



PLANNING COMMISSION MEETING JULY 9, 2026

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

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **APPROVAL OF MEETING MINUTES**
 - a. **Approve Planning Commission Meeting Minutes of 6-4-26**
4. **ITEMS FROM BOARD MEMBERS**
5. **ITEMS FROM STAFF**
6. **PUBLIC HEARING**
 - a. **MP-26-08 5905 Windward Parkway Restaurant/Windward MP Pod 14**

This item has been deferred by the applicant. It will not be considered at this meeting.

Consideration of a master plan amendment to allow a free-standing 'Restaurant (no drive-thru)' on 3.75 acres in Windward. A master plan amendment is requested to the Windward Master Plan Pod 14A to allow a free-standing 'Restaurant (no drive-thru)' as a principal use on the property. The property is located at 0 Windward Parkway and is legally described as being located in Land Lot 1113, 2nd District, 1st Section, Fulton County, Georgia.
 - b. **Announcement of Public Hearing Procedure**
 - c. **MP-26-09/CU-26-08/V-26-13 Onelife Fitness/Delta Credit Union MP**

Consideration of a master plan amendment, conditional use, and variance to allow for the construction of a 2 story, 55,000 square foot building to be used by One Life Fitness on 6.25 acres in the North Point Overlay. A master plan amendment is requested to the Delta Credit Union Master Plan to add 'Athletic Facility' as a conditional use and a conditional use is requested to allow One Life Fitness to operate an 'Athletic Facility' on the subject property. Variances are requested to Unified Development Code (UDC) Subsection 2.10.3(B) to allow parking between the building and the street and to increase the maximum building setback from Haynes Bridge Road and Rock Mill Road, and UDC Subsection 2.10.6(A)(3) to allow the impervious area of surface parking stalls to exceed the impervious area of the building. The property is located at 0 North Fulton Expressway and is legally described as being located in Land Lots 753, 754, 797 & 798, 1st District, 2nd Section, Fulton County, Georgia.
 - d. **CU-26-07 St. Thomas Aquinas Catholic Church Columbarium**

Consideration of a conditional use to allow 'Cemetery' use at St. Thomas Aquinas Catholic Church on 48.06 acres. A conditional use is requested to allow 'Cemetery' for a columbarium/memorial garden. The property is located at 535 Rucker Road and is legally described as being located in Land Lots 1241, 1279 & 1280, 2nd District, 2nd Section, Fulton County, Georgia.
 - e. **PH-26-04 Unified Development Code Text Amendments - Business & Recreational Vehicles**

Consideration of text amendments to Unified Development Code (UDC) Subsection 1.4 and UDC Subsection 2.5.4(B) to assign definitions and amend the locational parking requirements for business and recreational vehicles in residential zoning districts.
7. **ADJOURNMENT**



1. CALL TO ORDER

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

2. ROLL CALL

A. Commissioner's Present:

1. Francis Kung'u, Chair
2. Dennis Mitchell
3. Karen Richard
4. Todd Stratton
5. Valerie Manley
6. Chris Godfrey

B. Staff Present:

1. Kathi Cook, Director of Community Development
2. Michael Woodman, Planning & Development Services Manager
3. George Doyle, Transportation Engineer
4. Elle Taylor, Planning & Zoning Coordinator

3. APPROVAL OF MEETING MINUTES

a. Approval of Meeting Minutes of May 7, 2026

b. Approval of Meeting Minutes of Special Called Meeting, April 23, 2026

- ❖ Commissioner Richard offered a motion to approve both sets of Minutes.
 - Commissioner Manley seconded the motion.
 - The motion carried (6-0)

4. ITEMS FROM BOARD MEMBERS

5. ITEMS FROM STAFF

6. PUBLIC HEARING

a. Public Hearing Procedure

Elle Taylor, Planning & Zoning Coordinator read the procedure.

b. MP-26-08 5905 Windward Parkway Restaurant/Windward MP Pod 14

This item was deferred by Staff and was not considered at this meeting.

Consideration of a master plan amendment to allow a free-standing 'Restaurant (no drive-thru)' on 3.75 acres in Windward. A master plan amendment is requested to the Windward Master Plan Pod 14A to allow a free-standing 'Restaurant (no drive-thru)' as a principal use on the property. The property is located at 0 Windward Parkway and is legally described as being located in Land Lot 1113, 2nd District, 1st Section, Fulton County, Georgia.

c. MP-26-05/CLUP-26-03/Z-26-03/V-26-03 Empire Old Milton Pkwy/Camden Pond

This item was deferred by the applicant and was not considered at this meeting.

Consideration of a master plan amendment, comprehensive land use plan amendment, rezoning, and variance in order to construct 202 'For-Sale' townhomes on 29.2 acres. A master plan amendment is requested to the Camden Pond Master Plan to allow for the proposed change in development mix. A comprehensive land use plan amendment is requested from 'Professional Business Office' to 'High Density Residential' and a rezoning is requested from CUP (Community Unit Plan) to R-10M (Dwelling, 'For-Rent or 'For-Sale' Residential. A variance is requested to Unified Development Code (UDC) Subsection 2.2.10(D) to reduce the front setback from 65' to 50'. The property is located at 3842 Old Milton Parkway and is legally described as being located in Land Lots 2, 3, 44, 45 & 49, 1st District, 1st Section, Fulton County, Georgia.

d. Z-26-04/V-26-06 1425 Mayfield Road

Michael Woodman, Planning & Development Services Manager, presented consideration of a rezoning and variance to allow for the construction of a five (5) lot single-family detached gated subdivision on 4.57 acres. A rezoning is requested from AG (Agriculture) to R-22 (Dwelling, 'For-Sale') and a variance is requested from Unified Development Code (UDC) Subsection 3.5.2(A) to reduce the minimum width of a local street from 50' to 44' and allow for sidewalk on one side of the street. The property is located at 1425 Mayfield Road and is legally described as being located in Land Lot 1103, 2nd District, 2nd Section, Fulton County, Georgia.

- Recap of case.
- 5-lot Site plan.
- Trees.
- Standards for Zoning Changes.
- The zoning proposal would be suitable as it relates to the use and development of adjacent or nearby properties, if the minimum lot size is 30,000 square feet. The R-22 zoning district matches the future land use designation of the property, and the development regulations are compatible with the narrow shape of the property. The average platted lot size of the adjacent properties is 0.96 acres, and the smallest adjacent lot size is approximately 30,000 square feet.
- The zoning proposal would not adversely affect the existing use or usability of adjacent or nearby properties, if the minimum lot size is 30,000 square feet. The R-22 zoning district matches the future land use designation of the property, and the development regulations are compatible with the narrow shape of the property. The average platted lot size of the adjacent properties is 0.96 acres, and the smallest adjacent lot size is approximately 30,000 square feet.
- The applicant's proposal would not have significant impacts on the natural environment, if tree saves are provided on the property. The City Arborist recommends specific tree saves on Lot 1 and in the cul-de-sac, as well as reasonable efforts by the developer to save additional trees of quality and tree groupings throughout the property.
- Variance Review Criteria.
 - The property has exceptional conditions pertaining to its long, narrow shape. The requested variance to reduce the local street width would allow the applicant to provide a landscape buffer adjacent to Crabapple Trace subdivision, which is not required by Code.
 - The applicant could meet the local street width and provide sidewalks along both sides of the local street. However, the narrow shape of the property would limit the provision of perimeter landscape screening. The proposed 44' right-of-way width matches the width of the local street approved in the Gransley and Mayfield Estates subdivisions
 - The property has peculiar conditions related to its long, narrow shape. The requested variance to reduce the local street width would allow the applicant to provide a landscape buffer adjacent to Crabapple Trace subdivision, which is not required by Code.
- Citizen Participation Plan.

There was discussion from the Commission::

- Updated Tree Save Plan.
- Additional stormwater runoff is more trees are removed.
- Hydrology Study prior to LDP.
- Buffers.

Applicant gave a presentation:

- “Marigold” Development.
- Lot Sizes in Mayfield Estates are 40% smaller.
- Site Plan.
- Made road wider.
- Elevations.
- Reasons for deferral.
- Tree Survey.
- Site Visit w Neighbors on 5-27-26.
- Corrugated pipes contribute to flow in Citizen video.
- Offered to pipe water.
- Stormwater retention.
- Evergreens along property line during construction.
- Liability for stormwater runoff.
- Proposed Conditions.

Public Comment:

In Opposition:

1. Gibbs Frazeur, 1355 Bethany Court, Alpharetta, GA 30004

Concerns:

1. Tree Canopy.
2. Stormwater runoff.
3. No answers to retention pond questions.
4. Prefer 4-lot site plan.
5. Not in favor of removing trees in the buffer.
6. Applicant accountability to conditions.

Applicant gave a brief rebuttal:

- Current Tree Ordinance.
- Frazeur property is above this property. Offered to make it better.
- Details will be confirmed at LDP.

After discussion of:

- Lot square footage.
- Lot size table.
- Markups to Staff Conditions.
- Condition # 18C.
- Buffers.
- Density.
- Staff stated Removal of trees should be decided as Condition of Zoning.

- ❖ Commissioner Manley offered a motion to approve including all staff conditions exactly as written: with the addition of the 18th Condition as written and submitted by the Applicant, and one minor revision to Condition 18b to remove tree 298 as shown on Tree Survey, add the language as approved by the City

Arborist.

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

Final Conditions:

1. The site, consisting of approximately 4.56 acres, shall be rezoned to R-22 and developed substantially similar to site plan prepared by Kimley Horn, dated 5/22/26, 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. Minimum lot size shall be 30,000 square feet.
3. Home style and materials shall be substantially similar to the submitted photographs in the Amended Application, with final approval by Staff. The primary exterior material (more than 50% of the exterior wall surface area) on all homes shall be brick, stone or stucco. Homes shall have 3-sided architecture, materials and details, as approved by Staff.
4. Subdivision shall be gated as depicted on the site plan prepared by Kimley Horn, dated 5/22/26, except for modifications required to comply with the conditions below. Gated subdivision shall include vehicle stacking for a minimum 4 passenger vehicles, or 80', as well as a U-turn area with sufficient turning radii for a delivery truck to make an uninterrupted U-turn, with final approval by Staff. Gated entrance (gate, wall, columns, landscaping) shall be decorative similar to surrounding subdivisions, with final approval by Staff. Gate access shall be provided by siren, keypad, Knox key and meet 2012 IFC 503.6.
5. Developer shall improve Mayfield Road frontage with a 6' planter planted with street trees, minimum 6' sidewalk and decorative pedestrian lighting, as approved by Staff.
6. Local street shall have a minimum 44' right-of-way width, including a minimum 6' planter and minimum 5' sidewalk on one side of the street. All lots shall include a sidewalk along their street frontage. Local street shall be private and maintained by the HOA.
7. Minimum 10' decorative landscape strip (located outside of utility easements) shall be provided along Mayfield Road, consisting of trees, shrubs and ground cover, as approved by Staff. Landscape strip shall include a berm or decorative brick or stone wall (similar to Gransley or Harrington Falls), and landscaping shall include a mix of evergreen and deciduous material.
8. As depicted on the site plan prepared by Kimley Horn, dated 5/22/26, a minimum 10' landscape strip planted to buffer standards shall be provided along the south and east property lines and shall be planted to provide a visual screen to surrounding properties, as approved by Staff. Minimum 15' landscape strip planted to buffer standards shall be provided along the west property line and shall be planted to provide a visual screen to surrounding properties, as approved by Staff. Existing trees shall be saved in the buffers where not in conflict with site balancing and utility installation.
9. Minimum 10' landscape strip along the east side of the new local street shall be planted with medium or large canopy trees, shrubs, ornamental grasses, and/or groundcover with a medium-to-large canopy tree planted in each front yard, as approved by Staff.
10. Entrance median shall be planted with large canopy trees, shrubs, ornamental grasses, groundcover, etc. (no sod), as approved by Staff.
11. Unfinished wood fences and decks shall not be visible from Mayfield Road.
12. Lot 1 home and driveway shall be situated on the lot with the least impact to tree #290, 291, 292, and 293. If this cannot be accomplished, all reasonable efforts, including the construction of low walls, shall be made to preserve at least 2 of the 4 Oaks on Lot 1. Root bridging shall be allowed in the construction of the home and or driveway to minimize the impacts to the critical root zones of these trees, as approved by Staff. Developer shall make reasonable efforts, including the construction of low walls, to save Tree #302 in the median of the cul-de-sac, as approved by Staff. Reasonable efforts shall be made to save good quality trees on each lot, as approved by Staff.
13. Developer shall identify and save additional tree groupings and/or trees of quality, as approved by Staff.
14. Developer shall remove exotic and invasive trees and shrubs within tree save areas and replant where sparse, as approved by Staff.
15. If an at-grade release is required, the point of release shall be sufficiently setback from the property line to mimic sheet flow before leaving the property, as approved by Staff.

16. Utility structures, headwalls, etc. shall be finished with decorative brick or stone, if visible from off-site, as approved by Staff.
17. No more than 1 residential unit shall be permitted to be rented, as recorded in the HOA's declarations and covenants.
18. Subject to any necessary approvals, the Applicant shall:
 - a. Construct a 6-foot, opaque privacy fence along the western boundary of the Subject Property where it abuts 1355 Bethany Court (PID 22 448011030686) and 1365 Bethany Court (PID 22 448011030694) (the "Screening Fence"). Installation of said fence shall commence once tree removal is completed on the Subject Property and be finished prior to the start of vertical construction.
 - b. Remove tree 298, as shown on the Tree Survey, dated May 22, 2026 and submitted with the application, as approved by the City Arborist.
 - c. Require in the Homeowners' Association documents that the proposed underground detention be inspected and maintained on an annual basis, and that said maintenance include mosquito control.
 - d. Require that the trees planted in the "minimum 15' landscape strip planted to buffer standards...along the western property line" referenced in Zoning Condition No. 9 shall where possible be planted on the western property line adjacent to 1355 Bethany Court (PID 22 448011030686) as a staggered double row (the "Partial Western Buffer"), said trees to be planted in the Partial Western Buffer shall be installed as soon as is commercially reasonable, taking into account seasonal conditions, weather events and drought restrictions, and trees planted in the Partial Western Buffer that die within 12 months of planting shall be replaced.
 - e. Liability, if any, for stormwater runoff from the detention pond or for damage to border trees shall be governed by applicable law and is not modified by these conditions.

e. MP-26-07/CU-26-06 The Honey Hall/Preston Ridge MP

Michael Woodman, Planning & Development Services Manager presented consideration of a master plan amendment and conditional use to allow a 'Special Event Center' in an existing retail strip building. A master plan amendment is requested to the Preston Ridge Master Plan Pod I to add 'Special Event Facility' as a conditional use and a conditional use is requested to allow a 'Special Event Facility' for the Honey Hall. The property is located at 3055 North Point Parkway, Suites 800 & 900 and is legally described as being located in Land Lot 1261, 2nd District, 2nd Section, Fulton County, Georgia.

The Honey Hall is a new business offering professionally managed reservation-only boutique special event space. The applicant's business would occupy Suites 800 & 900, which are located at the north end of the building. A maximum capacity of 145 people is requested for the 3,120 square foot space. According to the application, the facility would accommodate executive/employee experience events, corporate training, professional workshops and seminars, client meetings and presentations, professional networking receptions, small brand activations and launch events, boutique weddings and wedding receptions, private milestone celebrations (birthdays and anniversaries). Hours of operation will be 8:00 AM – 11:00 PM, seven (7) days per week. The applicant will be the sole employee for the special event facility. Catering services may include serving alcohol, but there will be no alcohol sales permitted

- Current Zoning CUP.
- Traffic.
- Standards for Zoning and Master Plan Changes.
 - The applicant's proposal to allow a 'Special Event Center' is consistent with the development of adjacent and nearby properties, which are developed with a mix of retail and office uses. The Phase Family Learning Center is located approximately 0.33 miles to the west and is also located in the Preston Ridge Master Plan Pod I. Phase Events operates out of the auditorium portion of the building which is a permitted use in the Master Plan.
 - The Phase Family Learning Center is located approximately 0.33 miles to the west and is also located in the Preston Ridge Master Plan Pod I. Phase Events operates out of the Auditorium portion of the building which is a permitted use in the Master Plan. 'Special Event Facility' was not contemplated in the Master Plan.

- The proposal would not have a significant impact on public facilities and services. The proposed use would be located in an existing retail center and would have no more impact on public facilities and services than retail and restaurants uses already approved at the subject property.
- The proposal reflects a reasonable balance and is consistent with the development of adjacent and nearby properties. The Phase Family Learning Center is located approximately 0.33 miles to the west and is also located in the Preston Ridge Master Plan Pod I. Phase Events operates out of the Auditorium portion of the building which is a permitted use in the Master Plan.
- The Phase Family Learning Center is located approximately 0.33 miles to the west and is also located in the Preston Ridge Master Plan Pod I. Phase Events operates out of the Auditorium portion of the building which is a permitted use in the Master Plan. 'Special Event Facility' was not contemplated in the Master Plan.
- The comprehensive land use plan designation of the subject property is 'Corporate Office', which supports the applicant's proposal.
- Conditional Review Criteria
 - Preston Ridge Commons has access from Webb Bridge Road and North Point Parkway. The proposed use would not have significant impacts on vehicular and pedestrian access
 - Bridge Road and North Point Parkway. The proposed use would not have significant impacts on vehicular and pedestrian access.
 - Refuse areas, loading and service areas, off street parking, and buffers and screening are provided at the applicant's proposed location. Preston Ridge Commons is developed with sufficient parking to support existing and proposed uses. If approved, a condition is recommended requiring that the business remediate parking problems identified by the City.
 - The proposal would not have significant impacts on surrounding properties or businesses, which are developed with a mix of retail and office uses. A 'Special Event Facility' at the proposed location would benefit the surrounding offices and would support nearby businesses by generating revenue through vending, catering, and related services.
 - The proposal would not impede the normal and orderly development of surrounding properties, which are primarily developed with retail and office uses.
- The location and character of the 'Special Event Facility' is appropriate. The subject property is developed as a retail and office center and has sufficient parking to support the proposed use.
- The nearest event facility is located at Phase Events (12150 Morris Road), which is located approximately 0.33 miles to the west. Reserve 116, which is a similar sized boutique event facility, is located at 4150 Old Milton Parkway approximately 1.75 miles to the southeast.
- Citizen Participation Plan

Staff's recommendation is to Approve MP-26-07/CU-26-06 The Honey Hall Event Center/Preston Ridge MP, subject to the following conditions:

1. 'Special Event Facility' shall be added as a conditional use in Pod I of the Preston Ridge Master Plan.
2. 'Special Event Facility' shall be added as a permitted use at 3055 North Point Parkway, Suites 800 & 900 and limited to no more than 3,120 square feet.
3. Conditional use approval shall be limited to The Honey Hall; no additional 'Special Event Facility' use or subleasing shall be permitted within the approved space.
4. Special event facility shall be limited to no more than 145 people, with the final maximum occupancy subject to Fire Marshall approval.
5. Hours of operation shall be limited to 8:00 AM – 11:00 PM, 7 days/week.

6. Applicant shall designate with signage and/or pavement markings a ride share pick-up and drop-off zone on the north side of the retail center, as depicted on the submitted parking plan prepared by A. Woodward Architecture, Inc., dated 5/8/26.
7. If a parking problem is identified by the City, The Honey Hall shall be required to correct the problem by reducing the capacity of events, providing an off-site parking agreement for parking within 500' of the facility, and/or providing valet services, as approved by Staff.
8. Overflow shared parking shall be provided for the business substantially as depicted on the parking plan prepared by A. Woodward Architecture, Inc., dated 5/8/26. Prior to the issuance of a business license for the applicant's proposed use, the applicant shall provide the City with a copy of the recorded parking agreement.

There was discussion from the Commission:

- Only one other facility in the City that is similar.

The Applicant gave a video presentation and answered questions from the Commission.

- This is Applicant's first facility.
- The facility will have preferred catering vendors.
- No valet.
- Facility is close to Applicant's home.
- Origin of name of facility.
- Maximum Capacity.
- Has not decided if there will be designated parking yet.

The Commissioners complimented the Applicant on her presentation.

There was no public comment.

- ❖ Commissioner Perkins offered a motion to approve with Staff Conditions.
 - Commissioner Richard seconded the motion.
 - The motion carried (6-0)

7. ADJOURNMENT

Chair Kung'us adjourned the meeting at 8:08 p.m.



PLANNING COMMISSION MEETING STAFF REPORT

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

I. AGENDA ITEM TITLE: MP-26-09/CU-26-08/V-26-13 ONELIFE FITNESS/DELTA COMMUNITY CREDIT UNION MP

PLANNING COMMISSION: JULY 9, 2026

CITY COUNCIL: JULY 20, 2026

II. STAFF RECOMMENDATION:

Approve MP-26-09/CU-26-08/V-26-13 Onelife Fitness/Delta Community Credit Union MP, subject to the following conditions:

1. The 6.25-acre property shall be developed substantially as depicted on the plan prepared by Paradigm, dated 6/18/26, except for modifications required to comply with these conditions.
2. 'Athletic Facility' shall be added as a conditional use in the Delta Community Credit Union Master Plan.
3. 'Athletic Facility' shall be limited to Onelife Fitness. No other 'Athletic Facility' of subleasing shall be permitted.
4. Architecture shall be developed substantially similar to the submitted renderings, except for modifications required to comply with these conditions, subject to final approval by DRB. Building shall have 4-sided architecture, materials and details and shall be consistent with the North Point Overlay building design regulations and North Point Overlay District Design Guidelines, with final approval by DRB.
5. Parking shall be permitted between Rock Mill Road and the building as depicted on the site plan prepared by Paradigm, dated 6/18/26. Parking lot shall be screened from Haynes Bridge Road and Rock Mill Road with native and/or drought-tolerant shrubs or grasses, with final approval by DRB.
6. Outdoor amenity space shall be screened from Rock Mill Road with screen walls, fencing, and/or landscaping, with final approval by DRB.
7. Minimum 1.15 acres of open space shall be reserved and improved substantially as depicted on the site plan prepared by Paradigm, dated 6/18/26. Property owner shall be responsible for the maintenance of all open space areas.
8. Minimum 0.81 acres of civic space shall be developed as depicted on the site plan prepared by Paradigm, dated 6/18/26, and shall include decorative hardscape, landscape, gathering area, walking trails, and North Point EcoDistrict Monument or District Threshold. A unique EcoDistrict monument shall require approval by the Cultural Arts Commission. Civic space improvements, including monument or district threshold, shall be maintained by the property owner.
9. EcoDistrict points shall be substantially similar to the description provided in the EcoDistrict Points letter prepared by Paradigm, dated 6/15/26, as approved by Staff. Developer shall provide detailed information at LDP and building permit regarding compliance with each requested EcoDistrict measure.
10. Green stormwater design techniques shall be utilized to address run-off reduction, as approved by Staff.
11. Developer shall improve the Haynes Bridge Road streetscape as follows: minimum 6' planter planted with street trees, minimum 8' 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. Street trees and landscape strip material shall alternate on both sides of the sidewalk, as approved by Staff.
12. Developer shall improve the Rock Mill Road streetscape as follows: minimum 6' planter planted with street trees, minimum 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. Street trees and landscape strip material shall alternate on both sides of the sidewalk, as approved by Staff.

13. Developer shall provide an enhanced pedestrian crossing across Rock Mill Road at Haynes Bridge Road and at the entrance to the Fulton County Schools maintenance facility, which shall include the North Point EcoDistrict leaf pattern pavement markings. Enhanced crossing shall be eligible for impact fee credits, as approved by Staff.
14. Trees shall be preserved as depicted on the site plan prepared by Paradigm, dated 6/18/26. Tree save areas shall be thinned out, cleaned up and replanted with native and/or drought-tolerant landscaping materials (not additional trees), as approved by Staff. The CRZ of trees in the 60' Georgia 400 buffer shall not be impacted more than 20%, as approved by Staff.
15. Retaining walls visible from the street shall be faced with brick or stone, with final approval by DRB. Retaining walls over 16' shall be terraced with a minimum 5' wide landscaped area between terraces. Trees, shrubs, and vines shall be planted along the wall to soften the appearance, as approved by DRB.
16. Developer shall be responsible to implement the recommendations in the traffic study, as approved by Staff.

III. REPORT IN BRIEF:

The applicant, Neal Freeman, is requesting a master plan amendment, conditional use, and variance to allow for the construction of a two (2) story, 55,000 square foot building to be used by Onelife Fitness on 6.25 acres in the North Point Overlay. A master plan amendment is requested to the Delta Community Credit Union Master Plan to add 'Athletic Facility' as a conditional use and a conditional use is requested to allow Onelife Fitness to operate an 'Athletic Facility' on the subject property. Variances are requested to Unified Development Code (UDC) Subsection 2.10.3(B) to allow parking between the building and the street and to increase the maximum building setback from Haynes Bridge Road and Rock Mill Road, and UDC Subsection 2.10.6(A)(3) to allow the impervious area of surface parking stalls to exceed the impervious area of the building. The subject property is located at 0 North Fulton Expressway at the northeast corner of Haynes Bridge Road and Rock Mill Road.

DISCUSSION

The submitted request, if approved, would allow for the construction of a two (2) story, 55,000 square foot building to be used by Onelife Fitness on 6.25 acres in the North Point Overlay. A master plan amendment is requested to the Delta Community Credit Union Master Plan to add 'Athletic Facility' as a conditional use and a conditional use is requested to allow Onelife Fitness to operate an 'Athletic Facility' on the subject property. Variances are requested to Unified Development Code (UDC) Subsection 2.10.3(B) to allow parking between the building and the street and to increase the maximum building setback from Haynes Bridge Road and Rock Mill Road, and UDC Subsection 2.10.6(A)(3) to allow the impervious area of surface parking stalls to exceed the impervious area of the building. The subject property is located at 0 North Fulton Expressway at the northeast corner of Haynes Bridge Road and Rock Mill Road.

The undeveloped, wooded property is zoned O-I (Office-Institutional) and is subject to the Delta Community Credit Union Master Plan. Surrounding properties are zoned O-I to the east, PSC (Planned Shopping Center) to the south and CUP (Community Unit Plan) to the west. Georgia 400 is located to the north, Fulton County Schools North Maintenance Shop is located to the east, North Point Commons shopping center is located to the south and Atlanta Center for Dental Health is located to the west. The comprehensive land use plan designation of the property is 'Corporate Office', which supports the applicant's proposal.

The Delta Community Credit Union Master Plan was approved on the subject property in 2006 allowing 20,480 square feet per acre of office, bank and 25% incidental service retail uses with a maximum building

height of ten (10) stories or 150'. A master plan amendment was approved in 2023 to allow an indoor and outdoor pickleball facility for Pickle and Social and a free-standing restaurant. The master plan currently allows an 8,100 square foot free-standing restaurant and a 41,300 square foot indoor pickleball facility with restaurant and seven (7) outdoor pickleball courts.

The applicant requests variances to UDC Subsection 2.10.3(B) Site Regulations, to allow parking between the building and the street and to increase the maximum building setback from Haynes Bridge Road and Rock Mill Road, and UDC Subsection 2.10.6(A)(3) to allow the impervious area of surface parking stalls to exceed the impervious area of the building. The maximum building setback from Haynes Bridge Road is 100', of which the building is proposed to be setback approximately 312' from Haynes Bridge Road. The North Point Overlay requires that surface parking lots be situated behind or beside the primary building on Rock Mill Road. The submitted site plan depicts one (1) row of parking between the building and Rock Mill Road. Parking stalls represent approximately 44,712 square feet of impervious area and the proposed building footprint is 35,500 square feet.

Onelife Fitness is an athletic club providing world-class gym equipment, sports courts, specialized training programs, classes and amenities, such as pools, saunas, whirlpools, hydro-massage, on-site childcare, and locker rooms. One Life Fitness has several locations, including a location in Alpharetta at 12315 Crabapple Road. Other locations for the business can be found in Cumming, Woodstock, Dunwoody, Lawrenceville, Holly Springs, and Canton (coming soon). Hours of operation are Monday through Sunday 5:00 AM – 11:00 PM. The business anticipates approximately 75 – 100 employees.

SITE PLAN

The submitted site plan depicts a two (2) story, 55,000 square foot building surrounded by a surface parking lot and situated near the corner of Haynes Bridge Road and Rock Mill Road. A 15,000 square foot outdoor amenity space is depicted on the east side of the building and includes four (4) pickle ball courts. The first floor of the building is 35,500 square feet and the second floor is 19,500 square feet. Access to the property is proposed from a new driveway off Rock Mill Road.

A six-foot (6') planter and six-foot (6') sidewalk are depicted along Rock Mill Road and a six-foot (6') planter and eight-foot (8') sidewalk are depicted along Haynes Bridge Road. Five-foot (5') and six-foot (6') sidewalks are depicted around the building and connecting to the sidewalk along Rock Mill Road. A ten-foot (10') landscape strip is depicted on Rock Mill Road and a twenty-foot (20') landscape strip is depicted on Haynes Bridge Road. The building is setback approximately 68' from Rock Mill Road and approximately 312' from Haynes Bridge Road. The outdoor amenity space is setback approximately 80' from the east property line.

The UDC Parking regulations require 220 parking spaces for the proposed use, which includes the required twenty percent (20%) parking reduction in the North Point Overlay. 276 parking spaces are depicted on the site plan, which exceeds the minimum requirement. Retaining walls are depicted around the perimeter of the parking lot on the west, north and east sides.

The North Point Overlay requires a minimum five percent (5%) amenity space and ten percent (10%) civic space, or a total of 0.94 acres of open space for the 6.25-acre site. The site plan depicts 1.15 acres, or 18.5%, of the property as open space. Civic space, consisting of 0.81 acres, is depicted along Haynes

Bridge Road and the Georgia 400 buffer along the on ramp and includes a tree save area, gathering area, and a four foot (4') pervious pathway through the Georgia 400 buffer. An outdoor amenity space, consisting of 0.34 acres, is depicted on the back side of the building and includes four (4) pickle ball courts and an open area.

The property is wooded, consisting of a mix of hardwoods and pines. A tree save area, including approximately seven (7) tree saves within a pocket park civic space is depicted along Haynes Bridge Road and the Georgia 400 on ramp. The 60' Georgia 400 undisturbed tree buffer is depicted along the north property line adjacent to Georgia 400. An existing stormwater pond for road improvements is depicted in the northeast corner of the property closest to Georgia 400. In addition, an underground stormwater facility is depicted in the parking lot just south of the existing stormwater facility.

RENDERINGS

Renderings were provided by the applicant depicting the proposed building. According to the application, the building's exterior materials will include a mix of brick, masonry products, pre-cast panels, glazing, wood slats, metal canopies, and decorative sconces. The North Point Overlay District Design Guidelines require contemporary, modern, and industrial/mercantile styles within the Overlay. If approved, the building should have four (4) sided architecture, materials, and details and should be consistent with the North Point Overlay District Design Guidelines.

ECODISTRICT

The North Point Overlay requires that EcoDistrict measures be incorporated into all new developments, of which a minimum seven (7) EcoDistrict points are required for the proposed development. According to the applicant's letter of intent, the development proposes seven (7) EcoDistrict points. EcoDistrict points are requested for Enhanced Bicycle Amenities, Alternative Transportation, and Additional Landscaped Civic Space. The applicant proposes to provide employee shower facilities, bicycle repair center, ride share pick-up/drop-off zone, van pool space, and additional landscaped civic space.

TRAFFIC

The applicant provided a trip generation report, which estimates that the proposed development would generate 108 AM Peak Hour trips and 186 PM Peak Hour trips.

Land Use	ITE Code	Size	A.M. Peak Hour			P.M. Peak Hour			24-Hour*		
			In	Out	Total	In	Out	Total	In	Out	Total
Health/Fitness Club	492	55,000 ft ²	63	45	108	117	69	186	826	826	1,652

*24 hour data is from slightly different land use, see text.

STANDARDS FOR MASTER PLAN AMENDMENT

The Planning Commission and the City Council shall consider the following standards in considering a master plan amendment 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 applicant's proposal to allow an 'Athletic Facility' is consistent with the development of adjacent and nearby properties, which are similarly developed with retail uses. Also, the proposed retail service use is similar to the previous approval on the property which allows an indoor and outdoor pickleball facility.

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

Response: The proposal would not adversely affect the existing use of adjacent or nearby properties, which are similarly developed with retail uses. Also, the proposed retail service use is similar to the previous approval on the property which allows an indoor and outdoor pickleball facility.

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

Response: The proposed development would not have significant impacts on the natural environment. The applicant's site plan depicts a tree save area along Haynes Bridge Road and trees will be saved in the Georgia 400 buffer.

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

Response: The purpose of the North Point Overlay is to create a live-work-play district featuring a balanced mix of uses that complement the City's overall mix. The zoning proposal to allow an 'Athletic Facility' represents a similar retail service use as the current approval on the property. The applicant's proposal is consistent with the vision for the North Point area and would bring services closer to where people live, work and play.

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 to allow an 'Athletic Facility' is similar to the previous approval on the property of an indoor and outdoor pickleball facility and would not have significant impacts on public facilities and services.

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

Response: Not applicable.

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. The proposed use is similar to the previous approval on the property of an indoor and outdoor pickleball facility.

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

Response: The purpose of the North Point Overlay is to create a live-work-play district featuring a balanced mix of uses that complement the City's overall mix. The zoning proposal to allow an 'Athletic Facility' represents a similar retail service use as the current approval on the property. The applicant's proposal is consistent with the vision for the North Point area and would bring services closer to where people live, work and play.

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

Response: The zoning proposal is supported by the comprehensive land use plan designation of the property, which is 'Corporate Office'.

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: The proposed development has access from Rock Mill Road. In an effort to improve walkability in the area, the developer will be responsible for installing larger sidewalks along Rock Mill Road and Haynes Bridge Road. In addition, a condition is recommended requiring the applicant to provide an enhanced pedestrian crossing on Rock Mill Road at Haynes Bridge Road and at the entrance to the Fulton County Schools maintenance facility. The proposed use would not have significant impacts on vehicular and pedestrian safety.

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 above-referenced site improvements are addressed on the applicant's site plan.

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 would not adversely affect the existing use or usability of adjacent or nearby properties, which are similarly developed with commercial uses.

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;

Response: The proposal would not impede the normal and orderly development of surrounding properties, which are similarly developed with a variety of commercial uses.

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

Response: The location and character of the proposed use is appropriate as it relates to the use and development of adjacent or nearby properties. Properties in the immediate vicinity are similarly developed with commercial uses.

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: The nearest 'Athletic Facility' is ATL Fitness 24/7 Alpharetta located at 970 North Point Drive, which is approximately 0.25 miles to the south of the applicant's proposed location. There are no conflicting uses in the area.

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 pertaining to its unusual shape. The building's front entrance is located on the long side of the rectangular building, which makes it difficult to pull the building closer to Haynes Bridge Road due to the limited amount of street frontage on that side of the property.

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

Response: The application of the ordinance would create an unnecessary hardship. The variance to allow the property to be overparked is appropriate given the observed high-demand parking needs at other athletic facilities and health clubs operating in and around the City.

(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 which adversely affect its reasonable use related to its unusual shape, road frontage on three (3) sides, and Georgia 400 buffer. Site access from Rock Mill Road is limited to the midpoint between the Haynes Bridge Road and Rock Mill Road intersection and the adjacent property's site driveway, which significantly limits a site layout with the building pulled up to Rock Mill Road and parking to the sides and rear.

CONCURRENCES

Staff has reviewed the applicant's proposal against the review criteria for a master plan amendment, conditional use, and variance. The applicant's proposal to allow an 'Athletic Facility' is consistent with the development of adjacent and nearby properties, which are similarly developed with retail uses. The property is located in the North Point Overlay, which seeks to create a live-work-play district featuring a balanced mix of uses that complement the City's overall mix. The proposal to allow an 'Athletic Facility' is similar to the previous approval on the property of an indoor and outdoor pickleball facility and would not have significant impacts on public facilities and services. The applicant's proposal is consistent with the vision for the North Point area and would bring services closer to where people live, work and play.

The property has exceptional and peculiar conditions related to its unusual shape and road frontage on three (3) sides. The building's front entrance is located on the long side of the rectangular building, which makes it difficult to pull the building closer to Haynes Bridge Road due to the limited amount of street frontage on that side of the property. The variance to allow the property to be overparked is appropriate given the observed high-demand parking needs at other athletic facilities and health clubs operating in and around the City. Site access from Rock Mill Road is limited to the midpoint between the Haynes Bridge Road and Rock Mill Road intersection and the adjacent property's site driveway, which significantly limits a site layout with the building pulled up to Rock Mill Road and parking to the sides and rear. If approved, conditions are recommended requiring a North Point EcoDistrict monument or district threshold at the corner of Haynes Bridge Road and Rock Mill Road.

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 no comments were received.

Staff received correspondence from a nearby property owner with concerns over traffic on Rock Mill Road.

COMMUNITY ZONING INFORMATION MEETING

The CZIM was held on June 10, 2026. There were no public comments.

IV. ATTACHMENTS:

- Map Series
- Traffic Study
- CZIM
- Citizen Part B
- Public Comment
- Application



Legend

MP-26-09 CU-26-08

Land Lots

Tax Parcels

Future Land Use 2040

Commercial

Corporate Office

Mixed Use

Future Land Use Map

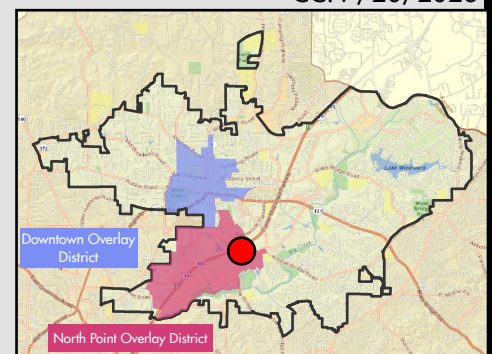
One Life Fitness Regency Park MP

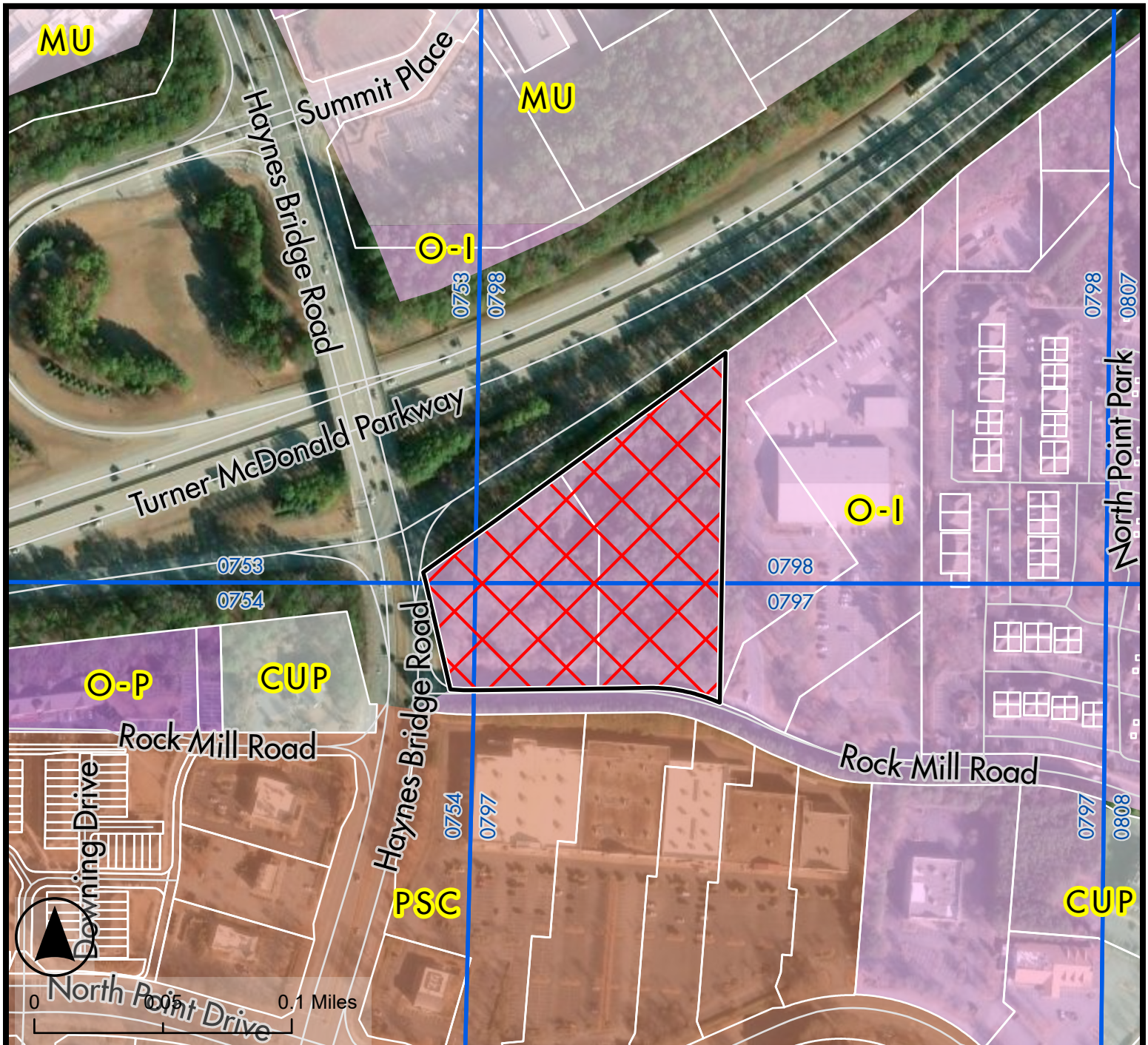
MP-26-09 CU-26-08

D/LL: 1/2/0797

PC: 7/9/2026

CC: 7/20/2026





Legend

MP-26-09 CU-26-08

Land Lots

Tax Parcels

Zoning District

CUP Community Unit Plan

MU Mixed Use

O-I Office Institutional

O-P Office Professional

PSC Planned Shopping Center

Zoning Map

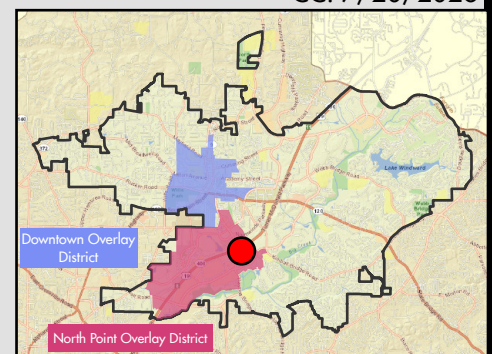
One Life Fitness Regency Park MP

MP-26-09 CU-26-08

D/LL: 1/2/0797

PC: 7/9/2026

CC: 7/20/2026





Legend

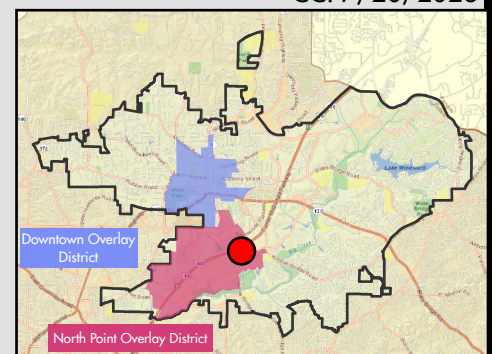
-  MP-26-09 CU-26-08
-  Land Lots
-  Tax Parcels
-  500 ft Buffer

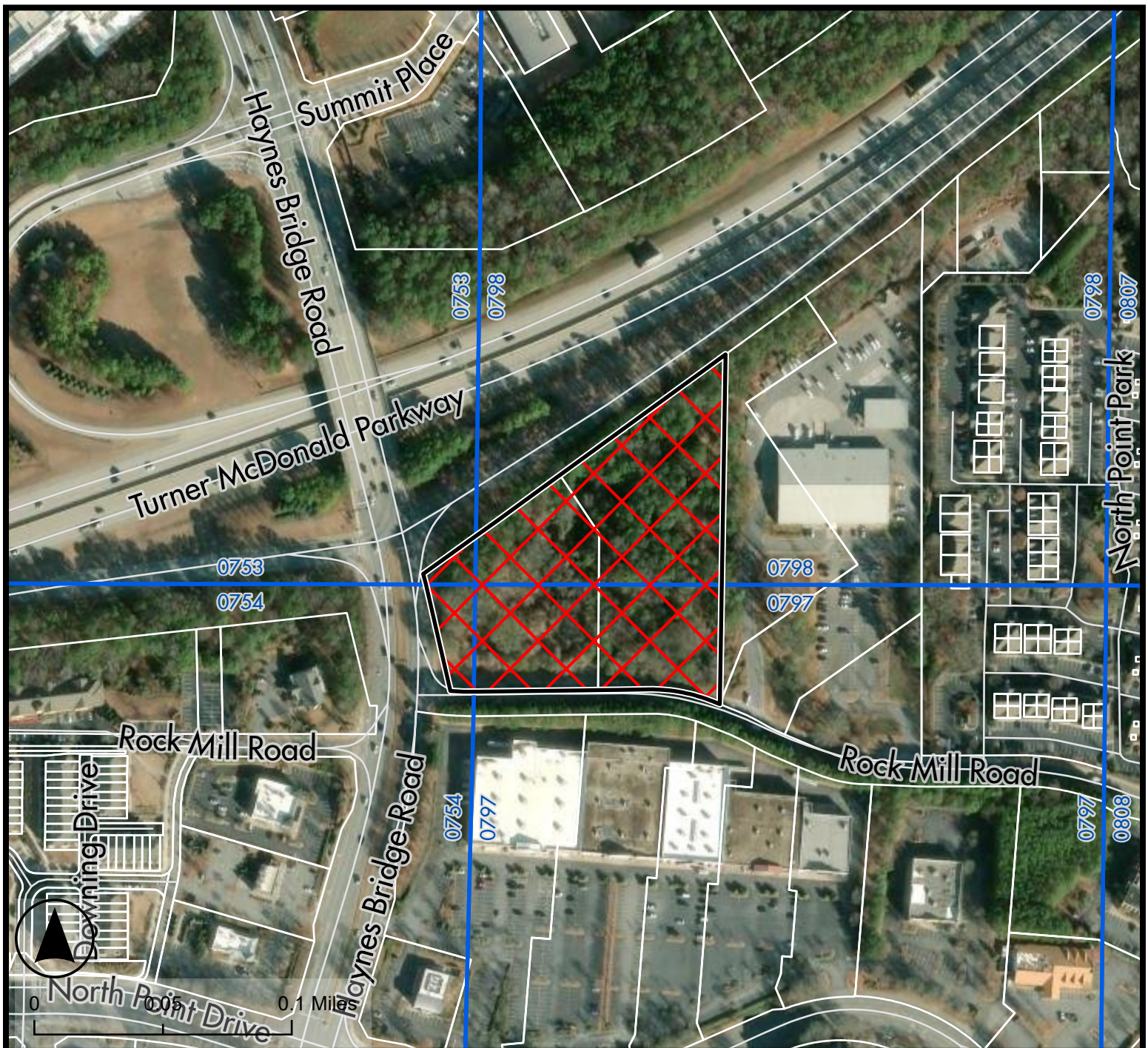
Location Map

One Life Fitness Regency Park MP

MP-26-09 CU-26-08
D/LL: 1/2/0797

PC: 7/9/2026
CC: 7/20/2026





Legend

-  MP-26-09 CU-26-08
-  Land Lots
-  Tax Parcels

Aerial Map

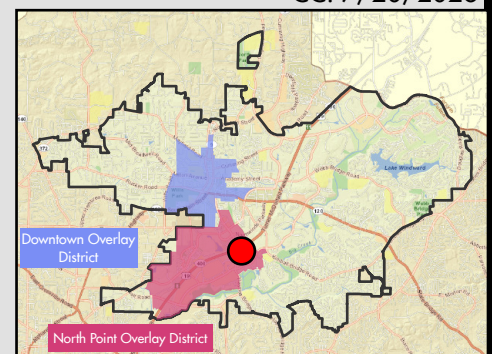
One Life Fitness Regency Park MP

MP-26-09 CU-26-08

D/LL: 1/2/0797

PC: 7/9/2026

CC: 7/20/2026



Traffic Impact Study

Proposed OneLife Fitness Facility
Rock Mill Road
City of Alpharetta, Georgia

June 29, 2026



in collaboration with

ACAMPORA TRAFFIC, LLC



Traffic Impact Study

Proposed OneLife Fitness Facility

Rock Mill Road

City of Alpharetta, Georgia

prepared for:

Competitive Social Ventures

June 29, 2026



in collaboration with



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Summary

The following is a summary of the key findings of this study:

1. The existing analysis reveals acceptable traffic operations at most study locations, with the westbound right turn on Rock Mill Road at Haynes Bridge Road failing. A second right turn lane, possibly with the protection of a signal, merits consideration. Because the existing failure is for one movement during one time period, a change in control is not recommended. Therefore, no mitigation is identified for the existing condition.
2. Traffic volume growth in this area has fluctuated. An annual growth rate of 2.0%, applied for two years, for a total of 4.0% growth, was applied to the counted volumes to develop the no-build and future volume projections.
3. The no-build analysis shows slight deteriorations in operations due to anticipated growth in this area. However, for the same reasons as in the existing analysis, no mitigation is recommended for the no-build condition.
4. The proposed fitness facility will generate 108 new trips in the morning peak hour, 186 new trips in the evening peak hour, and 1,652 new daily trips.
5. There is sufficient intersection sight distance at the project access location to/from the east on Rock Mill Road. To and from the west, the sight distance is below the minimum sight distance requirements, but the line of sight is clear to Haynes Bridge Road. The limitation is simply due to the short roadway segment length.
6. An eastbound left turn lane and a westbound right turn lane are required on Rock Mill Road at the project access. An eastbound left turn lane exists at this location.
7. The project access should be constructed with one inbound lane and one exiting lane. The exiting approach should be controlled by side street stop sign and accompanying stop bar.
8. The future analysis with the addition of the proposed development's trips reveals moderate additional deterioration in operations. The NorthPoint Parkway / Rock Mill Road intersection will continue to operate acceptably and the project access will operate well.
9. The westbound right turn movement from Rock Mill Road at Haynes Bridge Road will continue to fail in the future, with the failure extending to the a.m. peak, as well. The addition of a second westbound right turn lane would provide additional capacity and queue storage. A second right turn lane without the protection of a signal does introduce some safety challenges. It is recommended that the City and the developer review lane and control options here to develop a design and control that is safe and efficient.

Introduction

This study assesses the traffic impact of a proposed fitness facility in the City of Alpharetta, Georgia. The project is located on the north side of Rock Mill Road east of Haynes Bridge Road, as shown in Figure 1. The project will consist of a 55,000 square foot fitness facility. Vehicular access will be provided at one full-movement driveway on Rock Mill Road.

The purpose of this traffic impact study is to determine existing traffic operating conditions in the vicinity of the proposed development, project future traffic volumes, assess the impact of the subject development, then develop conclusions and recommendations to mitigate the project traffic impact and ensure safe and efficient existing and future traffic conditions in the vicinity of the project.



Figure 1 – Site Location Map

Existing Traffic Conditions

Existing traffic operating conditions in the vicinity of the proposed development were assessed. The following is a description of existing transportation facilities, traffic volumes, and intersection operations.

Description of Existing Roadways

Rock Mill Road is a local (City of Alpharetta classification) two-through-lane street that has a short segment west of Haynes Bridge Road, has two side-street stop sign controlled right-in/right-out approaches at median-divided Haynes Bridge Road, is slightly offset to the north on the east side of Haynes Bridge Road, passes the subject site, has a signalized intersection at NorthPoint Parkway, then continues to the east, as a dead-end street serving private developments. The terrain is rolling and the posted speed limit is 35 mph.

Haynes Bridge Road is a minor arterial (City of Alpharetta and Georgia DOT classification) that begins in downtown Alpharetta, has a two-signalized-intersection interchange with Georgia 400, intersects Rock Mill Road, has a signalized intersection at NorthPoint Parkway, then continues to the southeast to Old Alabama Road. At Rock Mill Road, Haynes Bridge Road has three through travel lanes in each direction, separated by a wide landscaped median. There is a short southbound right turn lane on Haynes Bridge Road at the west leg of Rock Mill Road, but no northbound right turn lane at the section of Rock Mill Road east of Haynes Bridge Road (the section where the subject OneLife facility is proposed). The terrain is gently rolling to rolling and the posted speed limit is 45 mph. In 2024 the Georgia DOT recorded an Annual Average Daily Traffic (AADT) volume of 18,000 vehicles per day (vpd) with 4% trucks on Haynes Bridge Road south of NorthPoint Parkway.

NorthPoint Parkway is a minor arterial (City of Alpharetta classification) that begins at Mansell Road, winds to the northeast, has a signalized intersection with Haynes Bridge Road and several additional intersections, has a signalized intersection at Rock Mill Road, then continues to the northeast, terminating at Windward Parkway. The terrain is gently rolling and the posted speed limit is 40 mph.

Pedestrian, Bicycle, and Transit Accessibility

There is sidewalk along the north side of Rock Mill Road, both sides of Haynes Bridge Road, and both sides of NorthPoint Parkway. There are pedestrian crosswalks across Rock Mill Road on both sides of Haynes Bridge Road, and there are crosswalks with pedestrian signals on all approaches at the NorthPoint Parkway / Rock Mill Road intersection. There are no dedicated bicycle lanes in the immediate vicinity. The MARTA system operates scheduled bus service in this area via bus Route 140 – NorthPoint Parkway, which travels along Haynes Bridge Road near Rock Mill Road. There are bus stops on both sides of Haynes Bridge Road just south of Rock Mill Road.

Existing Traffic Volumes

Existing full turning movement peak hour traffic volume counts were collected at the following intersections in the vicinity of the site:

1. Haynes Bridge Road at Rock Mill Road
2. NorthPoint Parkway at Rock Mill Road

Figure 2 presents the locations of the counts.



Figure 2 – Traffic Volume Count Location Map

The intersection counts were collected on Tuesday, June 23, 2026 from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. From the intersection turning movement count data, the highest four consecutive 15-minute interval volumes, during each time period, were determined. Area schools were not in standard session on the day on which the counts were recorded. Therefore, the Georgia DOT 2024 (the latest year for which data is available) Traffic Factors tables were used to obtain Monthly Adjustment factors. These factors account for variations in traffic volumes by month and account for school being in recess for the summer when the counts were collected. The Monthly Factor for June for urban minor arterials (non-Atlanta) which includes Haynes Bridge Road and NorthPoint Parkway, is 0.99 and there is no factor for local streets, which would include Rock Mill Road. The minor arterial factors would slightly lower the volumes on those roads. To be very slightly conservative, no traffic factors were applied. The existing weekday a.m. and p.m. peak hour volumes are presented in Figure 3, with the raw count data to be found in Appendix A.

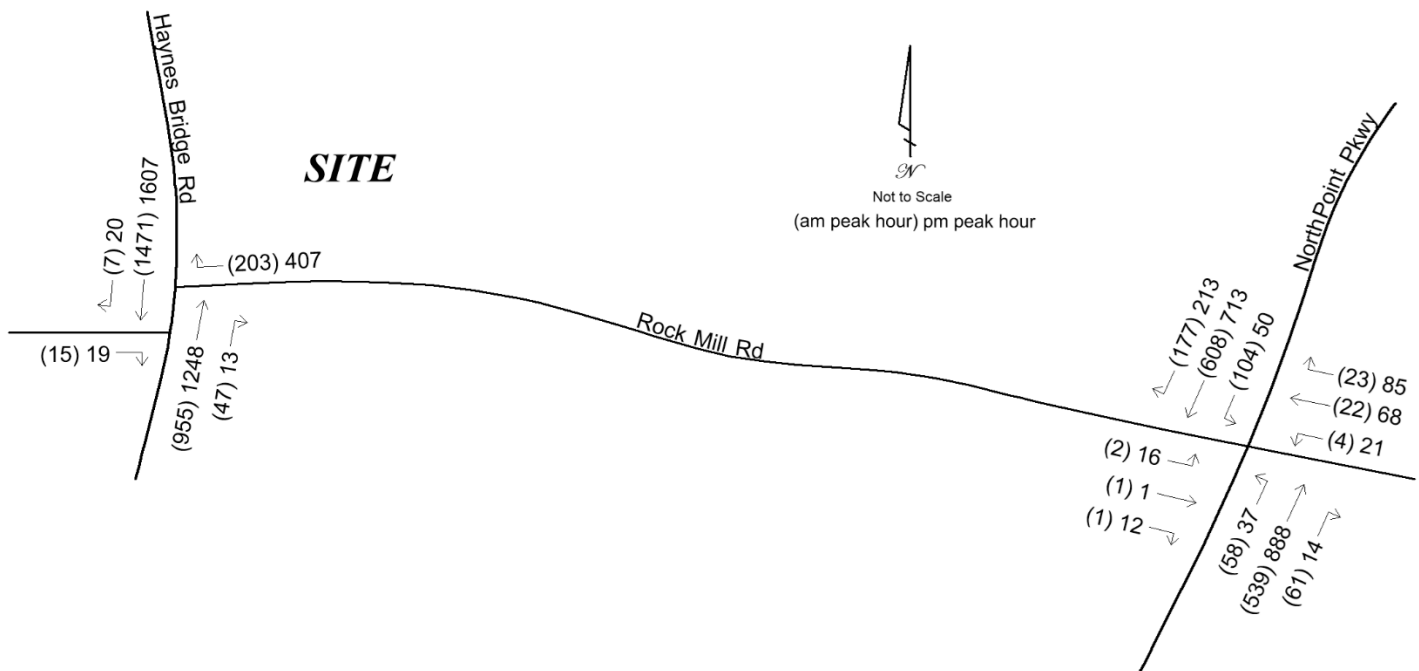


Figure 3 – Existing Weekday A.M. and P.M. Peak Hour Traffic Volumes

Existing Intersection Operations

Existing traffic operations were analyzed at the counted intersections using Synchro software, version 12 (the current version), in accordance with the methodology presented in the Transportation Research Board's 2022 *Highway Capacity Manual* 7th Edition (*HCM 7*). This methodology is presented in Appendix B. The analysis was based on the existing volumes, lanes, and control. The results of the analysis are shown in Table 1. Computer printouts containing detailed results of the existing analysis are located in Appendix C. Levels of service and delays are provided for each overall intersection and for each controlled approach or movement. Locations that operate unacceptably (LOS E or LOS F) are presented in bold type.

Table 1 – Existing Intersection Operations

Intersection / Approach / Movement	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Haynes Bridge Road at Rock Mill Rd (side street stop)	A	2.3	<i>E</i>	35.3
eastbound right turn	C	18.6	C	20.2
westbound right turn	D	27.5	<i>F</i>	248.4
2. NorthPoint Parkway at Rock Mill Rd (signal)	A	5.1	B	10.6
northbound approach	A	3.2	A	6.6
southbound approach	A	2.8	A	5.9
eastbound approach	D	45.2	D	37.6
westbound approach	D	50.0	D	44.6

The existing analysis reveals acceptable traffic operations at most study locations. One location fails at LOS F – the westbound right turn on Rock Mill Road at Haynes Bridge Road, and those high delays drop the overall intersection to LOS E. This is not uncommon on side street stop sign controlled approaches at busy thoroughfares such as Haynes Bridge Road. Mitigation could include reducing the volumes or adding a second right turn lane on Rock Mill Road, possibly accompanied by the protection of a signal. However, a signal at this location would introduce new delays on Haynes Bridge Road. Because this failure is for one movement during one time period, a second right turn lane with a change in control is not recommended at this time. Therefore, no mitigation is identified for the existing condition.

No-Build Traffic Conditions

A 2028 no-build condition was developed. This represents the traffic conditions that will exist two years into the future, after the anticipated date of the build-out of the project but not including the project's trips. The purpose of the analysis of this condition is to isolate the traffic impacts of the proposed development from background growth in volumes that is expected to occur in the area while the project is under construction.

In order to develop no-build volumes, a background growth factor was developed based on a review of historic Georgia DOT AADT traffic counts, as shown in Table 2.

Table 2 – Historic Georgia DOT Traffic Volume Counts and Annual Growth Rates

Year	Haynes Bridge S of NorthPoint	Annual Growth	Mansell E of NorthPoint	Annual Growth
Station ID	121-0823		121-0935	
2020	21,200		17,600	
2021	22,900	8.0%	19,000	8.0%
2022	23,800	3.9%	14,400	-24.2%
2023	17,800	-25.2%	14,600	1.4%
2024	18,000	1.1%	14,700	0.7%
<i>Average Growth</i>		-3.2%		-3.5%

Growth in the area has fluctuated. However, a closer review of the data reveals that only the 2023 count on Haynes Bridge Road is an actual count and only the 2022 count on Mansell Road was an actual count. The other counts were all estimated by the Georgia DOT. In fact, there are other count stations in this area that were not included in these calculations because all of the counts were estimated. It is not an uncommon practice by the Georgia DOT to estimate counts between years of actual collected data. However, in these instances, the actual count at both locations is substantially lower than the previously-estimated counts. In both locations, it seems reasonable to conclude that the previous estimated counts were too high, as opposed to there being a 25.2% decrease on Haynes Bridge Road between the 2022 estimated count and the 2023 actual count or a 24.2% decrease on Mansell Road between the 2021 estimated count and the 2022 actual count. For this reason the overall growth trends, which include the substantial decreases, are being disregarded. The growth on these roads after the "correction" from the overestimated counts, indicates annual growth between 0.7% and 1.4%. It was decided that a moderate background annual growth rate of 2.0% could be expected on the roads in this study while the proposed fitness facility is built-out. This equates to a 4.0% increase in volumes from the existing 2026 counts to the 2028 future analysis year, after project build-out. The 4.0% background growth factor was applied to the counted volumes at each study intersection to develop the 2028 no-build volumes. The calculation of the no-build volumes by intersection and turning movement is presented in the traffic volume worksheets in Appendix A.

Programmed Transportation Infrastructure Improvements

The Georgia DOT projects website and the City of Alpharetta's website were reviewed for transportation projects in the vicinity of the subject development. No programmed (scheduled and funded) or planned (anticipated) transportation infrastructure project were identified in the immediate vicinity of the study intersections. However, the planned NorthPoint Alpha Link Trail is a multi-use path that will connect Haynes Bridge Road, a short distance from the proposed OneLife site, to Encore Parkway. This will enhance pedestrian and bicycle mobility in the vicinity of the proposed project.

No-Build Intersection Operations

The no-build condition includes the no-build traffic volumes, as described above, entered into the Synchro 12 model. The 2028 no-build traffic operations were analyzed at each study intersection and the results of the no-build analysis are shown in Table 3. Computer printouts containing detailed results of the no-build analysis are located in Appendix D. Levels of service and delays are provided for each overall intersection and for each controlled approach or movement. Locations that operate unacceptably (LOS E or LOS F) are presented in bold type.

Table 3 – No-Build Intersection Operations

Intersection / Approach / Movement	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Haynes Bridge Road at Rock Mill Rd (side street stop)	A	2.6	E	42.6
eastbound right turn	C	19.4	C	21.2
westbound right turn	D	30.9	F	300.3
2. NorthPoint Parkway at Rock Mill Rd (signal)	A	5.2	B	10.8
northbound approach	A	3.3	A	7.0
southbound approach	A	3.0	A	6.2
eastbound approach	D	45.0	D	37.1
westbound approach	D	49.9	D	44.3

The no-build analysis reveals continued acceptable traffic operations at most study locations, with the same failing condition as the existing – the westbound right turn from Rock Mill Road at Haynes Bridge Road, operating at LOS F and pulling the intersection to LOS E. For the same reasons discussed in the existing analysis, no mitigation is recommended here. No mitigation is necessary at the other study intersection.

Project Traffic Characteristics

This section describes the anticipated traffic characteristics of the proposed development, including a site description, how much traffic the project will generate, and where that traffic will travel.

Project Description

The existing site is undeveloped land, with an existing curb cut with driveway apron on Rock Mill Road. The project will consist of a 55,000 square foot fitness facility. Vehicular access will be provided at one full-movement driveway on Rock Mill Road. The site plan is presented in Figure 4.

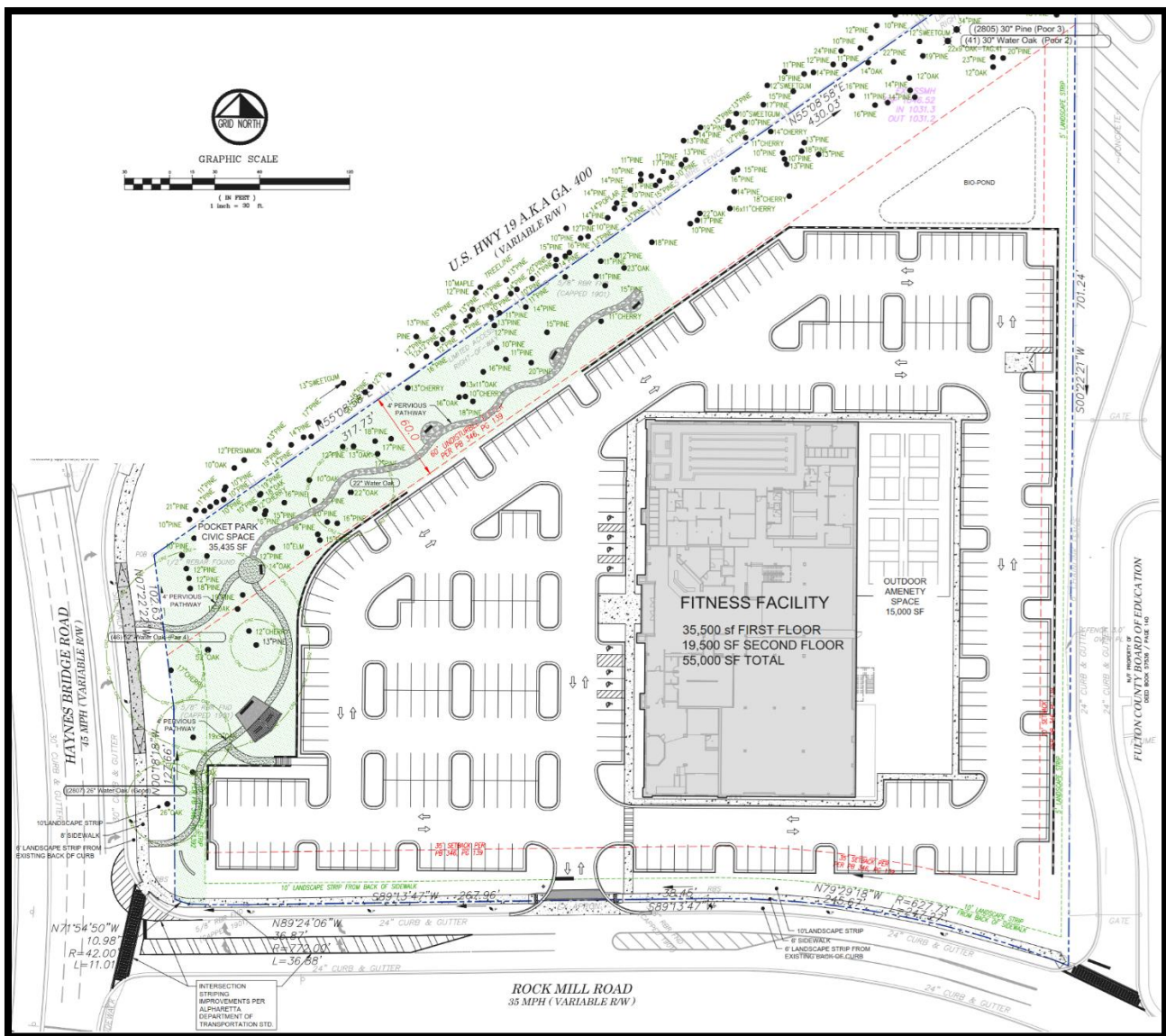


Figure 4 – Proposed OneLife Fitness Facility Site Plan

OneLife Fitness Facility
Rock Mill Road, City of Alpharetta
Traffic Impact Study

The Epple
Solutions, Inc
ACAMPORA TRAFFIC, LLC

Trip Generation

Trip generation is an estimate of the number of entering and exiting vehicular trips that will be generated by the proposed development. The volume of traffic that will be generated by the proposed fitness facility was calculated using the equations and rates in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 12th Edition*. ITE Land Use 493 – Athletic Club was chosen as representative of the proposed facility. The ITE description for that use is as follows:

An athletic club is a privately-owned facility that offers comprehensive athletic facilities. An athletic club typically has courts for racquet sports (e.g., tennis, racquetball, pickleball, squash, handball); a basketball court; a sauna or spa; and fitness, exercise, and weightlifting rooms. They often provide a swimming pool or whirlpool. Athletic clubs typically offer diverse, competitive team sport activities and social facilities. These facilities are membership clubs that may allow access to the public for a fee. The primary difference between Health/Fitness Club (Land Use 492) and Athletic Club (Land Use 493) is that a Health/Fitness Club primarily focuses on individual fitness or training whereas an Athletic Club also includes competitive team sport activities and social facilities.

The ITE data for this land use did not include any information about daily trips. Therefore, to estimate the daily trip generation, the data for a similar land use – ITE Land Use 492 – Health/Fitness Club was used. The description of this land use is similar to athletic club, but did not match the proposed facility as well as athletic club and the average size of the facilities for Land Use 492 was much smaller than the proposed 55,000 ft² facility, with the average facility size being only 6,000 ft². Therefore, the average trip rate for Land Use 492 was used to calculate the 24-hour trip numbers. It is advised that this data represents the best data available but may not be as accurate for the proposed facility as the data used for the peak hours.

The trip generation for the project is summarized in Table 4.

Table 4 – Proposed Fitness Facility Trip Generation

Land Use	ITE Code	Size	A.M. Peak Hour			P.M. Peak Hour			24-Hour*		
			In	Out	Total	In	Out	Total	In	Out	Total
Athletic Club	493	55,000 ft ²	63	45	108	117	69	186	826	826	1,652

*24 hour data is from slightly different land use, see text.

The proposed fitness facility will generate 108 new trips in the morning peak hour, 186 new trips in the evening peak hour, and 1,652 new daily trips.

Trip Distribution and Assignment

The trip distribution percentages indicate what proportion of the project's trips will travel to and from various directions. The trip distribution percentages were based on population densities in the area and the distances of those populations to the site. The proximity of the interchange of Haynes Bridge Road at Georgia 400 was also given consideration. The project trips, shown in Table 4, were assigned to each study intersection and the project accesses based on the distribution percentages. The trip distribution percentages and the total a.m. and p.m. peak hour trips expected to be generated by the proposed restaurant are shown in Figure 5.

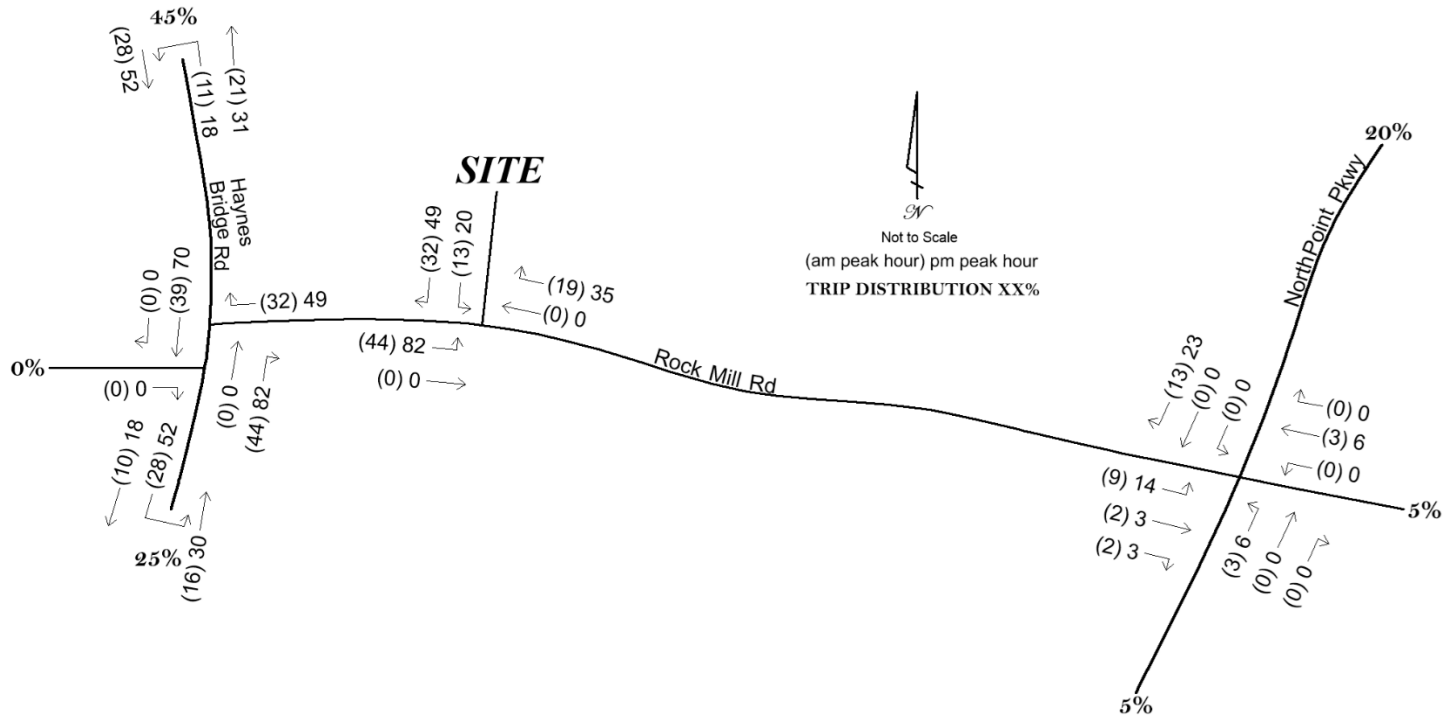


Figure 5 – Weekday A.M. and P.M. Peak Hour Project Trips and New Trip Distribution Percentages

Auxiliary Turn Lane Requirements on Rock Mill Road at Project Access

In order to determine if a westbound right turn lane or an eastbound left turn lane are required on Rock Mill Road at the project access, the Georgia DOT standards for determining the need for these auxiliary lanes, as set forth in their *Regulations for Driveway and Encroachment Control (Driveway Manual)*, revision 5.4 dated 2/10/2023, were evaluated. The right turn lane analysis is based on *Driveway Manual* Table 4-6, Minimum Volumes Requiring Right Turn Lanes, which is shown below as Table 5.

Table 5 – Georgia DOT Right Turn Lane Standards

Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	AADT		AADT	
	< 6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	200 RTV a day	100 RTV a day	200 RTV a day	100 RTV a day
40 to 50 MPH	150 RTV a day	75 RTV a day	150 RTV a day	75 RTV a day
55 to 60 MPH	100 RTV a day	50 RTV a day	100 RTV a day	50 RTV a day
>= 65 MPH	Always	Always	Always	Always

Table 4-6 Minimum Volumes Requiring Right Turn Lanes

The Annual Average Daily Traffic (ADT) volume on Rock Mill Road at the project access is estimated at ten times the p.m. peak hour volume passing the site, which equates to 4,200 vpd. On a road with two lanes, a 35 mph speed limit, and a 24-hour volume below 6,000 vpd, the right turn volume (RTV) above which a right turn lane is required is 200 right turn vehicles (RTV) per day. The future right turn volume (RTV) projected on Rock Mill Road at the project access is 248 daily westbound right turn vehicles. This RTV is above the minimum threshold. Therefore a westbound right turn lane is required on Rock Mill Road at the project access and this study agrees with that requirement.

The left turn lane analysis is based on *Driveway Manual* Table 4-7a, Minimum Volumes Requiring Left Turn Lanes, which is shown below as Table 6.

Table 6 – Georgia DOT Left Turn Lane Standards

LEFT TURN REQUIREMENTS-FULL CONSTRUCTION				
Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	ADT		ADT	
	<6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	300 LTV a day	200 LTV a day	400 LTV a day	300 LTV a day
40 to 50 MPH	250 LTV a day	175 LTV a day	325 LTV a day	250 LTV a day
>= 55 MPH	200 LTV a day	150 LTV a day	250 LTV a day	200 LTV a day

Table 4-7a Minimum Volumes Requiring Left Turn Lanes

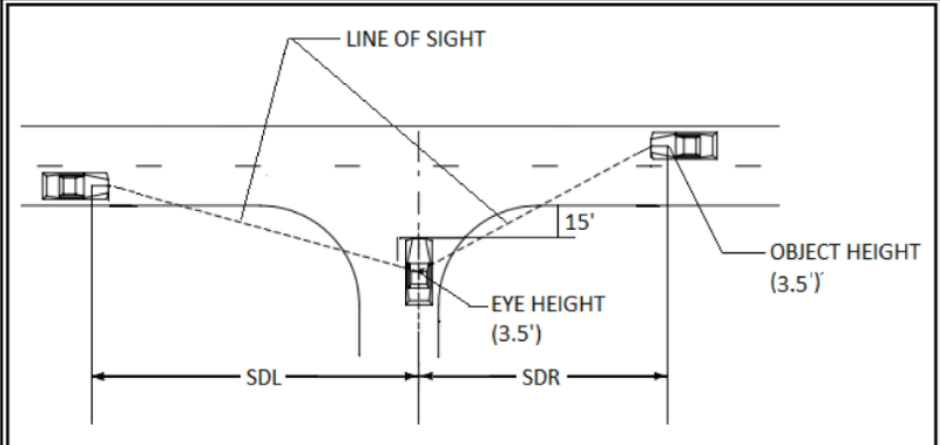
The ADT volume on Rock Mill Road at the project access is estimated at 4,200 vpd. On a road with two lanes, a 35 mph speed limit, and a 24-hour volume below 6,000 vpd, the left turn volume (LTV) above which a left turn lane is required is 300 left turn vehicles (LTV) per day. The future left turn volume (LTV) projected on Rock Mill Road at the project access is 578 daily eastbound left turn vehicles. This LTV is above the minimum threshold. Therefore an eastbound left turn lane is required on Rock Mill Road at the project access and this study agrees with that requirement. There is an existing left turn lane at this location.

Sight Distance at Project Access Location

The project's access will be located along Rock Mill Road which has a three lane cross-section at the project access location (one through lane in each direction and a center eastbound left turn lane at the project access location, which continues to the west as a hatched out median to Haynes Bridge Road. To the east, the center lane tapers

down to a two lane cross-section. The available sight distances at the proposed project access location were compared to the standards of the Georgia DOT, as presented in the Georgia DOT's *Regulations for Driveway and Encroachment Control (Driveway Manual)*, revision 5.4, 2/10/2023. The sight distance standards are presented in *Driveway Manual* Table 3-4, Intersection Sight Distance Requirements, which is shown below as Table 7.

Table 7 – Georgia DOT Driveway Manual Table 3-4 – Intersection Sight Distance Requirements



ARTERIAL SPEED (MPH)	SIGHT DISTANCE, FT.*						
	2 Lane	3 Lanes		4 Lanes		5 Lanes	
	SDL=SDR	SDL	SDR	SDL	SDR	SDL	SDR
30	335	310	355	335	375	355	400
35	390	365	415	390	440	415	465
40	445	415	475	445	500	475	530
45	500	465	530	500	565	530	600
50	555	515	590	555	625	590	665
55	610	570	650	610	690	650	730
60	665	620	710	665	750	710	795
65	720	670	765	720	815	765	860

Table 3-4 Intersection Sight Distance Requirements

The posted speed limit on Rock Mill Road is 35 mph. For a 35 mph speed limit and a three lane cross-section, the minimum required intersection sight distance is 365 feet to the left and 415 feet to the right.

At the location of the proposed access on Rock Mill Road, the available intersection sight distance to the left (east) is approximately 742 feet. This distance satisfies the minimum requirement of 365 feet. To the right (west), the sight distance is clear to Haynes Bridge Road, or approximately 300 feet, which is the furthest distance vehicles can travel from the west toward the project access – Haynes Bridge Road is median divided, so that no through vehicles can travel eastbound from west of Haynes Bridge Road. The available 300 feet does not satisfy the 415 foot minimum. This sight distance limitation is not due to a visibility limitation, but is simply limited by the length of roadway west of the project access.

The measurements of the sight distances are considered approximate because the final alignment, grading, possible addition of turn lanes, islands, signage, vegetation, and the like will all have an effect on the actual intersection sight distances when the access is built.

Future Traffic Conditions

The future volumes consist of the no-build volumes plus the trips that will be generated by the proposed fitness facility. The future volumes are shown in Figure 6.

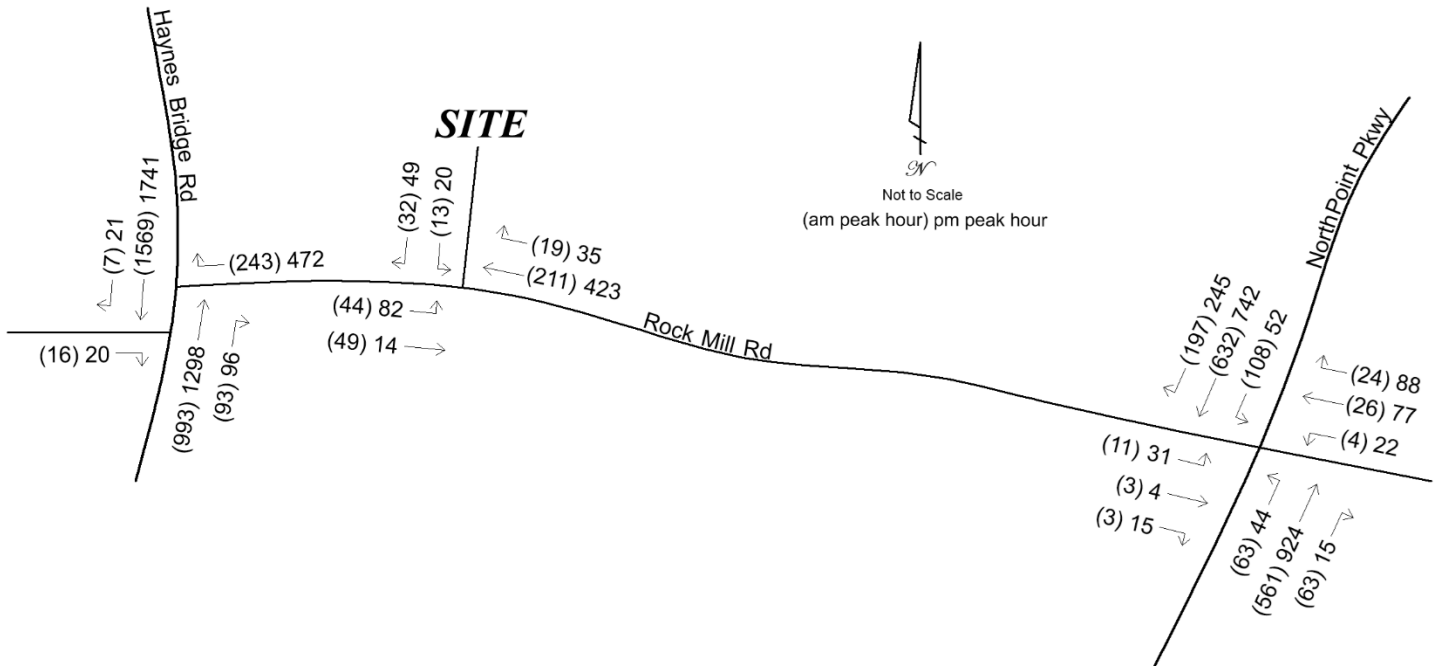


Figure 6 – Future Weekday A.M. and P.M. Peak Hour Volumes

Future Intersection Operations

An operational analysis was performed for the anticipated future project build-out at the study intersections and the project access on Rock Mill Road. The analysis at the access assumed that an eastbound left turn lane and a westbound right turn lane will be provided on Rock Mill Road at the project access, the access will be constructed with one entering lane and one exiting lane, and the side street approach exiting the project will be controlled by side street stop sign. Table 8 presents the results of the future analysis. Computer printouts containing detailed results of the future analysis are located in Appendix E. Levels of service and delays are provided for each overall intersection and for each controlled approach or movement. Locations that operate unacceptably (LOS E or LOS F) are presented in bold type.

Table 8 – Future Intersection Operations

Intersection / Approach / Movement	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Haynes Bridge Road at Rock Mill Rd (side street stop)	A	4.0	<i>F</i>	64.5
eastbound right turn	C	19.9	C	22.3
westbound right turn	<i>E</i>	43.0	<i>F</i>	432.6
2. NorthPoint Parkway at Rock Mill Rd (signal)	A	5.9	B	11.5
northbound approach	A	3.4	A	7.3
southbound approach	A	3.1	A	6.6
eastbound approach	D	45.0	D	37.7
westbound approach	D	49.1	D	44.0
3. Rock Mill Road at Project Access (side street stop)	A	2.6	A	3.1
southbound approach (exiting project)	B	10.8	B	15.0
eastbound left turn (entering project)	A	8.0	A	9.1

The future analysis reveals that the NorthPoint Parkway / Rock Mill Road intersection will continue to operate acceptably and the project access on Rock Mill Road will operate well. Therefore, no mitigation is required at those intersections.

As with the existing and no-build conditions, the westbound right turn movement from Rock Mill Road at Haynes Bridge Road will continue to fail, with the failure extending to the a.m. peak, as well. The addition of a second westbound right turn lane would provide additional capacity and queue storage. A second right turn lane without the protection of a signal does introduce some safety challenges. It is recommended that the City and the developer review lane and control options here to develop a design and control that is safe and efficient.

Conclusions and Recommendations

This study assesses the traffic impact of a proposed fitness facility in the City of Alpharetta. The project is located on the north side of Rock Mill Road east of Haynes Bridge Road and will consist of a 55,000 square foot fitness facility. Vehicular access will be provided at one full-movement driveway on Rock Mill Road. The following are the findings and recommendations of this study:

10. The existing analysis reveals acceptable traffic operations at most study locations, with the westbound right turn on Rock Mill Road at Haynes Bridge Road failing. A second right turn lane, possibly with the protection of a signal, merits consideration. Because the existing failure is for one movement during one time period, a change in control is not recommended. Therefore, no mitigation is identified for the existing condition.
11. Traffic volume growth in this area has fluctuated. An annual growth rate of 2.0%, applied for two years, for a total of 4.0% growth, was applied to the counted volumes to develop the no-build and future volume projections.
12. The no-build analysis shows slight deteriorations in operations due to anticipated growth in this area. However, for the same reasons as in the existing analysis, no mitigation is recommended for the no-build condition.
13. The proposed fitness facility will generate 108 new trips in the morning peak hour, 186 new trips in the evening peak hour, and 1,652 new daily trips.
14. There is sufficient intersection sight distance at the project access location to/from the east on Rock Mill Road. To and from the west, the sight distance is below the minimum sight distance requirements, but the line of sight is clear to Haynes Bridge Road. The limitation is simply due to the short roadway segment length.
15. An eastbound left turn lane and a westbound right turn lane are required on Rock Mill Road at the project access. An eastbound left turn lane exists at this location.
16. The project access should be constructed with one inbound lane and one exiting lane. The exiting approach should be controlled by side street stop sign and accompanying stop bar.
17. The future analysis with the addition of the proposed development's trips reveals moderate additional deterioration in operations. The NorthPoint Parkway / Rock Mill Road intersection will continue to operate acceptably and the project access will operate well.
18. The westbound right turn movement from Rock Mill Road at Haynes Bridge Road will continue to fail in the future, with the failure extending to the a.m. peak, as well. The addition of a second westbound right turn lane would provide additional capacity and queue storage. A second right turn lane without the protection

of a signal does introduce some safety challenges. It is recommended that the City and the developer review lane and control options here to develop a design and control that is safe and efficient.

19. It is recommended that the project civil/site engineer comply with all applicable design standards including sight distances, turn lane storage and taper lengths (when applicable), turn radii, driveway widths, islands, angles with the adjacent roadways, and grades.

Appendix A

Traffic Volume Worksheets and Traffic Volume Count Data

OneLife Fitness Traffic Impact Study
Rock Mill Road

City of Alpharetta, Georgia

June 2026

Intersection: 1. Haynes Bridge Road at Rock Mill Road

Weekday A.M. Peak Hour	Northbound Haynes Bridge Road			Southbound Haynes Bridge Road			Eastbound Rock Mill Road		Westbound Rock Mill Road	
	T	R	Tot	T	R	Tot	R	Tot	R	Tot
Counted Volumes (Tuesday, June 23, 2026 8:00-9:00)	955	47	1002	1471	7	1478	15	15	203	203
Annual Background Growth to 2028	4.0%	4.0%		4.0%	4.0%		4.0%		4.0%	
2028 No-Build Volumes	993	49	1042	1530	7	1537	16	16	211	211
Proposed OneLife Fitness Trips	0	44	44	39	0	39	0	0	32	32
2031 Build Volumes	993	93	1086	1569	7	1576	16	16	243	243

Weekday P.M. Peak Hour	Northbound Haynes Bridge Road			Southbound Haynes Bridge Road			Eastbound Rock Mill Road		Westbound Rock Mill Road	
	T	R	Tot	T	R	Tot	R	Tot	R	Tot
Counted Volumes (Tuesday, June 23, 2026 4:45-5:45)	1248	13	1261	1607	20	1627	19	19	407	407
Annual Background Growth to 2028	4.0%	4.0%		4.0%	4.0%		4.0%		4.0%	
2028 No-Build Volumes	1298	14	1311	1671	21	1692	20	20	423	423
Proposed OneLife Fitness Trips	0	82	82	70	0	70	0	0	49	49
2031 Build Volumes	1298	96	1393	1741	21	1762	20	20	472	472

ACAMPORA TRAFFIC, LLC

OneLife Fitness Traffic Impact Study
Rock Mill Road

City of Alpharetta, Georgia

June 2026

Intersection: 2. NorthPoint Parkway at Rock Mill Road

Weekday A.M. Peak Hour	Northbound NorthPoint Parkway				Southbound NorthPoint Parkway				Eastbound Rock Mill Road				Westbound Rock Mill Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Tuesday, June 23, 2026 8:00-9:00)	58	539	61	658	104	608	177	889	2	1	1	4	4	22	23	49
Annual Background Growth to 2028	4.0%	4.0%	4.0%		4.0%	4.0%	4.0%		4.0%	4.0%	4.0%		4.0%	4.0%	4.0%	
2028 No-Build Volumes	60	561	63	684	108	632	184	925	2	1	1	4	4	23	24	51
Proposed OneLife Fitness Trips	3	0	0	3	0	0	13	13	9	2	2	13	0	3	0	3
2031 Build Volumes	63	561	63	687	108	632	197	938	11	3	3	17	4	26	24	54

Weekday P.M. Peak Hour	Northbound NorthPoint Parkway				Southbound NorthPoint Parkway				Eastbound Rock Mill Road				Westbound Rock Mill Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Tuesday, June 23, 2026 4:45-5:45)	37	888	14	939	50	713	213	976	16	1	12	29	21	68	85	174
Annual Background Growth to 2028	4.0%	4.0%	4.0%		4.0%	4.0%	4.0%		4.0%	4.0%	4.0%		4.0%	4.0%	4.0%	
2028 No-Build Volumes	38	924	15	977	52	742	222	1015	17	1	12	30	22	71	88	181
Proposed OneLife Fitness Trips	6	0	0	6	0	0	23	23	14	3	3	20	0	6	0	6
2031 Build Volumes	44	924	15	983	52	742	245	1038	31	4	15	50	22	77	88	187

ACAMPORA TRAFFIC, LLC

OneLife Fitness Traffic Impact Study
Rock Mill Road

City of Alpharetta, Georgia

June 2026

Intersection: 3. Rock Mill Road at OneLife Fitness Facility Access

Weekday A.M. Peak Hour		Southbound OneLife Access			Eastbound Rock Mill Road			Westbound Rock Mill Road		
		L	R	Tot	L	T	Tot	T	R	Tot
Counted Volumes (Tuesday, June 23, 2026 8:00-9:00)						47	47	203		203
Annual Background Growth to 2028						4.0%		4.0%		
2028 No-Build Volumes						49	49	211		211
Proposed OneLife Fitness Trips		13	32	45	44	0	44	0	19	19
2031 Build Volumes		13	32	45	44	49	93	211	19	230

Weekday P.M. Peak Hour		Southbound OneLife Access			Eastbound Rock Mill Road			Westbound Rock Mill Road		
		L	R	Tot	L	T	Tot	T	R	Tot
Counted Volumes (Tuesday, June 23, 2026 4:45-5:45)						13	13	407		407
Annual Background Growth to 2028						4.0%		4.0%		
2028 No-Build Volumes						14	14	423		423
Proposed OneLife Fitness Trips		20	49	69	82	0	82	0	35	35
2031 Build Volumes		20	49	69	82	14	96	423	35	458

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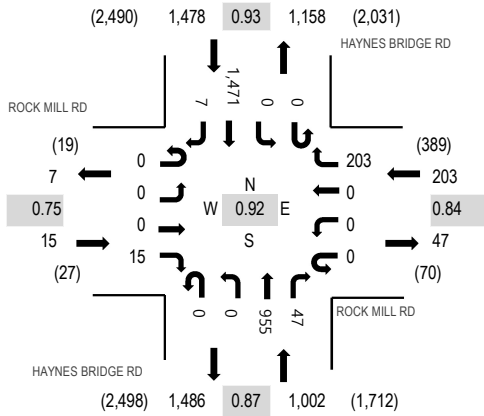
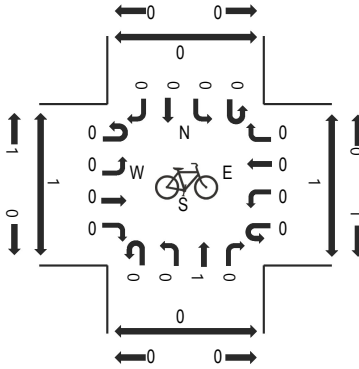
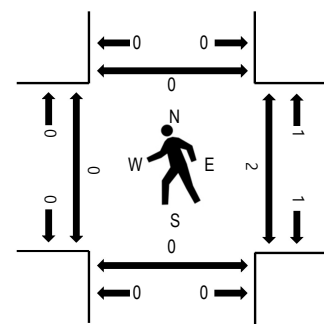
www.alltrafficdata.net

Location: 1 HAYNES BRIDGE RD & ROCK MILL RD AM

Date: Tuesday, June 23, 2026

Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - Motorized Vehicles**Peak Hour - Bicycles****Peak Hour - Pedestrians**

Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROCK MILL RD Eastbound				ROCK MILL RD Westbound				HAYNES BRIDGE RD Northbound				HAYNES BRIDGE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	4	0	0	0	37	0	0	96	3	0	0	180	3	323	1,920	0	0	0	0
7:15 AM	0	0	0	3	0	0	0	45	0	0	149	3	0	0	206	1	407	2,200	0	2	0	0
7:30 AM	0	0	0	2	0	0	0	43	0	0	203	5	0	0	291	3	547	2,456	1	0	0	0
7:45 AM	0	0	0	3	0	0	0	61	0	0	239	12	0	0	323	5	643	2,609	0	0	0	0
8:00 AM	0	0	0	3	0	0	0	44	0	0	187	5	0	0	363	1	603	2,698	0	0	0	0
8:15 AM	0	0	0	4	0	0	0	55	0	0	239	12	0	0	351	2	663		0	2	0	0
8:30 AM	0	0	0	5	0	0	0	45	0	0	268	19	0	0	362	1	700		0	0	0	0
8:45 AM	0	0	0	3	0	0	0	59	0	0	261	11	0	0	395	3	732		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	2	0	0	0	5	0	8
Lights	0	0	0	14	0	0	0	200	0	0	929	47	0	0	1,445	7	2,642
Mediums	0	0	0	1	0	0	0	2	0	0	24	0	0	0	21	0	48
Total	0	0	0	15	0	0	0	203	0	0	955	47	0	0	1,471	7	2,698

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		6.7%				1.5%				2.6%				1.8%			2.1%
Heavy Vehicle %	0.0%	0.0%	0.0%	6.7%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	2.7%	0.0%	0.0%	0.0%	1.8%	0.0%	2.1%
Peak Hour Factor		0.75				0.84				0.87				0.93			0.92
Peak Hour Factor	0.00	0.00	0.00	0.75	0.00	0.00	0.00	0.84	0.00	0.00	0.89	0.63	0.00	0.00	0.93	0.60	0.92



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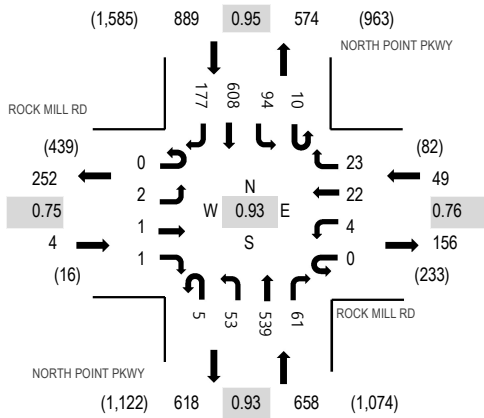
Location: 2 NORTH POINT PKWY & ROCK MILL RD AM

Date: Tuesday, June 23, 2026

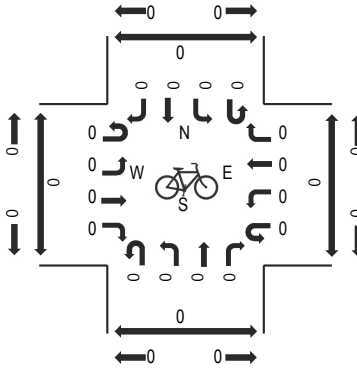
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

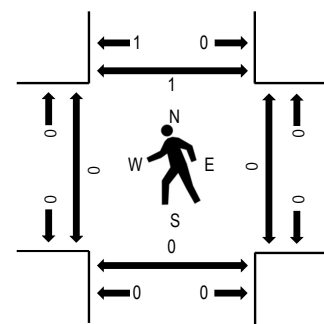
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROCK MILL RD Eastbound				ROCK MILL RD Westbound				NORTH POINT PKWY Northbound				NORTH POINT PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	1	1	0	1	7	3	0	7	57	5	0	7	69	23	181	1,157	0	0	1	0
7:15 AM	0	2	0	1	0	0	0	5	0	8	73	6	0	9	117	31	252	1,341	0	0	0	0
7:30 AM	0	2	0	1	0	0	3	3	0	8	99	5	0	14	148	47	330	1,484	0	0	0	0
7:45 AM	0	4	0	0	0	1	1	9	0	12	132	4	0	26	165	40	394	1,584	0	0	0	0
8:00 AM	0	0	0	0	0	1	5	6	1	16	123	15	3	18	145	32	365	1,600	0	0	0	0
8:15 AM	0	0	1	0	0	2	7	3	0	14	129	14	3	22	160	40	395		0	0	0	0
8:30 AM	0	2	0	0	0	1	6	10	2	8	156	11	1	31	164	38	430		0	0	0	0
8:45 AM	0	0	0	1	0	0	4	4	2	15	131	21	3	23	139	67	410		0	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Lights	0	2	1	1	0	4	21	23	5	53	533	61	10	94	603	175	1,586
Mediums	0	0	0	0	0	0	1	0	0	0	6	0	0	0	5	1	13
Total	0	2	1	1	0	4	22	23	5	53	539	61	10	94	608	177	1,600

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				2.0%				0.9%				0.8%				0.9%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.8%	1.1%	0.9%
Peak Hour Factor	0.75				0.76				0.93				0.95				0.93
Peak Hour Factor	0.00	0.50	0.25	0.75	0.00	0.63	0.79	0.70	0.63	0.83	0.87	0.73	0.83	0.78	0.96	0.66	0.93



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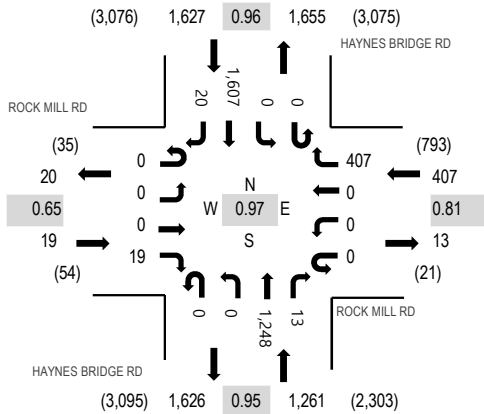
Location: 1 HAYNES BRIDGE RD & ROCK MILL RD PM

Date: Tuesday, June 23, 2026

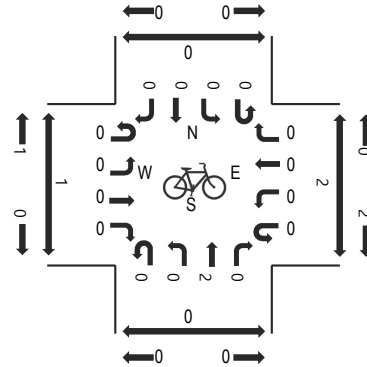
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

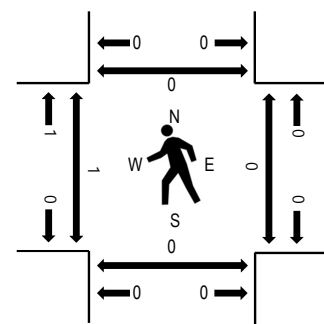
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROCK MILL RD Eastbound				ROCK MILL RD Westbound				HAYNES BRIDGE RD Northbound				HAYNES BRIDGE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	11	0	0	0	114	0	0	237	3	0	0	342	5	712	3,024	1	0	0	1
4:15 PM	0	0	0	13	0	0	0	100	0	0	283	3	0	0	353	6	758	3,165	0	0	0	0
4:30 PM	0	0	0	7	0	0	0	107	0	0	253	2	0	0	363	3	735	3,232	1	0	0	0
4:45 PM	0	0	0	3	0	0	0	96	0	0	304	4	0	0	406	6	819	3,314	1	0	0	0
5:00 PM	0	0	0	3	0	0	0	135	0	0	327	4	0	0	378	6	853	3,202	0	0	0	0
5:15 PM	0	0	0	4	0	0	0	95	0	0	301	1	0	0	420	4	825		0	0	0	0
5:30 PM	0	0	0	9	0	0	0	81	0	0	316	4	0	0	403	4	817		0	0	0	0
5:45 PM	0	0	0	4	0	0	0	65	0	0	261	0	0	0	376	1	707		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	0	0	18	0	0	0	404	0	0	1,236	13	0	0	1,599	20	3,290
Mediums	0	0	0	1	0	0	0	3	0	0	12	0	0	0	7	0	23
Total	0	0	0	19	0	0	0	407	0	0	1,248	13	0	0	1,607	20	3,314

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %																	0.7%
Heavy Vehicle %	0.0%	0.0%	0.0%	5.3%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.7%
Peak Hour Factor																	0.97
Peak Hour Factor	0.00	0.00	0.00	0.65	0.00	0.00	0.00	0.81	0.00	0.00	0.95	0.81	0.00	0.00	0.96	0.88	0.97



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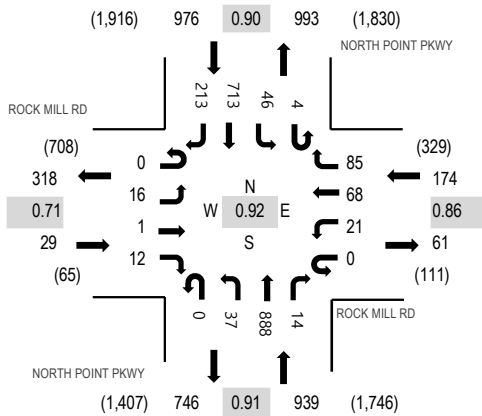
Location: 2 NORTH POINT PKWY & ROCK MILL RD PM

Date: Tuesday, June 23, 2026

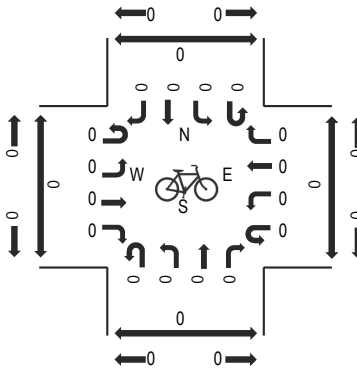
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

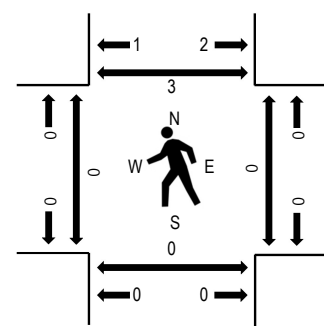
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROCK MILL RD Eastbound				ROCK MILL RD Westbound				NORTH POINT PKWY Northbound				NORTH POINT PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	2	1	6	0	8	13	18	0	13	172	8	2	8	162	76	489	1,949	0	2	0	0
4:15 PM	0	10	0	3	0	2	23	17	0	7	185	2	3	6	144	91	493	2,034	0	0	0	0
4:30 PM	0	1	1	8	0	5	23	19	0	11	202	2	2	8	153	80	515	2,071	0	0	0	0
4:45 PM	0	2	0	3	0	5	22	15	0	7	187	6	1	8	146	50	452	2,118	0	0	0	0
5:00 PM	0	4	1	4	0	5	21	28	0	9	229	3	2	17	181	70	574	2,107	0	0	0	0
5:15 PM	0	6	0	3	0	5	10	16	0	12	225	2	1	13	185	52	530		0	0	0	1
5:30 PM	0	4	0	2	0	6	15	26	0	9	247	3	0	8	201	41	562		0	0	0	2
5:45 PM	0	1	0	3	0	3	15	9	0	7	193	5	1	9	164	31	441		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	16	1	12	0	21	68	85	0	37	888	14	4	46	713	210	2,115
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	0	16	1	12	0	21	68	85	0	37	888	14	4	46	713	213	2,118

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	0.1%
Peak Hour Factor	0.71				0.86				0.91				0.90				0.92
Peak Hour Factor	0.00	0.43	0.50	0.63	0.00	0.88	0.97	0.76	0.00	0.81	0.90	0.56	0.67	0.69	0.91	0.82	0.92

Appendix B

Intersection Analysis Methodology

Intersection Analysis Methodology

The methodology used for evaluating traffic operations at intersections is presented in the Transportation Research Board’s 2022 *Highway Capacity Manual*, 7th Edition (HCM 7). Synchro 12 software, which emulates the HCM 7 methodology, was used for all analyses. The following is an overview of the methodology employed for the analysis of signalized intersections and roundabouts and stop-sign controlled (unsignalized) intersections. Levels of service (LOS) are assigned letters A through F. LOS A indicates operations with very low control delay while LOS F describes operations with high control delay. LOS F is considered to be unacceptable by most drivers, while LOS E is typically considered to be the limit of acceptable delay.

Signalized Intersections and Roundabouts – Level of service for a signalized intersection and a roundabout is defined in terms of control delay per vehicle. For signalized intersections and roundabouts, a composite intersection level of service is determined. The thresholds for each level of service are higher for signalized intersections and roundabouts than for unsignalized intersections. This is attributable to a variety of factors including expectation and acceptance of higher delays at signals/roundabouts, and the fact that drivers can relax when waiting at a signal as opposed to having to remain attentive as they proceed through the unsignalized intersection. The level of service criteria for signalized intersections and roundabouts are shown in Table A.

Table A – Level of Service Criteria for Signalized Intersections and Roundabouts

Control Delay (s/veh)	LOS
≤ 10	A
> 10 and ≤ 20	B
> 20 and ≤ 35	C
> 35 and ≤ 55	D
> 55 and ≤ 80	E
> 80	F

Source: *Highway Capacity Manual 7*

Unsignalized Intersections – Level of service for an unsignalized intersection is defined in terms of control delay per vehicle. Control delay is that portion of delay attributable to the control device and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The delays at unsignalized intersections are based on gap acceptance theory, factoring in availability of gaps, usefulness of the gaps, and the priority of right-of-way given to each traffic stream. The level of service criteria for unsignalized intersections are presented in Table B.

Table B – Level of Service Criteria for Unsignalized Intersections

Control Delay (s/veh)	LOS
0 – 10	A
> 10 and ≤ 15	B
> 15 and ≤ 25	C
> 25 and ≤ 35	D
> 35 and ≤ 50	E
> 50	F

Source: *Highway Capacity Manual 7*

Appendix C

Existing Intersection Operations Analysis

Intersection

Int Delay, s/veh 2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↑↑↑			↑↑↑	↗
Traffic Vol, veh/h	0	0	15	0	0	203	0	955	47	0	1471	7
Future Vol, veh/h	0	0	15	0	0	203	0	955	47	0	1471	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	75	92	92	84	92	87	87	92	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	0	0	20	0	0	242	0	1098	54	0	1582	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	791	-	-	576	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	285	0	0	395	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	285	-	-	395	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	18.56	27.52	0	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBT	SBR	
Capacity (veh/h)	-	-	285	395	-	-
HCM Lane V/C Ratio	-	-	0.07	0.613	-	-
HCM Ctrl Dly (s/v)	-	-	18.6	27.5	-	-
HCM Lane LOS	-	-	C	D	-	-
HCM 95th %tile Q(veh)	-	-	0.2	3.9	-	-

OneLife Fitness Alpharetta
2: NorthPoint Pkwy & Rock Mill Rd

existing a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	2	1	1	4	22	23	48	539	61	104	608	177
Future Volume (veh/h)	2	1	1	4	22	23	48	539	61	104	608	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1856	1870	1870	1856	1870
Adj Flow Rate, veh/h	3	1	1	5	29	30	52	580	66	109	640	0
Peak Hour Factor	0.75	0.75	0.75	0.76	0.76	0.76	0.93	0.93	0.93	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	3	2	2	3	2
Cap, veh/h	119	31	80	43	42	40	727	3542	398	732	3932	
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.04	0.77	0.77	0.05	0.78	0.00
Sat Flow, veh/h	1107	608	1585	81	823	797	1781	4619	520	1781	5066	1585
Grp Volume(v), veh/h	4	0	1	64	0	0	52	422	224	109	640	0
Grp Sat Flow(s),veh/h/ln	1715	0	1585	1701	0	0	1781	1689	1762	1781	1689	1585
Q Serve(g_s), s	0.0	0.0	0.1	1.8	0.0	0.0	0.6	3.3	3.4	1.2	3.2	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.1	3.7	0.0	0.0	0.6	3.3	3.4	1.2	3.2	0.0
Prop In Lane	0.75		1.00	0.08		0.47	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	150	0	80	125	0	0	727	2590	1351	732	3932	
V/C Ratio(X)	0.03	0.00	0.01	0.51	0.00	0.00	0.07	0.16	0.17	0.15	0.16	
Avail Cap(c_a), veh/h	445	0	404	469	0	0	899	2590	1351	1012	3932	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.2	0.0	45.1	46.8	0.0	0.0	2.0	3.1	3.1	1.9	2.9	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.1	3.2	0.0	0.0	0.0	0.1	0.3	0.1	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	1.7	0.0	0.0	0.1	0.8	0.9	0.2	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.2	0.0	45.2	50.0	0.0	0.0	2.0	3.2	3.4	2.0	3.0	0.0
LnGrp LOS	D		D	D			A	A	A	A	A	
Approach Vol, veh/h	5			64			698			749		
Approach Delay, s/veh	45.2			50.0			3.2			2.8		
Approach LOS	D			D			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	81.2		9.6	8.3	82.1		9.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	20.5	40.5		25.5	13.5	47.5		25.5				
Max Q Clear Time (g_c+I1), s	3.2	5.4		2.2	2.6	5.2		5.7				
Green Ext Time (p_c), s	0.2	4.1		0.0	0.1	4.5		0.2				

Intersection Summary

HCM 7th Control Delay, s/veh	5.1
HCM 7th LOS	A

Notes

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

Intersection

Int Delay, s/veh 35.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↑↑↑			↑↑↑	↗
Traffic Vol, veh/h	0	0	19	0	0	407	0	1248	13	0	1607	20
Future Vol, veh/h	0	0	19	0	0	407	0	1248	13	0	1607	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	65	92	92	81	92	95	95	92	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	0	0	29	0	0	502	0	1314	14	0	1674	21

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	837	-	-	664	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	266	0	0	~ 346	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	266	-	-	~ 346	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	20.19	248.43	0	0
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	-	-	266 346	-	-
HCM Lane V/C Ratio	-	-	0.11 1.453	-	-
HCM Ctrl Dly (s/v)	-	-	20.2 248.4	-	-
HCM Lane LOS	-	-	C F	-	-
HCM 95th %tile Q(veh)	-	-	0.4 26.6	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s
+: Computation Not Defined *: All major volume in platoon

OneLife Fitness Alpharetta
2: NorthPoint Pkwy & Rock Mill Rd

existing p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	16	1	12	21	68	85	37	888	14	50	713	213
Future Volume (veh/h)	16	1	12	21	68	85	37	888	14	50	713	213
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1856	1870	1870	1856	1870
Adj Flow Rate, veh/h	23	1	17	24	79	99	41	976	15	56	792	0
Peak Hour Factor	0.71	0.71	0.71	0.86	0.86	0.86	0.91	0.91	0.91	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	3	2	2	3	2
Cap, veh/h	181	6	231	58	107	120	562	3493	54	486	3471	
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.03	0.68	0.68	0.04	0.69	0.00
Sat Flow, veh/h	758	44	1585	123	734	823	1781	5139	79	1781	5066	1585
Grp Volume(v), veh/h	24	0	17	202	0	0	41	641	350	56	792	0
Grp Sat Flow(s),veh/h/ln	802	0	1585	1680	0	0	1781	1689	1841	1781	1689	1585
Q Serve(g_s), s	0.0	0.0	0.9	6.1	0.0	0.0	0.7	7.5	7.5	0.9	5.8	0.0
Cycle Q Clear(g_c), s	2.9	0.0	0.9	11.6	0.0	0.0	0.7	7.5	7.5	0.9	5.8	0.0
Prop In Lane	0.96		1.00	0.12		0.49	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	187	0	231	285	0	0	562	2295	1252	486	3471	
V/C Ratio(X)	0.13	0.00	0.07	0.71	0.00	0.00	0.07	0.28	0.28	0.12	0.23	
Avail Cap(c_a), veh/h	382	0	483	549	0	0	653	2295	1252	602	3471	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.7	0.0	36.9	41.4	0.0	0.0	4.3	6.3	6.3	4.4	5.9	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.1	3.2	0.0	0.0	0.1	0.3	0.6	0.1	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.4	5.0	0.0	0.0	0.2	2.2	2.5	0.3	1.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.0	0.0	37.0	44.6	0.0	0.0	4.4	6.6	6.9	4.5	6.0	0.0
LnGrp LOS	D		D	D			A	A	A	A	A	
Approach Vol, veh/h	41			202			1032			848		
Approach Delay, s/veh	37.6			44.6			6.6			5.9		
Approach LOS	D			D			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	72.5		19.1	7.9	73.0		19.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.5	45.5		30.5	8.5	47.5		30.5				
Max Q Clear Time (g_c+I1), s	2.9	9.5		4.9	2.7	7.8		13.6				
Green Ext Time (p_c), s	0.0	6.9		0.1	0.0	5.7		1.0				

Intersection Summary

HCM 7th Control Delay, s/veh	10.6
HCM 7th LOS	B

Notes

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

Appendix D

No-Build Intersection Operations Analysis

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↗↗↗			↗↗↗	↗
Traffic Vol, veh/h	0	0	16	0	0	211	0	993	49	0	1530	7
Future Vol, veh/h	0	0	16	0	0	211	0	993	49	0	1530	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	75	92	92	84	92	87	87	92	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	0	0	21	0	0	251	0	1141	56	0	1645	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	823	-	-	599	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	272	0	0	381	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	272	-	-	381	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	19.36	30.93	0	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	-	-	272 381	-	-
HCM Lane V/C Ratio	-	-	0.078 0.659	-	-
HCM Ctrl Dly (s/v)	-	-	19.4 30.9	-	-
HCM Lane LOS	-	-	C D	-	-
HCM 95th %tile Q(veh)	-	-	0.3 4.5	-	-

OneLife Fitness Alpharetta
2: NorthPoint Pkwy & Rock Mill Rd

no-build a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	2	1	1	4	23	24	60	561	63	108	632	184
Future Volume (veh/h)	2	1	1	4	23	24	60	561	63	108	632	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1856	1870	1870	1856	1870
Adj Flow Rate, veh/h	3	1	1	5	30	32	65	603	68	114	665	0
Peak Hour Factor	0.75	0.75	0.75	0.76	0.76	0.76	0.93	0.93	0.93	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	3	2	2	3	2
Cap, veh/h	122	32	84	43	43	43	713	3534	394	716	3902	
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.04	0.76	0.76	0.05	0.77	0.00
Sat Flow, veh/h	1114	601	1585	75	813	812	1781	4624	516	1781	5066	1585
Grp Volume(v), veh/h	4	0	1	67	0	0	65	439	232	114	665	0
Grp Sat Flow(s),veh/h/ln	1714	0	1585	1700	0	0	1781	1689	1763	1781	1689	1585
Q Serve(g_s), s	0.0	0.0	0.1	1.7	0.0	0.0	0.7	3.5	3.6	1.3	3.5	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.1	3.9	0.0	0.0	0.7	3.5	3.6	1.3	3.5	0.0
Prop In Lane	0.75		1.00	0.07		0.48	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	154	0	84	129	0	0	713	2581	1347	716	3902	
V/C Ratio(X)	0.03	0.00	0.01	0.52	0.00	0.00	0.09	0.17	0.17	0.16	0.17	
Avail Cap(c_a), veh/h	445	0	404	469	0	0	897	2581	1347	996	3902	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	44.9	0.0	44.9	46.7	0.0	0.0	2.0	3.2	3.2	2.0	3.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.1	3.2	0.0	0.0	0.1	0.1	0.3	0.1	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	1.7	0.0	0.0	0.1	0.8	0.9	0.2	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.0	0.0	44.9	49.9	0.0	0.0	2.1	3.3	3.5	2.1	3.1	0.0
LnGrp LOS	D		D	D			A	A	A	A	A	
Approach Vol, veh/h	5			67			736			779		
Approach Delay, s/veh	45.0			49.9			3.3			3.0		
Approach LOS	D			D			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	80.9		9.8	8.7	81.5		9.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	20.5	40.5		25.5	14.5	46.5		25.5				
Max Q Clear Time (g_c+I1), s	3.3	5.6		2.2	2.7	5.5		5.9				
Green Ext Time (p_c), s	0.2	4.3		0.0	0.1	4.7		0.2				

Intersection Summary

HCM 7th Control Delay, s/veh	5.2
HCM 7th LOS	A

Notes

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

Intersection

Int Delay, s/veh 42.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↑↑↑			↑↑↑	↗
Traffic Vol, veh/h	0	0	20	0	0	423	0	1298	14	0	1671	21
Future Vol, veh/h	0	0	20	0	0	423	0	1298	14	0	1671	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	65	92	92	81	92	95	95	92	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	0	0	31	0	0	522	0	1366	15	0	1741	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	870	-	-	691	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	253	0	0	~ 332	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	253	-	-	~ 332	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	21.19	\$ 300.33	0	0
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	-	-	253 332	-	-
HCM Lane V/C Ratio	-	-	0.122 1.572	-	-
HCM Ctrl Dly (s/v)	-	-	21.2\$ 300.3	-	-
HCM Lane LOS	-	-	C F	-	-
HCM 95th %tile Q(veh)	-	-	0.4 30.2	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s
+: Computation Not Defined *: All major volume in platoon

OneLife Fitness Alpharetta
2: NorthPoint Pkwy & Rock Mill Rd

no-build p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	1	12	22	71	88	38	924	15	52	742	222
Future Volume (veh/h)	17	1	12	22	71	88	38	924	15	52	742	222
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1856	1870	1870	1856	1870
Adj Flow Rate, veh/h	24	1	17	26	83	102	42	1015	16	58	824	0
Peak Hour Factor	0.71	0.71	0.71	0.86	0.86	0.86	0.91	0.91	0.91	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	3	2	2	3	2
Cap, veh/h	183	6	240	60	112	123	543	3459	54	468	3439	
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.03	0.67	0.67	0.04	0.68	0.00
Sat Flow, veh/h	740	41	1585	130	738	812	1781	5137	81	1781	5066	1585
Grp Volume(v), veh/h	25	0	17	211	0	0	42	667	364	58	824	0
Grp Sat Flow(s),veh/h/ln	781	0	1585	1680	0	0	1781	1689	1841	1781	1689	1585
Q Serve(g_s), s	0.0	0.0	0.9	6.6	0.0	0.0	0.7	8.0	8.0	1.0	6.2	0.0
Cycle Q Clear(g_c), s	3.2	0.0	0.9	12.1	0.0	0.0	0.7	8.0	8.0	1.0	6.2	0.0
Prop In Lane	0.96		1.00	0.12		0.48	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	189	0	240	295	0	0	543	2274	1239	468	3439	
V/C Ratio(X)	0.13	0.00	0.07	0.71	0.00	0.00	0.08	0.29	0.29	0.12	0.24	
Avail Cap(c_a), veh/h	388	0	499	566	0	0	615	2274	1239	583	3439	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.3	0.0	36.4	41.1	0.0	0.0	4.5	6.7	6.7	4.6	6.2	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.1	3.2	0.0	0.0	0.1	0.3	0.6	0.1	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.4	5.2	0.0	0.0	0.2	2.4	2.7	0.3	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.6	0.0	36.5	44.3	0.0	0.0	4.6	7.0	7.3	4.7	6.3	0.0
LnGrp LOS	D		D	D			A	A	A	A	A	
Approach Vol, veh/h	42			211			1073			882		
Approach Delay, s/veh	37.1			44.3			7.0			6.2		
Approach LOS	D			D			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	71.8		19.7	7.9	72.4		19.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.5	44.5		31.5	7.5	47.5		31.5				
Max Q Clear Time (g_c+I1), s	3.0	10.0		5.2	2.7	8.2		14.1				
Green Ext Time (p_c), s	0.0	7.2		0.1	0.0	6.0		1.0				

Intersection Summary

HCM 7th Control Delay, s/veh	10.8
HCM 7th LOS	B

Notes

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

Appendix E

Future Intersection Operations Analysis

Intersection

Int Delay, s/veh 4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↑↑↑			↑↑↑	↗
Traffic Vol, veh/h	0	0	16	0	0	243	0	993	93	0	1569	7
Future Vol, veh/h	0	0	16	0	0	243	0	993	93	0	1569	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	75	92	92	84	92	87	87	92	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	0	0	21	0	0	289	0	1141	107	0	1687	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	844	-	-	624	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	263	0	0	367	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	263	-	-	367	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	19.86		42.99		0		0	
HCM LOS	C		E					

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	-	-	263 367	-	-
HCM Lane V/C Ratio	-	-	0.081 0.788	-	-
HCM Ctrl Dly (s/v)	-	-	19.9 43	-	-
HCM Lane LOS	-	-	C E	-	-
HCM 95th %tile Q(veh)	-	-	0.3 6.6	-	-

OneLife Fitness Alpharetta
2: NorthPoint Pkwy & Rock Mill Rd

future a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	11	3	3	4	26	24	63	561	63	108	632	197
Future Volume (veh/h)	11	3	3	4	26	24	63	561	63	108	632	197
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1856	1870	1870	1856	1870
Adj Flow Rate, veh/h	15	4	4	5	34	32	68	603	68	114	665	0
Peak Hour Factor	0.75	0.75	0.75	0.76	0.76	0.76	0.93	0.93	0.93	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	3	2	2	3	2
Cap, veh/h	135	29	93	42	51	45	709	3507	391	711	3870	
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.04	0.76	0.76	0.05	0.76	0.00
Sat Flow, veh/h	1201	489	1585	67	872	771	1781	4624	516	1781	5066	1585
Grp Volume(v), veh/h	19	0	4	71	0	0	68	439	232	114	665	0
Grp Sat Flow(s),veh/h/ln	1690	0	1585	1710	0	0	1781	1689	1763	1781	1689	1585
Q Serve(g_s), s	0.0	0.0	0.2	1.5	0.0	0.0	0.8	3.6	3.7	1.3	3.6	0.0
Cycle Q Clear(g_c), s	1.0	0.0	0.2	4.1	0.0	0.0	0.8	3.6	3.7	1.3	3.6	0.0
Prop In Lane	0.79		1.00	0.07		0.45	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	163	0	93	139	0	0	709	2561	1337	711	3870	
V/C Ratio(X)	0.12	0.00	0.04	0.51	0.00	0.00	0.10	0.17	0.17	0.16	0.17	
Avail Cap(c_a), veh/h	443	0	404	471	0	0	892	2561	1337	973	3870	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	44.8	0.0	44.4	46.2	0.0	0.0	2.1	3.4	3.4	2.1	3.2	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.2	2.9	0.0	0.0	0.1	0.1	0.3	0.1	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.1	1.8	0.0	0.0	0.1	0.8	0.9	0.2	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.1	0.0	44.6	49.1	0.0	0.0	2.2	3.5	3.6	2.2	3.3	0.0
LnGrp LOS	D		D	D			A	A	A	A	A	
Approach Vol, veh/h	23			71			739			779		
Approach Delay, s/veh	45.0			49.1			3.4			3.1		
Approach LOS	D			D			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	80.3		10.4	8.7	80.9		10.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	19.5	41.5		25.5	14.5	46.5		25.5				
Max Q Clear Time (g_c+I1), s	3.3	5.7		3.0	2.8	5.6		6.1				
Green Ext Time (p_c), s	0.2	4.3		0.1	0.1	4.7		0.3				

Intersection Summary

HCM 7th Control Delay, s/veh	5.9
HCM 7th LOS	A

Notes

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

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	44	49	211	19	13	32
Future Vol, veh/h	44	49	211	19	13	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	60	60	84	84	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	82	251	23	19	46

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	274	0	0 480 251
Stage 1	-	-	- 251 -
Stage 2	-	-	- 228 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1289	-	- 545 787
Stage 1	-	-	- 791 -
Stage 2	-	-	- 810 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1289	-	- 514 787
Mov Cap-2 Maneuver	-	-	- 514 -
Stage 1	-	-	- 746 -
Stage 2	-	-	- 810 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.77	0	10.82
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1289	-	-	-	683
HCM Lane V/C Ratio	0.057	-	-	-	0.094
HCM Ctrl Dly (s/v)	8	-	-	-	10.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.3

Intersection

Int Delay, s/veh 64.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↑↑↑			↑↑↑	↗
Traffic Vol, veh/h	0	0	20	0	0	472	0	1298	96	0	1741	21
Future Vol, veh/h	0	0	20	0	0	472	0	1298	96	0	1741	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	65	92	92	81	92	95	95	92	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	0	0	31	0	0	583	0	1366	101	0	1814	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	907	-	-	734	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	239	0	0	~ 311	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	239	-	-	~ 311	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	22.25	\$ 432.6	0	0
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	-	-	239 311	-	-
HCM Lane V/C Ratio	-	-	0.129 1.872	-	-
HCM Ctrl Dly (s/v)	-	-	22.3\$ 432.6	-	-
HCM Lane LOS	-	-	C F	-	-
HCM 95th %tile Q(veh)	-	-	0.4 39.5	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s
+: Computation Not Defined *: All major volume in platoon

OneLife Fitness Alpharetta
2: NorthPoint Pkwy & Rock Mill Rd

future p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	31	4	15	22	77	88	44	924	15	52	742	245
Future Volume (veh/h)	31	4	15	22	77	88	44	924	15	52	742	245
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1856	1870	1870	1856	1870
Adj Flow Rate, veh/h	44	6	21	26	90	102	48	1015	16	58	824	0
Peak Hour Factor	0.71	0.71	0.71	0.86	0.86	0.86	0.91	0.91	0.91	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	3	2	2	3	2
Cap, veh/h	176	20	251	59	120	123	540	3423	54	463	3392	
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.04	0.67	0.67	0.04	0.67	0.00
Sat Flow, veh/h	683	125	1585	121	759	773	1781	5137	81	1781	5066	1585
Grp Volume(v), veh/h	50	0	21	218	0	0	48	667	364	58	824	0
Grp Sat Flow(s),veh/h/ln	809	0	1585	1653	0	0	1781	1689	1841	1781	1689	1585
Q Serve(g_s), s	0.0	0.0	1.1	6.6	0.0	0.0	0.8	8.2	8.2	1.0	6.4	0.0
Cycle Q Clear(g_c), s	6.2	0.0	1.1	12.8	0.0	0.0	0.8	8.2	8.2	1.0	6.4	0.0
Prop In Lane	0.88		1.00	0.12		0.47	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	196	0	251	303	0	0	540	2250	1227	463	3392	
V/C Ratio(X)	0.26	0.00	0.08	0.72	0.00	0.00	0.09	0.30	0.30	0.13	0.24	
Avail Cap(c_a), veh/h	391	0	499	562	0	0	644	2250	1227	579	3392	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.8	0.0	35.9	40.7	0.0	0.0	4.7	6.9	6.9	4.8	6.5	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.1	3.2	0.0	0.0	0.1	0.3	0.6	0.1	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.4	5.4	0.0	0.0	0.2	2.5	2.8	0.3	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.5	0.0	36.0	44.0	0.0	0.0	4.8	7.3	7.6	5.0	6.7	0.0
LnGrp LOS	D		D	D			A	A	A	A	A	
Approach Vol, veh/h	71			218			1079			882		
Approach Delay, s/veh	37.7			44.0			7.3			6.6		
Approach LOS	D			D			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	71.1		20.4	8.2	71.5		20.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.5	44.5		31.5	9.5	45.5		31.5				
Max Q Clear Time (g_c+I1), s	3.0	10.2		8.2	2.8	8.4		14.8				
Green Ext Time (p_c), s	0.0	7.2		0.3	0.0	6.0		1.1				

Intersection Summary

HCM 7th Control Delay, s/veh	11.5
HCM 7th LOS	B

Notes

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

Intersection

Int Delay, s/veh 3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	82	14	423	35	20	49
Future Vol, veh/h	82	14	423	35	20	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	65	65	81	81	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	126	22	522	43	27	65

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	565	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1006	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1006	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	7.76	0	14.98
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1006	-	-	-	452
HCM Lane V/C Ratio	0.125	-	-	-	0.203
HCM Ctrl Dly (s/v)	9.1	-	-	-	15
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	0.8

Community Zoning Information Meeting (CZIM)
Please sign-in and leave your comments and/or concerns.

June 10, 2026

MP-26-09/CU-26-08/V-26-13 / One Life Fitness/Delta Credit Union MP

NAME	ADDRESS	COMMENTS
NEAL FREEMAN	959 MIDDLE FORK TRAIL SUWANEE, GA 30024	PRESENTER, OWNER OF PROPERTY.

No Comments

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: One Life Fitness/Haynes Bridge & Rock Mill

Contact Name: Neal Freeman Telephone: 404-626-1958

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.

NONE

I did receive two letters back with Return To Sender. Copies of those letters are attached.

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.*

- | | |
|--|---|
| ☒ Letter | ☐ Personal Visits |
| ☐ Telephone | ☐ 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: _____

W. Neal Freeman

Date: _____

6/11/2026

Print Form

May 15, 2026

Neal Freeman
959 Middle Fork Trail
Suwanee, GA 30024

RE: MP-26-09/CU-26-08 One Life Fitness/Delta Credit Union Master Plan

Dear Property Owner:

Please allow this letter to serve as public notice for consideration of a master plan amendment and conditional use to allow for the construction of a 2 story, 55,000 square foot building to be used by One Life Fitness on 6.25 acres in the North Point Overlay. A master plan amendment is requested to the Delta Credit Union Master Plan to add 'Athletic Facility' as a conditional use and a conditional use is requested to allow One Life Fitness to operate an 'Athletic Facility' on the subject property. The property is located at 0 North Fulton Expressway and is legally described as being located in Land Lots 753, 754, 797 & 798, 1st District, 2nd Section, Fulton County, Georgia

The Community Zoning Information Meeting (CZIM) will be held on **Wednesday, June 10, 2026, at 6:00 PM** in the Community Room in Alpharetta City Hall across from the Council Chambers. Alpharetta City Hall is Located at 2 Park Plaza, Alpharetta, GA, 30009. This is an informal meeting to allow the public to view public hearing requests, ask questions, and provide feedback.

The item will be considered by the Planning Commission on **Thursday, July 9, 2026, at 6:30 PM.** and City Council on **Monday, July 20, 2026, at 6:30 PM.** The meetings will be held in the Council Chambers at City Hall, 2 Park Plaza, Alpharetta, GA 30009.

If you have any questions regarding the request, please feel free to contact me at your convenience. I can be reached at [REDACTED] or [REDACTED]

Sincerely,



Neal Freeman



Beith and Neal Freeman
959 Middle Fork Trl
Suwanee, GA 30024

ATLANTA GA RPDC 302
27 MAY 2026 PM 4 L



UNITED STATES
OF AMERICA
FOREVER/USA

NORTHWOODS SUMMIT LP

3330 CUMBERLAND BOULEVARD

ATLANTA GA 30339

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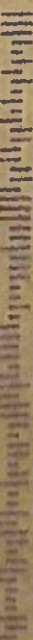
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UNABLE TO FORWARD

BC:

30024759959

*2401-01074-27-24



303880-583593

IA



Beith and Neal Freeman
959 Middle Fork Trl
Suwanee, GA 30024

ATLANTA GA RPDC 302
27 MAY 2026 PM 7 L



UNITED STATES
OF AMERICA
FOREVER/USA

COLE JO ALPINESTA GA LLC

5555 DANAOW ROAD

WILSON, ON 44236

NIXIE

441 DC 1

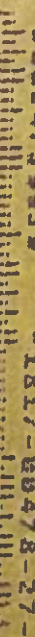
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BC:

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*1817-00478-27-27



44236-400155

30024759959

HAYNES ROCK LLC
11190 HAYNES BRIDGE RD
ALPHARETTA GA 30022

AVENUE 26 HOLDINGS LLC ET AL
11911 SAN VICENTE BLVD STE 310
LOS ANGELES CA 90049

12915 HIGHWAY 9 LLC
12915 HIGHWAY 9
ALPHARETTA GA 30004

BANGSIK & SHOOKJA
REVOCABLE LIVING TRUST THE
1511 REAGAN CIR NW
CONYERS GA 30012

NORTHWINDS SUMMIT L P
3330 CUMBERLAND BLVD
ATLANTA GA 30339

P&L SUMMIT BCI L P
3330 CUMBERLAND BLVD STE 300
ATLANTA GA 30339

NATIONAL RETAIL PROPERTIES LP
450 SOUTH ORANGE AVE STE 900
ORLANDO FL 32801

USR REAL ESTATE HOLDINGS LLC
500 STAPLES DR
FRAMINGHAM MA 01702

BFC PROPERTIES INC ET AL
515 LYELL DR STE 101
MODESTO CA 95356

COLE JO ALPHARETTA GA LLC
5555 DARROW RD
HUDSON OH 44236

VIRTUE REALTY GROUP LLC
5755 N POINT PKWY #262
ALPHARETTA GA 30022

NORTHPOINT PARK BUILDERS LLC
5755 N POINT PKY STE 85
ALPHARETTA GA 30022

DC KRS NORTHPOINT LLC
5755 NORTH POINT PKWY 261
ALPHARETTA GA 30022-1174

COORDINATING RESEARCH COUNCIL INC
5755 NORTH POINT PKWY STE 265
ALPHARETTA GA 30022

FULTON COUNTY BOARD OF EDUCATION
6201 POWERS FERRY RD NW
ATLANTA GA 30339

TRAMELL PROPERTIES LLC
811 3RD AVE
WEST POINT GA 31833-1528

PICKLE & SOCIAL ALPHARETTA LLC
959 MIDDLE FORK TRL
SUWANEE GA 30024

BRE/ESA P PORTFOLIO LLC
P.O. BOX 49550 - PROP TAX
CHARLOTTE NC 28277-9550

From: [Woodman, Michael](#)
To: [REDACTED]
Cc: [REDACTED]; [Taylor, Elicia](#)
Subject: Re: REZONING FOR HEALTH CLUB Haynes Bridge/400/Rock Mill Road
Date: Tuesday, June 16, 2026 3:09:10 PM
Attachments: [Scanned from a Xerox Multifunction Printer.pdf](#)

Good afternoon, Emery.

We do have a public hearing request submitted to all Onelife Fitness at the property at the northeast corner of Haynes Bridge Rd and Rock Mill Rd. However, there is no hearing scheduled for tonight. The request was shown to the public at a community meeting last week on June 10th. The request is scheduled to be considered by the Planning Commission on Thursday, July 9th and City Council on Monday, July 20th. Please let me know if you have any questions. Best regards.

Sent from my iPhone

On Jun 16, 2026, at 2:26 PM, [REDACTED] wrote:

Dear Mr. Woodman,

We have received the letter from I suppose a developer about rezoning-allowing a health club.
Is this hearing still on for tonight?

This email has been cc'd to the president of the condo office project on the same street, Mr. Raj Kalidindi.

I am sure there will be very strong objections from the ownership group here (most all Alpharetta residents), as Rock Mill already has significant traffic issues. The similar size LA Fitness on Windward (45,000 feet on 6-7 acres) had nearly 7,500 members I was told (by the Developer).
This would seem to be untenable, even at 1/3 the size.

Highest regards,

Emery Shane

SHANE I
5755 North Point Parkway, Suite 261
Alpharetta, GA 30022
[REDACTED]

From: [REDACTED]
Sent: Friday, February 6, 2026 4:03 PM
To: mwoodman@alpharetta.ga.us
Subject: Moon Valley Haynes Bridge/400/Rock Mill Road

Dear Mr. Woodman,

I received notice of a public hearing about the above project, and the Planning Commission meeting (Feb 5).

Did that project receive approval? If so, is it going forward to the City Council meeting on February 23, 2026 as planned?
I am cc'ing Raja Kalidindi, who is manager and large owner of the Office Condominium project affected by the project.

Highest regards,

Emery Shane

SHANE |
5755 North Point Parkway, Suite 262



CITY OF ALPHARETTA

PUBLIC HEARING APPLICATION

FOR OFFICE USE ONLY

Case #: MP-26-09 CU-26-08 V- 26- 13

PH #: PHA260013

☐ 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: Neal Freeman

Telephone: 404-626-1958

Address: 959 Middle Fork Trail

Suite: _____

City: Suwanee

State: GA

Zip: 30324

Fax: _____

Mobile Tel: 404-626-1958

Email: neal.freeman@cosoventures.com

Subject Property Information:

Address: NE corner of GA 400 & Haynes Bridge Rd. - North Fulton Express Parkway

Current Zoning: OI

District: _____ Section: _____ Land Lot: _____ Parcel ID: 12 286007981871 - 12 286007981889

Proposed Zoning: _____ Current Use: Restaurant and Indoor/Outdoor recreation

This Application For (Check All That Apply):

☒ Conditional Use

☒ Master Plan Amendment

☐ Comprehensive Plan Amendment

☐ Rezoning

☐ Master Plan Review

☒ Variance

☐ Public Hearing

☐ Exception

☐ Other (Specify): _____

APPLICANT REQUEST AND INTENT

What is the proposed use(s) of the property?

Applicant proposes to use the site for a physical fitness facility. The first floor will be approximately 35,500 square feet, the second floor will be 19,500 square feet and approximately 15,000 square feet of outdoor amenity space.

Applicant's Request (Please itemize the proposal):

Applicant requests that the master plan be amended along with the zoning to allow for the subject property to be used for a physical fitness facility.

Applicant's Intent *(Please describe what the proposal would facilitate).*

Applicant intends to utilize the site as a physical fitness facility with two floors with a cumulative square footage of 55,000 indoors and 15,000 square feet of outdoor amenity space which is presently planned for at least 4 pickleball courts and some outdoor training area. The parking spaces will be adjacent to the facility as shown on the attached site plan.

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: Pickle & Social Alpharetta LLC - W. Neal Freeman, Managing Member

Telephone: 404-626-1958

Address: 959 Middle Fork Trail

Suite: _____

City: Suwanee

State: GA

Zip: 30024

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 |
| ☒ Rezoning | ☒ Conditional Use |
| ☐ Variance/Exception | ☒ Master Plan |
| ☐ Comprehensive Land | ☐ Other |

Use Plan Amendment

Property Owner's Authorized Applicant (if applicable):

Name of Authorized Applicant: W. Neal Freeman

Telephone: 404-626-1958

Address: _____

Suite: _____

City: Suwanee

State: GA

Zip: 30024

So Sworn and Attested:

Owner Signature: _____

W. Neal Freeman
W. Neal Freeman

Notary: _____

Notary Signature: _____



Date: _____

4/22/2026
4/22/2026

Date: _____

04/28/2026

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: Neal Freeman

Subject Public Hearing Case: Fitness Facility

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: N/A

Description of Contribution: N/A Value: N/A

Description of Contribution: N/A Value: N/A

Description of Contribution: N/A Value: N/A

Description of Contribution: N/A Value: N/A

Description of Contribution: N/A Value: N/A

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: W. Neal Freeman

Date: 4/26/26

REZONING & MASTER PLAN AMENDMENT REVIEW CRITERIA

How will this proposal be compatible with surrounding properties?

The proposed use is a retail/commercial use. The property is located in a busy commercial corridor and will seek to attract customers that are seeking to improve their physical fitness.

How will this proposal affect the use and value of the surrounding properties?

Currently, the site is a wooded lot that generates little in the way of economic output. Our proposed use will provide a high quality fitness facility. Our proposed use will be a destination that improves people's lives through better health.

Can the property be developed for a reasonable economic use as currently zoned? Please explain why or why not.

The site is currently zoned for an outdoor entertainment concept. That specific concept and others like it have proven to be challenging in the current environment. Other locations in the metro area with similar concepts are not doing well and this is why the current owner wishes to divest of the site. The fitness industry is one of the few industries thriving at this time.

What would be the increase to population and traffic if the proposal were approved?

There would be an increase in traffic to the site but the attached trip generation report reflects a manageable increase.

What would be the impact to schools and utilities if the proposal were approved?

There would be limited impact to the schools or utilities as there will be no addition of residential units.

How is the proposal consistent with the Alpharetta Comprehensive Plan; particularly the Future Land Use Map?

The most recent update of the Alpharetta Comprehensive Plan, Future Use Land map shows the property listed as Corporate Office. The property is currently zoned OI. This zoning allows for some but not all retail/commercial uses. We are looking to confirm the physical fitness venue as an approved use and get the Master Plan Amendment approved as well

Are there existing or changing conditions which affect the development of the property and support the proposed request?

The current existing conditions of raw land located at the intersection of GA 400, Haynes Bridge Road and Rock Mill Road are destined to change as this is the last corner of this busy intersection to be developed.

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.

VARIANCE & EXCEPTION REVIEW CRITERIA

Please respond to the following ONLY if you are applying for a variance or exception. Respond to 1-3 for a variance and 1-4 for an exception.

1. Are there extraordinary and exceptional conditions pertaining to the subject property because of its size, shape, or topography? Please describe them.

The 6.24-acre property is bordered to the south by Haynes Bridge Road and to the west by GA 400 which requires a 60' undisturbed buffer. The site also falls in topography towards towards the northeast corner. There is an existing curb cut off Rock mill Raod to the east. The variance for setbacks off Haynes Bridge Road and Rock Mill Road are needed due to the fire safety requirement for circulation around a building the size of the one proposed.

The site had received a previous variance for parking between a proposed building and Rock Mill Road.

2. Would the application of the Zoning Code standards as they relate to the subject property create an unnecessary hardship? Please explain.

Yes, as mentioned in #1, the setback off Rock Mill Road is needed to meet fire safety standards. The setback variance off Haynes Bridge Road is needed because without the variance the fitness facility is forced to face the "back of the facility" to Haynes Bridge. Not ideal for the fitness facility or the City. The curb cut off Rock Mill Road would be impacted as well if the setback variance from Haynes Bridge Road was not obtained.

3. Are there conditions that are peculiar to the subject property? Please describe them in detail.

Yes, as mentioned in #1 & #2, the 60' undisturbed buffers and the existing curb cut cause some impediments in site design flexibility. The other factor is how much higher the site is near Haynes Bridge versus the east and north sides of the property. Moving the building closer to Haynes Bridge is not achievable due to these constraints.

4. 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.

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.

UDC 4.2.3(B) Conditional Use Standards. 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;

A traffic generation report was ordered and reflected enough trip generation to warrant an additional traffic study. Based upon the final findings, any needed improvements to Rock Mill Road and the internal site to properly handle the added trip generation will be completed.

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

The site plan will be designed to properly handle refuse areas (with City-approved enclosures), loading and service areas, and buffers and screening.

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 use of a physical training facility will not be injurious to the use and enjoyment of the environment and will not diminish any surrounding property values.

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

There will be no increase in local or state expenditures in servicing or maintaining neighboring properties.

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

The use will not be an impediment to the normal and orderly development of the 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;

A physical fitness facility and this location at the busy corner of GA 400 and Haynes Bridge Road and Rock Mill Road are consistent with the pattern of development of the city.

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

Our location is adjacent to a commercial, big box development to the east, GA 400 to the west, Haynes Bridge Road to the south. It is also adjacent to the Fulton County Maintenance Building to the north. The machinery related to the County's maintenance is directly adjacent to our proposed physical fitness facility. There is sufficient separation from this County building and its maintenance use.

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: NEC GA 400 & Haynes Bridge Road (Physical Fitness Facility)

Contact Name: Neal Freeman Telephone: 404-626-1958

The following people will be notified of this application and provided information describing the subject proposal. All properties within 500' or adjoining properties and the HOA MUST be notified. Notification requirements to be established by the City. Attach mailing list, 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.*

- | | |
|--|---|
| ☒ Letter | ☐ Personal Visits |
| ☐ Telephone | ☐ 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.

I will be mailing the notice to the surrounding neighbors and including my phone number and email address. They can communicate any concerns or questions to me. I will meet them in person if a digital response is not adequate.

HAYNES ROCK LLC
11190 HAYNES BRIDGE RD
ALPHARETTA GA 30022

AVENUE 26 HOLDINGS LLC ET AL
11911 SAN VICENTE BLVD STE 310
LOS ANGELES CA 90049

12915 HIGHWAY 9 LLC
12915 HIGHWAY 9
ALPHARETTA GA 30004

BANGSIK & SHOOKJA
REVOCABLE LIVING TRUST THE
1511 REAGAN CIR NW
CONYERS GA 30012

NORTHWINDS SUMMIT L P
3330 CUMBERLAND BLVD
ATLANTA GA 30339

P&L SUMMIT BCI L P
3330 CUMBERLAND BLVD STE 300
ATLANTA GA 30339

NATIONAL RETAIL PROPERTIES LP
450 SOUTH ORANGE AVE STE 900
ORLANDO FL 32801

USR REAL ESTATE HOLDINGS LLC
500 STAPLES DR
FRAMINGHAM MA 01702

BFC PROPERTIES INC ET AL
515 LYELL DR STE 101
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5555 DARROW RD
HUDSON OH 44236

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ALPHARETTA GA 30022

NORTHPOINT PARK BUILDERS LLC
5755 N POINT PKY STE 85
ALPHARETTA GA 30022

DC KRS NORTHPOINT LLC
5755 NORTH POINT PKWY 261
ALPHARETTA GA 30022-1174

COORDINATING RESEARCH COUNCIL INC
5755 NORTH POINT PKWY STE 265
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FULTON COUNTY BOARD OF EDUCATION
6201 POWERS FERRY RD NW
ATLANTA GA 30339

TRAMELL PROPERTIES LLC
811 3RD AVE
WEST POINT GA 31833-1528

PICKLE & SOCIAL ALPHARETTA LLC
959 MIDDLE FORK TRL
SUWANEE GA 30024

BRE/ESA P PORTFOLIO LLC
P.O. BOX 49550 - PROP TAX
CHARLOTTE NC 28277-9550

April 27, 2026

LETTER OF INTENT
NEC of GA 400 & Haynes Bridge Road on Rock Mill Road

Proposed Use: To develop the 6.24-acre site for an approximately 55,000 square feet physical fitness facility

Name of Business. One Life Fitness

Description of Operations. To utilize the site as a physical fitness facility with two floors with a cumulative square footage of 55,000 indoors and 15,000 square feet of outdoor amenity space which is presently planned for at least 4 pickleball courts and some outdoor training area. There are plans for 286 parking spaces adjacent to the facility as shown on the attached site plan.

Premises. Two floors with a cumulative square footage of 55,000 indoors and 15,000 square feet of outdoor amenity space which is presently planned for at least 4 pickleball courts and some outdoor training area

Hours of Operation. Monday – Sunday: 5AM-11PM

Estimated Number of Employees. 75-100

Sincerely,

W. Neal Freeman
Managing Member
Pickle & Social Alpharetta, LLC
959 Middle Fork Trail
Suwanee, GA 30024

June 15, 2026

Michael Woodman
Alpharetta Planning & Development
2 Park Plaza
Alpharetta, GA 30009

Re: Onelife Alpharetta Fitness Facility
Rock Mill Road & Haynes Bridge Road
EcoDistrict Points

Dear Michael.

The Onelife Alpharetta development is proposed for a 6.25-acre C-4 Commercial zoned parcel fronting Rock Mill Road and Haynes Bridge Road. The proposed development will require compliance with 7 EcoDistrict Points. The following measures will be provided for a total of 7 EcoDistrict Points:

Enhanced Bicycle Amenities Measure

a. Minimum Requirements. Provision of two of the following shall be awarded one point and provision of three or more of the following shall be awarded two points:

ii. For office or commercial space, employee shower facilities. Provide a minimum of one shower facility plus one additional shower per 150 employees.

iii. Repair Center. Provide a designated bicycle repair center open to the public and consisting of an air pump, water, and tools at a minimum.

iv. Bicycle parking spaces. Provide at least 200% of the bicycle parking requirements of UDC Sec. 2.5.8.

Provided Measures: Shower facilities will be provided in the Onelife Alpharetta locker rooms and a bicycle repair center will be provided at the required bicycle racks.

Provided EcoDistrict Points: 2 Points

Alternative Transportation Measure

a. Minimum requirement. One point shall be available for the provision of each of the following, up to two total points for this measure:

i. Ride-Sharing. Provide at least one on- or off-street pick-up/drop-off zone per 100 new or added vehicular parking spaces for the exclusive use of passengers arriving by taxi, ride-sharing, or shuttle. No project using this measure shall have less than one such space.

ii. Van Pools. Provide at least one van pool space per 200 new or added vehicular parking spaces.

Provided Measures: A pick-up/drop-off zone will be located at the Onelife Alpharetta facility. One van pool space will be provided and marked at the Onelife Alpharetta.

Provided EcoDistrict Points: 2 Points

Additional Landscaped Civic Space Measure (13% Civic Space = 3 points).

a. Minimum Requirement. Provision of additional landscaped civic space or a multi-use trail over the requirement over the amount required by this overlay or the underlying district, whichever is greater. Additional civic space must be landscaped with lawns, ground cover, shrubs, or woodlands and may not be paved or otherwise impervious except for paths and trails. One point shall be available for each one additional percent of gross acreage provided as civic space, up to five total points for this measure.

Provided Measures: The minimum required site Civic Space is 10%. The proposed development will provide a Civic Space along the Haynes Bridge frontage and the Georgia 400 frontage that will total 13% of the parcel area. This is 3% greater than the minimum.

Provided EcoDistrict Points: 3 Points

Sincerely,

W. Barry Dunlop, P.E.

Physical Fitness Facility

6.24 acre property

NEC of GA 400 & Haynes Bridge Road at Rock Mill Road

Applicant: Neal Freeman

DESCRIPTION OF EXTERIOR MATERIALS AND ARCHITECTURE

The building and its related design WILL BE COMPATIBLE with the North Point Design Guidelines.

The exterior materials will be a mixture of brick, masonry products (split face block if allowed), pre-cast panels, glazing, wood slats, metal canopies and decorative sconces.

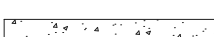
Because of the two-story design, the building will feature various vertical columns of brick, other masonry materials, windows trimmed with wood slats and vertical style sconces that will accent the building with light in a subtle but elegant manner.

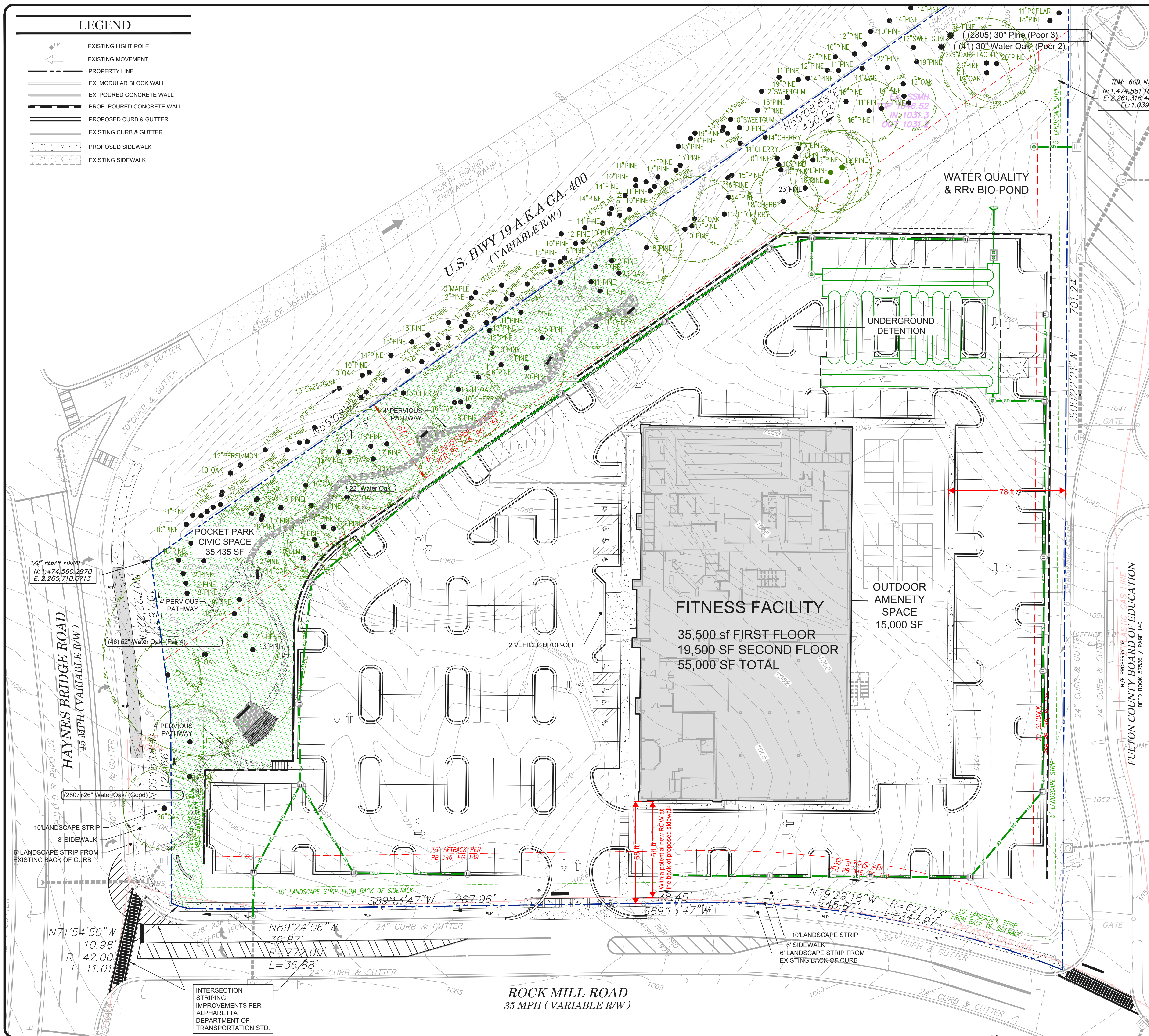
The entry will feature a metal suspended canopy over the double door entrance.

The coping will be a nice design element creating a clean but attractive roof line.

The landscaping will meet all City and North Point Design Guideline requirements and will accent the clean and vertical line of the building design.

LEGEND

	EXISTING LIGHT POLE
	EXISTING MOVEMENT
	PROPERTY LINE
	EX. MODULAR BLOCK WALL
	EX. POURED CONCRETE WALL
	PROP. POURED CONCRETE WALL
	PROPOSED CURB & GUTTER
	EXISTING CURB & GUTTER
	PROPOSED SIDEWALK
	EXISTING SIDEWALK



The map shows the proposed site location in the Rockville area. The site is a triangular plot bounded by I-495 to the north and east, and I-270 to the south and west. Key landmarks and roads include:

- Major Roads:** I-495 (Capital Beltway), I-270 (Capital Beltway), and Rockville Pike (MD 355).
- Landmarks:** Rockville Metro Station, Rockville Town Center, Rockville Town Square, Rockville Town Center, Rockville Town Square, Rockville Town Center, Rockville Town Square.
- Other Features:** Various commercial centers, parking lots, and local businesses are marked with icons and labels.

ADDRESS: 0 NORTH FULTON EXPRESSWAY
 PARCEL NO: 12-2860-0798-1871 (2.45 ac)
 PARCEL NO: 12-2860-0798-1869 (3.79 ac)

 GROSS SITE AREA: 272.142 SF (6.25 ACRES)

 ZONING:
 CURRENT ZONING: C-2.4 COMMERCIAL SMALL TRACTS
 ZONING JURISDICTION: CITY OF ALPHARETTA, GEORGIA

 PROPOSED USE:
 55,000 sq ft FITNESS FACILITY

 MAXIMUM COVERAGE BY PRINCIPAL BUILDINGS: 90% (244,927 SF)
 PROPOSED BUILDING COVERAGE: 13% (35,500 SF)

 MAXIMUM BUILDING HEIGHT: 40 FEET
 PROPOSED BUILDING HEIGHT: 38 FEET

 MINIMUM CIVIC SPACE: 13% (35,378 sf)
 CIVIC AREA AS POCKET PARK: 35,435 SF
 TOTAL PROPOSED CIVIC AREA: 13% (35,435 SF)

 MINIMUM AMENITY SPACE: 5% (13,607 sf)
 TOTAL AMENITY: 5.5% (15,000 SF)

 SETBACKS:
 HAYNES BRIDGE ROAD: 20' LANDSCAPE STRIP
 ROCK HILL ROAD: 25' BUILDING SETBACK, 10' LANDSCAPE STRIP
 U.S. HWY 19 (A.K.A. GA 400): 60' UNDISTURBED BUFFER
 SITE YARD: 20' SETBACK

1. EXISTING CONDITIONS FROM GEO SURVEY, DATED MAY 23, 2023.
2. THE PROPOSED DEVELOPMENT WILL REMOVE THE EXISTING PROPERTY DETENTION FACILITY THAT PROVIDED STORM WATER MANAGEMENT FOR A PORTION OF ROCK MILL ROAD. THE PROPOSED DEVELOPMENT WILL PROVIDE DETENTION MITIGATION FOR THE PORTION OF ROCK MILL ROAD THAT DRAINS TO THE SUBJECT PROPERTY.
3. THE PROPOSED DEVELOPMENT WILL IMPLEMENT SIMILAR STREETSCAPE, CIVIC OPEN SPACE IMPROVEMENTS, AS WELL AS ENHANCED PEDESTRIAN CROSSING IMPROVEMENTS, THAT ARE IDENTIFIED WITHIN THE CONDITIONS OF APPROVAL FOR PUBLIC HEARING MP-23-04/V-23-24.

PARKING SPACE REQUIRED			
Fitness Facility	Area Square Footage	Number of Spaces Per 1000 sf	Required Parking
Fitness Facility	55,000	5	275
Total Required Parking			275

Regular Parking Spaces	278
Handicap Parking Spaces	8
TOTAL PROVIDED PARKING	286

PARKING SPACES AREA
 AVERAGE PARKING SPACE 9'x18' = 162 SF
 PROPOSED PARKING SPACES = 288
 PROPOSED PARKING SPACE AREA = 162 SF x 288 = 46,656 SF



Know what's below
Call 811 or (800) 282-7411
Before You Dig

*****CAUTION*****

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(IN FEET)
1 inch = 30 ft.

LEGEND

	EXISTING LIGHT POLE
	EXISTING MOVEMENT
	PROPERTY LINE
	EX. MODULAR BLOCK WALL
	EX. POURED CONCRETE WALL
	PROP. POURED CONCRETE WALL
	PROPOSED CURB & GUTTER
	EXISTING CURB & GUTTER
	PROPOSED SIDEWALK
	EXISTING SIDEWALK



ADDRESS: 0 NORTH FULTON EXPRESSWAY
 PARCEL NO: 12-2860-0798-1871 (2.45 ac)
 PARCEL NO: 12-2860-0798-1869 (3.79 ac)

 GROSS SITE AREA: 272.142 SF (6.25 ACRES)

 ZONING:
 CURRENT ZONING: C-4 COMMERCIAL SMALL TRACTS
 ZONING JURISDICTION: CITY OF ALPHARETTA, GEORGIA

 PROPOSED USE:
 55,000 sq ft FITNESS FACILITY

 MAXIMUM COVERAGE BY PRINCIPAL BUILDINGS: 90% (244,927 SF)
 PROPOSED BUILDING COVERAGE: 13% (35,500 SF)

 MAXIMUM BUILDING HEIGHT: 40 FEET
 PROPOSED BUILDING HEIGHT: 38 FEET

 MINIMUM CIVIC SPACE: 13% (35,378 sf)
 CIVIC AREA AS POCKET PARK: 35,435 SF
 TOTAL PROPOSED CIVIC AREA: 13% (35,435 SF)

 MINIMUM AMENITY SPACE: 5% (13,607 sf)
 TOTAL AMENITY: 5.5% (15,000 SF)

 SETBACKS:
 HAYNES BRIDGE ROAD: 20' LANDSCAPE STRIP
 ROCK HILL ROAD: 25' BUILDING SETBACK, 10' LANDSCAPE STRIP
 U.S. HWY 19 (A.K.A. GA 400): 60' UNDISTURBED BUFFER
 SITE YARD: 20' SETBACK

1. EXISTING CONDITIONS FROM GEO SURVEY, DATED MAY 23, 2023.
2. THE PROPOSED DEVELOPMENT WILL REMOVE THE EXISTING PROPERTY DETENTION FACILITY THAT PROVIDED STORM WATER MANAGEMENT FOR A PORTION OF ROCK MILL ROAD. THE PROPOSED DEVELOPMENT WILL PROVIDE DETENTION MITIGATION FOR THE PORTION OF ROCK MILL ROAD THAT DRAINS TO THE SUBJECT PROPERTY.
3. THE PROPOSED DEVELOPMENT WILL IMPLEMENT SIMILAR STREETSCAPE, CIVIC OPEN SPACE IMPROVEMENTS, AS WELL AS ENHANCED PEDESTRIAN CROSSING IMPROVEMENTS, THAT ARE IDENTIFIED WITHIN THE CONDITIONS OF APPROVAL FOR PUBLIC HEARING MP-23-04/IV-23-24.

PARKING SPACE REQUIRED			
Fitness Facility	Area Square Footage	Number of Spaces Per 1000 sf	Required Parking
Fitness Facility	55,000	5	275
Total Required Parking			275

Regular Parking Spaces	278
Handicap Parking Spaces	8
TOTAL PROVIDED PARKING	286

PARKING SPACES AREA
 AVERAGE PARKING SPACE 9'x18' = 162 SF
 PROPOSED PARKING SPACES = 288
 PROPOSED PARKING SPACE AREA = 162 SF x 288 = 46,656 SF



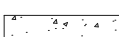
Know what's below
Call 811 or (800) 282-7411
Before You Dig

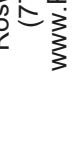
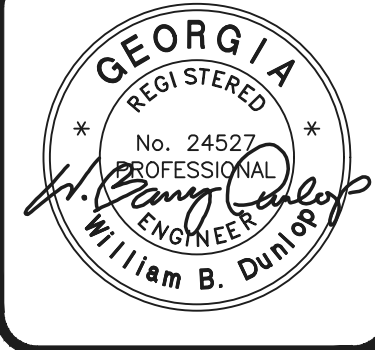
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(IN FEET)
1 inch = 30 ft.

LEGEND

	EXISTING LIGHT POLE
	EXISTING MOVEMENT
	PROPERTY LINE
	EX. MODULAR BLOCK WALL
	EX. POURED CONCRETE WALL
	PROP. POURED CONCRETE WALL
	PROPOSED CURB & GUTTER
	EXISTING CURB & GUTTER
	PROPOSED SIDEWALK
	EXISTING SIDEWALK

[illegible]The logo for Paradigm Engineering Services, Inc. features the word "paradigm" in a lowercase, sans-serif font. The "i" in "paradigm" is stylized with a vertical line that has a series of green dots of varying sizes along it, resembling a barcode or a digital signal. To the right of the word "paradigm", the text "Engineering Services, Inc." is written in a smaller, uppercase, sans-serif font.

paradigm
Engineering Services, Inc.

903 Bombay Lane
Roswell, GA 30076
(770) 605-6030
www.Paradigmeng.net

Project No.	P-2314
Design By:	WBD
Drawn By:	LBF
Checked By:	WBD
Date:	6/14/2006
Scale:	1" = 30'

[illegible]

US Fitness Holdings, LLC

8025 Sudley Rd
Manassas, VA 20109

ZONING TREE SAVE PLAN

Alpharetta Onelife Fitness

0 NORTH FULTON EXPRESSWAY
LAND LOT 753,754,797,798; 12TH DISTRICT
CITY OF ALPHARETTA, FULTON COUNTY, GEORGIA

Drawing No.
Z 1.0

Page 92 of 171



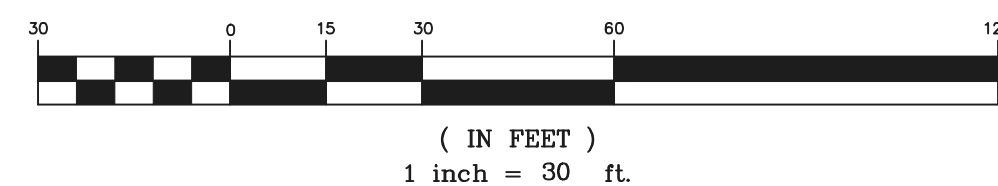
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GRAPHIC SCALE



(IN FEET)
1 inch = 30 ft

LEGEND

Legend for the cross-section diagram:

- EXISTING ROOF POLE
- EXISTING MOVEMENT
- EXISTING MOVEMENT
- PROPERTY LINE
- PROPERTY LINE
- EX. MODULAR BLOCK WALL
- EX. MODULAR BLOCK WALL
- EX. POURED CONCRETE WALL
- EX. POURED CONCRETE WALL
- PROP. MODULAR BLOCK WALL
- PROP. MODULAR BLOCK WALL
- PROP. POURED CONCRETE WALL
- PROP. POURED CONCRETE WALL
- EXISTING CURB CUTTER
- EXISTING CURB CUTTER
- PROP. SIDEWALK
- PROP. SIDEWALK
- EXISTING SIDEWALK
- EXISTING SIDEWALK
- CRZ
- CRITICAL ROOT ZONE

SIGHT DISTANCE

I, W. BARRY DUNLOP, A PROFESSIONAL ENGINEER IN THE STATE OF GEORGIA, HEREBY CERTIFY THE PROPOSED ENTRANCE FOR THE ALPHARETTA PICKLE & SOCIAL GROUP ON ROCK MILL ROAD IS DESIGNED WITH ADEQUATE SIGHT DISTANCE IN EACH DIRECTION: THE REGULATED SPEED LIMIT ON THE APPROACHING THROUGH-FARE IS 35 MPH. THE DESIGNED SIGHT DISTANCE PROVIDES VISIBILITY OF +390 FEET TO THE RIGHT AND +390 FEET TO THE LEFT. THE SIGHT DISTANCE SHALL BE MEASURED FROM A POINT OF 15 FEET FROM THE EDGE OF THE NEAREST TRAVEL LANE TO THE CENTER OF EACH TRAVEL LANE AND WITH A DRIVER'S EYE HEIGHT OF 3.5 FEET ABOVE THE ROADWAY.

DESIGNED SIGHT DISTANCE

UTILITY PROVIDER

1. WATER SERVICE PROVIDED BY FULTON COUNTY WATER
2. SEWER SERVICE PROVIDED BY FULTON COUNTY SEWER
3. POWER SERVICE PROVIDED BY GA POWER
4. GAS SERVICE PROVIDED BY GAS SOUTH

GAS	GAS SOUTH (877) 332-5442
E E E E E	GEORGIA POWER (888) 660-5890
W W W W W	FULTON COUNTY WATER & SEWER (404) 612-4244

CONTRACTOR NOTE

CONTRACTOR IS TO PROVIDE THE CITY OF ALPHARETTA ENCROACHMENT PERMIT FOR ALL WORK WITHIN THE CITY'S R.O.W. ANY TRAFFIC SIGNAL OR UTILITY RELOCATIONS WILL BE THE RESPONSIBILITY OF THE OWNER/ DEVELOPER.

1. For the Public Works Department, a contractor is to seek the City of Alpharetta ROW Encroachment Permit for work within the City's ROW and to obtain a City of Alpharetta Traffic Control Permit for work from 6 AM or after 4 PM. Additionally, all submitted traffic control plans and safety measures are to meet current MUTCD Standards. Any traffic control plan that does not meet current MUTCD Standards will be the responsibility of the owner/developer.
2. All utility locations and relocations, and/or damage will be the responsibility of the developer/contractor. Utility locations are to be marked by the City of Alpharetta Public Works Department directly for traffic signal and utility locations. Phone (678) 297-6200.
3. All required traffic signage must meet current MUTCD Standards.
4. All required traffic striping must meet current MUTCD Standards and GDOT Plan Specifications and must be thermoplastic.
5. All required traffic signage and striping must be approved by the City of Alpharetta Public Works Department. All traffic control forms must meet current AASHTO standards and must be AASHTO Form 1. Local Disturbance Inspector prior to concrete pour.
6. All required traffic signage must meet current MUTCD and AASHTO Standards.
7. All roadway tangent and curve designs must meet current AASHTO Standards.
8. All existing, proposed, and/or traffic control device modifications are required as a part of development, associated construction should be complete and approved by the City Transportation Engineer prior to issuance of CO.
9. If signalization and/or signal modifications are required as a part of development, associated construction should be complete and approved by the City Transportation Engineer prior to issuance of CO. If unsignalized traffic control device modifications are required as a part of development, minimum sight distance left and sight distance right calculations must be provided in the traffic control plan. AASHTO requirements for intersection sight distance. Minimum sight distance measurements should be provided in submitted landscape plans and traffic control plan. Minimum sight distance calculations must be provided. Minimum sight distance calculations provided at the proposed driveway location(s) are based on posted speed limits.
10. All proposed development must be designed to meet current development must meet and adhere to design criteria provided in Alpharetta UDC Article 1 Section 2.5.
11. Geotechnical reports are required for all public and/or private roadway installations. Testing requirements provided in Alpharetta Code of Ordinances Chapter 40 Article IV Section 40-404 shall be used for submission of reports.
12. Any constructed installations that do not meet the necessary approval(s) required prior to an issuance of CO must be demolished, relocated, or replaced at the expense of the owner/developer until the necessary approval(s) are met.

1. ALL REQUIRED TRAFFIC SIGNAGE MUST MEET MUTCD STANDARDS.
2. ALL REQUIRED TRAFFIC STRIPING MUST MEET MUTCD & GDOT PLAN SPECIFICATIONS AND MUST BE THERMO-PLASTIC.
3. ALL UTILITY LOCATES AND RELOCATIONS, AND OR DAMAGE WILL BE THE RESPONSIBILITY OF THE DEVELOPER/CONTRACTOR. DEVELOPER/CONTRACTOR SHALL CONTACT CITY OF ALPHARETTA LOCATE PERSONNEL DIRECTLY FOR TRAFFIC SIGNAL UTILITY LOCATES. PHONE: (678) 297-6200.
4. IF SIGNS, STRIPING, AND MODIFICATIONS TO TRAFFIC CONTROL ARE REQUIRED AS PART OF THE DEVELOPMENT, CONSTRUCTION SHOULD BE COMPLETED AND APPROVED BY CITY TRAFFIC ENGINEER PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY.

Enhanced Bicycle Amenities

Provided Measures: Showers facilities will be provided at the Pickle & Social locker rooms and a bicycle repair center will be provided at the required bicycle racks.

Provided EcoDistrict Points: 2 Points

Alternative Transportation

Provided Measures: One pick-up/drop-off zone will be located at the Pickle & Social facility, and one will be provided at the Restaurant. One van pool space will be provided and marked at the Pickle & Social facility.

Provided EcoDistrict Points: 2 Points

Additional Landscaped Civic Space (13% Civic Space = 3 points).

Provided Measures: The minimum required civic Space is 10%. The proposed development will provide a Civic Space at the Pickle & Social facility and Civic Space at the Restaurant that will total 13% of the parcel area. This is 3% greater than the minimum.

Provided EcoDistrict Points: 3 Points

Total EcoDistrict Points: 7 Points

[illegible]

The vicinity map shows the project location in the context of the surrounding area. The map is titled 'VICINITY MAP' and includes a scale bar for 1:25,000 and 1:50,000. The map shows the project location relative to major roads like Highway 101 and Highway 1. Key landmarks include the 'SIO HOLE' and 'SITE' areas. The map is titled 'VICINITY MAP' and includes a scale bar for 1:25,000 and 1:50,000.

1. EXISTING CONDITIONS FROM GEO SURVEY, DATED MAY 23, 2023.

2. NO WELLS OR SEPTIC SYSTEMS ARE PROPOSED OR EXIST ON SITE.

3. ALL HANDICAP RAMP FORMS MUST BE APPROVED BY CITY AND DISTURBANCE PERMITS DIVISION PRIOR TO CONCRETE POUR.

4. ALL PROPOSED PAVING TYPE AND CURB PER ALPHARETTA STANDARD 607.

ADDRESS: 0 NORTON TOWN EXPRESSWAY
PARCEL NO. 12-289-007 NAME 150' X 250' SIGN POST.
PARCEL NO. 12-289-008 115' X 175' DRIVING MUST BE THERMOPLASTIC AND MEET MUTCD AND GDOT PLAN SPECIFICATIONS.

GROSS SITE AREA = 772.34 SF (22.26 ACRES)

FOR CIRCULAR DRIVE AND SIDEWALKS WITHIN DOWNTOWN OVERLAY ARE TO BE COMPRISE OF A LIGHT-COLORED CONCRETE

ZONING: COMMERCIAL L-1 COMMERCIAL SMALL TRACTS
CURRENT ZONING: COMMERCIAL L-1 COMMERCIAL SMALL TRACTS
ZONING JURISDICTION: GEORGIA LOCAL PHARMACY DISTRICT TOWN OVERLAY ARE TO BE COMPRISE OF DARK RED OR COLONIAL RED TRUNCATED DOMES

PROPOSED DRIVE: CURRENT ADAAG PROWAG STANDARDS.

22,300 SF INDOOR COMMERICAL SPACE

8 INDOOR PICK UP/DROP OFF RESPONSIBILITY OF THE HOA TO MAINTAIN TRASH

7 OUTDOOR PECKE BALE COLOSAL LOOP AS SHOWN ON PLANS.

14,000 SF RESTAURANT FACILITY (INDOOR & OUTDOOR SPACE)

5,000 SF PROFESSIONAL & BUSINESS OFFICE

8,100 SF RESTAURANT

MAXIMUM COVERAGE BY PRINCIPAL BUILDING: 30% (244,926 SF)
PROPOSED BUILDING COVERAGE: 14% (37,800 SF)

ADDRESS: 10 NORTH FULLTON EXPRESSWAY
MAXIMUM PROPOSED BUILDING HEIGHT: 20' (2.45 AC)
PROPOSED BUILDING FOOTPRINT: 39,958 SF

MINIMUM CIVIC SPACE: 10% (27,214 SF)
CIVIC AREA AS POCKET PARK: 16,300 SF
CIVIC AREA AS PLAZA (MIN 10,890 SF): 17,800 SF
TOTAL PROPOSED CIVIC AREA: 40,000 SF (SMALL TRACTS
ZONING JURISDICTION: CITY OF ALPHARETTA, GEORGIA)

MINIMUM AMENITY SPACE: 5% (13,607 SF)
TOTAL AMENITY SPACE (POCKET COURTS: 7% (19,200 SF)
55,000 SF FITNESS FACILITY)

SETBACKS:
MAXIMUM COVERAGE BY PRINCIPAL BUILDINGS: 90% (244,927 SF)
HAYNES RIDGE: 10' LANDSCAPE STRIP
ROCK MILL ROAD: 35' BUILDING SETBACK, 10' LANDSCAPE STRIP
S.W. HWY 19 (AKA I-676): 60' UNDISTURBED BUFFER
SITE YARD: PROPOSED BUILDING HEIGHT: 38 FEET

MINIMUM CIVIC SPACE: 13% (35,378 SF)
CIVIC AREA AS POCKET PARK: 35,435 SF
TOTAL PROPOSED CIVIC AREA: 13% (35,435 SF)

MINIMUM AMENITY SPACE: 5% (13,607 SF)
TOTAL AMENITY: 5.5% (15,000 SF)

SETBACKS:
HAYNES RIDGE: 10' LANDSCAPE STRIP
ROCK MILL ROAD: 35' BUILDING SETBACK, 10' LANDSCAPE STRIP
S.W. HWY 19 (AKA I-676): 60' UNDISTURBED BUFFER
SITE YARD: 20' SETBACK

Stand Alone Restaurant	Area Square Footage	Number of Spaces Per 1000 sf	Required Parking
Restaurant	5,000	10	81
Subtotal for Restaurant Use			81
PARKING SPACE REQUIRED			
Office & Professional Facilities	All Area Square Footage	Number of Spaces per 1000 sf	Required Parking
Patron Use Areas			
Patron Use Area	55,000	5	273
8 Interior Courts (2,000 sf/court)	16,000	2	37
Total Required Interior			310
Outdoor Courts (2,000 sf/court)	14,000	2	28
Restaurant & Roof Top Bar	14,000	5	70
PARKING SPACE PROVIDED			143
Professional Offices			
Regular Parking Spaces			280
Professional & Business Office	Area Square Footage	Number of Spaces Per 1000 sf	Required Parking
TOTAL PROVIDED PARKING			280
Competitive Social Offices	5,000	4	20
Subtotal for Professional Office			20

GEORGIA811
Utilities Protection Center, Inc.

Know what's below
Call 811 or (800) 282-7411
Before You Dig

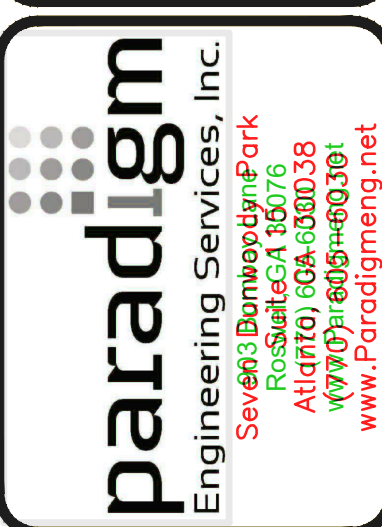
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(IN FEET)

1 inch = 30 ft.

24 HOUR CONTACT: NEAL FREEMAN (404) 626-1958



Project No:	P-2314
Design By:	WBD
Drawn By:	LBF
Checked By:	WBD
Date:	4/19/2026
Scale:	1" = 30'

[illegible]

Competitive bid ventures

Alphafetai Pitsile & Soreiaa

0 NORTH FULTON EXPRESSWAY
LAND LOT 753,754,797,798; 12TH DISTRICT
CITY OF ALPHARETTA, FULTON COUNTY, GEORGIA

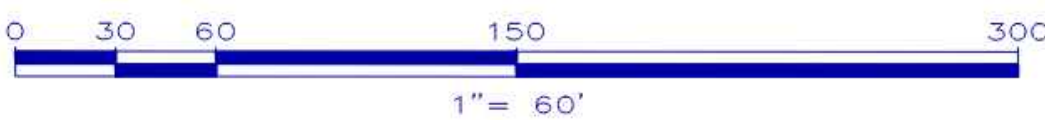
Drawing No. No.

(CLERK OF COURT RECORDING INFORMATION)

NORTH (SEE GENERAL NOTES)

GeoSurvey

GRAPHIC SCALE



AERIAL IMAGE



IF YOU DIG



Know what's below.
Call before you dig.
Dial 811
Or Call 800-282-7411

UTILITY NOTE

THE UNDERGROUND UTILITIES SHOWN HEREON ARE BASED ON LOCATION OF MARKINGS PROVIDED BY:

UTILISURVEY, LLC
154 GRANT ROAD
FAYETTEVILLE, GEORGIA 30215

THE UNDERGROUND UTILITIES (EXCEPT THE LOCATION OF EXISTING DRAINAGE, SEWER AND IRRIGATION UTILITIES AS WELL AS UNDERGROUND STORAGE TANKS) WERE LOCATED BY UTILISURVEY, LLC, UTILIZING RADIO FREQUENCY TECHNIQUE. THIS TECHNIQUE IS CAPABLE OF LOCATING METALLIC UTILITIES AND TRACER WIRES. ANY NON-METALLIC UTILITIES (WITHOUT TRACER WIRE) ARE NOT LOCATED.

THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN-SERVICE OR ABANDONED. UNDERGROUND UTILITIES NOT OBSERVED OR LOCATED UTILIZING THIS TECHNIQUE MAY EXIST ON THIS SITE BUT NOT BE SHOWN, AND MAY BE FOUND UPON EXCAVATION. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH THE SURVEYOR DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE.

INFORMATION REGARDING MATERIAL AND SIZE OF UTILITIES IS BASED ON RECORDS ACQUIRED FROM THE UTILITY OWNERS.

LEGEND

STANDARD ABBREVIATIONS

AC AIR CONDITIONER
BH BORE HOLE
BSL BUILDING SETBACK LINE
CI CURB INLET
CMP CORRUGATED METAL PIPE
CMP CONCRETE MONUMENT FND
CO SANITARY CLEANOUT
CPED COMMUNICATION PEDESTAL
CPI CRIMPED TOP PIPE
DI DROP INLET
DIP DUCTILE IRON PIPE
DWCB DOUBLE WING CATCH BASIN
FND FOUND
GM GAS METER
INV INVERT

JB JUNCTION BOX
MH MANHOLE
NF NAIL FOUND
OCS OUTLET CONTROL STRUCTURE
OTB OPEN TOP PIPE
PMP POWER METER
PM POINT OF BEGINNING
POC POINT OF COMMENCEMENT
RCP REINFORCED CONCRETE PIPE
RBR IRON REINFORCING BAR
RBS 5/8"RBR SET CAPPED LSF 621
SS SANITARY SEWER
SSB SINGLE WING CATCH BASIN
TRANS ELECTRIC TRANSFORMER

STANDARD SYMBOLS

POWER POLE
GUY WIRE
POWER LINE
LIGHT POLE
ELECTRIC TRANSFORMER

WATER VAULT
GAS VALVE
GAS METER
WATER VALVE
WATER METER

FIRE HYDRANT
UNDERGROUND ELECTRIC LINE
UNDERGROUND GAS LINE
UNDERGROUND COMMUNICATION LINE
UNDERGROUND WATER LINE
PHOTO POSITION INDICATOR
TITLE EXCEPTION NO. INDICATOR
REGULAR PARKING SPACE COUNT
HANDICAP PARKING SPACE
TREE POSITION INDICATOR
SIGN

SITE PHOTOGRAPHS



PROPERTY DESCRIPTION

All that tract or parcel of land lying and being in Land Lots 753, 754, 797 and 798 of the 1st District, 2nd Section, Fulton County, Georgia, and being more particularly described as follows:

BEGINNING at a 1/2-inch rebar found at the intersection of the Eastern right-of-way of Haynes Bridge Road (variable right-of-way) with the Southern right-of-way of U.S. Highway 19 (a.k.a. Georgia 400) (variable right-of-way); Thence along said right-of-way of U.S. Highway 19 the following courses and distances: North 55 degrees 08 minutes 58 seconds East a distance of 317.73 feet to a 5/8-inch rebar found (capped #1901); North 55 degrees 08 minutes 58 seconds East a distance of 430.03 feet to a 5/8-inch rebar set; Thence leaving said right-of-way, South 00 degrees 22 minutes 21 seconds West a distance of 701.24 feet to a PK nail set on the northern right-of-way of Rock Mill Road (variable right-of-way); Thence along said right-of-way the following courses and distances: along a curve to the left having a radius of 627.73 feet and an arc length of 247.27 feet, being subtended by a chord bearing of North 79 degrees 29 minutes 18 seconds West for a distance of 245.67 feet to a 5/8-inch rebar set; South 89 degrees 13 minutes 47 seconds West a distance of 38.45 feet to a 5/8-inch rebar found (capped #1901); South 89 degrees 13 minutes 47 seconds West a distance of 267.96 feet to a 5/8-inch rebar found (capped #1901); along a curve to the right having a radius of 772.00 feet and an arc length of 36.87 feet, being subtended by a chord bearing of North 89 degrees 24 minutes 06 seconds West for a distance of 36.87 feet to a point; thence with a compound curve to the right having a radius of 42.00 feet and an arc length of 11.01 feet, being subtended by a chord bearing of North 71 degrees 54 minutes 50 seconds West for a distance of 10.98 feet to a 5/8-inch rebar found at the intersection of the Eastern right-of-way of Haynes Bridge Road with the northern right-of-way of Rock Mill Road; Thence along said right-of-way of Haynes Bridge Road the following courses and distances: North 00 degrees 18 minutes 18 seconds West a distance of 127.66 feet to a 5/8-inch rebar found (capped #1901); North 07 degrees 22 minutes 22 seconds West a distance of 102.63 feet to a 1/2-inch rebar found at the intersection of the Eastern right-of-way of Haynes Bridge Road (variable right-of-way) with the Southern right-of-way of U.S. Highway 19 (a.k.a. Georgia 400), said 1/2-inch rebar found being the POINT OF BEGINNING.

Said tract of land contains 6.248 acres.

ENCROACHMENT TABLE

= AREA OF ENCROACHMENT

- 1> WIRE FENCE MEANDERS ALONG NORTHERN PROP. LINE (TYPICAL)
- 2> CHAIN LINK FENCE MEANDERS ALONG EASTERN PROP. LINE (TYPICAL)
- 3> UNDERGROUND ELECTRIC LINE & UNDERGROUND GAS LINE CROSSES PROP. LINE
- 4> 18" STORM DRAINAGE PIPE, UNDERGROUND GAS LINE, UNDERGROUND WATER LINE & UNDERGROUND COMMUNICATION LINE CROSSES PROP. LINE

TITLE EXCEPTIONS

THE FOLLOWING EXCEPTIONS ARE LISTED IN EXHIBIT B, CERTIFICATE OF TITLE IS BASED ON FIRST AMERICAN TITLE INSURANCE COMPANY OWNER'S TITLE POLICY NO. 2-42753(R2), DATED AUGUST 09, 2023, AND IS LIMITED TO TITLE MATTERS OF RECORD SUBSEQUENT TO THAT DATE.

1. Easement from J. H. Alexander to Georgia Power Company, dated July 14, 1936, filed for record July 28, 1936, and recorded in Deed Book 1589, Page 540(center), Fulton County, Georgia records.
MAY AFFECT SITE, BLANKET IN NATURE
2. Easement from Mrs. Abi Alexander to Georgia Power Company, dated July 14, 1936, filed for record July 25, 1936, and recorded in Deed Book 1589, Page 540 (bottom), aforesaid records.
MAY AFFECT SITE, BLANKET IN NATURE
3. Easement from J. H. Alexander to Georgia Power Company, dated June 5, 1947, filed for record June 10, 1947, and recorded in Deed Book 2209, Page 38, aforesaid records.
MAY AFFECT SITE, BLANKET IN NATURE
4. Easement from Guy V. Rice and Mrs. Guy V. Rice to Georgia Power Company, dated August 31, 1954, filed for record October 4, 1954, and recorded in Deed Book 2920, Page 608, aforesaid records.
MAY AFFECT SITE, BLANKET IN NATURE
5. Intentionally Omitted
6. Right of Way Deed from Dr. Guy V. Rice, Jr. and Mrs. Ruth R. Rice to State Highway Department of Georgia, dated February 1, 1968, filed for record February 14, 1968, and recorded in Deed Book 4856, Page 457, aforesaid records; as re-filed February 23, 1968, and re-recorded in Deed Book 4859, Page 570, aforesaid records.
REFERS TO THE LIMITED ACCESS RIGHT-OF-WAY OF US HIGHWAY 19 / GA 400
7. Intentionally Omitted
8. Right-of-Way Easement from Elliott R. Berman to Georgia Power Company, dated November 19, 1976, filed for record April 26, 1977, and recorded in Deed Book 6690, Page 87, aforesaid records.
9. Affects Site, Blanket in Nature
10. Sewer Easement from Delta Community Credit Union to Fulton County, dated 9/24/07, filed 11/9/07, recorded in Deed Book 45956, Page 500, Fulton County records.
BENEFITS SITE AS PLOTTED
11. Intentionally Omitted
12. Terms and provisions of that certain Stormwater and Drainage Easement Agreement, by and between Fulton County Board of Education and Delta Community Credit Union, a Georgia non-profit corporation, dated May 19, 2017, filed for record May 24, 2017, and recorded in Deed Book 57536, Page 155, aforesaid records.
AFFECTS SITE (BENEFITS TRACT 1), NOT PLOTTABLE
13. Intentionally Omitted
14. Intentionally Omitted

SITE NOTES

*TRACT INFORMATION OBTAINED FROM FULTON COUNTY G.I.S. ONLINE MAPPING.

TRACT 1:
ADDRESS: UNASSIGNED
PARCEL ID# 12 286007981871

TRACT 2:
ADDRESS: UNASSIGNED
PARCEL ID# 12 286007981889

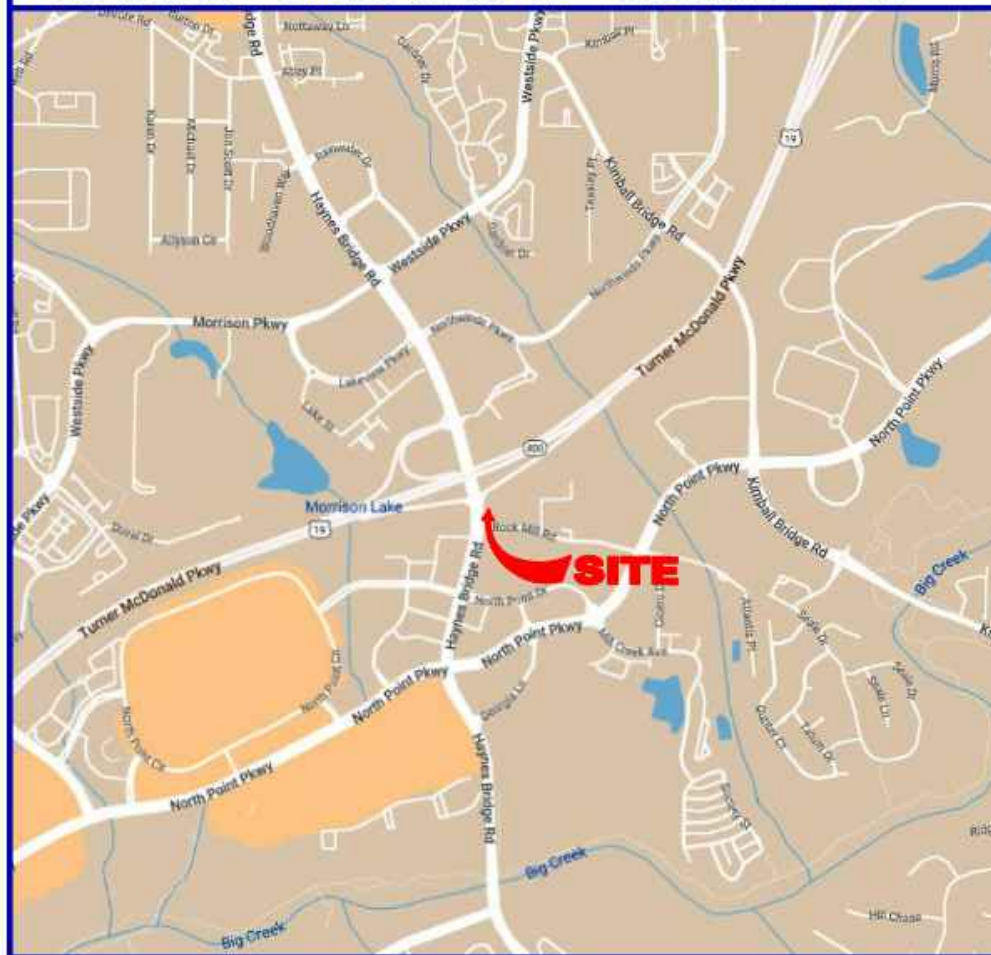
SURVEYOR CERTIFICATION

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 herein, stated herein, 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 warrants 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.

David L. Hester
Georgia Registered
Land Surveyor # 3042

VICINITY MAP

SITE LOCATION - LATITUDE: 34° 03' 14" LONGITUDE: 84° 16' 59"



GENERAL NOTES

THIS SURVEY HAS BEEN PREPARED FOR THE EXCLUSIVE USE OF THE PERSON OR ENTITIES NAMED HEREON. NO EXPRESS OR IMPLIED WARRANTIES WITH RESPECT TO THE INFORMATION SHOWN HEREON IS TO BE EXTENDED TO ANY PERSONS OR ENTITIES OTHER THAN THOSE SHOWN HEREON.

THIS PROPERTY IS NOT LOCATED IN A 100 YEAR FLOOD HAZARD AREA BASED ON THE FLOOD INSURANCE RATE MAP FOR THIS AREA. THE MAP NUMBER FOR THIS AREA IS 13121C 0066 F AND THE DATE OF SAID MAPS IS SEPTEMBER 18, 2013. THIS DETERMINATION WAS MADE BY GRAPHICALLY DETERMINING THE POSITION OF THIS SITE ON SAID FIRM MAPS UNLESS OTHERWISE NOTED.

THE HORIZONTAL DATUM FOR THIS SURVEY IS BASED ON SURVEY REFERENCE 1.

THE VERTICAL DATUM FOR THIS SURVEY IS BASED ON THE NORTH AMERICAN DATUM OF 1988 (NAVD'88) FROM GPS OBSERVATIONS PERFORMED BY GEOSURVEY, LTD.

PLEASE NOTE: TREES 10-INCH DBH (DIAMETER AT BREAST HEIGHT) AND LARGER WERE LOCATED FOR THIS SURVEY.

THE SITE IS ZONED "O-1" (OFFICE-INSTITUTIONAL DISTRICT) PER THE PRELIMINARY ZONING REPORT, PREPARED BY ZONING INFO, INC., DATED JANUARY 11, 2024.

MINIMUM LOT AREA-THE DEVELOPMENT SHALL OCCUPY A TOTAL OF NOT LESS THAN 25 ACRES. NO MINIMUM LOT SIZE IS REQUIRED FOR EACH BUILDING WITHIN THE DEVELOPMENT.

MINIMUM LOT WIDTH-NOE.

MINIMUM SETBACKS.

FRONT YARD-FROM ALL STREET FRONTS:

FRONT SETBACK - ROCK MILL ROAD: 35 FEET

LANDSCAPE BUFFER - HAYNES BRIDGE ROAD: 20 FEET

SIDE SETBACK - EAST PROPERTY LINE: 20 FEET

LANDSCAPE BUFFER - EAST PROPERTY LINE: 5 FEET

UNDISTURBED BUFFER: U.S. HWY 19 (A.K.A GA 400): 60 FEET

MAXIMUM COVERAGE BY PRINCIPAL BUILDINGS-40%

MAXIMUM BUILDING HEIGHT-40 FEET.

PLEASE NOTE: ZONING AND SETBACKS SHOULD BE CONFIRMED AND VERIFIED BY PLANNING AND ZONING PRIOR TO DESIGN OR CONSTRUCTION ACTIVITIES.

SURVEY REFERENCES

- 1> ALTA/ACSM LAND TITLE SURVEY FOR WRL ASSOCIATES II, INC.; DELTA COMMUNITY CREDIT UNION PREPARED BY ARMSTRONG LAND SURVEYING, INC. DATED JULY 23, 2008. JOB NO. 06-164.
- 2> BOUNDARY & TOPOGRAPHIC SURVEY FOR DELTA COMMUNITY CREDIT UNION PREPARED BY GEOSURVEY, LTD. DATED MAY 17, 2018. GS JOB NO. 20165396-05.
- 3> COMBINATION PLAT FOR FULTON COUNTY BOARD OF EDUCATION OF NORTH FULTON MAINTENANCE FACILITY PREPARED BY GEOSURVEY, LTD. DATED DECEMBER 27, 2016.
- 4> FINAL PLAT OF ROCK MILL ROAD, PREPARED BY ARMSTRONG LAND SURVEYING, INC., DATED 4/26/09, LAST REVISED 8/3/09, RECORDED IN PLAT BOOK 346, PAGES 139-143, FULTON COUNTY RECORDS.

ACCESS STATEMENT:

AT THE DATE OF THIS SURVEY, TRACTS 1 & 2 HAVE ACCESS TO AND FROM A DULY DEDICATED PUBLIC RIGHT-OF-WAY, ROCK MILL ROAD ON THE SOUTH, AND U.S. HIGHWAY 19 (A.K.A. GA 400) ON THE NORTH (LIMITED ACCESS AS SHOWN). TRACT 1 ADDITIONALLY HAS ACCESS TO AND FROM A DULY DEDICATED PUBLIC RIGHT-OF-WAY, HAYNES BRIDGE ROAD ON THE WEST. SURVEYOR MAKES NO CERTIFICATION AS TO WHETHER OR NOT THESE ACCESS POINTS HAVE BEEN APPROVED OR PERMITTED BY JURISDICTIONAL AUTHORITIES.

ALTA/NSPS LAND TITLE SURVEY

ROCK MILL ROAD @ HAYNES BRIDGE ROAD

FOR

PICKLE & SOCIAL ALPHARETTA, LLC

GEORGIA'S OWN CREDIT UNION

FIRST AMERICA TITLE INSURANCE COMPANY

GS JOB NO:	20165396	DRAWING SCALE:	1" = 60'	SURVEY DATE:	05-23-2023
FIELD WORK:	SSA	CITY:	ALPHARETTA	STATE:	GA
PROJ MGR:	CAB	COUNTY:	FULTON		
REVIEWED:	DLH	LAND LOT:	753,754,797 & 798		
DWG FILE:	20165396-08.dwg	DISTRICT:	1st	SECTION:	2nd
REVISIONS					
No.	Date	Description			
1.	7/20/2023	Updated title and add ALTA cert.			
2.	8/10/2023	Correct typo exception (n)			
3.	8/28/2023	Updated title commitment			
4.	9/14/2023	Updated addresses, parcel numbers, access note & encroachment table.			
5.	1/15/2024	Updated zoning report			
6.	1/23/2024	Added certification entity			
7.	3/5/2024	Revised pipe size & invert			

GeoSurvey

Land Surveying • 3D Laser Scanning

1660 Barnes Mill Road
Marietta, Georgia 30062

Phone: (770) 795-9900
Fax: (770) 795-8880

www.geosurvey.com
EMAIL: info@geosurvey.com
Certificate of Authorization #LSF-000621

CLOSURE STATEMENT

THE FIELD CLOSURE UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 24,861, AND WAS ADJUSTED USING THE LEAST SQUARES METHOD. A TRIANGLE S-S-TOTAL STATION AND TRIMBLE TSC-3 DATA COLLECTOR WERE USED TO COLLECT THIS FIELD DATA.

THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND WAS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 335,141 FEET. DLH, INIT.

SURVEYOR CERTIFICATION

To: PICKLE & SOCIAL ALPHARETTA, LLC
FIRST AMERICAN TITLE INSURANCE COMPANY
GEORGIA'S OWN CREDIT UNION, ITS SUCCESSORS AND/OR ASSIGNS

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 6(a), 7(a), 7(b)-1, & 9, 11, & 13 of Table A thereof. The field work was completed on May 23, 2023.

Date: May 23, 2023



David L. Hester
Georgia Registered
Land Surveyor # 3042











Memorandum

Date: April 29, 2026

Subject: Trip Generation Study for Proposed OnLife Fitness Facility
Rock Mill Road at Haynes Bridge Road, City of Alpharetta, Georgia

The trip generation was calculated for a proposed OnLife fitness facility in the City of Alpharetta. The site is located on the north side of Rock Mill Road east of Haynes Bridge Road, as shown in Figure 1.



Figure 1 – Site Location Map

The proposed development will consist of a 55,000 square foot fitness facility. Vehicular access will be provided at one new full-movement driveway on Rock Mill Road. The site plan is presented in Figure 2.

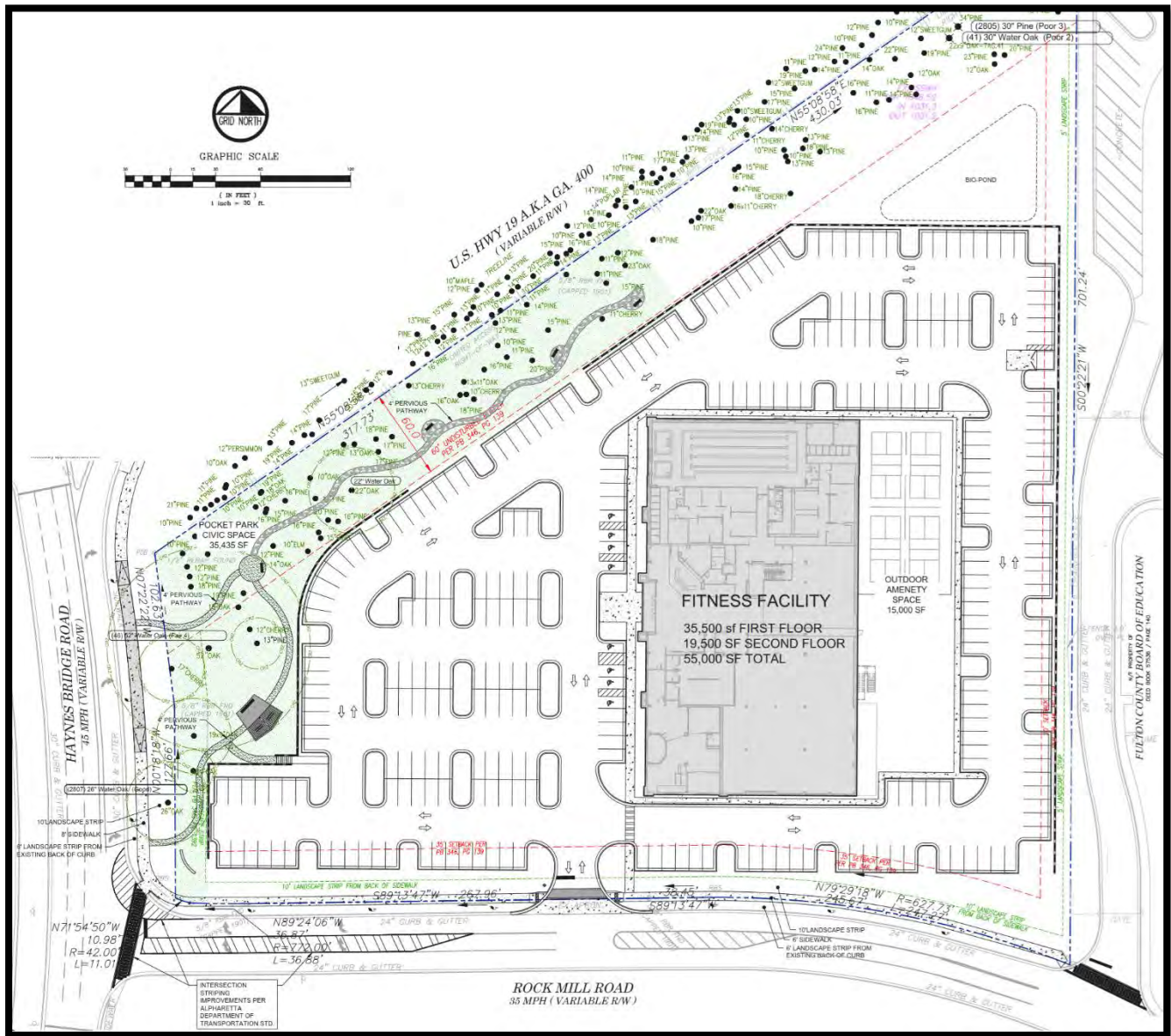


Figure 2 – Proposed Site Plan

The volume of traffic that will be generated by the proposed fitness facility was calculated using the equations and rates in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 12th Edition*. ITE Land Use 493 – Athletic Club was chosen as representative of the proposed facility. The ITE description for that use is as follows:

An athletic club is a privately-owned facility that offers comprehensive athletic facilities. An athletic club typically has courts for racquet sports (e.g., tennis, racquetball, pickleball, squash, handball); a basketball court; a sauna or spa; and fitness, exercise, and weightlifting rooms. They often provide a swimming pool

or whirlpool. Athletic clubs typically offer diverse, competitive team sport activities and social facilities. These facilities are membership clubs that may allow access to the public for a fee. The primary difference between Health/Fitness Club (Land Use 492) and Athletic Club (Land Use 493) is that a Health/Fitness Club primarily focuses on individual fitness or training whereas an Athletic Club also includes competitive team sport activities and social facilities.

The ITE data for this land use did not include any information about daily trips. Therefore, to estimate the daily trip generation, the data for a similar land use – ITE Land Use 492 – Health/Fitness Club was used. The description of this land use is similar to athletic club, but did not match the proposed facility as well as athletic club and the average size of the facilities for Land Use 492 was much smaller than the proposed 55,000 ft² facility, with the average facility size being only 6,000 ft². Therefore, the average trip rate for Land Use 492 was used to calculate the 24-hour trip numbers. It is advised that this data represents the best data available but may not be as accurate for the proposed facility as the data used for the peak hours.

The trip generation for the project is summarized in Table 1.

Table 1 – Proposed Fitness Facility Trip Generation

Land Use	ITE Code	Size	A.M. Peak Hour			P.M. Peak Hour			24-Hour*		
			In	Out	Total	In	Out	Total	In	Out	Total
Health/Fitness Club	492	55,000 ft ²	63	45	108	117	69	186	826	826	1,652

*24 hour data is from slightly different land use, see text.

The proposed fitness facility will generate 108 new trips in the morning peak hour, 186 new trips in the evening peak hour, and 1,652 new daily trips.



Real Estate

View Bill

As of	5/14/2026
Bill Year	2025
Bill	2508471
Owner	PICKLE & SOCIAL ALPHARETTA LLC
Parcel ID	12 -2860-0798-187-1

Installment	Pay By	Amount	Payments/Credits	Balance	Interest	Due
1	12/1/2025	\$1,399.09	\$1,399.09	\$0.00	\$0.00	\$0.00
Interest			\$38.19			\$0.00
TOTAL		\$1,399.09	\$1,399.09	\$0.00	\$0.00	\$0.00

SPECIMEN TREE REPORT

CITY OF ALPHARETTA

Client

Paradigm Engineering

Address

Rock Mill Road at
Haynes Bridge



Project

23041

Survey Date

6/8/2023

Alex Phillips
ISA Certified Arborist MA-4868A
Tree Risk Assessment Qualified
American Society of Landscape Architects



Canopy
Consultants
www.canopy-consultants.com
404.858.7471

Rock Mill Road

Specimen Tree Inventory

Some trees on a site warrant special consideration and encouragement for preservation. The intent of these specifications is to provide the necessary information to facilitate project design, plan review and enforcement processes. The City of Alpharetta Specimen tree specifications are organized by size:

- Flowering Understory trees over 8" DBH

- Sourwood trees over 10" DBH

- Beech, Blackgum, Persimmon, Sassafras trees over 20" DBH

- Magnolia trees over 20" DBH

- Cedrus and Thuja trees over 20" DBH

- Overstory Hardwood over 24" DBH

- Poplars and Sweetgums trees over 30" DBH

- Pine trees over 30" DBH

Any tree that does not meet the following requirements as set forth by the International Society of Arboriculture shall be deemed poor in condition, a danger to human life and property and removed from the site.

- Life expectancy less than 15 years

- A trunk with visible decay

- More than one major and several minor dead limbs (hardwoods)

- Major insect or pathological problems

Landscape Tree Inventory

Landscape trees and trees of quality on a site may warrant consideration for preservation. Landscape trees include street trees, parking lot trees and boundary trees. Trees of quality include smaller non specimen trees that are in groupings or groves that have special interest and character.

Site Location

The site is located at the corner of Rock Mill Rd and Haynes Bridge. It is an assemblage of two vacant parcels with a storm water facility located at the center of the site. The North property line of the parcel borders Hwy 400 and the ROW is heavily wooded with mid sized Pines. The western side of the site has large specimen sized trees located throughout. Water Oaks, Walnuts and Pines are the dominant species. The Eastern



Rock Mill Road

Parcel is composed of smaller Pines and Water Oaks. A few smaller Walnuts meet Tree of Quality standards. The rest of the under story is mostly young Pines and Water Oaks. Wisteria Vine is a dominant ground cover and makes traversing the site challenging.

Definitions

Tree Number: Trees are tagged with an aluminum disk that shows a unique number to identify the tree.

Species: Trees are listed by a regional common name and botanical name.

Diameter at Breast Height (DBH): The diameter of a trunk at 4.5' above ground level. Measured in inches.

Condition:

Good: A specimen tree with healthy productive tip growth. A sound trunk with no visible damage or decay. No major limb loss and healthy branch unions. No visible insect or disease infestations. Life expectancy of more than 15 years.

Fair: A specimen tree with healthy but not vigorous tip growth. Less than 30% of crown is dead. No major dead limbs and no major trunk cavities or damage. Branch unions show some signs of stress. Tree is expected to live longer than 10 years.

Poor: More than 30% of the crown is dead or has significant tip die back. More than one major limb is dead and are large trunk cavities with visible decay. Severe insect or disease damage leading to immediate death. Roots are visible and show signs of decay and rot. Life expectancy is less than 5 years.

Dead: Tree has no bud or leaf production. All limbs are barren and rot is visible.

Invasive: Tree species whose native range is not within the Piedmont classification.

Hazardous: Severe or uncorrectable damage that will lead to a loss of property or life if there is tree failure.



Rock Mill Road

Specimen Tree Report

Tree #	Species	DBH	Condition	Comments
51	<i>Quercus nigra</i> Water Oak	34"	Good	Tree is in good health.
52	<i>Morus alba</i> Mulberry	34"	Poor	Poor 1: Split with included bark and trunk wound at split. Pic 1
2802	<i>Prunus serotina</i> Black Cherry	30"	Fair	Fair 1: Split with included bark. Pic 2
2803	<i>Quercus nigra</i> Water Oak	28"	Fair	Fair 2: Split at 10 Pic 3
2804	<i>Celtis occidentalis</i> Hackberry	24"	Fair	Fair 3: Minor trunk wounds at root flair. Pic 4
41	<i>Quercus nigra</i> Water Oak	30"	Poor	Poor 2: Split with included bark. Pic 5
2805	<i>Pinus spp</i> Pine	30"	Poor	Poor 3: Major trunk wound. Pic 6
2806	<i>Quercus nigra</i> Water Oak	24"	Poor	Poor 4: Major trunk wound. Pic 7
46	<i>Quercus nigra</i> Water Oak	52"	Fair	Fair 4: Multi-trunk with u split. Pic 8
47	<i>Quercus nigra</i> Water Oak	38"	Poor	Poor 5: Split with included bark. Pic 9
2807	<i>Quercus nigra</i> Water Oak	26"	Good	Tree is in good health.
2808	<i>Quercus nigra</i> Water Oak	24"	Good	Tree is in good health.
50	<i>Quercus nigra</i> Water Oak	35"	Good	Tree is in good health.
49	<i>Carya illinoensis</i> Pecan	27"	Fair	Fair 5: Split at 10 Pic 10



Rock Mill Road

Tree #	Species	DBH	Condition	Comments
48	<i>Quercus nigra</i> Water Oak	26"	Good	Tree is in good health.
45	<i>Quercus nigra</i> Water Oak	38"	Poor	Poor 6: Multi-trunk with included bark. Pic 11
44	<i>Quercus nigra</i> Water Oak	26"	Good	Tree is in good health.
43	<i>Quercus nigra</i> Water Oak	25"	Good	Tree is in good health.
2809	<i>Liriodendron tulipifera</i> Poplar	36"	Poor	Poor 7: Split with included bark and large trunk wound. Pic 12
2810	<i>Juglans nigra</i> Walnut	25"	Good	Tree is in good health.
42	<i>Juglans nigra</i> Walnut	27"	Good	Tree is in good health.

Total Specimen Sized Trees: 21

Good Condition: 9

Fair Condition: 5

Poor Condition: 7



Rock Mill Road



Pic 1: Split with included bark and trunk wound at split. Poor 1



Pic 2: Split with included bark. Fair 1



Pic 3: Split at 10'. Fair 2



Pic 4: Minor trunk wounds at root flair. Fair 3



Rock Mill Road



Pic 5: Split with included bark. Poor 2



Pic 6: Major trunk wound. Poor 3



Pic 7: Major trunk wound. Poor 4



Pic 8: Multi-trunk with U split. Fair 4



Rock Mill Road



Pic 9: Split with included bark. Poor 5



Pic 10: Split at 10'. Fair 5



Pic 11: Multi-trunk with included bark. Poor 6



Pic 12: Split with included bark and large trunk wound. Poor 7



Rock Mill Road

Tree of Quality Report

Tree #	Species	DBH	Condition	Comments
1	<i>Juglans nigra</i> Walnut	22"	Good	Tree is in good health.
2	<i>Juglans nigra</i> Walnut	16"	Good	Tree is in good health.
3	<i>Juglans nigra</i> Walnut	14"	Good	Tree is in good health.

Tree of Quality Summary: There were three trees of Quality on site. The other small under story trees have defects or are a species that is not considered to be quality.

Landscape Tree Report

Landscape Tree Summary: There are no landscape trees on site.

Boundary Tree Report

Boundary Tree Summary: There are no boundary trees affected by the development of the project.





PLANNING COMMISSION MEETING STAFF REPORT

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

I. AGENDA ITEM TITLE: CU-26-07 ST. THOMAS AQUINAS CATHOLIC CHURCH COLUMBARIUM

PLANNING COMMISSION: JULY 9, 2026

CITY COUNCIL: JULY 20, 2026

II. STAFF RECOMMENDATION:

Approve CU-26-07 St. Thomas Aquinas Catholic Church Columbarium, subject to the following conditions:

1. 'Cemetery' shall be added as a permitted use at 535 Rucker Road and limited to the submitted site plan prepared by Smith Boland Architects.
2. 'Cemetery' use shall be limited to a columbarium with the size, location, wall height, and design substantially as depicted on the submitted site plan prepared by Smith Boland Architects and submitted renderings, with final approval by Staff.
3. Applicant shall install evergreens along the western property line at the fenceline where gaps exist in the area adjacent to the proposed columbarium, as approved by Staff.

III. REPORT IN BRIEF:

The applicant, Michael Boland on behalf of St. Thomas Aquinas Catholic Church, is requesting a conditional use to allow for the construction of a 2,300 square foot columbarium on a 48.06-acre property. A conditional use is requested to allow 'Cemetery' use for the proposed columbarium. The subject property is located at 535 Rucker Road on the south side of Rucker Road across from Ferncreek Drive.

DISCUSSION

The submitted request, if approved, would allow St. Thomas Aquinas Catholic Church to construct a 2,300 square foot columbarium. A conditional use is requested to allow 'Cemetery' use for the proposed columbarium. The subject property is located at 535 Rucker Road on the south side of Rucker Road across from Ferncreek Drive.

The property is zoned AG (Agriculture) and CUP (Community Unit Plan) and is developed as a church for St. Thomas Aquinas Catholic Church (STACC), including accessory uses customary to a church use such as an academic school. The property was annexed into the City from unincorporated Fulton County in 2005. Surrounding properties are zoned CUP and R-15 to the east and R-15 and AG to the north. The City of Roswell is located to the west and south, Welford Trace and Wallace Woods subdivisions are located to the east, and Ferncreek Registry is located to the north. The comprehensive land use plan designation of the property is 'Public, Institutional, Educational', which supports the applicant's request.

St. Thomas Aquinas Catholic Church has been operating on the property since 1972. The columbarium is similar to a mausoleum where human cremains are housed in small compartments, or niches, in a

permanent vertical structure, such as a wall. The proposed columbarium is classified as a 'Cemetery' which the City's Unified Development Code (UDC) defines as, "Land used or dedicated to the burial or interment of human or animal remains, including crematoriums, mausoleums, necessary sales, and maintenance facilities." The UDC allows 'Cemetery' as a conditional use in the AG and SU (Special Use) zoning districts. According to the application, the columbarium will only be accessible during daylight hours, or approximately 8:00 AM to 8:00 PM.

SITE PLAN

The site plan depicts a columbarium added on the west side of the northmost building. The proposed columbarium is approximately 62' by 48' and includes a walled memorial garden containing a statue, fountain, benches, and landscaping and hardscaping. The structure is gated on two (2) sides (north and east sides) with new sidewalk connections providing access. The columbarium is located approximately 81' from the nearest property line (west) and represents less than 3,000 square feet of additional impervious area. No specimen trees will be impacted by the columbarium.

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: The STACC property has access from Rucker Road. The proposed use would not have significant impacts on vehicular and pedestrian access as the use is a low traffic generator.

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 above-referenced improvements are provided at the applicant's property. The proposed use would not generate new trips to the property and therefore, would not require additional parking.

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 would not have significant impacts on surrounding properties, which are developed as single-family subdivisions. The proposed columbarium is very small, and neighboring properties will not be negatively impacted.

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;

Response: The proposal would not impede the normal and orderly development of surrounding properties, which are developed as single-family subdivisions. The proposed columbarium is very small, and neighboring properties will not be negatively impacted.

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

Response: The location and character of the conditional use is consistent with the desirable development pattern in the City. The proposed columbarium is very small and will function as an accessory use on a property that has existed as a church since 1972.

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: The nearest similar use (church with a columbarium or memorial garden) is located at St. Brigid Catholic Church at 3400 Old Alabama Rd in Johns Creek and St. Benedict Catholic Church at 11085 Parsons Road in Johns Creek, which are located approximately nine (9) miles to the east. The proposed conditional use is very small and will function as an accessory use to the church.

CONCURRENCES

Staff reviewed the applicant's proposal in consideration of the review criteria for a conditional use. The proposal would not have significant impacts on surrounding properties, which are developed as single-family subdivisions. The proposed columbarium is very small and will function as an accessory use on a property that has existed as a church since 1972. Also, there are examples of columbariums in conjunction with a church in nearby jurisdictions, including St. Brigid Catholic Church and St. Benedict Catholic Church in Johns Creek.

CITIZEN PARTICIPATION PLAN

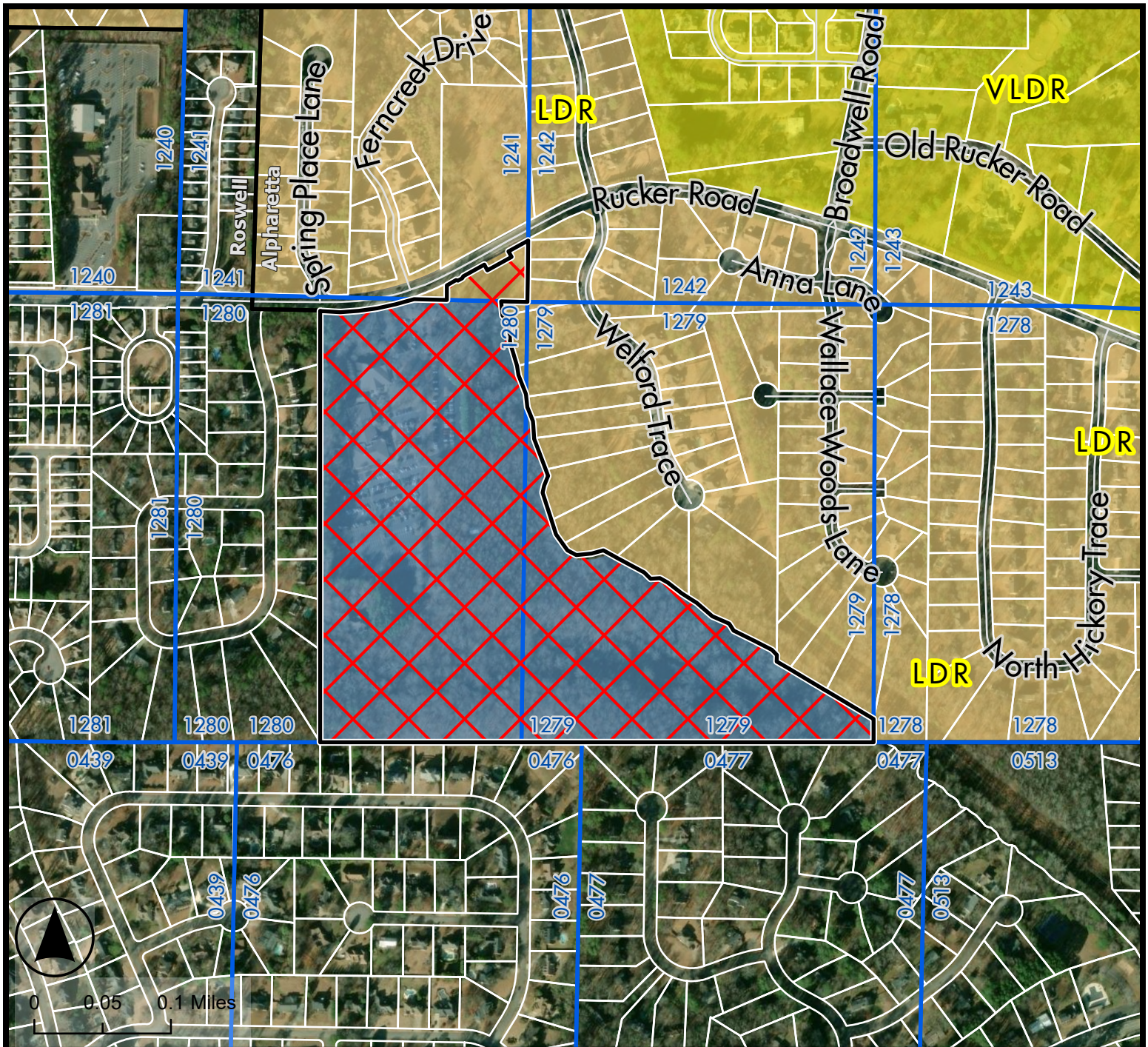
The report submitted by the applicant states that property owners within 500' were contacted regarding the applicant's intent. The report states that public feedback was received with questions and comments regarding potential impacts to a stream, whether the use would include a traditional cemetery with full body burial, noise, traffic, impacts to Rucker Road, and the proposal represents a beautiful design.

COMMUNITY ZONING INFORMATION MEETING

The CZIM was held on June 10, 2026. There were public comments in support and in opposition. Concerns noted included noise, traffic, no burials, and overall growth of activity on Rucker Road.

IV. ATTACHMENTS:

- Map Series
- CZIM
- Citizen Part B
- Public Comment
- Application



Legend

CU-26-07

Land Lots

Tax Parcels

Future Land Use 2040

Low Density Residential

Public, Institutional, Education

Very Low Density Residential

Future Land Use Map

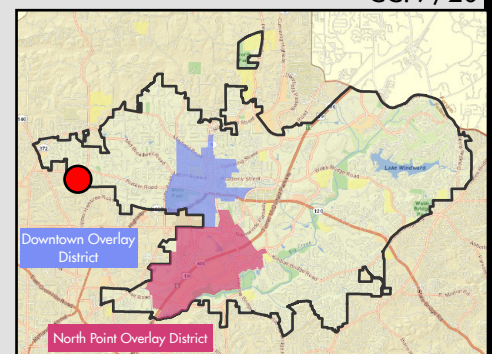
St. Thomas Aquinas Columbarium/Memorial

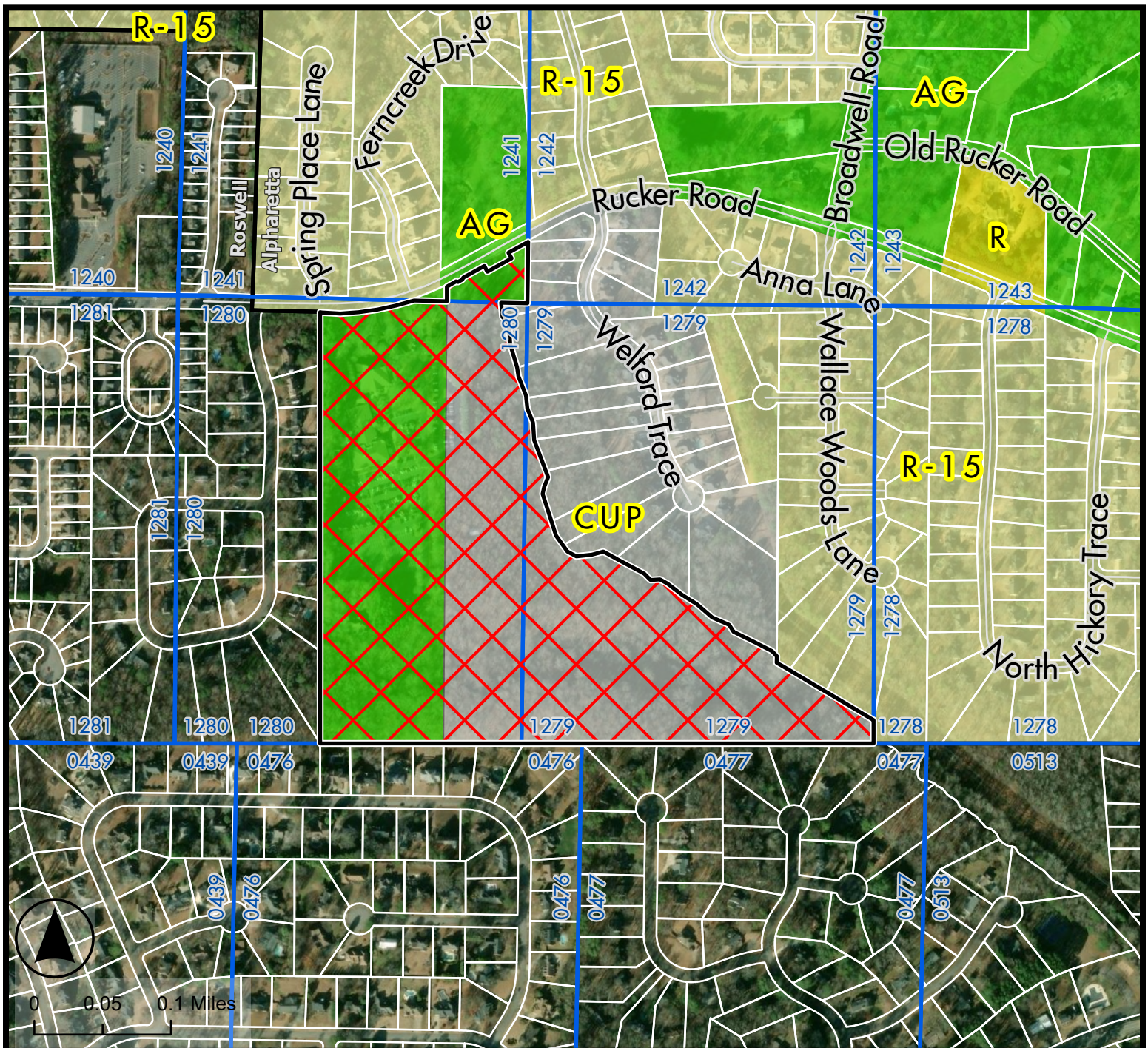
CU-26-07

D/LL: 2/2/1280

PC: 7/9

CC: 7/20





Legend

- CU-26-07
- Land Lots
- Tax Parcels

Zoning District

- AG Agriculture
- CUP Community Unit Plan
- R Single Family Detached Residential
- R-15 Single Family Detached Residential

Zoning Map

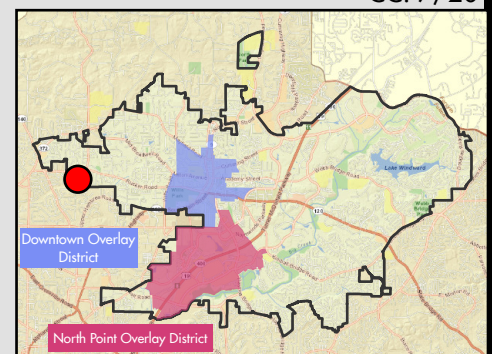
St. Thomas Aquinas Columbarium/Memorial

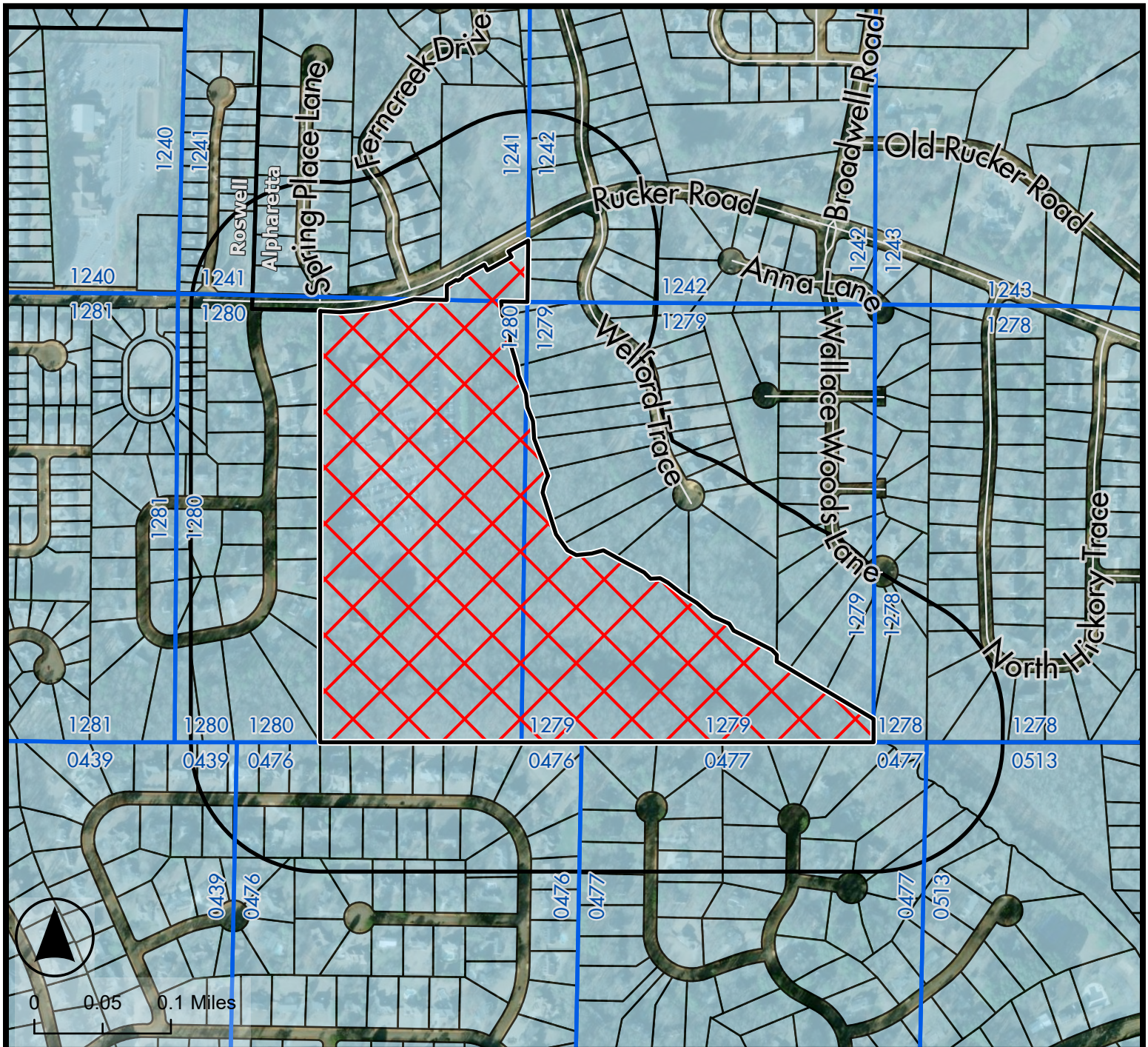
CU-26-07

D/LL: 2/2/1280

PC: 7/9

CC: 7/20





Legend

-  CU-26-07
-  Land Lots
-  Tax Parcels
-  500 ft Buffer

Location Map

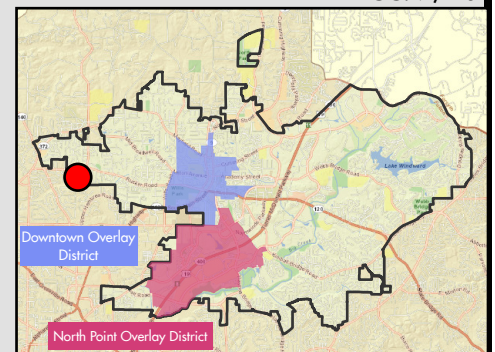
St. Thomas Aquinas Columbarium/Memorial

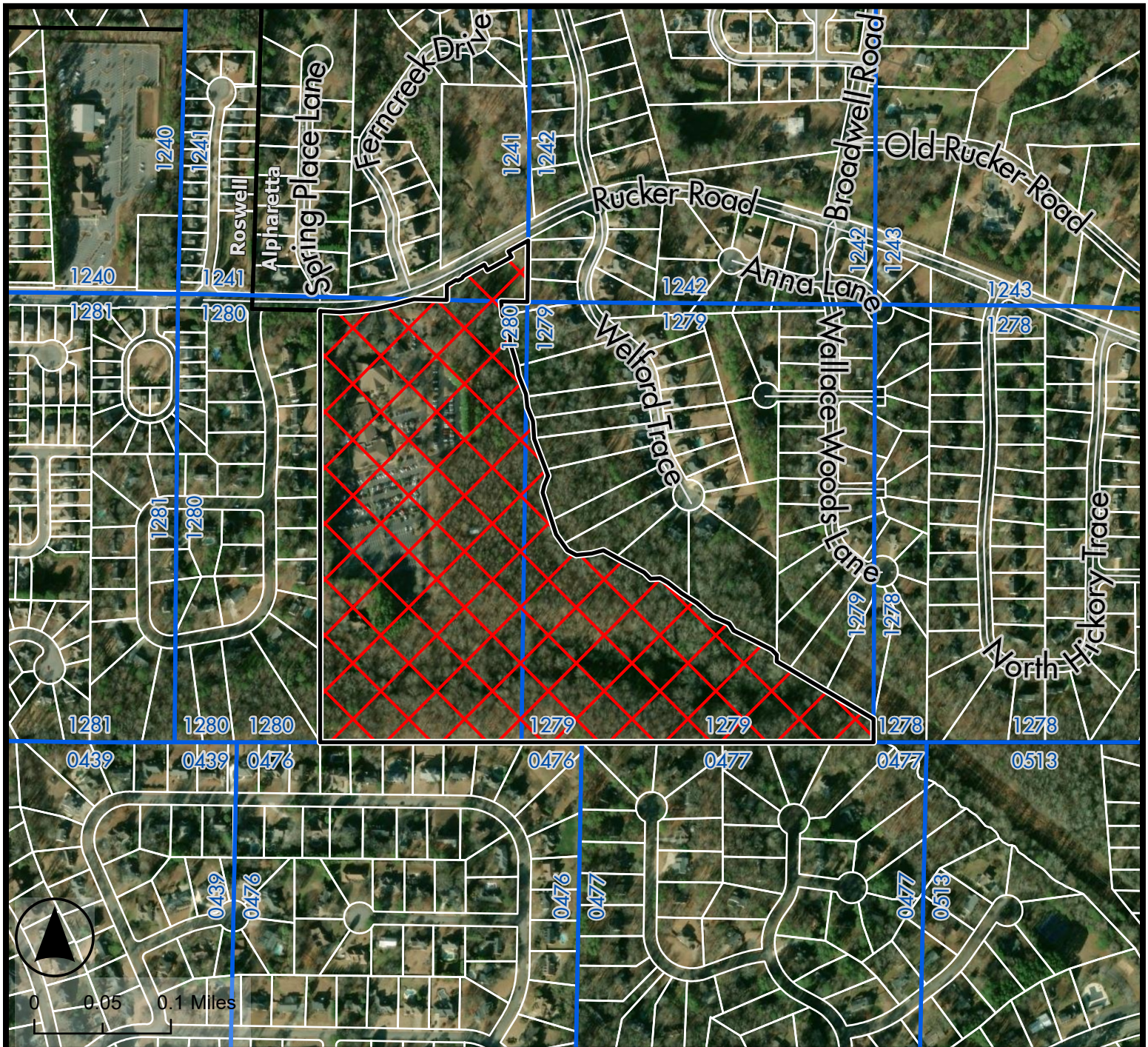
CU-26-07

D/LL: 2/2/1280

PC: 7/9

CC: 7/20





Legend

-  CU-26-07
-  Land Lots
-  Tax Parcels

Aerial Map

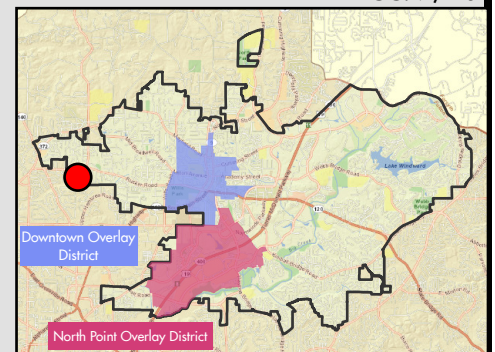
St. Thomas Aquinas Columbarium/Memorial

CU-26-07

D/LL: 2/2/1280

PC: 7/9

CC: 7/20



Community Zoning Information Meeting (CZIM)

June 10, 2026

Please sign-in and leave your comments and/or concerns.

CU-26-07 / St. Thomas Aquinas Catholic Church Columbarium

NAME	ADDRESS	COMMENTS
NAURGEU & DENNIS Knaebel	125 Rosebury Dr CANTON, GA 30115	We are the chairs for STA Columbarium
Julia Johnson	290 Burrow Downs	As long as there are no burials burials
Alexis Kennedy	165 Welford Trace	
Emina Elwood	175 Welford Trace emina.elwood@gmail.com	Concerns of noise, traffic, future burial requests, Overall growth of activity & Rucker Road
PAUL DANIELS	2624 KENTWOOD LN ALPHARETTA, GA 30009	BEAUTIFUL DESIGN. GREAT PROJECT FOR ST. THOMAS AQUINAS
VLADIMIR MILER	790 SADDLE RIDGE PLACE	

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: St. Thomas Aquinas Catholic Church Columbarium

Contact Name: Michael P Boland Telephone: 770.435.3080

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.

Shannon Howell sent us an email with four questions related to the location of the columbarium on the property as well as the impact to the existing stream along the property. See attached email along with the response to her questions that was sent.

Julia Johnson, who attended the CZIM hearing, wondered if this would be a cemetery and was concerned about full body burials. She was assured that there would be no burials on the property, only ash/cremains being located in the columbarium niches. - see attached sign in sheet.

Emina Elwood, who attended the CZIM hearing, was concerned about noise, traffic and future burials and how it might impact Rucker Rd. We explained that the columbarium would not increase traffic, as funerals already occur on the campus inside the church, and that will not change. The columbarium is not used for outdoor services, so that would not create any noise issues. The columbarium is a quiet memorial garden that would typically not have more than a few people in the garden at a time. We also stated that there would not be any burials of bodies on the property. - see attached sign in sheet.

Paul Daniels, who attened the CZIM hearing, said it was a beautiful design and would be a great project for St. Thomas Aquinas. - see attached sign in sheet.

One of the city council members, Ms. Katie Reeves, was at the CZIM hearing but didn't sign the sign in sheet. She mentioned that she was a member of a local catholic church that has a columbarium (St. Brigid Catholic Church in Johns Creek) and she said that it would the columbarium proposed for St. Thomas Aquinas would be a great addition to the church campus. I do not have that in writing.

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.*

- | | | |
|---|---|---|
| ☐ Letter | ☐ Personal Visits | <u>In person at the CZIM Meeting on June 10, 2026</u> |
| ☐ Telephone | ☐ Group Meeting | |
| ☒ Email | ☒ Other <i>(Please Specify)</i> _____ | |

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: Michael P Boland Date: 06.12.2026

Print Form

From: [Michael Boland](#)
To: "STA Columbarium"; [Shannon Howell](#)
Subject: RE: Questions regarding Columbarium
Date: Wednesday, June 10, 2026 1:45:00 PM
Attachments: [STACC AS01 ARCHITECTURAL SITE PLAN.pdf](#)
[STACC AS02 ENLARGED ARCHITECTURAL SITE PLAN.pdf](#)
[aerial view with distance from columbarium to Rucker Rd..jpg](#)
[aerial view with distance from columbarium to property line at Barrow Downs.jpg](#)
[aerial view with distance from columbarium to property line @ Welford Trace.jpg](#)
[08 STACC Aerial Rendering.jpg](#)
[image001.png](#)

Ms. Howell:

Thank you for your email and questions. I have responded to your questions in the email below in **red bold text** and have included some attachments that also answer those questions graphically. I have also attached a rendered image of the proposed columbarium so you can understand how the design blends in with the current property. I hope these images and my answers below help. Feel free to reach out with any additional questions. I will be at the meeting tonight, so feel free to stop by.

Regards,

Michael P. Boland, RA
michael@smithboland.com
office 770.435.3080
mobile 404.513.2712

smith•boland
ARCHITECTS
www.smithboland.com

From: STA Columbarium <sta.columbarium@archatl.com>
Sent: Tuesday, June 9, 2026 3:05 PM
To: Shannon Howell <smkhowell@gmail.com>; STA Columbarium <sta.columbarium@archatl.com>
Cc: Michael Boland <michael@smithboland.com>
Subject: RE: Questions regarding Columbarium

Hello Ms. Howell,

I have forwarded your message to our Architect's office - Smith-Boland, and they will provide you with the information you have requested.

Thank you for your inquire and we hope to see you at the City meeting tomorrow evening.

Sincerely,

Ted Collins
Program Manager
Catholic Construction Services Inc

2401 Lake Park Dr SE . Smyrna, GA . 30080
STA.Columbarium@archatl.com

-----Original Message-----

From: Shannon Howell <smkhowell@gmail.com>
Sent: Monday, June 1, 2026 5:26 PM
To: STA Columbarium <sta.columbarium@archatl.com>
Subject: Questions regarding Columbarium

Caution! This message was sent from outside your organization.

Hi Ted,

I am a property owner at 110 Welford Trace and received the public notice dated May 20, 2026 regarding CU-26-07, the conditional use request for a columbarium and memorial garden at St. Thomas Aquinas Catholic Church.

The notice describes the 48.06-acre property and the land lots (1241, 1279, and 1280) but does not show where on the site the columbarium and memorial garden would actually be located. Could you please share the following:

1. A site plan or site map showing the proposed location and footprint of the columbarium and memorial garden. **See attached site plans.**
2. The approximate distance from the proposed location to Rucker Road and to the nearest adjacent residential property lines, including those along Welford Trace. **See attached aerial photos**
3. How the proposed location relates to the perennial streams on the property and the required stream buffers and setbacks. **The columbarium location is over 650' from the stream along the eastern property edge and will not impact the stream. We will be providing underground stormwater systems to direct water from the new impervious area to the existing detention ponds on the property.**
4. Whether this site plan will be available for review at the June 10 Community Zoning Information Meeting or prior. **I believe the City of Alpharetta will have the site plans at the meeting tonight, but I have attached them to this email.**

I would like to understand the proposal accurately before the meeting. Thank you for your time, and I look forward to your response.

Sincerely,
Shannon Howell
110 Welford Trace, Alpharetta, GA 30004

Community Zoning Information Meeting (CZIM)

June 10, 2026

Please sign-in and leave your comments and/or concerns.

CU-26-07 / St. Thomas Aquinas Catholic Church Columbarium

NAME	ADDRESS	COMMENTS
NAURGEU & DENNIS Knaebel	125 Rosebury Dr CANTON, GA 30115	We are the chairs for STA Columbarium
Julia Johnson	290 Burrow Downs	As long as there are no burials burials
Alexis Kennedy	165 Welford Trace	
Emina Elwood	175 Welford Trace emina.elwood@gmail.com	Concerns of noise, traffic, future burial requests, Overall growth of activity & Rucker Road
PAUL DANIELS	2624 KENTWOOD LN ALPHARETTA, GA 30009	BEAUTIFUL DESIGN. GREAT PROJECT FOR ST. THOMAS AQUINAS
VLADIMIR MILER	790 SADDLE RIDGE PLACE	

From: [Woodman, Michael](#)
To: [Michael Boland](#)
Cc: [Taylor, Elicia](#); [REDACTED]
Subject: Re: Questions regarding Columbarium
Date: Tuesday, June 9, 2026 5:33:02 PM

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

-----Original Message-----

From: Shannon Howell [REDACTED]
Sent: Monday, June 1, 2026 5:26 PM
To: STA Columbarium <sta.columbarium@archatl.com>
Subject: Questions regarding Columbarium

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Hi Ted,

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1. A site plan or site map showing the proposed location and footprint of the columbarium and memorial garden.
2. The approximate distance from the proposed location to Rucker Road and to the nearest adjacent residential property lines, including those along Welford Trace.
3. How the proposed location relates to the perennial streams on the property and the required stream buffers and setbacks.
4. Whether this site plan will be available for review at the June 10 Community Zoning Information Meeting or prior.

I would like to understand the proposal accurately before the meeting. Thank you for your time, and I look forward to your response.

Sincerely,
Shannon Howell
110 Welford Trace, Alpharetta, GA 30004

CITY OF ALPHARETTA

PUBLIC HEARING APPLICATION

FOR OFFICE USE ONLY

Case #: CU-26-07

PH #: PHA260011

☐ 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: **Michael Boland**

Telephone: _____

Address: **531 Roselane St NW**

Suite: **310**

City: **Marietta**

State: **GA**

Zip: **30060**

Fax: _____

Mobile Tel: _____

Email: _____

Subject Property Information:

Address: **535 Rucker Road, Alpharetta, GA 30004**

Current Zoning: **AG**

District: **9**

Section: _____

Land Lot: **1280**

Parcel ID: **22 402012790251**

Proposed Zoning: _____

Current Use: **Church**

This Application For (Check All That Apply):

☒ Conditional Use

☐ Master Plan Amendment

☐ Comprehensive Plan Amendment

☐ Rezoning

☐ Master Plan Review

☐ Variance

☐ Public Hearing

☐ Exception

☐ Other (Specify): _____

APPLICANT REQUEST AND INTENT

What is the proposed use(s) of the property?

The use of the property will remain the same as it has been since St. Thomas Aquinas Catholic Church acquired and first occupied the property in the early 1970's, which is church or religious worship with accessory uses related to religious institutions, such as education.

Applicant's Request (Please itemize the proposal):

St. Thomas Aquinas Catholic Church is seeking to add a columbarium/memorial garden to their campus, which is defined as a Cemetery use in the Unified Development Code of Alpharetta. The property is currently zoned AG-agriculture, which allows cemeteries as a Conditional Use.

Applicant's Intent *(Please describe what the proposal would facilitate).*

St. Thomas Aquinas Catholic Church is seeking to build a columbarium/memorial garden on their campus. The columbarium would consist of walls that contain niches for the storage of human remains (ash). The walled garden would also contain a statue, fountain, benches and landscaping and hardscaping. No additional parking would be added to the campus. The total impervious increase to the campus will be less than 3000 sf. No specimen trees will be removed or encroached upon.

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: "Archbishop Gregory J. Hartmayer, OFM Conv.,
Archbishop of the Archdiocese of Atlanta, as Trustee of
AoA Parish Real Estate Trust, dated January 4, 2013 and
His Appointed Successors and/or Administrators in Office"

Telephone: 404-920-7865

Address: 2401 Lake Park Dr. SE

Suite: _____

City Smyrna

State: GA

Zip: 30080

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 |
| ☐ Rezoning | ☒ Conditional Use |
| ☐ Variance/Exception | ☐ Master Plan |
| ☐ Comprehensive Land | ☐ Other |

Use Plan Amendment

Property Owner's Authorized Applicant (if applicable):

Name of Authorized Applicant: Michael Boland, AIA

Telephone: 404-513-2712

Address: 531 Roselane St. NW

Suite: 310

City Marietta

State: GA

Zip: 30060

So Sworn and Attested:

Owner Signature: by: John J. Schumacher

Date: 4/8/2026

Notary:

Notary Signature: Joseph LeDesma



Date: 4/8/2026

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.

**"Archbishop Gregory J. Hartmayer, OFM Conv.,
Archbishop of the Archdiocese of Atlanta, as Trustee of
AoA Parish Real Estate Trust, dated January 4, 2013 and
His Appointed Successors and/or Administrators in Office"**

Name of Applicant or Opponent: _____

Subject Public Hearing Case: _____

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: N/A

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: by: John J. Schumacher

Date: 4/8/2026



THE MOST REVEREND
GREGORY J. HARTMAYER, OFM CONV.

SPECIAL POWER OF ATTORNEY

I, Gregory J. Hartmayer, OFM Conv., as Archbishop and Administrator of The Roman Catholic Archdiocese of Atlanta, and/or His Successors In Office, of 2401 Lake Park Drive, Smyrna, the County of Cobb, the State of Georgia, do hereby appoint Mr. John F. Schiavone of 2401 Lake Park Drive, the County of Cobb, the State of Georgia, my true and lawful attorney in fact, for me and in my name, place and stead, and for my use and benefit to:

Make, seal, and deliver, to bargain, contract, agree for, purchase, receive, and take lands, tenements, hereditaments, and accept the possession of all lands, and all deeds and other assurances, in the law therefore, and to lease, let demise, bargain, sell, remise, release, convey, mortgage, and hypothecate lands, tenements, and hereditaments upon such terms and conditions and under such covenants as he shall think fit;

Also to bargain and agree for, buy, sell, mortgage, hypothecate, and in any and every way and manner deal in and with goods, wares, and merchandise, chooses in action, and other property in possession or in action, and to make, do, and transact all and every kind of business of whatsoever nature and kind; and also for me and in my name, and as my act and deed, to sign, seal, execute, deliver, and acknowledge such deeds, leases, mortgages, hypothecations, charter parties, bills of releases and satisfaction of mortgage, judgments, and other debts, and such other instruments in writing of whatsoever kind and nature as may be necessary or proper in the premises;

I further give and grant unto the attorney in fact full power and authority to do everything necessary and proper to be done in the exercise of any of the foregoing powers as fully as I might or could do if personally present, with full power of substitution and revocation, hereby ratifying and confirming all that my attorney shall lawfully do or cause to be done by virtue hereof.

This Special Power of Attorney is effective from December 1, 2025, through December 1, 2026.

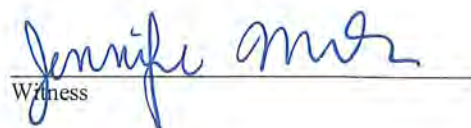
Executed this First Day of December, Two Thousand Twenty-Five, at Smyrna, the State of Georgia.


Most Reverend Gregory J. Hartmayer, OFM Conv.
Archdiocese of Atlanta, the County of Cobb, the State of Georgia

On December 1, 2025, before me, a notary public for the State of Georgia, personally appeared Archbishop Gregory J. Hartmayer, Archbishop of the Archdiocese of Atlanta, known to me or proved to me to be the person whose name is subscribed to the within power of attorney, and acknowledged to me that he or she has executed the same.


Notary Public for the State of Georgia


Witness


Witness



THE OFFICE OF THE ARCHBISHOP



THE MOST REVEREND
GREGORY J. HARTMAYER, OFM CONV.

AMENDMENT TO SPECIAL POWER OF ATTORNEY

I, Gregory J. Hartmayer, OFM Conv., as Archbishop and administrator of The Roman Catholic Archdiocese of Atlanta, and/or His Successors In Office, of 2401 Lake Park Drive, Smyrna, the County of Cobb, the State of Georgia, do hereby appoint Mr. John F. Schiavone of 2401 Lake Park Drive, the County of Cobb, the State of Georgia, my true and lawful attorney in fact, by virtue of that certain Special Power of Attorney, dated December 1, 2025 ("Power"), a copy of which is attached hereto:

I, Gregory J. Hartmayer, OFM Conv., as Archbishop of the Archdiocese of Atlanta, as Trustee of AoA Parish Real Estate Trust, dated January 4, 2013 ("Trust") do hereby appoint Mr. John Schiavone of 2401 Lake Park Drive, Smyrna, the County of Cobb, the State of Georgia, as Vice-President of Catholic Construction Services, Inc., my true and lawful attorney in fact, for me and in my name, place and stead, and for my use and benefit to sign construction contracts and related documents on behalf of the Trust.

The Power remains in effect and unchanged, except as may be indicated herein.

This Amendment to Special Power of Attorney is effective from December 1, 2025, through December 1, 2026.

Executed this First Day of December, Two Thousand Twenty-Five, at Smyrna, the State of Georgia.

Most Reverend Gregory J. Hartmayer, Archbishop of the
Archdiocese of Atlanta, as Trustee of AoA Parish Real Estate
Trust, dated January 4, 2013

+ Gregory J. Hartmayer, OFM Conv.
Archbishop Gregory J. Hartmayer, OFM Conv.

On December 1, 2025, before me, a notary public for the State of Georgia, personally appeared Archbishop Gregory J. Hartmayer, Archbishop of the Archdiocese of Atlanta, known to me or proved to me to be the person whose name is subscribed to the within power of attorney, and acknowledged to me that he or she has executed the same.

Joseph H. LeDesma
Notary Public for the State of Georgia

Manuel Rosental
Witness
Joseph M. S.
Witness



THE OFFICE OF THE ARCHBISHOP

LEGAL DESCRIPTION OF PROPERTY

ALL OF THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 1241 OF THE 2ND DISTRICT, 2ND SECTION, CITY OF ALPHARETTA, FULTON COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A 35 INCH POPLAR TREE MARKING THE SOUTHEASTERLY CORNER OF LAND LOT 1241 (SAID CORNER BEING COMMON TO LAND LOTS 1241, 1242, 1279 & 1280) AND PROCEED SOUTH 89°57'25" WEST FOR A DISTANCE OF 87.79 FEET A POINT ON THE CENTERLINE OF HUGHES BRANCH; PROCEEDING THENCE ALONG SAID CENTERLINE OF HUGHES BRANCH FOR THE FOLLOWING COURSES AND DISTANCES:

SOUTH 14°26'14" WEST, A DISTANCE OF 32.41 FEET TO A POINT;
THENCE SOUTH 36°16'37" EAST FOR A DISTANCE OF 71.46 FEET TO A POINT;
THENCE SOUTH 07°39'44" WEST FOR A DISTANCE OF 38.94 FEET TO A POINT;
THENCE SOUTH 23°35'45" EAST FOR A DISTANCE OF 37.25 FEET TO A POINT;
THENCE SOUTH 03°50'31" WEST FOR A DISTANCE OF 22.13 FEET TO A POINT;
THENCE SOUTH 19°28'07" EAST FOR A DISTANCE OF 44.46 FEET TO A POINT;
THENCE SOUTH 17°24'33" EAST FOR A DISTANCE OF 30.62 FEET TO A POINT;
THENCE SOUTH 05°31'22" EAST FOR A DISTANCE OF 38.43 FEET TO A POINT;
THENCE SOUTH 41°20'00" EAST FOR A DISTANCE OF 25.66 FEET TO A POINT;
THENCE SOUTH 19°18'32" EAST FOR A DISTANCE OF 38.58 FEET TO A POINT;
THENCE SOUTH 01°25'18" EAST FOR A DISTANCE OF 46.75 FEET TO A POINT;
THENCE SOUTH 22°48'43" EAST FOR A DISTANCE OF 76.24 FEET TO A POINT;
THENCE SOUTH 49°08'53" EAST FOR A DISTANCE OF 26.47 FEET TO A POINT;
THENCE SOUTH 54°39'55" WEST FOR A DISTANCE OF 19.10 FEET TO A POINT;
THENCE SOUTH 04°20'08" EAST FOR A DISTANCE OF 48.47 FEET TO A POINT;
THENCE SOUTH 23°58'18" EAST FOR A DISTANCE OF 92.98 FEET TO A POINT;
THENCE SOUTH 11°44'59" EAST FOR A DISTANCE OF 81.09 FEET TO A POINT;
THENCE SOUTH 35°01'10" WEST FOR A DISTANCE OF 37.82 FEET TO A POINT;
THENCE SOUTH 06°43'06" EAST FOR A DISTANCE OF 44.27 FEET TO A POINT;
THENCE SOUTH 27°14'44" EAST FOR A DISTANCE OF 77.80 FEET TO A POINT;
THENCE SOUTH 15°00'46" EAST FOR A DISTANCE OF 44.17 FEET TO A POINT;
THENCE SOUTH 38°43'22" EAST FOR A DISTANCE OF 99.04 FEET TO A POINT;
THENCE SOUTH 69°27'36" EAST FOR A DISTANCE OF 30.48 FEET TO A POINT;
THENCE NORTH 79°53'41" EAST FOR A DISTANCE OF 101.45 FEET TO A POINT;
THENCE SOUTH 72°09'10" EAST FOR A DISTANCE OF 61.79 FEET TO A POINT;
THENCE SOUTH 59°51'26" EAST FOR A DISTANCE OF 81.75 FEET TO A POINT;
THENCE SOUTH 34°08'58" EAST FOR A DISTANCE OF 24.66 FEET TO A POINT;
THENCE SOUTH 48°12'35" EAST FOR A DISTANCE OF 41.20 FEET TO A POINT;
THENCE NORTH 71°50'16" EAST FOR A DISTANCE OF 20.56 FEET TO A POINT;
THENCE SOUTH 75°27'41" EAST FOR A DISTANCE OF 38.48 FEET TO A POINT;
THENCE SOUTH 53°42'58" EAST FOR A DISTANCE OF 65.79 FEET TO A POINT;
THENCE SOUTH 57°49'59" EAST FOR A DISTANCE OF 53.70 FEET TO A POINT;
THENCE SOUTH 68°59'32" EAST FOR A DISTANCE OF 18.54 FEET TO A POINT;
THENCE SOUTH 51°46'33" EAST FOR A DISTANCE OF 38.16 FEET TO A POINT;
THENCE SOUTH 44°15'42" EAST FOR A DISTANCE OF 36.57 FEET TO A POINT;
THENCE SOUTH 59°48'18" EAST FOR A DISTANCE OF 74.30 FEET TO A POINT;
THENCE SOUTH 42°10'06" EAST FOR A DISTANCE OF 42.62 FEET TO A POINT;
THENCE SOUTH 74°57'50" EAST FOR A DISTANCE OF 28.75 FEET TO A POINT;
THENCE SOUTH 53°35'46" EAST FOR A DISTANCE OF 42.32 FEET TO A POINT;
THENCE SOUTH 68°55'56" EAST FOR A DISTANCE OF 63.87 FEET TO A POINT;
THENCE SOUTH 53°02'44" EAST FOR A DISTANCE OF 34.63 FEET TO A POINT;

THENCE DEPARTING SAID HUGHES BRANCH SOUTH 00°31'45" WEST FOR A DISTANCE OF 29.14 FEET TO A POINT LOCATED IN THE CENTERLINE OF HUGHES CREEK;

THENCE SOUTH 58°43'12" EAST FOR A DISTANCE OF 419.56 FEET TO AN IRON PIN FOUND (1/2"REBAR); THENCE SOUTH 04°11'30" EAST FOR A DISTANCE OF 99.90 FEET TO AN IRON PIN PLACED (1/2"REBAR); THENCE SOUTH 89°29'56" WEST FOR A DISTANCE OF 1124.25 FEET TO AN IRON PIN FOUND (1/2"OPEN TOP PIPE W/NAIL); THENCE NORTH 87°50'36" WEST FOR A DISTANCE OF 549.50 FEET TO AN IRON PIN FOUND (1/2"REBAR); THENCE NORTH 89°26'13" WEST FOR A DISTANCE OF 445.57 FEET TO A POINT (1 1/2" OPEN TOP PIPE); THENCE NORTH 00°28'55" WEST FOR A DISTANCE OF 1674.04 FEET TO AN IRON PIN PLACED (1/2"REBAR) ON THE SOUTHERLY RIGHT-OF-WAY LINE OF RUCKER ROAD (60' RIGHT-OF-WAY); PROCEEDING THENCE ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF RUCKER ROAD, FOR THE FOLLOWING COURSES AND DISTANCES:

SOUTH 86°31'45" EAST FOR A DISTANCE OF 78.27 FEET TO A POINT;
THENCE 208.31 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 1037.00 FEET AND BEING SUBTENDED BY A CHORD OF NORTH 82°12'06" EAST, 207.96 FEET TO AN IRON PIN PLACED (1/2"REBAR);

THENCE DEPARTING SAID SOUTHERLY RIGHT-OF-WAY LINE OF RUCKER ROAD (60' RIGHT-OF-WAY) SOUTH 89°09'05" EAST FOR A DISTANCE OF 159.30 FEET TO AN IRON PIN FOUND (1/2"REBAR W/CAP); THENCE NORTH 01°21'31" EAST FOR A DISTANCE OF 57.26 FEET TO AN IRON PIN PLACED (1/2"REBAR) ON THE AFOREMENTIONED SOUTHERLY RIGHT-OF-WAY LINE OF RUCKER ROAD (60' RIGHT-OF-WAY); PROCEEDING THENCE ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF RUCKER ROAD, FOR THE FOLLOWING COURSES AND DISTANCES:

THENCE NORTH 65°42'55" EAST FOR A DISTANCE OF 9.54 FEET TO A POINT;
THENCE 72.63 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 1035.00 FEET AND BEING SUBTENDED BY A CHORD OF NORTH 64°30'40" EAST, 72.61 FEET TO A POINT;
THENCE SOUTH 72°42'04" EAST FOR A DISTANCE OF 7.08 FEET TO A POINT;
THENCE 19.23 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 1040.00 FEET AND BEING SUBTENDED BY A CHORD OF NORTH 61°41'40" EAST, 19.23 FEET TO A POINT;
THENCE NORTH 23°36'27" EAST FOR A DISTANCE OF 8.20 FEET TO A POINT;
THENCE NORTH 61°10'34" EAST FOR A DISTANCE OF 93.00 FEET TO A POINT;
THENCE SOUTH 28°49'26" EAST FOR A DISTANCE OF 25.00 FEET TO A POINT;
THENCE NORTH 61°10'34" EAST FOR A DISTANCE OF 107.00 FEET TO A POINT;
THENCE NORTH 28°49'26" WEST FOR A DISTANCE OF 25.00 FEET TO A POINT;
THENCE NORTH 61°13'44" EAST FOR A DISTANCE OF 87.14 FEET TO AN IRON PIN PLACED (1/2"REBAR);

THENCE DEPARTING SAID SOUTHERLY RIGHT-OF-WAY LINE OF RUCKER ROAD SOUTH 00°05'21" WEST FOR A DISTANCE OF 264.71 FEET TO THE POINT OF BEGINNING.

SAID TRACT OR PARCEL CONTAINING 48.06 ACRES, OR 2,093,509 SQUARE FEET, MORE OR LESS, TO THE CENTERLINE OF CREEK.

04.21.2026

RE: Letter of Intent for the application for a Conditional Use Permit for:
St. Thomas Aquinas Catholic Church, 535 Rucker Rd., Alpharetta, GA 30004

St. Thomas Aquinas has been located and operating as a Catholic Church at 535 Rucker Rd., Alpharetta, GA 30004 since 1972. At the time that property was purchased and buildings were built, that address was located and controlled by Fulton County codes and ordinances. That property is now located in and controlled by the City of Alpharetta. The zoning for the property at 535 Rucker Rd. is AG – Agriculture. According to Section 2.2.1C 3 of the Unified Development Code for the City of Alpharetta, Churches are considered a permitted use in AG with a Conditional Use Permit. As the St. Thomas Aquinas parish has been operating as a church at this location for over 50 years without a conditional use permit, it is assumed that the church is grandfathered in as a pre-existing use, and they do not have any plans to change the use. The church would like to add a columbarium to their campus, which would fall under the use of Cemetery in the Unified Development Code. Cemeteries would require a Conditional Use Permit in the AG zoning; therefore, we are requesting the Conditional Use Permit for this reason. We are not requesting any variances as part of this application. The added square footage of impervious area to the property as proposed for the new columbarium, including the walls, hardscaping and sidewalks, is 2800 sf. No specimen trees will be removed or encroached upon for the creation of the columbarium garden.

SECTION 2.2 a CONDITIONAL USE REVIEW CRITERIA

When reviewing a conditional use, consideration shall be given to factors associated with the use including, but not limited to, the following:

1. Site design. The design will be consistent with the design of the existing buildings and natural features, matching existing materials and colors.
2. Property access. The columbarium/memorial garden will be located near the existing church and accessed from the current parking lots. No new parking would be added, as the columbarium/memorial garden will be an accessory use to the main use, which is church/worship.
3. Hours of operation of the business. The columbarium/memorial garden would only be accessible during daylight hours, assume 8am – 8pm. There will be gates that will close and lock after hours.
4. Vehicular trips generated by the use. Minimal. These spaces are for private reflection, not large gatherings. There would not be increased traffic to the property based on the addition of a columbarium/memorial garden.
5. Impact of the use on surrounding properties. Minimal. The columbarium/memorial garden will blend in with the existing campus, is not located near existing property lines, and will not generate any noise to the surrounding properties.
6. Impact of the use on the natural features of the site. Minimal. The columbarium/memorial garden will blend in with the existing campus and be landscaped to match the current natural features of the property. Any additional impervious areas created will be addressed with stormwater studies by a civil engineer and handled with on-site features. Documents will be submitted for Land

Disturbance and Building permits that would contain all information related to site disturbance.

7. Separation from similar uses and conflicting uses. The columbarium/memorial garden will be located adjacent to the existing church and will not be located near any property lines that abut the adjacent residential properties.

We are also providing a number of three-dimensional renderings of the proposed columbarium to this application in order to illustrate how the design of the walled garden relates to the existing architecture of the campus.

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: St. Thomas Aquinas Catholic Church Columbarium

Contact Name: Michael P Boland Telephone: 770.435.3080

The following people will be notified of this application and provided information describing the subject proposal. All properties within 500' or adjoining properties and the HOA MUST be notified. Notification requirements to be established by the City. Attach mailing list, as needed.

See attached mailing list provided by the City of Alpharetta

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.*

☒

Letter

☐

Personal Visits

☐

Telephone

☐

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.

We will provide an email address that is project specific for all correspondence in order to have a record of questions received and the responses.

GREENFIELD TODD P & MERRIE E
725 SADDLE RIDGE TRC
ROSWELL GA 30076

HAZINEH POHWA ET AL
740 SADDLE RIDGE TRCE
ROSWELL GA 30076

LARSON JONATHAN & BETHANN
750 SADDLE RIDGE TRC
ROSWELL GA 30076

SHARPTON ANDREW GREGORY
& JOSEPHINE E
755 SADDLE RIDGE TRC
ROSWELL GA 30076

MCCRANIE DORIS CHRISTINE
745 SADDLE RIDGE TRC
ROSWELL GA 30076

KENYON ANNE
735 SADDLE RIDGE TRC
ROSWELL GA 30076

POVEROMO WILLIAM
760 SADDLE RIDGE TRCE
ROSWELL GA 30076

SINGH YOGESH
770 SADDLE RIDGE TRC
ROSWELL GA 30076

VINCOLA JOSEPH C & HEIDI
780 SADDLE RIDGE TRC
ROSWELL GA 30076

MIKOV VLADIMIR HRISTOV & ZLATINA
790 SADDLE RIDGE TRC
ROSWELL GA 30076

COPPINGER PATRICK D
800 SADDLE RIDGE TRC
ROSWELL GA 30076

CHILTON BEAU B & CHRISTI F
810 SADDLE RIDGE TRC
ROSWELL GA 30076

DRUMMOND J CARY
820 SADDLE RIDGE TRC
ROSWELL GA 30076

IZARD MARY K
830 SADDLE RIDGE TRC
ROSWELL GA 30076

RUIZ FELIPE & BETANCOURT SANDRA
RAQUEL QUINTANILLA
840 SADDLE RIDGE TRCE
ROSWELL GA 30076

SEESE ELSE S & WELLER BETTY J
850 SADDLE RIDGE TRC
ROSWELL GA 30076

MADDOX PAULA J & BENSON LOREN
940 SADDLE RIDGE CT
ROSWELL GA 30076

TANAKA YOSHIYUKI & NAOKO
930 SADDLE RIDGE CT
ROSWELL GA 30076

CROSSON CHAD DAVIS
& JORDANA BRIELLE
920 SADDLE RIDGE CT
ROSWELL GA 30076

CHEN SU GUANG & HE SHENG
910 SADDLE RIDGE CT
ROSWELL GA 30076

ALLEN WILLIAM J & ALLEN MARCELLINE B
900 SADDLERIDGE CT
ROSWELL GA 30076

GOODWIN KENNETH
815 SADDLE RIDGE TRL
ROSWELL GA 30076

MARSTON WM A JR & TERESA T
805 SADDLE RIDGE TRC
ROSWELL GA 30076

CHILTON CONSTANCE K
795 SADDLE RIDGE TRC
ROSWELL GA 30076

WATERS JOSHUA R
785 SADDLE RIDGE TRC
ROSWELL GA 30076

FITZPATRICK STEPHEN K & BELINDA
775 SADDLE RIDGE TRC
ROSWELL GA 30076

HARRISON ROBERT W & ROSEMARY A
765 SADDLE RIDGE TRC
ROSWELL GA 30076

CONNORS CHAD
495 HEMBREE HOLW
ROSWELL GA 30076

SOBHANI ROUHA
505 HEMBREE HOLLOW
ROSWELL GA 30076

MANSELL PHILIP & MANSELL TAYLOR
515 HEMBREE HOLW
ROSWELL GA 30076

SUBRAHMANYAM VIJAYA
520 HEMBREE HOLLOW
ROSWELL GA 30076

BLAUVELT NATHAN T &
ANDERSON EMILY A
510 HEMBREE HOLW
ROSWELL GA 30076

IRWIN KEN
500 HEMBREE HOLW
ROSWELL GA 30076

MC NEIL LINDSEY M &
MC NEIL ALEXANDER B
490 HEMBREE HOLW
ATLANTA GA 30309

DOLIVE HENRY D III & MARY T
480 HEMBREE HOLLOW
ROSWELL GA 30076

CLARK GEORGE & CARLA
170 HEMBREE CIRCLE DR
ROSWELL GA 30076

BETANCOURT MIGUEL JR
180 HEMBREE CIRCLE DR
ROSWELL GA 30076

DEFAZIO CHRISTINE
190 HEMBREE CIRCLE DR
ROSWELL GA 30075

SHEPARD SHIRLEY E & KELLY G
200 HEMBREE CIRCLE DR
ROSWELL GA 30076-1154

BARTLETT BETH & LAURINAITIS MARC
205 HEMBREE CIRCLE DR
ROSWELL GA 30076

ERIC A PARIS TESTAMENTARY TRUST THE
P O BOX 70
PRINCETON ME 04668

MOHR VALERIYA
185 HEMBREE CIRCLE DR
ROSWELL GA 30076-1160

KNUDSON JEFFREY BURNS
175 HEMBREE CIRCLE DR
ROSWELL GA 30076

PAMELIA SUE OWENS REVOCABLE TRUST THE
310 UPPER CREEK CT
ROSWELL GA 30076

WOODEN ROBERT H & JULIE A
12104 WALNUT TER
ALPHARETTA GA 30004

SHAVE SANDRA L & DONALD J
12100 WALNUT TER
ALPHARETTA GA 30004

HALL JULIE H
12096 WALNUT TER
ALPHARETTA GA 30004

WHALEY ANNETTE H
12092 WALNUT TER
ALPHARETTA GA 30004

BOWEN MICHAEL JASON
& STROBEL GINI
12088 WALNUT TER
ALPHARETTA GA 30004

MARDANLOU ADAM & SYDNEY
12084 WALNUT TER
ALPHARETTA GA 30004

COTTAGES OF CRABAPPLE
HOMEOWNERS ASSN INC
3245 PEACHTREE PKWY D242
SUWANEE GA 30024

DE RAY DIPANJAN
& MUKHERJEE PARIJAT
125 WELFORD TRCE
ALPHARETTA GA 30004-6622

TAI MICHAEL WAYNE & VELEDA YUE
150 WELFORD TRCE
ALPHARETTA GA 30004

MAWAD KHALEELULLAH & AYESHA F
180 WELFORD TRCE
ALPHARETTA GA 30004

ARIF MOHAMMAD & NASEEM
190 WELFORD TRCE
ALPHARETTA GA 30004

BOOTHE FRED D & SUSAN M
200 WELFORD TRCE
ALPHARETTA GA 30004

CHARLESTON ANITA
210 WELFORD TRC
ALPHARETTA GA 30004

LEE CHRIS JIN LEE JANNET POKHUI
220 WELFORD TRCE
ALPHARETTA GA 30004

BULLARD WILLIAM A
& BULLARD SARAH D
225 WELFORD TRC
ALPHARETTA GA 30004

FUCHS DONALD J JR ET AL
215 WELFORD TRC
ALPHARETTA GA 30004

ANGULO DIAZ EDGAR ET AL
205 WELFORD TRCE
ALPHARETTA GA 30004

KHAN ANWAR H & CATHERINE G
195 WELFORD TRCE
ALPHARETTA GA 30004

DINH QUANG ANH
185 WELFORD TRCE
ALPHARETTA GA 30004

ELWOOD JOSHUA & SELMIC EMINA
175 WELFORD TRC
ALPHARETTA GA 30004

KENNEDY MARC R & ALEXIS M
165 WELFORD TRCE
ALPHARETTA GA 30004

KANAKAMEDALA JAYABABU
& BYRAPUNENI HEMA
155 WELFORD TRCE
ALPHARETTA GA 30004

WILLIAMS JOSEPH K & LOUISE C
248 WEST ANDREWS DR NW
ATLANTA GA 30305-2016

BUCHANAN JAIRUS KEITH
& AMBER BRADFORD
725 MARIANNA LANE
ALPHARETTA GA 30004

ANDERSON BRIAN M & BARBARA A
100 BARROW DOWNS
ALPHARETTA GA 30004-4013

ESASKY JOHN R & LAURA E
110 BARROW DOWNS
ALPHARETTA GA 30004-4013

COYLE TIMOTHY & LINDA
120 BARROW DOWNS
ALPHARETTA GA 30004

HAHN DELIHA &
HAHN JUSTIN THOMAS
130 BARROW DOWNS
ALPHARETTA GA 30004

DOYLE SEAN & ELIZABETH
140 BARROW DOWNS
ALPHARETTA GA 30004

FUNCKNER HERNAN JAVIER
& MODESTINI PAOLA VERONICA
150 BARROW DOWNS 14002
ALPHARETTA GA 30004

BERNATZ JESSICA M & BERNATZ JOHN
260 BARROW DOWNS
ALPHARETTA GA 30004

KOTUN WILLIAM M & CAROLYN D
270 BARROW DOWNS
ALPHARETTA GA 30004-6322

SERWOTKA GUENTER & SUSANNA H
280 BARROW DOWNS
ALPHARETTA GA 30004

JOHNSON EILEEN R
290 BARROW DOWNS
ALPHARETTA GA 30004

JESSE STEWART LIVING TRUST &
CAROLYN LOUISE TRAVERS LIVING TRUST
300 BARROW DOWNS
ALPHARETTA GA 30004-6325

KING STEWART & LANDELE
310 BARROW DOWNS
ALPHARETTA GA 30004

HOWARD CHRISTI H & TERRY L
320 BARROW DOWNS
ALPHARETTA GA 30004

BEST SHELDON & VERONICA
330 BARROW DOWNS
ALPHARETTA GA 30004-6325

WELSH DAVID N & WELSH KATHLEEN
340 BARROW DOWNS
ALPHARETTA GA 30004

HOLCOMBE GRETCHEN &
POMERANCE DAVID
350 BARROW DOWNS
ALPHARETTA GA 30004

STEIDING DEAN MARSH & STEIDING RORIE
360 BARROW DOWNS
ALPHARETTA GA 30004

CARRASQUILLO RALPH & NICOLE
305 BARROW DOWNS
ALPHARETTA GA 30004

GARVERICK RICHARD ANDREW & JULIE A
295 BARROW DOWNS
ALPHARETTA GA 30004-6323

RODRIGUEZ JAIME PHAM & ETIENNE JOSE
285 BARROW DOWNS
ALPHARETTA GA 30004

BOWLBY EDWARD REED III & KRISTY K
255 BARROW DOWNS
ALPHARETTA GA 30004

BROWN DOUGLAS A & BROWN DIANA
225 BARROW DOWNS
ALPHARETTA GA 30004

BRUCKMAN FAMILY REVOCABLE
LIVING TRUST THE
195 BARROW DOWNS
ALPHARETTA GA 30004-4014

CASHIN ROBERT A JR &
CASHIN ASHLEY CHEEK
155 BARROW DOWNS
ALPHARETTA GA 30004

WEBB WHEATON & STEPHANIE
11990 WALLACE WOODS LN
ALPHARETTA GA 30004-4091

RHODES TIMOTHY A & RHODES KATHERINE L
12055 WALLACE WOODS LANE
ALPHARETTA GA 30004

WISELEY DANIELLE & KELLY STEVEN
12070 WALLACE WOODS LN
ALPHARETTA GA 30004

RICE CINDY J & RICE CHARLES M
12060 WALLACE WOODS LANE
ALPHARETTA GA 30004

PILLION KEVIN J & TINA S
12040 WALLACE WOODS LN
ALPHARETTA GA 30004

LANG DAVID M & DEBRA ELAINE
12065 WALLACE WOODS LN
ALPHARETTA GA 30201

KATTAN HADI & HANADI
12150 SPRING PLACE LANE
ALPHARETTA GA 30004

MOORE JASON & MOORE MARA
12160 SPRING PLACE LANE
ALPHARETTA GA 30004

COOPER CATHERINE
12170 SPRING PLACE LANE
ALPHARETTA GA 30004

NABAVI ALIREZA & AMARYLIS
12180 SPRING PLACE LN
ALPHARETTA GA 30004-4000

BARRAZA FERNANDO & BRITO PERLA G
12185 SPRING PLACE LANE
ALPHARETTA GA 30004

YEATER JOHN L & EVE E
12175 SPRING PLACE LN
ALPHARETTA GA 30004

SHIHATA WADIE K
12165 SPRING PLACE LANE
ALPHARETTA GA 30004

LEE HYE JUNG
12155 SPRING PLACE LANE
ALPHARETTA GA 30004

BEARD WILLIAM J III & SUSAN H
12000 N HICKORY TRCE
ALPHARETTA GA 30004

FULKERSON KIM
12010 N HICKORY TRCE
ALPHARETTA GA 30004

DALE MELISSA & PATRICK K
12020 N HICKORY TRC
ALPHARETTA GA 30004

SMITH KEVIN E & SMITH KAREN
12030 N HICKORY TRC
ALPHARETTA GA 30004

JACQUES DANIEL LEE
12040 N HICKORY TRCE
ALPHARETTA GA 30004

DORISCA LENIE
1035 COLGAN CT
ALPHARETTA GA 30022

DIVOSEVIC JESSICA B & JASON R
12235 CRABAPPLE CHASE DR
ALPHARETTA GA 30004

MARVIS RENITA BUTLER
LIVING TRUST THE
12230 CRABAPPLE CHASE DR
ALPHARETTA GA 30004-6321

HUNT DAVID & JEANNINE TALLY
12245 CRABAPPLE CHASE DR
ALPHARETTA GA 30004-6312

KEBANLI ARTHUR
12250 CRABAPPLE CHASE DR
ALPHARETTA GA 30004

SHAIKH AYESHA & ADNAN H
130 WELFORD TRC
ALPHARETTA GA 30004

ALLSTADT DANIEL
12225 CRABAPPLE CHASE DR
ALPHARETTA GA 30004

HOWELL SHANNON & CORTLANDT
110 WELFORD TRCE
ALPHARETTA GA 30004

OSSANNA TODD &
TORRES BENJAMIN
120 WELFORD TRCE
ALPHARETTA GA 30004

GEETHAKUMARISNAIR SHYAM
& SATHYAMOORTHY SUJATHA
1025 COLGAN CT
ALPHARETTA GA 30004

PAULK BRUCE B & JUDY S
240 BARROW DOWNS
ALPHARETTA GA 30004-6322

HEINTZ EVA LIANG HUANG
705 ANNA LANE
ALPHARETTA GA 30004

EVANS LORI
12220 CRABAPPLE CHASE DR
ALPHARETTA GA 30004

HALLE ROBERT MOORE
710 SADDLE RIDGE TRC
ROSWELL GA 30076

SHAABAN MAHMOUD A & DIAZ ANA M
12240 CRABAPPLE CHASE DR
ALPHARETTA GA 30004

ALI TARIQ MOHAMMED
& QUADRI MARIAM F
1015 COLGAN CT
ALPHARETTA GA 30004

PAS REVOCABLE TRUST THE
12108 WALNUT TER
ALPHARETTA GA 30004

GUTZWEILER BENJAMIN R
& GUTZWEILER ERICA
12010 WALLACE WOODS LANE
ALPHARETTA GA 30004

BRANDL ESTATES HOMEOWNERS
ASSOCIATION INC
900 NORTH POINT PKWY STE 325
ALPHARETTA GA 30005

BROWN LINDSAY R & GREGORY A
1060 GOLGAN CT
ALPHARETTA GA 30004

BOLDEN PAUL A
135 WELFORD TRCE
ALPHARETTA GA 30004

PEACHTREE INVESTMENT PROPERTIES LLC
1411 WATERFORD GREEN DR
MARIETTA GA 30068

RAMOS ERIN & ERNESTO
105 WELFORD TRC
ALPHARETTA GA 30004

CHIU CHUN KIT & LAM YUEN CHING
140 WELFORD TRCE
ALPHARETTA GA 30004

WATSON ROBERT E & KATHRYN
235 WELFORD TRC
ALPHARETTA GA 30004

CRANOR ROBYN G & KENT R
12050 WALLACE WOODS LN
ALPHARETTA GA 30004-4082

RUSSELL YVONNE K E & STEVEN M
12030 WALLACE WOODS LANE
ALPHARETTA GA 30004

JOHNSON DRAYTON KENNETH
& DEVENISH ELIZABETH JANE
12020 WALLACE WOODS LANE
ALPHARETTA GA 30004

CITY OF ALPHARETTA GEORGIA
2 PARK PLZ
ALPHARETTA GA 30009

FRECK KEITH MATTHEW
130 BRIDLE TRAIL CT
ROSWELL GA 30076

13 DESIGNS LLC
4290 BELLS FERRY RD SUITE 134
KENNESAW GA 30144

MARSH THOMAS B JR & ALICE H
140 BRIDLE TRAIL CT
ROSWELL GA 30076

KONIECZNY MICHAEL S & LISA M
320 UPPER CREEK CT
ROSWELL GA 30076

KONIECZNY MICHAEL SCOTT & LISA MARIE
320 UPPER CREEK CT
ROSWELL GA 30076

SMITH JULIA
12000 WALLACE WOODS LANE
ALPHARETTA GA 30022

AOA PARISH REAL ESTATE TRUST THE
2401 LAKE PARK DR SE
SMYRNA GA 30080

BRYAN RUSSELL JOE N JR & LISA SWIFT
250 BARROW DOWNS
ALPHARETTA GA 30004

SWITTS JEFFREY K & NGUYEN PHUONG
720 SADDLE RIDGE TRCE
ROSWELL GA 30076

KAP REBECCA
12252 FERNCREEK DR
ALPHARETTA GA 30004

RED ELEPHANT INVESTMENT GROUP LLC
178 S MAIN ST STE 250
ALPHARETTA GA 30009

ARJMAND MEHDI & GANJI SOHILA
12254 FERNCREEK DR
ALPHARETTA GA 30004

FERNCREEK REGISTRY
HOMEOWNERS ASSN INC
900 NORTH POINT PKY STE 325
ALPHARETTA GA 30005

SOMMERFELD PATRICIA A
& AMIPOUR HAMID J
12250 FERNCREEK DR
ALPHARETTA GA 30004

ARIF MAHMOOD ABU & ISLAM SAILA
12257 FERNCREEK DR
ALPHARETTA GA 30004

PATEL SACHIN & PATEL KRUPA
12253 FERNCREEK DR
ALPHARETTA GA 30004

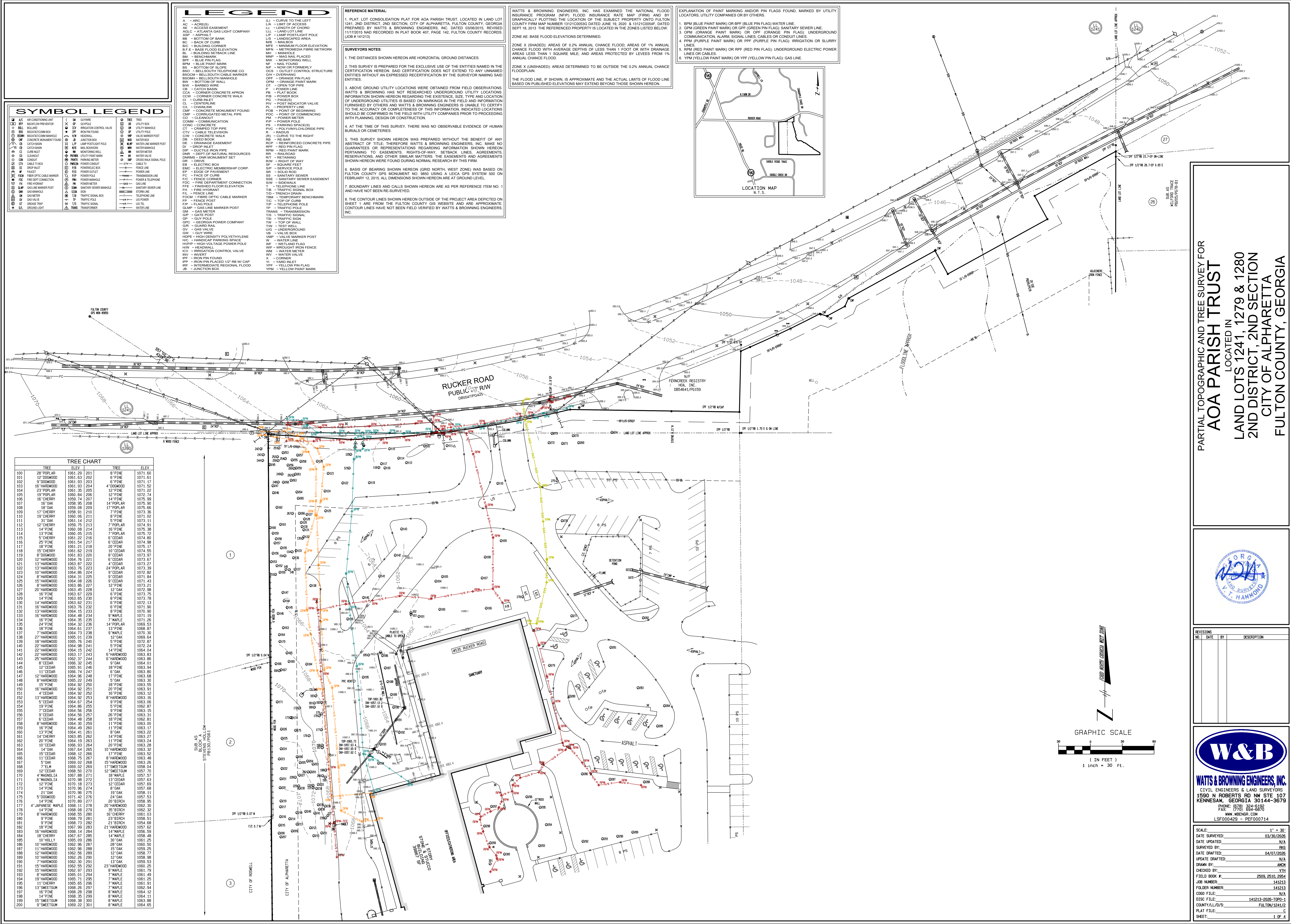
LEIKER AARON JOSEPH & CHERYL NICOLE
12259 FERNCREEK DR
ALPHARETTA GA 30004

CUBA WILSON V & KING CUBA JULIA R
12251 FERCREEK DR
ALPHARETTA GA 30004

GRIFFITHS CHAR LYNN & SAMUEL LEWIS
12255 FERNCREEK DR
ALPHARETTA GA 30004

FERNCREEK REGISTRY
HOMEOWNERS ASSN INC
900 NORTH POINT PKY SUITE 325
ALPHARETTA GA 30005

MILLER WAYNE & MENDY
100 WELFORD TRCE
ALPHARETTA GA 30004



Arborist Prescription Report
St Thomas Aquinas Catholic Church - 535 Rucker Road , Alpharetta
April 20, 2026

Overview:

HRH Trees, LLC was asked to identify, tag and evaluate the specimen trees at St Thomas Aquinas Catholic Church - 535 Rucker Road in Alpharetta. A small construction project to build a columbarium will take place in the NE area near the building. The trees within 30' of this project were also identified and evaluated. The site visit took place on March 19, 2026.

Observations:

All observations were visual and made from the ground (Level 2 Assessment). No invasive tests, underground inspections, or aerial inspections were performed. The diameters were measured at breast height, 4½ feet above the ground (DBH) or at the narrowed location below the split of multi-trunked trees with a diameter tape.

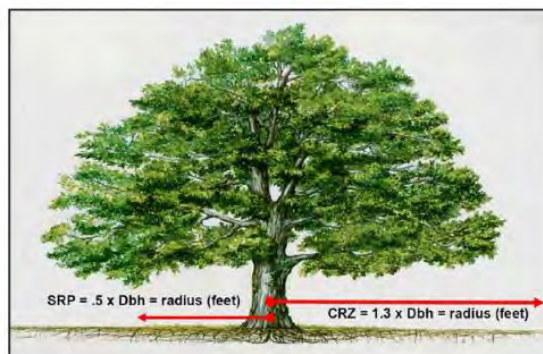
Alpharetta Specimen Tree Size Criteria

- Pine Trees: 30-inch diameter or larger for trees in the *Pinus* (Pine) genus.
- Coniferous Trees: 20" diameter or larger for trees in the *cedrus* (deodar cedar), *Thuja* (Arborvitae), or other ecologically similar trees,
- Overstory Trees: 30-inch diameter or larger for trees in the *Liquidambar* (Sweetgum) or *Liriodendron* (Tulip poplar),
- 20-inch diameter or larger for trees in the *Fagus* (Beech), *Nyssa* (Tupelo), *Diospyros* (Persimmon), *Sassafras* (Sassafras), or other ecologically similar trees,
- 20-inch diameter or larger for *Magnolia grandiflora* (Southern magnolia) and those cultivars that generally reach a mature height over 40',
- 24-inch diameter or larger for trees in all other genera
- Understory Trees: 8-inch (8") diameter or larger.
10-inch (10") diameter or larger for *Oxydendron arboreum* (Sourwood).

Root Definitions:

Structural Root Plate (SRP) – 0.5' in radius for every inch in tree DBH – this is the zone of rapid tree taper that provides support and stability for a tree

Critical Root Zone (CRZ) – 1.3' in radius for every inch in tree DBH – this is the area where most of the root system is located.



From Page 3 of the Alpharetta Guidance Document for Tree Conservation, Landscape and Buffer Requirements,
Article III Section 3.2

Trees with CRZ impact between 0-20% will be treated. Trees with 20%+ CRZ impact and those with any SRP impact are destroyed. All CRZ and SRP impact percentages were provided by Smith Boland.

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St Thomas Aquinas Catholic Church - 535 Rucker Road , Alpharetta

Trees Table:

Tree #	Specimen Tree Tag#	Species	DBH	Condition	CRZ Impact %	Notes
102	933	Dogwood	9"	Good	0%	Specimen Tree - Saved TPF
101	934	Dogwood	9"	Good	0%	Specimen Tree - Saved TPF
186		Red Maple	9"	Good	100%	Destroyed/Removed
187		Red Maple	12"	Good	100%	Destroyed/Removed
188		Red Maple	12"	Good	100%	Destroyed/Removed
189		Red Maple	11"	Good	100%	Destroyed/Removed
190		Red Maple	7"	Good	100%	Destroyed/Removed
191		Red Maple	14"	Fair	100%	Girdling root - Destroyed/Removed
192		Red Maple	15"	Poor	100%	Trunk damage & Girdling root - Destroyed/Removed
185		Amer. Holly	11" BS	Good	100%	Destroyed/Removed
195		Ornamental Cherry	10"	Good	100%	Destroyed/Removed
193		Kousa Dogwood	5"	Good	100%	Destroyed/Removed
194		Red Maple	18"	Good	13.02%	Saved - TPF/Prescription
103		Red Maple	15"	Good	? **	(I don't think this is correctly positioned on the survey)
100		Yellow-poplar	27"	Good	0%	Saved - Needs TPF
104		Yellow-poplar	20"	Good	0%	Saved - Needs TPF
105		Yellow-poplar	17"	Good	0%	Saved - Needs TPF
143		Willow Oak	21"	Good	0%	Saved - Needs TPF
142		Willow Oak	17"	Good	0%	Saved - Needs TPF
141		Willow Oak	18"	Good	0%	Saved - Needs TPF
140		Willow Oak	18"	Good	0%	Saved - Needs TPF
139		Willow Oak	16"	Good	0%	Saved - Needs TPF

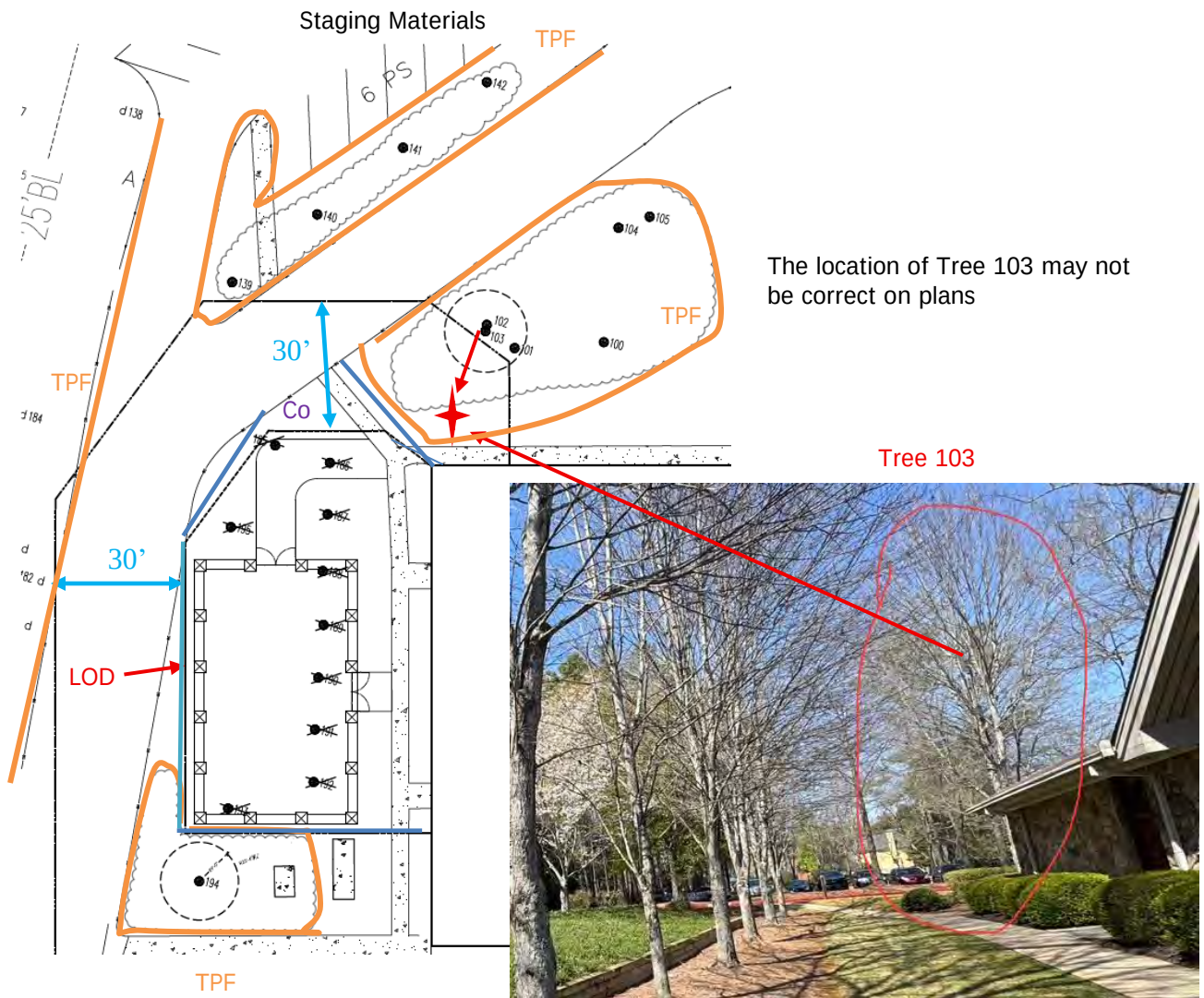
Pictures of trees in poor condition:

Tree 192



PAGE 3
St Thomas Aquinas Catholic Church - 535 Rucker Road , Alpharetta

Provided Site Plan:



TPF = Tree Protection Fencing
LOD = Limits of Disturbance
Co = Construction Entrance

Comments:

The location of Tree 103 is not as close to the two specimen dogwoods as shown on the plans. It is closer to the building and walkway. A surveyor should double check its location.

Add TPF along the street to prevent access into natural area, along parking island, around the specimen trees in the front and around Tree #194 which is to be save and treated (orange lines).

A construction entrance needs to be identified – see above for a potential opening, labeled Co.

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St Thomas Aquinas Catholic Church - 535 Rucker Road , Alpharetta

General Tree Preservation Recommendations:

Specific treatment recommendations for each tree are itemized in the Prescription Treatments and Costs.

Pre-Construction:

- Flag Limits Of Disturbance (LOD). Best if surveyor stakes the location.
- Remove trees called out for removal. No stump grinding within SRP of remaining trees.
 - *Certified Arborist is required on site to supervise tree removals outside the LOD*
- Install tree protection fencing (TPF) along the limit of disturbance. (MUST be outside SRP limits and no trenching). Add sections to prohibit access to protected trees in natural area and specimen trees.
- Install silt fencing if needed along TPF. Use haybales instead of trenching near tree roots.
 - *Certified Arborist is required to be on site to supervise TPF and silt fencing installation and perform any root pruning if necessary.*
- Prune remaining trees for health – remove dead limbs and low limbs for vehicular/construction clearance.
- Add mulch, if needed, over root systems to help reduce compaction and hold moisture over the root areas.
- Apply pre-construction treatments if specified in the details below.

During Construction:

- Perform periodic monitoring of tree protection throughout construction activity to document and verify:
 - o Tree protection devices are in place and operating properly;
 - o Tree protection signage is in place in English and Spanish;
 - o No materials or equipment are stored within the critical root zones of protected trees; and,
 - o No damage has occurred to protected trees.
- Do not allow any machinery or heavy object beyond the TPF for any reason. Stump “popping” is not permitted within 10’ of the LOD.
- Apply preventative treatments if prescribed for insect attack.
- Conduct periodic monitoring of tree condition and health throughout construction activity. Inspect trees for remedial treatments and perform treatments as needed.
 - o If any roots are damaged or exposed, make clean cuts and cover the exposed roots with soil or mulch so they do not dry out and can seal.

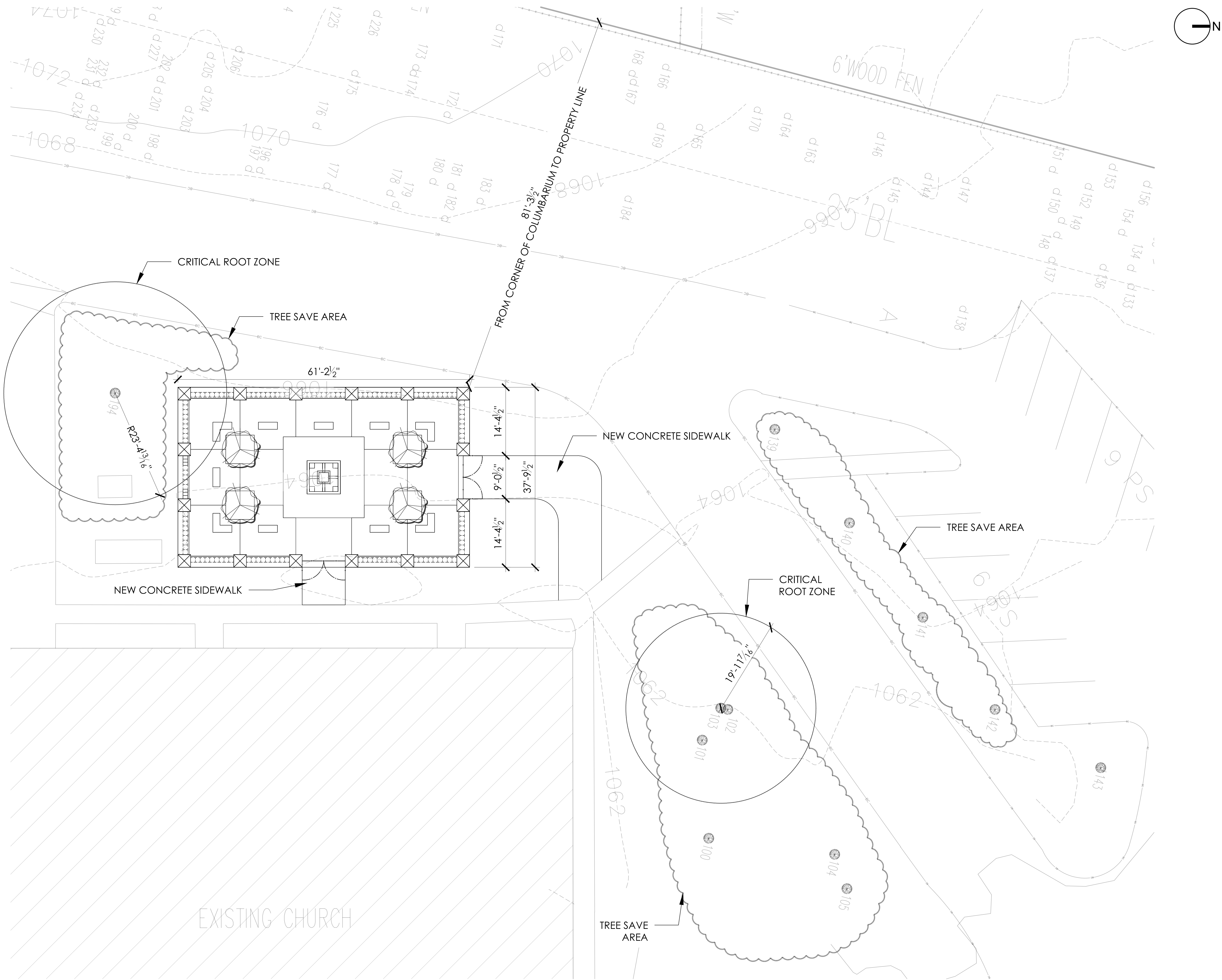
Post-Construction:

- Spread out any mulch that was placed underneath the trees to a depth of 2 inches. Make sure the bases of the trees are visible and mulch is not piled up the sides of the trunks.
- Continue to protect the trees from post-construction activities (i.e. taking TPF and silt fencing down, trenching for irrigation or other projects, lawn mowers, etc.).
- Remedial treatments may be required for protected trees if damaged.
- Apply the final treatments for preserved trees if required.
- *Prescriptions may be required for new trees being planted.*

Tree work should be performed by a reputable tree company to proper standards and specifications. Consult with the International Society of Arboriculture for specific guidelines on tree removal, pruning and replanting, www.isa-arbor.com.

*Tree removal and pruning practices are to be coordinated by the contractor directly with tree service companies. HRH Trees, LLC can provide a list of reputable tree companies, but is not affiliated with any.

**All work requiring arborist involvement/supervision needs to be coordinated 7-10 days prior to scheduling. This is the responsibility of the general contractor to inform the arborist. Additional fees will be billed for future site visits, treatments and revisions not already included in the prescriptions below.



ARCHITECT smith•boland ARCHITECTS 531 ROSELANE STREET, SUITE 310 MARIETTA, GEORGIA 30060 OFFICE 770.435.3080 E-MAIL INFO@SMITHBOLAND.COM WEB WWW.SMITHBOLAND.COM	
SEAL	NOT FOR CONSTRUCTION
CONSULTANT	
NEW COLUMBARIUM FOR ST. THOMAS AQUINAS CATHOLIC CHURCH PROJECT STREET PROJECT TOWN, STATE, ZIP CODE	
DRAWINGS PUBLISHED	
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ST. THOMAS AQUINAS CATHOLIC CHURCH PROJECT 25006 PHASE	
SHEET TITLE ENLARGED ARCHITECTURAL SITE PLAN	
SHEET AS02	

LEGEND

A - ARC	(L) - CURVE TO THE LEFT
AE - ACCESS EASEMENT	LUA - LIMIT OF ACCESS
AGLC - ATLANTA GAS LIGHT COMPANY	LC - LENGTH OF CHORD
ASP - ASPHALT	LPL - LAMP POST LIGHT POLE
BB - BACK OF CURB	LS - LANDSCAPED AREA
B/C - BUILDING CORNER	MFE - MINIMUM FLOOR ELEVATION
B.F.E. - BASE FLOOD ELEVATION	MN - METRONOMIA FIBRE NETWORK
BL - BUILDING SETBACK LINE	MM - MANHOLE
BM - BENCHMARK	MP - MAG NAIL PLACED
BPF - BLUE PIN FLAG	MF - MONITORING WELL
BPM - BLUE PRINT MARK	NF - NAIL FOUND
BS - BOTTOM OF SLOPE	NF - NOW OR FORMERLY
BSO - BELLSOUTH TELEPHONE CO.	OC - OUTLET CONTROL STRUCTURE
BSO/M - BELLSOUTH CABLE MARKER	OH - OVERHANG
BSO/M - BELLSOUTH MANHOLE	OP - ORANGE PIN FLAG
BT - BOTTOM OF WALL	OPM - ORANGE PAINT MARK
BW - BARBED WIRE	OT - OPEN TOP PIPE
CB - CATCH BASIN	P - POWER LINE
CCA - CORNER CONCRETE APRON	PB - PLAT BOOK
CCV - CORNER CONCRETE WALK	PG - POWER BOX
CI - CURB INLET	PI - PAGES(S)
CL - CENTERLINE	PIV - POST INDICATOR VALVE
CL - CHANLINK	PL - PROPERTY LINE
CMF - CONCRETE MONUMENT FOUND	POB - POINT OF BEGINNING
CMP - CORRUGATED METAL PIPE	POC - POINT OF COMMENCING
CO - CLEANOUT	PM - POWER METER
COMM - COMMUNICATION	PP - POWER POLE
CONC - CONCRETE	PS - PARKING SPACES
CT - CRIMPED TOP PIPE	PVC - POLYVINYLCHLORIDE PIPE
CTV - CABLE TELEVISION	R - RADIUS
CW - CONCRETE WALK	RI - CURVE TO THE RIGHT
DE - DRAINAGE EASEMENT	RB - REBAR
DI - DROP INLET	RCP - REINFORCED CONCRETE PIPE
DIM - DUCTILE IRON PIPE	RFP - RED PIN FLAG
DNR - DEPT. OF NATURAL RESOURCES	RPM - RED PAINT MARK
DNM - DNR MONUMENT SET	RR - RAILROAD
DR - DRIVE	RT - RETAINING WALL
EB - ELECTRIC BOX	RW - RIGHT OF WAY
EMC - ELECTRIC MEMBERSHIP CORP.	SF - SQUARE FEET
EP - EDGE OF PAVEMENT	SIP - SERVICE POLE
FC - FACE OF CURB	SR - SOLID ROOF
FCE - FINISHED FLOOR ELEVATION	SS - SANITARY SEWER
FDC - FIRE DEPARTMENT CONNECTION	SSE - SANITARY SEWER EASEMENT
FE - FENCE CORNER	SW - SIDEWALK
FH - FIRE HYDRANT	T - TELEPHONE LINE
FL - FENCE LINE	TB - TELEPHONE SIGNAL BOX
FODM - FIBRE OPTIC CABLE MARKER	TDC - TRENCH DRAIN
FP - FENCE POST	TIP - TELEPHONE POLE
FIP - FLAG POLE	TRANS - TRANSMISSION
GLMP - GAS LINE MARKER POST	TIS - TRAFFIC SIGNAL
GM - GAS METER	TSI - TRAFFIC SIGN
GUP - GATE POST	TW - TOP OF WALL
GWC - GEORGIA POWER COMPANY	TM - TEST WELL
GV - GAS VALVE	U - UNDERGROUND
GW - GUY WIRE	VB - VALVE BOX
HDP - HIGH DENSITY POLYETHYLENE	VMP - VALVE MARKER POST
HVP - HIGH VOLTAGE POWER POLE	W - WATER LINE
HV - HEADWALL	WF - WETLAND FLAG
ICV - IRRIGATION CONTROL VALVE	WM - WATER METER
INV - INVERT	WW - WWOUGHT IRON FENCE
IPF - IRON PIN PLACED 1/2" RB W/ CAP	WV - WATER VALVE
IRF - INTERMEDIATE REGIONAL FLOOD	X - CORNER
JB - JUNCTION BOX	YI - YARD INLET
	YF - YELLOW PIN FLAG
	YPM - YELLOW PAINT MARK

SYMBOL LEGEND

ABC - AIR CONDITIONING UNIT	DI - DOWNHILL	DI - DOWNHILL
BB - BACK OF CURB	DI - DOWNHILL	DI - DOWNHILL
BS - BELLSOUTH TELEPHONE CO.	DI - DOWNHILL	DI - DOWNHILL
BSO - BELLSOUTH CABLE MARKER	DI - DOWNHILL	DI - DOWNHILL
BSO/M - BELLSOUTH MANHOLE	DI - DOWNHILL	DI - DOWNHILL
BT - BOTTOM OF WALL	DI - DOWNHILL	DI - DOWNHILL
BW - BARBED WIRE	DI - DOWNHILL	DI - DOWNHILL
CB - CATCH BASIN	DI - DOWNHILL	DI - DOWNHILL
CCA - CORNER CONCRETE APRON	DI - DOWNHILL	DI - DOWNHILL
CCV - CORNER CONCRETE WALK	DI - DOWNHILL	DI - DOWNHILL
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CL - CENTERLINE	DI - DOWNHILL	DI - DOWNHILL
CL - CHANLINK	DI - DOWNHILL	DI - DOWNHILL
CMF - CONCRETE MONUMENT FOUND	DI - DOWNHILL	DI - DOWNHILL
CMP - CORRUGATED METAL PIPE	DI - DOWNHILL	DI - DOWNHILL
CO - CLEANOUT	DI - DOWNHILL	DI - DOWNHILL
COMM - COMMUNICATION	DI - DOWNHILL	DI - DOWNHILL
CONC - CONCRETE	DI - DOWNHILL	DI - DOWNHILL
CT - CRIMPED TOP PIPE	DI - DOWNHILL	DI - DOWNHILL
CTV - CABLE TELEVISION	DI - DOWNHILL	DI - DOWNHILL
CW - CONCRETE WALK	DI - DOWNHILL	DI - DOWNHILL
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DI - DROP INLET	DI - DOWNHILL	DI - DOWNHILL
DIM - DUCTILE IRON PIPE	DI - DOWNHILL	DI - DOWNHILL
DNR - DEPT. OF NATURAL RESOURCES	DI - DOWNHILL	DI - DOWNHILL
DNM - DNR MONUMENT SET	DI - DOWNHILL	DI - DOWNHILL
DR - DRIVE	DI - DOWNHILL	DI - DOWNHILL
EB - ELECTRIC BOX	DI - DOWNHILL	DI - DOWNHILL
EMC - ELECTRIC MEMBERSHIP CORP.	DI - DOWNHILL	DI - DOWNHILL
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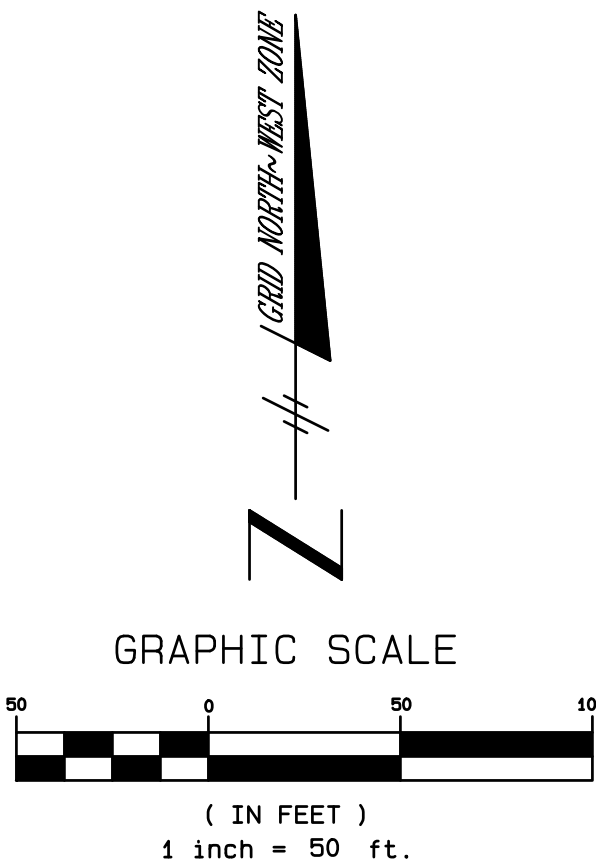
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FIP - FLAG POLE	DI - DOWNHILL	DI - DOWNHILL
GLMP - GAS LINE MARKER POST	DI - DOWNHILL	DI - DOWNHILL
GM - GAS METER	DI - DOWNHILL	DI - DOWNHILL
GUP - GATE POST	DI - DOWNHILL	DI - DOWNHILL
GWC - GEORGIA POWER COMPANY	DI - DOWNHILL	DI - DOWNHILL
GV - GAS VALVE	DI - DOWNHILL	DI - DOWNHILL
GW - GUY WIRE	DI - DOWNHILL	DI - DOWNHILL
HDP - HIGH DENSITY POLYETHYLENE	DI - DOWNHILL	DI - DOWNHILL
HVP - HIGH VOLTAGE POWER POLE	DI - DOWNHILL	DI - DOWNHILL
HV - HEADWALL	DI - DOWNHILL	DI - DOWNHILL
ICV - IRRIGATION CONTROL VALVE	DI - DOWNHILL	DI - DOWNHILL
INV - INVERT	DI - DOWNHILL	DI - DOWNHILL
IPF - IRON PIN PLACED 1/2" RB W/ CAP	DI - DOWNHILL	DI - DOWNHILL
IRF - INTERMEDIATE REGIONAL FLOOD	DI - DOWNHILL	DI - DOWNHILL
JB - JUNCTION BOX	DI - DOWNHILL	DI - DOWNHILL

ABC - AIR CONDITIONING UNIT	DI - DOWNHILL	DI - DOWNHILL
BB - BACK OF CURB	DI - DOWNHILL	DI - DOWNHILL
BS - BELLSOUTH TELEPHONE CO.	DI - DOWNHILL	DI - DOWNHILL
BSO - BELLSOUTH CABLE MARKER	DI - DOWNHILL	DI - DOWNHILL
BSO/M - BELLSOUTH MANHOLE	DI - DOWNHILL	DI - DOWNHILL
BT - BOTTOM OF WALL	DI - DOWNHILL	DI - DOWNHILL
BW - BARBED WIRE	DI - DOWNHILL	DI - DOWNHILL
CB - CATCH BASIN	DI - DOWNHILL	DI - DOWNHILL
CCA - CORNER CONCRETE APRON	DI - DOWNHILL	DI - DOWNHILL
CCV - CORNER CONCRETE WALK	DI - DOWNHILL	DI - DOWNHILL
CI - CURB INLET	DI - DOWNHILL	DI - DOWNHILL
CL - CENTERLINE	DI - DOWNHILL	DI - DOWNHILL
CL - CHANLINK	DI - DOWNHILL	DI - DOWNHILL
CMF - CONCRETE MONUMENT FOUND	DI - DOWNHILL	DI - DOWNHILL
CMP - CORRUGATED METAL PIPE	DI - DOWNHILL	DI - DOWNHILL
CO - CLEANOUT	DI - DOWNHILL	DI - DOWNHILL
COMM - COMMUNICATION	DI - DOWNHILL	DI - DOWNHILL
CONC - CONCRETE	DI - DOWNHILL	DI - DOWNHILL
CT - CRIMPED TOP PIPE	DI - DOWNHILL	DI - DOWNHILL
CTV - CABLE TELEVISION	DI - DOWNHILL	DI - DOWNHILL
CW - CONCRETE WALK	DI - DOWNHILL	DI - DOWNHILL
DE - DRAINAGE EASEMENT	DI - DOWNHILL	DI - DOWNHILL
DI - DROP INLET	DI - DOWNHILL	DI - DOWNHILL
DIM - DUCTILE IRON PIPE	DI - DOWNHILL	DI - DOWNHILL
DNR - DEPT. OF NATURAL RESOURCES	DI - DOWNHILL	DI - DOWNHILL
DNM - DNR MONUMENT SET	DI - DOWNHILL	DI - DOWNHILL
DR - DRIVE	DI - DOWNHILL	DI - DOWNHILL
EB - ELECTRIC BOX	DI - DOWNHILL	DI - DOWNHILL
EMC - ELECTRIC MEMBERSHIP CORP.	DI - DOWNHILL	DI - DOWNHILL
EP - EDGE OF PAVEMENT	DI - DOWNHILL	DI - DOWNHILL
FC - FACE OF CURB	DI - DOWNHILL	DI - DOWNHILL
FCE - FINISHED FLOOR ELEVATION	DI - DOWNHILL	DI - DOWNHILL
FDC - FIRE DEPARTMENT CONNECTION	DI - DOWNHILL	DI - DOWNHILL
FE - FENCE CORNER	DI - DOWNHILL	DI - DOWNHILL
FH - FIRE HYDRANT	DI - DOWNHILL	DI - DOWNHILL
FL - FENCE LINE	DI - DOWNHILL	DI - DOWNHILL
FODM - FIBRE OPTIC CABLE MARKER	DI - DOWNHILL	DI - DOWNHILL
FP - FENCE POST	DI - DOWNHILL	DI - DOWNHILL
FIP - FLAG POLE	DI - DOWNHILL	DI - DOWNHILL
GLMP - GAS LINE MARKER POST	DI - DOWNHILL	DI - DOWNHILL
GM - GAS METER	DI - DOWNHILL	DI - DOWNHILL
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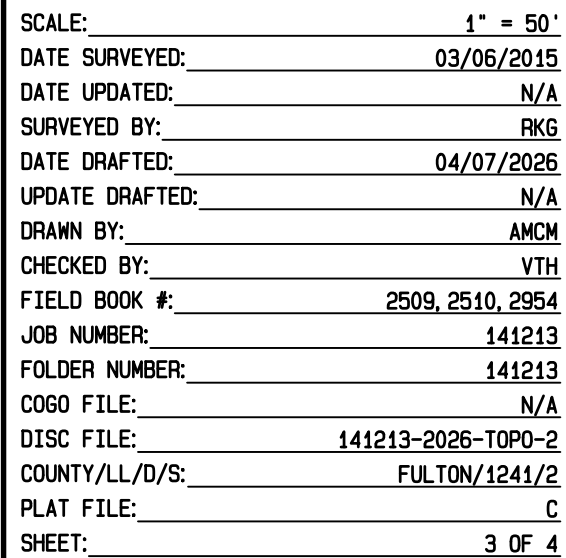
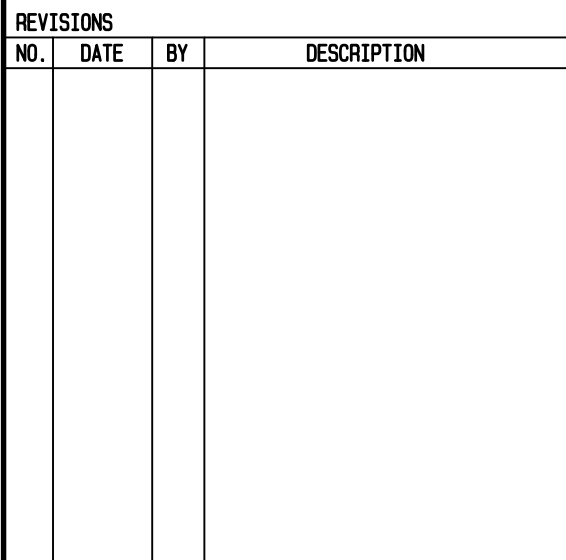
ABC - AIR CONDITIONING UNIT	DI - DOWNHILL	DI - DOWNHILL
BB - BACK OF CURB	DI - DOWNHILL	DI - DOWNHILL
BS - BELLSOUTH TELEPHONE CO.	DI - DOWNHILL	

[illegible]

AC	AIR CONDITIONING	CV	CLYVIERE	☉	TREE
AD	ADAPTOR PREVENTOR	CP	GYMNASIUM	Ⓛ	UTILITY BOX
AE	ADJUSTABLE	CR	CRACK	Ⓜ	UTILITY
AF	ADJUSTMENT	CS	CONCRETE CONTROL VALVE	Ⓟ	UTILITY POLE
AG	AGRICULTURE	CT	CONTRACT	Ⓡ	UTILITY ROOM
AH	AGRICULTURAL HOUSEHOLD	CU	CUP	Ⓢ	WATER BOX
AI	AGRICULTURAL INSTITUTE	CV	CONTRACT	Ⓣ	WATER BOX
AK	AGRICULTURAL KITCHEN	CA	CABLE	Ⓤ	WATER BOX
AL	ALCOHOL	CB	CABLE	Ⓥ	WATER METER
AM	ALCOHOL METER	CC	CABLE	Ⓦ	WATER METER
AN	ALCOHOL METER	CD	CABLE	Ⓧ	WATER METER
AO	ALCOHOL METER	CE	CABLE	Ⓨ	WATER METER
AP	ALCOHOL METER	CF	CABLE	Ⓩ	WATER METER
AQ	ALCOHOL METER	CG	CABLE	ⓐ	WATER METER
AR	ALCOHOL METER	CH	CABLE	ⓑ	WATER METER
AS	ALCOHOL METER	CI	CABLE	ⓒ	WATER METER
AT	ALCOHOL METER	CJ	CABLE	ⓓ	WATER METER
AV	ALCOHOL METER	CK	CABLE	ⓔ	WATER METER
AW	ALCOHOL METER	CL	CABLE	ⓕ	WATER METER
AX	ALCOHOL METER	CM	CABLE	ⓖ	WATER METER
AY	ALCOHOL METER	CN	CABLE	ⓗ	WATER METER
AZ	ALCOHOL METER	CO	CABLE	ⓘ	WATER METER
BA	ALCOHOL METER	CP	CABLE	ⓙ	WATER METER
BB	ALCOHOL METER	CQ	CABLE	ⓚ	WATER METER
BC	ALCOHOL METER	CR	CABLE	ⓛ	WATER METER
BD	ALCOHOL METER	CS	CABLE	ⓜ	WATER METER
BE	ALCOHOL METER	CT	CABLE	ⓝ	WATER METER
BF	ALCOHOL METER	CU	CABLE	ⓞ	WATER METER
BG	ALCOHOL METER	CV	CABLE	ⓟ	WATER METER
BH	ALCOHOL METER	CA	CABLE	ⓠ	WATER METER
BI	ALCOHOL METER	CB	CABLE	ⓡ	WATER METER
BJ	ALCOHOL METER	CC	CABLE	ⓢ	WATER METER
BK	ALCOHOL METER	CD	CABLE	ⓤ	WATER METER
BL	ALCOHOL METER	CE	CABLE	ⓖ	WATER METER
BM	ALCOHOL METER	CF	CABLE	ⓗ	WATER METER
BN	ALCOHOL METER	CG	CABLE	ⓑ	WATER METER
BO	ALCOHOL METER	CH	CABLE	ⓒ	WATER METER
BP	ALCOHOL METER	CI	CABLE	ⓓ	WATER METER
BQ	ALCOHOL METER	CJ	CABLE	ⓔ	WATER METER
BR	ALCOHOL METER	CK	CABLE	ⓕ	WATER METER
BS	ALCOHOL METER	CL	CABLE	ⓖ	WATER METER
BT	ALCOHOL METER	CM	CABLE	ⓗ	WATER METER
BU	ALCOHOL METER	CN	CABLE	ⓑ	WATER METER
BV	ALCOHOL METER	CO	CABLE	ⓒ	WATER METER
BW	ALCOHOL METER	CP	CABLE	ⓓ	WATER METER
BX	ALCOHOL METER	CQ	CABLE	ⓔ	WATER METER
BY	ALCOHOL METER	CR	CABLE	ⓕ	WATER METER
BZ	ALCOHOL METER	CS	CABLE	ⓖ	WATER METER
CA	ALCOHOL METER	CT	CABLE	ⓗ	WATER METER
CB	ALCOHOL METER	CU	CABLE	ⓑ	WATER METER
CC	ALCOHOL METER	CV	CABLE	ⓒ	WATER METER
CD	ALCOHOL METER	CA	CABLE	ⓓ	WATER METER
CE	ALCOHOL METER	CB	CABLE	ⓔ	WATER METER
CF	ALCOHOL METER	CC	CABLE	ⓕ	WATER METER
CG	ALCOHOL METER	CD	CABLE	ⓖ	WATER METER
CH	ALCOHOL METER	CE	CABLE	ⓗ	WATER METER
CI	ALCOHOL METER	CF	CABLE	ⓑ	WATER METER
CJ	ALCOHOL METER	CG	CABLE	ⓒ	WATER METER
CK	ALCOHOL METER	CH	CABLE	ⓓ	WATER METER
CL	ALCOHOL METER	CI	CABLE	ⓔ	WATER METER
CM	ALCOHOL METER	CJ	CABLE	ⓕ	WATER METER
CN	ALCOHOL METER	CK	CABLE	ⓖ	WATER METER
CO	ALCOHOL METER	CL	CABLE	ⓗ	WATER METER
CP	ALCOHOL METER	CM	CABLE	ⓑ	WATER METER
CQ	ALCOHOL METER	CN	CABLE	ⓒ	WATER METER
CR	ALCOHOL METER	CO	CABLE	ⓓ	WATER METER
CS	ALCOHOL METER	CP	CABLE	ⓔ	WATER METER
CT	ALCOHOL METER	CQ	CABLE	ⓕ	WATER METER
CU	ALCOHOL METER	CR	CABLE	ⓖ	WATER METER
CV	ALCOHOL METER	CS	CABLE	ⓗ	WATER METER
CA	ALCOHOL METER	CT	CABLE	ⓑ	WATER METER
CB	ALCOHOL METER	CU	CABLE	ⓒ	WATER METER
CC	ALCOHOL METER	CV	CABLE	ⓓ	WATER METER
CD	ALCOHOL METER	CA	CABLE	ⓔ	WATER METER
CE	ALCOHOL METER	CB	CABLE	ⓕ	WATER METER
CF	ALCOHOL METER	CC	CABLE	ⓖ	WATER METER
CG	ALCOHOL METER	CD	CABLE	ⓗ	WATER METER
CH	ALCOHOL METER	CE	CABLE	ⓑ	WATER METER
CI	ALCOHOL METER	CF	CABLE	ⓒ	WATER METER
CJ					



LAND LOTS 1241, 1279 & 1280
2ND DISTRICT, 2ND SECTION
CITY OF ALPHARETTA
FULTON COUNTY, GEORGIA













PLANNING COMMISSION MEETING STAFF REPORT

SUBMITTING DEPARTMENT: COMMUNITY DEVELOPMENT

SUBMITTED BY: KATHI COOK

DRAFTED BY: MICHAEL WOODMAN

CITY COUNCIL SPONSOR: DAN MERKEL

I. AGENDA ITEM TITLE: PH-26-04 UNIFIED DEVELOPMENT CODE TEXT AMENDMENTS – BUSINESS & RECREATIONAL VEHICLE PARKING

PLANNING COMMISSION: JULY 9, 2026

CITY COUNCIL: JULY 20, 2026

II. REPORT IN BRIEF:

Consideration of text amendments to the Unified Development Code (UDC) to amend Articles I & II related to business and recreational vehicle parking in residential zoning districts.

DISCUSSION

Staff recommends text amendments to Unified Development Code (UDC) Section 1.4 Definitions, to assign definitions for 'Business Vehicle' and 'Recreational Vehicle', and to UDC Subsection 2.5.4(B) Location of Required Parking in Residential Districts, to amend the locational parking requirements for business and recreational vehicles in residential zoning districts. The proposed text amendments are related to recent Code Enforcement cases involving the parking of a vehicle with a towing capacity of one-and-one-half (1 ½) tons on a residential property. In one case, the judge ruled against the City due to the lack of a definition for a business or recreational vehicle. In another case, a homeowner sought an administrative appeal from the Board of Zoning Appeals (BZA) because a variance to the recreational vehicle parking regulation was not permitted due to the use being prohibited in the UDC.

The amendments to UDC Subsection 2.5.4 Locational Criteria for Parking, clarify that business and recreational vehicles may only be parked on a residential property when they are parked or stored in an area that is not visible from the street. Regulations are proposed allowing City Council to grant variances to the parking or storage of recreational vehicles when certain conditions are met, including support from neighbors and a determination that the variance would not cause a substantial detriment to the public good.

III. ATTACHMENTS:

- UDC Section 1.4
- UDC Subsection 2.5.4

SECTION 1.4 DEFINITIONS

1.4.2 Defined terms.

Vehicle, Business. An automobile utilized for business or commercial activity or bearing business or commercial signage.

Vehicle, Recreational. An automobile or wheeled device towed by an automobile, built on a single chassis and designed for temporary living quarters, travel, or recreational use. Examples include motorhomes, travel trailers, campers, fifth wheels, or vehicles or trailers with a carrying capacity of more than one-and-one-half (1 ½) tons used for recreational purposes.

SECTION 2.5 PARKING AND LOADING¹

Areas suitable for parking vehicles in off-street locations shall be required in all districts at the time of the initial construction of any principal building or when a structural alteration or change in a principal building produces an increase in dwelling units, guest rooms, floor area, seating or bed capacity, or when a conversion in use occurs.

Off-street parking shall be provided and maintained in accordance with the following requirements. A parking study may be submitted to support a request for a proposed parking reduction. This study shall be reviewed by Community Development and must be approved prior to permitting.

(Ord. No. 718, § 17(Exh. C), 12-14-2015; Ord. No. 732, § 5, 2-6-2017)

2.5.1 Number of vehicle parking spaces required.

The following number of off-street vehicle parking spaces shall be required for the respective use:

- A. *Residential Uses.* Residential parking spaces required by this Ordinance shall be standard parking spaces (9 feet by 19 feet).

Dwelling, 'For-Sale', detached:

Two (2) spaces on the same lot for each dwelling unit, plus 1 additional space where a home occupation is permitted.

Dwelling, 'For-Sale', attached; efficiency or one-bedroom units:

One and one-half (1½) spaces for each dwelling unit.

Two or more bedroom units:

One (1) space for each bedroom.

Bed and Breakfast:

One (1) space for each bedroom.

Dwelling, 'For-Rent', residential:

Two (2) spaces for each unit, plus one (1) guest space per 20 units.

Group Home/Congregate Housing:

One (1) space for each two (2) sleeping rooms.

- B. *Business Uses.*

Medical, dental and optical offices:

One (1) space per 200 square feet.

Professional and business offices not otherwise specifically enumerated:

One (1) space for each 250 square feet of gross floor space.

¹Ord. No. 718, § 17(Exh. C), adopted Dec. 14, 2015, repealed the former § 2.5 (2.5.1—2.5.9), and enacted a new 2.5 (2.5.1—2.5.9) as set out herein. The former § 2.5 pertained to similar subject matter and derived from the original codification and Ord. No. 675, § 1, adopted June 3, 2013.

Banks:

One (1) space for each 300 square feet of gross floor space.

Hotels (or Motels) and Extended Stay Hotels:

One (1) space for each guest room, plus 1 employee space for each 20 sleeping rooms, plus one space per 500 sq. ft. of space used for convention rooms, conference rooms, ballrooms, restaurant and/or retail shops.

Day Care:

One (1) space for each 400 square feet. (Stacking for six cars must be provided on site.)

Service and repair establishments not otherwise specifically enumerated:

One (1) space for each 250 square feet of floor area not used for storage.

Retail businesses, not otherwise specifically enumerated:

One (1) space for each 200 square feet of gross floor space.

Auto, truck and mobile home sales, outdoor equipment and machinery sales, commercial nurseries:

One (1) space per 100 square feet of showroom, sales office or other conditioned space.

Restaurants:

One (1) space for each 100 sq. ft. of the entire facility.

Retail Shopping Center:

Less than 50,000 sq. ft.: One (1) space for each 200 sq. ft.

50,000—400,000 sq. ft.: One (1) space for each 250 sq. ft.

Over 400,000 sq. ft.: One (1) space for each 285 sq. ft.

Theaters, night clubs and other such places of public assembly:

One (1) space for each 4 seats accommodations plus 1 employee space for each 10 seats.

Service stations:

Two (2) spaces for each gasoline pump plus 1 space per 250 sq. ft. for convenience store.

Funeral homes:

One (1) space for each 4 seats in chapel or parlor plus sufficient space to park or store all company vehicles.

Technology Centers/Data Processing Centers:

One (1) space per 1,000 square feet per gross area of unmanned space together with parking as required for space dedicated to manned space at 1 space per 300 square feet. Land for additional parking calculated at 1 space per 500 square feet of gross area shall be set aside and preserved until such time as additional parking is needed and/or use changes. This land shall not be subdivided from the remainder of the property so that it can be used for parking in the future.

C. *Wholesale and Industrial Uses.*

Wholesaling and industrial uses including lumber, brick, coal, junk and supply yards:

One (1) space per 1,000 square feet.

D. *Public and Semipublic Uses.*

Hospitals:

One (1) space per bed, plus 1 space per 200 square feet of floor area used for outpatient treatment.

Churches, stadium and other places of public assembly:

One (1) space for each 2 seats in the principal assembly room.

Places of assembly or indoor recreation without fixed seats:

One (1) space for each 500 square feet of playing court, rink, playing field and spectator area, plus one (1) space for each 200 sq. ft. of gross floor space directed to other patron use areas.

Schools, elementary and middle schools:

Two (2) spaces for each classroom and administrative office; however, each school property shall have a minimum of 5 parking spaces.

Schools, senior high:

One (1) space for each classroom and administrative office plus 1 space for each 4 students based on the design capacity of the school.

Other public building:

One (1) space for each 300 square feet of gross floor space.

(Ord. No. 718, § 17(Exh. C), 12-14-2015; Ord. No. 893, § 1 (Exh. A), 8-18-2025)

2.5.2 Shared parking.

- A. *Common Off-street Parking Areas.* 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.

(Ord. No. 718, § 17(Exh. C), 12-14-2015)

2.5.3 Off-street loading and unloading spaces.

- A. Every lot on which a business, trade or industry is thereafter established shall provide space as indicated below for the loading and unloading of vehicles off the street. Such space shall have access to an alley or, if there is no alley, to a street. For the purpose of this Section, an off-street loading space shall have the minimum dimensions of 12 by 40 feet and be clear and be free of obstructions at all times.

Required spaces shall be provided as follows:

Retail businesses, office, wholesale, industrial, governmental and institutional uses, including public assembly places, hospitals and educational institutions, 1 space for the first 25,000 square feet of total floor area or fractional part thereof. For anything in excess of 25,000 square feet, such uses shall provide loading spaces according to the following schedule:

SQUARE FEET	NUMBER OF SPACES
25,000—99,999	2

100,000—159,999	3
160,000—239,999	4
240,000—349,999	5
For each additional 100,000 or fraction thereof	1 additional

- B. Vehicles used for the loading and unloading of retail merchandise may not be parked overnight (between 10:00 p.m. of one day and 8:00 a.m. of the next day) in a location closer to the frontage street than the principal building.

(Ord. No. 718, § 17(Exh. C), 12-14-2015)

2.5.4 Locational criteria for parking.

- A. Location on Other Property. If the required parking cannot reasonably be provided on the same lot on which the principal use is conducted, such parking may be provided on other off-street property provided such property lies within 500 feet of the main entrance to the principal use. Such parking shall be associated with the principal use and shall not thereafter be reduced or encroached upon in any manner.
- B. Location of Required Parking in Residential Districts. Required parking spaces in residential districts shall be subject to applicable area regulations pertaining to setbacks (front, side and rear yard), lot coverage, and accessory and principal structures.

Required parking spaces in 'For-Sale' residential districts shall be contained within a carport, garage or completely enclosed building, in addition:

Each 'For Sale' dwelling unit shall have a minimum 18' long and 10' wide paved driveway, as measured from the garage to the back of sidewalk, or back of curb where a sidewalk is not provided.

Ordinary passenger vehicles and non-~~commercial~~ business pickup trucks may be parked on a paved driveway providing ingress and egress to the lot or on a paved parking space provided that the maximum width of the total paved area cannot exceed 40 (forty) feet.

~~One (1) business vehicle not prohibited by the provisions of this Ordinance from parking within a residential district and one or more recreational vehicles or boats, or boat trailers may be parked or stored in an area not visible from a street.~~

The ~~regular~~ parking or storage of any business vehicle, ~~any vehicle~~ used in connection with a home-based business ~~occupation, or any vehicle with a carrying capacity of more than one and one-half (1½) tons~~ is prohibited ~~on in any residential district property. Pickup or panel trucks, used to provide daily transportation to and from work, are allowed in all residential districts. One (1) business vehicle used specifically as a daily driver, that is not related to a residential property with a home-based business and does not have a carrying capacity of more than one and one-half (1½) tons, may be parked in an area not visible from the street.~~

- C. Parking and Storage of Certain Vehicles. ~~No automobile, truck, motorcycle, trailer or other vehicle of any kind or type without current license plates shall be parked or stored on any lot in a residential district except in a completely enclosed building.~~

1. No automobile, truck, motorcycle, trailer or other vehicle of any kind or type without current license plates shall be parked or stored on any lot in a residential district except in a completely enclosed building.
2. One or more trailers, recreational vehicles, boats, boat trailers, or watercraft may be parked or stored in an area not visible from a street.

-
3. Any person who, as of the effective date of this Article ~~(6/94)~~, has established a long-standing practice of parking or storing boats or recreational vehicles which is not in compliance with the provisions of C(1 & 2), above, may continue such practice as a lawful nonconforming use, subject only to the provisions of any applicable district regulations.
 - ~~4. Any person may apply to the Director of Community Development for a variance to the provisions of C(1), above pertaining to the parking and storage of boats or recreational vehicles. Variances shall be granted only in the case of extreme hardship or unusual circumstance, as contrasted with merely granting an advantage or a convenience. The factors to be taken into consideration by the Director may include the following:~~
 - ~~a. The ease with which the applicant can comply with the provisions of this ordinance;~~
 - ~~b. Whether there are extraordinary and exceptional conditions pertaining to the particular lot because of its size, shape, topography or location of the improvements on the lot;~~
 - ~~c. The economic hardship that would be imposed upon the applicant if the variance were denied; and~~
 - ~~d. Whether relief, if granted, would cause substantial detriment to the public good or impair the purpose and intent of this ordinance.~~
 - ~~3. Where appropriate, the Director may attach reasonable conditions to the grant of a variance. The Director may also approve an alternative parking practice which, although not in strict compliance with the literal provisions of this Article, is deemed by the Director to be in compliance with the spirit of the Ordinance. All variances are personal to the applicant and shall terminate upon the sale of the lot.~~
- D. ~~Written variance applications shall be acted upon by the Director within thirty (30) days of receipt. Variance applications denied by the Director may be appealed by filing a written appeal with the Board of Appeals within fifteen (15) days of the date of denial. The Board shall act upon the appeal at its next available meeting following receipt of the appeal. Any person may apply to the City Council to request a variance to the provisions of C above. Variances may be granted when the following conditions are met:~~
- ~~1. Signed affidavits of support provided from all contiguous properties that have visibility of the subject vehicle; and~~
 - ~~2. Storage or parking location is completely behind the front setback of the home. If the parcel is a corner lot, storage and parking must be behind the side corner yard setback; and~~
 - ~~4. Storage or parking is located on a paved, concrete surface, or commercial pavers designed for and installed to manufacturers specifications; and~~
 - ~~5. Whether relief, if granted, would cause a substantial detriment to the public good or impair the purpose and intent of this ordinance.~~
- E. No parking or loading area shall be used for the sale, repair, dismantling or servicing or storing of any vehicle, equipment, materials or supplies.

(Ord. No. 718, § 17(Exh. C), 12-14-2015; Ord. No. 757, § 2, 5-9-2018; Ord. No. 772, § 4, 2-4-2019)

2.5.5 Design criteria.

- A. Parking Space Area Requirements. Including aisles, entrances and exits, each required off-street parking area, lot or other facility shall contain a minimum of 300 square feet of space for each vehicle to be accommodated. Not less than 80% of the parking spaces required by this Ordinance shall be standard parking spaces (9 feet by 19 feet). The dimensions of parking spaces and aisles shall be in accordance with the Parking Standards Illustration (Table 2.3). In order to reduce impervious area, projects using runoff

reduction measures may use alternative off street parking dimensions as specified in Table 2.3.a. Accessible parking shall be designed and provided in accordance with the requirements of the Georgia Accessibility Code for Buildings and Facilities.

- B. Permitted Percentage of Compact Car Parking Spaces. Up to 20% of the parking spaces required by this Ordinance may be compact car parking spaces (8 feet by 16 feet). Compact spaces shall be located on the periphery of the parking lot wherever possible.
- C. Minimum Parking Bay Width. The minimum width for 90 degree parking bays shall be 60 feet for standard spaces and 54 feet for compact spaces, except for projects using runoff reduction measures, as noted in 2.5.5.A above.
- D. Off-street parking lots, whether public or private, shall be graded to insure proper drainage, surfaced with concrete or asphalt on an approved base and maintained in good condition free of weeds, dust, trash and debris. A gravel surface may be used for parking when such parking is in excess of code requirements and located within 700' of a waterway.
- E. Tree Preservation. To allow an existing or new development to preserve healthy existing trees within or adjacent to a parking lot, the number of required off-street parking spaces may be reduced by up to twenty percent (20%).
- F. Within residential districts, gravel parking in existence as of 01/01/01 may remain. Such gravel parking areas shall accommodate a maximum of two vehicles and shall be contained on three sides by landscape timbers.
- G. Pervious paving materials for parking areas are allowed as part of an approved stormwater management plan for the site with a long-term maintenance agreement.
- H. Parking Lot Landscaping. See, Sec. 2.3.5.
- I. Multifunctional Functional Runoff Reduction Measures. To encourage multifunctional runoff reduction measures and provide incentives for their use, bioretention areas, vegetated swales, planter boxes, rainwater harvesting systems, and other vegetated BMPs may be used to meet the perimeter island, interior island, and median island landscaping requirements of this Chapter, and may be constructed in the designated landscape areas if part of an approved stormwater management plan for the site and if screening functions are maintained.
- J. Tandem Parking. Enclosed tandem parking spaces shall only count for one required parking space, since only one space is fully accessible.

(Ord. No. 718, § 17(Exh. C), 12-14-2015; Ord. No. 732, §§ 6—9, 2-6-2017; Ord. No. 772, § 5, 2-4-2019)

2.5.6 Public street access.

- A. *Access to Parking Lots.* A plan of entrances, exits and storm water drainage shall be submitted to the Department of Community Development and approved prior to the issuance of a development permit for off-street parking lots, whether public or private. Installation of entrances, exits and drainage systems shall have been completed prior to the issuance of a certificate of occupancy. All curb cut locations as well as widths shall comply with the Alpharetta Standard Drawings.
- B. *Driveways and Curb Cuts.* Local structures may have access points to parking lots as needed to fit the development, in accordance with professional traffic engineering practice. In general, curb cuts shall be spaced at least 300 feet apart and be located at least 300 feet away from a street intersection. An individual residential lot shall not have more than one (1) curb cut per 300 feet of street frontage.
- C. *Vision Clearance.* In all districts no fence, wall, shrubbery or other obstruction to vision between the heights of 2½ feet and 10 feet above the finished grade of streets shall be erected, permitted or maintained within 20 feet of the intersection of the right-of-way lines of streets.

(Ord. No. 718, § 17(Exh. C), 12-14-2015; Ord. No. 732, §§ 6—9, 2-6-2017; Ord. No. 843, § 3(Exh. C), 4-18-2022)

2.5.7 Electric Vehicle Charging Stations (EVCS).

All non-residential and Dwelling, 'For-Rent' developments requiring 100 or more vehicle parking spaces shall provide electric vehicle charging stations. One (1) Level 2 EVCS for every 25 required vehicle parking spaces or one (1) Level 3 EVCS for every 100 required vehicle parking spaces shall be required.

(Ord. No. 718, § 17(Exh. C), 12-14-2015; Ord. No. 864, § 2(Exh. B), 10-16-2023)

2.5.8 Number of bicycle parking spaces required.

A. Residential Uses.

Dwelling, 'For-Rent':

One (1) bicycle space for every two (2) units.

B. Business Uses.

Retail, Office, Hotel, Place of Assembly, Entertainment:

One (1) bicycle space for every 25 required vehicle parking spaces.

C. Public and Semipublic Uses.

Schools (public/private):

One (1) bicycle space for every ten (10) employees, plus one (1) space for every four (4) students.

D. Miscellaneous/Other.

To be determined by the Transportation Engineer and/or Zoning Administrator.

(Ord. No. 718, § 17(Exh. C), 12-14-2015)

2.5.9 Prohibited parking.

A. Except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer, no person shall:

1. Park a vehicle, except temporarily for the purpose of and while actually engaged in loading or unloading of property or passengers, in acceleration or deceleration lane; or
2. Park a vehicle overnight in a cul-de-sac located in a residential district.
3. Park a vehicle on an unpaved surface in any commercial district, the front yard of a residence or the side or rear yard if the side or rear yard fronts on the street, except as provided for in Subsection 2.5.5(F).

B. The City may, but is not required to, post no parking signs in areas where parking is prohibited in Paragraph 'A' above, and the failure to post signs shall not excuse any person from compliance with Paragraph 'A'.

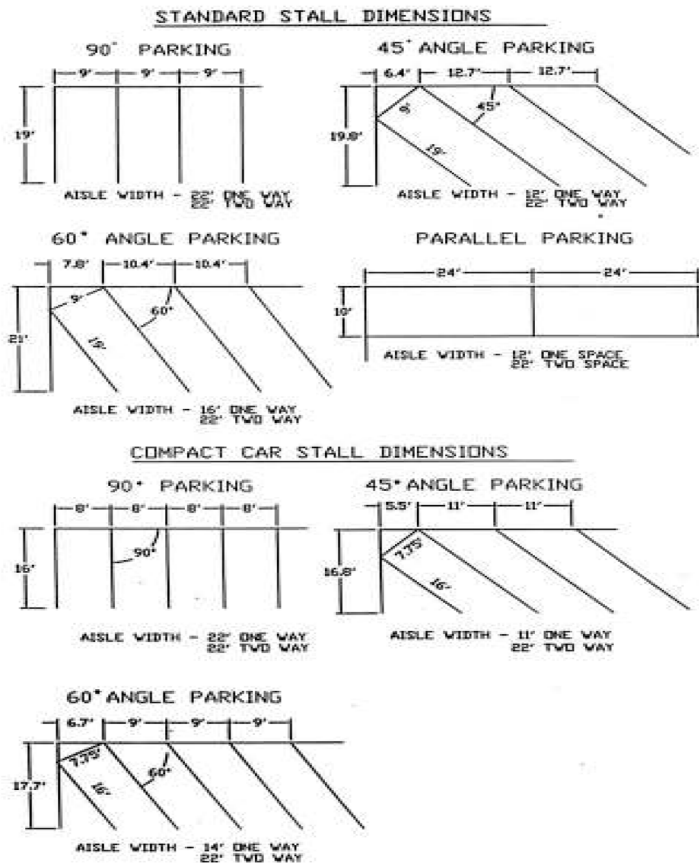
C. Paragraph 'A' of this section shall not apply to the driver of any vehicle which is disabled while on the roadway in such a manner and to such extent that is impossible to avoid stopping and temporarily leaving such disabled vehicle in such position.

D. No inoperable vehicle shall be parked or stored on a street within a residential district. An automobile or other vehicle shall be deemed inoperable if it meets any one of the following criteria:

1. It does not meet the Official Code of Georgia requirements for operating on a public street;

2. It is extensively damaged, such damage including but not limited to any of the following: missing wheels, tires, motor or transmission;
 3. It is not operable on the public streets because it is not currently registered with the Georgia Department of Motor Vehicles;
 4. It is not capable of being operated on a public street due to missing or inoperable mechanical or electronic parts; or
 5. It has been continuously parked in the same location for a period of thirty (30) consecutive days.
- (Ord. No. 718, § 17(Exh. C), 12-14-2015; Ord. No. 843, § 3(Exh. C), 4-18-2022)

TABLE 2.3 - PARKING LOT STANDARDS



NOTES:

1. FIRE LANES SHALL BE A MINIMUM OF TWENTY-FOUR (24) FEET.
2. DIMENSIONS SHOWN FOR PARKING STALLS ARE MINIMUM. COLUMNS & OTHER OBSTRUCTIONS WILL BE ALLOWED IN THE FRONT TWO (2) FEET AND REAR FIVE (5) FEET OF THE LENGTH OF THE STALL, AND SHALL NOT INTRUDE MORE THAN SIX (6) INCHES INTO THE WIDTH OF THE STALL.
3. REFERENCE CITY OF ALPHARETTA STANDARD PLANS FOR CONSTRUCTION DETAILS.

Table 2.3.a Alternative Criteria for Off-Street Parking

The following are recommended alternative criteria for off-street parking design to reduce impervious area of the site.

Angle	Base Module	Vehicle Projection	Aisle Width	Single Loaded Module	Wall to Interlock	Interlock to Interlock	Curb to Curb	Overhang
Θ	M_1	VP	A	M_2	M_3	M_4	M_5	Overhang
30	41'-2"	15'-1"	11'-0"	26'-1"	37'-6"	33'-10"	38'-8"	1'-3"
45	47'-0"	17'-7"	11'-10"	29'-5"	44'-0"	41'-0"	43'-6"	1'-9"
60	51'-6"	19'-0"	13'-6"	32'-6"	49'-4"	47'-2"	47'-2"	2'-2"
90	59'-0"	18'-0"	23'-0"	41'-0"	59'-0"	59'-0"	54'-0"	2'-6"
	Low Turnover			Medium Turnover			High Turnover	
Angle	Width Projection	Interlock	Width Projection	Interlock	Width Projection	Interlock	Width Projection	Interlock
Θ	WP	I	WP	I	WP	I	WP	I
30	16'-6"	3'-7"	17'-0"	3'-8"	16'-6"	3'-9"	18'-0"	3'-11"
45	11'-8"	2'-11"	12'-0"	3'-0"	12'-4"	3'-1"	12'-9"	3'-2"
60	9'-6"	2'-1"	9'-10"	2'-2"	10'-1"	2'-2"	10'-5"	2'-3"
90	8'-3"	0'-0"	8'-6"	0'-0"	8'-9"	0'-0"	9'-0"	0'-0"

Source: Urban Land Institute (2010). The Dimensions of Parking, Fifth Edition. National Parking Association.

Notes: Recommendations assume (1) one-way traffic for aisles less than 90 degrees, and two-way traffic for 90 degree parking; (2) double loaded aisles; and (3) a design vehicle that is 6'7" by 17'3".