ | ~~$0,000~~ | ~~$38,000,000~~ | ~~$0,000~~ |
| ROW | GARVEE Bonds (GRV-2) | | 2025 | **$8,000,000** | $0,000 | $0,000 | $8,000,000 | $0,000 |
| ROW | National Highway Performance Program (NHPP) | | 2025 | **$1,401,110** | $1,120,888 | $280,222 | $0,000 | $0,000 |
| ROW | GARVEE Bonds (GRV-2) | | 2026 | **$2,000,000** | $0,000 | $0,000 | $2,000,000 | $0,000 |
| ROW | National Highway Performance Program (NHPP) | | 2026 | **$30,000,000** | $24,000,000 | $6,000,000 | $0,000 | $0,000 |
| ROW | National Highway Performance Program (NHPP) | | 2027 | **$15,356,483** | $12,285,186 | $3,071,297 | $0,000 | $0,000 |
| UTL | Transportation Funding Act (HB 170) | AUTH | 2021 | **$25,650,000** | ~~$0,000~~ | ~~$25,650,000~~ | ~~$0,000~~ | ~~$0,000~~ |
| CST | Local Jurisdiction/Municipality Funds | AUTH | 2021 | **$214,286** | ~~$0,000~~ | ~~$0,000~~ | ~~$0,000~~ | ~~$214,286~~ |
| CST | Bus Rapid Transit | AUTH | 2022 | **$2,010,000** | ~~$0,000~~ | ~~$0,000~~ | ~~$2,010,000~~ | ~~$0,000~~ |
| CST | INFRA Discretionary Grants | AUTH | 2022 | **$60,000,000** | ~~$48,000,000~~ | ~~$12,000,000~~ | ~~$0,000~~ | ~~$0,000~~ |
| CST | Local Jurisdiction/Municipality Funds | AUTH | 2022 | **$12,075,226** | ~~$0,000~~ | ~~$0,000~~ | ~~$0,000~~ | ~~$12,075,226~~ |
| CST | National Highway Performance Program (NHPP) | AUTH | 2022 | **$12,864,502** | ~~$10,291,602~~ | ~~$2,572,900~~ | ~~$0,000~~ | ~~$0,000~~ |
| CST | Highway Safety Improvement Program (HSIP) | AUTH | 2023 | **$400,000** | ~~$360,000~~ | ~~$40,000~~ | ~~$0,000~~ | ~~$0,000~~ |
| CST | National Highway Performance Program (NHPP) | AUTH | 2023 | **$4,000,000** | ~~$3,200,000~~ | ~~$800,000~~ | ~~$0,000~~ | ~~$0,000~~ |
| CST | National Highway Performance Program (NHPP) | | 2024 | **$3,500,000** | $2,800,000 | $700,000 | $0,000 | $0,000 |
| CST | Bus Rapid Transit | | 2025 | **$75,000,000** | $0,000 | $0,000 | $75,000,000 | $0,000 |
| CST | GARVEE Bonds (GRV-2) | | 2025 | **$60,000,000** | $0,000 | $0,000 | $60,000,000 | $0,000 |
| CST | GRB BONDS (Guaranteed Revenue) | | 2025 | **$60,000,000** | $0,000 | $0,000 | $60,000,000 | $0,000 |
| CST | INFRA Discretionary Grants | | 2025 | **$68,729,298** | $54,983,438 | $13,745,860 | $0,000 | $0,000 |
| CST | National Highway Performance Program (NHPP) | | 2025 | **$102,500,000** | $82,000,000 | $20,500,000 | $0,000 | $0,000 |
| CST | Bus Rapid Transit | | 2026 | **$12,700,000** | $0,000 | $0,000 | $12,700,000 | $0,000 |
| CST | GRB BONDS (Guaranteed Revenue) | | 2026 | **$14,000,000** | $0,000 | $0,000 | $14,000,000 | $0,000 |
| CST | INFRA Discretionary Grants | | 2026 | **$101,426,261** | $81,141,009 | $20,285,252 | $0,000 | $0,000 |
| CST | National Highway Performance Program (NHPP) | | 2026 | **$60,121,461** | $48,097,169 | $12,024,292 | $0,000 | $0,000 |
| CST | Private Financing | | 2026 | **$66,271,123** | $0,000 | $0,000 | $66,271,123 | $0,000 |
| CST | Bus Rapid Transit | | 2027 | **$27,050,000** | $0,000 | $0,000 | $27,050,000 | $0,000 |
| CST | GRB BONDS (Guaranteed Revenue) | | 2027 | **$13,000,000** | $0,000 | $0,000 | $13,000,000 | $0,000 |
| CST | Local Jurisdiction/Municipality Funds | | 2027 | **$15,971,428** | $0,000 | $0,000 | $0,000 | $15,971,428 |
| CST | National Highway Performance Program (NHPP) | | 2027 | **$236,935,484** | $189,548,387 | $47,387,097 | $0,000 | $0,000 |
| CST | Private Financing | | 2027 | **$177,511,937** | $0,000 | $0,000 | $177,511,937 | $0,000 |
| CST | Bus Rapid Transit | | 2028 | **$26,240,000** | $0,000 | $0,000 | $26,240,000 | $0,000 |
| CST | National Highway Performance Program (NHPP) | | 2028 | **$365,066,261** | $292,053,009 | $73,013,252 | $0,000 | $0,000 |
| CST | Private Financing | | 2028 | **$236,682,583** | $0,000 | $0,000 | $236,682,583 | $0,000 |
| CST | General Federal Aid 2029-2050 | | LR 2029-2030 | **$334,263,301** | $267,410,641 | $66,852,660 | $0,000 | $0,000 |
| CST | Private Financing | | LR 2029-2030 | **$473,365,166** | $0,000 | $0,000 | $473,365,166 | $0,000 |
| CST | General Federal Aid 2029-2050 | | LR 2031-2033 | **$20,593,947** | $16,475,158 | $4,118,789 | $0,000 | $0,000 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CST | Private Financing | | LR 2031-2033 | **$160,800,052** | $0,000 | $0,000 | $160,800,052 | $0,000 |
| CST | Transportation Funding Act (HB 170) | | LR 2031-2033 | **$60,000,000** | $0,000 | $60,000,000 | $0,000 | $0,000 |
| | | | | **$3,130,380,063** | **$1,185,716,286** | **$385,961,723** | **$1,528,380,861** | **$30,321,193** |

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

# GDOT Intersection Control Evaluation (ICE)

# GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 11/13/2023

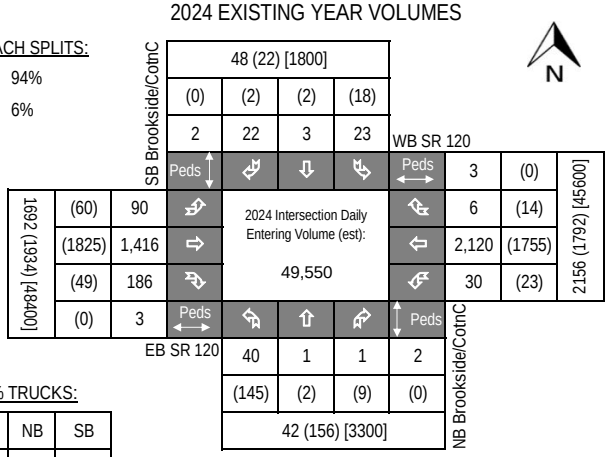
| | | | | | |
|---|---|---|---|---|---|
| GDOT PI#: | | Request By: | | | |
| County: | Fulton | GDOT District: 7 - Metro Atlanta | | | |
| Major Road: | SR 120 | Road Class: | Principal Arterial | Speed Limit: | 45 mph |
| Crossing Road: | Brookside/CotnC | Road Class: | Local | Speed Limit: | 35 mph |
| Major Rd Direction: | East/West | Area Type: | Suburb/Transition | | |
| Intersection Control: | Signal (turn lanes on mainline) | | | Project ID: | |
| Prepared By: | Kimley-Horn | | | Date: | |
| Project Purpose: | Evaluate intersection alternatives for DRI | | | | |

APPROACH SPLITS:

SR 120: 94%

Brookside/CotnC: 6%

## 2024 EXISTING YEAR VOLUMES



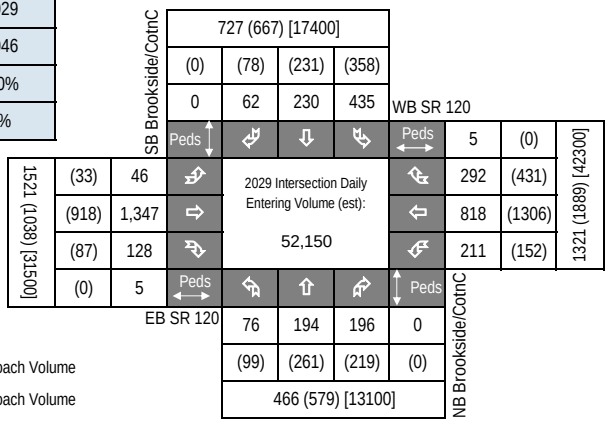

PEAK HR % TRUCKS:

| EB | WB | NB | SB |
|---|---|---|---|
| 2% | 2% | 2% | 9% |

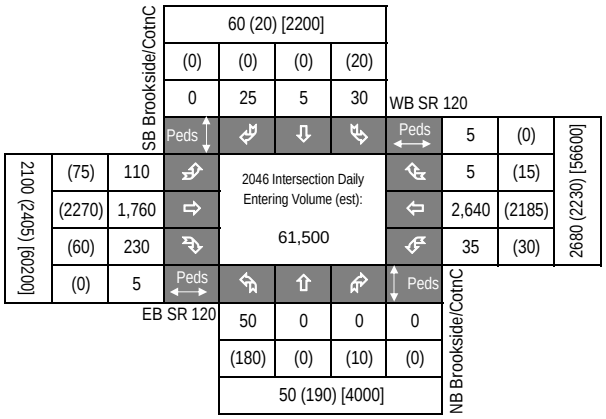
| | |
|---|---|
| Existing Data Year: | 2024 |
| Project Opening Year: | 2029 |
| Project Design Year: | 2046 |
| Annual Growth Rate: | 1.0% |
| K Factor*: | 8% |

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

## 2029 OPENING YEAR VOLUMES




## 2046 DESIGN YEAR VOLUMES




LEGEND:

000 = AM Peak Approach Volume

(000) = PM Peak Approach Volume

[000] = ADT Volume (Estimate)

---

**Introduction** In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

**Tool Goal** The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

**Requirements** An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: 1) the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; 2) the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "Waiver" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

**Two-Stage Process** A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

**Stage 1 Screening Decision Record** Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

**Stage 2 Alternative Selection Decision Record** Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

**Documentation** A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

# GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 11/13/2023

| | |
|---|---|
| GDOT PI # | |
| Project Location: | SR 120 @ Brookside/CotnC |
| Existing Control: | Signal (turn lanes on mainline) |
| Prepared by: | Kimley-Horn |
| Date: | |

*Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column*

Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

| | Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type) | 1. Does alternative address the project need in a balanced manner and in scale with the project? | 2. Does alternative improve safety performance in terms of reducing severe crashes? | 3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists? | 4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)? | 5. Does alternative appear feasible given the site characteristics, constrains & location context? | 6. Does alternative appear feasible with respect to other project factors? | 7. Overall feasible alternative (select alternative for further evaluation in Stage 2)? | Screening Decision Justification: |
|---|---|---|---|---|---|---|---|---|---|
| Unsignalized Intersections | Conventional (Minor Stop) | No | No | No | No | No | No | No | There is already a multiphase traffic signal at this intersection. |
| | Conventional (All-Way Stop) | No | No | No | No | No | No | No | There is already a multiphase traffic signal at this intersection. |
| | Mini Roundabout | No | No | No | No | No | No | No | Does not serve existing roadway and traffic conditions |
| | Single Lane Roundabout | No | No | No | No | No | No | No | Does not serve existing roadway and traffic conditions |
| | Multilane Roundabout | No | Yes | No | No | No | No | No | Does not allign with PI #0017187 road widening geometry |
| | RCUT (stop control) | No | Yes | Yes | No | No | No | No | Does not serve existing roadway and traffic conditions |
| | RIRO w/down stream U-Turn | No | Yes | Yes | No | No | No | No | Does not serve existing roadway and traffic conditions |
| | High-T (unsignalized) | No | No | No | No | No | No | No | Not a T intersection |
| | Offset-T Intersections | No | No | No | No | No | No | No | Not a T intersection |
| | Diamond Interch (Stop Control) | No | No | No | No | No | No | No | Not an interchange |
| | Diamond Interch (RAB Control) | No | No | No | No | No | No | No | Not an interchange |
| | No LT Lane Improvements<br>No RT Lane Improvements | No | No | No | No | No | No | No | |
| | Other unsignalized (provide description): | No | No | No | No | No | No | No | |
| Signalized Intersections | Traffic Signal | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Existing condition |
| | Median U-Turn (Indirect Left) | No | Yes | Yes | No | No | No | No | Does not serve existing roadway and traffic conditions |
| | RCUT (signalized) | No | Yes | Yes | No | No | No | No | Does not serve existing roadway and traffic conditions |
| | Displaced Left Turn (CFI) | No | No | No | Yes | No | No | No | Feasibility limited by ROW constraints |
| | Continuous Green-T | No | No | No | No | No | No | No | Not a T intersection |
| | Jughandle | No | No | No | Yes | No | No | No | Sufficient ROW unavailable |
| | Quadrant Roadway | No | No | No | Yes | No | No | No | Sufficient ROW unavailable |
| | Diamond Interch (Signal Control) | No | No | No | No | No | No | No | Not an interchange |
| | Diverging Diamond | No | No | No | No | No | No | No | Not an interchange |
| | Single Point Interchange | No | No | No | No | No | No | No | Not an interchange |
| | Add LT Lanes on Brookside Pkwy<br>No RT Lane Improvements | Yes | No | No | Yes | Yes | Yes | Yes | Potential alternative (Separate NBL lane) |
| | Other Signalized (provide description): | No | No | No | No | No | No | No | |

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

# GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 11/13/2023

| | | | | | |
|---|---|---|---|---|---|
| GDOT PI#: | | Request By: | | | |
| County: | Fulton | GDOT District: 7 - Metro Atlanta | | | |
| Major Road: | SR 120 | Road Class: | Principal Arterial | Speed Limit: | 45 mph |
| Crossing Road: | Brookside/Vista | Road Class: | Local | Speed Limit: | 35 mph |
| Major Rd Direction: | East/West | Area Type: | Suburb/Transition | | |
| Intersection Control: | Signal (turn lanes on mainline) | | | Project ID: | |
| Prepared By: | Kimley-Horn | | | Date: | |
| Project Purpose: | Evaluate intersection alternatives for DRI | | | | |

APPROACH SPLITS:

SR 120: 94%

Brookside/Vista: 6%

PEAK HR % TRUCKS:

| EB | WB | NB | SB |
|---|---|---|---|
| 2% | 2% | 2% | 9% |

| | |
|---|---|
| Existing Data Year: | 2024 |
| Project Opening Year: | 2029 |
| Project Design Year: | 2046 |
| Annual Growth Rate: | 1.0% |
| K Factor*: | 8% |

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

## 2024 EXISTING YEAR VOLUMES

SB Brookside/Vista: 90 (49) [1800]

| | | | |
|---|---|---|---|
| (2) | (22) | (5) | (22) |
| 0 | 66 | 1 | 23 |

WB SR 120: 2234 (1765) [47100]

| | | |
|---|---|---|
| 1 | (2) | |
| 11 | (18) | |
| 2,109 | (1692) | |
| 114 | (55) | |

1463 (1970) [47100]

| | |
|---|---|
| (63) | 37 |
| (1882) | 1,380 |
| (25) | 46 |
| (2) | 1 |

2024 Intersection Daily Entering Volume (est): 49,700

EB SR 120: 38 (187) [3400]

| | | | |
|---|---|---|---|
| 9 | 6 | 23 | 0 |
| (86) | (4) | (97) | (2) |

NB Brookside/Vista

## 2029 OPENING YEAR VOLUMES

SB Brookside/Vista: 727 (667) [17400]

| | | | |
|---|---|---|---|
| (0) | (78) | (231) | (358) |
| 0 | 62 | 230 | 435 |

WB SR 120: 1321 (1889) [42300]

| | | |
|---|---|---|
| 0 | (0) | |
| 292 | (431) | |
| 818 | (1306) | |
| 211 | (152) | |

1521 (1038) [31500]

| | |
|---|---|
| (33) | 46 |
| (918) | 1,347 |
| (87) | 128 |
| (0) | 0 |

2029 Intersection Daily Entering Volume (est): 52,150

EB SR 120: 466 (579) [13100]

| | | | |
|---|---|---|---|
| 76 | 194 | 196 | 0 |
| (99) | (261) | (219) | (0) |

NB Brookside/Vista

## 2046 DESIGN YEAR VOLUMES

SB Brookside/Vista: 110 (55) [2200]

| | | | |
|---|---|---|---|
| (0) | (25) | (5) | (25) |
| 0 | 80 | 0 | 30 |

WB SR 120: 2780 (2195) [58500]

| | | |
|---|---|---|
| 0 | (0) | |
| 15 | (20) | |
| 2,625 | (2105) | |
| 140 | (70) | |

1815 (2450) [58600]

| | |
|---|---|
| (80) | 45 |
| (2340) | 1,715 |
| (30) | 55 |
| (0) | 0 |

2046 Intersection Daily Entering Volume (est): 61,750

EB SR 120: 45 (230) [4200]

| | | | |
|---|---|---|---|
| 10 | 5 | 30 | 0 |
| (105) | (5) | (120) | (0) |

NB Brookside/Vista

LEGEND:

000 = AM Peak Approach Volume

(000) = PM Peak Approach Volume

[000] = ADT Volume (Estimate)

---

**Introduction** In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

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**Two-Stage Process** A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

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**Stage 2 Alternative Selection Decision Record** Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

**Documentation** A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

# GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 11/13/2023

| | |
|---|---|
| GDOT PI # | |
| Project Location: | SR 120 @ Brookside/Vista |
| Existing Control: | Signal (turn lanes on mainline) |
| Prepared by: | Kimley-Horn |
| Date: | |

*Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column*

Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

| | Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type) | 1. Does alternative address the project need in a balanced manner and in scale with the project? | 2. Does alternative improve safety performance in terms of reducing severe crashes? | 3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists? | 4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)? | 5. Does alternative appear feasible given the site characteristics, constrains & location context? | 6. Does alternative appear feasible with respect to other project factors? | 7. Overall feasible alternative (select alternative for further evaluation in Stage 2)? | Screening Decision Justification: |
|---|---|---|---|---|---|---|---|---|---|
| Unsignalized Intersections | Conventional (Minor Stop) | No | No | No | No | No | No | No | There is already a multiphase traffic signal at this intersection. |
| | Conventional (All-Way Stop) | No | No | No | No | No | No | No | There is already a multiphase traffic signal at this intersection. |
| | Mini Roundabout | No | No | No | No | No | No | No | Does not serve existing roadway and traffic conditions |
| | Single Lane Roundabout | No | No | No | No | No | No | No | Does not serve existing roadway and traffic conditions |
| | Multilane Roundabout | No | Yes | No | No | No | No | No | Does not allign with PI #0017187 road widening geometry |
| | RCUT (stop control) | No | Yes | Yes | No | No | No | No | Significant left turn volume and few alternative routes |
| | RIRO w/down stream U-Turn | No | Yes | Yes | No | No | No | No | Significant left turn volume and few alternative routes |
| | High-T (unsignalized) | No | No | No | No | No | No | No | Not a T intersection |
| | Offset-T Intersections | No | No | No | No | No | No | No | Not a T intersection |
| | Diamond Interch (Stop Control) | No | No | No | No | No | No | No | Not an interchange |
| | Diamond Interch (RAB Control) | No | No | No | No | No | No | No | Not an interchange |
| | No LT Lane Improvements<br>No RT Lane Improvements | No | No | No | No | No | No | No | |
| | Other unsignalized (provide description): | No | No | No | No | No | No | No | |
| Signalized Intersections | Traffic Signal | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Existing condition |
| | Median U-Turn (Indirect Left) | No | Yes | Yes | No | No | No | No | Does not serve existing roadway and traffic conditions |
| | RCUT (signalized) | No | Yes | Yes | No | No | No | No | Does not serve existing roadway and traffic conditions |
| | Displaced Left Turn (CFI) | No | No | No | Yes | No | No | No | Feasibility limited by ROW constraints |
| | Continuous Green-T | No | No | No | No | No | No | No | Not a T intersection |
| | Jughandle | No | No | No | Yes | No | No | No | Sufficient ROW unavailable |
| | Quadrant Roadway | No | No | No | Yes | No | No | No | Sufficient ROW unavailable |
| | Diamond Interch (Signal Control) | No | No | No | No | No | No | No | Not an interchange |
| | Diverging Diamond | No | No | No | No | No | No | No | Not an interchange |
| | Single Point Interchange | No | No | No | No | No | No | No | Not an interchange |
| | No LT Lane Improvements<br>No RT Lane Improvements | No | No | No | No | No | No | No | |
| | Other Signalized (provide description): | No | No | No | No | No | No | No | |

☐ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

Docusign Envelope ID: 28C753E4-0A72-48A1-B062-D455138964C6

# NOTICE OF DECISION

**To:** (via electronic mail)
Anna Roach, ARC
Bob Voyles, GRTA
Dick Anderson, GRTA
Sharon Mason, GRTA
Sonny Deriso, GRTA
Christian Schoen, GRTA
Kirk Fjelstul, GRTA

**To:** (via electronic mail and certified mail)
City of Alpharetta
Mike Greene

**From:** Jannine Miller, GRTA Executive Director

**Copy:** (via electronic mail)
Zane Grennell, DCA
Brittany Williams, SRTA/GRTA
Derrick Peevy, SRTA/GRTA
Donald Shockey, ARC
George Doyle, City of Alpharetta
Brenden Pair, GDOT Planning
Megan Wilson, GDOT D7
Landon Perry, GDOT D7
Mike Greene, Applicant. Portman Holdings
Jessica Hill, Troutman, Attorney
Mark Putman, Kimley-Horn
Jim Hamilton, Kimley-Horn
Ana Eiseman, Kimley-Horn
Brianna Saez, Kimley-Horn

**Date:** March 18th, 2025

**RE: Notice of Decision for DRI 4317 Brookside Mixed-Use**

# Notice of Decision for Request for Non-Expedited Review of DRI 4317 Brookside Mixed-Use

The purpose of this notice is to inform Mike Greene (the Applicant) and City of Alpharetta (the Local Government), the Georgia Regional Transportation Authority (GRTA) Land Development Committee, the Georgia Department of Community Affairs (DCA), the Georgia Department of Transportation (GDOT), and the Atlanta Regional Commission (ARC) of GRTA's decision regarding Development of Regional Impact (DRI) 4317 Brookside Mixed-Use (the DRI Plan of Development). GRTA has completed a non-expedited Review for the DRI Plan of Development pursuant to Section 4.2.3 of the *GRTA DRI Review Procedures* and has determined that the DRI Plan of Development meets the GRTA review criteria set forth in Section 4.3. The DRI Plan of Development as proposed is **approved subject to conditions**, as provided in Attachment A and subject to the limitations placed on allowable modifications to the DRI Plan of Development, as described in Attachment B.

Subject to the conditions set forth in Attachment A and Attachment B, GRTA will approve the expenditure of state and/or federal funds for providing the Land Transportation Services and Access improvements listed in Section 2 of Attachment C. The need for said approval shall terminate and be of no further force and effect after ten (10) years from the date of this Notice of Decision, unless substantial construction of the proposed DRI has been commenced during this ten (year) period.

The notice of decision is based on a review of the applicant's DRI Review Package received by GRTA on February 7th, 2025. The review package includes: the site development plan (Site Plan) dated December 2nd, 2024 titled "Brookside West Redevelopment" prepared by Kimley-Horn, the Transportation Study dated February 2025 prepared by Kimley-Horn received by GRTA on February 7th, 2025 and the DCA Initial and Additional forms filed on December 9th, 2025 and February 6th, 2025.

Pursuant to Section 5 of the *GRTA DRI Review Procedures* the Applicant, the GRTA Land Development Committee and the local government have a right to appeal this decision within five (5) Business Days of the date on this letter by filing a Notice of Appeal with the GRTA Land Development Committee. A Notice of Appeal must specify the grounds for the appeal and present any argument or analysis in support of the appeal. For further information regarding the right to appeal, consult Section 5 of the *GRTA DRI Review Procedures*. If GRTA staff receives an appeal, you will receive another notice from GRTA and the Land Development Committee will schedule the appeal hearing according to the timeline established in Section 5.1.2 of the *GRTA DRI Review Procedures.*

DocuSigned by:
Jannine Miller
C2ABEB312926471...

Jannine Miller
Executive Director
Georgia Regional Transportation Authority

# Attachment A – General Conditions

**General Conditions of Approval to GRTA Notice of Decision:**

Pedestrian, Bicycle and Transit Facilities

- Provide pedestrian connectivity between all buildings, uses, and existing and future pedestrian access points.
- Coordinate with the City of Alpharetta to identify opportunities for future connections to the Big Creek Greenway and to existing and proposed Brookside Trail alignments.
- Coordinate with MARTA to identify opportunities to enhance existing or proposed bus stops adjacent to the project site.

**Roadway & Site Access Improvement Conditions to GRTA Notice of Decision:**

Roadway Improvements

- Coordinate with the City of Alpharetta during permitting to identify wayfinding opportunities internal to the site directing vehicular traffic to efficient routes to/from SR 400.

Old Milton Parkway (SR 120) at Site Driveway A (Intersection 7)

- Reconstruct Driveway A to operate as a right-in-right-out driveway under driveway stop control including one (1) lane entering and one (1) lane exiting.

Brookside Parkway at Site Driveway B (Intersection 8)

- Reconstruct Driveway B to operate as a full movement driveway under driveway stop control including one (1) lane entering and one (1) lane exiting.

Brookside Parkway at Site Driveway C (Intersection 9)

- Reconstruct Driveway C to operate as a full movement driveway under driveway stop control including one (1) lane entering and one (1) lane exiting.

Docusign Envelope ID: 28C753E4-0A72-48A1-B062-D455138964C6

# Attachment B – Required Elements of the DRI Plan of Development

**Conditions Related to Altering Site Plan after GRTA Notice of Decision:**

The on-site development will be constructed materially (substantially) in accordance with the Site Plan. Changes to the Site Plan will not be considered material or substantial so long as the following conditions are included as part of any changes:

- All “Proposed Conditions of Approval to GRTA Notice of Decision” set forth in Attachment A are provided.

# Attachment C – Required Improvements to Serve the DRI

As defined by the *GRTA DRI Review Procedures,* a "Required Improvement means a land transportation service or access improvement which is necessary in order to provide a safe and efficient level of service to residents, employees and visitors of a proposed DRI."

The Required Improvements in the study network were identified in the Review Package as necessary to bring the level of service up to an applicable standard before the build-out of the proposed project. These requirements are identified in Sections 1 and 2 of this Attachment. Section 1 contains improvements that do not require GRTA approval at this time because they are to be constructed prior to the completion of the DRI Plan of Development. However, GRTA approval shall be required in the event state and/or federal funds are proposed at a later date to be used for any portion of the improvements described in Section 1. Section 2 contains improvements that require GRTA approval prior to the expenditure of state and/or federal funding. Subject to the conditions set forth in Attachment A and Attachment B, GRTA approves the expenditure of state/and or federal funding for the improvements contained in Section 2.

**Section 1:**

**General Conditions of Approval to GRTA Notice of Decision:**

<u>Pedestrian, Bicycle and Transit Facilities</u>

- Provide pedestrian connectivity between all buildings, uses, and existing and future pedestrian access points.
- Coordinate with the City of Alpharetta to identify opportunities for future connections to the Big Creek Greenway and to existing and proposed Brookside Trail alignments.
- Coordinate with MARTA to identify opportunities to enhance existing or proposed bus stops adjacent to the project site.

**Roadway & Site Access Improvement Conditions to GRTA Notice of Decision:**

<u>Roadway Improvements</u>

- Coordinate with the City of Alpharetta during permitting to identify wayfinding opportunities internal to the site directing vehicular traffic to efficient routes to/from SR 400.

<u>Old Milton Parkway (SR 120) at Site Driveway A (Intersection 7)</u>

- Reconstruct Driveway A to operate as a right-in-right-out driveway under driveway stop control including one (1) lane entering and one (1) lane exiting.

<u>Brookside Parkway at Site Driveway B (Intersection 8)</u>

- Reconstruct Driveway B to operate as a full movement driveway under driveway stop control including one (1) lane entering and one (1) lane exiting.

<u>Brookside Parkway at Site Driveway C (Intersection 9)</u>

- Reconstruct Driveway C to operate as a full movement driveway under driveway stop control including one (1) lane entering and one (1) lane exiting.

**Section 2:**

**Roadway Improvement Conditions to GRTA Notice of Decision:**

- None

Community Zoning Information Meeting (CZIM) January 8, 2025

Please sign-in and leave your comments and/or concerns.

CLUP-25-01/MP-25-03/Z-25-02/CU-25-03/V-25-02 / Portman/Brookside MP Pod A

| NAME | ADDRESS | COMMENTS |
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Community Zoning Information Meeting (CZIM) February 12, 2025

Please sign-in and leave your comments and/or concerns.

MP-25-03/CLUP-25-01/Z-25-02/CU-25-03/V-25-02 / Portman/Brookside MP Pod A

| NAME | ADDRESS | COMMENTS |
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# CITIZEN PARTICIPATION FORM - PART B

*This form must be completed and submitted to the City of Alpharetta Community Development Department a minimum of twenty (20) working days prior to the scheduled Public Hearing. Failure to do so will result in cancellation of the scheduled hearing.*

Public Hearing or Project Name: Brookside West Redevelopment
MP-25-03/CLUP-25-01/Z-25-02/CU-25-03/V-25-02

Contact Name: Jessica Hill or Mike Greene

Telephone: (404) 885-3925 (JH)
(404) 614-5416 (MG)

Please describe comments and concerns provided by any and all individuals contacted as part of the the Citizen Participation Program. If any individuals provided written correspondence, please attach copies of same to this report.

The property owners within 500 feet of the property were contacted by letter regarding the application. Attached is a copy of the letter sent and the certificate of mailing confirming the parties receiving the letter.

The applicant participated in the Community Zoning Information meetings held on January 8, 2025 and February 12, 2025. No one attended either meeting to discuss the project with the applicant.

The applicant also hosted a virtual meeting on January 29, 2025 and invited the owners within 500 feet of the property. No one attended the virtual meeting to discuss the project with the applicant.

Also enclosed is a copy of the sign in sheet from the February 12th CZIM.

Method by which these individuals were contacted. Please mark all that apply. *Please provide samples of any and all written communications used to provide notification.*

- [x] Letter
- [ ] Personal Visits
- [ ] Telephone
- [x] Group Meeting
- [ ] Email
- [ ] Other *(Please Specify)* _____

Attach a list of people who have been notified of this application and provided information describing the subject proposal. Please note that ALL adjoining property owners MUST be notified.

*I, the undersigned, as an authorized representative of the applicant and Public Hearing item identified above, do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Citizen Participation Form - Part B and in any and all documents provided in support of this report are true and accurate. I further understand that any false statements provided by representatives of the applicant as part of this report may result in penalties up to and including denial of the subject application.*

Signature of Authorized Agent: Jessica Hill

Date: February 13, 2025

Print Form

# JANUARY 14, 2025 LETTER
# and
# CERTIFICATE OF MAILING

Troutman Pepper Locke LLP
600 Peachtree Street NE, Suite 3000
Atlanta, GA 30308-2216

troutman.com

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

January 14, 2025

**VIA U.S. MAIL**

**RE: Rezoning, Comprehensive Plan Amendment, Conditional Use, Master Plan Amendment, and Concurrent Variances – 3625 and 3655 Brookside Parkway - MP-25-03/CLUP-25-01/Z-25-02/CU-25-03/V-25-02**

Dear Property Owner

You are receiving this letter because you own property within 500 feet of property proposed to be rezoned. No zoning change is proposed on your property.

I represent Portman Holdings, LLC, who plans to redevelop portions of the existing Brookside One and Two office park with a master planned mixed use development. Currently the property is zoned O-I (Office Institutional) and the proposed zoning district is MU (Mixed Use). The new development will include 56,000 square feet of commercial uses, 130,000 square feet of existing office, 69 for-sale townhomes, and 332 for-rent multifamily units. In addition to the rezoning, (i) a comprehensive land use plan amendment is requested from Corporate Office to Mixed Use, (ii) a conditional use permit is requested to allow the proposed uses, (iii) a master plan amendment is requested to update the Brookside Master Plan to align with the proposal; and (iv) variances are requested to the Unified Development Code Sections 2.2.20(D) and 2.5 to reduce the minimum area of the mixed use development and reduce parking requirements respectively.

As a part of the rezoning application process, the City of Alpharetta requires that the applicant to engage in a public participation plan. A meeting to discuss the application and the proposed development has been scheduled on **Wednesday, January 29th @ 6pm**. The meeting will take place virtually. The meeting details are:

Microsoft Teams
https://teams.microsoft.com
Meeting ID: 278 934 510 550
Passcode: fP7nL9EE

Dial in by phone
+1 945-468-5504
Passcode: 435112464#

You are invited to attend this meeting to learn more about the project and we hope to see you there.

Additionally, a Community Zoning Information Meeting (CZIM) will be held on **February 12th @ 6pm** in the Community Room at Alpharetta City Hall located at 2 Park Plaza, Alpharetta, GA 30009. Public hearings regarding the application will be held on **Thursday, April 3rd @ 6:30pm** and **Monday, April 28th @ 6:30pm** before the Planning Commission and City Council, respectively. The Planning Commission and City Council hearings are also held at Alpharetta City Hall in the Council Chambers. If you have any questions about the application or proposal, please contact me at jessica.hill@troutman.com or (404) 885-3925.

Sincerely yours,

Jessica L. Hill

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Troutman Pepper Locke LLP
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| 2. | KATHRYN CARR PROPERTY HOLDINGS LLC<br>3526 OLD MILTON PKY<br>ALPHARETTA GA 30005 | | | | |
| 3. | KATHRYN REEDER<br>3530 OLD MILTON PKWY<br>ALPHARETTA GA 30005 | | | | |
| 4. | WILLIAM L BUCHANAN<br>3534 OLD MILTON PKWY<br>ALPHARETTA GA 30005 | | | | |
| 5. | HIGH HOPES PROPERTIES LLC<br>6435 LAKEAIRES DR<br>CUMMING GA 30040 | | | | |
| 6. | PAXIN SEBASTIAN SAM<br>3540 OLD MILTON PKY<br>ALPHARETTA GA 30005-4459 | | | | |

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|---|---|---|---|---|---|
| 1. | UNICENTRO 61 LLC<br>5025 BRIARSTONE RIDGE WAY<br>ALPHARETTA GA 30022-7817 | | | | |
| 2. | GHOSH ROBIN<br>105 CLUB FALLS DR<br>ALPHARETTA GA 30022 | | | | |
| 3. | LSC CAPITAL LLC<br>1030 CAMBRIDGE SQ STE C<br>ALPHARETTA GA 30009 | | | | |
| 4. | PINKERTON FINANCIAL RESOURCES LLC<br>3548 OLD MILTON PKY<br>ALPHARETTA GA 30005 | | | | |
| 5. | TAIBIO PROPERTIES LLC<br>3156 ST IVES COUNTRY CLUB PKWY<br>JOHNS CREEK GA 30097 | | | | |
| 6. | DELOS REAL INVESTMENTS LLC<br>1065 BUXTON WAY<br>ALPHARETTA GA 30004 | | | | |

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| 1. | EXCEL REALTY ASSOCIATES LLC<br>5455 MCGINNIS VILLAGE PL SUITE 102<br>ALPHARETTA GA 30005 | | | | |
| 2. | EMPYREAN LLC<br>178 SOUTH MAIN ST STE 250<br>ALPHARETTA GA 30009 | | | | |
| 3. | STEPHEN A ORTON<br>1125 LIBERTY GROVE RD<br>ALPHARETTA GA 30004 | | | | |
| 4. | KEW RAY LLC<br>3568 OLD MILTON PKY<br>ALPHARETTA GA 30005 | | | | |
| 5. | JTK III LLC<br>3570 OLD MILTON PKY<br>ALPHARETTA GA 30009 | | | | |
| 6. | CJ & LJ LLC<br>8050 BROOKWOOD WAY<br>CUMMING GA 30041 | | | | |

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| 1. | 3574 OLD MILTON PKWY LLC<br>3574 OLD MILTON PKY<br>ALPHARETTA GA 30005 | | | | |
| 2. | OLIVAE LLC<br>565 HANLON WAY<br>ALPHARETTA GA 30009 | | | | |
| 3. | COMPASS REAL ESTATE SERVICES LLC<br>6035 SOUTHHARD TRC<br>CUMMING GA 30040 | | | | |
| 4. | NORTH ATLANTA PSYCHIATRY INC<br>7902 AMAWALK CIR<br>DULUTH GA 30097 | | | | |
| 5. | HEALTH CARE PARTNERS OF GEORGIA LLC<br>3584 OLD MILTON PKY<br>ALPHARETTA GA 30005 | | | | |
| 6. | THE MARINETTE BOGERT REVOCABLE LIVING TRUST<br>574 VAILL POINT RD<br>SAINT AUGUSTINE FL 32086 | | | | |

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| 1. | CARIZ ENTERPRISE LLC<br>8930 INDIAN WELLS CT<br>DULUTH GA 30097 | | | | |
| 2. | OMC ENTERPRISES LLC<br>3590 OLD MILTON PKY<br>ALPHARETTA GA 30005 | | | | |
| 3. | OMC ENTERPRISES LLC<br>3592 OLD MILTON PKY<br>ALPHARETTA GA 30005 | | | | |
| 4. | CHAMRAIL INVESTMENT L P<br>540 LAUREL OAKS LANE<br>MILTON GA 30004 | | | | |
| 5. | CITY OF ALPHARETTA<br>0 OLD MILTON PKY | | | | |
| 6. | SG MOB HOLDINGS LLC<br>2 SOUTH MAIN ST<br>ALPHARETTA GA 30004 | | | | |

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| 1. | ACTION OUTDOOR ADVERTISING JV LLC<br>3512 OLD MILTON PKY<br>CONDO PH III<br>ALPHARETTA GA 30005 | | | | |
| 2. | NILTON YANEZ<br>3514 OLD MILTON PKY<br>ALPHARETTA GA 30005 | | | | |
| 3. | PRIMESOFT AMERICA INC<br>3510 VAUGHAN DR<br>CUMMING GA 30041 | | | | |
| 4. | SHASHA LI<br>3518 OLD MILTON PKY<br>ALPHARETTA GA 30005 | | | | |
| 5. | ALBERT J JR DIVAGNO &<br>SELENA E DIVAGNO<br>3502 OLD MILTON PKY<br>ALPHARETTA GA 30005 | | | | |
| 6. | JANET GOETHE<br>P O BOX 813068<br>SMYRNA GA 30081 | | | | |

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| 1. | COLLEDGE ROAD LLC<br>2310 HOPEWELL PLANTATION DR<br>ALPHARETTA GA 30004 | | | | |
| 2. | PSC HOLDINGS ALPHARETTA LLC<br>11745 BENTHAM CT<br>ALPHARETTA GA 30005 | | | | |
| 3. | FOAMWORKS ALPHARETTA LLC<br>P O BOX 368<br>ROSWELL GA 30077 | | | | |
| 4. | CH RETAIL FUND II ATLANTA OLD MILTON<br>3819 MAPLE AVE<br>DALLAS TX 75219 | | | | |
| 5. | TOUCHMARK NATIONAL BANK<br>3651 OLD MILTON PKWY<br>ALPHARETTA GA 30005 | | | | |
| 6. | ~~LOYALTY OLD MILTON PROPERTY LLC~~<br>~~3324 PEACHTREE RD # 3005~~<br>~~ATLANTA GA 30326~~ | | | | |

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| 1. | SWNC ASPEN STATION LLC<br>1616 2ND AVE S STE 100<br>BIRMINGHAM AL 35233 | | | | |
| 2. | JD LD ATLANTA LLC<br>P.O. BOX 7555<br>REDLANDS CA 92375-0555 | | | | |
| 3. | BOARD OF REGENTS OF THE<br>UNIVERSITY SYSTEM OF GEORGIA<br>270 WASHINGTON ST SW, STE 6122<br>ATLANTA GA 30334 | | | | |
| 4. | GEORGIA STATE UNIVERSITY<br>1 PARK PL S<br># 533<br>ATLANTA GA 30303 | | | | |
| 5. | THE CITY OF ALPHARETTA<br>2 S MAIN ST<br>ALPHARETTA GA 30009 | | | | |
| 6. | CITY OF ALPHARETTA<br>287 SOUTH MAIN ST<br>ALPHARETTA GA 30004 | | | | |

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EMPYREAN LLC
178 SOUTH MAIN ST STE 250
ALPHARETTA GA 30009

# CZIM SIGN IN SHEET

Community Zoning Information Meeting (CZIM) January 8, 2025

Please sign-in and leave your comments and/or concerns.

CLUP-25-01/MP-25-03/Z-25-02/CU-25-03/V-25-02 / Portman/Brookside MP Pod A

| NAME | ADDRESS | COMMENTS |
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Community Zoning Information Meeting (CZIM) February 12, 2025

Please sign-in and leave your comments and/or concerns.

MP-25-03/CLUP-25-01/Z-25-02/CU-25-03/V-25-02 / Portman/Brookside MP Pod A

| NAME | ADDRESS | COMMENTS |
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Troutman Pepper Locke LLP
Bank of America Plaza, 600 Peachtree Street NE, Suite 3000
Atlanta, GA 30308, UNITED STATES OF AMERICA

troutman.com

**Jessica L. Hill**
jessica.hill@troutman.com

March 25, 2025

City of Alpharetta
c/o Planning & Zoning Division
2 Park Plaza
Alpharetta, GA 30009
Attn: Michael Woodman

**RE: Brookside Redevelopment – 3625 and 3655 Brookside Parkway**
**MP-25-03/CLUP-25-01/Z-25-02/CU-25-03/V-25-02**

Dear Michael:

Enclosed please find the following revised or additional application materials:

- Revised Letter of Intent;
- Revised Applicant Request Page from Application; and
- Revised Variance Review Standard Responses.

The only update is to align the percentage in the variance requested for shared parking with the shared parking study previously submitted.

Sincerely,

Jessica L. Hill

Enclosures

309627674v1

Troutman Pepper Locke LLP
Bank of America Plaza, 600 Peachtree Street NE, Suite 3000
Atlanta, GA 30308, UNITED STATES OF AMERICA

troutman.com

**Jessica L. Hill**
jessica.hill@troutman.com

March 25, 2025

City of Alpharetta
c/o Planning & Zoning Division
2 Park Plaza
Alpharetta, GA 30009

**RE: Letter of Intent for Application for Rezoning, Comprehensive Plan Amendment, Master Plan Amendment, and Concurrent Variances Brookside Redevelopment – 3625 and 3655 Brookside Parkway MP-25-03/CLUP-25-01/Z-25-02/CU-25-03/V-25-02**

Dear City of Alpharetta,

Portman Holdings, LLC is requesting a rezoning of the 19.68 acre property located at 3625 and 3655 Brookside Parkway in the City of Alpharetta (the "Property"). The proposal is to rezone the property from O-I office institutional to MU mixed use to allow the partial redevelopment of the property with a mixed use development consisting of commercial and semi-public space, for-sale townhomes, multifamily rental units and office. The office use is existing and will remain. The property is currently improved with two office buildings that are part of the Brookside One and Two office park. The proposed development will include a mix of residential and commercial space including:

- 60,000 square feet of commercial and semi-public space;
- 75 for-sale attached dwellings;
- 335 multifamily units; and
- 130,000 square feet office use (existing).

Enclosed with this application is a conditional use permit response that includes all conditional uses requested as a part of the MU zoning district approval.

The property will be accessed by vehicles and pedestrians from both Old Milton Parkway and Brookside Parkway and includes pedestrian access to the Brookside Park. The project will provide open spaces including multiple plazas surrounded by commercial uses and will maintain a recently developed amenity space at the property that connects the development to Brookside Park. These open spaces will be accessible to the public.

The expected phasing of the development of the Property pursuant to Section 2.2.20.F reflects construction of the parking deck, for-rent multifamily dwellings and commercial/semi-public uses first. The for-sale townhomes will be a second phase due to the need to replace the surface parking for the existing office in the new parking deck.

In addition to the rezoning request, this application also requests (a) to amend the Future Land Use Map of the Comprehensive Plan for the property from CO corporate office to MU mixed use, (b) to amend the existing Brookside Master Plan to be aligned with this proposal, (c) to approve conditional use permits for the proposed uses, and (d) to approve three concurrent variances as follows: (i) variance from Section 2.2.20.D to reduce the required minimum area from 25 acres to 19.68 acres; (ii) variance from Section 3.5.2.G to reduce the minimum distance requirement between curb cuts on arterial and collector streets from 300 feet to 53 feet and 290 feet for new curb cuts on Brookside Parkway and (iii) variance from Section 2.5.2 to increase the shared parking reduction from 25 percent to 30 percent.

Thank you for your consideration of this application.

Sincerely,

Jessica L. Hill

# Applicant Request And Intent

What is the proposed use(s) of the property?

The proposed use of the property is office, residential use, including for sale attached dwellings and for rent multifamily dwellings and commercial and semi-public uses such as restaurant and retail uses. The MU zoning district lists all uses as conditional uses so the full list of requested uses is provided in the conditional use request attachment incorporated in this application.

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1. Request to rezone the subject property from O-I office institutional to MU mixed use district.
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Applicant's Intent *(Please describe what the proposal would facilitate)*:

The zoning proposal contemplates replacing an existing, dated, surface parked office development with a mixed use development including residential, office and commercial and semi-public uses.

## VARIANCE REVIEW STANDARDS – SECTION 4.5.4

This application requests the following variances:

(i) Variance from Section 2.2.20.D to reduce the required minimum area from 25 acres to 19.68 acres;
(ii) Variance from Section 3.5.2.G to reduce the minimum distance requirement between curb cuts on arterial and collector streets from 300 feet to 53 feet and 290 feet for new curb cuts on Brookside Parkway; and
(iii) Variance from Section 2.5.2 to increase the shared parking reduction from 25 percent to 30 percent.

The variances requested meet all of the four individual criteria provided to allow the granting of a variance as hereinafter described.

(1) There are extraordinary and exceptional conditions pertaining to the particular piece of property in question because of its size, shape or topography; or

- **Reduction in minimum site area**— The property is a large, unusually shaped property located at a prominent intersection at Old Milton Parkway and Brookside Parkway. The adjacent property is located in the floodplain and includes Big Creek. The 19.6 acre size of the property does not meet the minimum 25 acres, however, a large portion of the the adjacent property is undevelopable and owned by the City of Alpharetta as Brookside Park. The other adjacent properties are a branch bank that is too small in size to meet the minimum 25 acres and Georgia State University's Alpharetta Center. There is no opportunity to increase the size of the property due to shape of the property, the abutting natural features and adjacent uses.
- **Reduction in driveway spacing requirement—** Due to the size of the project and the mix of uses proposed, multiple access points are necessary for circulation. The applicant has located the two proposed curb cuts as far apart as possible taking into account the impact on adjacent properties and sight distance.
- **Increase in the shared parking reduction percentage –** Due to the size of the property, a robust mix of uses is accommodated on the property which generates an increased opportunity for shared parking. The parking study submitted with the application supports the requested shared parking percentage based on customary demand.

(2) The application of the Ordinance to this particular piece of property would create an unnecessary hardship; or

- **Reduction in minimum site area**— The property is sizeable enough to accommodate a quality mixed use development as proposed in this application. Given the mix of uses in the immediate area and the proximity to Brookside Park, requiring the minimum 25 acre size would create an unnecessary hardship.
- **Reduction in driveway spacing requirement—**Brookside Parkway is a short, jug handle road connecting at two points to Old Milton Parkway and serving various existing office and institutional uses. The southern curb cut proposed provides access to the proposed townhomes and from a volume perspective is expected to be less utilized than the northern access on Brookside Parkway or the main entry point on Old Milton Parkway. From a planning perspective, however, the townhomes need an access point that is separate from the more intense office, multifamily and commercial

uses in the project. Given the minimal expected impact of the curb cut, not granting the relief requested would create an unnecessary hardship.

- **Increase in the shared parking reduction percentage –** The parking study demonstrates that the requested shared parking percentage will still satisfy the parking demand. To require more parking would create an unnecessary hardship on the project.

(3) <u>There are conditions that are peculiar to the property which adversely affect its reasonable use or usability as currently zoned; or</u>

- **Reduction in minimum site area**— As noted above, the adjacency to Brookside Park and the Big Creek Greenway make the site an ideal location for added residential use. Further, the development fabric in the area supports having a mix of uses including the office and commercial uses proposed by this application. The proposed commercial uses will activate the nearby office uses and provide new dining and shopping opportunities for the nearby residents to the east and south.
- **Reduction in driveway spacing requirement—**The nature of Brookside Parkway and also the expected limited use of the proposed southern curb cut on Brookside Parkway create unique circumstances. These circumstances impair the use and usability of the property.
- **Increase in the shared parking reduction percentage –** The size of the property and its location make the property uniquely situated for an active mixed use project. The increased shared parking percentage is reflective of the expected scope of use.

(4) <u>Relief, if granted, would not cause substantial detriment to the public good or impair the purpose and intent of the City of Alpharetta ordinances</u>.

- **Reduction in minimum site area**— The minimum acreage size for the MU development is intended to provide ample area for a truly mixed use project and limit the locations where the MU zoning district may be accommodated. This location already includes a mix of uses in the immediate area with close proximity to Georgia 400. The development proposal meets the spirit and intent of the MU district allowing the variance in the site size would not cause substantial detriment to the public good or impair the purposes and intent of the Zoning Code.
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Troutman Pepper Locke LLP
Bank of America Plaza, 600 Peachtree Street NE, Suite 3000
Atlanta, GA 30308, UNITED STATES OF AMERICA

troutman.com

**Jessica L. Hill**
jessica.hill@troutman.com

March 21, 2025

City of Alpharetta
c/o Planning & Zoning Division
2 Park Plaza
Alpharetta, GA 30009
Attn: Michael Woodman

**RE: Brookside Redevelopment – 3625 and 3655 Brookside Parkway**
**MP-25-03/CLUP-25-01/Z-25-02/CU-25-03/V-25-02**

Dear Michael:

Enclosed please find the following revised or additional application materials:

- Revised Letter of Intent;
- Revised Applicant Request Page from Application;
- Revised Variance Review Standard Responses;
- Revised Site Plan;
- Revised Phasing Plan;
- Revised Architectural Plans from SK+I; and
- Revised Landscape Plans from Core.

The proposal has been updated to remove the landscape strip variance requested along Old Milton Parkway and also to generally refine the plans based on staff comments. Please amend the above captioned application with the enclosed materials and let me know if you have any questions regarding the changes.

Sincerely,

Jessica L. Hill

Enclosures

309619993v1

Troutman Pepper Locke LLP
Bank of America Plaza, 600 Peachtree Street NE, Suite 3000
Atlanta, GA 30308, UNITED STATES OF AMERICA

troutman.com

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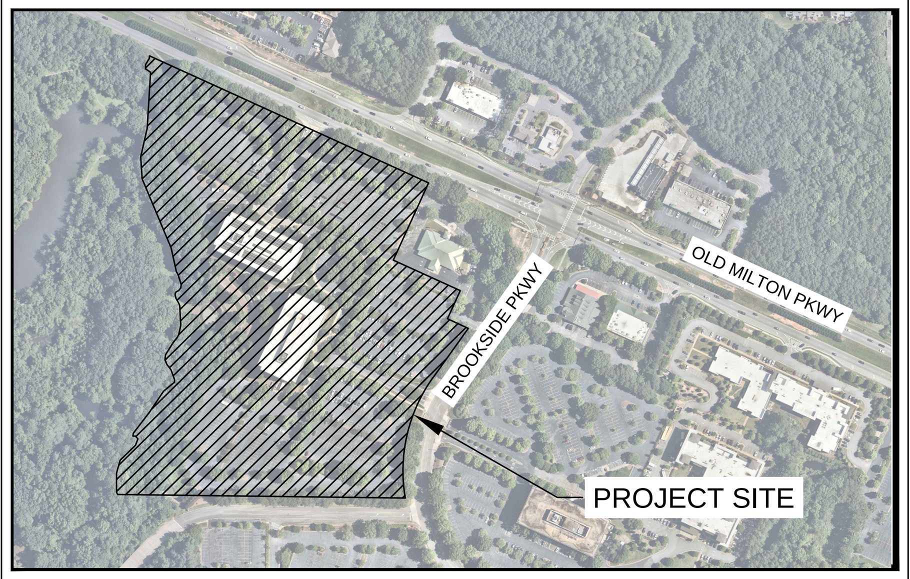
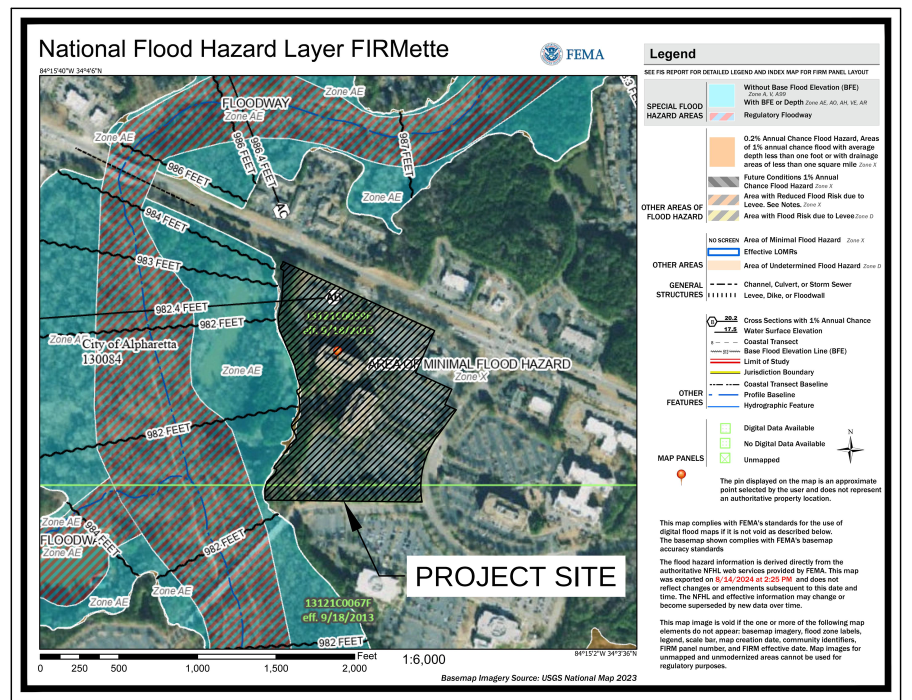



## VICINITY MAP

NOT TO SCALE




## FEMA MAP

THE PROJECT SITE DOES LIE WITHIN A FLOOD HAZARD AREA PER FIRM PANEL 13121C0059F DATED 09/18/2013.

## STORMWATER MANAGEMENT NOTE:

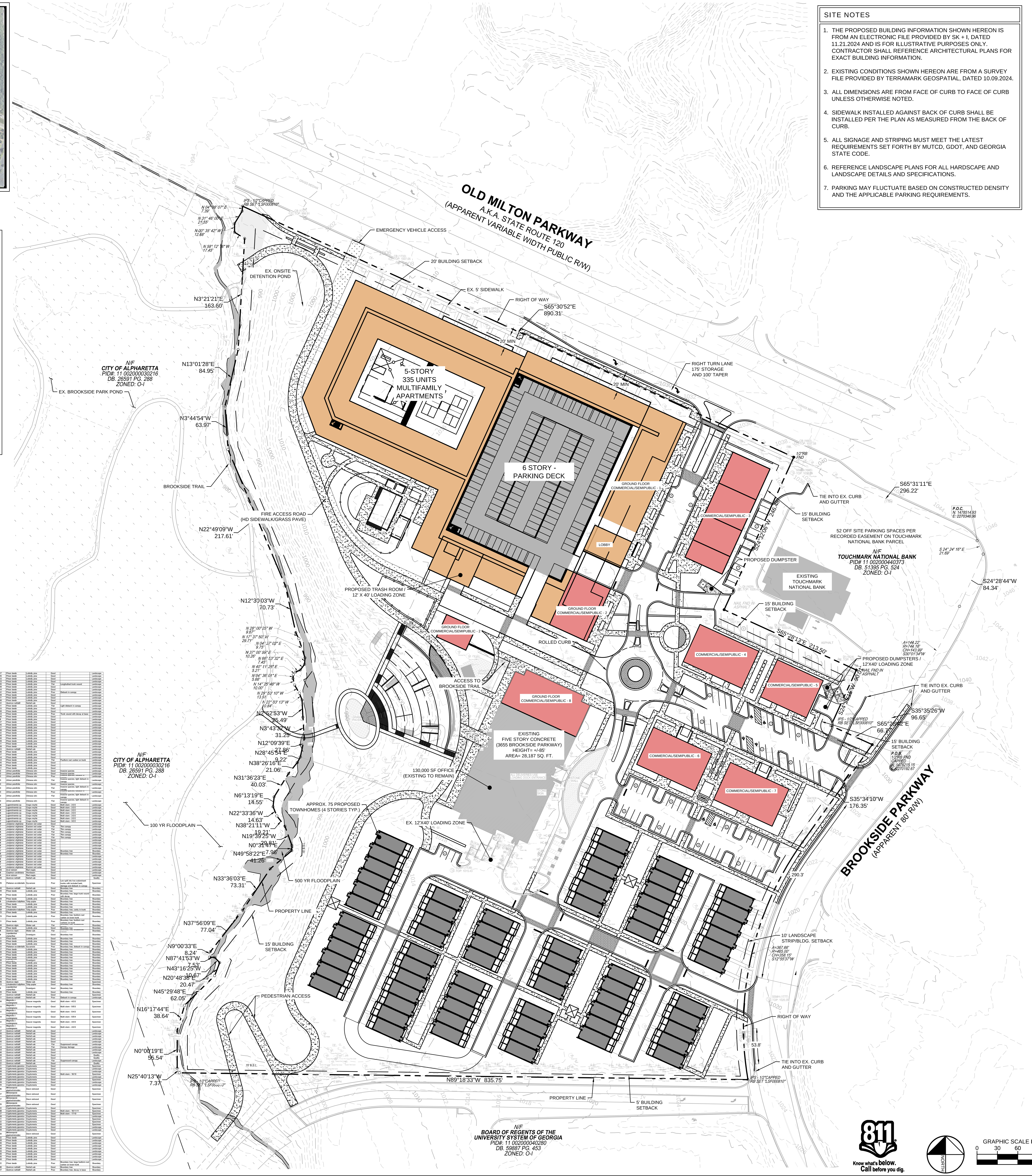
THE SITE WILL CONTAIN ONSITE AND OFFSITE STORMWATER CONTROLS TO MEET ALL LOCAL AND STATE REQUIREMENTS. THIS MAY INCLUDE THE USE OF SEVERAL COMPONENTS STRATEGICALLY LOCATED THROUGHOUT THE SITE IN ORDER TO PROVIDE RUNOFF REDUCTION (IF INFILTRATION RATES ALLOW), INCLUDING: PERMEABLE PAVERS, GRASS PAVE, INFILTRATION FIELDS, BIORETENTION AREAS, AND OTHERS. WHERE RUNOFF REDUCTION IS NOT FEASIBLE, WATER QUALITY ALTERNATIVES WILL BE APPLIED.

## EXISTING CONDITIONS SURVEY NOTE:

EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY PROVIDED BY ALTA/NSPS SURVEY, DATED 10/09/2024.

| Tag Number | DBH | Species | Common Name | Condition | Notes | Type |
|---|---|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

Drawing name: K:\ALP_PRJ\019292050 - Brookside Pkwy\CAD\Plansheets\ZP - ZONING SITE PLAN.dwg ZP - ZONING PLAN Mar 21, 2025 10:33am by: campbell.reed




## SITE NOTES

1. THE PROPOSED BUILDING INFORMATION SHOWN HEREON IS FROM AN ELECTRONIC FILE PROVIDED BY SK + I, DATED 11.21.2024 AND IS FOR ILLUSTRATIVE PURPOSES ONLY. CONTRACTOR SHALL REFERENCE ARCHITECTURAL PLANS FOR EXACT BUILDING INFORMATION.
2. EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY FILE PROVIDED BY TERRAMARK GEOSPATIAL, DATED 10.09.2024.
3. ALL DIMENSIONS ARE FROM FACE OF CURB TO FACE OF CURB UNLESS OTHERWISE NOTED.
4. SIDEWALK INSTALLED AGAINST BACK OF CURB SHALL BE INSTALLED PER THE PLAN AS MEASURED FROM THE BACK OF CURB.
5. ALL SIGNAGE AND STRIPING MUST MEET THE LATEST REQUIREMENTS SET FORTH BY MUTCD, GDOT, AND GEORGIA STATE CODE.
6. REFERENCE LANDSCAPE PLANS FOR ALL HARDSCAPE AND LANDSCAPE DETAILS AND SPECIFICATIONS.
7. PARKING MAY FLUCTUATE BASED ON CONSTRUCTED DENSITY AND THE APPLICABLE PARKING REQUIREMENTS.

## SITE DEVELOPMENT SUMMARY

### SITE SUMMARY

| | |
|---|---|
| CURRENT ZONING: | O-I (OFFICE INSTITUTIONAL) |
| PROPOSED ZONING: | MU (MIXED USE) |
| SITE AREA: | 19.68 ACRES |
| IMPERVIOUS AREA: | MAX. 80% (15.74 AC) |
| BUILDING SETBACK: | |
| FRONT (OLD MILTON PKWY): | 20 FT (OFF R/W LINE) |
| SIDE (BROOKSIDE PWKY): | 10 FT (OFF R/W LINE) |
| SIDE: | 15 FT |
| REAR: | 5 FT |
| LANDSCAPE SETBACK: | |
| FRONT (OLD MILTON PKWY): | 20 FT (OFF SIDEWALK) |
| SIDE (BROOKSIDE PWKY): | 10 FT (OFF SIDEWALK) |
| SIDE: | 0 FT |
| REAR: | 0 FT |
| DEVELOPMENT PARAMETERS: | |
| MAX. BUILDING HEIGHT: | |
| PARKING DECK: | 6 STORIES |
| MULTIFAMILY: | 5 STORIES OR 72 FT |
| OFFICE: | 5 STORIES OR 85 FT |
| COMMERCIAL/SEMIPUBLIC: | 2 STORIES OR 40 FT |
| TOWNHOMES: | 4 STORIES OR 50 FT |
| MIN. FLOOR AREA: | 540 SF |
| MIN LOT WIDTH: | |
| TOWNHOMES: | 22 FT |

### PROPOSED DENSITIES

| | |
|---|---|
| MULTIFAMILY RESIDENTIAL | 335 UNITS |
| OFFICE | 130,000 SF |
| COMMERCIAL/SEMIPUBLIC | 60,000 SF |
| TOWNHOMES | 75 UNITS |

### PROPOSED LAND USES

| | REQUIRED | PROPOSED |
|---|---|---|
| MULTIFAMILY RESIDENTIAL | MIN. 25% (4.92 AC) | 25.6% (5.05 AC) |
| OFFICE | MIN. 25% (4.92 AC) | 25.2% (4.95 AC) |
| COMMERCIAL/SEMIPUBLIC | MIN. 10% (1.97 AC) | 17.5% (3.44 AC) |
| TOWNHOMES | MIN. 25% (4.92 AC) | 31.7% (6.24 AC) |

### PARKING SUMMARY

| | |
|---|---|
| REQUIRED PARKING: | **1,747 SPACES** (TOTAL) |
| MULTIFAMILY (335 UNITS) | 687 SPACES (2.05/UNIT) |
| OFFICE (130,000 SF) | 520 SPACES (1/250 SF) |
| COMMERCIAL/SEMIPUBLIC (60,000 SF) | 240 SPACES (1/250 SF) |
| TOWNHOMES (75 UNITS) | 300 SPACES (1.0/BEDROOM) |
| *PROPOSED PARKING: | **1,222 SPACES** (TOTAL) |

* **PARKING STUDY PREPARED TO SUPPORT A REQUEST FOR A REDUCTION IN THE PROPOSED PARKING. THIS STUDY SHALL BE REVIEWED BY COMMUNITY DEVELOPMENT AND MUST BE APPROVED PRIOR TO PERMITTING. MULTIFAMILY AND OFFICE PARKING WILL NOT UTILIZE SHARED PARKING DURING THE SAME HOURS.**

### **OPEN SPACE REQUIREMENTS

| | |
|---|---|
| **OPEN SPACE:** | **12.30 ACRES** (TOTAL) |
| ***AMENITY SPACE: | 10.33 ACRES (1 AC/100 POPULATION) |
| CIVIC SPACE: | 1.97 ACRES (10% SITE AREA) |

****50% OF REQUIRED OPEN SPACE IS IN PASSIVE LAND AREA**

*****2.52 POPULATION/HOME PER OFFICIAL 2020 US CENSUS FOR CITY OF ALPHARETTA.**

**(335 MULTIFAMILY UNITS +75 TOWNHOMES) * 2.52 POPULATION/HOME= 1033.2 POPULATION GENERATED.**

### PROPOSED OPEN SPACE

| | |
|---|---|
| **OPEN SPACE:** | **13.72 ACRES** (597,990 SF) |
| AMENITY SPACE: | 11.67 ACRES (508,509 SF) |
| ONSITE: | 10.94 ACRES (476,783 SF) |
| BALCONY, RESIDENTIAL LOBBY, FITNESS, POOL LOUNGE, ETC: | 0.73 ACRES (31,726 SF) |
| CIVIC SPACE: | 2.05 ACRES (89,481 SF) |
| MULTI-USE TRAIL CONNECTION AND IMPROVEMENTS: | 2.05 ACRES (89,481 SF) |

## SITE LEGEND

- PROPERTY LINE
- 20 FT LANDSCAPE STRIP/BUILDING SETBACK LINE (OLD MILTON PKWY)
- 10 FT LANDSCAPE STRIP/BUILDING SETBACK LINE (BROOKSIDE PKWY)
- COMMERCIAL/SEMIPUBLIC
- MULTIFAMILY
- TOWNHOMES
- EXISTING BUILDINGS
- PERMEABLE GRASS PAVERS
- BRICK PAVERS
- HEAVY DUTY CONCRETE PAVEMENT
- CONCRETE SIDEWALK
- (10) PARKING COUNT

## PROPERTY DESCRIPTION

Being all that tract or parcel of land lying and being in Land Lots 2, 3 and 44, 1st District, 2nd Section, City of Alpharetta, Fulton County, Georgia and being more particularly described as follows:

COMMENCING at the point of intersection of the southerly right-of-way line of Old Milton Parkway a.k.a. State Route 120 (having an apparent variable width public right-of-way) and the westerly right-of-way line of Brookside Parkway (having an apparent 80' public right-of-way); thence, leaving the aforesaid POINT OF COMMENCEMENT and continuing with the aforesaid right-of-way line of Brookside Parkway South 24° 24' 16" East, 21.69 feet; thence, South 24° 28' 44" West, 84.34 feet; thence, 144.22 feet along the arc of a curve deflecting to the right, having a radius of 744.16 feet and a chord bearing and distance of South 30° 01' 34" West, 143.99 feet; thence, South 35° 35' 26" West, 96.65 feet 1/2-inch capped rebar found and the POINT OF BEGINNING.

Thence, from said POINT OF BEGINNING as thus established and continuing with the aforesaid right-of-way line of Brookside Parkway

1. South 35° 34' 10" West, 176.35 feet; thence,
2. 367.66 feet along the arc of a curve deflecting to the left, having a radius of 465.00 feet and a chord bearing and distance of South 12° 55' 37" West, 358.15 feet; thence, leaving the aforesaid right-of-way line of Brookside Parkway
3. North 89° 18' 33" West, 835.75 feet; thence,
4. North 25° 40' 13" West, 7.37 feet; thence,
5. North 00° 00' 19" East, 55.54 feet; thence,
6. North 16° 17' 44" East, 38.64 feet; thence,
7. North 45° 29' 48" East, 62.05 feet; thence,
8. North 20° 48' 38" East, 20.47 feet; thence,
9. North 43° 16' 25" West, 10.67 feet; thence,
10. North 87° 41' 53" West, 7.53 feet; thence,
11. North 09° 00' 33" East, 8.24 feet; thence,
12. North 37° 56' 09" East, 77.04 feet; thence,
13. North 33° 36' 03" East, 73.31 feet; thence,
14. North 49° 58' 22" East, 41.26 feet; thence,
15. North 00° 31' 47" East, 7.96 feet; thence,
16. North 19° 39' 25" West, 29.81 feet; thence,
17. North 38° 21' 11" West, 19.21 feet; thence,
18. North 22° 33' 36" West, 14.63 feet; thence,
19. North 06° 13' 19" East, 14.55 feet; thence,
20. North 31° 36' 23" East, 40.03 feet; thence,
21. North 38° 26' 16" East, 21.06 feet; thence,
22. North 28° 45' 54" East, 9.22 feet; thence,
23. North 12° 09' 39" East, 27.86 feet; thence,
24. North 03° 43' 32" West, 31.25 feet; thence,
25. North 02° 52' 53" West, 25.49 feet; thence,
26. North 22° 03' 13" West, 10.84 feet; thence,
27. North 29° 53' 10" West, 13.51 feet; thence,
28. North 14° 25' 48" West, 10.00 feet; thence,
29. North 04° 36' 01" East, 5.66 feet; thence,
30. North 40° 11' 28" East, 5.21 feet; thence,
31. North 66° 53' 32" East, 7.45 feet; thence,
32. North 37° 00' 59" East, 10.26 feet; thence,
33. North 04° 27' 02" East, 9.75 feet; thence,
34. North 17° 37' 50" West, 29.71 feet; thence,
35. North 28° 00' 25" West, 9.67 feet; thence,
36. North 12° 30' 03" West, 70.73 feet; thence,
37. North 22° 49' 09" West, 217.61 feet; thence,
38. North 03° 44' 54" West, 63.97 feet; thence,
39. North 13° 01' 28" East, 84.95 feet; thence,
40. North 03° 21' 21" East, 163.60 feet; thence,
41. North 58° 12' 16" West, 17.45 feet; thence,
42. North 00° 35' 42" West, 12.68 feet; thence,
43. North 31° 46' 00" East, 21.55 feet; thence,
44. North 04° 08' 07" East, 7.39 feet to a point on the aforesaid right-of-way line of Old Milton Parkway; thence, running with the said right-of-way line of Old Milton Parkway
45. South 65° 30' 52" East, 890.31 feet toa 1/2-inch rebar found; thence, leaving the aforesaid right-of-way line of Old Milton Parkway
46. South 24° 32' 06" West, 246.48 feet to a nail found; thence,
47. South 65° 28' 13" East, 213.50 feet to a nail found; thence,
48. South 24° 29' 15" West, 90.01 feet; thence,
49. South 65° 26' 42" East, 66.77 feet to the POINT OF BEGINNING, containing 857,441 square feet or 19.6841acres of land, more or less.

Described property is subject to all rights-of-way (public and private) and easements, both recorded and unrecorded.

811 Know what's below. Call before you dig.

NORTH

GRAPHIC SCALE IN FEET
0 30 60 120

Kimley»Horn

11720 AMBER PARK DRIVE
PARKWAY 400, SUITE 600
ALPHARETTA, GEORGIA 30009
PHONE 770.619.4280
WWW.KIMLEY-HORN.COM

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PORTMAN HOLDINGS

303 PEACHTREE CENTER AVE NE, SUITE 575
ATLANTA, GA 30303

| No. | REVISION DESCRIPTIONS | DATE | BY |
|---|---|---|---|
| 3 | REVISION PER STAFF COMMENTS | 03.20.2025 | CFR |
| 2 | REVISION PER STAFF COMMENTS | 02.28.2025 | CFR |
| 1 | MASTER PLAN - PUBLIC HEARING APPLICATION | 12.02.2024 | TDG |

PROJECT

# BROOKSIDE VILLAGE REDEVELOPMENT

LAND LOTS 2, 3 AND 44
1ST DISTRICT, SECTION 2

3625 BROOKSIDE PARKWAY
ALPHARETTA, GA 30022

GEORGIA REGISTERED No. PE044634 PROFESSIONAL ENGINEER MARK A. PUTNAM
3-20-25

| | |
|---|---|
| GSWCC CERT. (LEVEL II) | 0000076495 |
| DRAWN BY | KHP |
| DESIGNED BY | KHP |
| REVIEWED BY | MAP |
| DATE | 03/04/2025 |
| PROJECT NO. | 019292050 |
| TITLE | ZONING PLAN |
| SHEET NUMBER | ZP |

PRELIMINARY: NOT FOR CONSTRUCTION

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

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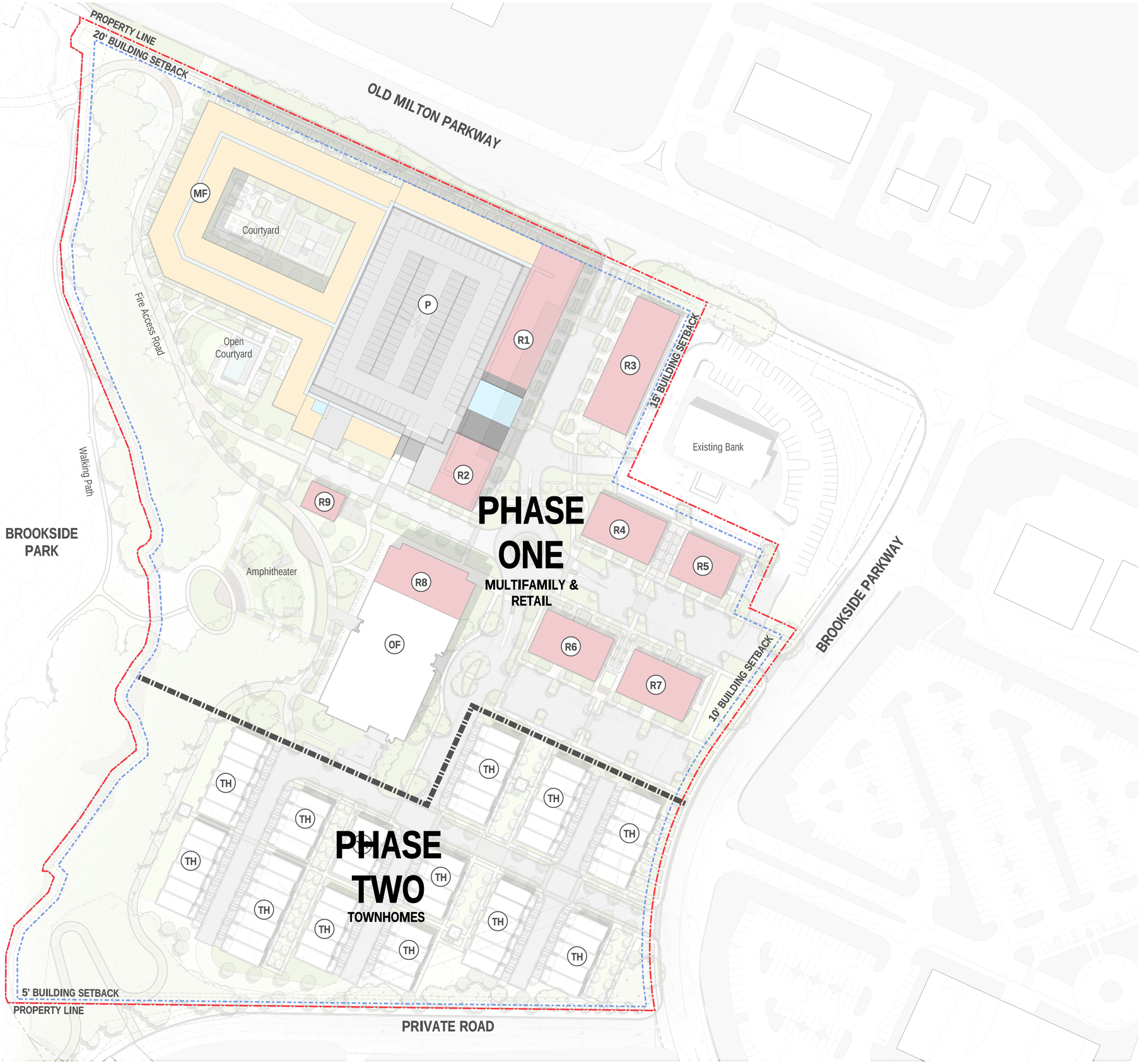
- (MF) **MULTIFAMILY**
- (RX) **COMMERCIAL 1 - 9**
- (OF) **OFFICE - EXISTING**
- (P) **PARKING DECK**
- (TH) **TOWNHOMES**

note: Phase 2 will commence upon receiving certificate of occupancy for Phase 1 parking deck and securing all necessary permits for construction.




- COMMERCIAL / SEMIPUBLIC
- MULTIFAMILY
- AMENITY
- PARKING

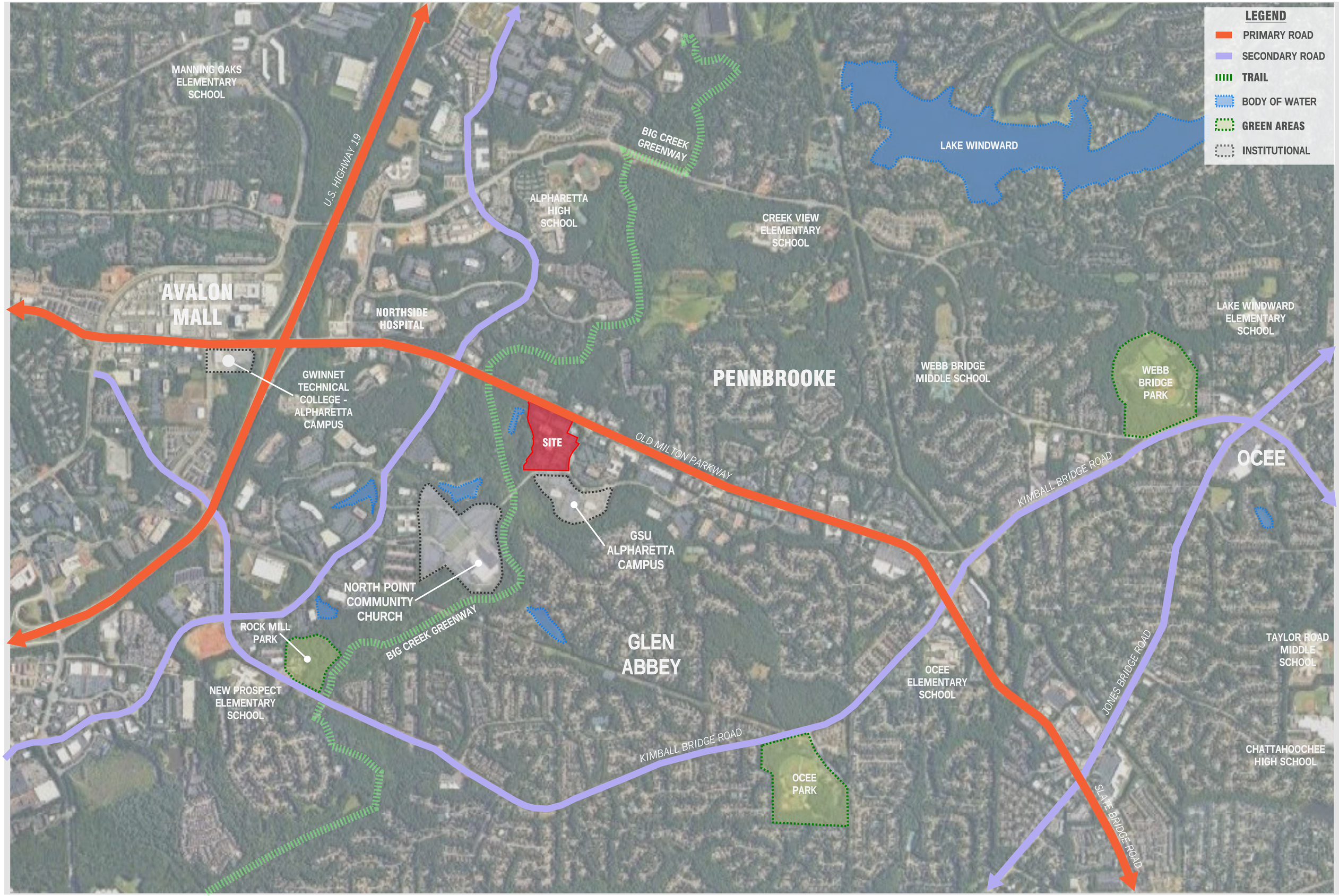
0 50' 100' 200'

# BROOKSIDE VILLAGE REDEVELOPMENT

PORTMAN

**03.20.2025**
**Public Hearing Application**

SK+I




0 600' 1200' 2400'

SK+I

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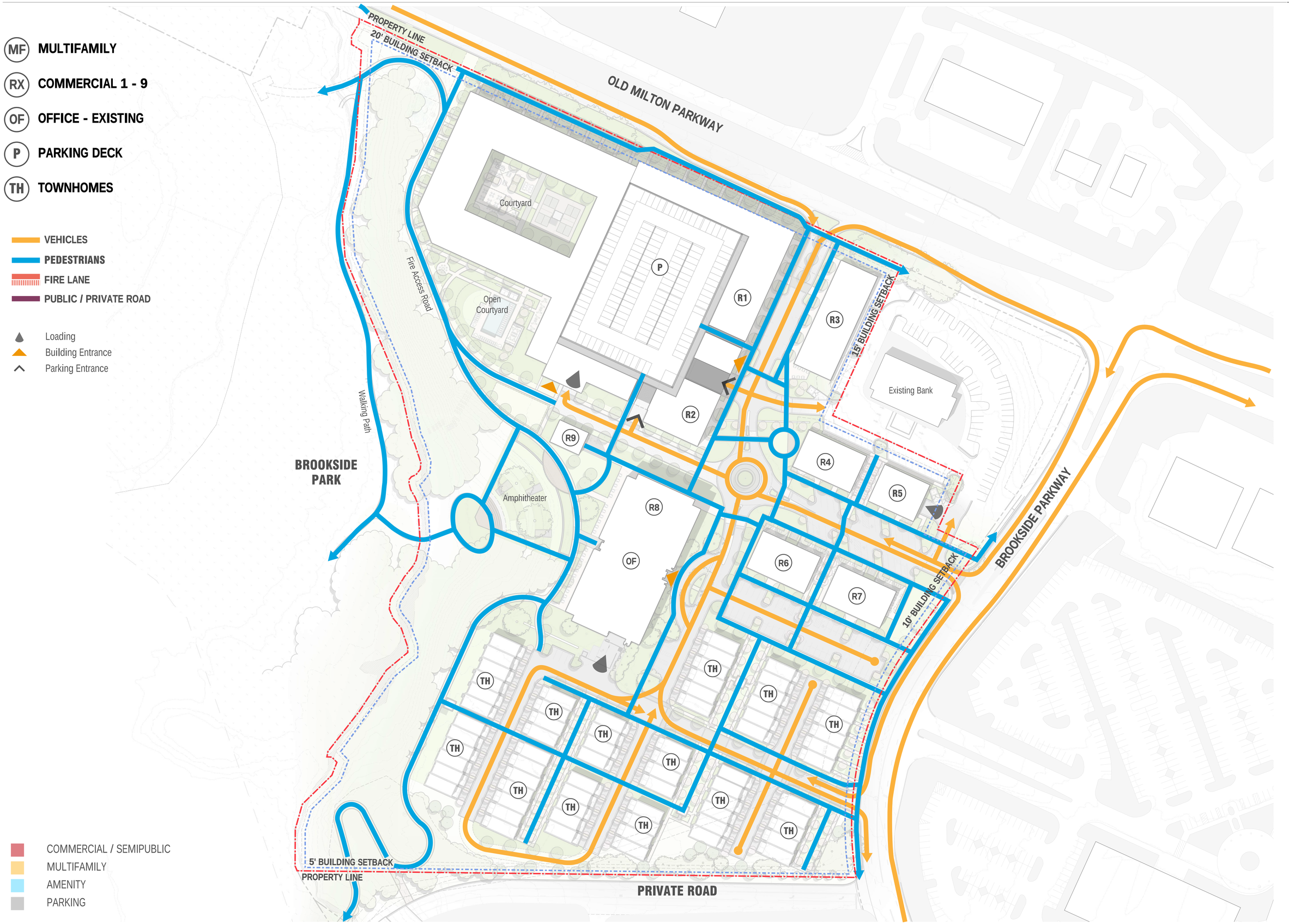



0 50' 100' 200'

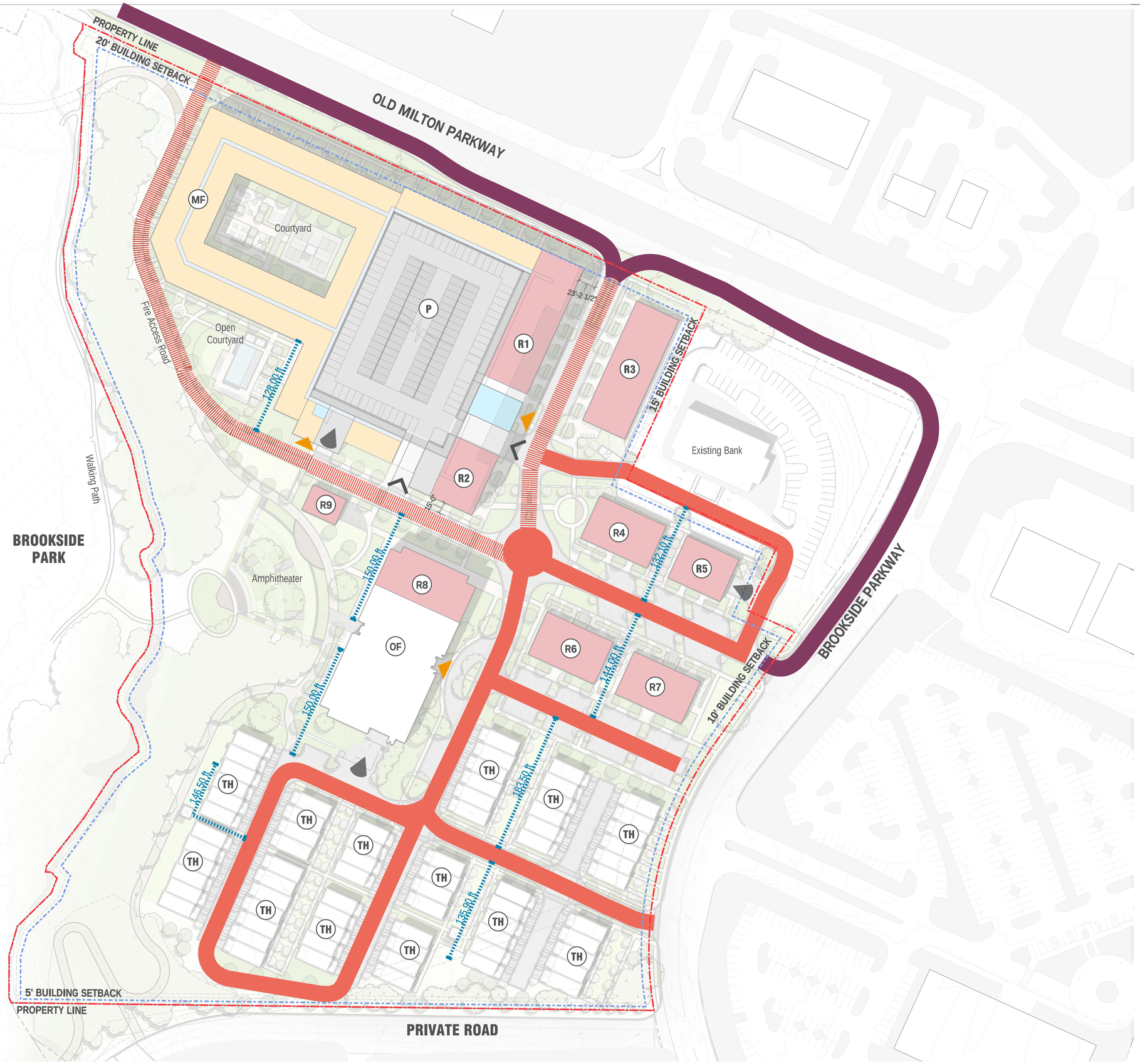
SK+I

© 2025 SK+I Architecture, LLC

- MF **MULTIFAMILY**
- RX **COMMERCIAL 1 - 9**
- OF **OFFICE - EXISTING**
- P **PARKING DECK**
- TH **TOWNHOMES**

- VEHICLES
- PEDESTRIANS
- FIRE LANE
- PUBLIC / PRIVATE ROAD

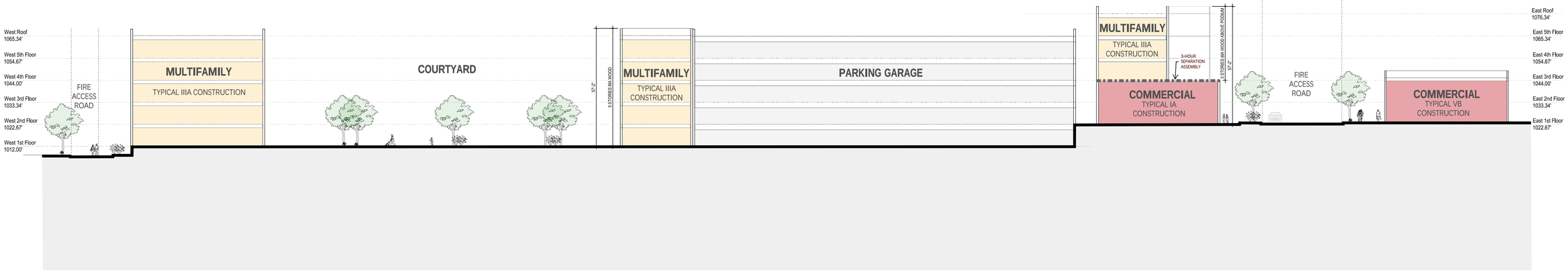
- Loading
- Building Entrance
- Parking Entrance



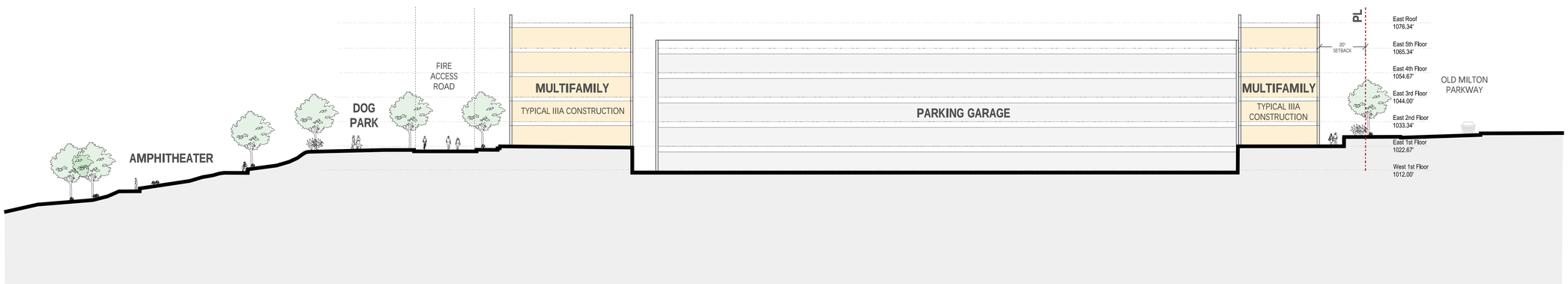

- COMMERCIAL / SEMIPUBLIC
- MULTIFAMILY
- AMENITY
- PARKING

0 50' 100' 200'

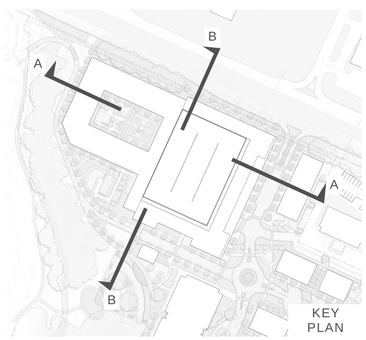
© 2021 SK + I Architecture, LLC




SECTION A: EAST-WEST




SECTION B: NORTH-SOUTH




0 20' 40' 80'

SK+I

BROOKSIDE
LITTLE RAY MEXICAN CANTINA
MEXICAN CANTINA
LITTLE REY
1

BROOKSIDE VILLAGE
BODY SPA
BODY SPA
3

BROOKSIDE
PAINTED PARK SPORTS BAR
2

3
2
1

BROOKSIDE
VILLAGE
BARRY'S BOOTCAMP
1

3

2

2
3
1

1

3

BROOKSIDE VILLAGE
2

2
1
3

BROOKSIDE VILLAGE
1

3

BROOKSIDE
2

1
3
2

PORTMAN

# Brookside Village Redevelopment
# Public Hearing Application

97453
03.20.2025



1240 OLD CHATTAHOOCHEE AVE NW, ATLANTA, GA 30318

**P:** 770.951.5500 **W:** COREATLANTA.COM

01

# Overall Master Plan

**SITE PLAN**

# Overall Master Plan

## LEGEND

- MF — Multi-Family
- LB — Multi-Family Lobby
- P — Parking Deck
- RX — Commercial 1-8
- O — Existing Office
- TH — Townhomes
- JB — Commercial Jewel Box

**This preliminary Site Plan is intended for City of Alpharetta rezoning purposes only. It does not guarantee the final design.*

0' 30' 60' 120'
SCALE: 1" = 60'-0"

**SITE PLAN**

# Site Program + Amenities

## LEGEND

- Park Gateway / Entry Portal
- Entry Monumentation / Signage
- Outdoor Amphitheater
- Sculpture Location
- Mural Location
- Multi-Use Trail
- Focal Point / Pergola
- Community Greenspace
- Pickleball Courts
- Multi-Family Pool Amenity
- Multi-Family: Outdoor Dining / Grills
- Fire Pits
- Outdoor Dining
- Outdoor Patio
- Dog Park
- Community Garden
- Retail Experience

0' 30' 60' 120'
SCALE: 1" = 60'-0"

**SITE PLAN**

# Connectivity + Pedestrian Circulation

02

# Enlargements

**SITE PLAN ENLARGEMENT**

# Old Milton Parkway Entrance

## LEGEND

### SITE ELEMENTS

1. Sidewalk
2. Event Lawn
3. Stage / Platform
4. Pedestrian Crossing
5. Asphalt Drive
6. On-Street Parallel Parking

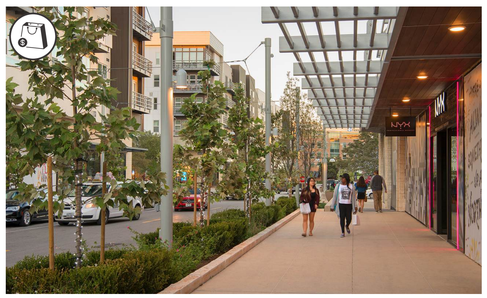
- Entry Monumentation / Signage
- Sculpture Location
- Mural Location
- Comunity Greenspace
- Outdoor Dining
- Retail Experience

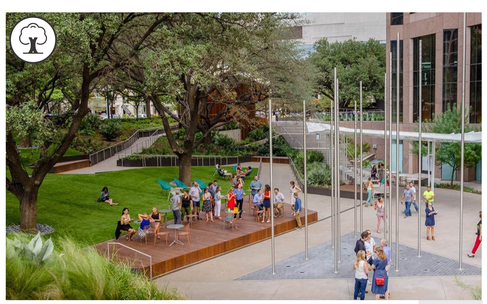
### LANDSCAPE ELEMENTS

- Landscape Area
- Lawn Area
- Overstory Tree
- Ornamental Tree
- Existing Tree to Remain

0' 10' 20' 40'
SCALE: 1" = 20'-0"

## LOOK + FEEL IMAGERY





**SITE PLAN ENLARGEMENT**

# Retail Amenities + Brookside Parkway Entrance

## LEGEND

### SITE ELEMENTS

1. Sidewalk
2. Gravel Bosque
3. Water Feature
4. Open Lawn
5. Tiered Deck
6. Overhead Structure
7. Pedestrian Crossing
8. Asphalt Drive
9. On-Street Diagonal Parking

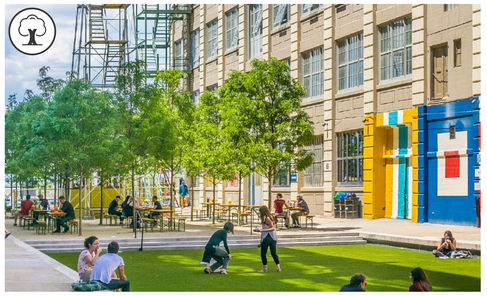
- Entry Monumentation / Signage
- Sculpture Location
- Mural Location
- Focal Point / Pergola
- Community Greenspace
- Outdoor Dining
- Outdoor Patio

### LANDSCAPE ELEMENTS

- Landscape Area
- Lawn Area
- Overstory Tree
- Ornamental Tree
- Existing Tree to Remain

0' 10' 20' 40'
SCALE: 1" = 20'-0"

## LOOK + FEEL IMAGERY



**SITE PLAN ENLARGEMENT**

# Multi-Family Amenities + Multi-Use Trail

## LEGEND

### SITE ELEMENTS

1. Sidewalk
2. Fire Lane: Multi-Use Trail with Landscape Strip
3. Pool Lounger Area
4. Cabana
5. Pool Enclosure
6. Overhead Structure at Pickelball
7. Open Lawn
8. Multi-Use Trail Raised Boardwalk
9. Fire Lane: Grassed
10. Recommended Future Big Creek Greenway Connector Trail

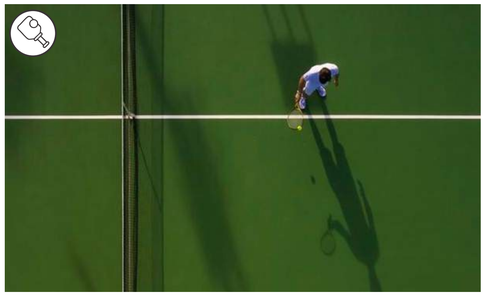
- Park Gateway / Entry Portal
- Multi-Use Trail
- Mural Location
- Pickelball Courts
- Multi-Family Pool Amenity
- Multi-Family: Outdoor Dining / Grills
- Fire Pits
- Outdoor Patio

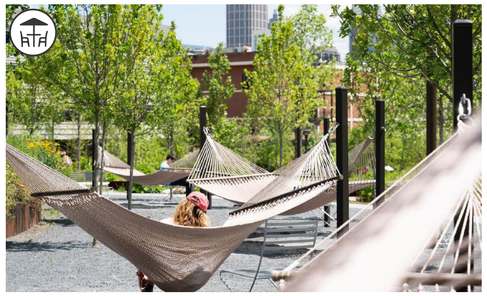
### LANDSCAPE ELEMENTS

- Landscape Area
- Lawn Area
- Overstory Tree
- Ornamental Tree
- Existing Tree to Remain

0' 10' 20' 40'
SCALE: 1" = 20'-0"

## LOOK + FEEL IMAGERY





**SITE PLAN ENLARGEMENT**

# Park Space + Amphitheater

## LEGEND

### SITE ELEMENTS

1. Sidewalk
2. Fire Lane: Multi-Use Trail with Landscape Strip
3. Retractable Bollards
4. Overlook Area with Overhead Structure
5. Stage / Platform
6. New Amphitheater and Stairs
7. Hillside Slide
8. Paver Area
9. Existing Wall to Remain
10. Existing Walkway
11. Asphalt Drive
12. Multi-Use Trail

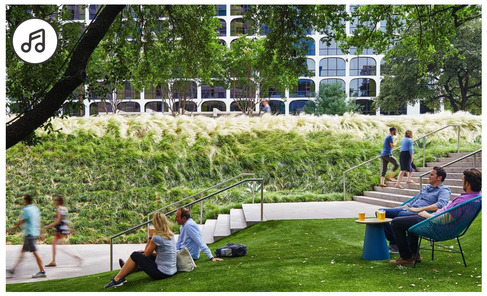
- Park Gateway / Entry Portal
- Outdoor Amphitheater
- Sculpture Location
- Mural Location
- Multi-Use Trail
- Community Greenspace
- Outdoor Dining
- Outdoor Patio
- Dog Park

### LANDSCAPE ELEMENTS

- Landscape Area
- Lawn Area
- Overstory Tree
- Ornamental Tree
- Existing Tree to Remain

0' 10' 20' 40'
SCALE: 1" = 20'-0"

## LOOK + FEEL IMAGERY



**SITE PLAN ENLARGEMENT**

# Townhomes

## LEGEND

### SITE ELEMENTS

1. Sidewalk
2. Pedestrian Crossing
3. Existing Park Connection
4. Fire Lane: Grass
5. Trail Expansion Pending Agreement with North Point Church
6. Asphalt Drive

- Park Gateway / Entry Portal
- Outdoor Amphitheater
- Sculpture Location
- Mural Location
- Multi-Use Trail
- Focal Point / Pergola
- Community Greenspace
- Fire Pits
- Community Garden

### LANDSCAPE ELEMENTS

- Landscape Area
- Lawn Area
- Overstory Tree
- Ornamental Tree
- Existing Tree to Remain

0' 15' 30' 60'
SCALE: 1" = 30'-0"

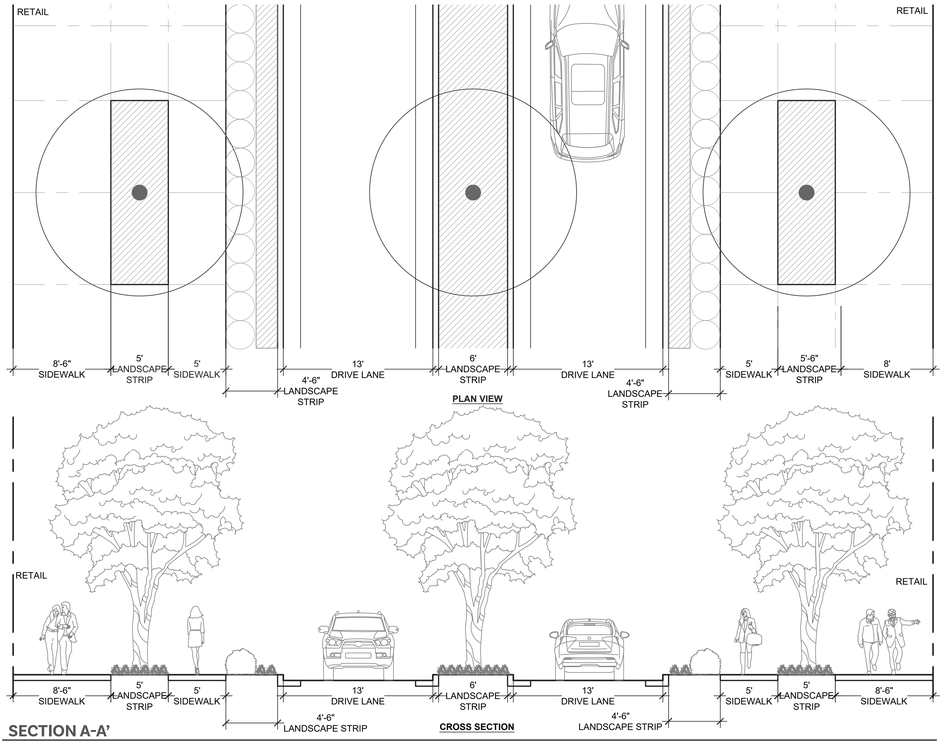
## LOOK + FEEL IMAGERY

03

# Roadway Sections

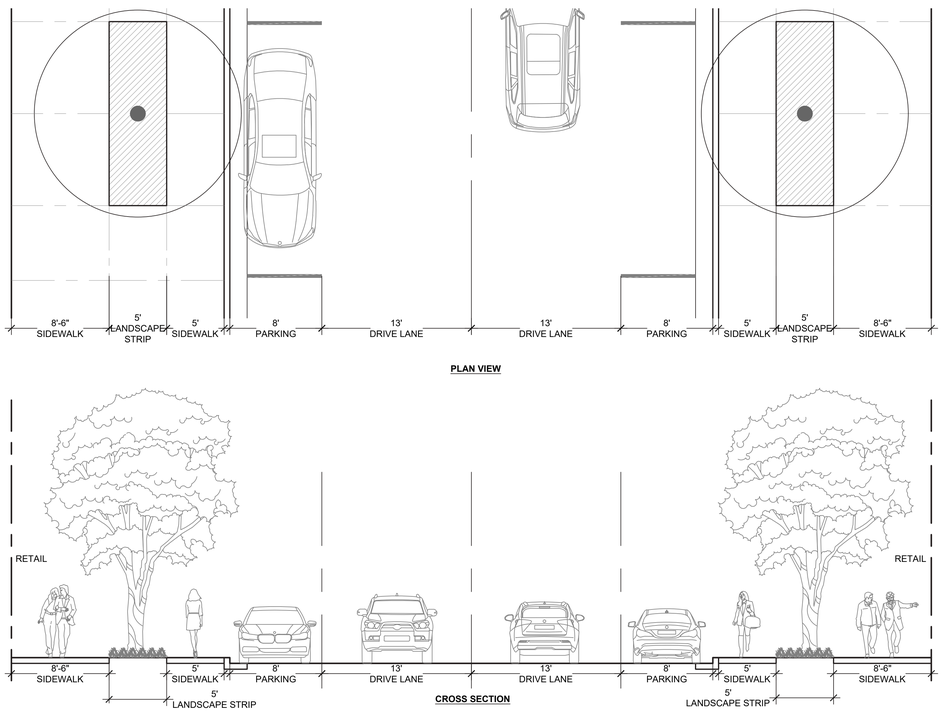
**ROADWAY SECTIONS**

# Sections A & B



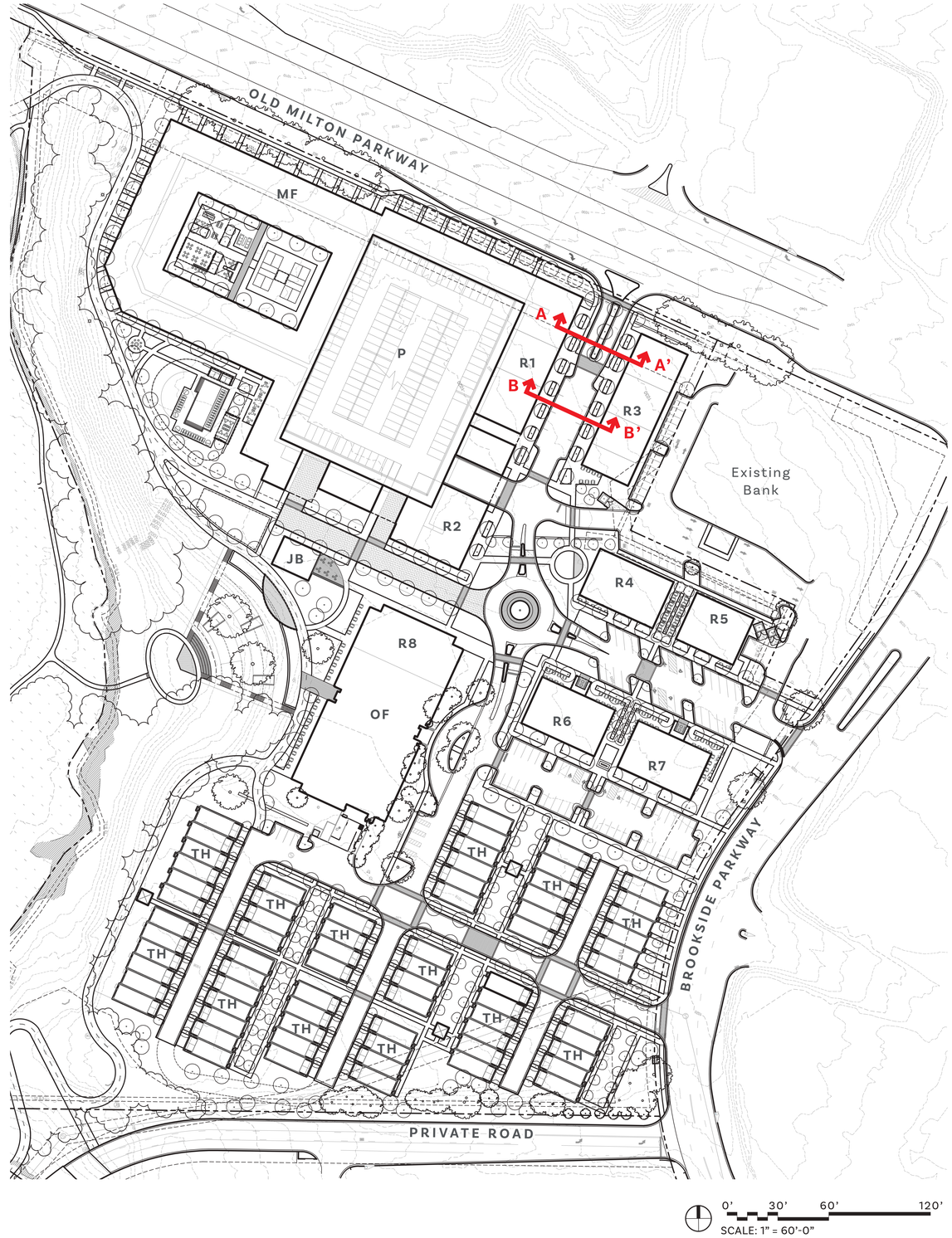

**SECTION A-A'**

3/16" = 1'-0"




**SECTION B-B'**

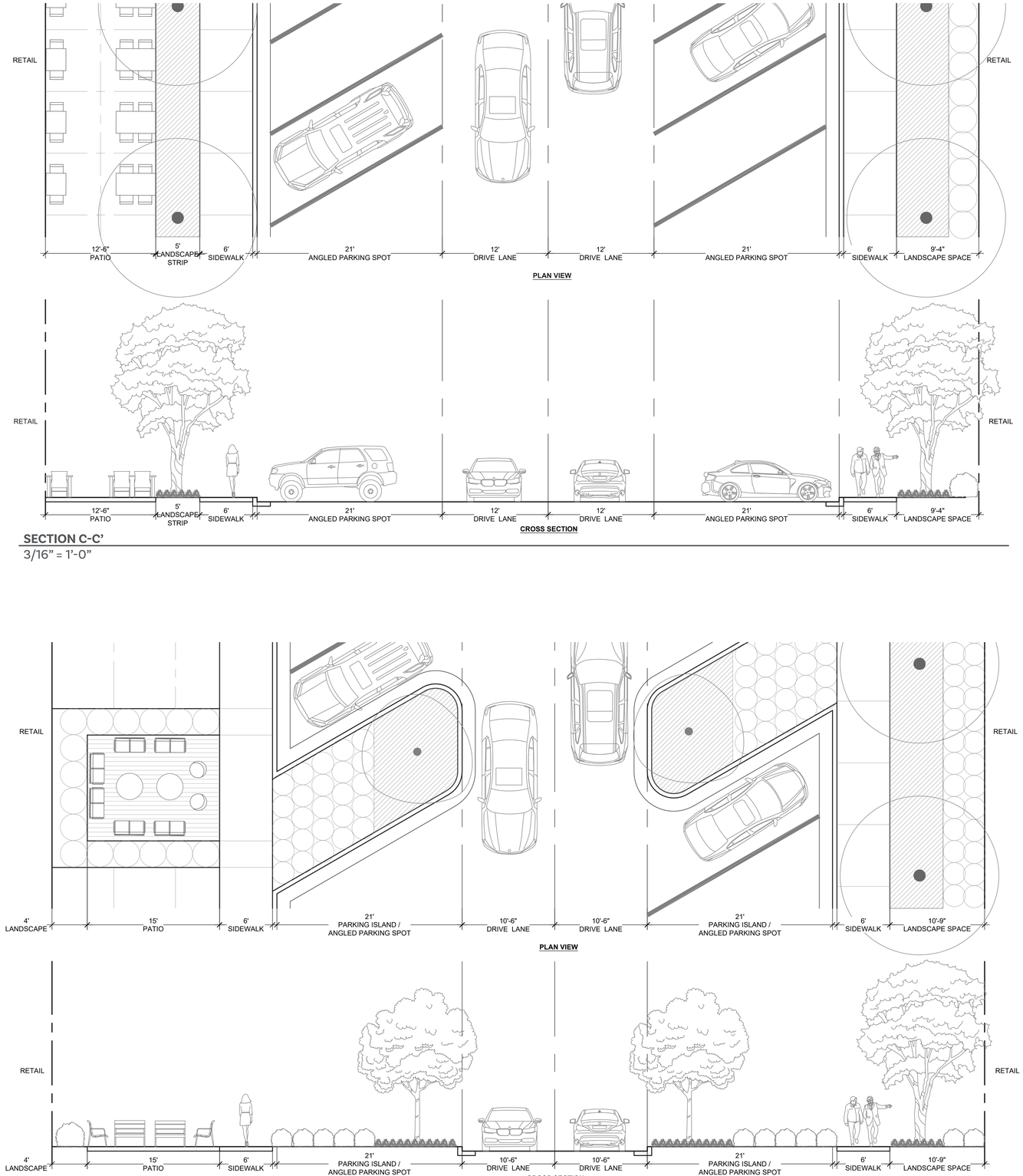
3/16" = 1'-0"




**ROADWAY KEY MAP**

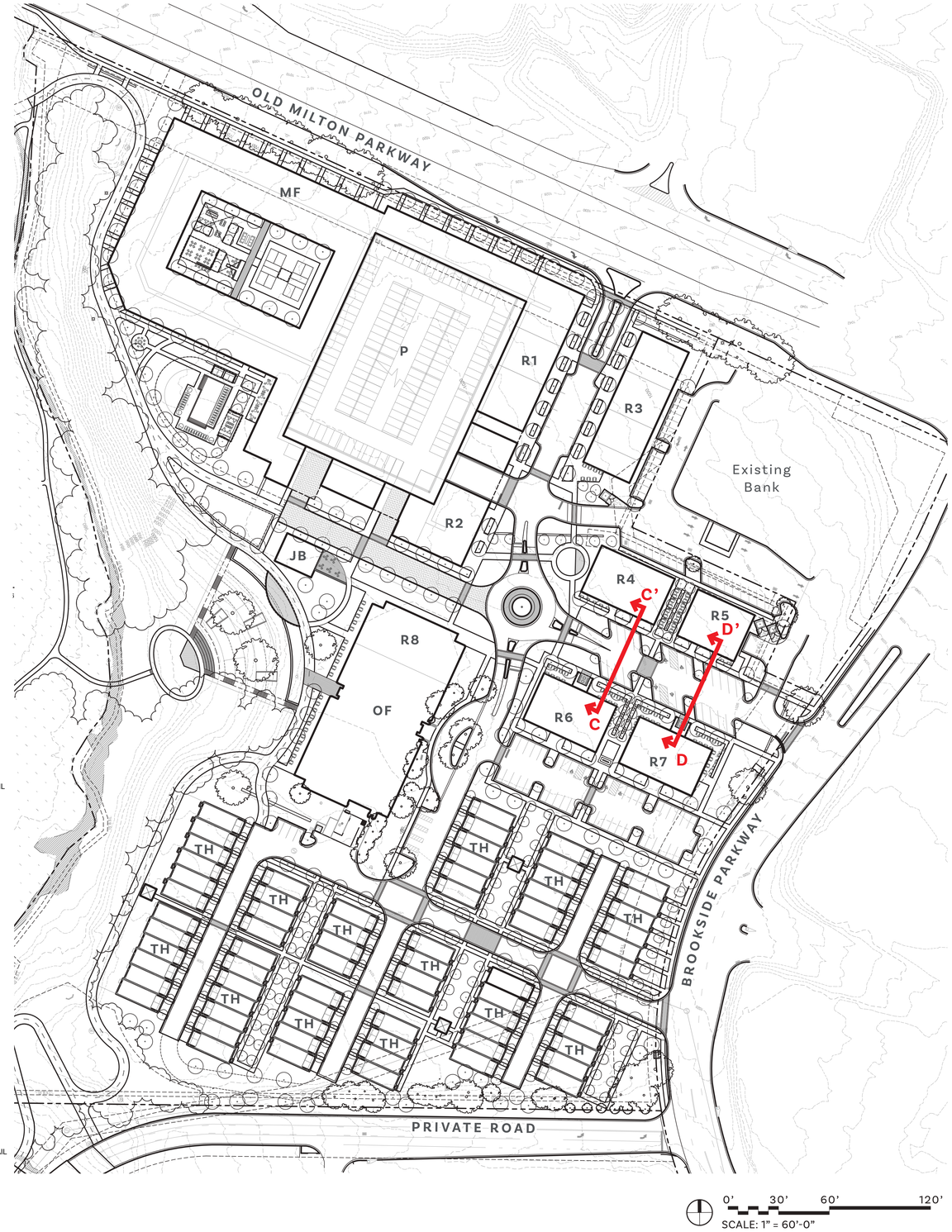
## ROADWAY SECTIONS

# Sections C & D



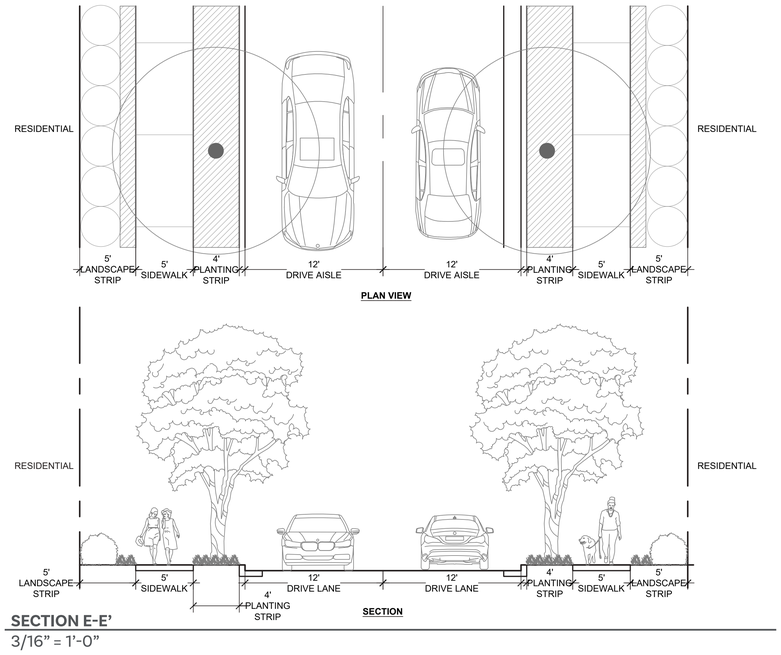

**SECTION C-C'**
3/16" = 1'-0"

**SECTION D-D'**
3/16" = 1'-0"




**ROADWAY KEY MAP**

# Section E




**SECTION E-E'**

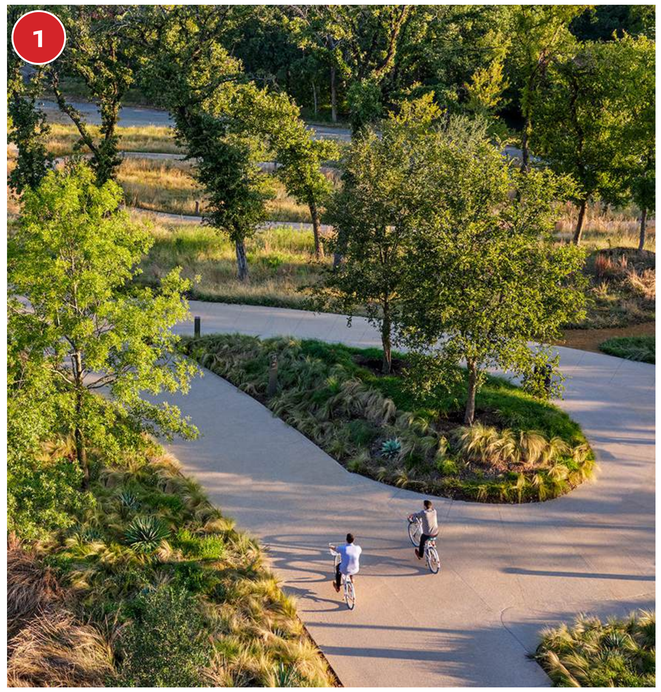
3/16" = 1'-0"

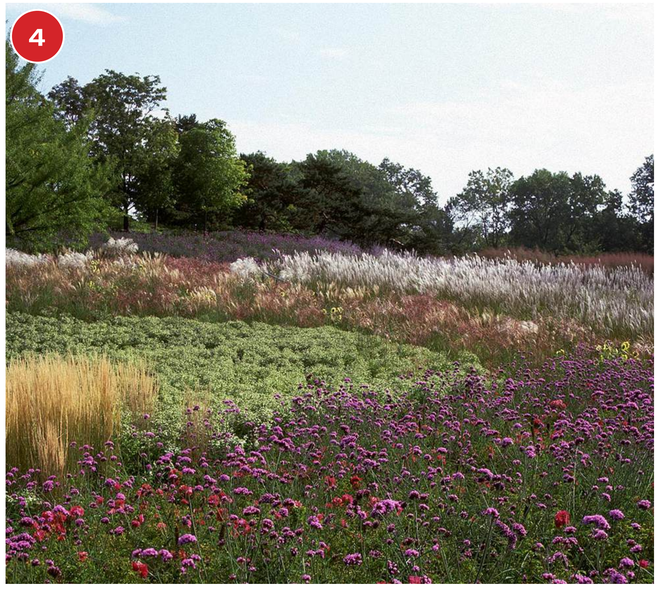
**ROADWAY KEY MAP**

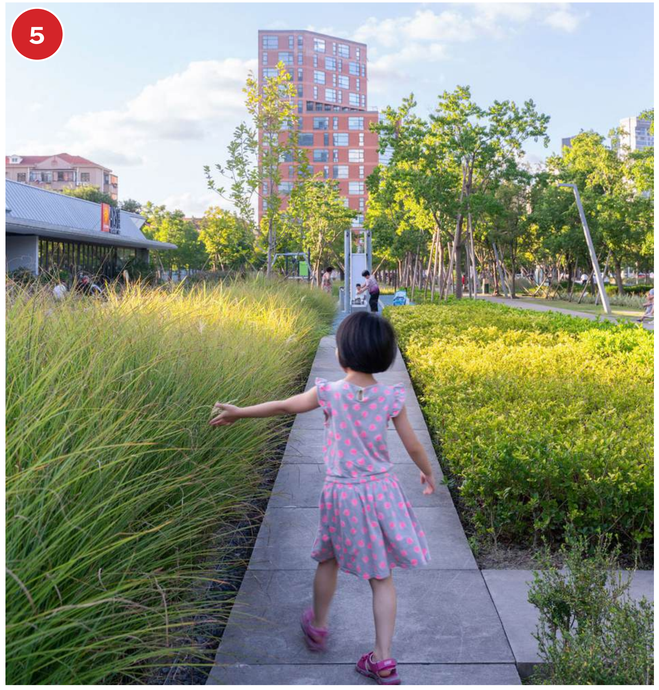
04

# Landscape Strategy

# Landscape







# Native Plant Pallet

## PERENNIALS

Carex
*Carex spp.*

Black-Eyed Susan's
*Rudbeckia spp*

Gaura
*Oenothera lindheimeri*

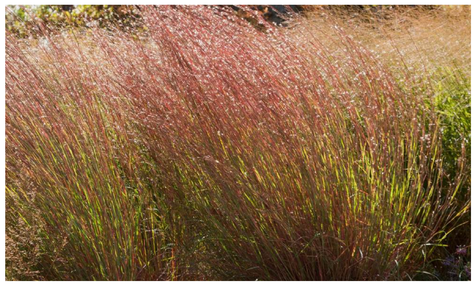
Joe Pye Weed
*Eutrochium maculatum*

Purple Coneflower
*Echinacea purpurea*

## ORNAMENTAL GRASSES

Tickleseed
*Coreopsis spp.*

Northern Sea Oats
*Chasmanthium latifolium*



Little Bluestem
*Schizachyrium scoparium*

Pink Muhley Grass
*Muhlenbergia capillaris*

Switch Grass
*Panicum virgatum*

## SHRUBS

Azalea
*Rhododendron spp.*

Dwarf Fothergilla
*Fothergilla gardenii*

Itea
*Itea virginica*

Oakleaf Hydrangea
*Hydrangea quercifolia*

Wax Myrtle
*Myrica cerifera*

# Native Plant Pallet

## TREES

Witchhazel
*Hamamelis virginiana*

Yucca
*Yucca aloifolia*

Black Gum
*Nyssa sylvatica*

Bald Cypress
*Taxodium distichum*

Dogwood
*Cornus kousa*

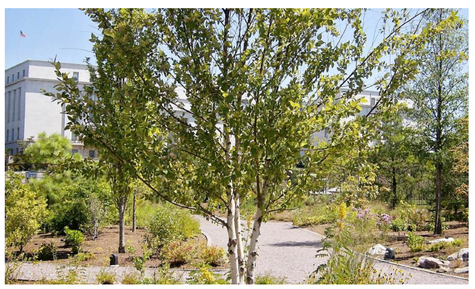
Loblolly Pine
*Pinus palustris*

Maple
*Acer spp.*

Oak
*Quercus spp.*

Holly
*Ilex spp.*

Redbud
*Cercis canadensis*



River Birch
*Betula nigra*

Serviceberry
*Amelanchier arborea*

Troutman Pepper Locke LLP
Bank of America Plaza, 600 Peachtree Street NE, Suite 3000
Atlanta, GA 30308, UNITED STATES OF AMERICA

troutman.com

**Jessica L. Hill**
jessica.hill@troutman.com

March 5, 2025

City of Alpharetta
c/o Planning & Zoning Division
2 Park Plaza
Alpharetta, GA 30009
Attn: Michael Woodman

**RE: Brookside West Redevelopment – 3625 and 3655 Brookside Parkway**
**MP-25-03/CLUP-25-01/Z-25-02/CU-25-03/V-25-02**

Dear Michael:

Enclosed please find the following revised or additional application materials:

- Revised Letter of Intent;
- Revised Applicant Request Page from Application;
- Revised Variance Review Standard Responses;
- Revised Site Plan;
- Phasing Plan;
- Revised Architectural Plans from SK+I
    - Context Plan;
    - Site Plan;
    - Open Space;
    - Site Circulation Plans;
    - Ground Floor Plan;
    - Site Sections;
    - Street Perspectives; and
    - Aerial Perspectives
- Revised Landscape Plans from Core:
    - Overall Master Plan;
    - Enlargements;
    - Roadway Sections;
    - Landscape Strategy
- Shared Parking Study;
- Appeal Rights Reservation Letter; and
- Tree Assessment Chart;

The project program has been updated slightly and various modifications have been made to the plans based on discussions with the city staff. Three variances have been added to the application request.

Please amend the above captioned application with the enclosed materials.

Sincerely,

Jessica L. Hill

Enclosures

Troutman Pepper Locke LLP
Bank of America Plaza, 600 Peachtree Street NE, Suite 3000
Atlanta, GA 30308, UNITED STATES OF AMERICA

troutman.com

**Jessica L. Hill**
jessica.hill@troutman.com

March 5, 2025

City of Alpharetta
c/o Planning & Zoning Division
2 Park Plaza
Alpharetta, GA 30009

**RE: Letter of Intent for Application for Rezoning, Comprehensive Plan Amendment, Master Plan Amendment, and Concurrent Variances Brookside West Redevelopment – 3625 and 3655 Brookside Parkway MP-25-03/CLUP-25-01/Z-25-02/CU-25-03/V-25-02**

Dear City of Alpharetta,

Portman Holdings, LLC is requesting a rezoning of the 19.68 acre property located at 3625 and 3655 Brookside Parkway in the City of Alpharetta (the "Property"). The proposal is to rezone the property from O-I office institutional to MU mixed use to allow the partial redevelopment of the property with a mixed use development consisting of commercial and semi-public space, for-sale townhomes, multifamily rental units and office. The office use is existing and will remain. The property is currently improved with two office buildings that are part of the Brookside One and Two office park. The proposed development will include a mix of residential and commercial space including:

- 60,000 square feet of commercial and semi-public space;
- 75 for-sale attached dwellings;
- 335 multifamily units; and
- 130,000 square feet office use (existing).

Enclosed with this application is a conditional use permit response that includes all conditional uses requested as a part of the MU zoning district approval.

The property will be accessed by vehicles and pedestrians from both Old Milton Parkway and Brookside Parkway and includes pedestrian access to the Brookside Park. The project will provide open spaces including multiple plazas surrounded by commercial uses and will maintain a recently developed amenity space at the property that connects the development to Brookside Park. These open spaces will be accessible to the public.

The expected phasing of the development of the Property pursuant to Section 2.2.20.F reflects construction of the parking deck, for-rent multifamily dwellings and commercial/semi-public uses first. The for-sale townhomes will be a second phase due to the need to replace the surface parking for the existing office in the new parking deck.

In addition to the rezoning request, this application also requests (a) to amend the Future Land Use Map of the Comprehensive Plan for the property from CO corporate office to MU mixed use, (b) to amend the existing Brookside Master Plan to be aligned with this proposal, (c) to approve conditional use permits for the proposed uses, and (d) to approve four concurrent variances as follows: (i) variance from Section 2.2.20.D to reduce the required minimum area from 25 acres to 19.68 acres; (ii) variance from Section 3.2.8.D.1 to reduce the required 20 foot landscape strip on Old Milton Parkway from 20 feet required to 10 feet proposed, (iii) variance from Section 3.5.2.G to reduce the minimum distance requirement between curb cuts on arterial and collector streets from 300 feet to 53 feet and 290 feet for new curb cuts on Brookside Parkway and (iv) variance from Section 2.5.2 to increase the shared parking reduction from 25 percent to 28 percent.

Thank you for your consideration of this application.

Sincerely,

Jessica L. Hill

# Applicant Request And Intent

What is the proposed use(s) of the property?

The proposed use of the property is office, residential use, including for sale attached dwellings and for rent multifamily dwellings and commercial and semi-public uses such as restaurant and retail uses. The MU zoning district lists all uses as conditional uses so the full list of requested uses is provided in the conditional use request attachment incorporated in this application.

Applicant's Request (Please itemize the proposal):

1. Request to rezone the subject property from O-I office institutional to MU mixed use district.
2. Request to amend the Future Land Use Map of the Comprehensive Plan for the subject property from CO corporate office to MU mixed use.
3. Request to amend the Brookside Master Plan (MP-97-06) to allow the proposed scope of development.
4. Request for conditional use approval for the proposed uses.
5. Request four variances as follows:
   (i) Variance from Section 2.2.20.D to reduce the required minimum area from 25 acres to 19.68 acres;
   (ii) Variance from Section 3.2.8.D.1 to reduce the required 20 foot landscape strip on Old Milton Pkwy. from 20 feet to 10 feet;
   (iii) Variance from Section 3.5.2.G to reduce the minimum distance requirement between curb cuts from 300 feet to 53 feet and 290 feet on Brookside Parkway; and
   (iv) Variance from Section 2.5.2 to increased the shared parking reduction from 25 percent to 28 percent.

Applicant's Intent *(Please describe what the proposal would facilitate)*:

The zoning proposal contemplates replacing an existing, dated, surface parked office development with a mixed use development including residential, office and commercial and semi-public uses.

## VARIANCE REVIEW STANDARDS – SECTION 4.5.4

This application requests the following variances:

(i) Variance from Section 2.2.20.D to reduce the required minimum area from 25 acres to 19.68 acres;
(ii) Variance from Section 3.2.8.D.1 to reduce the required 20 foot landscape strip on Old Milton Parkway from 20 feet required to 10 feet proposed,
(iii) Variance from Section 3.5.2.G to reduce the minimum distance requirement between curb cuts on arterial and collector streets from 300 feet to 53 feet and 290 feet for new curb cuts on Brookside Parkway; and
(iv) Variance from Section 2.5.2 to increase the shared parking reduction from 25 percent to 28 percent.

The variances requested meet all of the four individual criteria provided to allow the granting of a variance as hereinafter described.

(1) There are extraordinary and exceptional conditions pertaining to the particular piece of property in question because of its size, shape or topography; or

- **Reduction in minimum site area**— The property is a large, unusually shaped property located at a prominent intersection at Old Milton Parkway and Brookside Parkway. The adjacent property is located in the floodplain and includes Big Creek. The 19.6 acre size of the property does not meet the minimum 25 acres, however, a large portion of the the adjacent property is undevelopable and owned by the City of Alpharetta as Brookside Park. The other adjacent properties are a branch bank that is too small in size to meet the minimum 25 acres and Georgia State University's Alpharetta Center. There is no opportunity to increase the size of the property due to shape of the property, the abutting natural features and adjacent uses.
- **Reduction in 20 foot landscape strip on Old Milton Parkway**— The existing streetscape on Old Milton Parkway includes existing, nonconforming trees that the applicant proposes to retain to the extent not impacted by a potential deceleration lane on Old Milton Parkway. Further, due to the combination of the property shape, topography, the wrapping of the proposed parking deck with activated uses, the deceleration lane, a proposed jog in the building to break up the massing and the existing park plaza area to remain, the landscape strip cannot be fully accommodated.
- **Reduction in driveway spacing requirement—** Due to the size of the project and the mix of uses proposed, multiple access points are necessary for circulation. The applicant has located the two proposed curb cuts as far apart as possible taking into account the impact on adjacent properties and sight distance.
- **Increase in the shared parking reduction percentage –** Due to the size of the property, a robust mix of uses is accommodated on the property which generates an increased opportunity for shared parking. The parking study submitted with the application supports the requested shared parking percentage based on customary demand.

(2) The application of the Ordinance to this particular piece of property would create an unnecessary hardship; or

- **Reduction in minimum site area**— The property is sizeable enough to accommodate a quality mixed use development as proposed in this application. Given the mix of

uses in the immediate area and the proximity to Brookside Park, requiring the minimum 25 acre size would create an unnecessary hardship.

- **Reduction in 20 foot landscape strip on Old Milton Parkway**— The applicant proposes to meet the minimum 20 foot landscape strip along a portion of Old Milton Parkway and also preserve existing right-of-way trees. Not granting the relief requested given the deceleration lane and building jog to break up the façade would create an unnecessary hardship. The area with the requested 10 foot landscape strip will aid in establishing a more prominent corner for the new retail village.
- **Reduction in driveway spacing requirement—**Brookside Parkway is a short, jug handle road connecting at two points to Old Milton Parkway and serving various existing office and institutional uses. The southern curb cut proposed provides access to the proposed townhomes and from a volume perspective is expected to be less utilized than the northern access on Brookside Parkway or the main entry point on Old Milton Parkway. From a planning perspective, however, the townhomes need an access point that is separate from the more intense office, multifamily and commercial uses in the project. Given the minimal expected impact of the curb cut, not granting the relief requested would create an unnecessary hardship.
- **Increase in the shared parking reduction percentage –** The parking study demonstrates that the requested shared parking percentage will still satisfy the parking demand. To require more parking would create an unnecessary hardship on the project.

(3) <u>There are conditions that are peculiar to the property which adversely affect its reasonable use or usability as currently zoned; or</u>

- **Reduction in minimum site area**— As noted above, the adjacency to Brookside Park and the Big Creek Greenway make the site an ideal location for added residential use. Further, the development fabric in the area supports having a mix of uses including the office and commercial uses proposed by this application. The proposed commercial uses will activate the nearby office uses and provide new dining and shopping opportunities for the nearby residents to the east and south.
- **Reduction in 20 foot landscape strip on Old Milton Parkway**— The proposal preserves existing old growth trees in the right of way along Old Milton Parkway and accommodates a new deceleration lane into the property. These conditions are specific to the property and aid in justifying the requested relief.
- **Reduction in driveway spacing requirement—**The nature of Brookside Parkway and also the expected limited use of the proposed southern curb cut on Brookside Parkway create unique circumstances. These circumstances impair the use and usability of the property.
- **Increase in the shared parking reduction percentage –** The size of the property and its location make the property uniquely situated for an active mixed use project. The increased shared parking percentage is reflective of the expected scope of use.

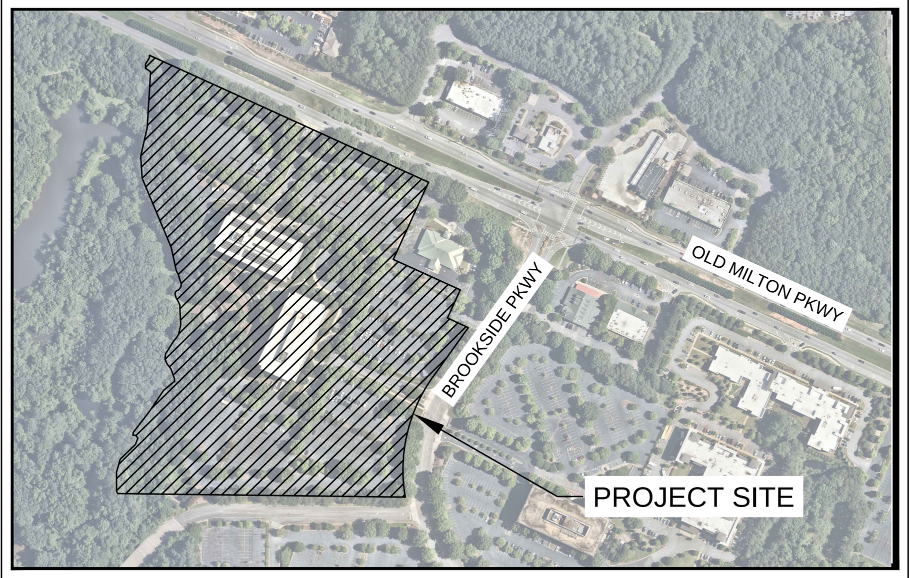
(4) <u>Relief, if granted, would not cause substantial detriment to the public good or impair the purpose and intent of the City of Alpharetta ordinances</u>.

- **Reduction in minimum site area**— The minimum acreage size for the MU development is intended to provide ample area for a truly mixed use project and limit the locations where the MU zoning district may be accommodated. This location already includes a mix of uses in the immediate area with close proximity to Georgia

400. The development proposal meets the spirit and intent of the MU district allowing the variance in the site size would not cause substantial detriment to the public good or impair the purposes and intent of the Zoning Code.

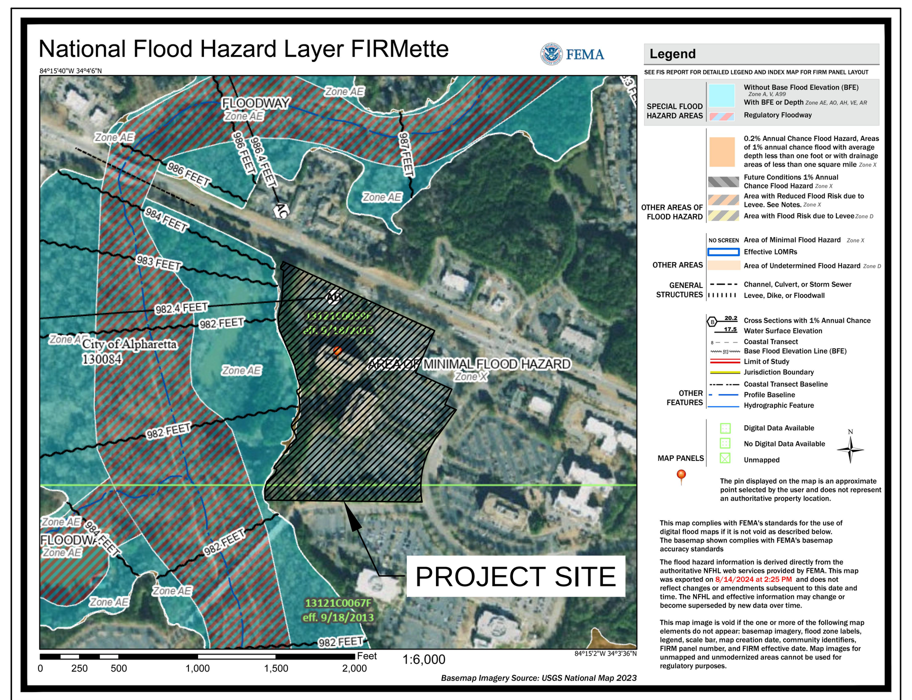
- **Reduction in 20 foot landscape strip on Old Milton Parkway**— The reduced landscape strip impacts only a portion of the frontage and results from competing priorities in the code and also in aesthetic design. Through a balancing of interests, the proposal to reduce the landscape strip is expected to be the least impactful and will not cause substantial detriment to the public good or impair the purpose and intent of the City of Alpharetta ordinances.
- **Reduction in driveway spacing requirement—**The driveway spacing relief will accommodate a secondary access point targeted toward the townhome use proposed on the property. Not providing this secondary access would result in more detriment to the public good than granting the relief.
- **Increase in the shared parking reduction percentage –** The project has been designed to meet the applicable parking demand. The parking study included in the application demonstrates how the parking demand will be met. Granting the relief requested will not impact the public good or impair the purpose and intent of Alpharetta's ordinances.

# SITE PLAN




## VICINITY MAP

NOT TO SCALE




## FEMA MAP

THE PROJECT SITE DOES LIE WITHIN A FLOOD HAZARD AREA PER FIRM PANEL 13121C0059F DATED 09/18/2013.

## STORMWATER MANAGEMENT NOTE:

THE SITE WILL CONTAIN ONSITE AND OFFSITE STORMWATER CONTROLS TO MEET ALL LOCAL AND STATE REQUIREMENTS. THIS MAY INCLUDE THE USE OF SEVERAL COMPONENTS STRATEGICALLY LOCATED THROUGHOUT THE SITE IN ORDER TO PROVIDE RUNOFF REDUCTION (IF INFILTRATION RATES ALLOW), INCLUDING: PERMEABLE PAVERS, GRASS PAVE, INFILTRATION FIELDS, BIORETENTION AREAS, AND OTHERS. WHERE RUNOFF REDUCTION IS NOT FEASIBLE, WATER QUALITY ALTERNATIVES WILL BE APPLIED.

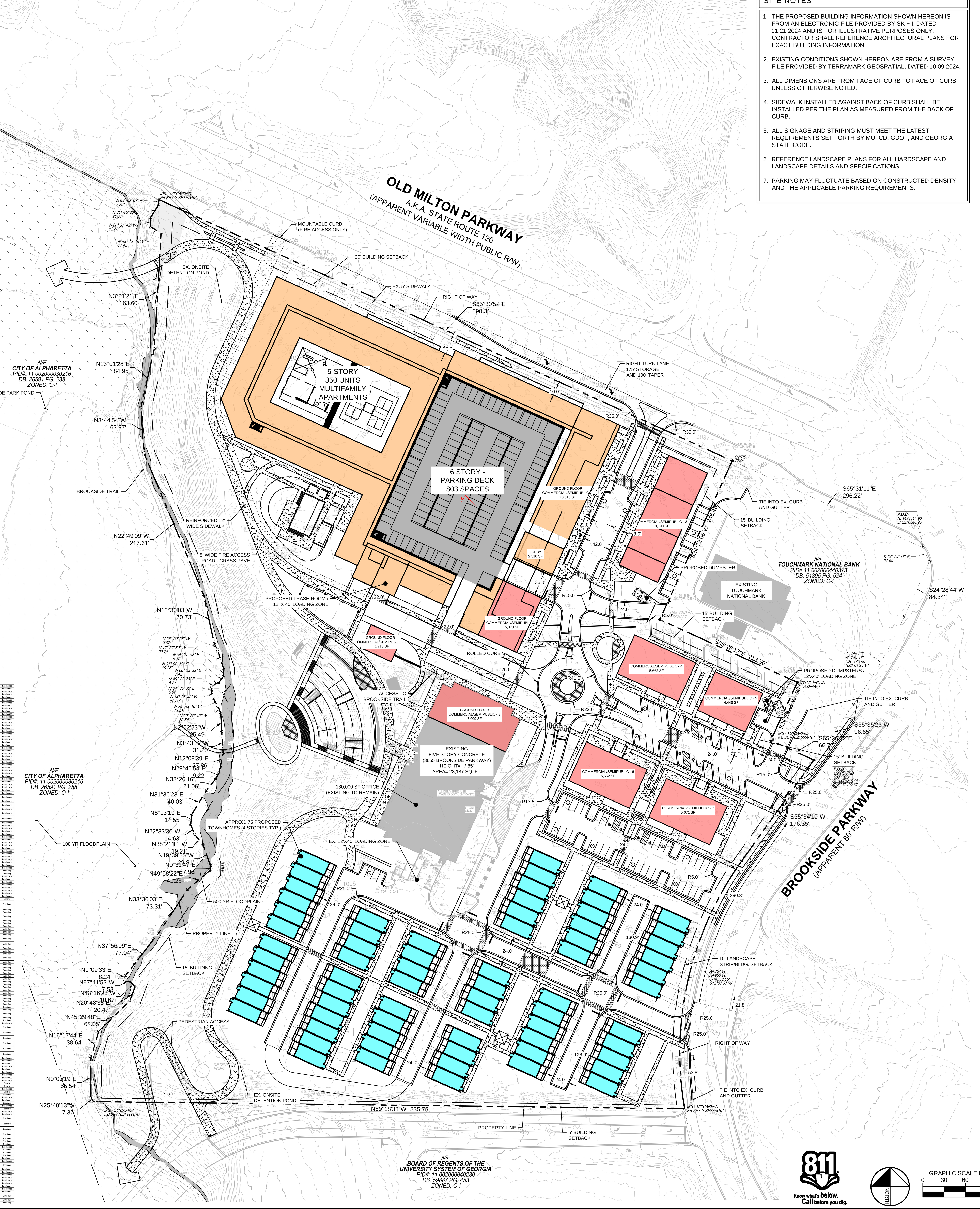
## EXISTING CONDITIONS SURVEY NOTE:

EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY PROVIDED BY ALTA/NSPS SURVEY, DATED 10/09/2024.

| Tag Number | DBH | Species | Common Name | Condition | Notes | Type |
|---|---|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

## SITE NOTES

1. THE PROPOSED BUILDING INFORMATION SHOWN HEREON IS FROM AN ELECTRONIC FILE PROVIDED BY SK + I, DATED 11.21.2024 AND IS FOR ILLUSTRATIVE PURPOSES ONLY. CONTRACTOR SHALL REFERENCE ARCHITECTURAL PLANS FOR EXACT BUILDING INFORMATION.
2. EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY FILE PROVIDED BY TERRAMARK GEOSPATIAL, DATED 10.09.2024.
3. ALL DIMENSIONS ARE FROM FACE OF CURB TO FACE OF CURB UNLESS OTHERWISE NOTED.
4. SIDEWALK INSTALLED AGAINST BACK OF CURB SHALL BE INSTALLED PER THE PLAN AS MEASURED FROM THE BACK OF CURB.
5. ALL SIGNAGE AND STRIPING MUST MEET THE LATEST REQUIREMENTS SET FORTH BY MUTCD, GDOT, AND GEORGIA STATE CODE.
6. REFERENCE LANDSCAPE PLANS FOR ALL HARDSCAPE AND LANDSCAPE DETAILS AND SPECIFICATIONS.
7. PARKING MAY FLUCTUATE BASED ON CONSTRUCTED DENSITY AND THE APPLICABLE PARKING REQUIREMENTS.




## SITE DEVELOPMENT SUMMARY

### SITE SUMMARY

| | |
|---|---|
| CURRENT ZONING: | O-I (OFFICE INSTITUTIONAL) |
| PROPOSED ZONING: | MU (MIXED USE) |
| SITE AREA: | 19.68 ACRES |
| IMPERVIOUS AREA: | MAX. 80% (15.74 AC) |
| BUILDING SETBACK: | |
| FRONT (OLD MILTON PKWY): | 20 FT (OFF R/W LINE) |
| SIDE (BROOKSIDE PWKY): | 10 FT (OFF R/W LINE) |
| SIDE: | 15 FT |
| REAR: | 5 FT |
| LANDSCAPE SETBACK: | |
| FRONT (OLD MILTON PKWY): | 20 FT (OFF R/W LINE) |
| SIDE (BROOKSIDE PWKY): | 10 FT (OFF R/W LINE) |
| SIDE: | 0 FT |
| REAR: | 0 FT |
| DEVELOPMENT PARAMETERS: | |
| MAX. BUILDING HEIGHT: | |
| MULTIFAMILY: | 6 STORIES OR 72 FT |
| OFFICE: | 5 STORIES OR 85 FT |
| COMMERCIAL/SEMIPUBLIC: | 3 STORIES OR 40 FT |
| TOWNHOMES: | 4 STORIES OR 50 FT |
| MIN. FLOOR AREA: | 540 SF |
| MIN LOT WIDTH: | |
| TOWNHOMES: | 22 FT |

### PROPOSED DENSITIES

| | |
|---|---|
| MULTIFAMILY RESIDENTIAL | 335 UNITS |
| OFFICE | 130,000 SF |
| COMMERCIAL/SEMIPUBLIC | 60,000 SF |
| TOWNHOMES | 75 UNITS |

### PROPOSED LAND USES

| | REQUIRED | PROPOSED |
|---|---|---|
| MULTIFAMILY RESIDENTIAL | MIN. 25% (4.92 AC) | 25.6% (5.05 AC) |
| OFFICE | MIN. 25% (4.92 AC) | 25.2% (4.95 AC) |
| COMMERCIAL/SEMIPUBLIC | MIN. 10% (1.97 AC) | 17.5% (3.44 AC) |
| TOWNHOMES | MIN. 25% (4.92 AC) | 31.7% (6.24 AC) |

### PARKING SUMMARY

| | |
|---|---|
| REQUIRED PARKING: | **1,747 SPACES** (TOTAL) |
| MULTIFAMILY (335UNITS) | 687 SPACES (2.05/UNIT) |
| OFFICE (130,000 SF) | 520 SPACES (1/250 SF) |
| COMMERCIAL/SEMIPUBLIC (60,000 SF) | 240 SPACES (1/250 SF) |
| TOWNHOMES (75 UNITS) | 300 SPACES (1.0/BEDROOM) |
| *PROPOSED PARKING: | **1,270 SPACES** (TOTAL) |
| PARKING DECK | 803 SPACES + SHARED SPACES |
| SURFACE PARKING | 115 SPACES + SHARED SPACES |
| TOWNHOMES (75 UNITS) | 300 SPACES |
| EXISTING OFF SITE PARKING | 52 SPACES |

* **ALL FIGURES ABOVE ARE PRELIMINARY. A PARKING STUDY WILL BE PREPARED TO SUPPORT A REQUEST FOR A REDUCTION IN THE PROPOSED PARKING. THIS STUDY SHALL BE REVIEWED BY COMMUNITY DEVELOPMENT AND MUST BE APPROVED PRIOR TO PERMITTING. MULTIFAMILY AND OFFICE PARKING WILL NOT UTILIZE SHARED PARKING DURING THE SAME HOURS.**

### **OPEN SPACE REQUIREMENTS

| | |
|---|---|
| **OPEN SPACE:** | **3.97 ACRES** (TOTAL) |
| *****TOWNHOMES** | 2.00 ACRES (1 AC/100 POPULATION) |
| CIVIC SPACE: | 1.97 ACRES (10% SITE AREA) |

****50% OF REQUIRED OPEN SPACE IS IN PASSIVE LAND AREA**

*****2.66 POPULATION/HOME PER 2024 US CENSUS FOR CITY OF ALPHARETTA. 75 HOMES * 2.66 POPULATION/HOME= 199.5 POPULATION**

### PROPOSED OPEN SPACE

| | |
|---|---|
| **OPEN SPACE:** | **3.97 ACRES** (172,622 SF) |
| TOWNHOMES | 2.00 ACRES (86,902 SF) |
| CIVIC SPACE: | 1.97 ACRES (85,720 SF) |
| MULTI-USE TRAIL | 0.30 ACRES (13,000 SF) |
| AMPHITHEATRE | 0.90 ACRES (39,200 SF) |
| POCKET PARKS | 0.50 ACRES (21,800 SF) |
| PLAZA'S | 0.27 ACRES (11,720 SF) |

## SITE LEGEND

- PROPERTY LINE
- 20 FT LANDSCAPE STRIP/BUILDING SETBACK LINE (OLD MILTON PKWY)
- 10 FT LANDSCAPE STRIP/BUILDING SETBACK LINE (BROOKSIDE PKWY)
- COMMERCIAL/SEMIPUBLIC
- MULTIFAMILY
- TOWNHOMES
- EXISTING BUILDINGS
- PERMEABLE GRASS PAVERS
- BRICK PAVERS
- HEAVY DUTY CONCRETE PAVEMENT
- CONCRETE SIDEWALK
- (10) PARKING COUNT

## PROPERTY DESCRIPTION

Being all that tract or parcel of land lying and being in Land Lots 2, 3 and 44, 1st District, 2nd Section, City of Alpharetta, Fulton County, Georgia and being more particularly described as follows:

COMMENCING at the point of intersection of the southerly right-of-way line of Old Milton Parkway a.k.a. State Route 120 (having an apparent variable width public right-of-way) and the westerly right-of-way line of Brookside Parkway (having an apparent 80' public right-of-way); thence, leaving the aforesaid POINT OF COMMENCEMENT and continuing with the aforesaid right-of-way line of Brookside Parkway South 24° 24' 16" East, 21.69 feet; thence, South 24° 28' 44" West, 84.34 feet; thence, 144.22 feet along the arc of a curve deflecting to the right, having a radius of 744.16 feet and a chord bearing and distance of South 30° 01' 34" West, 143.99 feet; thence, South 35° 35' 26" West, 96.65 feet 1/2-inch capped rebar found and the POINT OF BEGINNING.

Thence, from said POINT OF BEGINNING as thus established and continuing with the aforesaid right-of-way line of Brookside Parkway

1. South 35° 34' 10" West, 176.35 feet; thence,
2. 367.66 feet along the arc of a curve deflecting to the left, having a radius of 465.00 feet and a chord bearing and distance of South 12° 55' 37" West, 358.15 feet; thence, leaving the aforesaid right-of-way line of Brookside Parkway
3. North 89° 18' 33" West, 835.75 feet; thence,
4. North 25° 40' 13" West, 7.37 feet; thence,
5. North 00° 00' 19" East, 55.54 feet; thence,
6. North 16° 17' 44" East, 38.64 feet; thence,
7. North 45° 29' 48" East, 62.05 feet; thence,
8. North 20° 48' 38" East, 20.47 feet; thence,
9. North 43° 16' 25" West, 10.67 feet; thence,
10. North 87° 41' 53" West, 7.53 feet; thence,
11. North 09° 00' 33" East, 8.24 feet; thence,
12. North 37° 56' 09" East, 77.04 feet; thence,
13. North 33° 36' 03" East, 73.31 feet; thence,
14. North 49° 58' 22" East, 41.26 feet; thence,
15. North 00° 31' 47" East, 7.96 feet; thence,
16. North 19° 39' 25" West, 29.81 feet; thence,
17. North 38° 21' 11" West, 19.21 feet; thence,
18. North 22° 33' 36" West, 14.63 feet; thence,
19. North 06° 13' 19" East, 14.55 feet; thence,
20. North 31° 36' 23" East, 40.03 feet; thence,
21. North 38° 26' 16" East, 21.06 feet; thence,
22. North 28° 45' 54" East, 9.22 feet; thence,
23. North 12° 09' 39" East, 27.86 feet; thence,
24. North 03° 43' 32" West, 31.25 feet; thence,
25. North 02° 52' 53" West, 25.49 feet; thence,
26. North 22° 03' 13" West, 10.84 feet; thence,
27. North 29° 53' 10" West, 13.51 feet; thence,
28. North 14° 25' 48" West, 10.00 feet; thence,
29. North 04° 36' 01" East, 5.66 feet; thence,
30. North 40° 11' 28" East, 5.21 feet; thence,
31. North 66° 53' 32" East, 7.45 feet; thence,
32. North 37° 00' 59" East, 10.26 feet; thence,
33. North 04° 27' 02" East, 9.75 feet; thence,
34. North 17° 37' 50" West, 29.71 feet; thence,
35. North 28° 00' 25" West, 9.67 feet; thence,
36. North 12° 30' 03" West, 70.73 feet; thence,
37. North 22° 49' 09" West, 217.61 feet; thence,
38. North 03° 44' 54" West, 63.97 feet; thence,
39. North 13° 01' 28" East, 84.95 feet; thence,
40. North 03° 21' 21" East, 163.60 feet; thence,
41. North 58° 12' 16" West, 17.45 feet; thence,
42. North 00° 35' 42" West, 12.68 feet; thence,
43. North 31° 46' 00" East, 21.55 feet; thence,
44. North 04° 08' 07" East, 7.39 feet to a point on the aforesaid right-of-way line of Old Milton Parkway; thence, running with the said right-of-way line of Old Milton Parkway
45. South 65° 30' 52" East, 890.31 feet toa 1/2-inch rebar found; thence, leaving the aforesaid right-of-way line of Old Milton Parkway
46. South 24° 32' 06" West, 246.48 feet to a nail found; thence,
47. South 65° 28' 13" East, 213.50 feet to a nail found; thence,
48. South 24° 29' 15" West, 90.01 feet; thence,
49. South 65° 26' 42" East, 66.77 feet to the POINT OF BEGINNING, containing 857,441 square feet or 19.6841acres of land, more or less.

Described property is subject to all rights-of-way (public and private) and easements, both recorded and unrecorded.

811 Know what's below. Call before you dig.

NORTH

GRAPHIC SCALE IN FEET
0 30 60 120

Kimley»Horn

PHONE 770.619.4280
WWW.KIMLEY-HORN.COM
© 2022 KIMLEY-HORN AND ASSOCIATES, INC.
11720 AMBER PARK DRIVE
PARKWAY 400, SUITE 600
ALPHARETTA, GEORGIA 30009

PORTMAN HOLDINGS
303 PEACHTREE CENTER AVE NE, SUITE 575
ATLANTA, GA 30303

| No. | REVISION DESCRIPTIONS | DATE | BY |
|---|---|---|---|
| 1 | MASTER PLAN - PUBLIC HEARING APPLICATION | 12.02.2024 | TDG |

PROJECT
# BROOKSIDE VILLAGE REDEVELOPMENT
LAND LOTS 2, 3 AND 44
1ST DISTRICT, SECTION 2
3625 BROOKSIDE PARKWAY
ALPHARETTA, GA 30022

GEORGIA REGISTERED No. PE044634 PROFESSIONAL ENGINEER MARK A. PUTNAM
12-2-24

| | |
|---|---|
| GSWCC CERT. (LEVEL II) | 0000076495 |
| DRAWN BY | KHP |
| DESIGNED BY | KHP |
| REVIEWED BY | MAP |
| DATE | 03/04/2025 |
| PROJECT NO. | 019292050 |

TITLE
ZONING PLAN

SHEET NUMBER
ZP

PRELIMINARY: NOT FOR CONSTRUCTION

Drawing name: K:\ALP_PRJ\019292050 - Brookside Pkwy\CAD\Plansheets\ZP - ZONING SITE PLAN.dwg ZP - ZONING PLAN Mar 04, 2025 5:15pm by: campbell.reed

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

# PHASING PLAN

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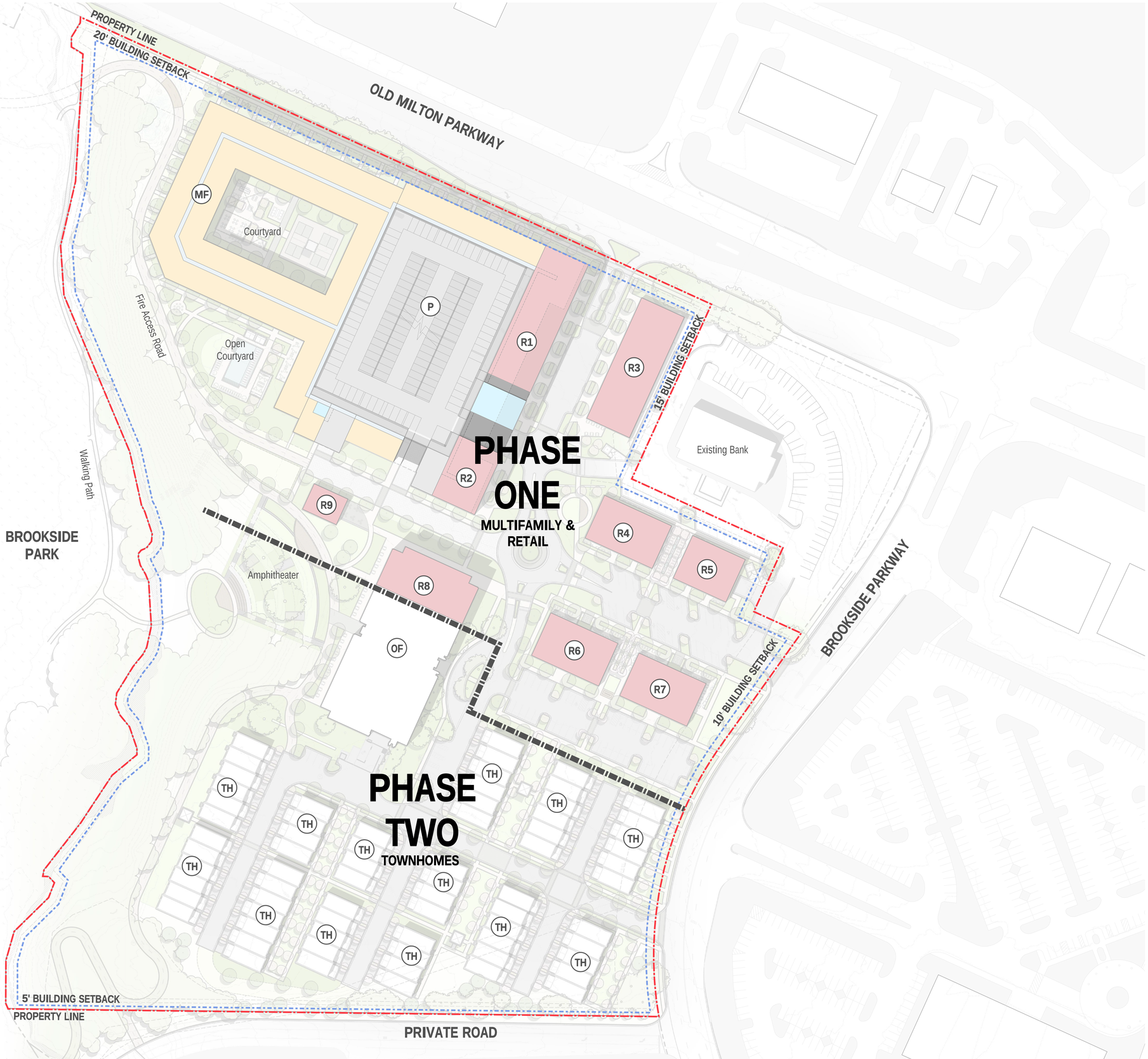
- (MF) **MULTIFAMILY**
- (RX) **COMMERCIAL 1 - 9**
- (OF) **OFFICE - EXISTING**
- (P) **PARKING DECK**
- (TH) **TOWNHOMES**

note: Phase 2 will commence upon receiving certificate of occupancy for Phase 1 parking deck and securing all necessary permits for construction.




- COMMERCIAL / SEMIPUBLIC
- MULTIFAMILY
- AMENITY
- PARKING

0 50' 100' 200'

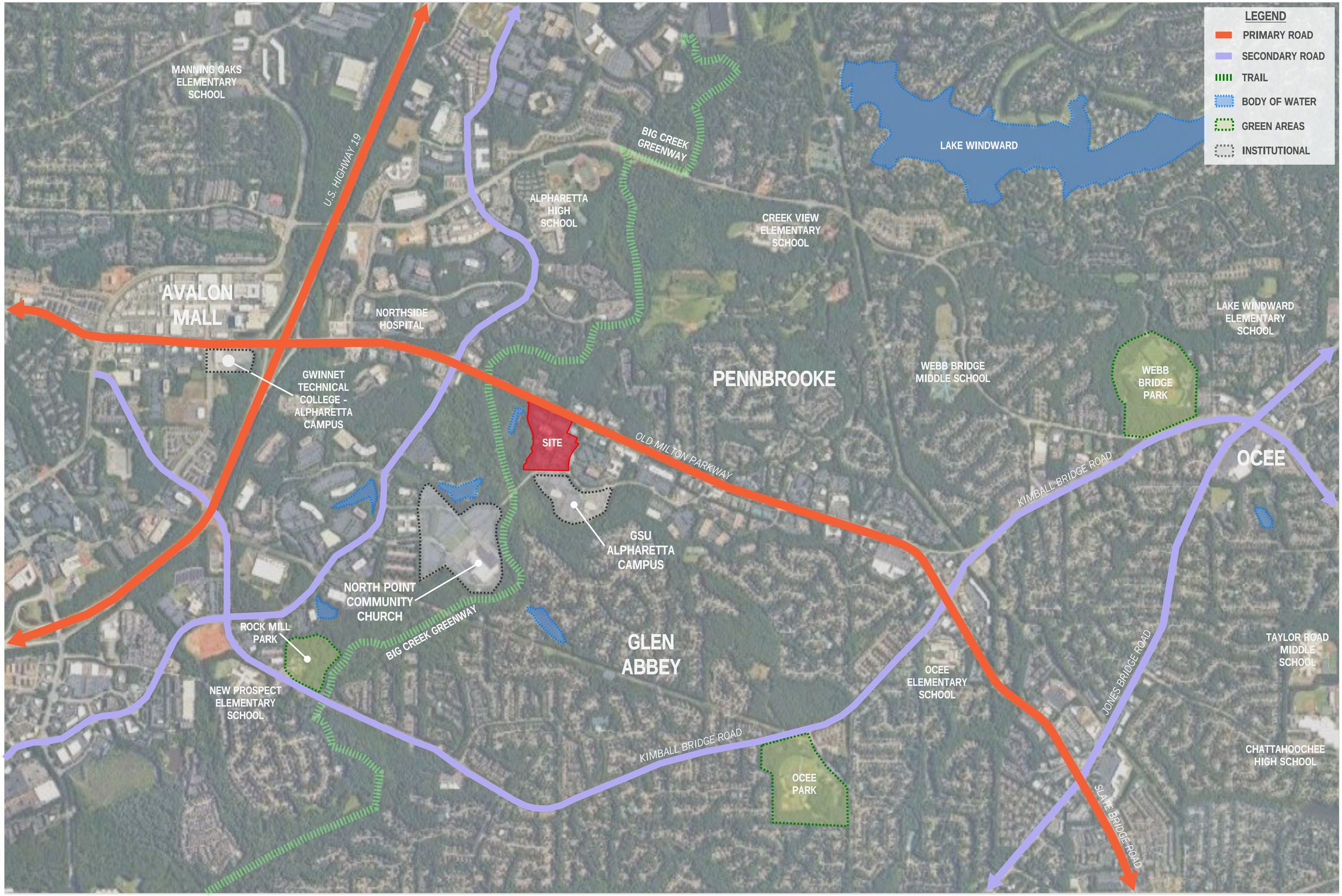
# ARCHITECTURAL PLANS

# BROOKSIDE VILLAGE REDEVELOPMENT

PORTMAN

**03.05.2025**
**Public Hearing Application**

SK+I




0 600' 1200' 2400'

SK+I

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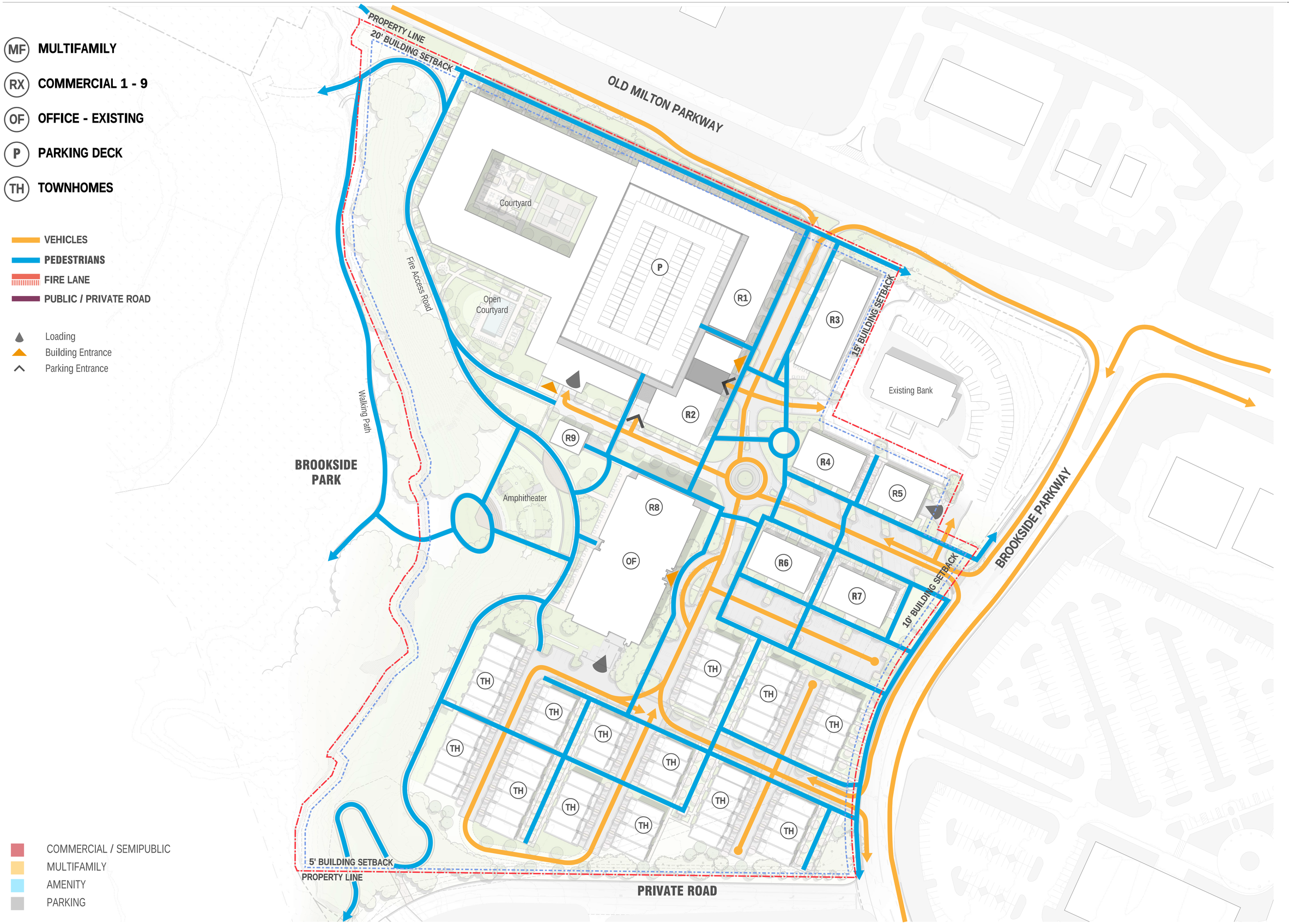
- (MF) **MULTIFAMILY**
- (RX) **COMMERCIAL 1 - 9**
- (OF) **OFFICE - EXISTING**
- (P) **PARKING DECK**
- (TH) **TOWNHOMES**

- OPEN SPACE
- MULTIFAMILY COURTYARD

0 50' 100' 200'

© 2025 SK+I Architecture, LLC




0 50' 100' 200'

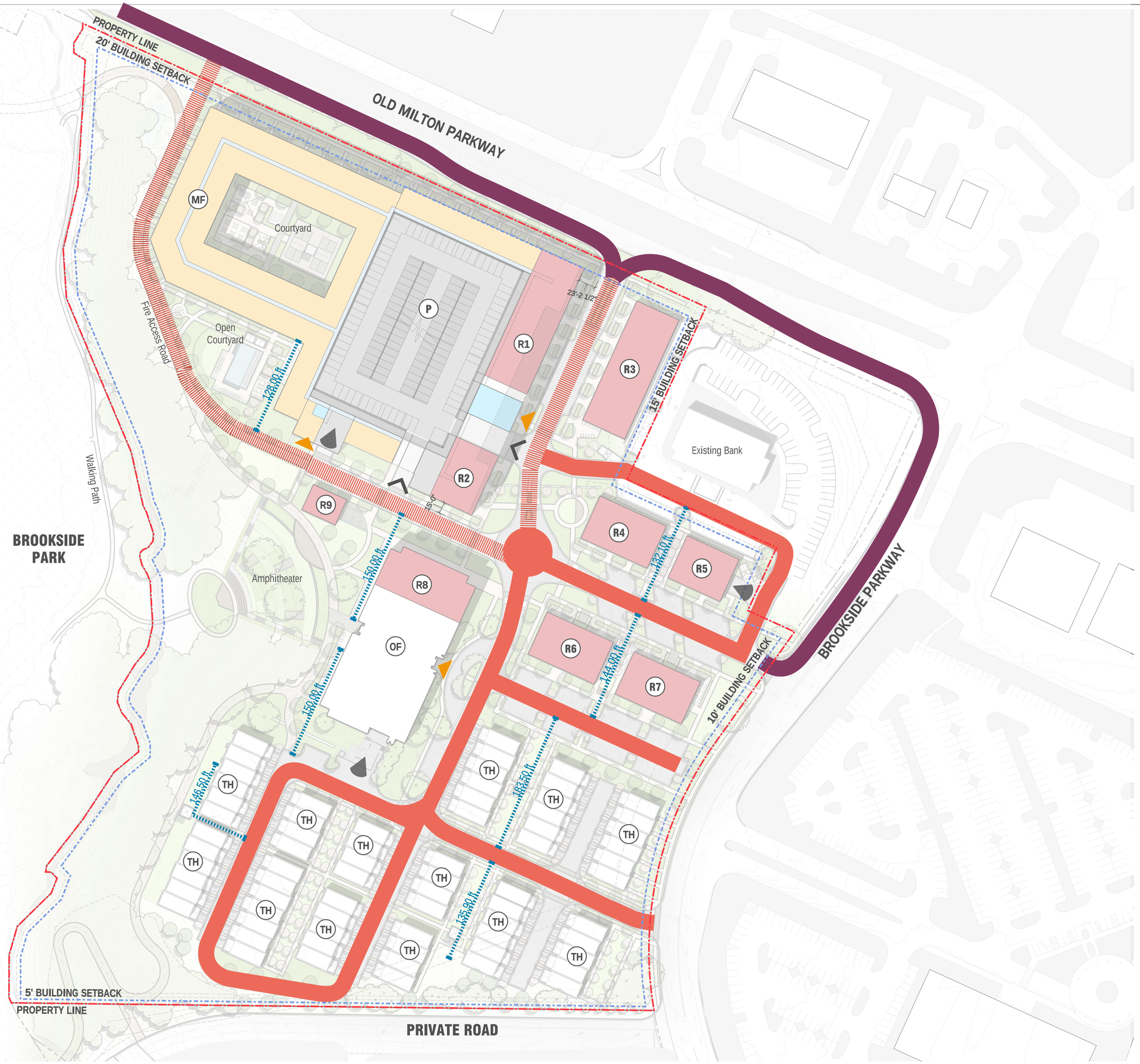
SK+I

© 2025 SK+I Architecture, LLC

- (MF) **MULTIFAMILY**
- (RX) **COMMERCIAL 1 - 9**
- (OF) **OFFICE - EXISTING**
- (P) **PARKING DECK**
- (TH) **TOWNHOMES**

- **VEHICLES**
- **PEDESTRIANS**
- **FIRE LANE**
- **PUBLIC / PRIVATE ROAD**

- Loading
- Building Entrance
- Parking Entrance




- COMMERCIAL / SEMIPUBLIC
- MULTIFAMILY
- AMENITY
- PARKING

0 50' 100' 200'

**MF** **MULTIFAMILY**
332 UNITS - 5 STORIES

**R1** **COMMERCIAL 1**
10,618 SF - GROUND FLOOR

**R2** **COMMERCIAL 2**
5,078 SF - GROUND FLOOR

**R3** **COMMERCIAL 3**
10,690 SF - 1 STORY

**R4** **COMMERCIAL 4**
5,662 SF - 1 STORY

**R5** **COMMERCIAL 5**
4,448 SF - 1 STORY

**R6** **COMMERCIAL 6**
5,662 SF - 1 STORY

**R7** **COMMERCIAL 7**
5,671 SF - 1 STORY

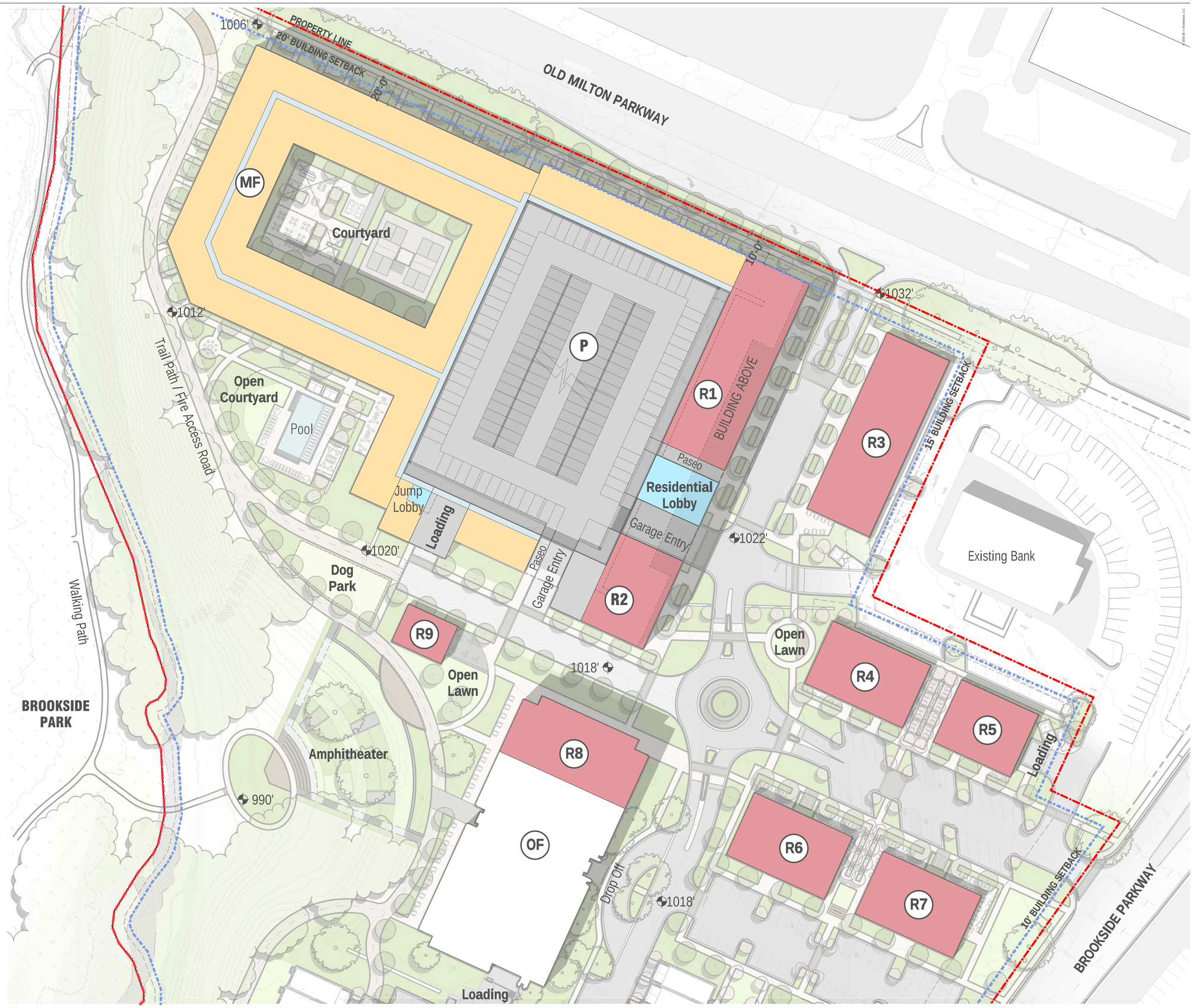
**R8** **COMMERCIAL 8**
7,009 SF - GROUND FLOOR

**R9** **COMMERCIAL 9**
1,716 SF - GROUND FLOOR

**OF** **OFFICE - EXISTING**
28,187 SF - 5 STORIES

**P** **PARKING DECK**
803 SPACES - 6 STORIES

**TH** **TOWNHOMES**




note: parking may fluctuate based on constructed density and the applicable parking requirements

- COMMERCIAL / SEMIPUBLIC
- MULTIFAMILY
- AMENITY
- PARKING

0 32' 64' 128'

SK+I

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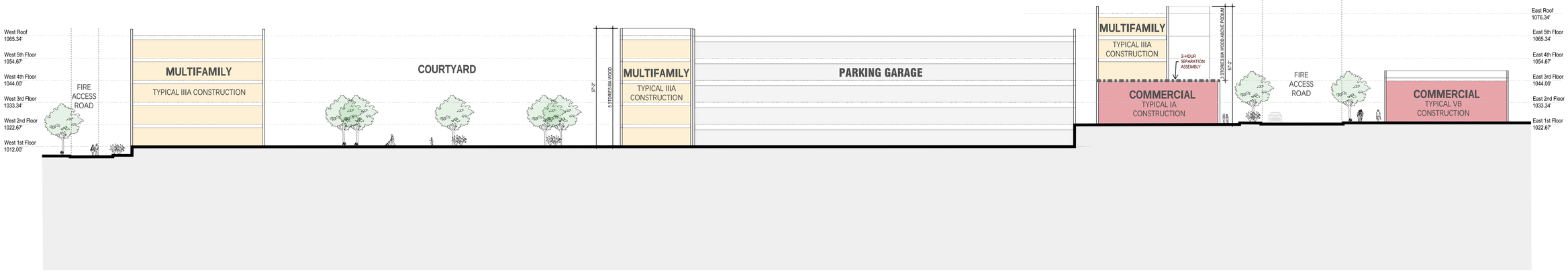
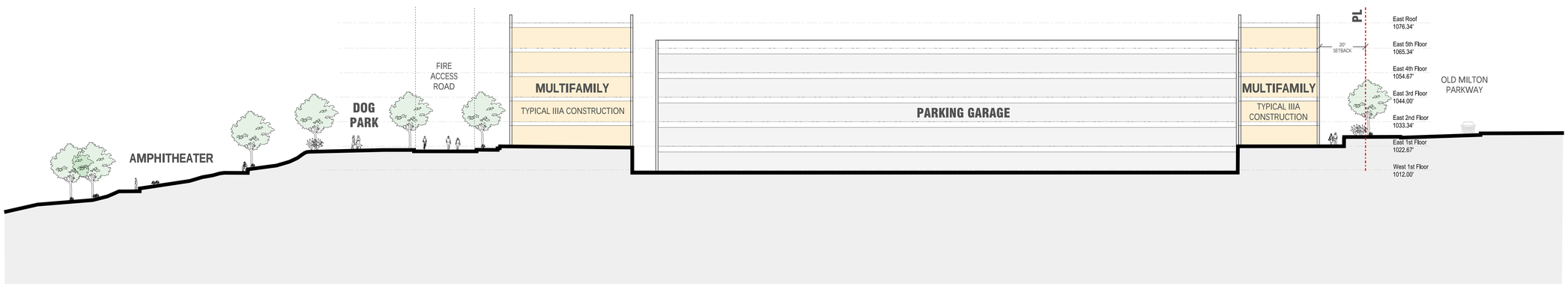
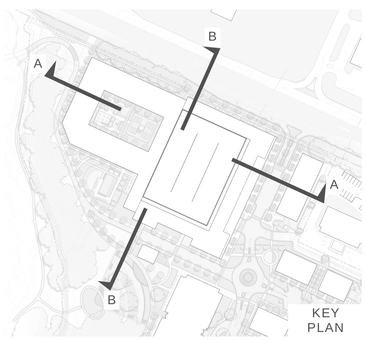



SECTION A: EAST-WEST




SECTION B: NORTH-SOUTH




0 20' 40' 80'

SK+I

BROOKSIDE
LITTLE BAY MEXICAN CANTINA
MEXICAN CANTINA
LITTLE REY
1

BROOKSIDE VILLAGE
BODY SPA
BODY SPA
3

BROOKSIDE
PAINTED PARK SPORTS BAR
2

3
2
1

0 20' 40' 80'

0 20' 40' 80'

0 20' 40' 80'

0 20' 40' 80'

# LANDSCAPE PLANS

PORTMAN

# Brookside Village Redevelopment
# Public Hearing Application

97453
03.03.2025



1240 OLD CHATTAHOOCHEE AVE NW, ATLANTA, GA 30318

**P:** 770.951.5500 **W:** COREATLANTA.COM

01

# Overall Master Plan

**SITE PLAN**

# Overall Master Plan

## LEGEND

- MF — Multi-Family
- LB — Multi-Family Lobby
- P — Parking Deck
- RX — Commercial 1-8
- O — Existing Office
- TH — Townhomes
- JB — Commercial Jewel Box

**This preliminary Site Plan is intended for City of Alpharetta rezoning purposes only. It does not guarantee the final design.*

0' 30' 60' 120'
SCALE: 1" = 60'-0"

**SITE PLAN**

# Site Program + Amenities

## LEGEND

- Park Gateway / Entry Portal
- Entry Monumentation / Signage
- Outdoor Amphitheater
- Sculpture Location
- Mural Location
- Multi-Use Trail
- Focal Point / Pergola
- Community Greenspace
- Pickleball Courts
- Multi-Family Pool Amenity
- Multi-Family: Outdoor Dining / Grills
- Fire Pits
- Outdoor Dining
- Outdoor Patio
- Dog Park
- Community Garden
- Retail Experience

0' 30' 60' 120'
SCALE: 1" = 60'-0"

**SITE PLAN**

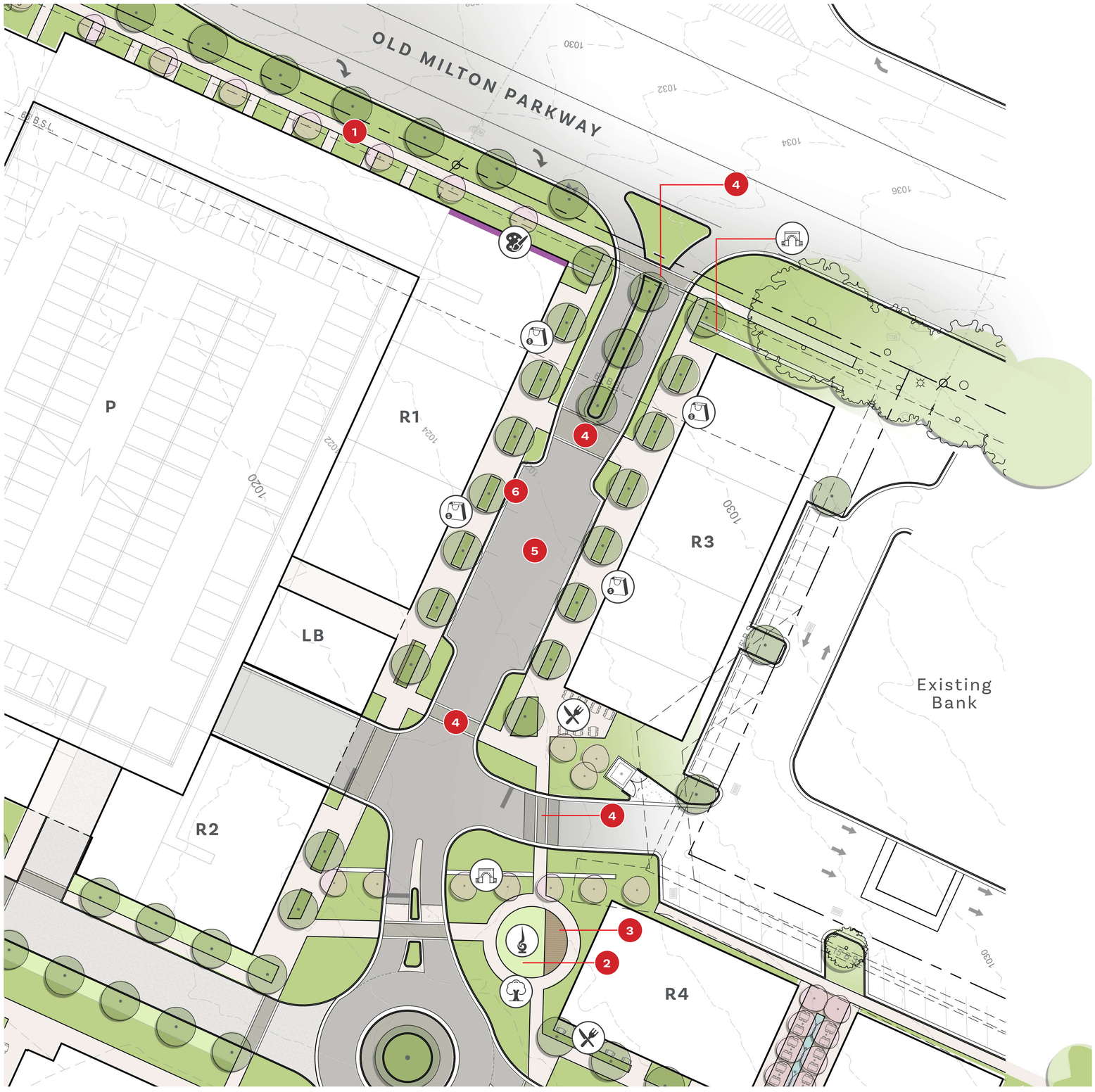
# Connectivity + Pedestrian Circulation

02

# Enlargements

**SITE PLAN ENLARGEMENT**

# Old Milton Parkway Entrance




## LEGEND

### SITE ELEMENTS

1. Sidewalk
2. Event Lawn
3. Stage / Platform
4. Pedestrian Crossing
5. Asphalt Drive
6. On-Street Parallel Parking

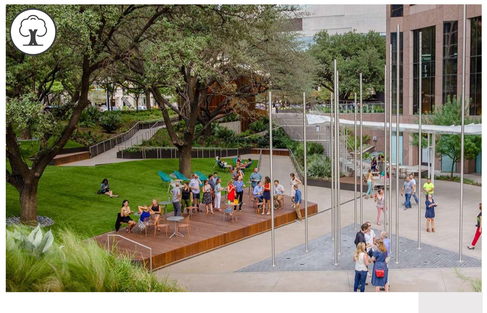
- Entry Monumentation / Signage
- Sculpture Location
- Mural Location
- Outdoor Dining
- Retail Experience

### LANDSCAPE ELEMENTS

- Landscape Area
- Lawn Area
- Overstory Tree
- Ornamental Tree
- Existing Tree to Remain

0' 10' 20' 40'
SCALE: 1" = 20'-0"

## LOOK + FEEL IMAGERY



**SITE PLAN ENLARGEMENT**

# Retail Amenities + Brookside Parkway Entrance

## LEGEND

### SITE ELEMENTS

1. Sidewalk
2. Gravel Bosque
3. Water Feature
4. Open Lawn
5. Tiered Deck
6. Overhead Structure
7. Pedestrian Crossing
8. Asphalt Drive
9. On-Street Diagonal Parking

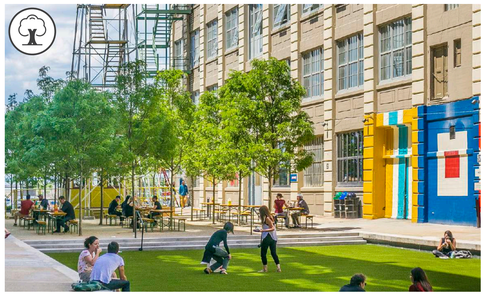
- Entry Monumentation / Signage
- Sculpture Location
- Mural Location
- Focal Point / Pergola
- Community Greenspace
- Outdoor Dining
- Outdoor Patio

### LANDSCAPE ELEMENTS

- Landscape Area
- Lawn Area
- Overstory Tree
- Ornamental Tree
- Existing Tree to Remain

0' 10' 20' 40'
SCALE: 1" = 20'-0"

## LOOK + FEEL IMAGERY



**SITE PLAN ENLARGEMENT**

# Multi-Family Amenities + Multi-Use Trail

## LEGEND

### SITE ELEMENTS

1. Sidewalk
2. Fire Lane: Multi-Use Trail with Landscape Strip
3. Pool Lounger Area
4. Cabana
5. Pool Enclosure
6. Overhead Structure at Pickelball
7. Open Lawn
8. Multi-Use Trail Raised Boardwalk
9. Fire Lane: Grassed
10. Recommended Future Big Creek Greenway Connector Trail

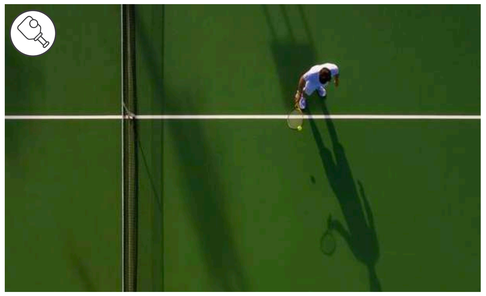
- Park Gateway / Entry Portal
- Multi-Use Trail
- Mural Location
- Pickelball Courts
- Multi-Family Pool Amenity
- Multi-Family: Outdoor Dining / Grills
- Fire Pits
- Outdoor Patio

### LANDSCAPE ELEMENTS

- Landscape Area
- Lawn Area
- Overstory Tree
- Ornamental Tree
- Existing Tree to Remain

0' 10' 20' 40'
SCALE: 1" = 20'-0"

## LOOK + FEEL IMAGERY



**SITE PLAN ENLARGEMENT**

# Park Space + Amphitheater

## LEGEND

### SITE ELEMENTS

1. Sidewalk
2. Fire Lane: Multi-Use Trail with Landscape Strip
3. Retractable Bollards
4. Overlook Area with Overhead Structure
5. Stage / Platform
6. New Amphitheater and Stairs
7. Hillside Slide
8. Paver Area
9. Existing Wall to Remain
10. Existing Walkway
11. Asphalt Drive
12. Multi-Use Trail

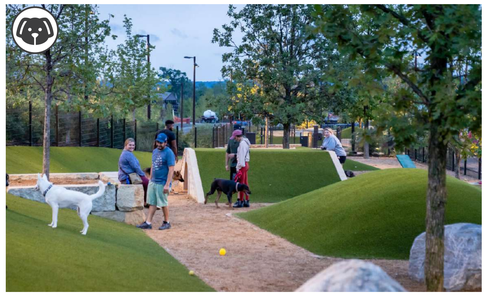
- Park Gateway / Entry Portal
- Outdoor Amphitheater
- Sculpture Location
- Mural Location
- Multi-Use Trail
- Community Greenspace
- Outdoor Dining
- Outdoor Patio
- Dog Park

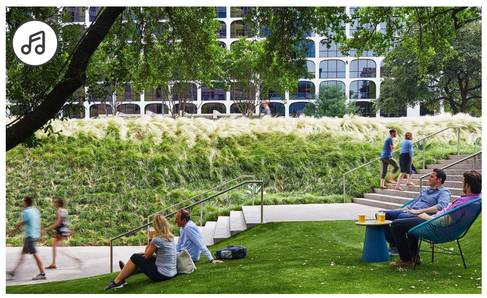
### LANDSCAPE ELEMENTS

- Landscape Area
- Lawn Area
- Overstory Tree
- Ornamental Tree
- Existing Tree to Remain

0' 10' 20' 40'
SCALE: 1" = 20'-0"

## LOOK + FEEL IMAGERY





**SITE PLAN ENLARGEMENT**

# Townhomes

## LEGEND

### SITE ELEMENTS

1. Sidewalk
2. Pedestrian Crossing
3. Existing Park Connection
4. Fire Lane: Grass
5. Trail Expansion Pending Agreement with North Point Church
6. Asphalt Drive

- Park Gateway / Entry Portal
- Outdoor Amphitheater
- Sculpture Location
- Mural Location
- Multi-Use Trail
- Focal Point / Pergola
- Community Greenspace
- Fire Pits
- Community Garden

### LANDSCAPE ELEMENTS

- Landscape Area
- Lawn Area
- Overstory Tree
- Ornamental Tree
- Existing Tree to Remain

0' 15' 30' 60'
SCALE: 1" = 30'-0"

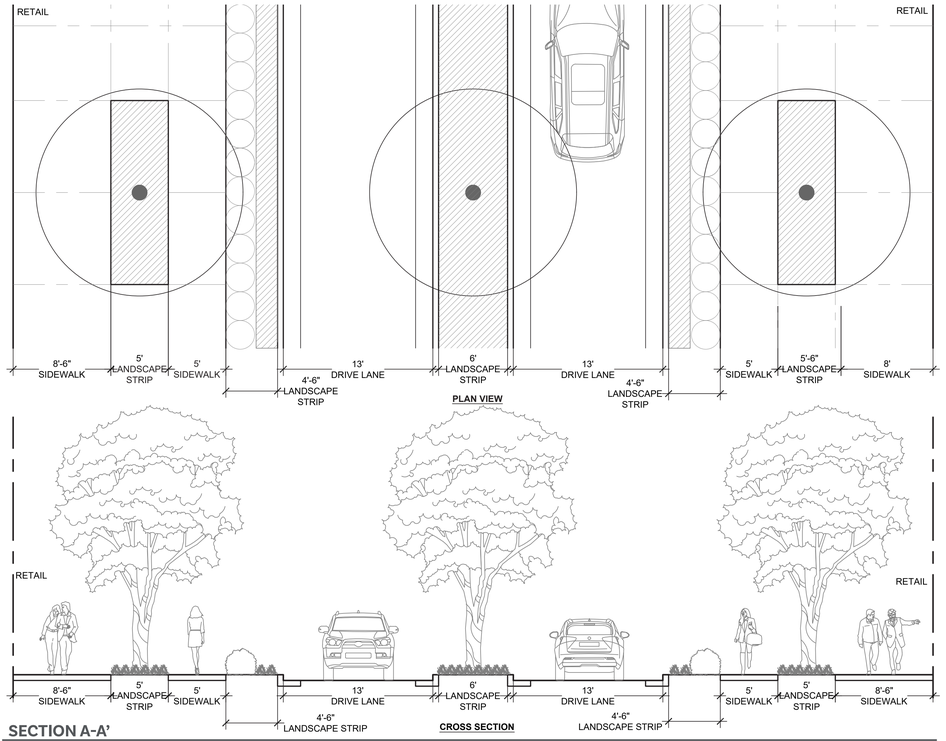
## LOOK + FEEL IMAGERY

03

# Roadway Sections

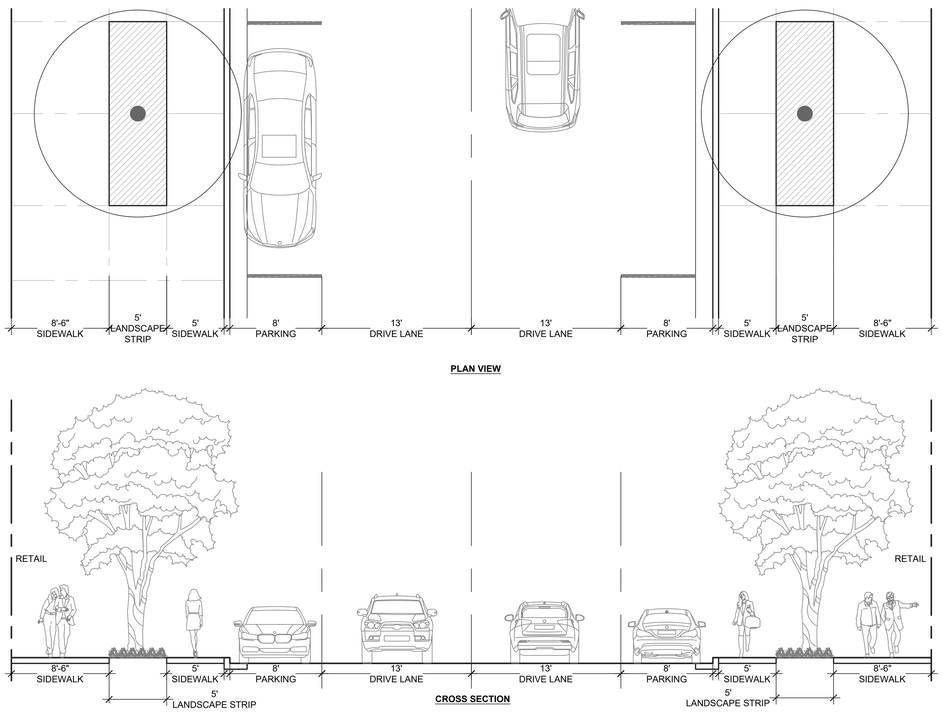
**ROADWAY SECTIONS**

# Sections A & B



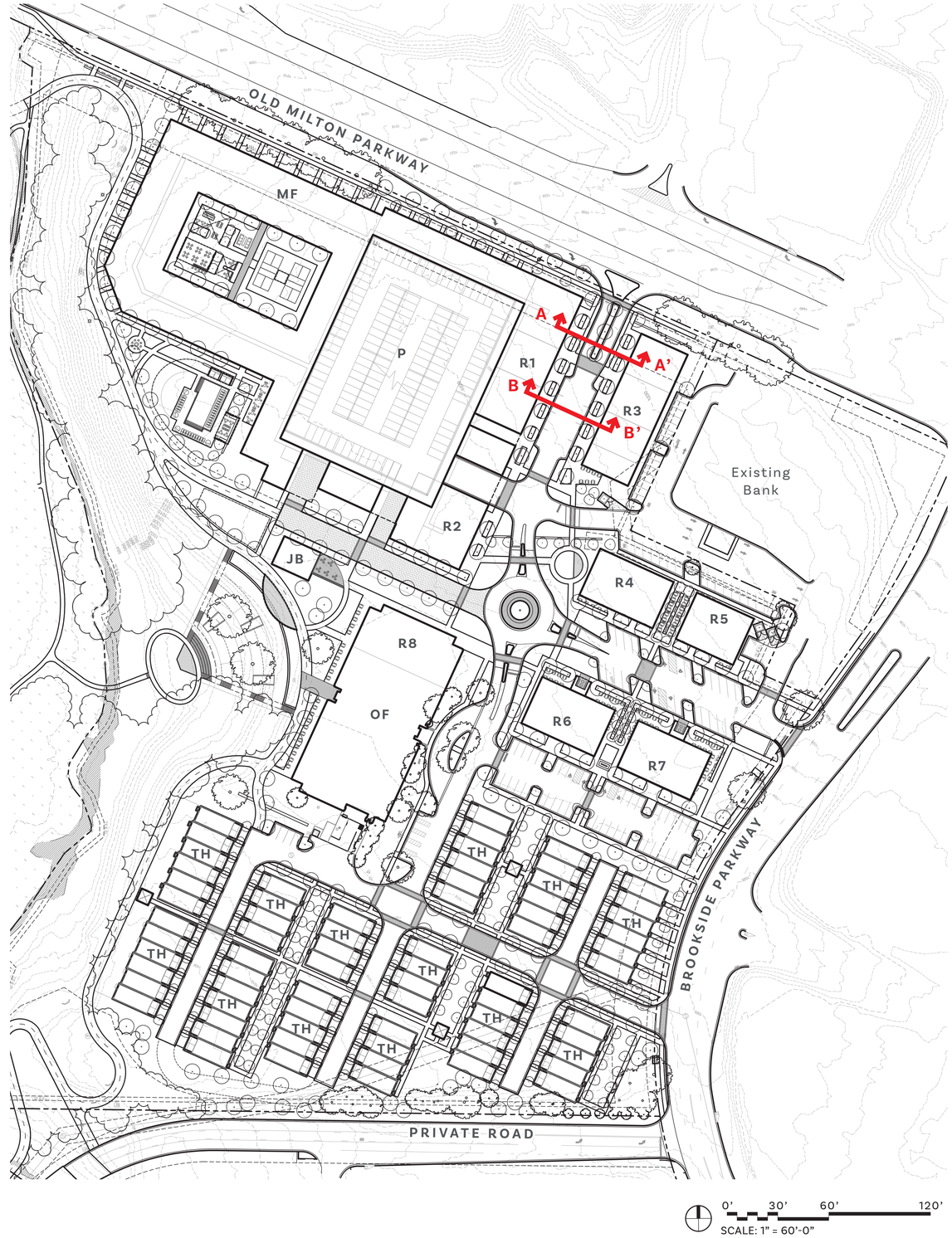

**SECTION A-A'**

3/16" = 1'-0"



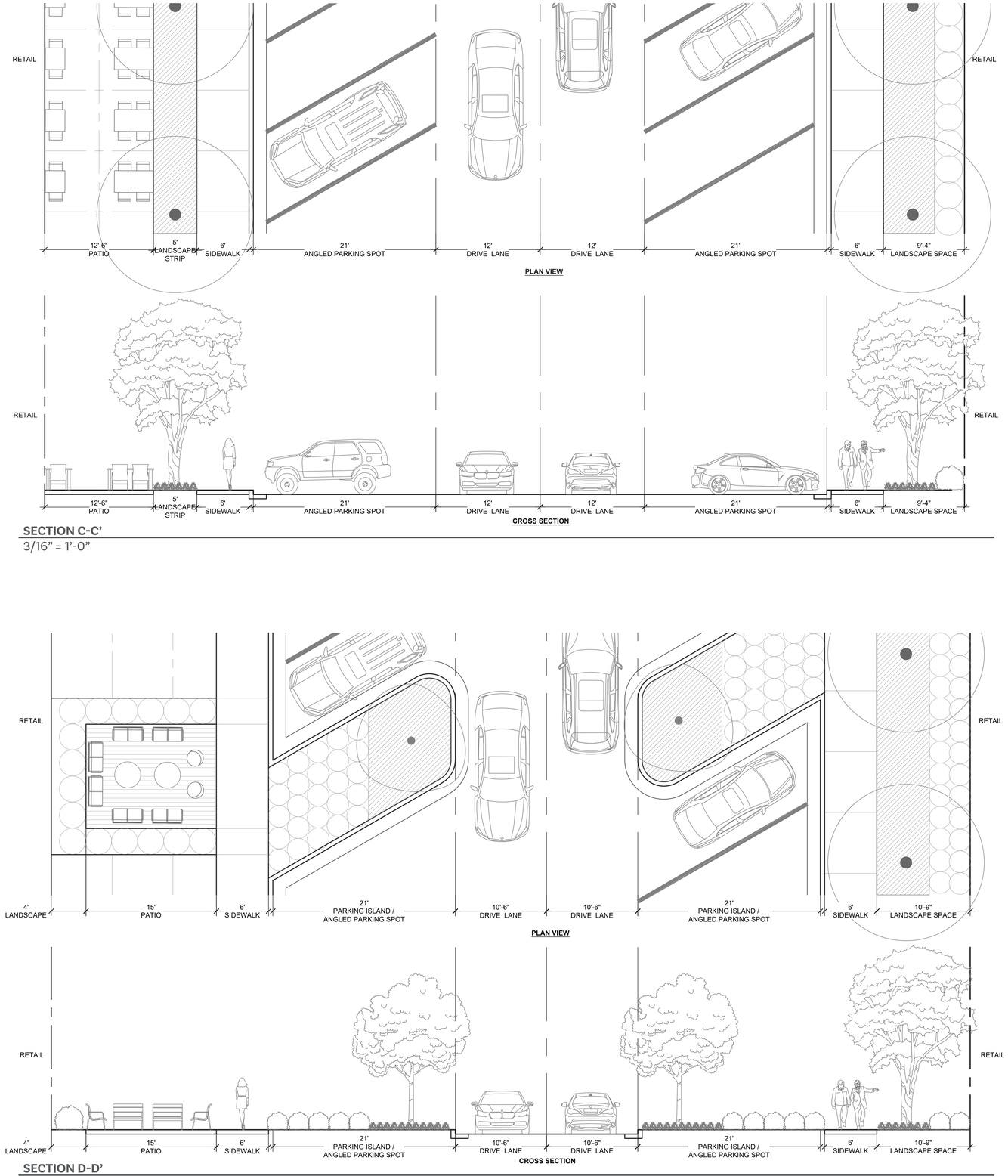

**SECTION B-B'**

3/16" = 1'-0"



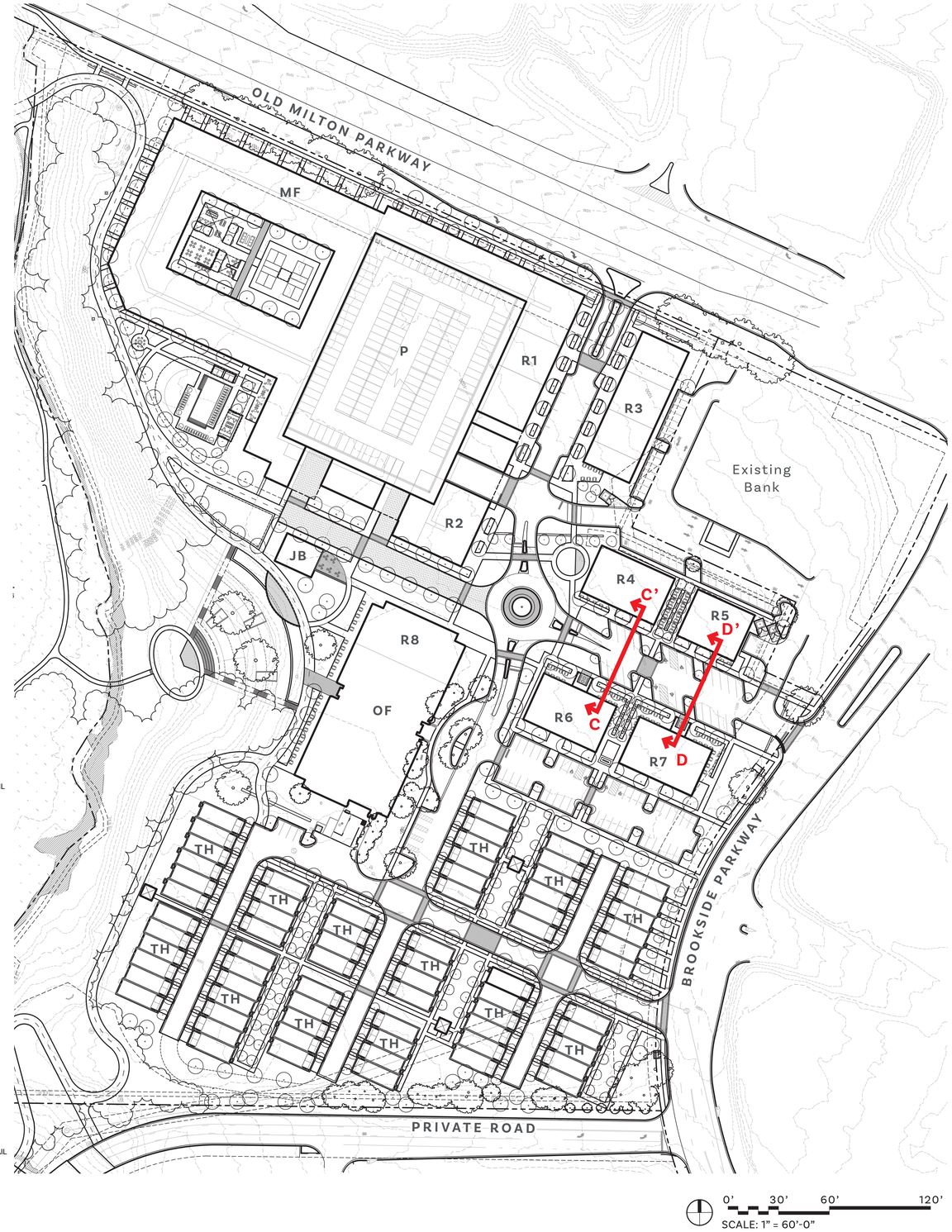

**ROADWAY KEY MAP**

# Sections C & D



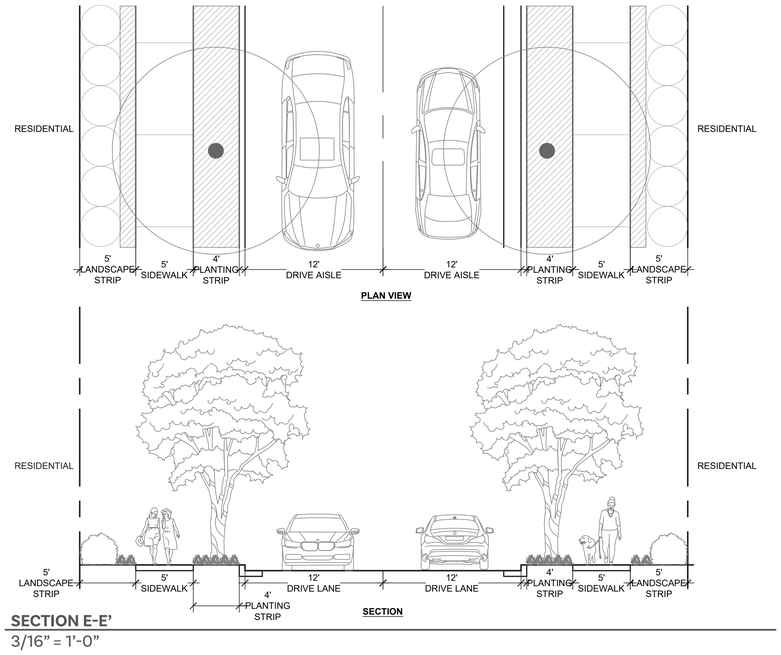

**SECTION C-C'**
3/16" = 1'-0"

**SECTION D-D'**
3/16" = 1'-0"




**ROADWAY KEY MAP**

# Section E




**SECTION E-E'**

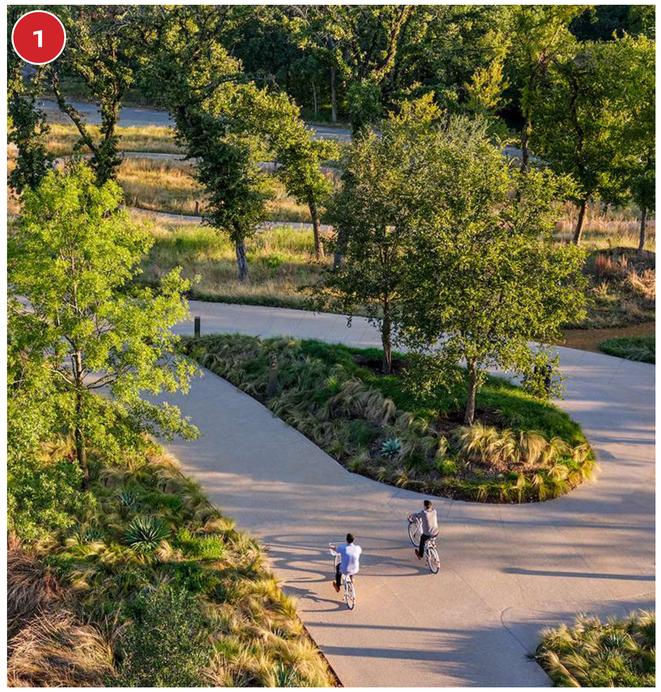
3/16" = 1'-0"

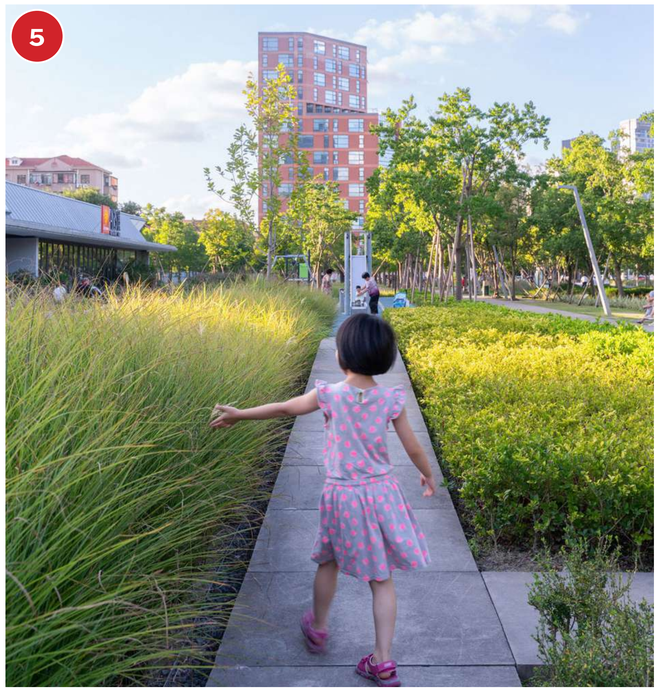
**ROADWAY KEY MAP**

04

# Landscape Strategy

# Landscape





# Native Plant Pallet

## PERENNIALS

Carex
*Carex spp.*

Black-Eyed Susan's
*Rudbeckia spp*

Gaura
*Oenothera lindheimeri*

Joe Pye Weed
*Eutrochium maculatum*

Purple Coneflower
*Echinacea purpurea*

## ORNAMENTAL GRASSES

Tickleseed
*Coreopsis spp.*

Northern Sea Oats
*Chasmanthium latifolium*

Little Bluestem
*Schizachyrium scoparium*

Pink Muhley Grass
*Muhlenbergia capillaris*

Switch Grass
*Panicum virgatum*

## SHRUBS

Azalea
*Rhododendron spp.*

Dwarf Fothergilla
*Fothergilla gardenii*

Itea
*Itea virginica*

Oakleaf Hydrangea
*Hydrangea quercifolia*

Wax Myrtle
*Myrica cerifera*

# Native Plant Pallet

## TREES

Witchhazel
*Hamamelis virginiana*

Yucca
*Yucca aloifolia*

Black Gum
*Nyssa sylvatica*

Bald Cypress
*Taxodium distichum*

Dogwood
*Cornus kousa*

Loblolly Pine
*Pinus palustris*

Maple
*Acer spp.*

Oak
*Quercus spp.*

Holly
*Ilex spp.*

Redbud
*Cercis canadensis*

River Birch
*Betula nigra*

Serviceberry
*Amelanchier arborea*

Kimley»Horn

# MEMORANDUM

To: Mr. Mike Greene, CFA, *Portman Holdings*

From: Mr. Jeffrey Elsey, P.E., CAPP, LEED AP, *Kimley-Horn and Associates, Inc.*
Mr. Ethan Hageman, *Kimley-Horn and Associates, Inc.*

Date: March 5, 2025

Subject: ***Brookside Village – Shared Parking Study***

---

*Kimley-Horn* is pleased to present this memorandum, which summarizes the projected parking demand for the proposed Brookside Village in Alpharetta, Georgia.

## PROJECT OVERVIEW

*Portman Holdings* has retained *Kimley-Horn* to provide professional parking planning services for the proposed Brookside Village. The purpose of this analysis is to project peak parking demands of the completed site based on industry-standard data adjusted to localized and existing conditions and determine the amount of parking to be built on site to effectively accommodate these needs. The information presented in this analysis is intended to support the Client's application to the City of Alpharetta's Board of Zoning Appeals for a minor parking reduction, requesting a **28% parking reduction, reducing the total required by code from 1,747 spaces to 1,270 spaces** as outlined in *Article II. Section 2.5.2 Shared Parking,*

> *"Two (2) or more principal uses may utilize a common area in order to comply with the off-street parking requirements, provided that the total number of individual spaces available in the common area is not less than the sum of the spaces required for the individual uses as separately computed in accordance with the provisions of this Ordinance. If it can be demonstrated that the principal uses would not utilize the shared parking areas during the same hours, the required number of parking spaces may be reduced by 25% in the common area."*

The project proposes 75 new townhomes which are anticipated to self-park (not shared) at 300 total spaces (1.00 space/bedroom). Brookside Village has secured a shared parking agreement with Touchmark National Bank to utilize 52 off-site spaces during peak parking demand. This study excludes the parking demand for both the townhomes and the off-site bank, instead focusing on the land use demands that will share parking. This memorandum presents the key conclusions, site context, and a detailed methodology justifying the requested parking reduction.

## SUMMARY OF CONCLUSION

A total of 918 shared parking spaces are proposed, with residential and office spaces utilizing a card-access area (nested parking), and commercial/semi-public land uses sharing the remaining spaces

(unnested). With access to the off-site bank's parking, the total available spaces will increase to 970 parking spaces during peak parking demand conditions**.**

Using industry best practices and Urban Land Institute (ULI) methodologies, applied to specific site conditions, the parking demand is projected to peak at **7:00 PM on a weekday, reaching 922 spaces.** When considering the 75 townhomes, which will provide approximately 1.00 space per bedroom (totaling 300 spaces), the peak parking demand for the site is anticipated to be 1,222 spaces. **Table 1** compares the required parking per city code with the proposed parking and the projected peak demand of the site.

**Table 1: Peak Shared Parking Demand**

| Land Use | Required Parking per Code | 25% Reduction from Code-Required | Proposed Parking | Peak Parking Demand |
|---|---|---|---|---|
| Multifamily Office (Shared) | 1,207 | N/A | 918 | 922 |
| Commercial Semi-public (Shared) | 240 | | | |
| Townhomes | 300 | | 300 | 300* |
| Bank (Off-Site) | N/A | | 52 | 0 |
| **Total** | **1,747 Spaces** | **1,310 Spaces** | **1,270 Spaces** | **1,222 Spaces** |

**The parking demand for townhomes is assumed to align with the code requirement for the City of Alpharetta.*

Based on this engineering study which evaluates local parking behaviors and accounts for parking demand by hour throughout the day for each land use, the development is proposing a total of 1,270 parking spaces, which includes a cushion of 48 spaces during peak conditions to accommodate the estimated peak demand of 1,222 spaces.

## SITE CONTEXT

The proposed redevelopment is bound by Old Milton Parkway (SR-120) to the north, Brookside Parkway to the east, a private road to the south, and Brookside Park to the west. **Figure 1** displays the general location of the site while **Figure 2** displays the conceptual site plan.

*Figure 1: Existing Site Area*

*Figure 2: Conceptual Site Plan*

The Brookside Village site is an existing suburban office park with over 114,000 square feet (SF) of occupied office space, leasing at 43% during the time of this study. The planned development will retain 3655 Brookside Parkway (the southernmost office building) for future office uses while razing 3625 Brookside Parkway (the northernmost office building) for housing and commercial space. The mixed-use development will be built on the existing surface lots. Most of the parking will be provided in a shared parking deck central to the site and wrapped with multifamily. The proposed densities are outlined in **Table 2** below.

| Table 2: Proposed Densities | | |
|---|---|---|
| **Land Use** | **Density** | **Unit** |
| Multifamily | 335 | Dwelling Units |
| *208 1-Bedroom, 105 2-Bedroom, 22 3-Bedroom* | | |
| Office | 130,000 | Square Feet |
| Commercial/Semi-public | 60,000 | Square Feet |
| Townhomes* | 75 | Homes |

**Townhomes are anticipated to have 300 total rooms. Parking demand is not considered shared with other uses.*

Based on the proposed densities, the City of Alpharetta parking minimum requires 1,747 parking spaces to be provided to serve the needs of the development. **Table 3** outlines the code-required parking minimums by land use. The client is requesting a 28% reduction form from the code-required parking space count of 1,747 spaces.

| Table 3: City of Alpharetta Parking Minimums | | | | |
|---|---|---|---|---|
| **Land Use** | **Density** | **Unit** | **Required Spaces** | **Total** |
| Multifamily | 335 | DU | 2.00 spaces/unit + 1 guest space per 20 units | 687 Spaces |
| Office | 130,000 | SF | 1.00 space per 250 SF of GFA | 520 Spaces |
| Commercial/ Semipublic | 60,000 | SF | 1.00 space per 250 SF | 240 Spaces |
| Townhome | 75 | Homes | 1.00 space per bedroom | 300 Spaces* |
| | | | **Total** | **1,747 Spaces** |

## METHODOLOGY

The objective of this analysis is to use industry-supported methods, localized to Alpharetta conditions, and calibrated data points to project the true peak parking demand expected to be generated by the proposed densities. Factors evaluated in the analysis include data collected from the existing site, the use of the Institute of Transportation Engineers (ITE) and ULI industry parking ratios, and ULI's Shared Parking Model which considers parking generation peaking throughout the day, week, year, and consideration of operational realities like internal capture and non-vehicular travel that reflect the unique context of Brookside Village.

## Data Collection

ULI's parking ratios for office land uses are often higher than what is typically observed. Since there is already office use on the site, it was decided to gather parking data directly from the existing office uses. It is expected that future office leases will mirror the types of tenants that currently occupy the office space, therefore parking behavior for the office land use is expected to be similar.

Kimley-Horn conducted parking occupancy counts at the project site and Touchmark National Bank on Thursday, February 6, 2025. The office land use is the only existing land use on-site; therefore, occupancy data was collected to align the office land use ratios with the existing demand. Occupancy counts were performed every two hours from 9:00 AM to 5:00 PM. Peak parking conditions of the office land use were observed at 11:00 AM with 19% (214 out of 1,121) of total parking spaces utilized as seen in **Figure 3**.

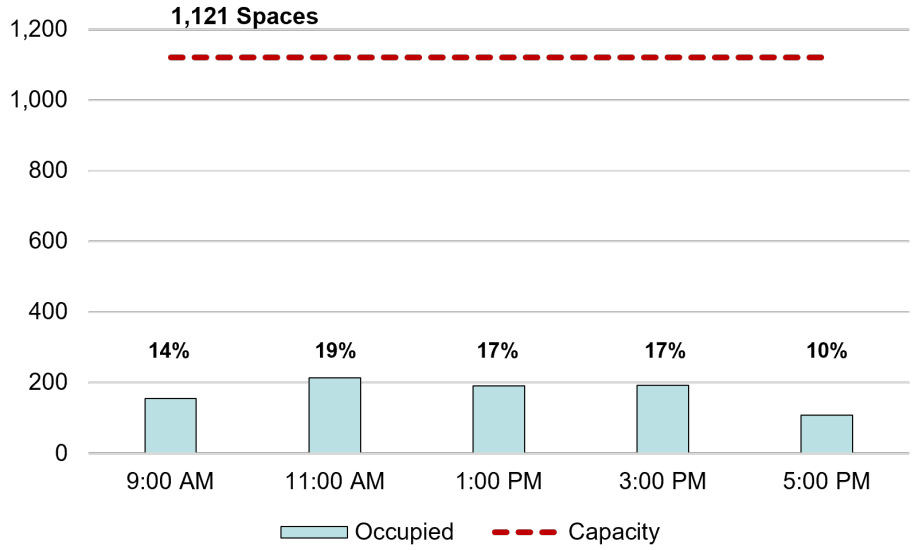



*Figure 3: Brookside Office Park Parking Occupancy*

Peak parking occupancy at the Touchmark National Bank was observed at 3:00 PM, with 26% (22 out of 86) of total parking spaces being utilized as seen in **Figure 4**. When the project is finished, Brookside Village will have access to 52 parking spaces in the bank lot.

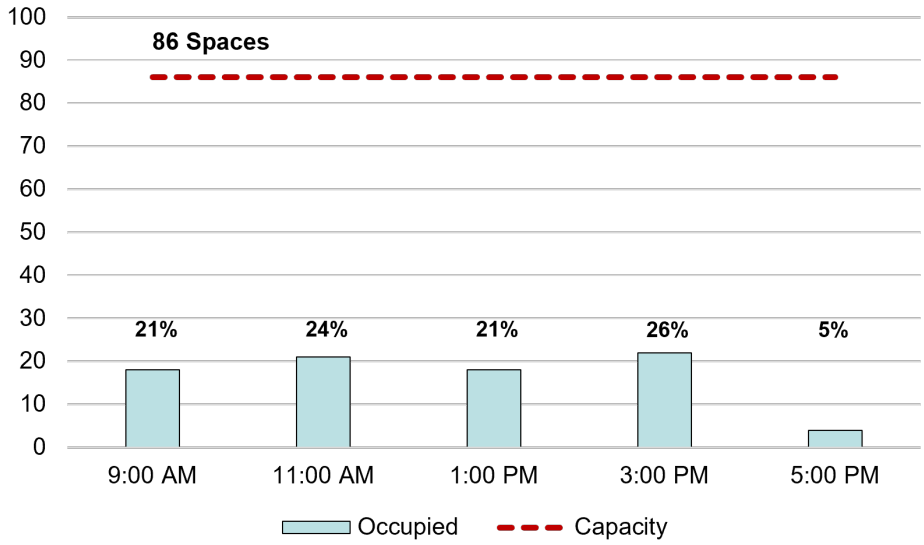



*Figure 4: Touchmark National Bank Parking Occupancy*

### ITE and ULI Base Parking Ratios

The ITE Parking Generation Manual, 6th Edition is an industry-standard reference tool that compiles real data from different land uses and geographies to help project peak parking demands for proposed sites.

The ULI shared parking model provides base parking ratios for different land uses. These ratios serve as starting points for estimating parking demand, which can be adjusted based on shared parking opportunities between different uses.

### Parking Ratios

Parking ratios were developed to establish a baseline for how parking will perform throughout the day, broken down by hour. To create accurate projections for the site, the City of Alpharetta's code, ITE, and ULI guidelines were reviewed as displayed in **Table 4**. Through data collection, the observed office parking demand was 1.86 spaces per occupied thousand square feet (KSF). This reflects the fact that the office tenants, primarily smaller law, architecture, and accounting firms, generate a lower parking demand. The client intends to lease space to a similar demographic of tenants in the future. For modeling purposes, a conservative **2.00 spaces per KSF** was used to project future office parking demand. Parking ratios for multifamily, grocery, and retail spaces from similar mixed-use developments with high car ownership in the Metro Atlanta area were reviewed to determine appropriate land-use parking ratios. The project-adjusted ratios in the final column were applied to calculate the peak demand for each land use.

### Adjusted Parking Ratios

The ULI Shared Parking Model is a tool used to determine cumulative parking demand for developments with multiple land uses. The model considers that while each land use generates demand for a certain number of parking spaces, these parking demands fluctuate hour-by-hour, day-

by-day, and month-by-month. Individual land uses may not experience peak parking demand at the same time, so the model seeks to share parking between these land uses to minimize the amount of space and resources devoted to parking.

Additionally, the ULI Shared Parking Model allows for non-vehicular mode (trips such as walking, biking, transit, carpool, ride-hail, and telework) and non-captive ratio (trips between land uses internal to the site) adjustments to be made for mixed-use developments to account for trips generated to the site that do not require parking. These inputs were closely aligned with the Brookside Village Developments of Regional Impact (DRI) dated February 2025.

With more than 60,000 SF of retail, gym, grocery store, and food and beverage land uses, Brookside Village is expected to attract external patrons visiting the development. However, as outlined in the ULI Shared Parking Model, a portion of the visitors to these land uses are anticipated to already be parked on-site, meaning they are either office tenants, multifamily residents, or townhome residents. At full buildout, Brookside Village is anticipated to have over 800 residents living in the mixed-use environment. The mix of land uses and attractions will strengthen the "park once" behavior within the site.

**Table 4: Parking Ratios (Maximum Parking Demand by Land Use) ***

| Land Use | City of Alpharetta Parking Minimum | ITE Ratio | ULI Base Ratio | Project Adjusted Ratio |
|---|---|---|---|---|
| Multifamily | 2.00/Unit | 1.45/Unit | 1.35/Unit | 1.28/Unit |
| Office | 4.00/KSF | 2.98/KSF | 3.36/KSF | 2.00/KSF |
| Retail | 5.00/KSF | 4.44/KSF | 3.60/KSF | 3.18/KSF |
| Grocery Store | 5.00/KSF | 3.81/KSF | 4.75/KSF | 4.20/KSF |
| Fine Dining | 10.00/KSF | 19.66/KSF | 15.50/KSF | 13.25/KSF |
| Fast Casual Dining | 10.00/KSF | 13.61/KSF | 14.40/KSF | 11.67/KSF |
| Bar | 10.00/KSF | N/A | 16.50/KSF | 14.11/KSF |
| Health Club | 5.00/KSF | 8.49/KSF | 7.00/KSF | 5.98/KSF |
| Townhome | 1.00/Bedroom | 1.25/Bedroom | N/A | 1.00/Bedroom |

**Townhome parking demand is not considered shared with other uses.*

**Tables 5** and **6** summarize the estimated parking demand during the peak months and times for each shared parking facility:

- Multifamily and office land uses were modeled together
- All transient land uses were modeled together
- Townhome and bank land uses were not modeled

The *Peak Hour Adjustment* column illustrates the percentage of demand for each land use, relative to the total 100%, during the time of the overall peak demand in each shared facility.

| Table 5: Multifamily/Office: Shared Parking Demand Summary | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | Peak Month: January | | | | | |
| | | Weekday (10 AM) | | | | | |
| **Land Use** | **Quantity** | **Base Rate** | **Mode Adj.** | **Non-Captive Ratio** | **Adj. Rate** | **Peak Hour Adj.** | **Est. Parking Demand** |
| **Residential, Suburban** | | | | | | | |
| **Visitors** | 335 Units | 0.10 | 95% | 100% | 0.10 | 20% | 7 |
| **Residents** | | 1.25 | 95% | 100% | 1.18 | 50% | 198 |
| **Office** | | | | | | | |
| **Visitors** | 130,000 SF | N/A | 100% | 100% | 0.16* | 100% | 21 |
| **Employees** | | N/A | 100% | 100% | 1.84* | 100% | 240 |
| | | | Customer/Visitor | | | | 28 |
| | | | Employee/Resident | | | | 438 |
| | | | Reserved | | | | - |
| | | | **Total** | | | | **466** |

**The office land use was modeled at a conservative rate of 2.00/KSF to provide a cushion, which is higher than the observed 1.86/KSF in February 2025.*

| Table 6: Remaining Shared Land Uses: Shared Parking Demand Summary | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | Peak Month: December | | | | | |
| | | Weekday (7 PM) | | | | | |
| Land Use | Quantity | Base Rate | Mode Adj. | Non-Captive Ratio | Adj. Rate | Peak Hour Adj. | Est. Parking Demand |
| **Retail** | | | | | | | |
| **Visitors** | 13,040 SF | 2.90 | 95% | 94% | 2.58 | 90% | 30 |
| **Residents** | | 0.70 | 95% | 90% | 0.60 | 100% | 9 |
| **Grocery** | | | | | | | |
| **Visitors** | 5,078 SF | 4.00 | 95% | 94% | 3.56 | 85% | 16 |
| **Employees** | | 0.75 | 95% | 90% | 0.64 | 50% | 2 |
| **Fine Dining** | | | | | | | |
| **Visitors** | 15,821 SF | 13.25 | 95% | 90% | 11.33 | 100% | 180 |
| **Employees** | | 2.25 | 95% | 90% | 1.92 | 100% | 28 |
| **Fast Casual Dining** | | | | | | | |
| **Visitors** | 9,052 SF | 12.40 | 95% | 85% | 9.96 | 96% | 70 |
| **Employees** | | 2.00 | 95% | 90% | 1.71 | 100% | 15 |
| **Bar** | | | | | | | |
| **Visitors** | 7,009 SF | 15.25 | 95% | 90% | 13.04 | 50% | 44 |
| **Employees** | | 1.25 | 95% | 90% | 1.07 | 100% | 8 |
| **Health Club** | | | | | | | |
| **Visitors** | 10,000 SF | 6.60 | 95% | 90% | 5.64 | 90% | 51 |
| **Employees** | | 0.40 | 95% | 90% | 0.34 | 75% | 3 |
| | | | Customer/Visitor | | | | 391 |
| | | | Employee | | | | 65 |
| | | | Reserved | | | | - |
| | | | **Total** | | | | **456** |

The garage will not be initially constructed with nested parking; however, the client plans to provide controlled access behind a gate (nested) for multifamily and office users within the proposed parking facility at a later stage. For this analysis, a conservative approach was used by modeling the shared parking facility with nested spaces. The nested area is recommended to be built to accommodate 466 spaces and is expected to peak at 10:00 AM on weekdays. Since the nest will be built to 466 spaces, it will not be fully utilized when office and residential demand is not at its peak, preventing other users from accessing the nest due to a lack of access cards. During the overall site peak at 7:00 PM on weekdays, there will be 120 empty spaces within the nest. The remaining users will park in the transient spaces of the parking garage or the surface lots surrounding the development.

Although the nested and unnested shared parking areas do not peak simultaneously, the nested area will be unable to accommodate other land uses when its demand is lower. To accurately assess the overall parking demand for the site and determine how many spaces are needed to meet that demand, **Figures 5** and **6** illustrate the parking demand throughout peak weekday and weekend conditions.

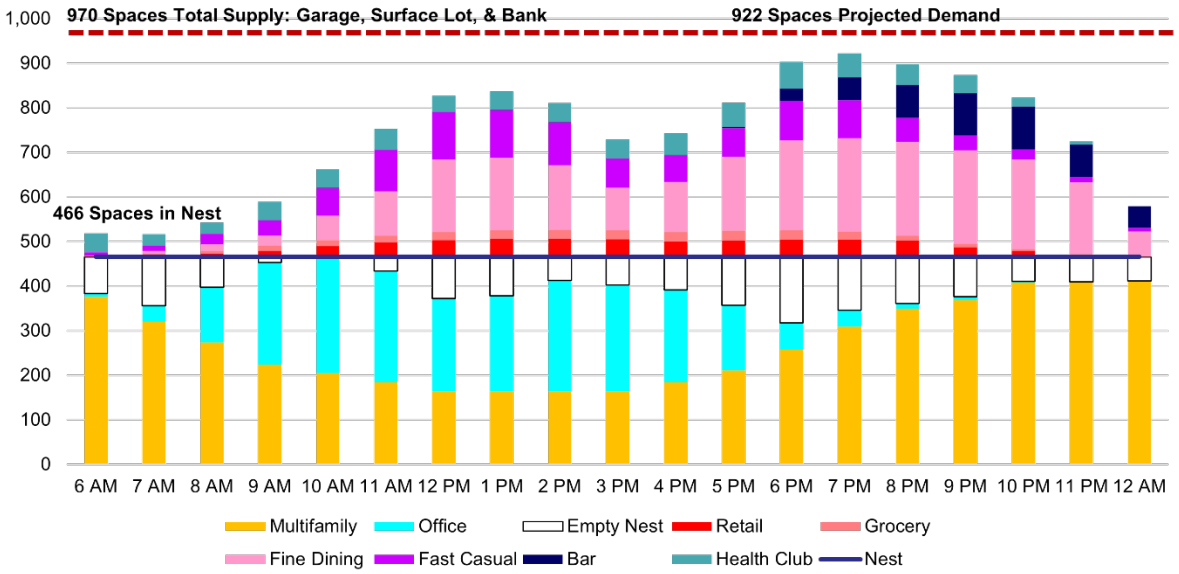



*Figure 5: Projected Weekday Parking Demand*

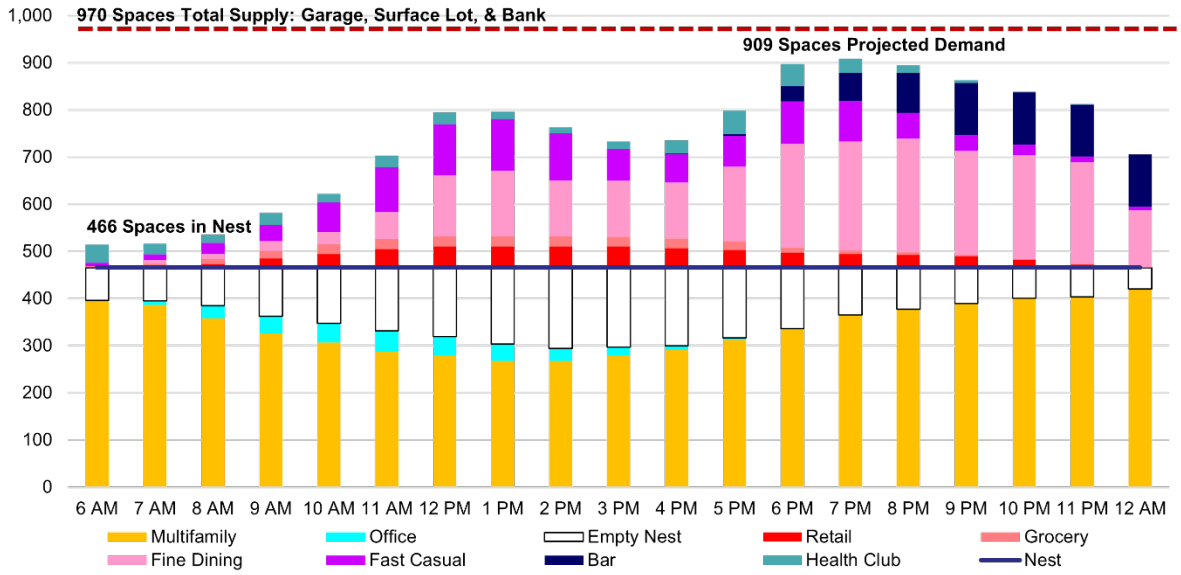



*Figure 6: Projected Weekend Parking Demand*

## CONCLUSION AND RECOMMENDATIONS

Brookside Village will contain 335 multifamily units, 75 townhomes, 60,000 SF of commercial/semi-public space, and 130,000 SF of office space. Based on the factors discussed in this memorandum, the parking demand is expected to peak at 7:00 PM on a weekday, with a total of 922 spaces needed. Considering the 75 townhomes, which will offer roughly 1.00 space per bedroom (totaling 300 spaces), the overall peak parking demand for the site is projected to be 1,222 spaces. Therefore, the redevelopment plan proposes the construction of 1,270 spaces, as shown in **Table 7.** This requested reduction is justified by several data points and industry metrics and trends. Key takeaways are summarized below:

- Low parking ratios for both existing and future office users
- Key insights into the unique aspects of the mixed-use site, such as:
  - Access to a shared parking agreement with Touchmark National Bank during evening hours, providing the development with access to 52 additional parking spaces
  - High potential for internal capture, driven by the density of future residents living within walking distance

| Table 7: Peak Shared Parking Demand | | | | |
|---|---|---|---|---|
| **Land Use** | **Required Parking per Code** | **25% Reduction from Code-Required** | **Proposed Parking** | **Peak Parking Demand** |
| Multifamily Office (Shared) | 1,207 | N/A | 918 | 922 |
| Commercial Semi-public (Shared) | 240 | | | |
| Townhomes | 300 | | 300 | 300* |
| Bank (Off-Site) | N/A | | 52 | 0 |
| **Total** | **1,747 Spaces** | **1,310 Spaces** | **1,270 Spaces** | **1,222 Spaces** |

**The parking demand for townhomes is assumed to align with the code requirement for the City of Alpharetta.*

**This assessment recommends that the Brookside Village be granted a parking reduction to 1,270 total on-site spaces when including the townhome land uses.**

We hope you find this information helpful. If any further questions arise, please do not hesitate to contact *Kimley-Horn.*

Sincerely,

Jeffrey Elsey, P.E., CAPP, LEED AP
*Kimley-Horn*

Ethan Hageman
*Kimley-Horn*

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**Jessica L. Hill**
jessica.hill@troutman.com

March 5, 2025

**VIA EMAIL**
City of Alpharetta
c/o Department of Community Development Department
2 Park Plaza
Alpharetta, GA 30009
Attn: Michael Woodman

RE: Brookside West Redevelopment – 3625 and 3655 Brookside Parkway
MP-25-03/CLUP-25-01/Z-25-02/CU-25-03/V-25-02 (the "Application")

Dear Michael:

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

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

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

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

Denial of the Application or approval of the Application with conditions unacceptable to the Applicant by the Alpharetta Mayor and City Council would also violate the Applicant's rights

under the First Amendment to the Constitution of the United States and would unconstitutionally discriminate, in an arbitrary, capricious and unreasonable manner, between the Applicant and owners of other similarly situated properties in the City of Alpharetta in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States.

Sincerely yours,

Jessica L. Hill

309043609v1

3655/3625 Brookside Parkway Tree Assessment

| Tag Number | DBH | Species | Common Name | Condition | Notes | Type |
|---|---|---|---|---|---|---|
| **2523** | 24 | *Quercus phellos* | Willow oak | Good | | Specimen |
| **2524** | 14 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 5/5/4 | Specimen |
| **2525** | 24 | *Quercus phellos* | Willow oak | Good | | Specimen |
| **2526** | 15 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 6/5/4 | Specimen |
| **2527** | 18 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 6/6/6 | Specimen |
| **2528** | 25 | *Quercus phellos* | Willow oak | Good | | Specimen |
| **2529** | 21 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 9/6/6 | Specimen |
| **2530** | 26 | *Quercus phellos* | Willow oak | Good | | Specimen |
| **2531** | 16 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 6/6/4 | Specimen |
| **2532** | 29 | *Quercus phellos* | Willow oak | Good | | Specimen |
| **2533** | 17 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 7/5/5 | Specimen |
| **2534** | 30 | *Quercus phellos* | Willow oak | Good | | Specimen |
| **2535** | 12 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 4/4/4 | Specimen |
| **2536** | 13 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 5/4/4 | Specimen |
| **2537** | 27 | *Quercus phellos* | Willow oak | Good | | Specimen |
| **2538** | 15 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 7/4/4 | Specimen |
| **2539** | 27 | *Quercus phellos* | Willow oak | Good | | Specimen |
| **2540** | 18 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 7/5/6 | Specimen |
| **2541** | 31 | *Quercus phellos* | Willow oak | Good | | Specimen |
| **2542** | 28 | *Quercus phellos* | Willow oak | Good | | Specimen |
| **2543** | 18 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 6/6/6 | Specimen |
| **2544** | 25 | *Quercus phellos* | Willow oak | Fair | Heavily pruned for overhead utilities | Specimen |
| **2545** | 21 | *Lagerstroemia sp.* | Crape mrytle | Fair | Multi stem - 7/7/7; heavily pruned for overhead utilities | Specimen |
| **2546** | 24 | *Quercus phellos* | Willow oak | Good | Pruned for overhead utilities | Specimen |
| **2547** | 15 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 7/5/4 | Specimen |
| **2548** | 17 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 6/6/5 | Specimen |
| **2549** | 29 | *Quercus phellos* | Willow oak | Good | | Specimen |
| **2550** | 21 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 8/7/6 | Specimen |
| **2551** | 27 | *Quercus phellos* | Willow oak | Good | | Specimen |
| **2552** | 20 | *Quercus phellos* | Willow oak | Good | | Quality |
| **2553** | 17 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 6/6/5 | Specimen |
| **2554** | 30 | *Quercus phellos* | Willow oak | Good | | Specimen |
| **2555** | 15 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 5/5/5 | Specimen |
| **2556** | 19 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 7/7/5 | Specimen |
| **2557** | 23 | *Quercus phellos* | Willow oak | Good | | Quality |
| **2558** | 17 | *Lagerstroemia sp.* | Crape mrytle | Good | Boundary tree; multi stem - 6/6/5 | Boundary |
| **2559** | 31 | *Quercus phellos* | Willow oak | Good | Boundary tree | Boundary |
| **2560** | 16 | *Lagerstroemia sp.* | Crape mrytle | Good | Boundary tree; multi stem - 6/5/5 | Boundary |
| **2561** | 31 | *Quercus phellos* | Willow oak | Good | Boundary tree | Boundary |
| **2562** | 21 | *Acer rubrum* | Red maple | Good | | Landscape |
| **2563** | 14 | *Acer rubrum* | Red maple | Good | | Landscape |
| **2564** | 21 | *Quercus palustris* | Pin oak | Good | | Landscape |
| **2565** | 12 | *Ilex x Nellie Stevens* | Nellie Stevens holly | Good | | Landscape |
| **2566** | 15 | *Ulmus parvifolia* | Chinese elm | Good | Invasive species | Landscape |
| **2567** | 14 | *Ulmus parvifolia* | Chinese elm | Good | Invasive species | Landscape |
| **2568** | 12 | *Ulmus parvifolia* | Chinese elm | Good | Invasive species | Landscape |
| **2569** | 14 | *Ulmus parvifolia* | Chinese elm | Good | Invasive species | Landscape |
| **2570** | 21 | *Quercus nuttallii* | Nuttall oak | Good | | Quality |
| **2571** | 20 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2572** | 17 | *Quercus nuttallii* | Nuttall oak | Fair | Light dieback in canopy | Landscape |
| **2573** | 14 | *Quercus palustris* | Pin oak | Good | | Landscape |
| **2574** | 13 | *Quercus palustris* | Pin oak | Fair | Codominant leaders at 15 feet | Landscape |
| **2575** | 14 | *Quercus palustris* | Pin oak | Poor | Codominant leaders at 10 feet; dieback in canopy | Landscape |
| **2576** | 12 | *Quercus palustris* | Pin oak | Poor | Codominant leaders at 10 feet; dieback in canopy | Landscape |
| **2577** | 13 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2578** | 13 | *Quercus palustris* | Pin oak | Good | | Landscape |
| **2579** | 17 | *Quercus nuttallii* | Nuttall oak | Fair | Light dieback in canopy | Landscape |
| **2580** | 17 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2581** | 16 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2582** | 13 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |

| | | | | | | |
|---|---|---|---|---|---|---|
| **2583** | 20 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2584** | 18 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2585** | 11 | *Quercus palustris* | Pin oak | Good | | Landscape |
| **2586** | 11 | *Quercus palustris* | Pin oak | Good | | Landscape |
| **2587** | 23 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2588** | 23 | *Quercus palustris* | Pin oak | Good | | Quality |
| **2589** | 21 | *Quercus shumardii* | Shumard oak | Good | | Landscape |
| **2590** | 17 | *Quercus shumardii* | Shumard oak | Good | | Landscape |
| **2591** | 22 | *Quercus shumardii* | Shumard oak | Good | | Landscape |
| **2592** | 13 | *Acer rubrum* | Red maple | Good | | Landscape |
| **2593** | 17 | *Acer rubrum* | Red maple | Good | | Landscape |
| **2594** | 14 | *Ilex x attenuata Fosteri* | Foster holly | Good | Multi stem - 7/7 | Landscape |
| **2595** | 12 | *Ilex x attenuata Fosteri* | Foster holly | Good | Multi stem - 7/5 | Landscape |
| **2596** | 9 | *Ilex x attenuata Fosteri* | Foster holly | Good | Multi stem - 5/4 | Landscape |
| **2597** | 10 | *Ilex x attenuata Fosteri* | Foster holly | Good | | Landscape |
| **2598** | 17 | *Ilex x attenuata Fosteri* | Foster holly | Good | Multi stem - 8/6/3 | Landscape |
| **2599** | 8 | *Ilex x attenuata Fosteri* | Foster holly | Good | | Landscape |
| **2600** | 4 | *Ilex x attenuata Fosteri* | Foster holly | Good | | Landscape |
| **2601** | 26 | *Taxodium distichum* | Bald cypress | Good | | Specimen |
| **2602** | 15 | *Ilex cornuta Burfordii* | Burford holly | Good | Multi stem - 5/5/5 | Landscape |
| **2603** | 10 | *Ilex cornuta Burfordii* | Burford holly | Good | | Landscape |
| **2604** | 15 | *Ilex cornuta Burfordii* | Burford holly | Good | Multi stem - 5/5/5 | Landscape |
| **2605** | 20 | *Ilex cornuta Burfordii* | Burford holly | Good | Multi stem - 9/6/5 | Landscape |
| **2606** | 20 | *Ilex cornuta Burfordii* | Burford holly | Good | Multi stem - 8/6/6 | Landscape |
| **2607** | 14 | *Quercus robur* | English oak | Fair | Low vigor and light dieback in canopy | Landscape |
| **2608** | 15 | *Quercus robur* | English oak | Fair | Low vigor and light dieback in canopy | Landscape |
| **2609** | 13 | *Ilex cornuta Burfordii* | Burford holly | Good | Multi stem - 5/5/3 | Landscape |
| **2610** | 15 | *Quercus robur* | English oak | Fair | Low vigor and light dieback in canopy | Landscape |
| **2611** | 14 | *Ilex cornuta Burfordii* | Burford holly | Good | Multi stem - 5/5/4 | Landscape |
| **2612** | 14 | *Ilex cornuta Burfordii* | Burford holly | Good | Multi stem - 5/5/4 | Landscape |
| **2613** | 15 | *Quercus robur* | English oak | Fair | Low vigor and light dieback in canopy | Landscape |
| **2614** | 13 | *Quercus robur* | English oak | Poor | Dieback in canopy | Landscape |
| **2615** | 9 | *Ilex cornuta Burfordii* | Burford holly | Good | Multi stem - 3/3/3 | Landscape |
| **2616** | 15 | *Quercus robur* | English oak | Fair | Low vigor and light dieback in canopy | Landscape |
| **2617** | 15 | *Acer rubrum* | Red maple | Good | | Landscape |
| **2618** | 14 | *Acer rubrum* | Red maple | Good | | Landscape |
| **2619** | 13 | *Acer rubrum* | Red maple | Good | | Landscape |
| **2620** | 13 | *Acer rubrum* | Red maple | Good | | Landscape |
| **2621** | 14 | *Acer rubrum* | Red maple | Fair | Split into codominant leaders at 15 feet | Landscape |
| **2622** | 14 | *Acer rubrum* | Red maple | Good | | Landscape |
| **2623** | 14 | *Acer rubrum* | Red maple | Good | | Landscape |
| **2624** | 20 | *Ulmus parvifolia* | Chinese elm | Good | Invasive species | Landscape |
| **2625** | 24 | *Quercus nuttallii* | Nuttall oak | Good | | Specimen |
| **2626** | 14 | *Ulmus parvifolia* | Chinese elm | Good | Invasive species | Landscape |
| **2627** | 13 | *Ulmus parvifolia* | Chinese elm | Good | Invasive species | Landscape |
| **2628** | 12 | *Ulmus parvifolia* | Chinese elm | Good | Invasive species | Landscape |
| **2629** | 19 | *Ulmus parvifolia* | Chinese elm | Good | Invasive species | Landscape |
| **2630** | 8 | *Magnolia grandiflora* | Southern magnolia | Good | | Landscape |
| **2631** | 9 | *Magnolia grandiflora* | Southern magnolia | Good | | Landscape |
| **2632** | 11 | *Magnolia grandiflora* | Southern magnolia | Good | | Landscape |
| **2633** | 12 | *Ilex cornuta Burfordii* | Burford holly | Good | | Landscape |
| **2634** | 22 | *Acer rubrum* | Red maple | Good | | Landscape |
| **2635** | 16 | *Acer rubrum* | Red maple | Good | | Landscape |
| **2636** | 19 | *Quercus palustris* | Pin oak | Good | | Landscape |
| **2637** | 16 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2638** | 15 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2639** | 11 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2640** | 13 | *Quercus nuttallii* | Nuttall oak | Fair | Light dieback in canopy | Landscape |
| **2641** | 10 | *Quercus nuttallii* | Nuttall oak | Poor | Dieback in canopy | Landscape |
| **2642** | 14 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |

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|---|---|---|---|---|---|---|
| **2643** | 11 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2644** | 12 | *Quercus nuttallii* | Nuttall oak | Poor | Dieback in canopy | Landscape |
| **2645** | 18 | *Quercus nuttallii* | Nuttall oak | Fair | Lacking central leader | Landscape |
| **2646** | 9 | *Lagerstroemia sp.* | Crape mrytle | Good | | Landscape |
| **2647** | 14 | *Quercus shumardii* | Shumard oak | Fair | Light dieback in canopy | Landscape |
| **2648** | 10 | *Zelkova serrata* | Zelkova | Poor | Dieback in trunk and canopy | Landscape |
| **2649** | 6 | *Lagerstroemia sp.* | Crape mrytle | Good | | Landscape |
| **2650** | 7 | *Lagerstroemia sp.* | Crape mrytle | Good | | Landscape |
| **2651** | 6 | *Lagerstroemia sp.* | Crape mrytle | Good | | Landscape |
| **2652** | 7 | *Zelkova serrata* | Zelkova | Poor | Dieback in trunk and canopy | Landscape |
| **2653** | 7 | *Zelkova serrata* | Zelkova | Poor | Dieback in trunk and canopy | Landscape |
| **2654** | 7 | *Lagerstroemia sp.* | Crape mrytle | Good | | Landscape |
| **2655** | 7 | *Lagerstroemia sp.* | Crape mrytle | Good | | Landscape |
| **2656** | 17 | *Quercus nuttallii* | Nuttall oak | Fair | Light dieback in canopy | Landscape |
| **2657** | 14 | *Quercus nuttallii* | Nuttall oak | Poor | Dieback in canopy | Landscape |
| **2658** | 15 | *Quercus nuttallii* | Nuttall oak | Poor | Dieback in canopy | Landscape |
| **2659** | 15 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2660** | 18 | *Quercus nuttallii* | Nuttall oak | Fair | Light dieback in canopy | Landscape |
| **2661** | 11 | *Quercus nuttallii* | Nuttall oak | Fair | Light dieback in canopy | Landscape |
| **2662** | 18 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2663** | 18 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2664** | 19 | *Ulmus parvifolia* | Chinese elm | Good | Invasive species | Landscape |
| **2665** | 16 | *Ulmus parvifolia* | Chinese elm | Good | Invasive species | Landscape |
| **2666** | 12 | *Ulmus parvifolia* | Chinese elm | Good | Invasive species | Landscape |
| **2667** | 15 | *Ulmus parvifolia* | Chinese elm | Good | Invasive species | Landscape |
| **2668** | 19 | *Ulmus parvifolia* | Chinese elm | Good | Invasive species | Landscape |
| **2669** | 15 | *Ulmus parvifolia* | Chinese elm | Good | Invasive species | Landscape |
| **2670** | 15 | *Ulmus parvifolia* | Chinese elm | Good | Invasive species | Landscape |
| **2671** | 17 | *Ulmus parvifolia* | Chinese elm | Good | Invasive species | Landscape |
| **2672** | 18 | *Ulmus parvifolia* | Chinese elm | Good | Invasive species | Landscape |
| **2673** | 12 | *Acer rubrum* | Red maple | Good | | Landscape |
| **2674** | 11 | *Acer rubrum* | Red maple | Good | | Landscape |
| **2675** | 14 | *Acer rubrum* | Red maple | Good | | Landscape |
| **2676** | 11 | *Acer rubrum* | Red maple | Good | | Landscape |
| **2677** | 10 | *Acer rubrum* | Red maple | Good | | Landscape |
| **2678** | 12 | *Acer rubrum* | Red maple | Good | | Landscape |
| **2679** | 14 | *Acer rubrum* | Red maple | Good | | Landscape |
| **2680** | 2 | *Acer palmatum* | Japanese maple | Good | No tag | Landscape |
| **2681** | 2 | *Acer palmatum* | Japanese maple | Good | No tag | Landscape |
| **2682** | 17 | *Quercus lyrata* | Overcup oak | Good | | Quality |
| **2683** | 13 | *Quercus lyrata* | Overcup oak | Good | | Quality |
| **2684** | 14 | *Quercus lyrata* | Overcup oak | Good | | Quality |
| **2685** | 9 | *Acer palmatum* | Japanese maple | Good | Multi stem - 3/3/3 | Specimen |
| **2686** | 11 | *Acer palmatum* | Japanese maple | Good | Multi stem - 6/5 | Specimen |
| **2687** | 16 | *Quercus lyrata* | Overcup oak | Good | | Quality |
| **2688** | 19 | *Quercus lyrata* | Overcup oak | Good | | Quality |
| **2689** | 20 | *Quercus lyrata* | Overcup oak | Good | | Quality |
| **2690** | 2 | *Acer palmatum* | Japanese maple | Good | No tag | Landscape |
| **2691** | 2 | *Acer palmatum* | Japanese maple | Good | No tag | Landscape |
| **2692** | 3 | *Acer palmatum* | Japanese maple | Good | No tag | Landscape |
| **2693** | 3 | *Acer palmatum* | Japanese maple | Good | No tag | Landscape |
| **2694** | 17 | *Ilex cornuta Burfordii* | Burford holly | Good | Multi stem - 11/3/3 | Landscape |
| **2695** | 12 | *Quercus robur* | English oak | Good | | Landscape |
| **2696** | 18 | *Ilex cornuta Burfordii* | Burford holly | Good | Multi stem - 8/7/3 | Landscape |
| **2697** | 4 | *Chamaecyparis obtusa* | Hinoki cypress | Good | | Landscape |
| **2698** | 20 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 9/6/5 | Specimen |
| **2699** | 18 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 7/6/5 | Specimen |
| **2700** | 7 | *Chamaecyparis obtusa* | Hinoki cypress | Good | Multi stem - 5/2 | Landscape |
| **2701** | 14 | *Ilex cornuta Burfordii* | Burford holly | Good | Multi stem - 6/5/3 | Landscape |
| **2702** | 12 | *Quercus robur* | English oak | Good | | Landscape |
| **2703** | 9 | *Quercus robur* | English oak | Good | | Landscape |
| **2704** | 16 | *Ilex cornuta Burfordii* | Burford holly | Good | Multi stem - 6/5/5 | Landscape |
| **2705** | 15 | *Quercus robur* | English oak | Good | | Landscape |
| **2706** | 11 | *Ilex x attenuata Fosteri* | Foster holly | Good | | Landscape |
| **2707** | 11 | *Ilex x attenuata Fosteri* | Foster holly | Good | | Landscape |

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|---|---|---|---|---|---|---|
| **2708** | 11 | *Ilex x attenuata Fosteri* | Foster holly | Good | | Landscape |
| **2709** | 10 | *Ilex x attenuata Fosteri* | Foster holly | Good | | Landscape |
| **2710** | 20 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2711** | 21 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2712** | 13 | *Acer rubrum* | Red maple | Good | | Landscape |
| **2713** | 10 | *Quercus nuttallii* | Nuttall oak | Poor | Low vigor; dieback in canopy | Landscape |
| **2714** | 10 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2715** | 15 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2716** | 15 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2717** | 13 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 5/4/4 | Specimen |
| **2718** | 9 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 3/3/3 | Specimen |
| **2719** | 11 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 4/4/3 | Specimen |
| **2720** | 11 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 4/4/3 | Specimen |
| **2721** | 9 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 3/3/3 | Specimen |
| **2722** | 12 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 4/4/4 | Specimen |
| **2723** | 16 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2724** | 17 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2725** | 17 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2726** | 14 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2727** | 12 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2728** | 12 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2729** | 15 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2730** | 8 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2731** | 21 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2732** | 18 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2733** | 14 | *Ilex x attenuata Fosteri* | Foster holly | Good | | Landscape |
| **2734** | 19 | *Ilex x attenuata Fosteri* | Foster holly | Good | Multi stem - 10/7/2 | Landscape |
| **2735** | 21 | *Ilex x attenuata Fosteri* | Foster holly | Good | Multi stem - 9/6/6 | Landscape |
| **2736** | 22 | *Ilex x attenuata Fosteri* | Foster holly | Good | Multi stem - 8/7/7 | Landscape |
| **2737** | 21 | *Ilex x attenuata Fosteri* | Foster holly | Good | Multi stem - 15/6 | Landscape |
| **2738** | 20 | *Ilex x attenuata Fosteri* | Foster holly | Good | Multi stem - 10/5/5 | Landscape |
| **2739** | 17 | *Ilex x attenuata Fosteri* | Foster holly | Good | Multi stem - 9/4/4 | Landscape |
| **2740** | 23 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2741** | 17 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2742** | 16 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2743** | 12 | *Quercus nuttallii* | Nuttall oak | Fair | Light dieback in canopy | Landscape |
| **2744** | 9 | *Quercus nuttallii* | Nuttall oak | Fair | Light dieback in canopy | Landscape |
| **2745** | 18 | *Quercus nuttallii* | Nuttall oak | Good | | Quality |
| **2746** | 15 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 5/5/5 | Specimen |
| **2747** | 14 | *Lagerstroemia sp.* | Crape mrytle | Fair | Multi stem - 7/5/2; light dieback in canopy | Specimen |
| **2748** | 16 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 6/5/5 | Specimen |
| **2749** | 19 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 7/7/5 | Specimen |
| **2750** | 16 | *Lagerstroemia sp.* | Crape mrytle | Poor | Multi stem - 6/5/5; dieback in canopy | Specimen |
| **2751** | 14 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 5/5/4 | Specimen |
| **2752** | 14 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2753** | 15 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2754** | 15 | *Quercus nuttallii* | Nuttall oak | Fair | Light dieback in canopy | Landscape |
| **2755** | 19 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2756** | 15 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2757** | 14 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2758** | 12 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2759** | 20 | *Quercus palustris* | Pin oak | Good | | Quality |
| **2760** | 10 | *Ilex x Nellie Stevens* | Nellie Stevens holly | Good | | Landscape |
| **2761** | 9 | *Ilex x Nellie Stevens* | Nellie Stevens holly | Good | | Landscape |
| **2762** | 10 | *Ilex x Nellie Stevens* | Nellie Stevens holly | Good | | Landscape |
| **2763** | 8 | *Ilex x Nellie Stevens* | Nellie Stevens holly | Good | | Landscape |
| **2764** | 21 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 8/7/6 | Specimen |
| **2765** | 14 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 5/5/4 | Specimen |
| **2766** | 12 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 4/4/4 | Specimen |
| **2767** | 17 | *Ulmus parvifolia* | Chinese elm | Good | Invasive species | Landscape |
| **2768** | 14 | *Ulmus parvifolia* | Chinese elm | Good | Invasive species | Landscape |
| **2769** | 15 | *Ulmus parvifolia* | Chinese elm | Good | Invasive species | Landscape |
| **2770** | 12 | *Ulmus parvifolia* | Chinese elm | Good | Invasive species | Landscape |
| **2771** | 21 | *Quercus palustris* | Pin oak | Good | | Landscape |

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|---|---|---|---|---|---|---|
| **2772** | 23 | *Quercus palustris* | Pin oak | Good | | Quality |
| **2773** | 13 | *Ulmus parvifolia* | Chinese elm | Good | Invasive species | Landscape |
| **2774** | 11 | *Ulmus parvifolia* | Chinese elm | Good | Invasive species | Landscape |
| **2775** | 12 | *Ulmus parvifolia* | Chinese elm | Good | Invasive species | Landscape |
| **2776** | 14 | *Ulmus parvifolia* | Chinese elm | Good | Invasive species | Landscape |
| **2777** | 8 | *Ilex x Nellie Stevens* | Nellie Stevens holly | Good | | Landscape |
| **2778** | 12 | *Ilex x Nellie Stevens* | Nellie Stevens holly | Good | | Landscape |
| **2779** | 11 | *Ilex x Nellie Stevens* | Nellie Stevens holly | Good | | Landscape |
| **2780** | 8 | *Ilex x Nellie Stevens* | Nellie Stevens holly | Good | | Landscape |
| **2781** | 8 | *Ilex x Nellie Stevens* | Nellie Stevens holly | Good | | Landscape |
| **2782** | 9 | *Quercus nuttallii* | Nuttall oak | Fair | Low vigor; light dieback in canopy | Landscape |
| **2783** | 14 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2784** | 12 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2785** | 15 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2786** | 19 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2787** | 17 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2788** | 15 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 5/5/5 | Specimen |
| **2789** | 17 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 6/6/5 | Specimen |
| **2790** | 14 | *Lagerstroemia sp.* | Crape mrytle | Poor | Multi stem - 5/5/4; dieback in trunk and canopy | Specimen |
| **2791** | 20 | *Quercus palustris* | Pin oak | Good | | Quality |
| **2792** | 11 | *Lagerstroemia sp.* | Crape mrytle | Poor | Multi stem - 6/5; dieback in trunk and canopy | Specimen |
| **2793** | 12 | *Lagerstroemia sp.* | Crape mrytle | Poor | Multi stem - 5/4/3; dieback in trunk and canopy | Specimen |
| **2794** | 17 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 7/6/4 | Specimen |
| **2795** | 12 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2796** | 14 | *Quercus nuttallii* | Nuttall oak | Good | Trunk wound with no decay | Landscape |
| **2797** | 10 | *Quercus nuttallii* | Nuttall oak | Fair | Light dieback in canopy | Landscape |
| **2798** | 14 | *Quercus nuttallii* | Nuttall oak | Fair | Light dieback in canopy | Landscape |
| **2799** | 19 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2800** | 18 | *Quercus nuttallii* | Nuttall oak | Fair | Light dieback in canopy | Landscape |
| **2801** | 19 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2802** | 16 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2803** | 5 | *Pistacia chinensis* | Pistache | Good | | Landscape |
| **2804** | 7 | *Pistacia chinensis* | Pistache | Good | | Landscape |
| **2805** | 5 | *Pistacia chinensis* | Pistache | Good | | Landscape |
| **2806** | 5 | *Pistacia chinensis* | Pistache | Good | | Landscape |
| **2807** | 7 | *Pistacia chinensis* | Pistache | Good | | Landscape |
| **2808** | 8 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2809** | 6 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2810** | 10 | *Zelkova serrata* | Zelkova | Fair | Light dieback in canopy | Landscape |
| **2811** | 18 | *Quercus nuttallii* | Nuttall oak | Poor | Dieback in canopy | Landscape |
| **2812** | 5 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 2/2/1 | Landscape |
| **2813** | 1 | *Lagerstroemia sp.* | Crape mrytle | Good | | Landscape |
| **2814** | 1 | *Lagerstroemia sp.* | Crape mrytle | Good | | Landscape |
| **2815** | 1 | *Lagerstroemia sp.* | Crape mrytle | Good | | Landscape |
| **2816** | 5 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 2/2/1 | Landscape |
| **2817** | 5 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 2/2/1 | Landscape |
| **2818** | 6 | *Pistacia chinensis* | Pistache | Poor | Dieback in canopy | Landscape |
| **2819** | 5 | *Pistacia chinensis* | Pistache | Fair | Light dieback in canopy | Landscape |
| **2820** | 6 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2821** | 3 | *Pistacia chinensis* | Pistache | Fair | Light dieback in canopy | Landscape |
| **2822** | 14 | *Quercus nuttallii* | Nuttall oak | Poor | Dieback in canopy | Landscape |
| **2823** | 14 | *Quercus nuttallii* | Nuttall oak | Poor | Dieback in canopy | Landscape |
| **2824** | 8 | *Pistacia chinensis* | Pistache | Good | | Landscape |
| **2825** | 10 | *Quercus shumardii* | Shumard oak | Good | Boundary tree | Boundary |
| **2826** | 8 | *Quercus shumardii* | Shumard oak | Good | | Landscape |
| **2827** | 23 | *Pinus taeda* | Loblolly pine | Good | Boundary tree | Boundary |
| **2828** | 15 | *Pinus taeda* | Loblolly pine | Good | Boundary tree | Boundary |
| **2829** | 15 | *Pinus taeda* | Loblolly pine | Good | Boundary tree | Boundary |
| **2830** | 27 | *Quercus nigra* | Water oak | Fair | Boundary tree; trunk wound | Boundary |
| **2831** | 22 | *Quercus nigra* | Water oak | Good | Boundary tree | Boundary |
| **2832** | 28 | *Acer negundo* | Boxelder | Poor | Boundary tree; cavity in trunk | Boundary |
| **2833** | 25 | *Quercus phellos* | Willow oak | Good | | Specimen |
| **2834** | 22 | *Quercus phellos* | Willow oak | Good | | Quality |

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| **2835** | 24 | *Quercus phellos* | Willow oak | Good | | Specimen |
| **2836** | 23 | *Quercus phellos* | Willow oak | Good | | Quality |
| **2837** | 26 | *Quercus phellos* | Willow oak | Good | | Specimen |
| **2838** | 25 | *Quercus phellos* | Willow oak | Good | | Specimen |
| **2839** | 25 | *Quercus phellos* | Willow oak | Good | | Specimen |
| **2840** | 22 | *Quercus phellos* | Willow oak | Good | | Quality |
| **2841** | 22 | *Quercus phellos* | Willow oak | Good | | Quality |
| **2842** | 17 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2843** | 17 | *Pinus taeda* | Loblolly pine | Poor | Fusiform rust canker on trunk | Landscape |
| **2844** | 16 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2845** | 15 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2846** | 13 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2847** | 16 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2848** | 19 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2849** | 14 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2850** | 16 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2851** | 14 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2852** | 19 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2853** | 13 | *Pinus taeda* | Loblolly pine | Fair | Suppressed canopy | Landscape |
| **2854** | 13 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2855** | 17 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2856** | 15 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2857** | 13 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2858** | 13 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2859** | 15 | *Pinus taeda* | Loblolly pine | Fair | Longitudinal trunk wound | Landscape |
| **2860** | 19 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2861** | 14 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2862** | 12 | *Pinus taeda* | Loblolly pine | Poor | Dieback in canopy | Landscape |
| **2863** | 19 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2864** | 21 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2865** | 16 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2866** | 12 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2867** | 11 | *Pinus taeda* | Loblolly pine | Fair | Light dieback in canopy | Landscape |
| **2868** | 13 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2869** | 18 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2870** | 14 | *Pinus taeda* | Loblolly pine | Poor | Trunk wound with decay at base | Landscape |
| **2871** | 15 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2872** | 9 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2873** | 17 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2874** | 15 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2875** | 11 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2876** | 16 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2877** | 12 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2878** | 15 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2879** | 15 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2880** | 19 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2881** | 11 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2882** | 19 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2883** | 13 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2884** | 20 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2885** | 17 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2886** | 14 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2887** | 14 | *Pinus taeda* | Loblolly pine | Fair | Fusiform rust canker on trunk | Landscape |
| **2888** | 15 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2889** | 18 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2890** | 21 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **2891** | 3 | *Ulmus parvifolia* | Chinese elm | Good | Invasive species | Landscape |
| **2892** | 3 | *Ulmus parvifolia* | Chinese elm | Good | Invasive species | Landscape |
| **2893** | 3 | *Ulmus parvifolia* | Chinese elm | Poor | Invasive species; dieback in canopy | Landscape |
| **2894** | 3 | *Ulmus parvifolia* | Chinese elm | Fair | Invasive species; light dieback in canopy | Landscape |
| **2895** | 3 | *Ulmus parvifolia* | Chinese elm | Good | Invasive species | Landscape |
| **2896** | 3 | *Ulmus parvifolia* | Chinese elm | Fair | Invasive species; light dieback in canopy | Landscape |
| **2897** | 3 | *Ulmus parvifolia* | Chinese elm | Poor | Invasive species; dieback in canopy | Landscape |

| | | | | | | |
|---|---|---|---|---|---|---|
| **2898** | 3 | *Ulmus parvifolia* | Chinese elm | Fair | Invasive species; light dieback in canopy | Landscape |
| **2899** | 3 | *Ulmus parvifolia* | Chinese elm | Fair | Invasive species; light dieback in canopy | Landscape |
| **2900** | 6 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 2/2/2 | Landscape |
| **2901** | 6 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 2/2/2 | Landscape |
| **2902** | 6 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 2/2/2 | Landscape |
| **2903** | 6 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 2/2/2 | Landscape |
| **2904** | 6 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 2/2/2 | Landscape |
| **2905** | 6 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 2/2/2 | Landscape |
| **2906** | 7 | *Lagerstroemia sp.* | Crape mrytle | Good | Multi stem - 3/2/2 | Landscape |
| **2907** | 9 | *Juniperus virginiana* | Eastern red cedar | Good | | Landscape |
| **2908** | 7 | *Juniperus virginiana* | Eastern red cedar | Fair | Thin canopy | Landscape |
| **2909** | 8 | *Juniperus virginiana* | Eastern red cedar | Fair | Thin canopy | Landscape |
| **2910** | 6 | *Juniperus virginiana* | Eastern red cedar | Fair | Thin canopy | Landscape |
| **2911** | 9 | *Juniperus virginiana* | Eastern red cedar | Fair | Thin canopy | Landscape |
| **2912** | 6 | *Juniperus virginiana* | Eastern red cedar | Fair | Thin canopy | Landscape |
| **2913** | 6 | *Juniperus virginiana* | Eastern red cedar | Good | | Landscape |
| **2914** | 6 | *Juniperus virginiana* | Eastern red cedar | Good | | Landscape |
| **2915** | 6 | *Juniperus virginiana* | Eastern red cedar | Good | | Landscape |
| **2916** | 7 | *Juniperus virginiana* | Eastern red cedar | Good | | Landscape |
| **2917** | 7 | *Juniperus virginiana* | Eastern red cedar | Good | Boundary tree | Boundary |
| **2918** | 9 | *Juniperus virginiana* | Eastern red cedar | Good | Boundary tree | Boundary |
| **2919** | 12 | *Juniperus virginiana* | Eastern red cedar | Good | | Landscape |
| **2920** | 8 | *Juniperus virginiana* | Eastern red cedar | Good | | Landscape |
| **2921** | 8 | *Juniperus virginiana* | Eastern red cedar | Good | | Landscape |
| **2922** | 7 | *Juniperus virginiana* | Eastern red cedar | Good | | Landscape |
| **2923** | 9 | *Juniperus virginiana* | Eastern red cedar | Good | | Landscape |
| **2924** | 10 | *Acer rubrum* | Red maple | Good | | Landscape |
| **2925** | 8 | *Carpinus caroliniana* | Hornbeam | Good | | Landscape |
| **2926** | 9 | *Acer rubrum* | Red maple | Good | | Landscape |
| **2927** | 20 | *Quercus nuttallii* | Nuttall oak | Good | | Quality |
| **2928** | 25 | *Platanus occidentalis* | Sycamore | Poor | Low split into two codominant trunks with included bark; damage and dieback in canopy | Specimen |
| **2929** | 10 | *Quercus nuttallii* | Nuttall oak | Good | Boundary tree | Boundary |
| **2930** | 10 | *Pinus taeda* | Loblolly pine | Good | Boundary tree | Boundary |
| **2931** | 29 | *Pinus taeda* | Loblolly pine | Poor | Boundary tree; large trunk wound with decay | Boundary |
| **2932** | 18 | *Pinus taeda* | Loblolly pine | Good | Boundary tree | Boundary |
| **2933** | 9 | *Liriodendron tulipifera* | Tulip poplar | Good | Boundary tree | Boundary |
| **2934** | 14 | *Pinus taeda* | Loblolly pine | Good | Boundary tree | Boundary |
| **2935** | 10 | *Pinus taeda* | Loblolly pine | Good | Boundary tree | Boundary |
| **2936** | 29 | *Liriodendron tulipifera* | Tulip poplar | Poor | Boundary tree; cavity in trunk | Boundary |
| **2937** | 23 | *Pinus taeda* | Loblolly pine | Good | Boundary tree | Boundary |
| **2938** | 23 | *Pinus taeda* | Loblolly pine | Poor | Boundary tree; fusiform rust canker on lower trunk | Boundary |
| **2939** | 21 | *Pinus taeda* | Loblolly pine | Poor | Boundary tree; fusiform rust cankers on trunk | Boundary |
| **2940** | 16 | *Quercus nigra* | Water oak | Fair | Boundary tree; unbalanced canopy | Boundary |
| **2941** | 18 | *Pinus taeda* | Loblolly pine | Good | Boundary tree | Boundary |
| **2942** | 8 | *Quercus nigra* | Water oak | Fair | Boundary tree; unbalanced canopy | Boundary |
| **2943** | 9 | *Liquidambar styraciflua* | Sweetgum | Good | Boundary tree | Boundary |
| **2944** | 21 | *Pinus taeda* | Loblolly pine | Good | Boundary tree | Boundary |
| **2945** | 22 | *Pinus taeda* | Loblolly pine | Good | Boundary tree | Boundary |
| **2946** | 20 | *Pinus taeda* | Loblolly pine | Good | Boundary tree | Boundary |
| **2947** | 12 | *Platanus occidentalis* | Sycamore | Poor | Boundary tree; dieback in canopy | Boundary |
| **2948** | 17 | *Pinus taeda* | Loblolly pine | Good | Boundary tree | Boundary |
| **2949** | 15 | *Pinus taeda* | Loblolly pine | Good | Boundary tree | Boundary |
| **2950** | 17 | *Pinus taeda* | Loblolly pine | Good | Boundary tree | Boundary |
| **2951** | 24 | *Pinus taeda* | Loblolly pine | Good | Boundary tree | Boundary |
| **2952** | 10 | *Liquidambar styraciflua* | Sweetgum | Good | Boundary tree | Boundary |
| **2953** | 23 | *Pinus taeda* | Loblolly pine | Good | Boundary tree | Boundary |
| **2954** | 12 | *Pinus taeda* | Loblolly pine | Good | Boundary tree | Boundary |
| **2955** | 22 | *Pinus taeda* | Loblolly pine | Good | Boundary tree | Boundary |
| **2956** | 15 | *Pinus taeda* | Loblolly pine | Good | Boundary tree | Boundary |

| | | | | | | |
|---|---|---|---|---|---|---|
| **2957** | 22 | *Pinus taeda* | Loblolly pine | Good | Boundary tree | Boundary |
| **2958** | 24 | *Pinus taeda* | Loblolly pine | Good | Boundary tree | Boundary |
| **2959** | 13 | *Pinus taeda* | Loblolly pine | Good | Boundary tree | Boundary |
| **2960** | 25 | *Quercus nigra* | Water oak | Good | | Specimen |
| **2961** | 13 | *Liriodendron tulipifera* | Tulip poplar | Good | Boundary tree | Boundary |
| **2962** | 9 | *Liquidambar styraciflua* | Sweetgum | Good | Boundary tree | Boundary |
| **2963** | 15 | *Pinus taeda* | Loblolly pine | Good | Boundary tree | Boundary |
| **2964** | 27 | *Quercus nuttallii* | Nuttall oak | Good | | Specimen |
| **2965** | 21 | *Quercus nuttallii* | Nuttall oak | Poor | Dieback in canopy | Landscape |
| **2966** | 10 | *Magnolia x soulangeana* | Saucer magnolia | Good | Multi stem - 4/3/3 | Specimen |
| **2967** | 13 | *Magnolia x soulangeana* | Saucer magnolia | Good | Multi stem - 5/5/3 | Specimen |
| **2968** | 12 | *Magnolia x soulangeana* | Saucer magnolia | Good | Multi stem - 5/4/3 | Specimen |
| **2969** | 14 | *Magnolia x soulangeana* | Saucer magnolia | Good | Multi stem - 5/5/4 | Specimen |
| **2970** | 12 | *Magnolia x soulangeana* | Saucer magnolia | Good | Multi stem - 4/4/4 | Specimen |
| **2971** | 11 | *Magnolia x soulangeana* | Saucer magnolia | Good | Multi stem - 4/4/3 | Specimen |
| **2972** | 17 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2973** | 15 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2974** | 15 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2975** | 17 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2976** | 15 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2977** | 11 | *Quercus nuttallii* | Nuttall oak | Fair | Suppressed canopy | Landscape |
| **2978** | 14 | *Quercus nuttallii* | Nuttall oak | Fair | Canopy damage | Landscape |
| **2979** | 14 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2980** | 16 | *Quercus nuttallii* | Nuttall oak | Good | | Landscape |
| **2981** | 18 | *Quercus nuttallii* | Nuttall oak | Good | | Quality |
| **2982** | 22 | *Quercus nuttallii* | Nuttall oak | Good | | Quality |
| **2983** | 13 | *Quercus nuttallii* | Nuttall oak | Fair | Suppressed canopy | Landscape |
| **2984** | 22 | *Quercus nuttallii* | Nuttall oak | Good | | Quality |
| **2985** | 21 | *Cryptomeria japonica* | Cryptomeria | Good | | Specimen |
| **2986** | 18 | *Cryptomeria japonica* | Cryptomeria | Good | | Landscape |
| **2987** | 18 | *Cryptomeria japonica* | Cryptomeria | Good | | Landscape |
| **2988** | 26 | *Cryptomeria japonica* | Cryptomeria | Good | Multi stem - 16/10 | Specimen |
| **2989** | 18 | *Cryptomeria japonica* | Cryptomeria | Good | | Landscape |
| **2990** | 20 | *Cryptomeria japonica* | Cryptomeria | Good | | Specimen |
| **2991** | 19 | *Cryptomeria japonica* | Cryptomeria | Good | | Landscape |
| **2992** | 15 | *Cryptomeria japonica* | Cryptomeria | Good | | Landscape |
| **2993** | 35 | *Metasequoia glyptostroboides* | Dawn redwood | Good | | Specimen |
| **2994** | 27 | *Metasequoia glyptostroboides* | Dawn redwood | Good | | Specimen |
| **2995** | 27 | *Metasequoia glyptostroboides* | Dawn redwood | Good | | Specimen |
| **2996** | 25 | *Metasequoia glyptostroboides* | Dawn redwood | Good | | Specimen |
| **2997** | 22 | *Cryptomeria japonica* | Cryptomeria | Good | | Specimen |
| **2998** | 38 | *Cryptomeria japonica* | Cryptomeria | Good | Multi stem - 16/11/11 | Specimen |
| **2999** | 27 | *Cryptomeria japonica* | Cryptomeria | Good | Multi stem - 17/10 | Specimen |
| **3000** | 18 | *Cryptomeria japonica* | Cryptomeria | Good | | Landscape |
| **3001** | 21 | *Cryptomeria japonica* | Cryptomeria | Good | | Specimen |
| **3002** | 22 | *Cryptomeria japonica* | Cryptomeria | Good | | Specimen |
| **3003** | 20 | *Cryptomeria japonica* | Cryptomeria | Good | | Specimen |
| **3004** | 19 | *Cryptomeria japonica* | Cryptomeria | Good | | Landscape |
| **3005** | 16 | *Cryptomeria japonica* | Cryptomeria | Good | | Landscape |
| **3006** | 33 | *Metasequoia glyptostroboides* | Dawn redwood | Good | | Specimen |
| **3007** | 22 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **3008** | 18 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **3009** | 16 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **3010** | 15 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **3011** | 18 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **3012** | 15 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **3013** | 20 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **3014** | 20 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **3015** | 18 | *Pinus taeda* | Loblolly pine | Good | | Landscape |
| **3016** | 22 | *Pinus taeda* | Loblolly pine | Poor | Boundary tree; large fusiform rust canker on lower trunk | Boundary |

| | | | | | | |
|---|---|---|---|---|---|---|
| **3017** | 30 | *Quercus nuttallii* | Nuttall oak | Good | Boundary tree | Boundary |
| **3018** | 27 | *Quercus nuttallii* | Nuttall oak | Poor | Boundary tree; decay in base | Boundary |

# CITY OF ALPHARETTA

# PUBLIC HEARING APPLICATION

FOR OFFICE USE ONLY
Case #: _____
PH #: _____
☐ Property Taxes & Code Violations Verified
☐ Fee Paid Initial: _____

COMMUNITY DEVELOPMENT DEPARTMENT • 2 PARK PLAZA • ALPHARETTA, GA 30009

1. This page should be the first page in each of your completed application packets.
2. It is preferred that all responses be typed. Illegible applications will not be accepted.
3. Prior to signing and submitting your application, please check all information supplied on the following pages to ensure that all responses are complete and accurate. Incomplete applications will not be accepted.
4. Payment of all applicable fees must be made at the time of application. Payment may be made via cash, credit card (American Express, Master Card or Visa), or check made payable to "City of Alpharetta." Please note that a 3% convenience fee will be added to all credit card transactions.
5. Applications will be accepted on the designated submittal dates between the hours of 8:30 AM and 3:30 PM.
6. If you have any questions regarding this form, please contact the Community Development Department by calling 678-297-6070.

## Contact Information:

Contact Name: Portman Holdings, LLC Telephone: (404) 614-5416

Address: 303 Peachtree Center Avenue Suite: 575

City Atlanta State: GA Zip: 30303 Fax:

Mobile Tel: (404) 702-9111 Email: mgreene@portmanholdings.com

## Subject Property Information:

Address: 3625 and 3655 Brookside Parkway Current Zoning: O-I

District: 1st Section: 2nd Land Lot: 2, 3, 44 Parcel ID: 11 002000440365

Proposed Zoning: MU Current Use: Office and Accessory Parking

## This Application For *(Check All That Apply)*:

- ☒ Conditional Use
- ☒ Rezoning
- ☒ Variance
- ☐ Exception
- ☒ Master Plan Amendment
- ☐ Master Plan Review
- ☐ Public Hearing
- ☐ Other *(Specify)*: _____
- ☒ Comprehensive Plan Amendment

# Applicant Request And Intent

What is the proposed use(s) of the property?

The proposed use of the property is office, residential use, including for sale attached dwellings and for rent multifamily dwellings and commercial and semi-public uses such as restaurant and retail uses. The MU zoning district lists all uses as conditional uses so the full list of requested uses is provided in the conditional use request attachment incorporated in this application.

Applicant's Request (Please itemize the proposal):

1. Request to rezone the subject property from O-I office institutional to MU mixed use district.
2. Request to amend the Future Land Use Map of the Comprehensive Plan for the subject property from CO corporate office to MU mixed use.
3. Request to amend the Brookside Master Plan (MP-97-06) to allow the proposed scope of development.
4. Request for conditional use approval for the proposed uses.
5. Request a variance from Section 2.2.20.D to reduce the required minimum area from 25 acres to 19.68 acres.

Applicant's Intent *(Please describe what the proposal would facilitate)*:

The zoning proposal contemplates replacing an existing, dated, surface parked office development with a mixed use development including residential, office and commercial and semi-public uses.

# PROPERTY OWNER AUTHORIZATION

**Property Owner Information:**

Contact Name: BOF II GA Brookside LLC Telephone: 404-594-7813

Address: ~~Five Concourse Dr~~ 1277 Lenox Park Boulevard Suite: ~~3100~~ 200

City Atlanta State: GA Zip: ~~30328~~ 30319 -

**Authorization:**

*I do solemnly swear and attest, subject to criminal penalties for false swearing, that I am the legal owner, as reflected in the records of Fulton County, Georgia, of the property identified below, which is the subject of the attached Application for Public Hearing before the City of Alpharetta, Georgia.*

*As the legal owner of record of the subject property, I hereby authorize the individual named below to act as the applicant in the pursuit of the Application for Public Hearing in request of the items indicated below.*

- [ ] Annexation
- [ ] Special Use
- [x] Rezoning
- [x] Conditional Use
- [x] Variance
- [x] Master Plan
- [x] Land Use Application
- [ ] Other

**Property Owner's Authorized Applicant (if applicable):**

Name of Authorized Applicant: Portman Holdings, LLC Telephone: (404) 614-5416

Address: 303 Peachtree Center Avenue Suite: 575

City Atlanta State: GA Zip: 30303 -

**So Sworn and Attested:**

Owner Signature: Date: 11/21/24

**Notary:**

Notary Signature: Date: 11/21/24

HENRY GRAY REEVES
NOTARY PUBLIC
My Commission Expires
October 25, 2025
FULTON COUNTY, GEORGIA

# DISCLOSURE FORM

*The Official Code of Georgia Annotated requires disclosure of campaign contributions to government officials by an applicant or opponent of a rezoning or public hearing petition (O.C.G.A. 36-67 A-1).*

*Applicants must file this form with the City of Alpharetta Community Development Department within ten (10) days after filing for rezoning or public hearing. Opponents to a rezoning or public hearing petition must file this form five (5) days prior to the Planning Commission meeting at which the subject rezoning or public hearing petition is scheduled to be heard.*

Name of Applicant or Opponent: BOF II GA Brookside LLC (Property Owner)

Subject Public Hearing Case: Brookside West Redevelopment

**Campaign Contribution Information:**

Please provide the requested information for each contribution with a dollar amount or value of $250 or more made within the past two (2) years to an Alpharetta Official by the individual identified above. Please use a separate form for each Alpharetta Official to whom such a contribution as been made.

If the individual identified above has made no such contributions to an Alpharetta Official within the past two (2) years, please indicate this by entering "N/A" on the appropriate lines below.

Name of Official: N/A Position: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

**Campaign Contribution Information:**

*I do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Disclosure Form is true and accurate and that I have disclosed herein any and all campaign contributions made to an Official of the City of Alpharetta, Georgia in accordance with O.C.G.A. 36-67 A-1.*

Signature: _____ Date: 11/21/24

# DISCLOSURE FORM

*The Official Code of Georgia Annotated requires disclosure of campaign contributions to government officials by an applicant or opponent of a rezoning or public hearing petition (O.C.G.A. 36-67 A-1).*

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Name of Applicant or Opponent: Portman Holdings, LLC

Subject Public Hearing Case: Brookside West Redevelopment

**Campaign Contribution Information:**

Please provide the requested information for each contribution with a dollar amount or value of $250 or more made within the past two (2) years to an Alpharetta Official by the individual identified above. Please use a separate form for each Alpharetta Official to whom such a contribution as been made.

If the individual identified above has made no such contributions to an Alpharetta Official within the past two (2) years, please indicate this by entering "N/A" on the appropriate lines below.

Name of Official: na Position: na

Description of Contribution: na Value: na

Description of Contribution: na Value: na

Description of Contribution: na Value: na

Description of Contribution: na Value: na

Description of Contribution: na Value: na

**Campaign Contribution Information:**

*I do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Disclosure Form is true and accurate and that I have disclosed herein any and all campaign contributions made to an Official of the City of Alpharetta, Georgia in accordance with O.C.G.A. 36-67 A-1.*

Signature: Greenway Date: 11/21/2024

# DISCLOSURE FORM

*The Official Code of Georgia Annotated requires disclosure of campaign contributions to government officials by an applicant or opponent of a rezoning or public hearing petition (O.C.G.A. 36-67 A-1).*

*Applicants must file this form with the City of Alpharetta Community Development Department within ten (10) days after filing for rezoning or public hearing. Opponents to a rezoning or public hearing petition must file this form five (5) days prior to the Planning Commission meeting at which the subject rezoning or public hearing petition is scheduled to be heard.*

Name of Applicant or Opponent: Troutman Pepper Hamilton Sanders LLP (Counsel for Applicant)

Subject Public Hearing Case: Brookside West Redevelopment

**Campaign Contribution Information:**

Please provide the requested information for each contribution with a dollar amount or value of $250 or more made within the past two (2) years to an Alpharetta Official by the individual identified above. Please use a separate form for each Alpharetta Official to whom such a contribution as been made.

If the individual identified above has made no such contributions to an Alpharetta Official within the past two (2) years, please indicate this by entering "N/A" on the appropriate lines below.

Name of Official: N/A Position: _____

Description of Contribution: N/A Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

**Campaign Contribution Information:**

*I do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Disclosure Form is true and accurate and that I have disclosed herein any and all campaign contributions made to an Official of the City of Alpharetta, Georgia in accordance with O.C.G.A. 36-67 A-1.*

Signature: Jennifer Hall Date: 11/19/24

# LEGAL DESCRIPTION

**PROPERTY DESCRIPTION**
**BROOKSIDE PARKWAY SITE**

Being all that tract or parcel of land lying and being in Land Lots 2, 3 and 44, 1st District, 2nd Section, City of Alpharetta, Fulton County, Georgia and being more particularly described as follows:

**COMMENCING** at the point of intersection of the southerly right-of-way line of Old Milton Parkway a.k.a. State Route 120 (having an apparent variable width public right-of-way) and the westerly right-of-way line of Brookside Parkway (having an apparent 80' public right-of-way); thence, leaving the aforesaid **POINT OF COMMENCEMENT** and continuing with the aforesaid right-of-way line of Brookside Parkway South 24° 24' 16" East, 21.69 feet; thence, South 24° 28' 44" West, 84.34 feet; thence, 144.22 feet along the arc of a curve deflecting to the right, having a radius of 744.16 feet and a chord bearing and distance of South 30° 01' 34" West, 143.99 feet; thence, South 35° 35' 26" West, 96.65 feet 1/2-inch capped rebar found and the **POINT OF BEGINNING**.

Thence, from said **POINT OF BEGINNING** as thus established and continuing with the aforesaid right-of-way line of Brookside Parkway

1. South 35° 34' 10" West, 176.35 feet; thence,
2. 367.66 feet along the arc of a curve deflecting to the left, having a radius of 465.00 feet and a chord bearing and distance of South 12° 55' 37" West, 358.15 feet; thence, leaving the aforesaid right-of-way line of Brookside Parkway
3. North 89° 18' 33" West, 835.75 feet; thence,
4. North 25° 40' 13" West, 7.37 feet; thence,
5. North 00° 00' 19" East, 55.54 feet; thence,
6. North 16° 17' 44" East, 38.64 feet; thence,
7. North 45° 29' 48" East, 62.05 feet; thence,
8. North 20° 48' 38" East, 20.47 feet; thence,
9. North 43° 16' 25" West, 10.67 feet; thence,
10. North 87° 41' 53" West, 7.53 feet; thence,
11. North 09° 00' 33" East, 8.24 feet; thence,
12. North 37° 56' 09" East, 77.04 feet; thence,
13. North 33° 36' 03" East, 73.31 feet; thence,
14. North 49° 58' 22" East, 41.26 feet; thence,
15. North 00° 31' 47" East, 7.96 feet; thence,
16. North 19° 39' 25" West, 29.81 feet; thence,
17. North 38° 21' 11" West, 19.21 feet; thence,
18. North 22° 33' 36" West, 14.63 feet; thence,
19. North 06° 13' 19" East, 14.55 feet; thence,
20. North 31° 36' 23" East, 40.03 feet; thence,
21. North 38° 26' 16" East, 21.06 feet; thence,
22. North 28° 45' 54" East, 9.22 feet; thence,
23. North 12° 09' 39" East, 27.86 feet; thence,
24. North 03° 43' 32" West, 31.25 feet; thence,
25. North 02° 52' 53" West, 25.49 feet; thence,
26. North 22° 03' 13" West, 10.84 feet; thence,
27. North 29° 53' 10" West, 13.51 feet; thence,
28. North 14° 25' 48" West, 10.00 feet; thence,
29. North 04° 36' 01" East, 5.66 feet; thence,
30. North 40° 11' 28" East, 5.21 feet; thence,

31. North 66° 53' 32" East, 7.45 feet; thence,
32. North 37° 00' 59" East, 10.26 feet; thence,
33. North 04° 27' 02" East, 9.75 feet; thence,
34. North 17° 37' 50" West, 29.71 feet; thence,
35. North 28° 00' 25" West, 9.67 feet; thence,
36. North 12° 30' 03" West, 70.73 feet; thence,
37. North 22° 49' 09" West, 217.61 feet; thence,
38. North 03° 44' 54" West, 63.97 feet; thence,
39. North 13° 01' 28" East, 84.95 feet; thence,
40. North 03° 21' 21" East, 163.60 feet; thence,
41. North 58° 12' 16" West, 17.45 feet; thence,
42. North 00° 35' 42" West, 12.68 feet; thence,
43. North 31° 46' 00" East, 21.55 feet; thence,
44. North 04° 08' 07" East, 7.39 feet to a point on the aforesaid right-of-way line of Old Milton Parkway; thence, running with the said right-of-way line of Old Milton Parkway
45. South 65° 30' 52" East, 890.31 feet toa 1/2-inch rebar found; thence, leaving the aforesaid right-of-way line of Old Milton Parkway
46. South 24° 32' 06" West, 246.48 feet to a nail found; thence,
47. South 65° 28' 13" East, 213.50 feet to a nail found; thence,
48. South 24° 29' 15" West, 90.01 feet; thence,
49. South 65° 26' 42" East, 66.77 feet to the **POINT OF BEGINNING**, containing 857,441 square feet or 19.6841acres of land, more or less.

Described property is subject to all rights-of-way (public and private) and easements, both recorded and unrecorded.

Troutman Pepper Hamilton Sanders LLP
600 Peachtree Street NE, Suite 3000
Atlanta, GA 30308-2216

troutman.com

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

December 2, 2024

City of Alpharetta Planning & Zoning
2 Park Plaza
Alpharetta, GA 30009

**RE: Letter of Intent for Application for Rezoning, Comprehensive Plan Amendment, Master Plan Amendment, and Concurrent Variances Brookside West Redevelopment - 3625 and 3655 Brookside Parkway**

Dear City of Alpharetta,

Portman Holdings, LLC is requesting a rezoning of the 19.68 acre property located at 3625 and 3655 Brookside Parkway in the City of Alpharetta (the "Property"). The proposal is to rezone the property from O-I office institutional to MU mixed use to allow the partial redevelopment of the property with a mixed use development consisting of commercial and semi-public space, for-sale townhomes, multifamily rental units and office. The office use is existing and will remain. The property is currently improved with two office buildings that are part of the Brookside One and Two office park. The proposed development will include a mix of residential and commercial space including:

- 56,000 square feet of commercial and semi-public space;
- 69 for-sale attached dwellings;
- 332 multifamily units; and
- 130,000 square feet office use (existing).

Enclosed with this application is a condition use permit response that includes all conditional uses requested as a part of the MU zoning district approval.

The property will be accessed by vehicles and pedestrians from both Old Milton Parkway and Brookside Parkway and includes pedestrian access to the Brookside Park. The project will provide open spaces including multiple plazas surrounded by commercial uses and will maintain a recently developed amenity space at the property that connects the development to Brookside Park. These open spaces will be accessible to the public.

The expected phasing of the development of the Property pursuant to Section 2.2.20.F reflects construction of the parking deck, for-rent multifamily dwellings and commercial/semi-public uses first. The for-sale townhomes will be a second phase due to the need to replace the surface parking for the existing office in the new parking deck.

In addition to the rezoning request, this application also requests (a) to amend the Future Land Use Map of the Comprehensive Plan for the property from CO corporate office to MU mixed

use, (b) to amend the existing Brookside Master Plan to be aligned with this proposal, (c) to approve condition use permits for the proposed uses and (d) a concurrent variance from Section 2.2.20.D to reduce the required minimum area from 25 acres to 19.68 acres.

Thank you for your consideration of this application.

Sincerely,

Jessica L. Hill

# Alpharetta Planning Commission Review Criteria

How will this proposal be compatible with surrounding properties?

To the north of the property on the other side of Old Milton Parkway is the Olde Milton Commons, Kimchi Red restaurant, Valvoline Instant Oil Change, and Andy's Frozen Custard. To the west is Brookside Park. South of the property is Georgia State University's Alpharetta Campus. To the east is Touchmark bank, the Loyal Q and Brew restaurant and an office complex. The proposal to develop a mixed-use development will complement the mix of uses that already surround the proposed development. The proposal is suitable.

How will this proposal affect the use and value of the surrounding properties?

The zoning proposal contemplates replacing an underutilized and underdeveloped office development with a mixed use development. This development will activate the area south of Old Milton Parkway with uses that are compatible with the mix of uses in the area. The location and proximity of the property to the Brookside Park and Georgia State University make it well suited for this scale of development and the mix of uses proposed. The proposal will not adversely affect the existing use or value of adjacent or nearby property.

Can the property be developed for a reasonable economic use as currently zoned? Please explain why or why not.

Shifts in market demand have impaired the reasonable economic use as currently zoned. A development of a different type and scale than that allowed by the current O-I zoning is more appropriate based on market conditions. The location of the property adjacent to a park with surrounding commercial uses, suggest the proposed MU zoning for a mixed use development would be more appropriate. Additionally, the Brookside Small Area Plan identifies Pod A, the pod where this site is located, as underdeveloped supporting a change in zoning.

What would be the increase to population and traffic if the proposal were approved?

While the proposed townhome and multifamily units would increase the population, the change in zoning will not cause an excessive or burdensome use of existing streets, transportation facilities or utilities. A Development of Regional Impact study is being conducted to analyze and mitigate any traffic impact. Generally a conversion from office to mixed use will improve peak traffic conditions due to the nature of the uses.

What would be the impact to schools and utilities if the proposal were approved?

While the change to add residential use may impact schools, it is not expected to be overly burdensome based on the type of townhome and rental multifamily units proposed.

How is the proposal consistent with the Alpharetta Comprehensive Plan; particularly the Future Land Use Map?

The proposal is consistent with many of the goals in the Brookside Small Area Plan which was incorporated into the Comprehensive Plan. Specifically, the Small Area Plan recommends partnering with land owners to develop within parking lots, front roadways with new buildings to create a more pedestrian oriented development, facilitate access to and connect Brookside Park, provide outdoor amenity space and create a more activated, revived activity center.

Are there existing or changing conditions which affect the development of the property and support the proposed request?

While the Brookside Small Area Plan contemplated that the property could be part of a revived corporate campus, shifts in market demand have impaired office uses and the Brookside area now has one of the highest office vacancy rates according to the November 2022 staff report. As noted above, the proposal will facilitate and accomplish many of the individual goals outlined for the area within the Brookside Small Area Plan and activate an underutilized property into a pedestrian oriented, mixed-use campus that directly connects to Brookside Park.

On a separate sheet or sheets, please provide any information or evidence that supports your request and the statements that you have provided in this application.

**Comprehensive Land Use Plan Amendment Standards - Section 4.1.3**

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

**A. The extent to which a change in the economy, land use or development opportunities of the area has occurred.**

The Brookside Small Area Plan incorporated into the City's Comprehensive Plan envisioned a revived corporate campus by adding new, walkable development within the study area's surface parking lots. Unfortunately, the impact of COVID-19 and subsequent market trends caused a reduction in employees commuting to an office, a reduction in office space leasing in non-Class A buildings and non-highly amenitized sites, and the need to repurpose or redevelop underperforming office space. According to a November 2022 City of Alpharetta staff report, the Brookside area has one of the highest office vacancy rates in the City. While fully leasing the existing office space and creating a corporate campus is no longer viable, the proposed development will facilitate and accomplish many of the goals outlined for the area within the Brookside Small Area Plan through activation of an underutilized property into a pedestrian oriented, mixed-use campus that connects directly to Brookside Park.

**B. The extent to which the proposed designation is in compliance with the goals and policies of the Plan.**

The proposal is consistent with many of the goals in the Brookside Small Area Plan which was incorporated into the City's Comprehensive Plan. Specifically, the Plan recommends partnering with landowners to develop within parking lots, front roadways with new buildings to create a more pedestrian oriented environment, facilitate access to and connect Brookside Park, provide outdoor amenity space, and create a more activated, revived activity center. The proposed development accomplishes each of these goals and policies.

**C. The extent to which the proposed designation would require changes in the provision of public facilities and services.**

The proposed designation would have limited impacts to the provision of public facilities and services. The property is currently developed with two office buildings which already engage with public facilities and services. The addition of a residential component could have an impact on schools, but the types of units proposed are not expected to draw families with school aged children. Further, the activation of the property with a mix of uses will mitigate the public safety risks associated with vacant buildings.

**D. <u>The extent to which the proposed designation would impact the public health, safety, and welfare</u>.**

The proposed designation is anticipated to have a positive impact on public health, safety, and welfare by replacing vacant and underutilized space with a walkable, mixed-use development that includes public open space and outdoor amenities including a multiuse trail that connects directly to Brookside Park. The proposed designation's mixed-use orientation is also likely to create a more activated, revived activity center in the eastern portion of the city along Old Milton Parkway, an area lacking a central activity center.

**E. <u>The extent to which additional land area is needed to be developed for a specific type of use</u>.**

The proposed redevelopment will not require additional land area. Rather, the development proposal seeks to revive previously developed areas with new uses and activation. The project includes an appropriate mix of residential, office, amenity, commercial and semi-public uses within the site area.

**F. <u>The extent to which area demographics or projections are not occurring as projected</u>.**

As noted above, due to the pandemic the corporate office market has struggled. The demand for office space has reduced and with new working from home arrangements, the demand is not expected to fully recover. The Corporate Office designation of the property is misaligned with market demands. In addition, the location of the property on Old Milton Parkway on the east side of 400, adjacent to a public park, makes it uniquely situated for a mixed-use project.

## Conditional Use Request

The MU zoning district provides for all uses to be approved by conditional use in Section 2.2.20. Listed below are the uses the applicant requests be approved together with the responses to the objective criteria in Section 4.2.3.B for approval of a conditional use.

| CONDITIONAL USES REQUESTED | |
|---|---|
| ***Residential Uses***<br><br>a. Dwelling, 'For-Rent'<br>b. Dwelling, 'For-Sale', Attached and Detached | ***Commercial Uses***:<br><br>a. Art Gallery.<br>b. Athletic Facility.<br>c. Bakery.<br>d. Bank, Savings & Loan.<br>e. Barber Shop.<br>f. Beauty Shop.<br>g. Book Store.<br>h. Brewery.<br>i. Clinic.<br>j. Dance Studio.<br>k. Day Care Center.<br>l. Distillery.<br>m. Drug Store (Pharmacy).<br>n. Dry cleaning, Pickup Station.<br>o. Fitness Studio.<br>p. Florist, Retail.<br>q. Grocery Store<br>r. Hardware and Garden Supply Store<br>s. Liquor Store.<br>t. Nail Salon.<br>u. Office.<br>v. Pet Grooming.<br>w. Print Shop.<br>x. Recreation Facilities, Indoor and Outdoor.<br>y. Restaurant.<br>z. Retail Establishment.<br>aa. School, Commercial.<br>bb. Spa Services.<br>cc. Special Event Facility.<br>dd. Theater, Cinema. |
| ***Semipublic Uses, Utilities***:<br><br>a. Library.<br>b. Museum.<br>c. Park or Playground.<br>d. Public Building.<br>e. School, Academic. | |

**Standards – Section 4.2.3.B**

1. **Access into and out of the property with regard to traffic and pedestrian safety, volume of traffic flow, and emergency vehicles, as well as the type of street providing access;**

   The project proposes to include a curb cut from Old Milton Parkway, a state route, and two curb cuts from Brookside Parkway, an existing 80 foot right-of-way. The commercial uses are along an L shaped roadway with a central roundabout to encourage circulation. Pedestrian sidewalks will be provided along all streets with the exception of the area improved with townhomes which will be alley fed and also provide appropriate pedestrian access to the remaining streets in the project. Ample access for project traffic as well as emergency vehicles for all of the requested uses is accommodated.

2. **The extent to which refuse areas, loading and service areas, off street parking, and buffers and screening are provided on the property;**

   The parking for the townhomes and the multifamily residential use is screened from Old Milton Parkway and Brookside Parkway. The project includes surface parking along the side and rear of the commercial uses and along a portion of the internal road network. With the exception of a commercial loading area facing Brookside Parkway, all loading areas are screened or oriented away from any public right-of-way. The commercial loading area facing Brookside Parkway is behind existing landscaping and a paved area intervening on the adjacent bank property. No buffers are required on the property, however,

3. **Ensuring that the conditional use will not be injurious to the use and enjoyment of the environment or of other property in the immediate vicinity or diminish and impair property values within the surrounding neighborhood;**

   The mix of uses proposed by this MU application will be complementary to the mix of uses in the immediate area. The property does not abut any single family residential developments and is located off of a major arterial roadway in close proximity to Georgia 400. The commercial and semi-public uses proposed will activate the area with commerce and needed neighborhood activation. The rental multifamily building provides the parking necessary to remove the surface parking lot to the south and replace it with for-sale townhomes. The surrounding community will benefit from the conversion of this property from a solely office use to a more engaging mixed use project.

4. **Ensuring that the conditional use will not increase local or state expenditures in relation to the cost of servicing or maintaining neighboring properties;**

   The property is already developed with an office use. No increase in local or state expenditures are expected in connection with the uses proposed on the property.

5. **Ensuring that the conditional use will not impede the normal and orderly development of surrounding property for uses predominant in the area; and**

The properties in the immediate area are a mix of commercial, office, higher education and residential uses in addition to the adjacent Brookside Park. The proposed uses are not expected to be disruptive to the development fabric or adversely impactful on the development of surrounding property.

6. **Ensuring that the location and character of the conditional use is considered to be consistent with a desirable pattern of development for the city, in general; and**

The property is located on Old Milton Parkway in an area with predominantly office and commercial uses. The proposed development will activate Brookside Park due to the mix of uses and scopes of use by each development type. The development will create an appropriate transition from the nonresidential uses along Old Milton Parkway to the residential uses to the south and east.

7. **Ensuring that the conditional use is appropriately separated from similar uses and conflicting uses, such as residences, government buildings, parks, churches or schools.**

The property does not abut any existing residences, government buildings, churches or schools. The property is adjacent to Brookside Park and the development design embraces the adjacency. As noted above, the proposed uses will activate Brookside Park in a manner that will be beneficial to the city.

# Board Of Zoning Appeals Review Criteria

Please respond to the following ONLY if you are applying for a zoning variance.

Are there extraordinary and exceptional conditions pertaining to the subject property because of its size, shape, or topography? Please describe them.

The property is a large, unusually shaped property located at a prominent intersection at Old Milton Parkway and Brookside Parkway. The adjacent property is located in the floodplain and includes Big Creek. The 19.6 acre size of the property does not meet the minimum 25 acres, however, a large portion of the the adjacent property is undevelopable and owned by the City of Alpharetta as Brookside Park. The other adjacent properties are a branch bank that is too small in size to meet the minimum 25 acres and Georgia State University's Alpharetta Center. There is no opportunity to increase the size of the property due to shape of the property, the abutting natural features and adjacent uses.

Would the application of the Zoning Code standards as they relate to the subject property create an unnecessary hardship? Please explain.

The property is sizeable enough to accommodate a quality mixed use development as proposed in this application. Given the mix of uses in the immediate area and the proximity to Brookside Park, requiring the minimum 25 acre size would create an unnecessary hardship.

Are there conditions that are peculiar to the subject property? Please describe them in detail.

As noted above, the adjacency to Brookside Park and the Big Creek Greenway make the site an ideal location for added residential use. Further, the development fabric in the area supports having a mix of uses including the office and commercial uses proposed by this application. The proposed commercial uses will activate the nearby office uses and provide new dining and shopping opportunities for the nearby residents to the east and south.

Would relief, if granted, cause substantial detriment to the public good or impair the purpose and intent of the Zoning Code? Please defend your response.

The minimum acreage size for the MU development is intended to provide ample area for a truly mixed use project and limit the locations where the MU zoning district may be accommodated. This location already includes a mix of uses in the immediate area with close proximity to Georgia 400. The development proposal meets the spirit and intent of the MU district allowing the variance in the site size would not cause substantial detriment to the public good or impair the purposes and intent of the Zoning Code.

On a separate sheet or sheets, please provide any information or evidence that supports your request and the statements that you have provided in this application.

# PUBLIC PARTICIPATION PLAN

# CITIZEN PARTICIPATION FORM - PART A

*This form must be completed and submitted with the applicant's completed Public Hearing Application. Applications submitted to the City of Alpharetta without a completed Citizen Participation Form - Part A will not be accepted.*

Public Hearing or Project Name: Brookside West Redevelopment

Contact Name: Mike Greene

Telephone: (404) 614-5416

*The following people will be notified of this application and provided information describing the subject proposal. Please note that ALL adjoining property owners MUST be notified. Use additional pages as needed.*

See attached list.

Method by which these individuals will be contacted. Please mark all that apply. *If you select "Other," please provide a description of the method of contact that will be used.*

- [x] Letter
- [ ] Personal Visits
- [ ] Telephone
- [x] Group Meeting
- [ ] Email
- [ ] Other *(Please Specify)*

Please describe the method(s) by which these individuals will have the opportunity to respond or contact the applicant with questions or concerns about the proposal.

A letter will be sent to each property owner within 500 feet of the property making them aware of the proposed application requests and inviting them to attend a virtual meeting to discuss.

Troutman Pepper Hamilton Sanders LLP
600 Peachtree Street NE, Suite 3000
Atlanta, GA 30308-2216

troutman.com

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

_____, 2024

**VIA U.S. MAIL**

**RE: Rezoning, Comprehensive Plan Amendment, Conditional Use, Master Plan Amendment, and Concurrent Variances – 3625 and 3655 Brookside Parkway**

Dear Property Owner

You are receiving this letter because you own property within 500 feet of property proposed to be rezoned. No zoning change is proposed on your property.

I represent Portman Holdings, LLC, who plans to redevelop portions of the existing Brookside One and Two office park with a master planned mixed use development. Currently the property is zoned O-I office institutional and the proposed zoning district is MU mixed use. The new development will include commercial uses, townhomes, and multifamily units.

As a part of the rezoning application process, the City of Alpharetta requires that the applicant to engage in a public participation plan. A meeting to discuss the application and the proposed development has been scheduled on _____ at 6 p.m. The meeting will take place virtually. The meeting details are:

_____
_____
_____

You are invited to attend this meeting to learn more about the project and we hope to see you there.

Sincerely yours,

Jessica L. Hill

304224642v1

# LIST OF OWNERS WITHIN 500’ OF PROPERTY

| | | |
|---|---|---|
| 11 001100020010 | 2435 OLD ALABAMA RD ROSWELL GA 30076 | WALTERS PROPERTIES LLC |
| 11 001100020028 | 2435 OLD ALABAMA RD ROSWELL GA 30076 | WALTERS PROPERTIES LLC |
| 11 001100020036 | 2435 OLD ALABAMA RD ROSWELL GA 30076 | WALTERS PROPERTIES LLC |
| 11 001100020044 | 3526 OLD MILTON PKY ALPHARETTA GA 30005 | KATHRYN CARR PROPERTY HOLDINGS LLC |
| 11 001100020051 | 3526 OLD MILTON PKY ALPHARETTA GA 30005 | KATHRYN CARR PROPERTY HOLDINGS LLC |
| 11 001100020069 | 3530 OLDE MILTON PKWY ALPHARETTA GA 30005 | KATHRYN REEDER |
| 11 001100020077 | 3534 OLD MILTON PKWY ALPHARETTA GA 30005 | WILLIAM L BUCHANAN |
| 11 001100020085 | 3534 OLD MILTON PKWY ALPHARETTA GA 30005 | WILLIAM L BUCHANAN |
| 11 001100020093 | 6435 LAKEAIRES DR CUMMING GA 30040 | HIGH HOPES PROPERTIES LLC |
| 11 001100020101 | 6435 LAKEAIRES DR CUMMING GA 30040 | HIGH HOPES PROPERTIES LLC |
| 11 001100020119 | 3540 OLD MILTON PKY ALPHARETTA GA 30005-4459 | PAXIN SEBASTIAN SAM |
| 11 001100020127 | 5025 BRIARSTONE RIDGE WAY ALPHARETTA GA 30022-7817 | UNICENTRO 61 LLC |
| 11 001100020135 | 105 CLUB FALLS DR ALPHARETTA GA 30022 | GHOSH ROBIN |
| 11 001100020143 | 1030 CAMBRIDGE SQ STE C ALPHARETTA GA 30009 | LSC CAPITAL LLC |
| 11 001100020150 | 3548 OLD MILTON PKY ALPHARETTA GA 30005 | PINKERTON FINANCIAL RESOURCES LLC |
| 11 001100020168 | 3156 ST IVES COUNTRY CLUB PKWY JOHNS CREEK GA 30097 | TAIBIO PROPERTIES LLC |
| 11 001100020176 | 1065 BUXTON WAY ALPHARETTA GA 30004 | DELOS REAL INVESTMENTS LLC |
| 11 001100020184 | 1065 BUXTON WAY ALPHARETTA GA 30004 | DELOS REAL INVESTMENTS LLC |
| 11 001100020192 | 5455 MCGINNIS VILLAGE PL SUITE 102 ALPHARETTA GA 30005 | EXCEL REALTY ASSOCIATES LLC |
| 11 001100020200 | 178 SOUTH MAIN ST STE 250 ALPHARETTA GA 30009 | EMPYREAN LLC |
| 11 001100020218 | 178 SOUTH MAIN ST STE 250 ALPHARETTA GA 30009 | EMPYREAN LLC |
| 11 001100020226 | 178 SOUTH MAIN ST STE 250 ALPHARETTA GA 30009 | EMPYREAN LLC |
| 11 001100020234 | 1125 LIBERTY GROVE RD ALPHARETTA GA 30004 | STEPHEN A ORTON |
| 11 001100020242 | 1125 LIBERTY GROVE RD ALPHARETTA GA 30004 | STEPHEN A ORTON |
| 11 001100020259 | 3568 OLD MILTON PKY ALPHARETTA GA 30005 | KEW RAY LLC |
| 11 001100020267 | 3570 OLD MILTON PKY ALPHARETTA GA 30009 | JTK III LLC |
| 11 001100020275 | 8050 BROOKWOOD WAY CUMMING GA 30041 | CJ & LJ LLC |
| 11 001100020283 | 3574 OLD MILTON PKY ALPHARETTA GA 30005 | 3574 OLD MILTON PKWY LLC |
| 11 001100020291 | 3574 OLD MILTON PKY ALPHARETTA GA 30005 | 3574 OLD MILTON PKWY LLC |
| 11 001100020309 | 565 HANLON WAY ALPHARETTA GA 30009 | OLIVAE LLC |
| 11 001100020317 | 6035 SOUTHHARD TRC CUMMING GA 30040 | COMPASS REAL ESTATE SERVICES LLC |
| 11 001100020325 | 7902 AMAWALK CIR DULUTH GA 30097 | NORTH ATLANTA PSYCHIATRY INC |
| 11 001100020333 | 3584 OLD MILTON PKY ALPHARETTA GA 30005 | HEALTH CARE PARTNERS OF GEORGIA LLC |
| 11 001100020341 | 574 VAILL POINT RD SAINT AUGUSTINE FL 32086 | THE MARINETTE BOGERT REVOCABLE LIVING TRUST |
| 11 001100020358 | 8930 INDIAN WELLS CT DULUTH GA 30097 | CARIZ ENTERPRISE LLC |
| 11 001100020366 | 3590 OLD MILTON PKY ALPHARETTA GA 30005 | OMC ENTERPRISES LLC |
| 11 001100020374 | 3592 OLD MILTON PKY ALPHARETTA GA 30005 | OMC ENTERPRISES LLC |
| 11 001100020382 | 540 LAUREL OAKS LANE MILTON GA 30004 | CHAMRAIL INVESTMENT L P |
| 11 001100020390 | 540 LAUREL OAKS LANE MILTON GA 30004 | CHAMRAIL INVESTMENT L P |
| 11 001100020408 | 540 LAUREL OAKS LANE MILTON GA 30004 | CHAMRAIL INVESTMENT L P |
| 11 001100020424 | 0 OLD MILTON PKY | CITY OF ALPHARETTA |
| 11 001100020432 | 2 SOUTH MAIN ST ALPHARETTA GA 30004 | SG MOB HOLDINGS LLC |
| 11 001100020457 | 5455 MCGINNIS VILLAGE PL SUITE 102 ALPHARETTA GA 30005 | EXCEL REALTY ASSOCIATES LLC |
| 11 001100020465 | 5455 MCGINNIS VILLAGE PL SUITE 102 ALPHARETTA GA 30005 | EXCEL REALTY ASSOCIATES LLC |
| 11 001100020473 | 3512 OLD MILTON PKY CONDO PH III ALPHARETTA GA 30005 | ACTION OUTDOOR ADVERTISING JV L L C |
| 11 001100020481 | 3514 OLD MILTON PKY ALPHARETTA GA 30005 | NILTON YANEZ |
| 11 001100020499 | 3510 VAUGHAN DR CUMMING GA 30041 | PRIMESOFT AMERICA INC |
| 11 001100020507 | 3518 OLD MILTON PKY ALPHARETTA GA 30005 | SHASHA LI |
| 11 001100020515 | 3502 OLD MILTON PKY ALPHARETTA GA 30005 | ALBERT J JR DIVAGNO & SELENA E DIVAGNO |
| 11 001100020523 | 3502 OLD MILTON PKY ALPHARETTA GA 30005 | ALBERT J JR DIVAGNO & SELENA E DIVAGNO |
| 11 002000440209 | P O BOX 813068 - SMYRNA GA 30081 | JANET GOETHE |
| 11 002000440191 | 2310 HOPEWELL PLANTATION DR - ALPHARETTA GA 30004 | COLLEDGE ROAD LLC |
| 11 002000440175 | 11745 BENTHAM CT - ALPHARETTA GA 30005 | PSC HOLDINGS ALPHARETTA LLC |
| 11 002000440332 | P O BOX 368 - ROSWELL GA 30077 | FOAMWORKS ALPHARETTA LLC |
| 11 002000440340 | 3819 MAPLE AVE - DALLAS TX 75219 | CH RETAIL FUND II ATLANTA OLD MILTON |
| 11 002000440373 | 3651 OLD MILTON PKWY - ALPHARETTA GA 30005 | TOUCHMARK NATIONAL BANK |
| 11 002000030315 | 3324 PEACHTREE RD # 3005 - ATLANTA GA 30326 | LOYALTY OLD MILTON PROPERTY LLC |
| 11 002000030323 | 1616 2ND AVE S STE 100 - BIRMINGHAM AL 35233 | SWNC ASPEN STATION LLC |
| 11 002000030299 | P.O. BOX 7555 - REDLANDS CA 92375-0555 | JD LD ATLANTA LLC |
| 11 002000430259 | 270 WASHINGTON ST SW STE 6122 - ATLANTA GA 30334 | BOARD OF REGENTS OF THE UNIVERSITY SYSTEM OF GEORGIA |
| 11 002000040231 | 270 WASHINGTON ST SW - ATLANTA GA 30334 | BOARD OF REGENTS OF THE UNIVERSITY SYSTEM OF GEORGIA |
| 11 002000040280 | 270 WASHINGTON ST SW - ATLANTA GA 30334 | BOARD OF REGENTS OF THE UNIVERSITY SYSTEM OF GEORGIA |
| 11 002000040355 | 1 PARK PL S # 533 - ATLANTA GA 30303 | GEORGIA STATE UNIVERSITY |
| 11 002000030216 | 2 SOUTH MAIN ST - ALPHARETTA GA 30004 | CITY OF ALPHARETTA |
| 11 002000030141 | 2 SOUTH MAIN ST - ALPHARETTA GA 30004 | CITY OF ALPHARETTA |

| | | |
|---|---|---|
| 12 312009120415 | 2 S MAIN ST - ALPHARETTA GA 30009 | THE CITY OF ALPHARETTA |
| 12 311009110467 | 2 SOUTH MAIN ST - ALPHARETTA GA 30004 | CITY OF ALPHARETTA |
| 11 002000020274 | 2 SOUTH MAIN ST - ALPHARETTA GA 30004 | CITY OF ALPHARETTA |
| 11 001000021084 | 287 SOUTH MAIN ST - ALPHARETTA GA 30004 | CITY OF ALPHARETTA |
| 11 001100020226 | 178 SOUTH MAIN ST STE 250 - ALPHARETTA GA 30009 | EMPYREAN LLC |

# EVIDENCE OF NO OUTSTANDING CODE VIOLATIONS

Code Enforcement | The City of A... | Real Estate Parcel Detail

https://open-alpharetta.opendata.arcgis.com/datasets/code-enforcement/explore?location=34.063077%2C-84.273100%2C13.34&showTable=true

ALPHARETTA

## Filters

Code Enforcement

Filters | Styling

Filter as map moves

Location

3625 brookside parkway

No results

Select attribute filters (13)

- Type Description — 4 values
- Number — 158 values
- Tag — 120 values
- Status Code — 1 values
- Assigned To — 2 values
- Initiated Date — 2/7/2022 to 11/18/2024
- Z

Showing 25 of 158 rows

| Type Description | Number | Tag | Status Code | Assigned To |
|---|---|---|---|---|
| Code Enforcement-Co... | CE220057 | From-SR: COM DEV RESIDE... | OPEN | |
| Code Enforcement-Trees | CE220065 | Tree Removal w/o Permit | OPEN | |
| Code Enforcement-Co... | CE220084 | Stop Work Order | OPEN | |
| Code Enforcement-Co... | CE220097 | Stop Work Order | OPEN | |
| Code Enforcement-Co... | CE220136 | From-SR: COM DEV RESIDE... | OPEN | |
| Code Enforcement-Co... | CE220145 | Stop Work Order | OPEN | |
| Code Enforcement-Co... | CE220185 | STOP WORK ORDER - Rear R... | OPEN | |
| Code Enforcement-Trees | CE220217 | Tree Removal Without Permit | OPEN | |
| Code Enforcement-Co... | CE220246 | From-SR: COM DEV RESIDE... | OPEN | JODONNELL |
| Code Enforcement-Trees | CE220254 | | OPEN | |
| Code Enforcement-Co... | CE220291 | Stop Work Order - Fence Viol... | OPEN | JMCADAMS |
| Code Enforcement-Trees | CE220309 | Tree - Violation | OPEN | |
| Code Enforcement-Trees | CE220313 | Tree Removal in excess of pe... | OPEN | |
| Code Enforcement-Co... | CE220361 | Inoperable Vehicles/ Parking ... | OPEN | |
| Code Enforcement-Co... | CE220414 | Stop Work Order | OPEN | |
| Code Enforcement-Trees | CE220418 | Tree Removal w/o Permit | OPEN | |
| Code Enforcement-Co... | CE220419 | Stop Work Order | OPEN | |

# Real Estate

**View Bill**

| | |
|---|---|
| **As of** | 11/19/2024 |
| **Bill Year** | 2024 |
| **Bill** | 2400148 |
| **Owner** | BOF II GA BROOKSIDE LLC |
| **Parcel ID** | 11 -0020-0044-036-5 |

| Installment | Pay By | Amount | Payments/Credits | Balance | Interest | Due |
|---|---|---|---|---|---|---|
| 1 | 12/1/2024 | $84,870.00 | $84,870.00 | $0.00 | $0.00 | $0.00 |
| **TOTAL** | | $84,870.00 | $84,870.00 | $0.00 | $0.00 | $0.00 |

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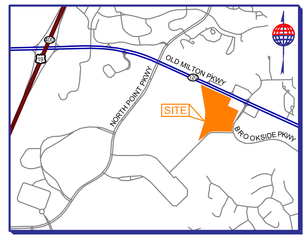
# SURVEY

THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT.

# ALTA/NSPS LAND TITLE SURVEY
FOR
PORTMAN HOLDINGS, LLC &
FIDELITY NATIONAL TITLE INSURANCE COMPANY
**(BROOKSIDE PARKWAY SITE)**
LOCATED IN
LAND LOTS 2, 3 & 44, 1ST DISTRICT, 2ND SECTION,
CITY OF ALPHARETTA, FULTON COUNTY, GEORGIA




## LOCATION MAP

NOT TO SCALE
LAT - 34°03'40.43"N
LONG - 84°15'18.30"W

## SITE MAP

AERIAL IMAGE PROVIDED BY GOOGLE EARTH
IMAGERY DATED JUNE 23, 2023

PICTURE LOCATION AND DIRECTION

PHOTO #1

PHOTO #2

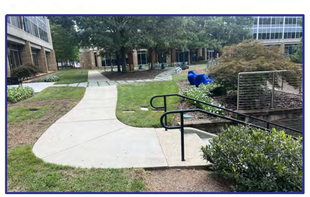


PHOTO #3

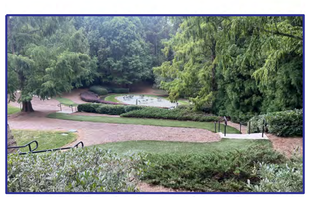


PHOTO #4

## SURVEY NOTES

EQUIPMENT USED:
A TRIMBLE "S" SERIES TOTAL STATION WAS USED TO OBTAIN ANGULAR MEASUREMENTS AND DISTANCE MEASUREMENTS.

A TRIMBLE R-12 DUAL FREQUENCY GPS UNIT WAS USED FOR ESTABLISHING CONTROL. A NETWORK ADJUSTED RTK SURVEY WAS PERFORMED AND ADJUSTED BY RELATIVE POSITIONAL ACCURACY.

CLOSURE STATEMENT:
THIS SURVEY HAS BEEN CALCULATED FOR CLOSURE AND IS ACCURATE WITHIN ONE FOOT IN 281,100 FEET.

THE FIELD DATA UPON WHICH THIS SURVEY IS BASED HAD A CLOSURE OF ONE FOOT IN 63,582 FEET AND AN ANGULAR ERROR OF 05" PER ANGLE POINT AND WAS ADJUSTED USING THE COMPASS RULE.

THE BEARINGS SHOWN ON THIS SURVEY ARE COMPUTED ANGLES BASED ON A GRID BEARING BASE (GA WEST ZONE) NAD83.

ALL HORIZONTAL DISTANCES SHOWN ARE GROUND DISTANCES. MEASURING UNITS OF THIS SURVEY ARE IN U.S. SURVEY FEET.

FIELD WORK FOR THIS PROPERTY WAS COMPLETED ON SEPTEMBER 25, 2024.

DUE TO VARIANCES IN GPS EQUIPMENT, TECHNIQUES, FEDERAL ADJUSTMENTS TO STATE PLANE MODELS AND DAILY CONDITIONS IMPACTING GPS RECEPTIVITY, GPS SOLUTIONS MAY VARY FROM THOSE PROVIDED ON THIS SURVEY BOTH HORIZONTALLY AND VERTICALLY. ANY AND ALL CONTRACTORS, CONSULTANTS, INDIVIDUALS OR ENTITIES RELYING ON STATE PLANE COORDINATES TO RELATE TO DATA PROVIDED ON THIS SURVEY MUST LOCALIZE TO THE SURVEY CONTROL, BENCHMARKS OR PROPERTY MONUMENTATION, ESTABLISHED BY THIS SURVEY IN ORDER TO ENSURE ACCURACY OF DATA. THE OWNER, HIS EMPLOYEES, HIS CONSULTANTS, HIS CONTRACTORS, AND/OR HIS AGENTS SHALL HEREBY DISTINCTLY UNDERSTAND THAT THE SURVEYOR IS NOT RESPONSIBLE FOR ISSUES ENCOUNTERED DUE TO FAILURE TO LOCALIZE DIRECTLY TO THIS SURVEY DATUM.

THIS SURVEY MAY NOT REPRESENT OFFSITE PAINT STRIPING TO THE ACCURACY REQUIRED FOR LANE DESIGN. TERRAMARK LOCATES THE EDGE OF PAVING AND CRITICAL POINTS TO REFLECT ACCURATE TOPOGRAPHIC DATA ONLY. ACCURACY OF PAINT LOCATIONS SHOULD BE VERIFIED WITH SURVEYOR PRIOR TO USING THIS SURVEY FOR DESIGN.

INFORMATION REGARDING THE REPUTED PRESENCE, SIZE, CHARACTER, AND LOCATION OF EXISTING UNDERGROUND UTILITIES AND STRUCTURES IS SHOWN HEREON. THERE IS NO CERTAINTY TO THE ACCURACY OF THIS INFORMATION AND IT SHALL BE CONSIDERED IN THAT LIGHT BY THOSE USING THIS DRAWING.
THE LOCATION AND ARRANGEMENT OF UNDERGROUND UTILITIES AND STRUCTURES SHOWN HEREON MAY BE INACCURATE AND UTILITIES AND STRUCTURES NOT SHOWN MAY BE ENCOUNTERED. THE OWNER, HIS EMPLOYEES, HIS CONSULTANTS, HIS CONTRACTORS, AND/OR HIS AGENTS SHALL HEREBY DISTINCTLY UNDERSTAND THAT THE SURVEYOR IS NOT RESPONSIBLE FOR THE CORRECTNESS OR SUFFICIENCY OF THIS INFORMATION SHOWN HEREON AS TO SUCH UNDERGROUND INFORMATION.

INFORMATION REGARDING STORM SEWER AND SANITARY SEWER AS SHOWN HEREON, IS BASED ON OBSERVATIONS TAKEN BY TERRAMARK EMPLOYEES AT THE GROUND ELEVATION OF THE EXISTING STRUCTURE. TERRAMARK EMPLOYEES ARE NOT AUTHORIZED TO ENTER A CONFINED SPACE SUCH AS A STRUCTURE. THEREFORE, THERE IS NO CERTAINTY OF THE PIPE SIZES AND PIPE MATERIAL THAT ARE SHOWN ON THIS SURVEY. EXCAVATION BY A CERTIFIED CONTRACTOR IS THE ONLY WAY TO VERIFY PIPE SIZE AND MATERIAL. THE OWNER, HIS EMPLOYEES, HIS CONSULTANTS, HIS CONTRACTORS, AND/OR HIS AGENTS SHALL HEREBY DISTINCTLY UNDERSTAND THAT THE SURVEYOR IS NOT RESPONSIBLE FOR THE CORRECTNESS OR SUFFICIENCY OF THE PIPE INFORMATION SHOWN HEREON.

TERRAMARK LAND SURVEYING, INC. WAS UNABLE TO DETERMINE THE EXTENT OF PIPES MARKED AS APPROXIMATE DIRECTION ONLY. AFORESAID PIPE IS DRAWN ON THE SURVEY TO REFLECT THE OBSERVED DIRECTION BASED UPON A VISUAL INSPECTION OF THE STRUCTURE ONLY AND IS SHOWN FOR INFORMATIONAL PURPOSES.

STATE WATERS AND BUFFERS AS SHOWN OR NOT SHOWN HEREON ARE SUBJECT TO REVIEW BY LOCAL JURISDICTION OFFICIALS. IT IS THE RESPONSIBILITY OF THE LOCAL AUTHORITY TO DETERMINE SPECIFIC WATER CLASSIFICATION. THEREFORE TERRAMARK LAND SURVEYING ACCEPTS NO RESPONSIBILITY IN THE IDENTIFICATION OF SAID WATERS OR BUFFERS IDENTIFIED OR NOT IDENTIFIED HEREON.

PROPERTY IS SUBJECT TO RIGHTS OF UPPER AND LOWER RIPARIAN OWNERS IN AND TO THE WATER OF CREEKS AND BRANCHES CROSSING OR ADJOINING SUBJECT PROPERTY AND THE NATURAL FLOW THEREOF, FREE FROM DIMINUTION OR POLLUTION.

THIS SURVEY WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS OR ENTITY NAMED HEREON. THIS SURVEY DOES NOT EXTEND TO ANY UNNAMED PERSON, PERSONS OR ENTITY WITHOUT THE EXPRESS CERTIFICATION BY THE SURVEYOR NAMING SAID PERSON, PERSONS OR ENTITY.

TERRAMARK LAND SURVEYING, INC. DOES NOT WARRANT THE EXISTENCE OR NON-EXISTENCE OF ANY WETLANDS OR HAZARDOUS WASTE IN THE SURVEY AREA.

## REFERENCE MATERIAL

1. FINAL PLAT FOR GLEN ABBEY, UNIT VIII
   RECORDED IN PLAT BOOK 229 PAGE 14
   AMONG THE LAND RECORDS OF FULTON COUNTY, GEORGIA
2. FINAL PLAT FOR GLEN ABBEY, UNIT X
   RECORDED IN PLAT BOOK 214 PAGE 113
   AMONG THE AFORESAID RECORDS
3. BOUNDARY SURVEY FOR BROOKSIDE DEVELOPMENT
   RECORDED IN PLAT BOOK 342 PAGE 83
   AMONG THE AFORESAID RECORDS
4. EASEMENT EXHIBIT FOR NORTH POINT MINISTRIES, INC
   RECORDED IN PB. 345 PG. 63
5. EASEMENT AGREEMENT TO WEEKS REALTY, L.P.,
   RECORDED IN DEED BOOK 56612 PAGE 308
6. LAYOUT PLAN FOR GEORGIA STATE UNIVERSITY ALPHARETTA CENTER, PREPARED BY AEC, INC., DATED 12-31-1998.
   LAST REVISED 04-08-1999.
7. ALTA/NSPS LAND TITLE SURVEY FOR BOARD OF REGENTS OF THE UNIVERSITY SYSTEM OF GEORGIA.
   PREPARED BY TERRAMARK LAND SURVEYING, INC.
   DATED FEBRUARY 15, 2019
8. ALTA/NSPS LANT TITLE SURVEY, PREPARED BY CDS
   DATED MARCH 9, 2021

## SPECIAL NOTES

1. CERTIFICATION AND DECLARATION IS MADE TO THE ENTITIES AS LISTED IN THE TITLE BLOCK AND/OR CERTIFICATIONS. THE CERTIFICATIONS AND DECLARATIONS ON THIS PLAT ARE NOT TRANSFERABLE TO ADDITIONAL INSTITUTIONS OR SUBSEQUENT OWNERS.
2. SUBSURFACE AND ENVIRONMENTAL CONDITIONS WERE NOT EXAMINED OR CONSIDERED AS A PART OF THIS SURVEY. NO STATEMENT IS MADE CONCERNING THE EXISTENCE OF UNDERGROUND OR OVERHEAD CONTAINERS OR FACILITIES THAT MAY AFFECT THE USE OR DEVELOPMENT OF THIS PROPERTY.
3. PURSUANT TO RULE 180-6.09 OF THE GEORGIA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND SURVEYORS, THE TERM "CERTIFICATION" RELATING TO PROFESSIONAL ENGINEERING AND LAND SURVEYING SERVICES SHALL MEAN A SIGNED STATEMENT BASED UPON FACTS AND KNOWLEDGE KNOWN TO THE REGISTRANT AND IS NOT A GUARANTEE OR WARRANTY, EITHER EXPRESSED OR IMPLIED.
4. NO CEMETERIES OR BURIAL GROUNDS HAVE BEEN OBSERVED BY TERRAMARK.
5. NO WETLAND DELINEATION MARKINGS HAVE BEEN OBSERVED BY TERRAMARK.
6. NO RECENT EARTH MOVING OR BUILDING CONSTRUCTION HAS BEEN OBSERVED BY TERRAMARK.
7. NO CHANGE IN STREET RIGHTS OF WAY HAVE BEEN MADE AVAILABLE TO TERRAMARK.

## PROPERTY DESCRIPTION

Being all that tract or parcel of land lying and being in Land Lots 2, 3 and 44, 1st District, 2nd Section, City of Alpharetta, Fulton County, Georgia and being more particularly described as follows:

COMMENCING at the point of intersection of the southerly right-of-way line of Old Milton Parkway a.k.a. State Route 120 (having an apparent variable width public right-of-way) and the westerly right-of-way line of Brookside Parkway (having an apparent 80' public right-of-way); thence, leaving the aforesaid POINT OF COMMENCEMENT and continuing with the aforesaid right-of-way line of Brookside Parkway South 24° 24' 16" East, 21,69 feet; thence, South 24° 28' 44" West, 84,34 feet; thence, 144,22 feet along the arc of a curve deflecting to the right, having a radius of 744,16 feet and a chord bearing and distance of South 30° 01' 34" West, 143,99 feet; thence, South 35° 35' 26" West, 96,65 feet 1/2-inch capped rebar found and the POINT OF BEGINNING,

Thence, from said POINT OF BEGINNING as thus established and continuing with the aforesaid right-of-way line of Brookside Parkway

1. South 35° 34' 10" West, 176,35 feet; thence,
2. 367,66 feet along the arc of a curve deflecting to the left, having a radius of 465,00 feet and a chord bearing and distance of South 12° 55' 37" West, 358,15 feet; thence, leaving the aforesaid right-of-way line of Brookside Parkway
3. North 89° 18' 33" West, 835,75 feet; thence,
4. North 25° 40' 13" West, 7,37 feet; thence,
5. North 00° 00' 19" East, 55,54 feet; thence,
6. North 16° 17' 44" East, 38,64 feet; thence,
7. North 45° 29' 48" East, 62,05 feet; thence,
8. North 20° 48' 38" East, 20,47 feet; thence,
9. North 43° 16' 25" West, 10,67 feet; thence,
10. North 87° 41' 53" West, 7,53 feet; thence,
11. North 09° 00' 33" East, 8,24 feet; thence,
12. North 37° 56' 09" East, 77,04 feet; thence,
13. North 33° 36' 03" East, 73,31 feet; thence,
14. North 49° 58' 22" East, 41,26 feet; thence,
15. North 00° 31' 47" East, 7,96 feet; thence,
16. North 19° 39' 25" West, 29,81 feet; thence,
17. North 38° 21' 11" West, 19,21 feet; thence,
18. North 22° 33' 36" West, 14,63 feet; thence,
19. North 06° 13' 19" East, 14,55 feet; thence,
20. North 31° 36' 23" East, 40,03 feet; thence,
21. North 38° 26' 16" East, 21,06 feet; thence,
22. North 28° 45' 54" East, 9,22 feet; thence,
23. North 12° 09' 39" East, 27,86 feet; thence,
24. North 03° 43' 32" West, 31,25 feet; thence,
25. North 02° 52' 53" West, 25,49 feet; thence,
26. North 22° 03' 13" West, 10,84 feet; thence,
27. North 29° 53' 10" West, 13,51 feet; thence,
28. North 14° 25' 48" West, 10,00 feet; thence,
29. North 04° 36' 01" East, 5,66 feet; thence,
30. North 40° 11' 28" East, 5,21 feet; thence,
31. North 66° 53' 32" East, 7,45 feet; thence,
32. North 37° 00' 59" East, 10,26 feet; thence,
33. North 04° 27' 02" East, 9,75 feet; thence,
34. North 17° 37' 50" West, 29,71 feet; thence,
35. North 28° 00' 25" West, 9,67 feet; thence,
36. North 12° 30' 03" West, 70,73 feet; thence,
37. North 22° 49' 09" West, 217,61 feet; thence,
38. North 03° 44' 54" West, 63,97 feet; thence,
39. North 13° 01' 28" East, 84,95 feet; thence,
40. North 03° 21' 21" East, 163,60 feet; thence,
41. North 58° 12' 16" West, 17,45 feet; thence,
42. North 00° 35' 42" West, 12,68 feet; thence,
43. North 31° 46' 00" East, 21,55 feet; thence,
44. North 04° 06' 07" East, 7,39 feet to a point on the aforesaid right-of-way line of Old Milton Parkway; thence, running with the said right-of-way line of Old Milton Parkway
45. South 65° 30' 52" East, 890,31 feet toa 1/2-inch rebar found; thence, leaving the aforesaid right-of-way line of Old Milton Parkway
46. South 24° 32' 06" West, 246,48 feet to a nail found; thence,
47. South 65° 28' 13" East, 213,50 feet to a nail found; thence,
48. South 24° 29' 15" West, 90,01 feet; thence,
49. South 65° 26' 40" East, 66,77 feet to the POINT OF BEGINNING, containing 857,441 square feet or 19,6841acres of land, more or less.

Described property is subject to all rights-of-way (public and private) and easements, both recorded and unrecorded.

## TITLE NOTES

I. ACCORDING TO THE "FIRM" (FLOOD INSURANCE RATE MAP) OF FULTON COUNTY, GEORGIA - COMMUNITY PANEL NUMBER 13121C0059F & 13121C0067F, DATED SEPTEMBER 18, 2013, A PORTION OF THE SURVEYED PROPERTY LIES WITHIN A SPECIAL FLOOD HAZARD (ZONE X & ZONE AE) AS SHOWN HEREON. THE REMAINDER OF THE SITE IS NOT SHOWN IN A SPECIAL FLOOD HAZARD AREA PER GRAPHICAL PLOTTING OF THE AFORESAID "FIRM" MAP.

II. THE SURVEYED PROPERTY HAS DIRECT VEHICULAR AND PEDESTRIAN ACCESS TO THE PUBLIC RIGHTS-OF-WAY OF OLD MILTON PARKWAY AND BROOKSIDE PARKWAY AS SHOWN AND LABELED HEREON.

III. AS OF THE DATE OF THIS SURVEY, TITLE TO THE SURVEYED PROPERTY APPEARS TO LIE VESTED IN BOF II GA BROOKSIDE LLC, A DELAWARE LIMITED LIABILITY COMPANY, PER DEED RECORDED AMONG THE LAND RECORDS OF FULTON COUNTY, GEORGIA IN DEED BOOK 63856, PAGE 326.

IV. PROPERTY IS SUBJECT TO ALL EASEMENTS AND RIGHTS OF WAY, RECORDED AND UNRECORDED.

V. THIS SURVEY WAS PREPARED WITH THE BENEFIT OF A TITLE REPORT (COMMITMENT NO. 241534GA, EFFECTIVE DATE OF JULY 8, 2024 AT 12:00 AM, PREPARED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY. APPLICABLE ENCUMBRANCES AND SPECIAL EXCEPTIONS ARE SHOWN BELOW AND/OR ON THIS SURVEY.

11. EASEMENT FROM H. D. VAUGHAN TO SAWNEE ELECTRIC MEMBERSHIP CORPORATION ELECTRIC MEMBERSHIP CORPORATION DATED DECEMBER 2, 1960, FILED FOR RECORD DECEMBER 12, 1960, AND RECORDED IN DEED BOOK 3647, PAGE 432, FULTON COUNTY, GEORGIA RECORDS.
**(UNABLE TO DETERMINE AFFECT ON SURVEYED PROPERTY - DOCUMENT IS TOO VAGUE TO PLOT)**

12. EASEMENT FROM JOHN W. KELL TO SAWNEE ELECTRIC MEMBERSHIP CORPORATION, CORPORATION ELECTRIC MEMBERSHIP CORPORATION DATED FEBRUARY 15, 1971, FILED FOR RECORD MAY 12, 1971, AND RECORDED IN DEED BOOK 5388, PAGE 358, AFORESAID RECORDS.
**(UNABLE TO DETERMINE AFFECT ON SURVEYED PROPERTY - DOCUMENT IS TOO VAGUE TO PLOT)**

13. TERMS AND PROVISIONS OF THAT CERTAIN INDEMNIFICATION FLOOD PLAIN, BY AND BETWEEN CROW-CHILDRESS-MOBLEY #7A, A TEXAS LIMITED PARTNERSHIP AND FULTON COUNTY, A POLITICAL SUBDIVISION OF THE STATE OF GEORGIA, DATED NOVEMBER 8, 1988, FILED FOR RECORD NOVEMBER 14, 1988, AND RECORDED IN DEED BOOK 12043, PAGE 8, AFORESAID RECORDS.
**(UNABLE TO DETERMINE AFFECT ON SURVEYED PROPERTY - ATTACHMENT IN RECORDED DOCUMENT IS NOT LEGIBLE AND SURVEYOR CANNOT PLOT)**

14. TERMS AND PROVISIONS OF THAT CERTAIN MASTER DECLARATION OF PROTECTIVE COVENANTS FOR BROOKSIDE, BY REALTICORP 528, LLC, A SOUTH CAROLINA LIMITED LIABILITY COMPANY DATED OCTOBER 17, 1997, FILED FOR RECORD OCTOBER 24, 1997, AND RECORDED IN DEED BOOK 23303, PAGE 128, AFORESAID RECORDS; AS AFFECTED BY THAT CERTAIN ESTOPPEL AND RATIFICATION AGREEMENT FROM ALPHA CAPITAL EQUITY, LLC TO BROOKSIDE ASSOCIATION, INC., A GEORGIA CORPORATION, DATED MARCH 16, 2006, FILED FOR RECORD APRIL 4, 2006, AND RECORDED IN DEED BOOK 42269, PAGE 417, AFORESAID RECORDS; AS AMENDED BY THAT CERTAIN FIRST AMENDMENT TO MASTER DECLARATION OF PROTECTIVE COVENANTS FOR BROOKSIDE BY BROOKSIDE ASSOCIATION, INC., A GEORGIA NON-PROFIT, DATED SEPTEMBER 29, 2014, FILED FOR RECORD OCTOBER 13, 2014, AND RECORDED IN DEED BOOK 54241, PAGE 296, AFORESAID RECORDS.
**(AFFECTS SURVEYED PROPERTY - SHOWN ON SURVEY WHERE PLOTABLE)**

15. TERMS AND PROVISIONS OF THAT CERTAIN EASEMENT AGREEMENT, BY AND BETWEEN REALTICORP 528, L.L.C., A SOUTH CAROLINA LIMITED LIABILITY COMPANY AND WEEKS REALTY, L.P., A GEORGIA LIMITED PARTNERSHIP, DATED OCTOBER 17, 1997, FILED FOR RECORD OCTOBER 24, 1997, AND RECORDED IN DEED BOOK 23303, PAGE 39, AFORESAID RECORDS; AS AMENDED BY THAT CERTAIN AMENDMENT TO EASEMENT AGREEMENT BY AND AMONG GEORGIA STATE UNIVERSITY FOUNDATION, INC., A GEORGIA NON-PROFIT CORPORATION, THE DEVELOPMENT AUTHORITY OF ALPHARETTA, GEORGIA, A AND DUKE SECURED FINANCING 2009-1 ALZ, LLC, A DELAWARE LIMITED LIABILITY COMPANY, DATED NOVEMBER 30, 2011, FILED FOR RECORD DECEMBER 7, 2011, AND RECORDED IN DEED BOOK 50672, PAGE 308, AFORESAID RECORDS.
**(AFFECTS SURVEYED PROPERTY - SHOWN ON SURVEY WHERE PLOTABLE)**

16. TERMS AND PROVISIONS OF THAT CERTAIN EASEMENT AGREEMENT, BY AND BETWEEN REALTICORP 528, L.L.C., A SOUTH CAROLINA LIMITED LIABILITY COMPANY AND WEEKS REALTY, L.P., DATED APRIL 28, 1999, FILED FOR RECORD MAY 11, 1999, AND RECORDED IN DEED BOOK 26591, PAGE 158, AFORESAID RECORDS.
**(AFFECTS SURVEYED PROPERTY - BLANKET EASEMENT FOR STORMWATER DRAINAGE AND DETENTION)**

17. ACCESS & MAINTENANCE EASEMENT FROM WEEKS CORPORATION TO CITY OF ALPHARETTA, DATED APRIL 1, 1999, FILED FOR RECORD MAY 12, 1999, AND RECORDED IN DEED BOOK 26952, PAGE 4, AFORESAID RECORDS.
**(AFFECTS SURVEYED PROPERTY - SHOWN ON SURVEY)**

18. EASEMENT FROM WEEKS REALTY, L.P. TO GEORGIA POWER COMPANY DATED MAY 14, 1999, FILED FOR RECORD JULY 23, 1999, AND RECORDED IN DEED BOOK 27351, PAGE 311, AFORESAID RECORDS.
**(AFFECTS SURVEYED PROPERTY BY PLOTTING OF ADDRESS LISTED IN RECORDED DOCUMENT - UNABLE TO PLOT, BLANKET IN NATURE)**

19. EASEMENT FROM DUKE-WEEKS REALTY LIMITED PARTNERSHIP, SUCCESSOR BY MERGER TO WEEKS REALTY, L.P. TO GEORGIA POWER COMPANY DATED APRIL 24, 2000, FILED FOR RECORD JULY 7, 2000, AND RECORDED IN DEED BOOK 29243, PAGE 336, AFORESAID RECORDS.
**(AFFECTS SURVEYED PROPERTY - SHOWN ON SURVEY)**

20. TERMS AND PROVISIONS OF THAT CERTAIN EASEMENT AGREEMENT, BY AND BETWEEN DUKE REALTY LIMITED PARTNERSHIP, AN INDIANA LIMITED PARTNERSHIP AND ALPHA CAPITAL EQUITY, LLC, A GEORGIA LIMITED LIABILITY COMPANY, DATED MARCH 28, 2006, FILED FOR RECORD APRIL 4, 2006, AND RECORDED IN DEED BOOK 42269, PAGE 404, AFORESAID RECORDS.
**(AFFECTS SURVEYED PROPERTY - SHOWN ON SURVEY)**

21. TERMS AND PROVISIONS OF THAT CERTAIN EASEMENT AGREEMENT, BY AND BETWEEN NORTH MINISTRIES, INC., A GEORGIA NON-PROFIT CORPORATION AND DUKE SECURED FINANCING 2009-1 ALZ, LLC, A DELAWARE LIMITED LIABILITY COMPANY, DATED NOVEMBER 30, 2011, FILED FOR RECORD DECEMBER 7, 2011, AND RECORDED IN DEED BOOK 50672, PAGE 295, AFORESAID RECORDS.
**(AFFECTS SURVEYED PROPERTY - SHOWN ON SURVEY)**

22. UNRECORDED LEASE EVIDENCED FOR RECORD BY SUBORDINATION, NON-DISTURBANCE AND ATTORNMENT AGREEMENT BY AND AMONG CISCO SYSTEMS, INC., NEW YORK LIFE INSURANCE COMPANY, AND IPX BROOKSIDE INVESTORS, LLC, DATED OCTOBER 26, 2016, RECORDED DECEMBER 22, 2016, IN DEED BOOK 57019, PAGE 606, AFORESAID RECORDS.
**(NOT A SURVEY RELATED MATTER)**

23. UNRECORDED LEASE EVIDENCED BY MEMORANDUM OF SOLAR LEASE BY AND BETWEEN BOF II GA BROOKSIDE LLC AND BRIDGE SOLAR ENERGY DEVELOPMENT I LLC, FILED AND RECORDED JANUARY 4, 2024 IN DEED BOOK 67487, PAGE 172, AFORESAID RECORDS. .
**(NOT A SURVEY RELATED MATTER)**

24. UNRECORDED AGREEMENT EVIDENCED BY SUBORDINATION, NONDISTURBANCE AND ATTORNMENT AGREEMENT BY AND AMONG TEXAS CAPITAL BANK, BRIDGE SOLAR ENERGY PROJECT HOLDINGS II LLC AND BOF II GA BROOKSIDE LLC, FILED AND RECORDED FEBRUARY 20, 2024 IN DEED BOOK 67600, PAGE 456, AFORESAID RECORDS.
**(NOT A SURVEY RELATED MATTER)**

## SITE AREA

**857,441 SQ.FT.**
**OR**
**19.6841 AC.**

## SITE INFORMATION

CURRENT OWNER: BOF II GA BROOKSIDE, LLC
DB. 63856 PG. 326

TAX PARCEL ID # 11 002000440365

ADDRESS: 3625 & 3655 BROOKSIDE PARKWAY

ZONING: O-I (OFFICE INSTITUTIONAL)
JURISDICTION: CITY OF ALPHARETTA

SETBACKS:
FRONT (LOCAL) - 50 FEET
FRONT (ALL OTHERS) - 65 FEET
SIDE - 15 FEET
REAR - 15 FEET
MAX. BUILDING HEIGHT - 40 FEET

PARKING COUNT:
REGULAR PARKING - 1,116
HANDICAPPED PARKING - 20
TOTAL PARKING COUNT - 1,136

## SURVEYOR'S CERTIFICATE

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

GEORGIA REGISTERED LAND SURVEYOR PAUL B. CANNON

PAUL B. CANNON, RLS
REGISTERED NUMBER: 2928

## ALTA/NSPS CERTIFICATE

TO: PORTMAN HOLDINGS, LLC & FIDELITY NATIONAL TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR SURVEY AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA / NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1-4,6(a),6(b),7(a),8,9,11,13,14,16,17 & 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON SEPTEMBER 25, 2024.
THE DATE OF THE SURVEY OR MAP OCTOBER 9, 2024.

GEORGIA REGISTERED No. 2928 LAND SURVEYOR PAUL B. CANNON

PAUL B. CANNON, RLS
REGISTERED NUMBER: 2928


Phone No. (770) 421-1927
www.TerraMark.com
C. O. A # LSF000610

TerraMark Land Surveying, Inc.
1396 Bells Ferry Road
Marietta, Georgia 30066


| No | Revision | Date |
|---|---|---|
| #1 | ADDED TREES PER INFORMATION FROM ARBORIST | 11/11/2024 |
| #2 | | |
| #3 | | |
| #4 | | |
| #5 | | |
| #6 | | |
| #7 | | |
| #8 | | |

| | |
|---|---|
| Project No. | 2024-257 |
| Survey Crew: | NK |
| Drawn By: | AT |
| Approved By: | PBC |
| Date: | 10/08/2024 |
| Scale: | 1"=40' |
| | P247015 |

S:\SURVEY\2024\257 DOW\ALTA\DWG

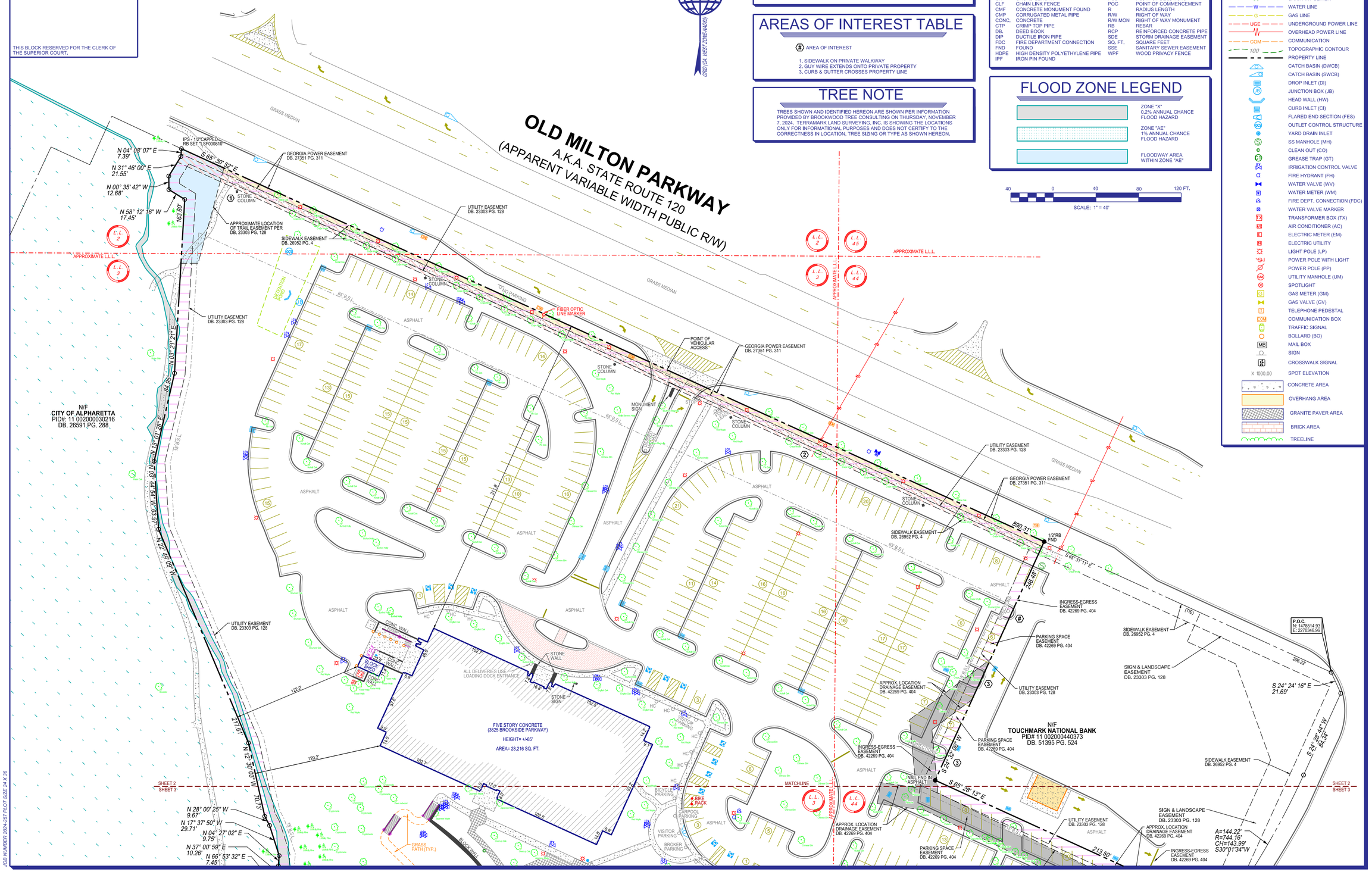
**ALTA/NSPS LAND TITLE SURVEY**
FOR
PORTMAN HOLDINGS, LLC &
FIDELITY NATIONAL TITLE INSURANCE COMPANY
**(BROOKSIDE PARKWAY SITE)**
LOCATED IN
LAND LOTS 2, 3 & 44, 1ST DISTRICT, 2ND SECTION,
CITY OF ALPHARETTA, FULTON COUNTY, GEORGIA

SHEET NO.
1/3
DRAWING# TM 24-257

JOB NUMBER 2024-257 PLOT SIZE 24 X 36

THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT.

# OLD MILTON PARKWAY
## A.K.A. STATE ROUTE 120
## (APPARENT VARIABLE WIDTH PUBLIC R/W)


GRID (GA, WEST ZONE-NAD83)
GRASS MEDIAN
IPS - 1/2"CAPPED RB SET "LSF000810"
N 04° 08' 07" E 7.39'
N 31° 46' 00" E 21.55'
N 00° 35' 42" W 12.68'
N 58° 12' 16" W 17.45'
S 85° 30' 52" E
163.60'
GEORGIA POWER EASEMENT DB. 27351 PG. 311
STONE COLUMN
APPROXIMATE LOCATION OF TRAIL EASEMENT PER DB. 23303 PG. 128
SIDEWALK EASEMENT DB. 26952 PG. 4
UTILITY EASEMENT DB. 23303 PG. 128
APPROXIMATE L.L.L.
L.L. 2
L.L. 3
L.L. 45
L.L. 44
DETENTION POND
65' B.S.L.
ASPHALT
"NO PARKING"
FIBER OPTIC LINE MARKER
POINT OF VEHICULAR ACCESS
MONUMENT SIGN
N/F
CITY OF ALPHARETTA
PID#: 11 002000030216
DB. 26591 PG. 288
N 03° 21' 21" E
84.85'
N 13° 01' 26" E
N 22° 49' 59" W
N 54° 19' 30" W
N 12° 30' 08" W
70.73'
211.61'
120.2'
102.7'
102.5'
102.6'
14.0'
9.8'
9.9'
9.7'
9.6'
9.8'
9.9'
9.8'
9.8'
9.8

THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT.

FIVE STORY CONCRETE (3625 BROOKSIDE PARKWAY)
HEIGHT= +/-85'
AREA= 28,216 SQ. FT.

FIVE STORY CONCRETE (3655 BROOKSIDE PARKWAY)
HEIGHT= +/-85'
AREA= 28,187 SQ. FT.

ALL DELIVERIES USE LOADING DOCK ENTRANCE

N/F
TOUCHMARK NATIONAL BANK
PID# 11 002000440373
DB. 51395 PG. 524

N/F
CITY OF ALPHARETTA
PID#: 11 002000030216
DB. 26591 PG. 288

N/F
BOARD OF REGENTS OF THE UNIVERSITY SYSTEM OF GEORGIA
PID#: 11 002000040280
DB. 59887 PG. 453

BROOKSIDE PARKWAY
(APPARENT 80' R/W)

MATCHLINE — SHEET 2 / SHEET 3

P.O.B.
1/2"RB FND CAPPED
N: 1478215.15
E: 2270192.67

IPS - 1/2"CAPPED RB SET "LSF000810"

A=144.22'
R=744.16'
CH=143.99'
S30°01'34"W

A=367.66'
R=465.00'
CH=358.15'
S12°55'37"W

GRID (G4, WEST ZONE-NAD83)

## TREE NOTE

TREES SHOWN AND IDENTIFIED HEREON ARE SHOWN PER INFORMATION PROVIDED BY BROOKWOOD TREE CONSULTING ON THURSDAY, NOVEMBER 7, 2024. TERRAMARK LAND SURVEYING, INC. IS SHOWING THE LOCATIONS ONLY FOR INFORMATIONAL PURPOSES AND DOES NOT CERTIFY TO THE CORRECTNESS IN LOCATION, TREE SIZING OR TYPE AS SHOWN HEREON.

SCALE: 1" = 40'

## LEGEND

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

## AREAS OF INTEREST TABLE

(#) AREA OF INTEREST

4. WATER VAULT CROSSES PROPERTY LINE
5. COMMUNICATION BOXES EXTEND ONTO PRIVATE PROPERTY
6. CURB EXTENDS INTO R/W
7. BUS STOP CROSSES ONTO PRIVATE PROPERTY
8. SIDEWALK CROSSES PROPERTY LINE

GEORGIA REGISTERED No. 2928 LAND SURVEYOR PAUL B. CANNON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www.TerraMark.com
C. O. A # LSF000810

TerraMark Land Surveying, Inc.
1398 Bells Ferry Road
Marietta, Georgia 30066


TerraMark Geospatial

| No | Revision | Date |
|---|---|---|
| #1 | ADDED TREES PER INFORMATION FROM ARBORIST | 11/11/2024 |
| #2 | | |
| #3 | | |
| #4 | | |
| #5 | | |
| #6 | | |
| #7 | | |
| #8 | | |

| | |
|---|---|
| Project No: | 2024-257 |
| Survey Crew: | WK |
| Drawn By: | AT |
| Approved By: | PBC |
| Date: | 10/09/2024 |
| Scale: | 1"=40' |
| PATH: | S:\SURVEY\2024\2024-257 DOWNLAT\DWG |

# ALTA/NSPS LAND TITLE SURVEY

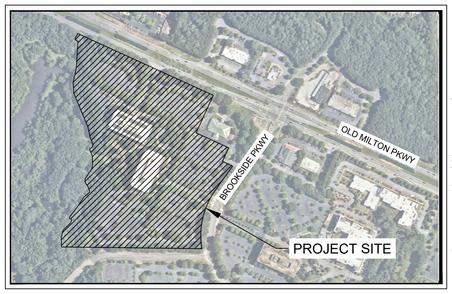
FOR
PORTMAN HOLDINGS, LLC &
FIDELITY NATIONAL TITLE INSURANCE COMPANY
**(BROOKSIDE PARKWAY SITE)**
LOCATED IN
LAND LOTS 2, 3 & 44, 1ST DISTRICT, 2ND SECTION,
CITY OF ALPHARETTA, FULTON COUNTY, GEORGIA

SHEET NO.
3/3

DRAWING# TM 24-257

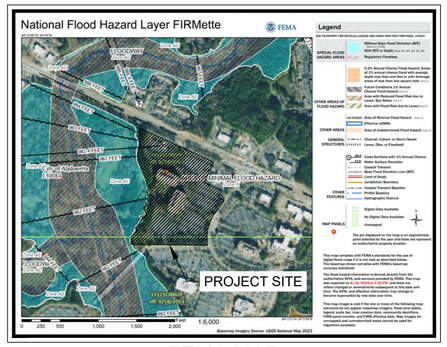
JOB NUMBER 2024-257 PLOT SIZE 24 X 36

# SITE PLAN




## VICINITY MAP

NOT TO SCALE




## FEMA MAP

THE PROJECT SITE DOES LIE WITHIN A FLOOD HAZARD AREA PER FIRM PANEL 13121C0059F DATED 09/18/2013.

## STORMWATER MANAGEMENT NOTE:

THE SITE WILL CONTAIN ONSITE AND OFFSITE STORMWATER CONTROLS TO MEET ALL LOCAL AND STATE REQUIREMENTS. THIS MAY INCLUDE THE COMBINATION OF SEVERAL COMPONENTS (PERVIOUS PAVING, INFILTRATION FIELDS, BIORETENTION AREAS, OR OTHER COMPONENTS) PROVIDING RUNOFF REDUCTION (IF INFILTRATION RATES ALLOW), CHANNEL PROTECTION, AND DETENTION SHALL BE PROVIDED WITHIN WET DETENTION PONDS STRATEGICALLY LOCATED THROUGHOUT THE SITE.

## EXISTING CONDITIONS SURVEY NOTE:

EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY PROVIDED BY ALTA/NSPS SURVEY, DATED 10/09/2024.

| Tag Number | DBH | Species | Common Name | Condition | Notes | Type |
|---|---|---|---|---|---|---|
| 8016 | 14 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8017 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8018 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/6 | Specimen |
| 8019 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/6 | Specimen |
| 8020 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8021 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8022 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8023 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8024 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8025 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8026 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8027 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8028 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8029 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8030 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8031 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8032 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8033 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8034 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8035 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8036 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8037 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8038 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8039 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8040 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8041 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8042 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8043 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8044 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8045 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8046 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8047 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8048 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8049 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8050 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8051 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8052 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8053 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8054 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8055 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8056 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8057 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8058 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8059 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8060 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8061 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8062 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8063 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8064 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8065 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8066 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8067 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8068 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8069 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8070 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8071 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8072 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8073 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8074 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8075 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8076 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8077 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8078 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8079 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8080 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8081 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8082 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8083 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8084 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8085 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8086 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8087 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8088 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8089 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8090 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8091 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8092 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8093 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8094 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8095 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8096 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8097 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8098 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8099 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8100 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8101 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8102 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8103 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8104 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8105 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8106 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8107 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8108 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8109 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8110 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8111 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8112 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8113 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8114 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8115 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8116 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8117 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8118 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8119 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8120 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8121 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8122 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8123 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8124 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8125 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8126 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8127 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8128 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8129 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8130 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8131 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8132 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8133 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8134 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8135 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8136 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8137 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8138 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8139 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8140 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8141 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8142 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8143 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
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| 8145 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
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| 8147 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
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| 8151 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8152 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8153 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8154 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8155 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8156 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8157 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8158 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8159 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8160 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8161 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8162 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8163 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8164 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8165 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8166 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8167 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
| 8168 | 12 | Lagerstroemia sp. | Crape myrtle | Good | | Specimen |
| 8169 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3/3/4 | Specimen |
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| 8343 | 12 | Lagerstroemia sp. | Crape myrtle | Good | Multi stem - 3

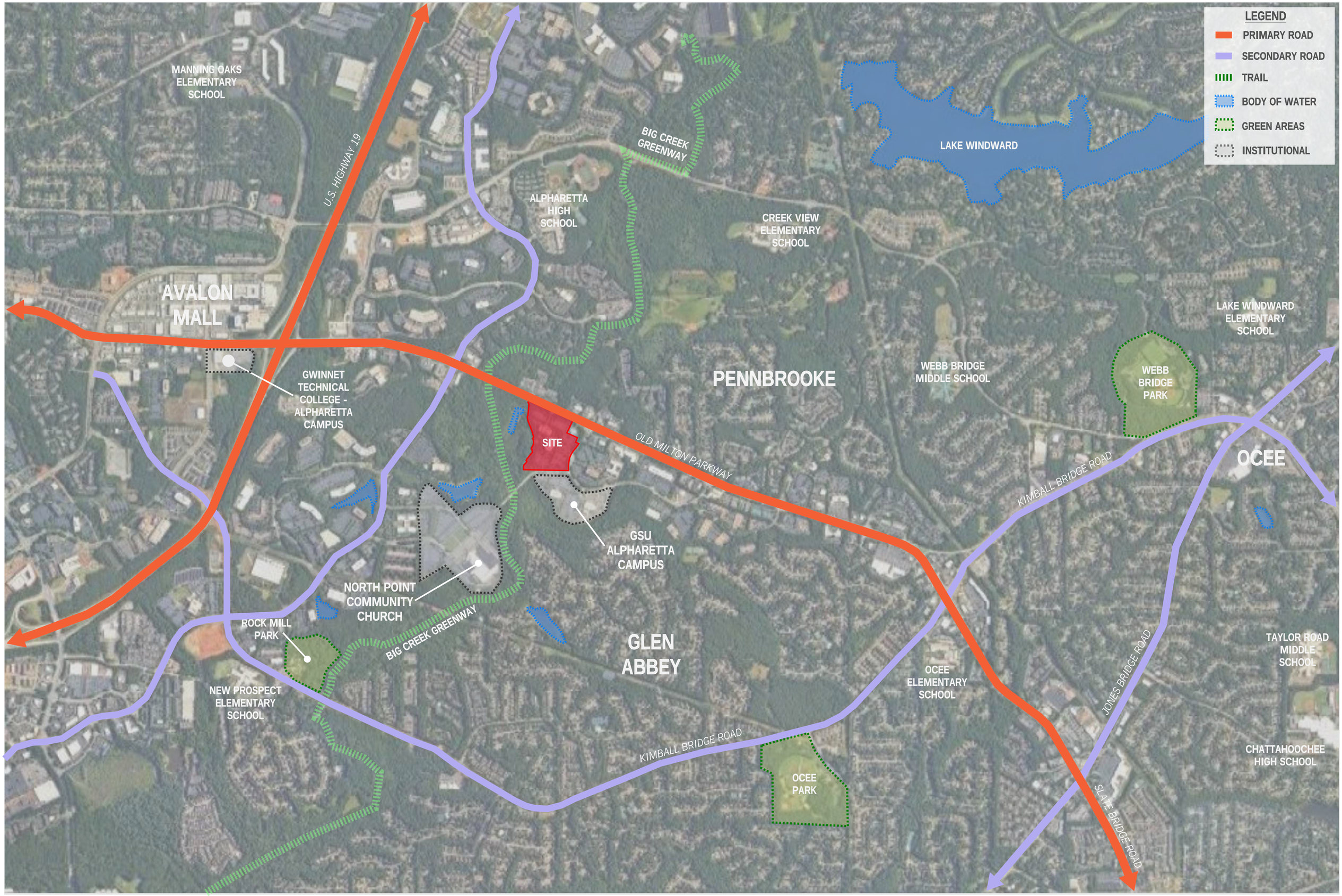
# ARCHITECTURAL PLANS

# BROOKSIDE WEST REDEVELOPMENT

PORTMAN

**12.02.2024**
**Public Hearing Application**

SK+I




0 600' 1200' 2400'

SK+I

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- (MF) **MULTIFAMILY**
- (RX) **COMMERCIAL 1 - 8**
- (OF) **OFFICE - EXISTING**
- (P) **PARKING DECK**
- (TH) **TOWNHOMES**

- COMMERCIAL / SEMIPUBLIC
- MULTIFAMILY
- AMENITY
- PARKING

0 50' 100' 200'

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0 50' 100' 200'

MF MULTIFAMILY
RX COMMERCIAL 1 - 8
OF OFFICE - EXISTING
P PARKING DECK
TH TOWNHOMES
VEHICLES
PEDESTRIANS
FIRE LANE
PUBLIC / PRIVATE ROAD
Loading
Building Entrance
Parking Entrance
COMMERCIAL / SEMIPUBLIC
MULTIFAMILY
AMENITY
PARKING
PROPERTY LINE
20' BUILDING SETBACK
OLD MILTON PARKWAY
Courtyard
Open Courtyard
Fire Access Road
Walking Path
BROOKSIDE PARK
Amphitheater
Existing Bank
15' BUILDING SETBACK
10' BUILDING SETBACK
BROOKSIDE PARKWAY
5' BUILDING SETBACK
PROPERTY LINE
PRIVATE ROAD
MF
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OF
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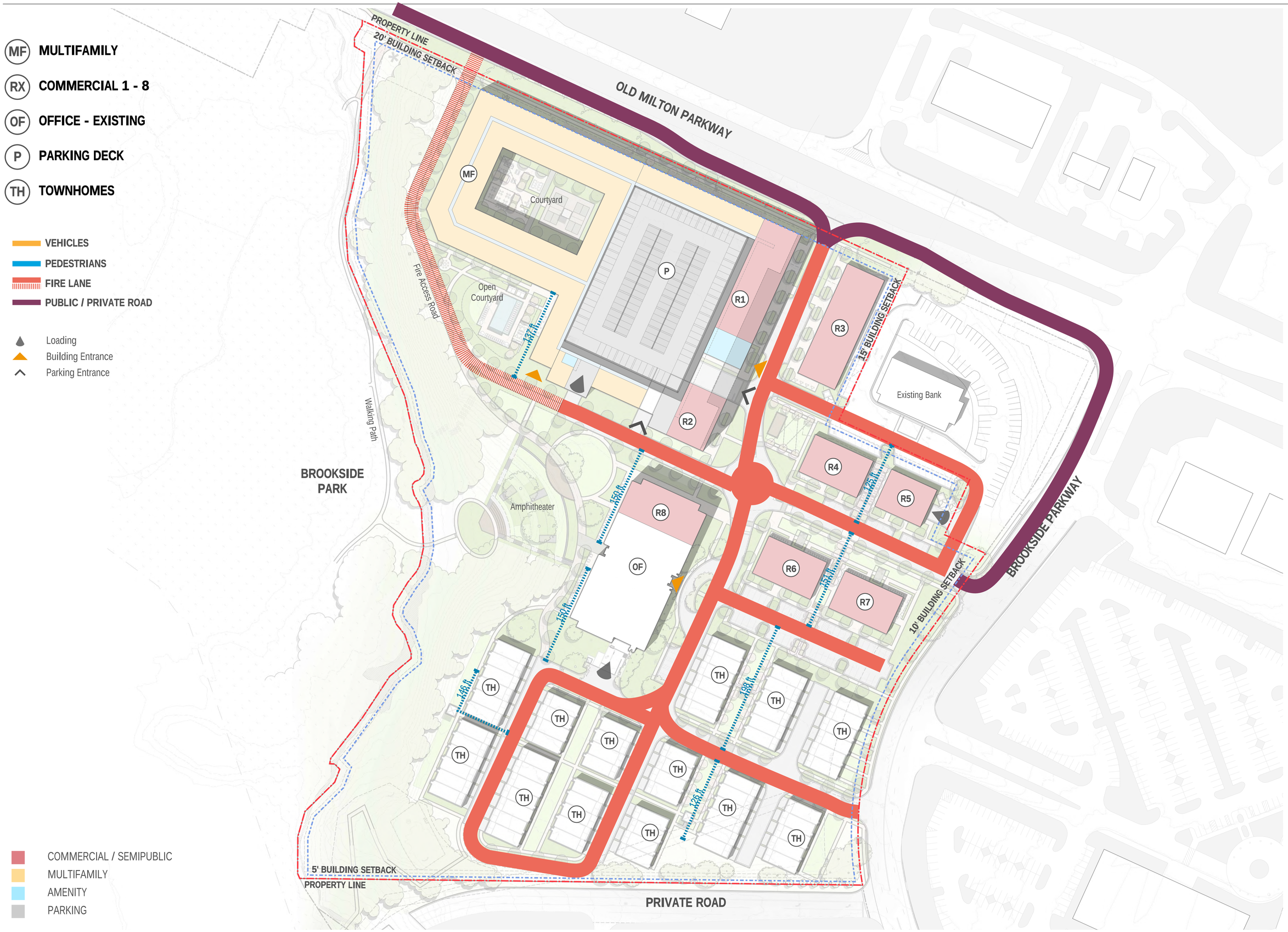
0
50'
100'
200'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RX COMMERCIAL 1 - 8
OF OFFICE - EXISTING
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TH TOWNHOMES
VEHICLES
PEDESTRIANS
FIRE LANE
PUBLIC / PRIVATE ROAD
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COMMERCIAL / SEMIPUBLIC
MULTIFAMILY
AMENITY
PARKING
PROPERTY LINE
20' BUILDING SETBACK
OLD MILTON PARKWAY
Courtyard
Open Courtyard
Fire Access Road
Walking Path
BROOKSIDE PARK
Amphitheater
15' BUILDING SETBACK
Existing Bank
BROOKSIDE PARKWAY
10' BUILDING SETBACK
5' BUILDING SETBACK
PROPERTY LINE
PRIVATE ROAD
MF
P
R1
R2
R3
R4
R5
R6
R7
R8
OF
TH
137 ft
150 ft
150 ft
146 ft
198 ft
151 ft
125 ft
128 ft
0
50'
100'
200'

**MF** **MULTIFAMILY**
332 UNITS - 5 STORIES

**R1** **COMMERCIAL 1**
13,248 SF - GROUND FLOOR

**R2** **COMMERCIAL 2**
4,236 SF - GROUND FLOOR

**R3** **COMMERCIAL 3**
10,690 SF - 1 STORY

**R4** **COMMERCIAL 4**
4,886 SF - 1 STORY

**R5** **COMMERCIAL 5**
4,448 SF - 1 STORY

**R6** **COMMERCIAL 6**
5,482 SF - 1 STORY

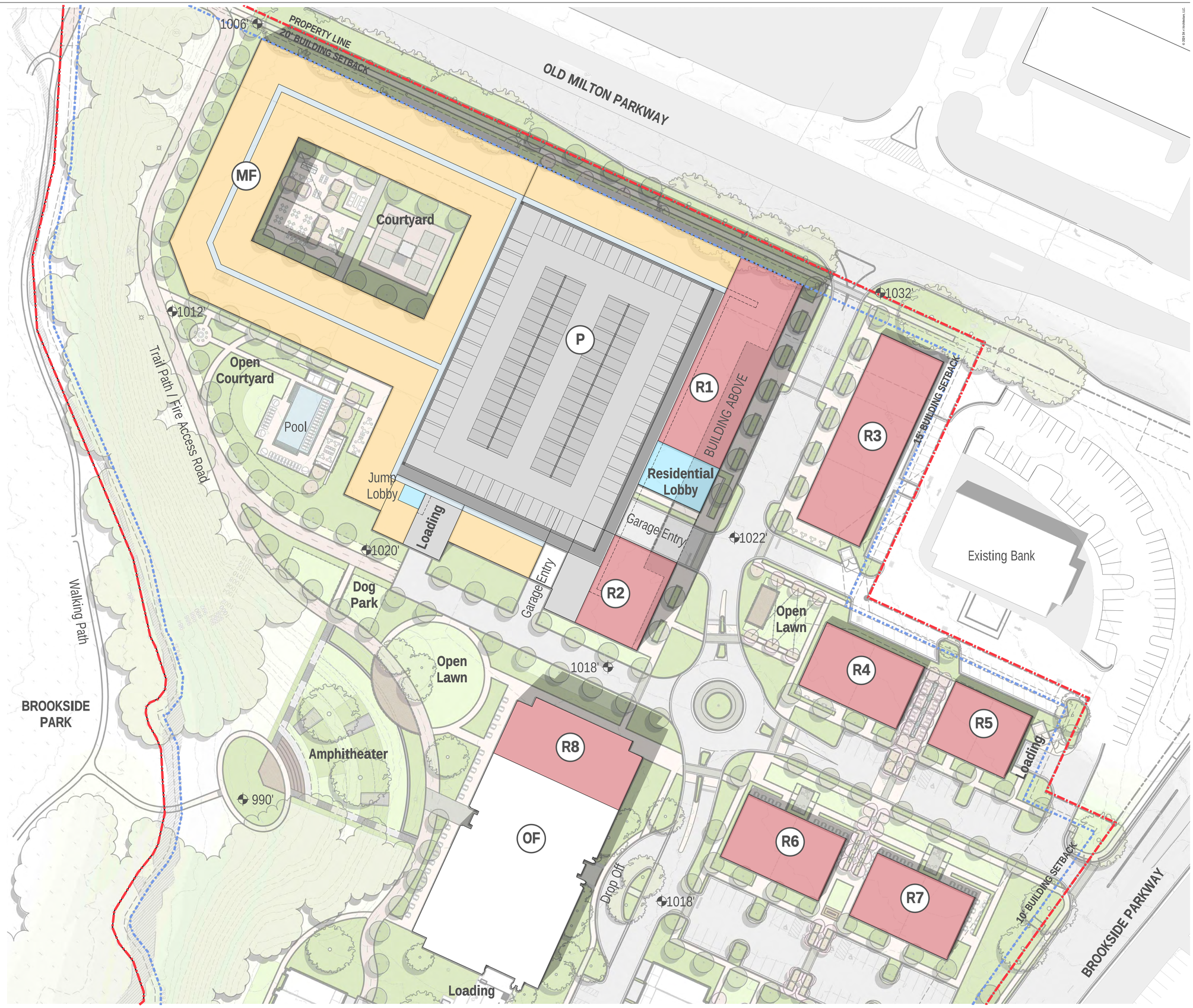
**R7** **COMMERCIAL 7**
5,492 SF - 1 STORY

**R8** **COMMERCIAL 8**
7,009 SF - GROUND FLOOR

**OF** **OFFICE - EXISTING**
28,187 SF - 5 STORIES

**P** **PARKING DECK**
750 SPACES - 5 STORIES

**TH** **TOWNHOMES**




note: parking may fluctuate based on constructed density and the applicable parking requirements

- COMMERCIAL / SEMIPUBLIC
- MULTIFAMILY
- AMENITY
- PARKING

0 32' 64' 128'

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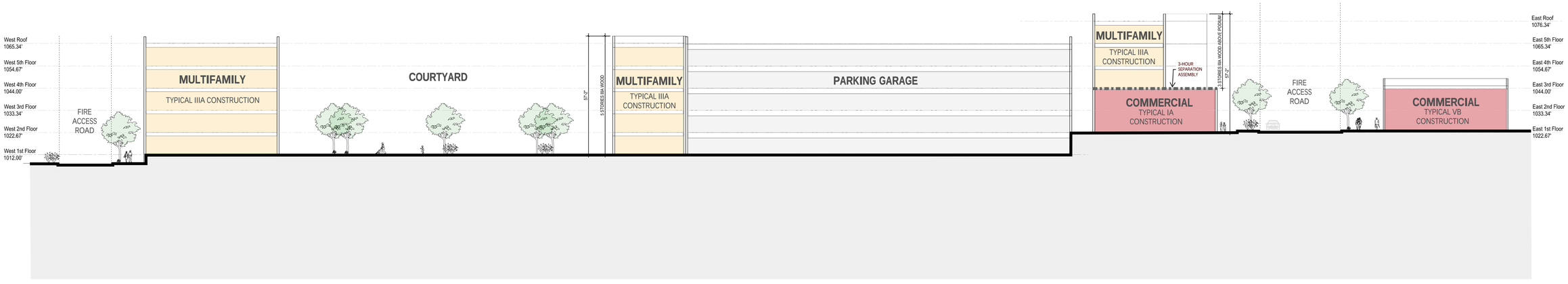


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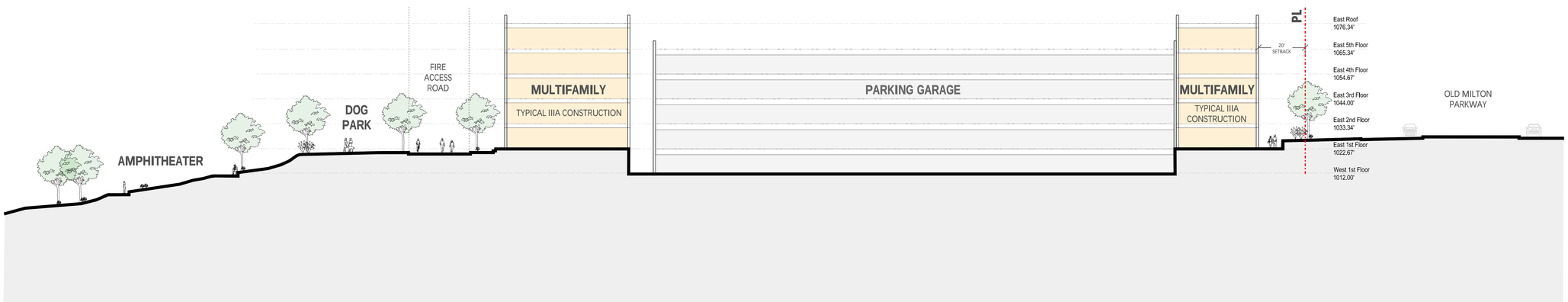
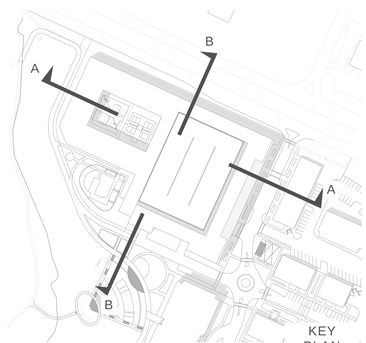



SECTION B: NORTH-SOUTH




KEY
PLAN

0 20' 40' 80'

SK+I

BROOKSIDE
1

3

Brookside
2

1
2
3

Brookside
BISTRO FRANCAISE
BROOKSIDE
1

CORNER CAFE
BROOKSIDE
GRILL LONDON
3

Brookside
2

3
2
1

# LANDSCAPE PLANS

01

# Site Concepts

**SITE PLAN**

# Overall Conceptual Master Plan

**SITE PLAN**

# Future Connectivity

**LEGEND**

- Existing Big Creek Greenway Trail
- Recommended Future Big Creek Greenway Connector Trail
- Existing Brookside Park Walking Path
- Existing Sidewalk
- Proposed Multi-Use Trail at Fire Lane
- Proposed Multi-Use Trail

0' 30' 60' 120'

SCALE: 1" = 60'-0"

02

# Enlargements

**SITE PLAN ENLARGEMENT**

# Retail Amenities

## LEGEND

### SITE ELEMENTS

1. Sidewalk
2. Gravel Bosque
3. Outdoor Tenant Patio
4. Water Feature
5. Open Lawn
6. Tiered Deck
7. Seating Pod
8. Overhead Structure
9. Pedestrian Crossing
10. Asphalt Drive

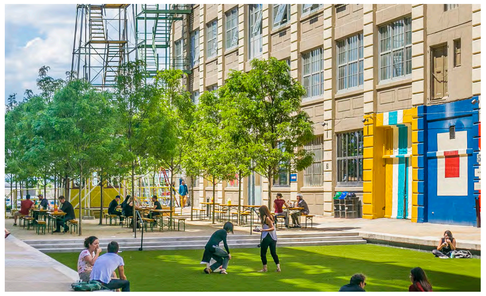
### LANDSCAPE ELEMENTS

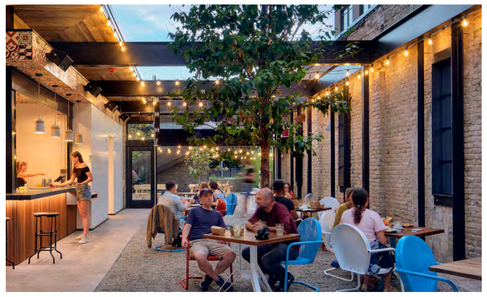
- Landscape Area
- Lawn Area
- Overstory Tree
- Ornamental Tree
- Existing Tree to Remain

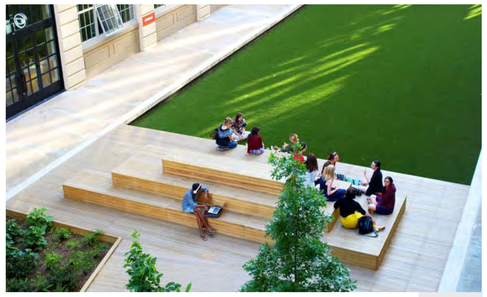
0' 10' 20' 40'

SCALE: 1" = 20'-0"

## LOOK + FEEL IMAGERY







**SITE PLAN ENLARGEMENT**

# Apartment Amenities + Multi-Use Trail

## LEGEND

### SITE ELEMENTS

1. Sidewalk
2. Multi-Use Trail with Landscape Strip as Fire Lane
3. Firepit
4. Pool Lounger Area
5. Cabana
6. Outdoor Dining
7. Pool Enclosure
8. Outdoor Seating Lounging
9. Pickelball Courts
10. Pickelball Overhead Structure
12. Brookside Park Gateway Signage, By City of Alpharetta

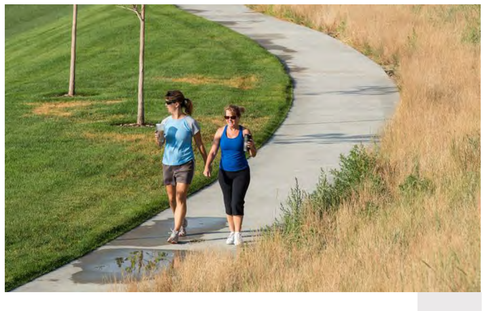
### LANDSCAPE ELEMENTS

- Landscape Area
- Lawn Area
- Overstory Tree
- Ornamental Tree
- Existing Tree to Remain

0' 10' 20' 40'

SCALE: 1" = 20'-0"

## LOOK + FEEL IMAGERY



**SITE PLAN ENLARGEMENT**

# Park Space + Amphitheater

## LEGEND

### SITE ELEMENTS

1. Sidewalk
2. Multi-Use Trail with Landscape Strip as Fire Lane
3. Multi-Use Trail
4. Retractable Bollards
5. Tenant Patio
6. Office Patio
7. Overlook Area with Overhead Structure
8. Stage / Platform
9. New Amphitheater Stairs
10. Hillside Slide
11. Paver Area
12. Existing Wall to Remain
13. Built-In Amphitheater Seating
14. Existing Walkway
15. Existing Park Trail
16. Asphalt Drive

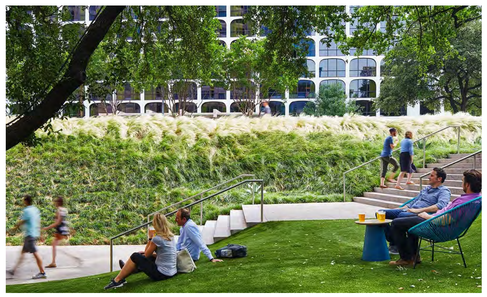
### LANDSCAPE ELEMENTS

- Landscape Area
- Lawn Area
- Overstory Tree
- Ornamental Tree
- Existing Tree to Remain

0' 10' 20' 40'

SCALE: 1" = 20'-0"

## LOOK + FEEL IMAGERY



**SITE PLAN ENLARGEMENT**

# Townhomes

## LEGEND

### SITE ELEMENTS

1. Sidewalk
2. Multi-Use Trail
3. Community Green Space
4. Overhead Structure
5. Pedestrian Crossing
6. Existing Park Connection
7. Grass Fire Lane

### LANDSCAPE ELEMENTS

- Landscape Area
- Lawn Area
- Overstory Tree
- Ornamental Tree
- Existing Tree to Remain

0' 15' 30' 60'

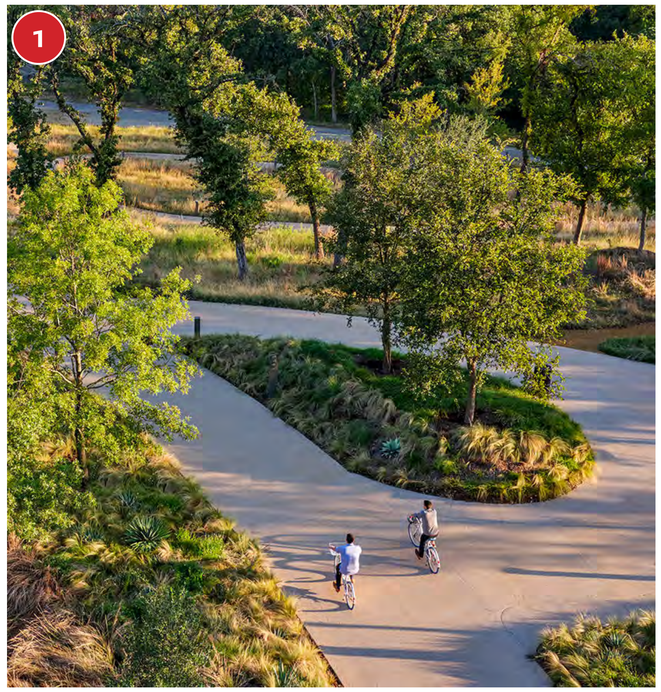
SCALE: 1" = 30'-0"

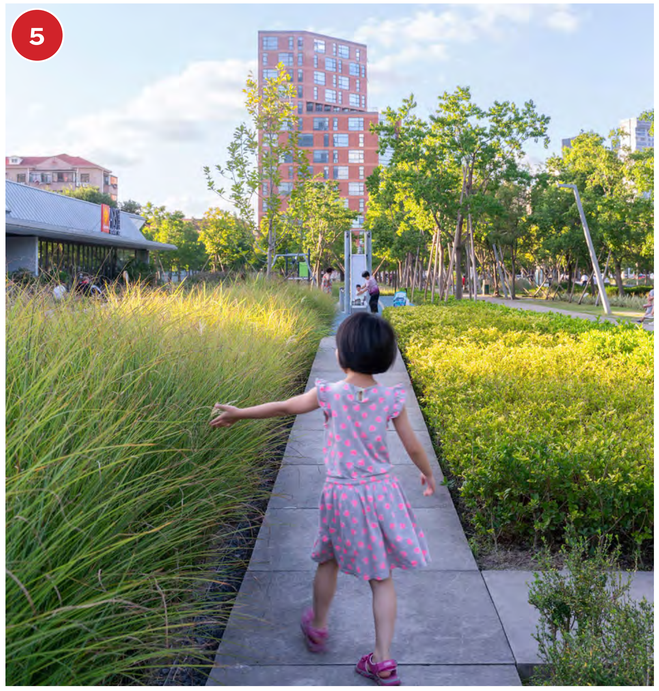
## LOOK + FEEL IMAGERY

03

# Landscape Strategy

# Landscape





# Native Plant Pallet

## PERENNIALS

Carex
*Carex spp.*

Black-Eyed Susan's
*Rudbeckia spp*

Gaura
*Oenothera lindheimeri*

Joe Pye Weed
*Eutrochium maculatum*

Purple Coneflower
*Echinacea purpurea*

## ORNAMENTAL GRASSES

Tickleseed
*Coreopsis spp.*

Northern Sea Oats
*Chasmanthium latifolium*

Little Bluestem
*Schizachyrium scoparium*

Pink Muhley Grass
*Muhlenbergia capillaris*

Switch Grass
*Panicum virgatum*

## SHRUBS

Azalea
*Rhododendron spp.*

Dwarf Fothergilla
*Fothergilla gardenii*

Itea
*Itea virginica*

Oakleaf Hydrangea
*Hydrangea quercifolia*

Wax Myrtle
*Myrica cerifera*

# Native Plant Pallet

## TREES

Witchhazel
*Hamamelis virginiana*

Yucca
*Yucca aloifolia*

Black Gum
*Nyssa sylvatica*

Bald Cypress
*Taxodium distichum*

Dogwood
*Cornus kousa*

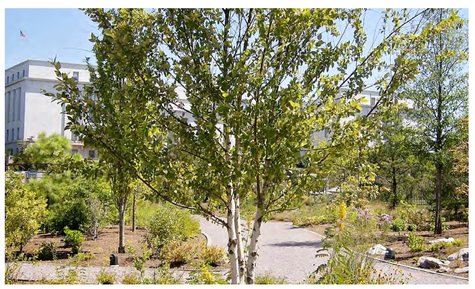
Loblolly Pine
*Pinus palustris*

Maple
*Acer spp.*

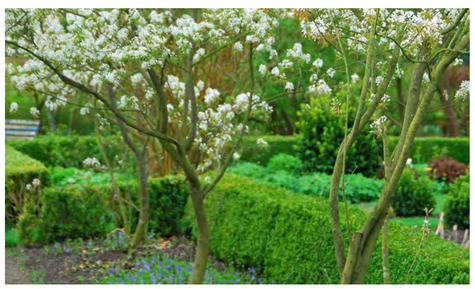
Oak
*Quercus spp.*

Holly
*Ilex spp.*

Redbud
*Cercis canadensis*



River Birch
*Betula nigra*



Serviceberry
*Amelanchier arborea*

# SPECIMEN TREE SURVEY AND ARBORIST REPORT

706.202.6516
www.brookwoodtree.com

PO BOX 570186
ATLANTA, GA 30357

November 1, 2024

# 3655/3625 Brookside Parkway - Poor Condition Tree Photos

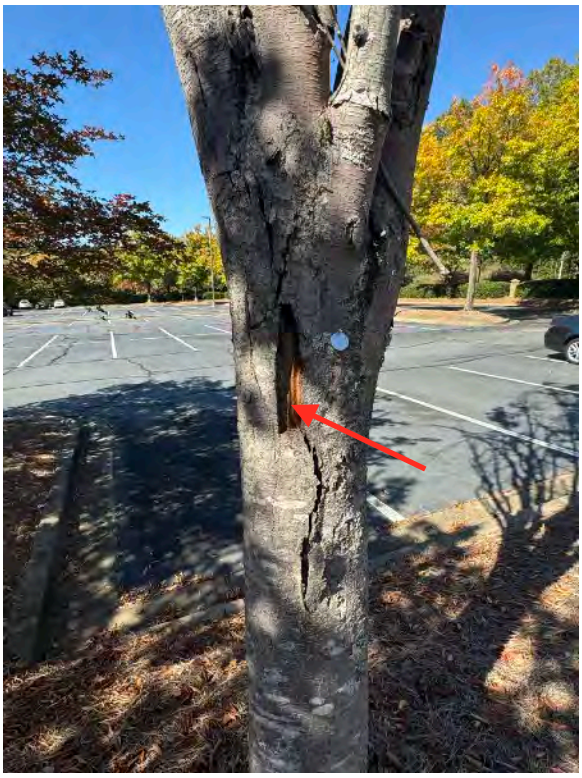
Tree 2575 - Codominant leaders at 10 feet; dieback in canopy

Tree 2576 - Codominant leaders at 10 feet; dieback in canopy

Tree 2614 - Dieback in canopy

Tree 2641 - Dieback in canopy

Tree 2644 - Dieback in canopy



Tree 2648 - Dieback in trunk and canopy

Tree 2648 - Dieback in trunk and canopy

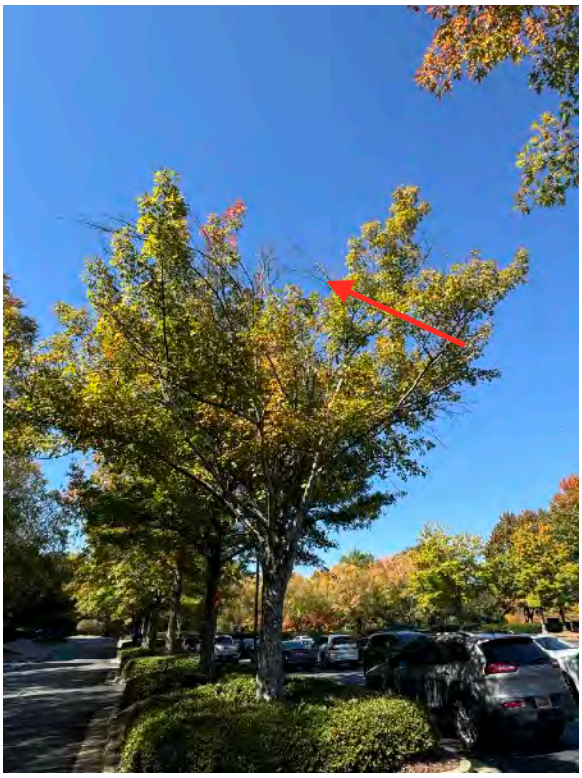
Tree 2652 - Dieback in trunk and canopy

Tree 2652 - Dieback in trunk and canopy

Tree 2653 - Dieback in trunk and canopy

Tree 2653 - Dieback in trunk and canopy

Tree 2657 - Dieback in canopy



Tree 2658 - Dieback in canopy

Tree 2713 - Low vigor; dieback in canopy

Tree 2750 - Multi stem - 6/5/5; dieback in canopy

Tree 2790 - Multi stem - 5/5/4; dieback in trunk and canopy

Tree 2792 - Multi stem - 6/5; dieback in trunk and canopy

Tree 2793 - Multi stem - 5/4/3; dieback in trunk and canopy

Tree 2811 - Dieback in canopy

Tree 2818 - Dieback in canopy

Tree 2822 - Dieback in canopy

Tree 2823 - Dieback in canopy

Tree 2832 - Boundary tree; cavity in trunk

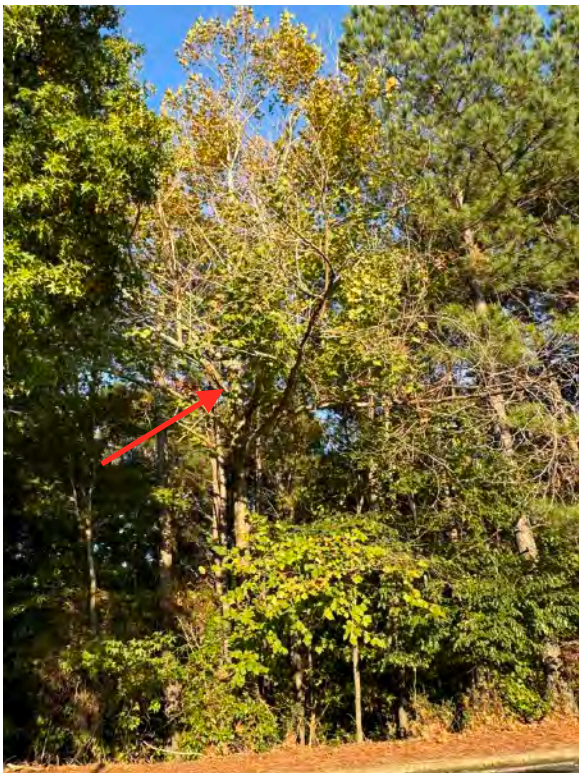
Tree 2843 - Fusiform rust canker on trunk

Tree 2862 - Dieback in canopy

Tree 2870 - Trunk wound with decay at base

Tree 2893 - Invasive species; dieback in canopy

Tree 2897 - Invasive species; dieback in canopy



Tree 2928 - Low split into two codominant trunks with included bark; damage and dieback in canopy

Tree 2931 - Boundary tree; large trunk wound with decay

Tree 2936 - Boundary tree; cavity in trunk

Tree 2938 - Boundary tree; fusiform rust canker on lower trunk

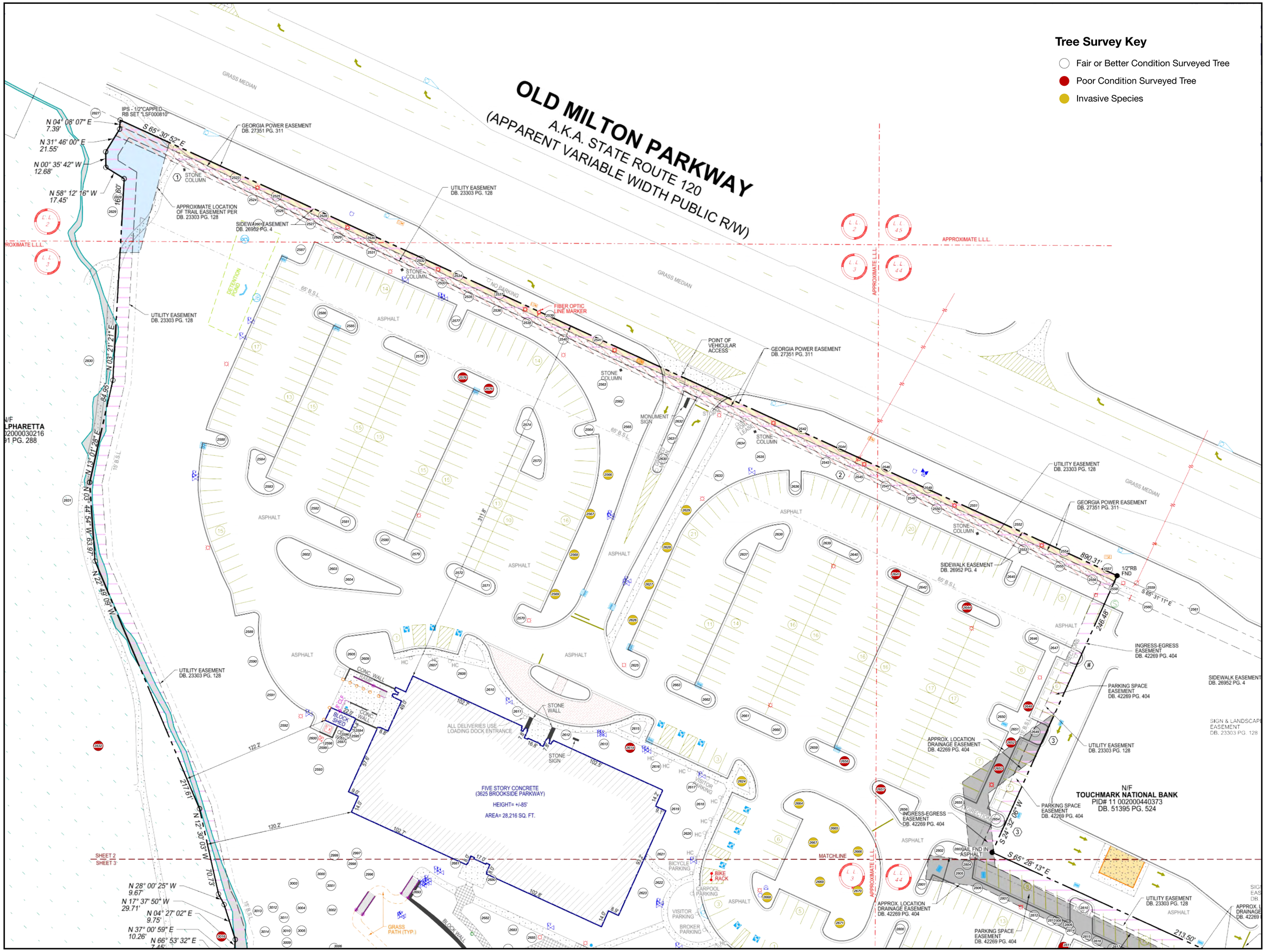
Tree 2939 - Boundary tree; fusiform rust cankers on trunk

Tree 2947 - Boundary tree; dieback in canopy

Tree 2965 - Dieback in canopy

Tree 3016 - Boundary tree; large fusiform rust canker on lower trunk

Tree 3018 - Boundary tree; decay in base




brookwood tree consulting, inc
Christian Hughes
ASCA Registered Consulting Arborist #493
ISA Certified Arborist SO-5374

3655/3625 Brookside Parkway - Alpharetta
Tree Survey
11.1.2024
Sheet 1 of 2

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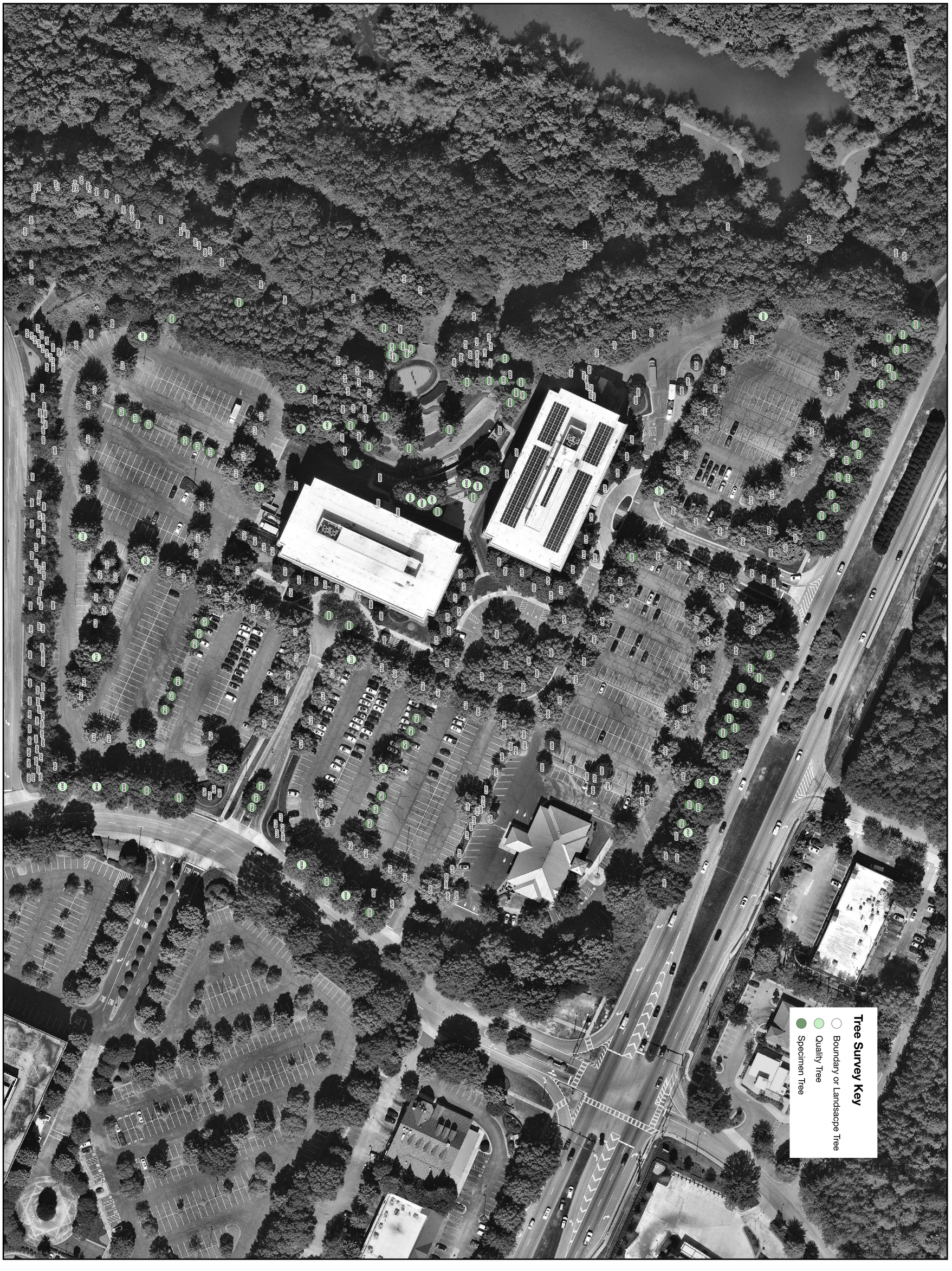
Christian Hughes
ASCA Registered Consulting Arborist #493
ISA Certified Arborist SO-5374

3655/3625 Brookside Parkway - Alpharetta
Tree Survey
11.1.2024
Sheet 2 of 2




3655/3625 Brookside Parkway - Alpharetta
Tree Survey
11.19.2024

brookwood tree consulting, inc
Christian Hughes
ASCA Registered Consulting Arborist #493
ISA Certified Arborist SO-5374

# DRI FORM 1
# (Traffic study to be submitted with Form 2)

Georgia® Department of Community Affairs

# Developments of Regional Impact

DRI Home | Tier Map | Apply | View Submissions | Login

Your application has been saved but has not yet been submitted. The DRI Application Number is 4317. You can link directly to this page at http://apps.dca.ga.gov/DRI/InitialForm.aspx?driid=4317.

## DRI #4317

### DEVELOPMENT OF REGIONAL IMPACT
### Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.

### Local Government Information

Submitting Local Government: Alpharetta

Individual completing form: Michael Woodman

Telephone: 678-297-6072

E-mail: mwoodman@alpharetta.ga.us

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

### Proposed Project Information

Name of Proposed Project: Brookside Mixed-Use

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 3625 BROOKSIDE PKY

Brief Description of Project: Proposed redevelopment of an existing surface-parked office complex that currently includes 260,000 SF of office will be converted into a mixed-use development with residential, office, and retail land uses. Approximately 130,000 SF office will remain on site with the addition of retail, multifamily and townhome residential units.

**Development Type:**

| | | |
|---|---|---|
| ○(not selected) | ○Hotels | ○Wastewater Treatment Facilities |
| ○Office | ●Mixed Use | ○Petroleum Storage Facilities |
| ○Commercial | ○Airports | ○Water Supply Intakes/Reservoirs |
| ○Wholesale & Distribution | ○Attractions & Recreational Facilities | ○Intermodal Terminals |
| ○Hospitals and Health Care Facilities | ○Post-Secondary Schools | ○Truck Stops |
| ○Housing | ○Waste Handling Facilities | ○Any other development types |
| ○Industrial | ○Quarries, Asphalt & Cement Plants | |

If other development type, describe:

Project Size (# of units, floor area, etc.): Approx. 330 multifamily units and 125 townhomes, 130 KSF office, and 50 KSF retail

Developer: Portman Holdings

Mailing Address: 303 Peachtree Center Ave NE Suite #575

Address 2:

City: Atlanta State: GA Zip: 30303

Telephone: 404-614-5252

Email: mgreene@portmanholdings.com

Is property owner different from developer/applicant? (not selected) Yes No

If yes, property owner: BOF II GA Brookside, LLC

Is the proposed project entirely located within your local government's jurisdiction? (not selected) Yes No

If no, in what additional jurisdictions is the project located?

Is the current proposal a continuation or expansion of a previous DRI? (not selected) Yes No

If yes, provide the following information:
Project Name:
Project ID:

The initial action being requested of the local government for this project:
- [x] Rezoning
- [ ] Variance
- [ ] Connect Sewer
- [ ] Connect Water
- [ ] Permit
- [ ] Other

Is this project a phase or part of a larger overall project? (not selected) Yes No

If yes, what percent of the overall project does this project/phase represent?

Estimated Project Completion Dates:
This project/phase: 2029
Overall project:

Submit Application | Save without Submitting | Cancel

Back to Top

GRTA DRI Page | ARC DRI Page | RC Links | DCA DRI Page DRI Site Map | Contact