



PLANNING COMMISSION MEETING JANUARY 3, 2019

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

I. CALL TO ORDER

- a. Election of Officers for 2019

II. ROLL CALL

III. APPROVAL OF MEETING MINUTES

- a. December 6, 2018 Meeting Minutes

IV. ITEMS FROM BOARD MEMBERS

V. ITEMS FROM STAFF

VI. PUBLIC HEARING

- a. Z-18-11 1699 Land Co/Hampton Hall Phase VIII

This item has been deferred until Thursday, February 7, 2019. It will not be considered at tonight's meeting.

Consideration of a request to rezone approximately 5 acres from AG (Agriculture) to R-15 (Dwelling, 'For-Sale', Residential) to allow for a 10-lot single-family detached subdivision. The property is located on High Hampton Chase, just west of Haven Bluff in the Hampton Hall subdivision and is legally described as being located in Land Lot 917, 1st District, 2nd Section, Fulton County, Georgia.

- b. Z-18-07/CU-18-05/V-18-09 Silver Oaks/Northside Medical Office

Consideration of a request to rezone approximately 6 acres from R-12 (Dwelling, 'For-Sale', Residential) to DT-LW (Downtown Live-Work) to allow for a 3-story, 60,000 square foot medical office building and a 2-story, 20,000 square foot medical office building. A conditional use is requested to allow 'Clinic' and variances are requested to exceed the maximum building footprint, eliminate the required 50' undisturbed buffer and to increase building height. The property is located at 2465, 2485, 2505, 2525 & 2545 Old Milton Parkway and is legally described as being located in Land Lot 749, 1st District, 2nd Section, Fulton County, Georgia.

- c. MP-18-11 Tapout Fitness/North Point Commons Master Plan

Consideration of a request to amend the North Point Commons Master Plan to add 'Athletic Facility/Fitness Studio' as a permitted use in Pod B. The property is located at 970 North Point Drive, Suite A2 and is legally described as being located in Land Lots 754, 755, 796 & 797, 1st District, 2nd Section, Fulton County, Georgia.

- d. **CU-18-12/V-18-20 Hand and Stone Massage and Facial Spa**
Consideration of a request for conditional use to allow 'Spa Services' in a 2,250 square foot suite within the Windward Commons shopping center. A variance is requested to allow the business within 2,000' or less of a comparable business. The property is located at 12850 Alpharetta Highway, Suite 1100 and is legally described as being located in Land Lots 1049 and 1112, 2nd District, 2nd Section, Fulton County, Georgia.

- e. **PH-18-19 Unified Development Code Text Amendments – Definitions, C-2 Uses & Driveways**
Consideration of text amendments to Unified Development Code, Articles I, II and III to remove 'Dwelling, 'For-Rent' as a conditional use and 'Congregate Housing' as a permitted use in the C-2 zoning district, amend the definitions of 'Greenspace' and 'Open Space' and add regulations addressing minimum length of a residential driveway.

VII. ADJOURNMENT



PLANNING COMMISSION MEETING SUMMARY DECEMBER 6, 2018

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

*This summary is provided as a convenience and service to the public, media and staff. It is not the intent to record proceedings verbatim. Any reproduction of this summary must include this notice. Public comments are noted as heard by the Planning Commission, but not quoted or paraphrased. This document includes limited presentation by the Planning Commission and invited speakers in **summary** form.*

I. CALL TO ORDER

II. ROLL CALL

Members Present

- Francis Kung'u (Chair)
- Fergal Brady (Vice-Chair)
- Larry Attig
- William Perkins
- Steve Usry
- Martine Zurinskas
- John Goss (Voting Alternate)

Members Absent

- Candy Waylock

Staff Present

- Kathi Cook, Director of Community Development
- Eric Graves, Senior Traffic Engineer
- Michael Woodman, Senior Planner
- Elicia Taylor, Planning and Zoning Coordinator

III. APPROVAL OF MEETING MINUTES

a. November 12, 2018

❖ Commissioner Usry offered a motion to approve the November 1, 2018 Minutes

- Commissioner Perkins seconded the motion
- The motion was approved (7-0)

IV. ITEMS FROM BOARD MEMBERS

V. ITEMS FROM STAFF

VI. PUBLIC HEARING

a. MP-18-09 Encore Commons

Kathi Cook, Director of Community Development presented consideration of a request for master plan amendment to amend the North Point Business Center Master Plan Pod 9 to allow for a 10,500 square foot retail building and 6,800 square foot restaurant building within an existing office parking lot. The property is located at 100 & 200 North Point Center East and is legally described as being located in Land Lots 687, 688, 701 & 702 1st District, 2nd Section, Fulton County, Georgia.

Staff recommended approval with the following Conditions:

1. Property shall be developed substantially as depicted on the plan prepared by Paulson Mitchell, Inc., dated 11/29/2018, except for modifications required to comply with these conditions. However, lot yield depicted is not guaranteed and subject to meeting all City code requirements and conditions of zoning.
2. Restaurant/Retail buildings shall be limited to no more than 17,300 square feet. Total retail square footage shall not exceed 10,500 square feet.
3. Pod 9 uses shall be limited to restaurant, office or service retail that serves office employees as stated below:
 - a. Office (professional and medical) – Primary Use
 - b. Animal Hospital, Small Animal
 - c. Art Gallery
 - d. Associations (Clubs and Lodges)
 - e. Athletic Facility/Fitness Studio
 - f. Bakery
 - g. Barber Shop
 - h. Beauty Shop
 - i. Book Store
 - j. Brewery
 - k. Dance Studio

- l. Drug Store (Pharmacy)
 - m. Dry Cleaning, Pick-up Station
 - n. Florist
 - o. Grocery Store
 - p. Hardware Store
 - q. Laundry, Pick-up Station
 - r. Pet Grooming
 - s. Print Shop
 - t. Restaurant (without drive-through)
 - u. Retail Establishment (not to exceed 5,000 square feet)
 - v. School, Commercial
 - w. Services uses associated with office, which are located within office buildings, such as athletic facility/fitness studio, food service/restaurant, print shop, laundry/dry cleaning drop-off, etc.)
4. Maximum building setbacks from North Point Parkway and Encore Parkway shall be 10'.
 5. Building elevations shall comply with the North Point Overlay with respect to building design and material regulations and shall be subject to final approval by DRB.
 6. Developer shall improve the North Point Parkway streetscape as provided for in Section 2.10 (B) Site Regulation Table, as approved by Staff. Developer shall dedicate sufficient right-of-way to accommodate the sidewalk along North Point Parkway in the public right-of-way.
 7. Property owner shall dedicate a permanent easement over 2.28-acre property owned by BRI 1870 North Point LLC (PIN 12 261006870474). Easement shall allow City to develop property as a park. Permanent easement shall satisfy open space and EcoDistrict measures for the proposed development
 8. Pedestrian amenities including pathways, lighting, and benches should be included throughout the development and amenity areas.
 9. Applicant shall make an effort to determine if any existing landscaping (trees and shrubs) can be spaded and relocated on-site to enhance the maturity level of landscaping at time of project completion.
 10. Replace any dead, dying or missing landscape material in required landscape strips and landscape islands.
 11. Dumpster enclosures shall maintain a 50' setback from the nearest public right-of-way.
 12. New utilities shall be placed underground.

After Presentation from the Applicant and discussion of:

- Directional Signage
- Issues of not granting easement
- Users
- Condition # 3
- Condition #7

There was no Public Comment.

❖ Commissioner Brady offered a motion to approve with the following conditions:

1. Property shall be developed substantially as depicted on the plan prepared by Paulson Mitchell, Inc., dated 11/29/2018, except for modifications required to comply with these conditions. However, lot yield depicted is not guaranteed and subject to meeting all City code requirements and conditions of zoning.
2. Restaurant/Retail buildings shall be limited to no more than 17,300 square feet. Total retail square footage shall not exceed 10,500 square feet.
3. Pod 9 uses shall be limited to restaurant, office or service retail that serves office employees +as stated below:
 - a. Office (professional and medical) – Primary Use
 - b. Animal Hospital, Small Animal
 - c. Art Gallery
 - d. Associations (Clubs and Lodges)
 - e. Athletic Facility/Fitness Studio
 - f. Bakery
 - g. Barber Shop
 - h. Beauty Shop
 - i. Book Store
 - j. Brewery
 - k. Dance Studio
 - l. Drug Store (Pharmacy)
 - m. Dry Cleaning, Pick-up Station
 - n. Florist
 - o. Grocery Store
 - p. Hardware Store
 - q. Laundry, Pick-up Station
 - r. Pet Grooming
 - s. Print Shop
 - t. Restaurant (without drive-through)
 - u. Retail Establishment (not to exceed 5,000 square feet)
 - v. School, Commercial
4. Maximum building setbacks from North Point Parkway and Encore Parkway shall be 10'.
5. Building elevations shall comply with the North Point Overlay with respect to building design and material regulations and shall be subject to final approval by DRB.
6. Developer shall improve the North Point Parkway streetscape as provided for in Section 2.10 (B) Site Regulation Table, as approved by Staff. Developer shall dedicate sufficient right-of-way to accommodate the sidewalk along North Point Parkway in the public right-of-way.
7. Property owner shall provide a mutually agreed upon easement over 2.28-acre property owned by BRI 1870 North Point LLC (PIN 12 261006870474). Easement shall allow City to develop property as a park. Permanent easement shall satisfy EcoDistrict measures for the proposed development. If agreement is not provided, applicant shall provide other means to provide compliance with EcoDistrict measures, with final approval by Council.
8. Pedestrian amenities including pathways, lighting, and benches should be included throughout the development and amenity areas.

9. Applicant shall make an effort to determine if any existing landscaping (trees and shrubs) can be spaded and relocated on-site to enhance the maturity level of landscaping at time of project completion.
10. Replace any dead, dying or missing landscape material in required landscape strips and landscape islands.
11. Dumpster enclosures shall maintain a 50' setback from the nearest public right-of-way.
12. New utilities shall be placed underground.

- Commissioner Goss seconded the motion
- The motion was approved (7-0)

b. MP-18-10 Notting Hill of Alpharetta

Kathi Cook, Director of Community Development presented consideration of a request for master plan amendment to amend the Old Milton Holdings Master Plan to change 42 'For-Sale' stacked flat (condominium) units to 63 'For-Sale' townhome units. The property is located at 145, 155, 165, 175, 185 & 195 Thompson Street, 145, 157 & 179 Park Street and 2460 & 2450 Old Milton Parkway and is legally described as being located in Land Lot 749 & 802, 1st District, 2nd Section, Fulton County, Georgia.

Staff's recommendation was to deny. Staff recommended the following Conditions if approval was considered:

1. The site, consisting of approximately 2.82 acres, shall be developed substantially similar to plan prepared by AEC, dated 11/29/2018, 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. To the extent of any conflict between these conditions and prior Master Plan conditions, these conditions shall control.
2. Old Milton Holdings Master Plan residential density shall be limited to no more than 7.41 du/acre.
3. Building setbacks shall be 30' on Thompson Street, 10' on Park Street, and 5' internal property lines.
4. Thompson Street and Park Street shall generally be improved as follows: 36' half width right-of-way to incorporate 8' sidewalk (concrete with brick paver banding), 6' planting area, 8' on-street parking, and 10' travel lane, with final approval by Staff. Park Street streetscape shall be modified to include the Alpha Loop. Final streetscape shall match the approved streetscape standards and include decorative pedestrian lighting as approved by Staff.
5. Roadways with on-street parking shall incorporate curb extensions at intersections.
6. Townhomes shall accommodate 3.75 parking spaces per unit within a garage, driveway, off-street parking areas and/or on-street parking adjacent to the subject site. Guest parking areas and garage doors shall be screened from the public right-of-way. Residential driveways used to meet parking requirements shall be a minimum 18' from garage to alley.

7. Open/green space shall be equal to or more than the open/green space provided on the 1/22/2017 plan, which is approximately 1.43 acres.
8. Linear Park shall be developed along Thompson Street with a minimum 30' width and including an 8' sidewalk and improved greenspace, as approved by Staff. Linear Park shall include stacked stone, brick or granite columns, with under ledge lighting, hedges and landscaping between residential buildings and linear park with final approval by Staff. Seating areas/benches, street furniture and a public art pedestal shall be provided as approved by Staff. Applicant shall provide a permanent easement to the City for the linear park and area shall be maintained by the HOA.
9. Linear Park and amenity areas shall include a mix of trees, shrubs, and ground covers of varying heights, textures and colors, as approved by Staff.
10. Development shall not be gated.
11. Architecture and materials shall be substantially similar to submitted renderings, except for modifications required to comply with these conditions and Downtown Consultant/Staff comments, and in compliance with the Downtown Code, subject to Staff approval. 4-sided architecture and materials shall be required.
12. Developer shall construct an 8' concrete, accessible multi-use trail (Alpha Loop) along Park Street, with final alignment/design/materials approved by Staff and construction completed prior to the first CO. Alpha Loop shall be placed within the public right-of-way or a permanent easement shall be provided. Min. 5' planting strip shall be provided between Park Street and the Alpha Loop. On-street parking may be located within the 5' planting strip area. Alpha Loop shall include seating/gathering areas, lighting (pedestrian and bollards), landscape and hardscape. A wayfinding sign shall be placed at a key location along the trail. Alpha Loop improvements, outside of required 6' sidewalk, shall be eligible for impact fee credits, as approved by Staff. Alpha Loop shall maintain min. 10' setback from residential buildings, as approved by Staff.
13. Minimum 5' heavily planted landscape strip shall be required adjacent to the property to the west and south and shall be expanded up to 15', where possible.
14. All buildings shall have connectivity to the public sidewalk system.
15. Pedestrian-scale lighting shall be provided throughout the development.
16. Fencing visible from the public right-of-way shall be decorative, as approved by Staff. Unfinished wood fences and decks shall not be visible from the street.
17. Developer shall save the following trees: #170 (38" Water Oak) OR #179 (24" Magnolia) and 16" Magnolia.
18. Developer shall identify locations with significant tree groupings and incorporate those groupings into the final site plan, as approved by Staff.
19. Off-site tree encroachment shall be limited to no more than 20% on the CRZ and shall require notification/approval by property owner, as approved by administrative variance.
20. Corner of Thompson and Park Street shall be heavily landscaped, including a decorative wall and focal point feature, as approved by Staff.
21. Decorative paver aprons shall be required at each project driveway, as approved by Staff.
22. Landscape, hardscape, fences and walls shall compliment materials used in Phase I of the Master Plan. A detailed landscape plan shall be required, subject to approval by Staff.
23. Developer shall provide easement to allow for a future connection between the property and the Post Office property through the East-West street/driveway.
24. Widths/lengths of fire department access road shall comply with Appendix D – Fire

Apparatus Access Roads.

25. Streets less than 24' wide shall be marked "No Parking".

26. New overhead utilities shall be placed underground. 10' landscape strip on Park Street shall be exclusive of overhead utilities and utility easements.

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

There was discussion on:

- Tandem Parking
- Lack of 18' driveway
- Greenspace
- Elevations
- Density Chart
- Downtown Master Plan Demand Analysis Market Study – City has exceeded Demand
- 18' driveway request
- Condition # 6
- No Curb cut on Thompson St. They have on street parking
- Linear Park Public Space vs. Proposed Plan

Julie Sellers, Kevin Norton, Bob Cheeley and Steve Rowe presented for the Applicant.

- Greenspace on previous plan was a private area, not publicly accessible
- Lack of " middle housing"
- Total Parking exceeds/meets code requirements – 3.8 spaces per residential units, 164 spaces for 63 TH units.
- Part of a Master Plan
- Tree Save Area – challenging topography
- Market Research
- Price Points in \$400 - \$500 k
- Smaller Product

Public Comment:

In Favor:

1. Brandon Beach, 3100 Brierfield Rd

Reason:

1. Price Point

There was more discussion:

- Concern of sufficient parking on site
 - 50 parking spaces short
 - 2 tandem spaces in garage
- There is no shared parking with Wellstar Site
- Adjacent property parking off street
- Limited guest parking on site
- Tandem parking not common in Alpharetta
- Will structures closer to street be able to extend driveways?
- Concern over precedent
- Need for getting right amount of density
- Possible improvements on site plan to accommodate parking
- Good price point
- 22 units with 18' driveways

Julie Sellers gave a rebuttal:

- Parking
- 30' Linear Park
- Covenants restricting where people may park

There was more discussion

- Price Point – Market bears what actual price point will be
- Well Star Parking
- Chairman cautioned Board to be careful using price point as a criteria
- Board likes product but would like more on site parking
- Parking behavior in Downtown has not been what we thought it would be
- Tree Save

❖ Commissioner Brady offered a motion to approve with all conditions recommended by the City

- Commissioner Usry seconded the motion
- The motion was approved (4-3)

c. **CU-18-11 A-1 Driving School/11940 Alpharetta Highway**

Michael Woodman presented consideration of a request for conditional use permit to allow 'School, Commercial' for A-1 Driving School. The property is located at 11940 Alpharetta Highway, Suite 112 and is legally described as being located in Land Lot 648 1st District, 2nd Section, Fulton County, Georgia.

Staff's recommendation was to approve CU-18-11 A-1 Driving School/11940 Alpharetta Highway, subject to the following conditions:

1. 'School, Commercial' shall be added as a conditional use at 11940 Alpharetta Highway, Suite 112, and limited to no more than 1,300 square feet.
2. Conditional use approval shall be limited to A-1 Driving School; no additional 'School, Commercial' businesses or subleasing shall be permitted within the approved space.
3. Hours of operation shall be limited to Tuesday – Thursday 10:30 AM – 6:00 PM, Friday 10:30 AM – 7:00 PM and Saturday 8:00 AM – Noon.
4. The business shall not have outside storage or outdoor displays, including storage of vehicles associated with the applicant's business.
5. Property owner shall install the required landscape strip along Alpharetta Highway, as approved by Staff. Landscaping shall be installed within 30 days from the approval of the conditional use.

Applicant agreed to Staff Conditions.

There was no Public Comment.

❖ Commissioner Attig offered a motion to approve with Staff recommended conditions

- Commissioner Brady seconded the motion
- The motion was approved (7-0)

VII. ADJOURNMENT



CITY COUNCIL MEETING STAFF REPORT

SUBMITTING DEPARTMENT: COMMUNITY DEVELOPMENT

SUBMITTED BY: KATHI COOK

DRAFTED BY: MICHAEL WOODMAN

I. AGENDA ITEM TITLE: Z-18-07/CU-18-05/V-18-09 SILVER OAK NORTHSIDE HOSPITAL/OLD MILTON PARKWAY

PLANNING COMMISSION: JANUARY 3, 2019

CITY COUNCIL: JANUARY 14, 2019

II. RECOMMENDATION:

Approve Z-18-07/CU-18-05/V-18-09 Silver Oak Northside Hospital/Old Milton Parkway, subject the following conditions:

1. The site, consisting of approximately 5.9 acres, shall be zoned DT-LW and developed substantially similar to site plan submitted by Long Engineering, Inc., dated 11/19/2018, 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. 'Clinic' shall be added as a conditional use at 2465, 2485, 2505, 2525 & 2545 Old Milton Parkway, limited to no more than 80,000 square feet and excluding pain clinics.
3. Conditional use approval shall be limited to Northside Hospital, Inc. and its affiliates; no additional clinic businesses or subleasing shall be permitted within the approved space.
4. Hours of operation of the 'Clinic' shall be Monday – Sunday 6:00 AM to 8:00 PM.
5. Maximum building height shall be 3 stories and 44'.
6. Maximum building footprint of the 60,000 square foot building shall be 20,000 square feet.
7. Buildings shall have a minimum 20' front setback along Old Milton Parkway.
8. Architecture and materials shall be developed similar to the submitted renderings, except for modifications required to comply with these conditions and Downtown Consultant/Staff comments, and in compliance with the Alpharetta Downtown Code subject to approval by Staff. Parking deck elevations shall be treated with comparable architecture, materials and finishes as the building it serves, subject to approval by the DRB. Parking deck shall be screened from Old Milton Parkway and the Alpha Loop with aesthetic evergreen landscape material to break up the view of the parking deck, as approved by DRB.
9. Developer shall improve Old Milton Parkway streetscape, including an 8' sidewalk, 6' planting strip and decorative pedestrian-scale lighting. Street trees shall be required in the planting strip (as approved by GDOT), as well as behind the sidewalks as a continuation of what has been previously planted or designed in the Downtown and outside of any utility easements, as approved by Staff. In lieu of tree grates, the soil area around street trees shall be planted with evergreen ornamental grasses, groundcovers and/or shrubs.
10. Existing utilities and easements shall not conflict with landscape strip and front yard landscaping requirements.
11. Amenity and civic space shall meet the minimum requirements and shall be developed with a park-like setting with heavy decorative landscape, hardscape, walls and seating. Landscape shall include plant selections promoting the historic district.
12. Foundation plantings shall be provided to accommodate shrubs and vines, as approved by Staff.
13. Project entrance shall include a decorative knee wall and shall be heavily landscaped with ornamental plantings as approved by Staff. Landscape, hardscape, fences and walls shall complement materials used in the Downtown, as approved by Staff. Creeping fig or another creeping vine shall be planted to cover decorative and retaining walls as approved by Staff.

14. Developer shall save trees as depicted on the plan prepared by Sears Smith & Associates, dated 12/10/2018. 26" Black Walnut shall be re-evaluated in the spring to determine if the tree is a good tree save. Applicant shall make a reasonable effort to save 7" Magnolia and 7.5" Hemlock at the southeast corner of the property.
15. Developer shall dedicate permanent easement and construct minimum 8' concrete, accessible multi-use trail (Alpha Loop) in the location depicted on the site plan prepared by Sears Smith & Associates, dated 12/10/2018, with final alignment/design/materials approved by Staff and construction completed prior to the first CO. A crosswalk shall be provided across Old Milton Parkway, at the signalized intersection, and shall be constructed of a material approved by Staff. Alpha Loop shall including seating/gathering areas, lighting (pedestrian and bollards), landscape, hardscape and trail entrance gateways/arches at Old Milton Parkway and at southern property line. Wayfinding signage shall be placed at key locations along the trail. Alpha Loop improvements shall be eligible for impact fee credits, as approved by Staff.
16. Decorative paver apron shall be required at project driveway, as approved by Staff.
17. Applicant shall provide a City-approved MARTA bus shelter at the bus stop in front of the City's Public Safety building or at an alternative location approved by MARTA.
18. Overhead utilities shall be placed underground.
19. Site driveway improvements shall incorporate an eastbound deceleration lane along Old Milton Parkway; a southbound ingress lane; a northbound combined left and through lane; and a northbound right-turn lane.
20. As recommended by the applicant's traffic study, a traffic signal shall be installed at the intersection of Old Milton Parkway with Park Street/site access drive. Traffic signal design to be approved by Alpharetta Public Works Traffic Signals group and shall meet City standards, including communication with the city central control system, fire preemption, and camera mounted on luminaire extension arm. Applicant shall obtain all required GDOT permits for signal and right-of-way encroachment.
21. Pedestrian amenities including sidewalks, lighting, benches and bike parking shall be provided throughout the development.
22. Fire Department access shall meet IFC 2012 Chapter 5 and Appendix D, regarding turnaround on west side of the property.
23. Location of stormwater outfalls shall be approved at Land Disturbance Permit. Outfall shall be directed away from public park or built as decorative feature, as approved by Staff.

III. REPORT IN BRIEF:

The applicant, Silver Oak Assets, LLC, is requesting a rezoning of 5.9 acres from R-12 (Dwelling, 'For-Sale' Residential) to DT-LW (Downtown Live-Work) to allow for the construction of a 3-story, 60,000 square foot medical office building, 2-story, 20,000 square foot medical office building and a 3-level parking deck. A conditional use is requested to allow 'Clinic' and 2 variances and an exception are requested to increase the maximum building footprint, eliminate a 50' undisturbed buffer and increase the building height. The subject property is located at 2465, 2485, 2505, 2525 & 2545 Old Milton Parkway on the south side of Old Milton Parkway across from Park Street.

DISCUSSION

The submitted request, if approved, would allow for the construction of a 3-story, 60,000 square foot medical office building, 2-story, 20,000 square foot medical office building and 3-level parking deck on 5.9 acres. The applicant proposes rezoning of the property from R-12 to DT-LW, a conditional use to allow 'Clinic' and two (2) variances and an exception to increase the maximum building footprint, eliminate a 50' undisturbed buffer and increase building height. The subject property is located at 2465, 2485, 2505, 2525 & 2545 Old Milton Parkway on the south side of Old Milton Parkway across from Park Street.

The applicant's property represents five (5) parcels of land, of which two (2) are developed with single-family detached homes and the remaining properties are undeveloped. The property located at 2465 Old Milton Parkway was also previously used for a fruit and vegetable stand. Surrounding properties are zoned MU (Mixed Use) to the north, R-10M (Dwelling 'For-Rent' or 'For-Sale', Residential) to the east, R-10M and R-4A (Dwelling, 'For-Sale' Attached Residential – Low Density) to the south and O-P (Office-Professional) to the west. The Foundry mixed-use development is located to the north, AMLI Northwinds to the east and south, Haynes Park Subdivision detention pond to the south and Quality Orthodontic Care (1-story medical office building) to the west. The proposed use is consistent with the Comprehensive Land Use Plan designation of the property, which is 'Mixed Use Live Work'.

As shown in the table below, the applicant's proposed non-residential density is less than other Downtown developments. The applicant proposes 80,000 square feet of medical office use on the 5.9-acre property, which represents a non-residential density of 13,559 square feet per acre. The applicant proposes structured parking, which allows for more greenspace and open space.

Development Name	Office (SF)	Retail (SF)	Acres	Density
Applicant's Proposal	80,000 SF		5.9 acres	13,559 SF/acre
Kairos Office Bldgs	52,000 SF		2.16 acres	24,041 SF/acre
Park Plaza Office Bldg	30,000 SF		2.21 acres	13,575 SF/acre
Providence Group/Chelsea Walk	30,000 SF		1.0 acre	30,000 SF/acre
WellStar	40,000 SF		2.34 acres	17,094 SF/acre
55/61 Roswell Street	21,200 SF	6,725 SF	0.72 acres	38,785 SF/acre
Teasley Place*	4,820 SF	16,609 SF	1.52 acres	14,098 SF/acre

*Does not include 3 floors of residential above. Including residential, the overall density of Teasley Place increases to 69,361 square feet per acre.

The applicant is requesting two (2) variances and an exception. A variance is requested from Unified Development Code (UDC) Appendix A: Alpharetta Downtown Code, Subsection 3.7.5 to increase the maximum building footprint in the DT-LW district from 10,000 square feet to 20,000 square feet for the 60,000 square foot office and to approximately 38,000 square feet for the 3-level parking deck. The WellStar medical office building directly across Old Milton Parkway has a building footprint of 20,000 square feet. Staff does not believe the intent of the Downtown Code was to regulate structured parking footprints as it could discourage the use of structured parking. However, out of an abundance of caution, staff advertised a building footprint variance for the proposed 3-level parking deck. As shown in the table below, the proposed parking deck falls within the maximum parking deck footprints approved in the Downtown. If approved, conditions are recommended addressing architectural and design requirements, as well as screening of the parking deck.

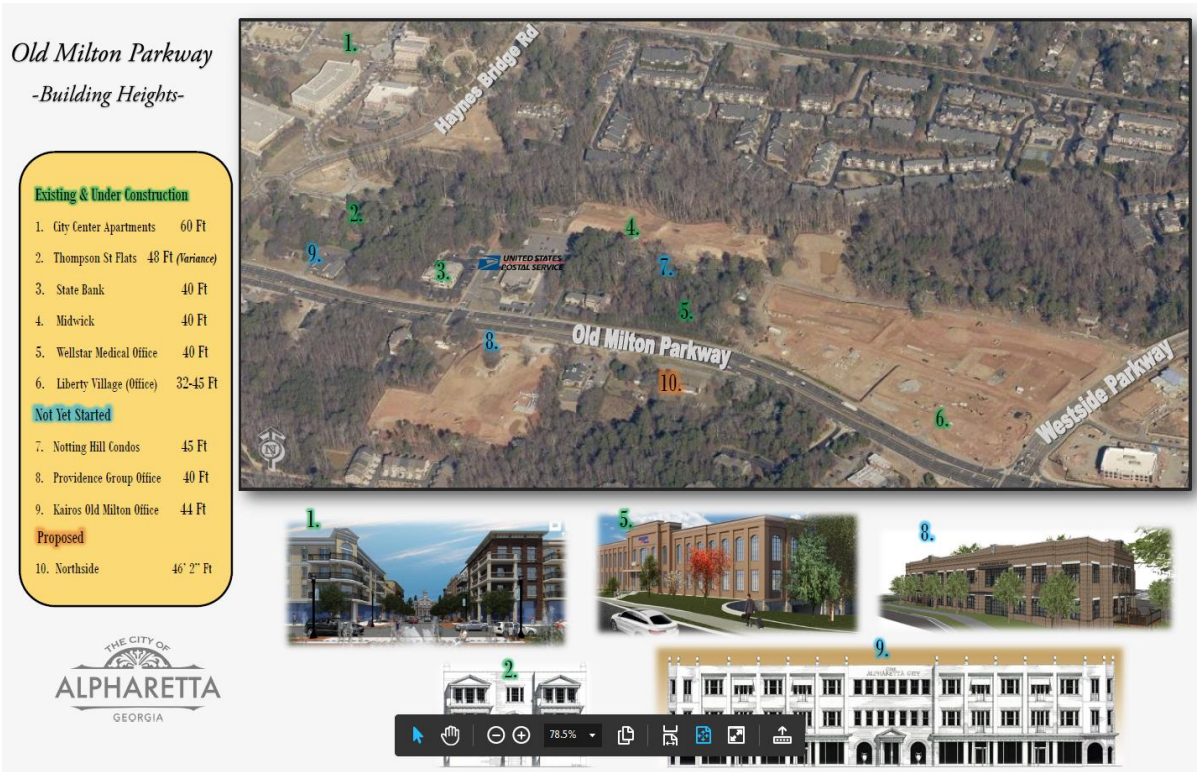
Location	Building Footprint	Number of Levels
Applicant's Parking Deck	~38,000 SF	3
City Center	50,000 SF	4
Kairos Old Milton	25,000 SF	3
City's Milton Avenue Parking Deck	25,000 SF	3/4
WellStar Old Milton	22,000 SF	2

A variance is requested from UDC Subsection 3.2.8(B)(1) to eliminate a required 50' undisturbed buffer adjacent to Haynes Park Subdivision, which is zoned R-4A and located to the south. Haynes Park HOA

has agreed to deed the 2.5-acre property to the south of the applicant’s site to the City for the purpose of developing the City’s Alpha Loop project. The exhibit below shows the proposed Alpha Loop alignment through the adjacent property. Although the 2.5-acre property has residential zoning, there are no residential uses on the property that could be impacted by the elimination of the undisturbed buffer. The required undisturbed buffer adjacent to AMLI Northwinds is provided on the AMLI property.



An exception is requested from Appendix A: Alpharetta Downtown Code to increase the maximum building height allowed in the DT-LW district, which is three (3) stories and 40′. The 60,000 square foot building is proposed to be three (3) stories and 44′. The applicant states that the need for the larger building height is due to the specialized equipment for imaging and surgery. The ground floor is proposed to be 14.5′, 2nd floor is 14′ and 3rd floor is 15.5′. As shown in the exhibit below, building heights along Old Milton Parkway and Thompson Street typically do not exceed 40′. However, there are a few exceptions including the Kairos Old Milton property that recently received approval for a height exception to allow two (2) office buildings to be 3-stories and 44′, Old Milton Holdings – The Foundry allows up to 45′ and Thompson Street Flats was approved for a height exception allowing up to 48′.



According to the applicant, leasing of the clinic has not occurred and therefore, the applicant is unable to provide specifics regarding the variety of services to be offered. Northside Hospital, Inc. intends for the building to be primarily used for physician offices, outpatient surgery center and an imaging center. The anticipated hours of operation of the clinic is 6:00 AM – 8:00 PM, Monday – Sunday.

SITE PLAN

The submitted site plan depicts a 3-story, 60,000 square foot office building fronting a 3-level parking deck and surface parking on the western half of the property. A 2-story, 20,000 square foot office building with surface parking is depicted on the eastern half of the property. The 3-story office building has a 20,000 square foot building footprint and the parking deck has a 38,000 square foot footprint, of which a variance has been requested to exceed the 10,000 square foot maximum.

One (1) project driveway is depicted on Old Milton Parkway and aligned with Park Street to the north. While not depicted on the site plan, the applicant provided a signal warrant study showing that a traffic signal is needed at the site entrance/intersection of Old Milton Parkway and Park Street. 400 parking spaces are provided on the site, of which 106 are surface parking spaces and 294 are proposed within the parking deck. The UDC requires a total of 240 parking spaces for the two (2) office buildings. The proposed excess parking would not have impacts to greenspace and open space since nearly 75% of the parking is provided in a structured parking deck. Proposed minimum building setbacks are consistent with the DT-LW development standards and other developments located along Old Milton Parkway, which typically have a 20' or greater building setback from the road. If approved, it is recommended that the minimum front setback along Old Milton Parkway be at least 20'.

The site plan calls out 27,255 square feet (0.63 acres) of amenity space and 27,106 square feet (0.62 acres) of civic space. However, the site plan depicts civic and amenity space within required setbacks and landscape strips, which is contrary to UDC open space regulations. DT-LW requires a minimum 10% of the site be set aside as civic space (sites over 5 acres) and 10% of the site be set aside as amenity space, of which 0.59 acres of civic space and 0.59 acres of amenity space would be required. According to the applicant, civic space will consist of a pocket park surrounding a tree save area, as well as the Alpha Loop connection through the site. The pocket park will consist of a sidewalk, landscaping and seating area. The Alpha Loop connection is depicted connecting to the City's Alpha Loop alignment on the property to the south before coming through the middle of the site to the new intersection at Old Milton Parkway and Park Street. Amenity areas are proposed to be improved as lawns, which are located at the front of both buildings and at the rear of the 2-story building. The amenity area at the rear of the site includes a tree save and seating area for employees. If approved, the site plan should meet the minimum open space requirements and a crosswalk should be provided for the Alpha Loop crossing Old Milton Parkway.

There are several trees on the subject property, consisting of Hardwoods, Pines and Magnolias. A tree save area is depicted at the northwest corner of the site, consisting of two (2) Magnolias (26" and 34") and a Water Oak (25"). Tree saves are also depicted to the east and south of the 2-story office building, consisting of a Magnolia, American Elm and Black Walnut. If approved, the developer should identify and save significant tree groupings and trees of quality.

Stormwater facilities are depicted to be underground, underneath the parking deck on the western half of the property and underneath the surface parking lot on the eastern half of the property.

ELEVATIONS

According to the applicant, the proposed office buildings reflect a Mercantile/Mill architectural style. Buildings are depicted to be primarily brick with a stone base and accents. The applicant provided the revised building elevations below and the following description of the architectural style and materials:

"In our redesign of the Silver Oak buildings we wanted to design towards the Mercantile/Mill aesthetic. To accomplish this, we changed the rhythm of the metal mullions. Historically large expanses of glass were difficult to produce, and so by adding more vertical mullions we can break up the glass into smaller pieces and evoke this more historical image. In addition, in historical construction windows were capped by an arch. This was to take the weight of the brick above around the non-structural glass element. While this is no longer necessary in modern construction, by adding these arches the building evokes this classic construction method.

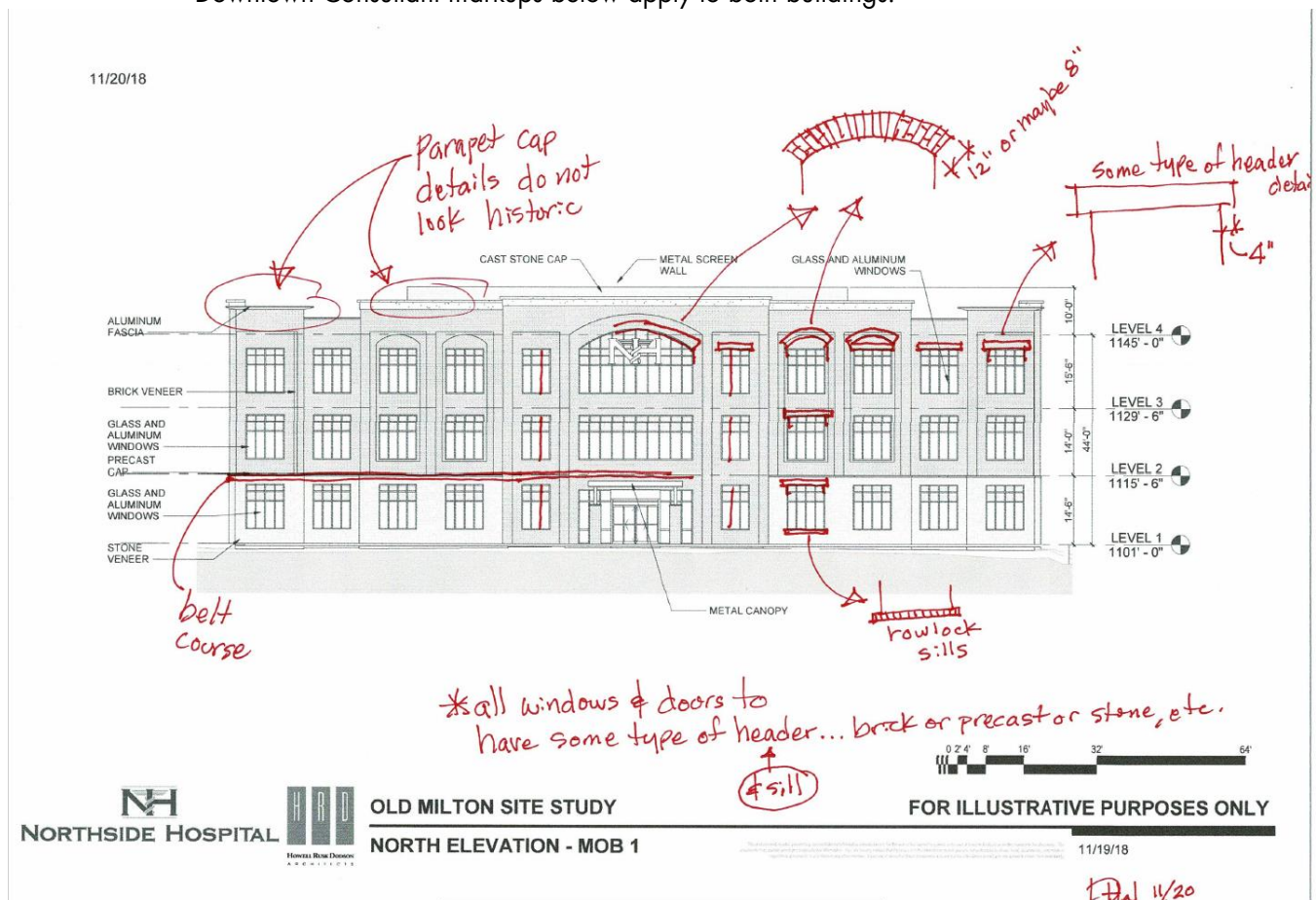
The other major change to the façade is at the entrance. By enlarging the tower element we've made it more prominent. The arch that forms the entrance spans multiple glass elements through the application of curved mullions. To further differentiate the entrance, we accentuated its height and capped it with a traditional stone parapet. This stone parapet, while common on historical mill buildings also evoke architectural ideas found in the Italianate and Beaux Arts Styles.

To continue to adhere to other zoning requirements we maintained the stone veneer base with brick above from the previous design. We also maintained the level differentiation with the use of spandrel versus vision glass as well as by breaking up some of the vertical windows. We maintained the general Building Massing by having the entrance project beyond the main building form and having a small section recede. This creates 7 distinct masses along the façade with the entrance and corner tower elements being the most prominent."



The City's Downtown Consultant reviewed the proposed building elevations with the following comments and markups based on the latest revised building elevations above:

- Curtain wall glazing is not a permitted material in the Downtown.
- Applicant should be reminded of these words from the Downtown Design Guidelines: "... design that are consistent with the design of the traditional Main Street as seen in small to medium sized towns throughout the United States, most of which were built during the 19th century up through the early part of the 20th century."
- Top of building is weak. Modify the parapet to historically inspired traditional elements that visually transition to the sky. Plenty of ideas in the Downtown Design Guidelines.
- Massing and proportions look pretty good.
- Need material details that will make it look good and comply with the Downtown Design Guidelines.
- The parking deck is not very attractive, and no attempt to disguise it. Applicant should be directed to the City's new Milton Avenue Parking Deck for ideas.
- Downtown Consultant markups below apply to both buildings.



TRAFFIC

The applicant provided a traffic study and signal warrant study to identify the impacts of the proposed development. The trip generation estimates show that the 80,000 square foot medical office use would generate 273 PM Peak Hour trips, as shown in the table below. The impact of the additional traffic is primarily concentrated at the site driveway. To mitigate this impact, the study recommends an intersection

improvement consisting of a new traffic signal located on Old Milton Parkway and the existing intersection with Park Street to the north and the proposed development driveway to the south. In addition, an eastbound deceleration lane is proposed along Old Milton Parkway and the site egress is recommended to include a right-turn lane and a through/left-turn lane.

TABLE 4 – TRIP GENERATION								
Land Use	Size	AM Peak Hour			PM Peak Hour			24-Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
ITE 720 – Medical Office Building	80,000 sf	143	40	183	77	196	273	2,986

STANDARDS FOR ZONING CHANGES

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

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

Response: The zoning proposal would be suitable as it relates to the use and development of adjacent or nearby properties. Old Milton Parkway is predominately developed with office and some commercial uses, with residential uses primarily found along Thompson Street.

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

Response: The zoning proposal would be suitable as it relates to the use and development of adjacent or nearby properties. Old Milton Parkway is predominately developed with office and some commercial uses, with residential uses primarily found along Thompson Street.

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

Response: The applicant's proposal should not have significant impacts on the natural environment, if conditions are approved requiring depicted and additional tree saves.

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

Response: The subject property could be developed with single-family detached lots under the existing R-12 zoning. However, Old Milton Parkway is not an ideal location for single-family detached use.

- 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 zoning proposal should not have significant impacts on public facilities or services. The proposal would represent an increased demand on roads, but would not impact schools or parks.

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

Response: The subject property is located in the Downtown Overlay, which includes opportunities for properties to be developed under the new Downtown zoning districts.

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

Response: The applicant's zoning proposal reflects a reasonable balance as Old Milton Parkway is not an ideal location for single-family detached homes.

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

Response: The subject property, as currently zoned, could be developed with single-family detached homes. However, the proposed rezoning to DT-LW would allow for development that is consistent with the vision of the Downtown Master Plan and single-family lots are inconsistent with the development pattern along Old Milton Parkway.

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

Response: The proposal is consistent with the Comprehensive Land Use Plan designation of the property, which is 'Mixed Use Live Work'.

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: Sufficient vehicular and pedestrian access is depicted on the applicant's site plan.

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 improvements listed above are adequately 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 proposed use would be compatible with the uses approved in the Downtown and would not be injurious or diminish the property values of surrounding properties.

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

Response: Not applicable.

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

Response: The proposed use would be compatible with the uses approved and developed in the Downtown and should have little impact on the development of surrounding properties. If approved, conditions are recommended limiting expansion of the 'Clinic' use.

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

Response: The proposed use would be compatible with the uses approved and developed in the Downtown and should have little impact on the development of surrounding properties. If approved, conditions are recommended limiting expansion of the 'Clinic' use.

VARIANCE REVIEW CRITERIA

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

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

Response: The Haynes Park property to the south is not improved with residential uses and is in the process of being deeded to the City for the Alpha Loop project. Therefore, the applicant's request to eliminate the required 50' undisturbed buffer can be supported. The WellStar building directly across Old Milton Parkway will have a 20,000 square foot building footprint, which is the same as the applicant's request. The DT-LW maximum building footprint requirement of 10,000 square feet is appropriate on Thompson Street and North Main Street. However, the proposed larger building footprint along Old Milton Parkway can be supported given the higher speed and less walkable environment on Old Milton Parkway.

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

Response: The application of the Ordinance to this particular piece of property would likely impact the applicant's ability to save trees along the frontage of the property, as buildings and parking would likely have to move closer to Old Milton Parkway.

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

Response: The Haynes Park property to the south is not improved with residential uses and is in the process of being deeded to the City for the Alpha Loop. Therefore, the applicant's request to eliminate the required 50' undisturbed buffer can be supported. The request to allow a 20,000 square foot building footprint is the same as the WellStar medical office building directly across street and is appropriate on Old Milton Parkway given the higher speeds, as well as the area being a less walkable environment.

(4) Relief, if granted, would not cause substantial detriment to the public good or impair the purpose and intent of the City of Alpharetta ordinances.

Response: Approval of the requested variances should not cause substantial detriment to the public good, if conditions are approved limiting the maximum building footprint to no more than 20,000 square feet.

EXCEPTION REVIEW CRITERIA

The City of Alpharetta Unified Development Code Article IV, Section 4.5.3 outlines the criteria set forth for granting an exception. The ordinance specifically states..."an exception may be granted 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 applicant states that the height exception is necessary to accommodate specialized equipment for imaging and surgery. If approved, the 3-story office building would be approximately 4' taller than State Bank and the WellStar building directly across the street, which are both 40'.

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

Response: The applicant states that the height exception is necessary to accommodate specialized equipment for imaging and surgery. If approved, the 3-story office building would be approximately 4' taller than State Bank and the WellStar building directly across the street, which are both 40'.

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

Response: Not applicable.

(4) Relief, if granted, would not cause substantial detriment to the public good or impair the purpose and intent of the City of Alpharetta ordinances.

Response: The applicant states that the height exception is necessary to accommodate specialized equipment for imaging and surgery. Approval of the height exception should not cause substantial detriment to the public good, if conditions are approved limiting the building height to three (3) stories and 44'.

CONCURRENCES

Staff has reviewed the applicant's proposal and finds that it can generally support the request for rezoning, conditional use, variance and exception. The zoning proposal is consistent with the vision in the City's Downtown Master Plan and Comprehensive Plan and the site plan adequately addresses access, parking and other development regulations to accommodate the proposed conditional use. The request to increase the building height by four-feet (4') is related to the applicant's need to accommodate specialized imaging and surgery equipment. The variance request to increase the maximum building footprint is reasonable given that Old Milton Parkway is less walkable than other areas of the Downtown and the WellStar medical office building, directly across the street, was approved with a 20,000 square foot building footprint. The 50' undisturbed buffer is not necessary, since the adjacent property is not developed with residential uses and is being deeded to the City for improvement for the Alpha Loop.

CITIZEN PARTICIPATION PLAN

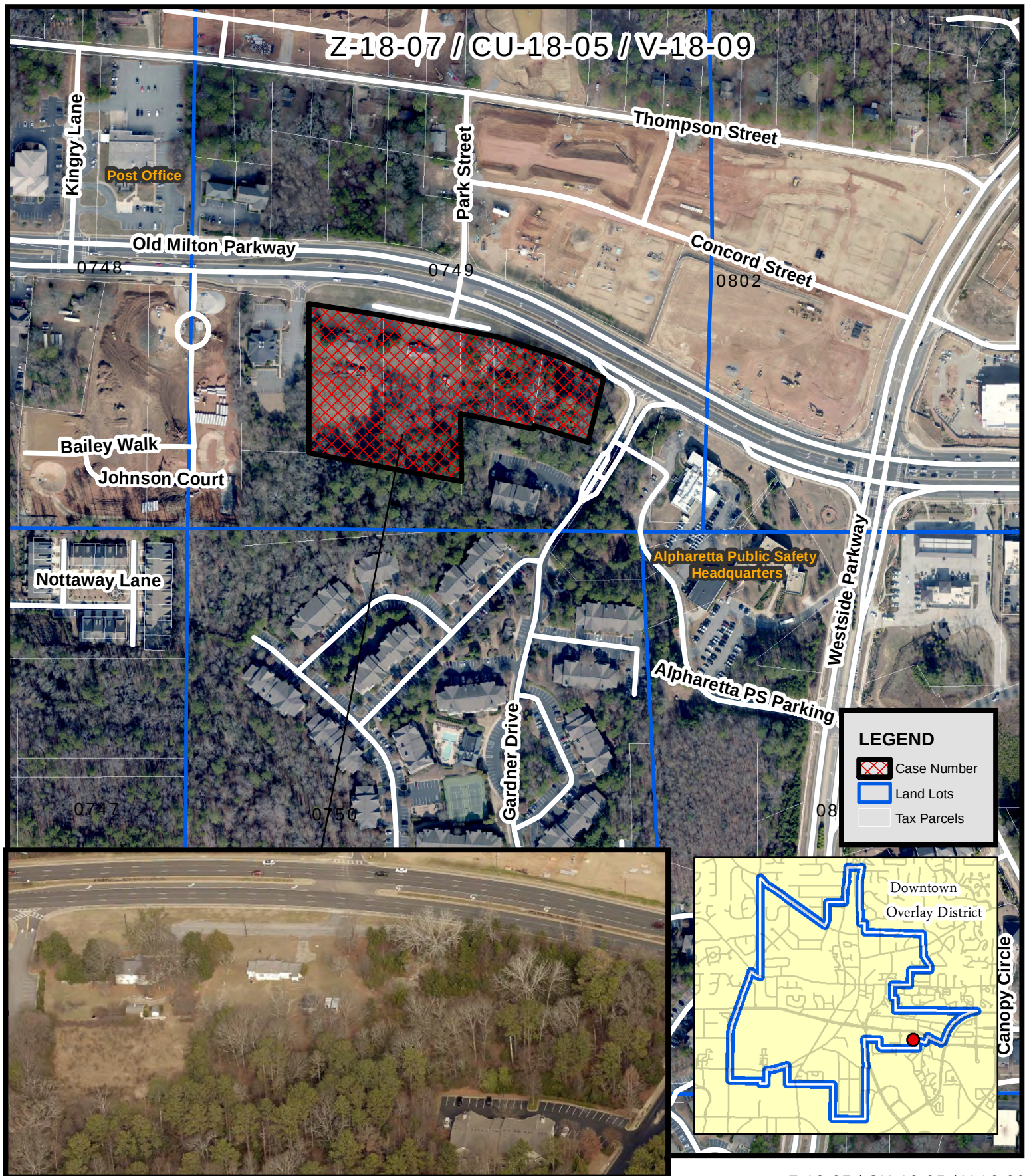
The report submitted by the applicant states that property owners within 500' were contacted regarding the applicant's intent. The report states that no comments were received.

COMMUNITY ZONING INFORMATION MEETING

The CZIM was held on September 12, 2018 and October 10, 2018. One (1) citizen signed-in asking to be informed of public hearing dates.

IV. ATTACHMENTS:

- Site Plan
- Renderings



Z-18-07 / CU-18-05 / V-18-09

D/LL: 1/2/749

PC Date: 10/04/18

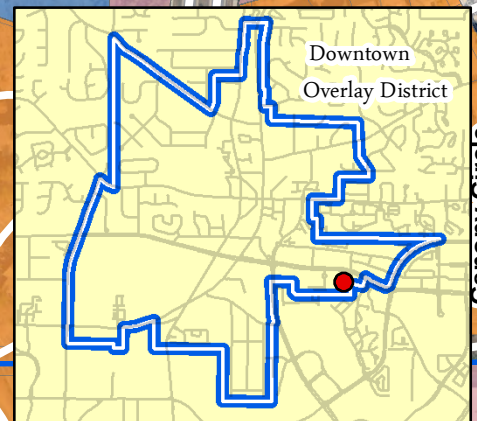
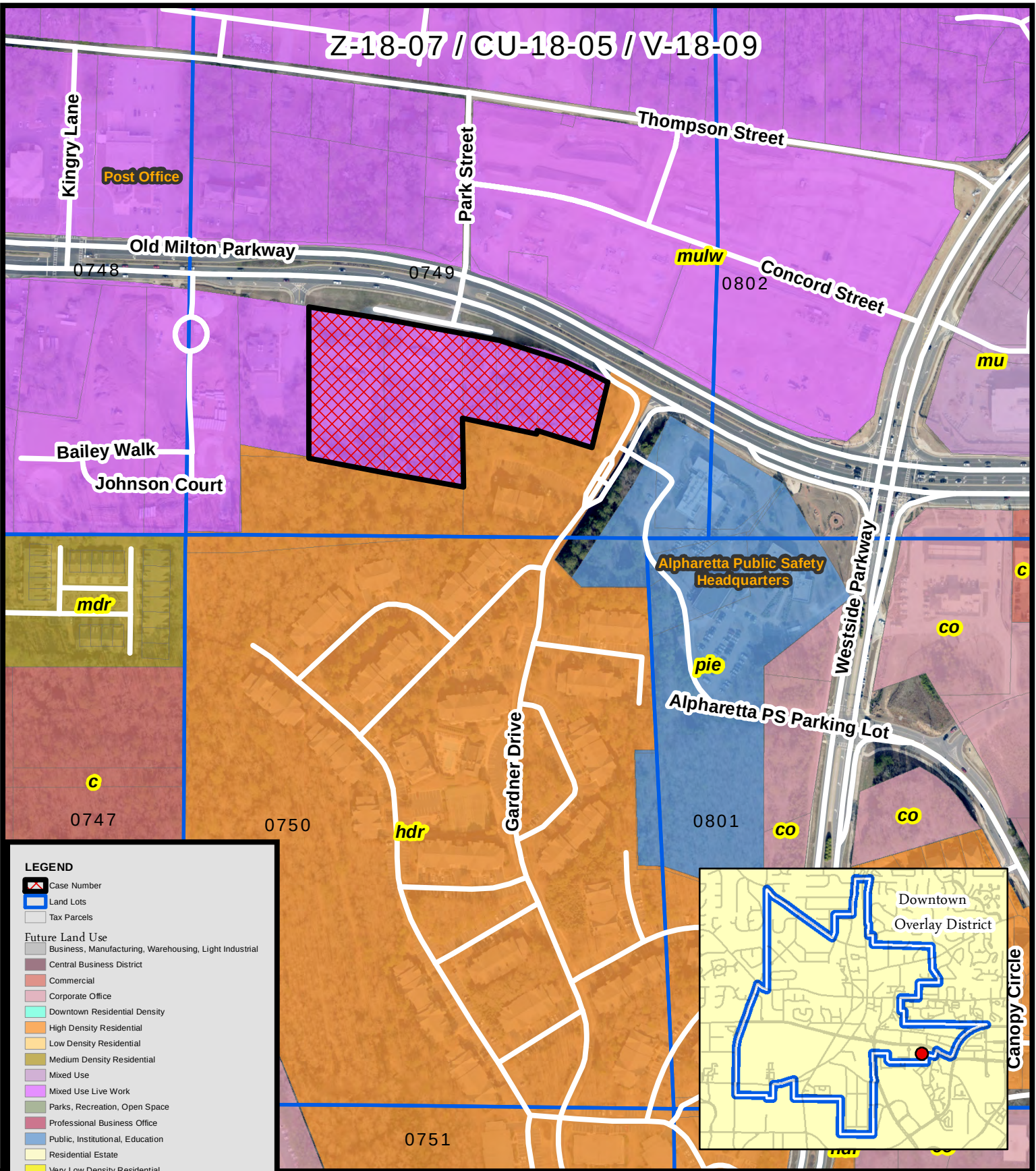
CC Date: 10/22/18

Aerial Map
Silver Oaks Northside Medical Office
Old Milton Parkway

Location Map Provided by:
Community Development - GIS



Z-18-07 / CU-18-05 / V-18-09



Z-18-07 / CU-18-05 / V-18-09

D/LL: 1/2/749

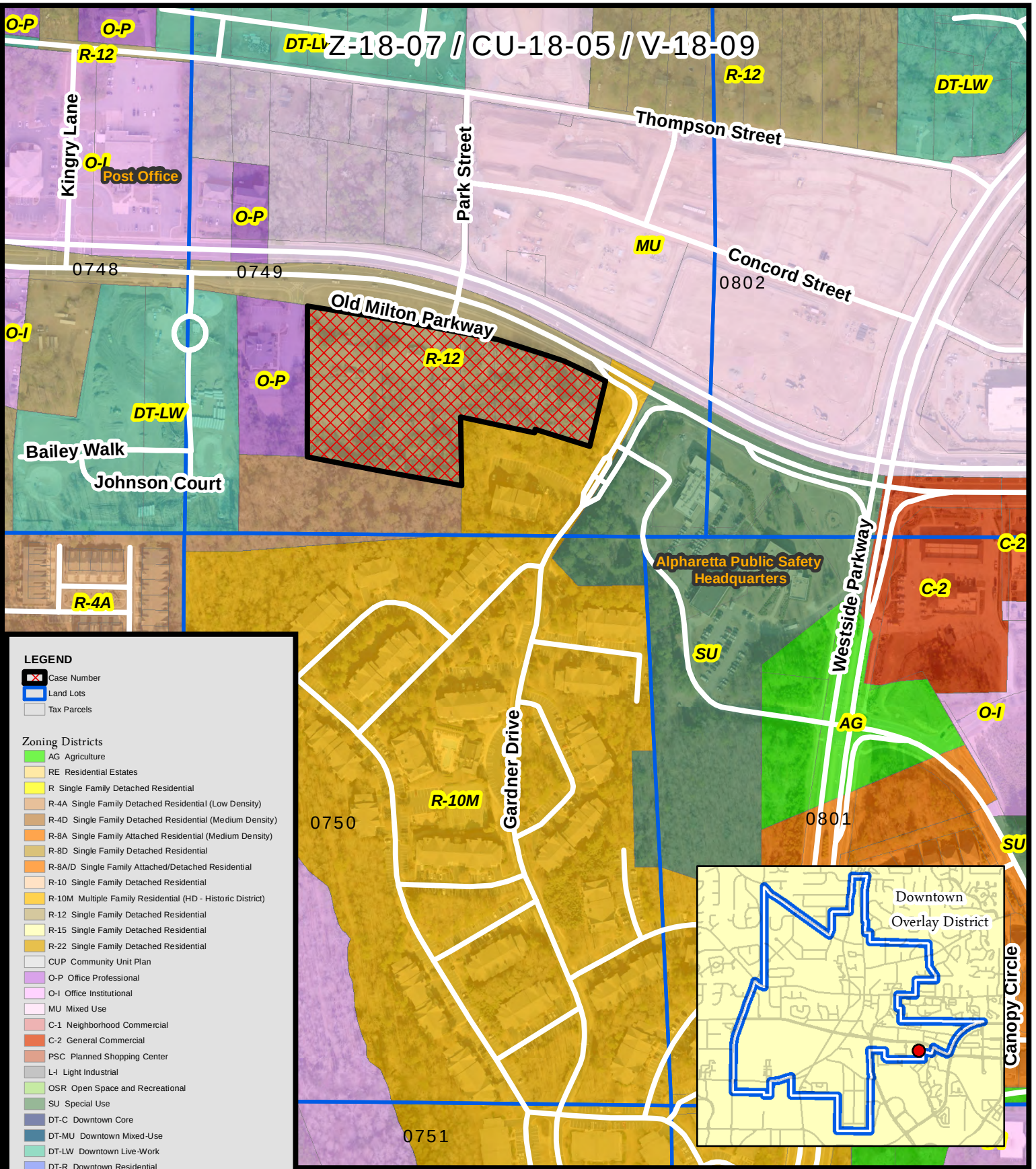
PC Date: 10/04/18

CC Date: 10/22/18

Future Land Use Silver Oaks Northside Medical Office Old Milton Parkway

Location Map Provided by:
Community Development - GIS





Z-18-07 / CU-18-05 / V-18-09

D/L/L: 1/2/749

PC Date: 10/04/18

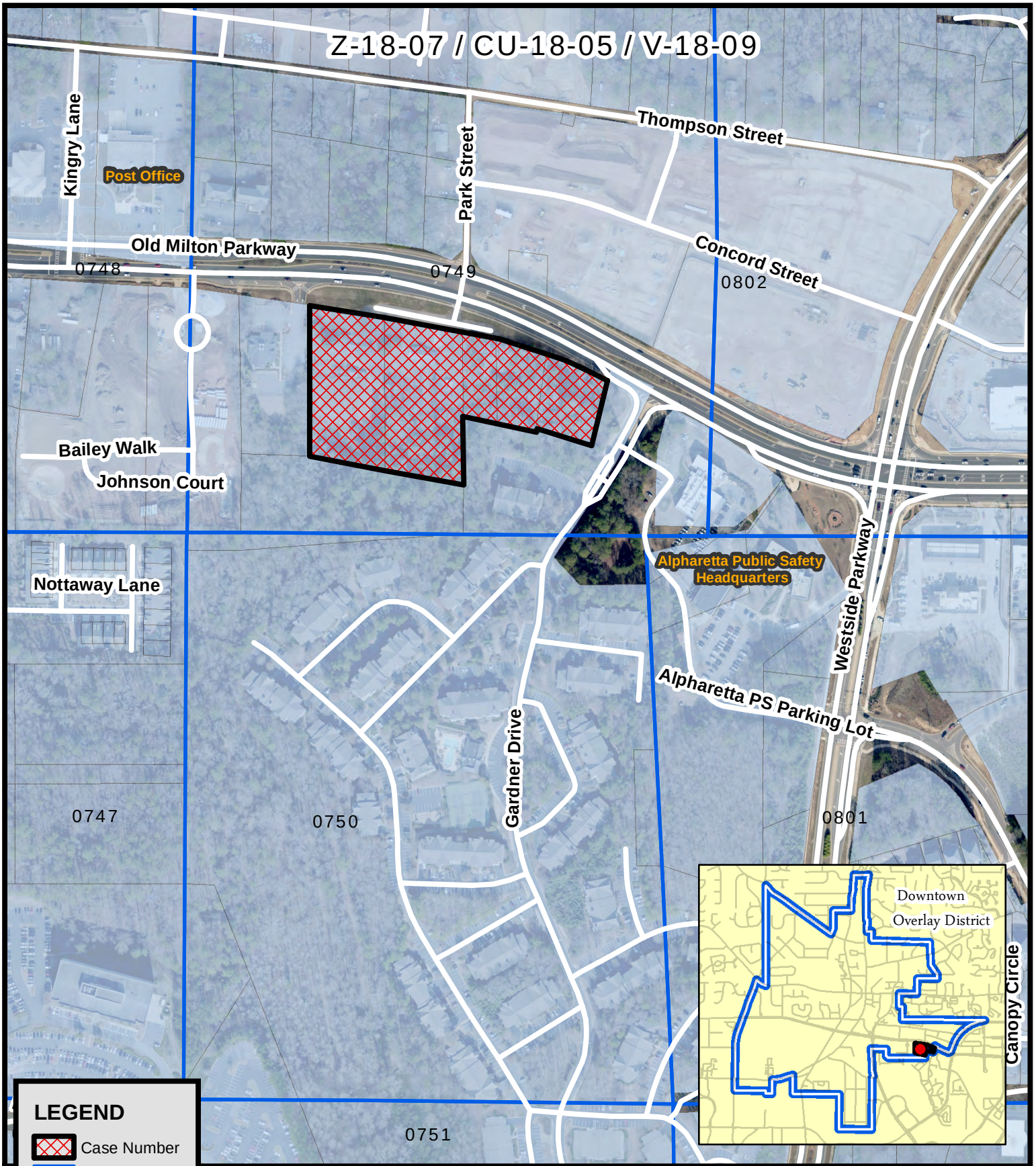
CC Date: 10/22/18

Zoning Map Silver Oaks Northside Medical Office Old Milton Parkway

Location Map Provided by:
Community Development - GIS



Z-18-07 / CU-18-05 / V-18-09



LEGEND

-  Case Number
-  Land Lots
-  Tax Parcels

Z-18-07 / CU-18-05 / V-18-09

D/LL: 1/2/749

PC Date: 1/03/19

CC Date: 1/28/19

Location Map
Silver Oaks Northside Medical Office
Old Milton Parkway

Location Map Provided by:
Community Development - GIS



11/26/18

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: Amelia Place

Contact Name: Julie L. Sellers Telephone: (404) 665-1242

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.

We have not received any comments or concerns from anyone.

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: 

Date: 11.26.18

Print Form

THIRD AMENDMENT TO REZONING, CONDITIONAL USE, AND VARIANCE
APPLICATIONS

CITY OF ALPHARETTA, GEORGIA

IN RE:)
)
SILVER OAK ASSETS, LLP,) Application No. CU -18-05; Z-18-07;
V-18-09
Applicant,)
)
)

COMES NOW the Applicant, SILVER OAK ASSETS, LLP and respectfully requests that the above-referenced Applications be amended as follows:

1.

By incorporating the Site Plan attached as Exhibit "A" in lieu of the Site Plan filed with the Second Amendment to Rezoning, Conditional Use, and Variance Applications on November 19, 2018.

2.

By incorporating the Site Plan with Existing Trees attached as Exhibit "B."

3.

By incorporating the Conceptual Landscape Plan attached as Exhibit "C."

WHEREFORE, the Applicant respectfully requests that this Third Amendment be filed; that the Application be amended in accordance with this Third Amendment; and that the Applicant has such other and further relief as is just and proper under the circumstances.

Respectfully submitted,

PURSLEY FRIESE TORGRIMSON


Julie L. Sellers
Attorney for Applicant

1. NO PART OF THE DISTURBED AREA IS WITHIN A FLOOD HAZARD ZONE (REFERENCE FLOOD INSURANCE RATE MAP FOR FULTON COUNTY, GEORGIA, NO. 13121C0058F, PANEL NO. 58 OF 490).
2. THE WIDTH OF THE 6' LANDSCAPE STRIP IS SUBJECT TO CHANGE PENDING GDOT REVIEW. PLANTINGS WITHIN THE 6' LANDSCAPE STRIP WILL BE PROVIDED AS APPROVED BY GDOT.

SURVEYED LOCATION OF AT&T CONDUIT
ASSUMED LOCATION OF 15' BELL SOUTH EASEMENT
OLD MILTON PARKWAY
(aka GA. STATE ROUTE 120)
(fka STATE BRIDGE ROAD)
(VARIABLE R/W)

DECELERATION LANE

 AMENITY SPACE - LAWN
(AREA TO BE IMPROVED WITH
OUTDOOR SEATING)

 CIVIC SPACE - POCKET PARK AND
CONNECTION TO ALPHA LOOP
(AREAS TO BE IMPROVED WITH
LANDSCAPING AND OUTDOOR
SEATING)

 TREES TO BE REMOVED

ACREAGE OF PROPERTY	5.89 AC	
CURRENT ZONING	R-12	
PROPOSED ZONING	DT-LW	
	CODE	PROPOSED
BUILDING 1 HEIGHT	40 FT	44'0" FT
ACCESSORY STRUCTURE (PARKING DECK) HEIGHT	40 FT	16 FT
BUILDING 2 HEIGHT	40 FT	30'2" FT
BUILDING 1 FOOTPRINT	10,000 SF	20,000 SF (APPROX)
ACCESSORY STRUCTURE (PARKING DECK) FOOTPRINT	10,000 SF	38,000 SF (APPROX)
BUILDING 2 FOOTPRINT	10,000 SF	10,000 SF (APPROX)
SQUARE FOOTAGE OF BUILDING 1		60,000 SF, 3 FLOORS (APPROX)
SQUARE FOOTAGE OF ACCESSORY BUILDING (PARKING DECK)		100,000 SF, ALL LEVELS (APPROX)
SQUARE FOOTAGE OF BUILDING 1 AND ACCESSORY BUILDING		160,000 SF (APPROX)
SQUARE FOOTAGE OF BUILDING 2		20,000 SF, 2 LEVELS (APPROX)
LOT COVERAGE	70%	65%
MINIMUM FRONT SETBACK	10 FEET	10 FEET
MINIMUM SIDE SETBACK	0 FEET	0 FEET
MINIMUM REAR SETBACK	3 FEET	3 FEET
MINIMUM LANDSCAPE STRIP FROM STREET TO PARKING LOT	20 FEET	20 FEET MIN.
MINIMUM LANDSCAPE STRIP BETWEEN PARKING BAYS	10 FEET	10 FEET
LANDSCAPE BUFFER BETWEEN PROPERTY AND RESIDENTIAL ZONED USE	50 FEET	50 FEET*
MINIMUM PARKING SPACES	3 SPACES / 1,000 SF = 240 SPACES	400 SPACES (101 SURFACE, 299 DECK)
PASSENGER DROP OFF SPACES	0	2 PER BUILDING
LOADING FACILITIES	0	0
BICYCLE PARKING	1/25 REQ. PARKING = 10	10
OPEN SPACE REQUIREMENTS		
AMENITY SPACE (LAWN)	25,657 SF	26,618 SF
CIVIC SPACE (POCKET PARK AND CONNECTION TO ALPHA LOOP)	25,657 SF	26,929 SF

GENERATOR PAD
TRANSFORMER PAD
4 STANDARD ADA SPACES

EXISTING 20' DRAINAGE &
STORM SEWER EASEMENT PER
DB 36342, PG 443

RAISED PAVER CROSSWALK (PAVERS
AND CONCRETE BANDS), TYP

OFFICE BUILDING
3 STORIES
60,000 SQ FT

OFFICE BUILDING
2 STORIES
20,000 SQ FT

PARKING DECK
100,000 SQ FT
3 LEVELS

6 BICYCLE
PARKING SPACES

3' SETBACK & 5' LSCAPE STRIP

WALL APPROX 7' MAX
STONE ENERGY DISSIPATOR
DUMPSTER PAD

DESIGN TEAM TO ATTEMPT PRESERVATION EFFORTS FOR THIS TREE. HOWEVER, FURTHER EVALUATION BY CITY AND DESIGN TEAM DURING LDP PHASE IS REQUESTED TO DETERMINE IF PRESERVATION IS POSSIBLE DUE TO GRADING LIMITATIONS AND FINAL UTILITY LOCATIONS.

CIVIC SPACE EASEMENT

50' BUFFER PER
CODE SECTION
3.2.8.B.1.b

N/F PROPERTY OF Gardner
Drive L.L.C. DEED BOOK
23181 / PAGE 306 AMLI AT
NORTHWINDS APARTMENT
HOMES ZONED R-10M

[illegible]

 2550 HERITAGE COURT, STE 250
ATLANTA, GA 30339
TEL 770.951.2495, FAX 770.951.2496
www.longeng.com

LONG
ENGINEERING, INC.

NORTHSIDE ALPHARETTA

2465 & 2485 OLD MILTON PARKWAY

ATLANTA, FULTON COUNTY

DIST. 1 SECTION 2

CONCEPTUAL ZONING SITE PLAN

DATE	11/19/2018
DESIGN QC:	
CADD QC:	
DESIGNED BY:	MJ
DRAWN BY:	LH

SHEET
EXHIBIT A

SITE PLAN CHECK LIST

This document is provided as a resource for the applicant to assist in the preparation of site plans to be reviewed in support of applications for public hearings. The items listed below reflect the minimum information that must be included on all site plans submitted as part of the public hearing process.

Site plans submitted as part of a public hearing application must be drawn to scale, and the scale must be displayed in the lower left corner of the plan page. The maximum page size for original fullsize plan documents is 30" x 42". Plan copies submitted as part of a completed application packet may be a maximum of 17" x 22" and must be folded to a size of 8.5" x 11", and must be attached to each submitted packet set.

Applications that include site plan documents that do not meet these requirements will not be accepted.

S	Element Description
1	Key and/or legend and site location map with North arrow
2	Boundary and/or easement property with location of easement (e.g. property line that bounds the north and south) of the property's written right-of-way description and clearly identifies the point of beginning
3	Arrangement of the adjacent lots
4	Location of the lot to be surveyed (identified by lot line)
5	Existing proposed, new dedication, and have measured adjacent width of all streets, roads, and all other adjacencies and to the subject property
6	Proposed streets on the subject site
7	Current zoning of the subject site and adjoining properties
8	Existing building footprints (houses, bungalows, and stores), well, driveways, fences, and all other, and any other structures or improvements on the subject site
9	Location of proposed buildings to be proposed, heights, and stories
10	Layout and minimum lot size of proposed single-family residential lot
11	Topography of subject site
12	Adjacent and proposed setbacks
13	100-year flood plain boundary lines and storm zone designations as shown on any FEMA FEMA maps
14	Required boundary lines, undeveloped boulders, and any other natural areas as required or proposed
15	Tree lines, woodlands, significant trees with critical root zone (1 x 2.4 ft diameter), and proposed, and all other, and any other structures or improvements on the subject site
16	Existing streets, and all other, and any other structures or improvements on the subject site
17	Utility, drainage, and water on the site and surrounding blocks. Waterfalls shown on GIS maps or survey
18	Proposed advertisement management facilities
19	Easement distance profile measuring the driver's eye at a height of 5.5 feet
20	Utility, drainage, and water on the site and surrounding blocks. Waterfalls shown on GIS maps or survey
21	Proposed access drives and the workable intersection angle (distance) according to AASHTO Green Book(1)

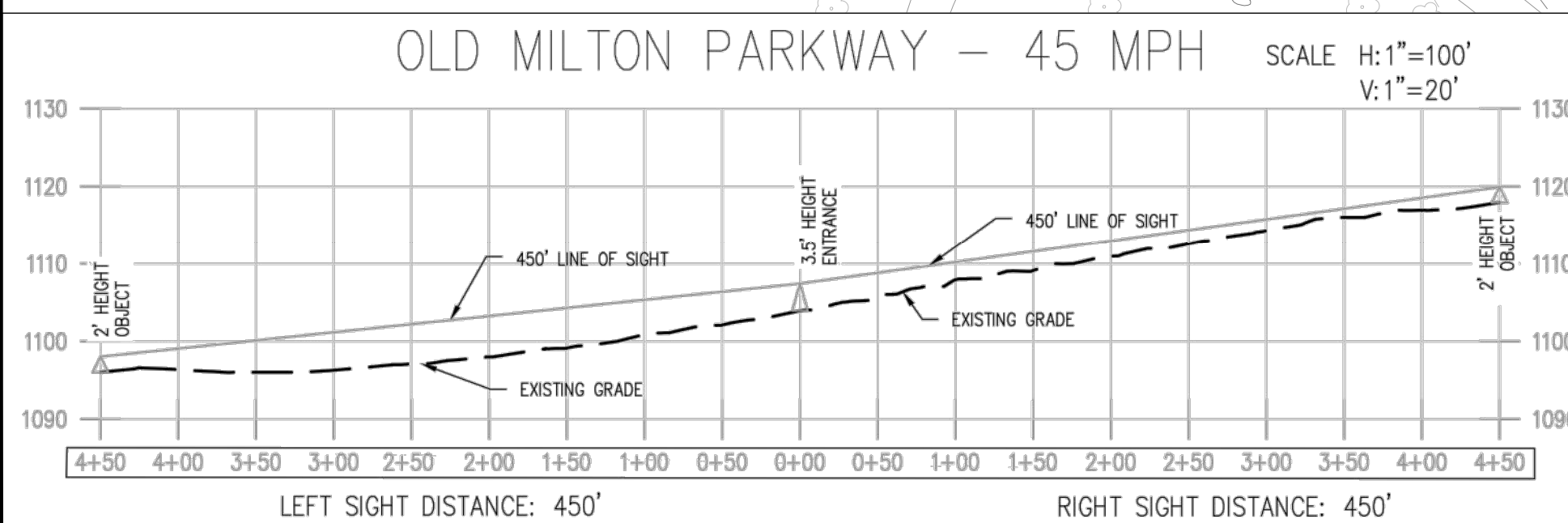
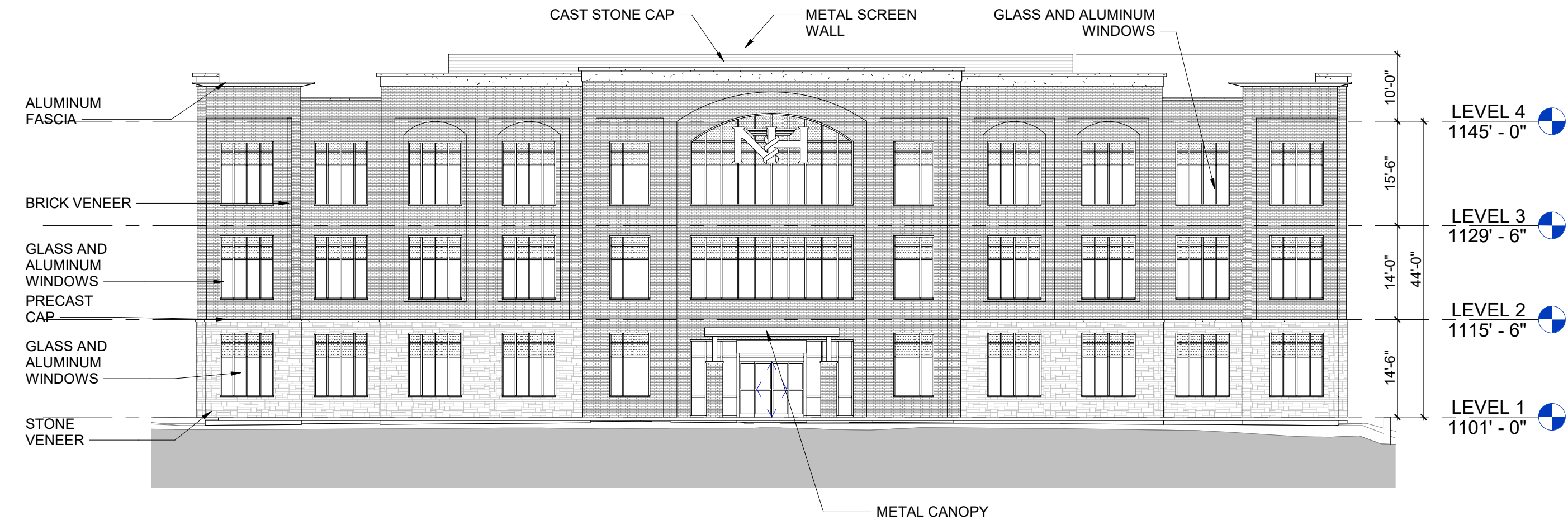
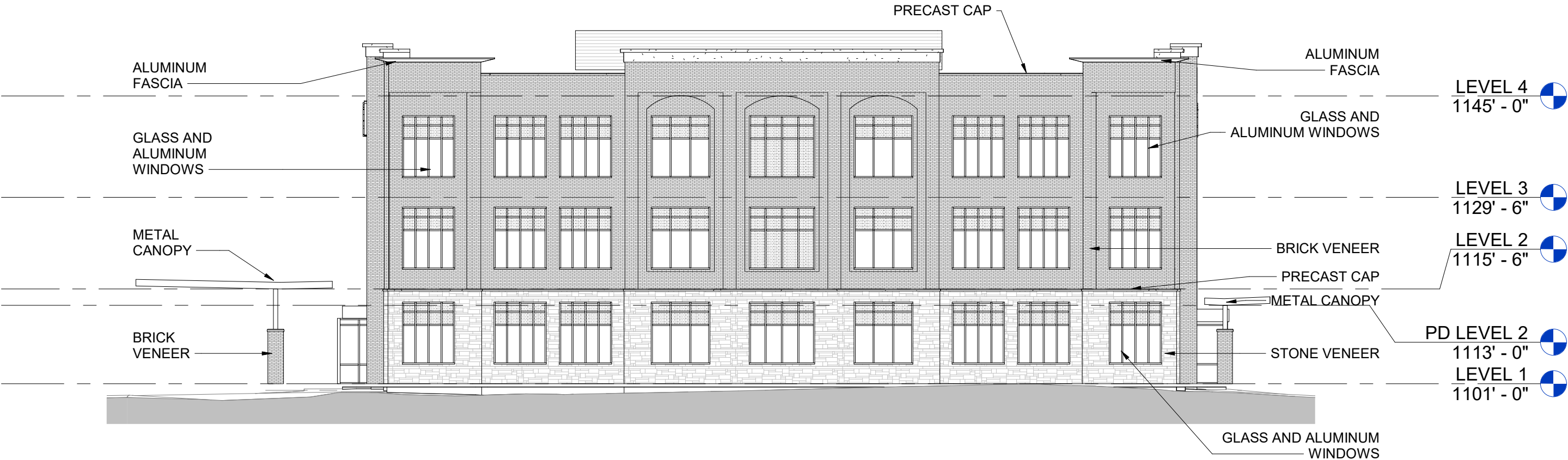
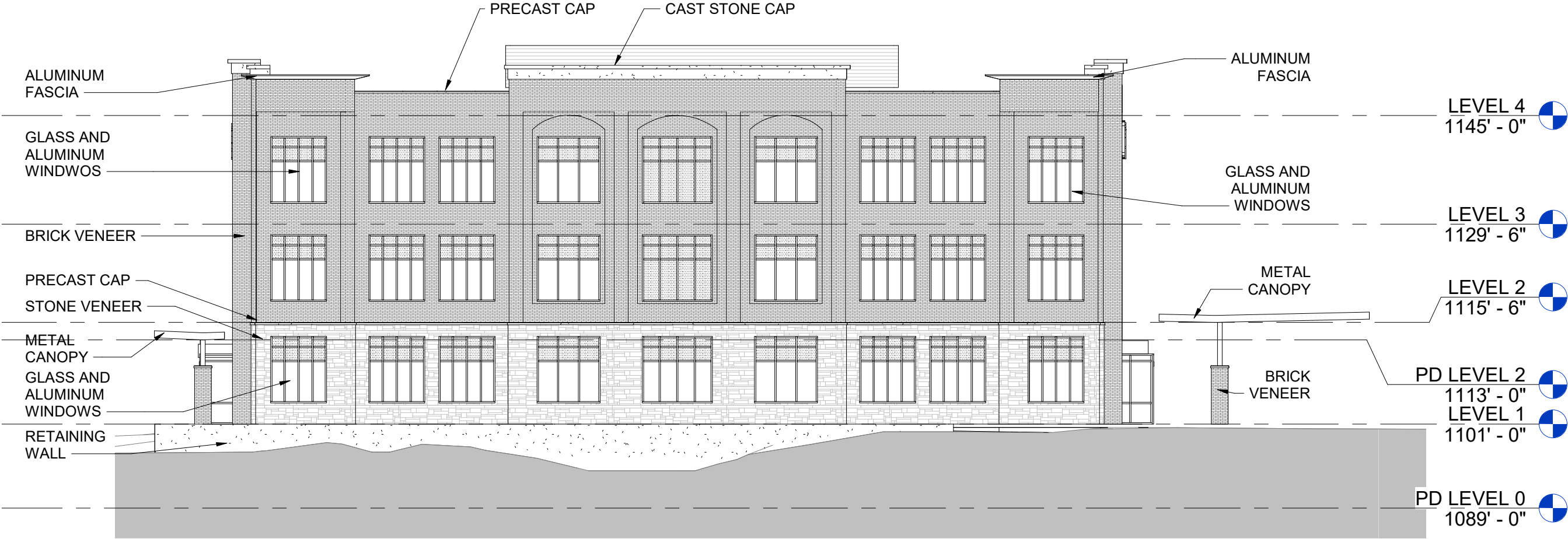


Exhibit B

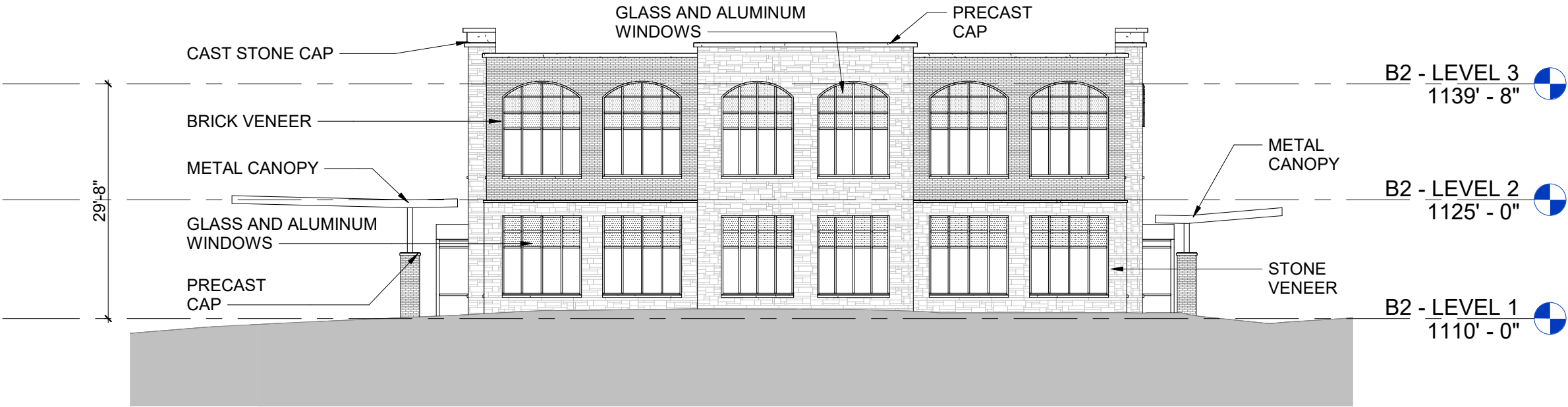




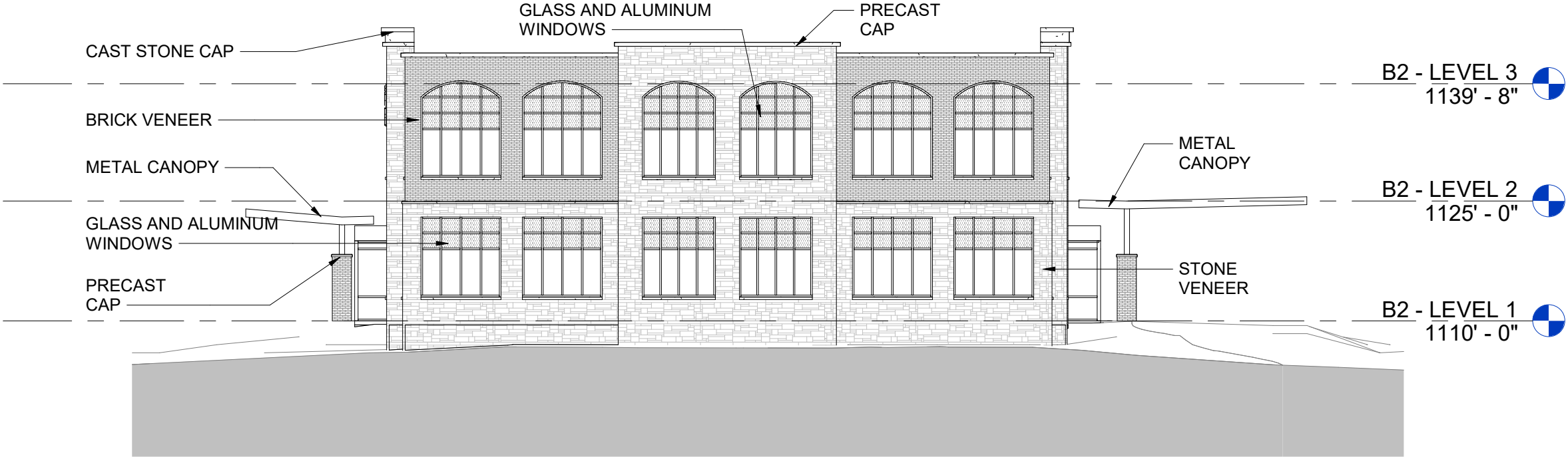


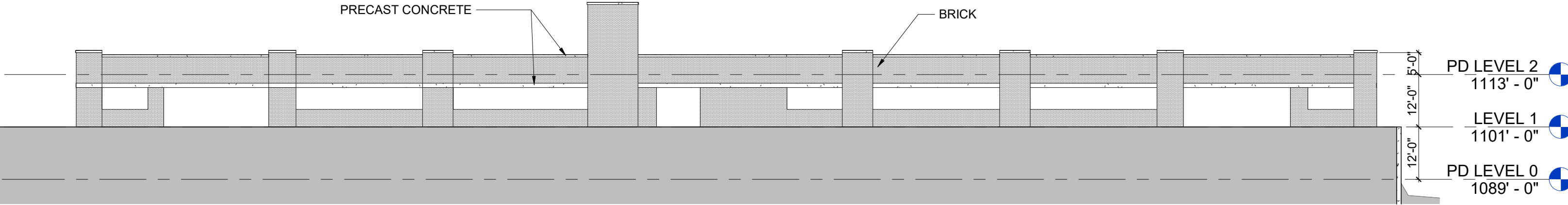






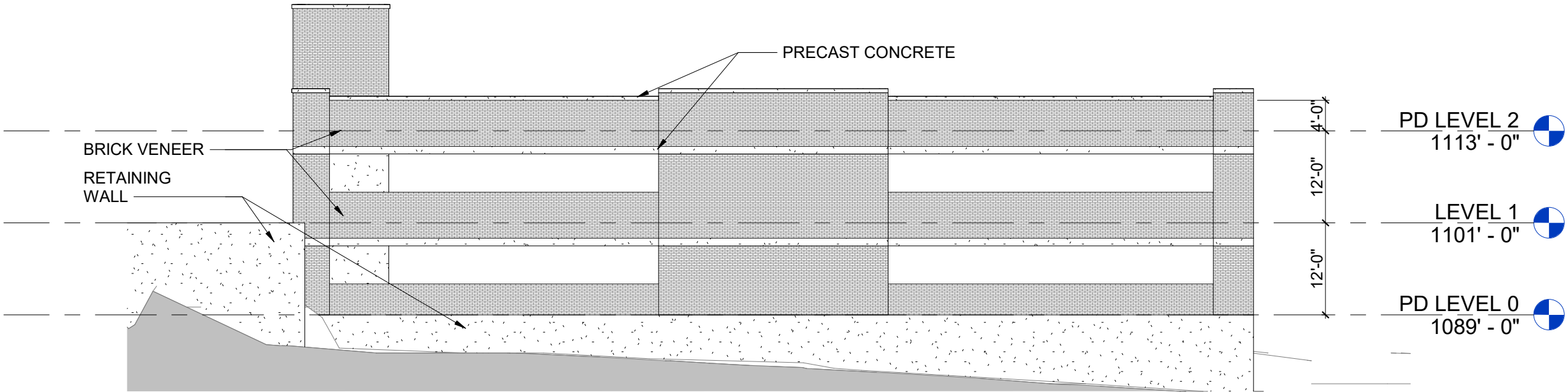






PARKING DECK ELEVATION - NORTH

3/64" = 1'-0"



PARKING DECK ELEVATION - WEST

1/16" = 1'-0"



July 26, 2018

RE: Old Milton Site - Specimen Tree Analysis for Proposed Site plan

To: David Shostak, City Of Alpharetta

Dear David,

As part of the buyers' due diligence process, Sears Smith & Associates was hired to provide additional review an assessment of the property's site constraints and opportunities, notably in regard to the existing specimen trees, and to work with the design team in order to seek out ways to preserve any specimens where possible.

After reviewing the initial site concept plans, as well as the Taras Arborist report, we visited the site to further investigate the trees, and considered possible alternate designs to work around several of them.

After further review, we believed 2 of those trees, IF saved, possibly would not be worth the efforts. One had a severe lean and only half a canopy, and another, having a deck structure built around it, had been declining in health. After this initial visit, we believed hiring another arborist to provide their opinion to be worthwhile as I am a Landscape Architect, but not Licensed Arborist. (see Caldwell letter attached) They agreed with my findings.

Working along with the design team, in HRD and Long Engineering, we looked at several reiterations of the current site plan provided.

With the desired Building size, and parking for the intended users, we determined there were only 2 or 3 specimen trees that warranted "designing around." At first, we tried to save tree 1B, a 26" Magnolia along the western boundary. However, with the entry drive on the east end of property a more desirable point of ingress/egress, it was going to be very difficult to save this magnolia. WE would have lost a substantial amount of parking, and the orientation of the building fronting Old Milton as currently designed, appeared more desirable to the team, so this Magnolia is currently proposed to be lost.

Additionally, there were 2 pecan trees further into the site, and we have modified the original parking design to accommodate the better of these 2 pecan trees. The proposed pecan to save, a 24" noted as #3, will also be a visible point of interest upon entering into the site, straight ahead if the incoming drivers. We intend to propose root pruning, and other tree care to mitigate the slight encroachment (11%) of its crz.

This "concept plan" shows the proposed recompense calculations that will be used in our future Tree Replacement plan. That TR plan, often called a "Landscape plan" which will eventually be created as

part of the LDP package, will show the final proposed layout of the required recompense, any required buffer plantings, or other permanent vegetation required or proposed to be included on this site.

We hope our assessments, along with the current site plan, will assist the City's consideration for granting necessary approvals and development of this site as proposed.

If I can be of any further assistance, please feel free to contact me.

A handwritten signature in dark ink, appearing to be 'CS', written on a light-colored background.

Chris Sears, PLA, LEED AP

President

Sears Smith & Associates, Inc

Cc: HRD, RTG, Long Engineering

Chris Taras
Taras Landscape Consulting LLC
2470 Kingscliff Dr NE
Atlanta, GA 30345
404-861-2719
July 10, 2018

Bob Cheeley
Cheeley Law Group
2500 Old Milton Parkway, Ste 200
Alpharetta, GA 30009

Dear Mr. Cheeley,

Below is the completed specimen tree survey for the three lots of King-Dalton totaling approximately 1.8 acres located off Old Milton Parkway.

Note: Some trees have an existing old blue aluminum inventory tag which I have noted as "Old Tag #__" below.

King-Dalton (3 Lots) - Specimen Trees:

Tree #	Diameter	Tree Species	Notes
1	24"	Box Elder Maple	Not Specimen – multi trunk, 1 trunk dead with substantial cankers
2	22"	Yellow Poplar	Old Tag #156 – Outside Boundary
3	22"	Loblolly Pine	Old Tag #153 – Outside Boundary
4	27"	Loblolly Pine	Old Tag #155 – Outside Boundary
5	22"	Loblolly Pine	Old Tag #154 – Outside Boundary
6	56"	Water Oak	Old Tag #152 – Not Specimen-multi trunks (4) poor structure and root rot
7	28"	Water Oak	Old Tag #147
8	26"	Water Oak	Outside Boundary
9	29"	Water Oak	Old Tag #144 - Outside Boundary
10	23"	Water Oak	Old Tag #140 - Outside Boundary
11	22"	Loblolly Pine	Old Tag #139 - Outside Boundary
12	24"	Loblolly Pine	Old Tag #138 - Outside Boundary
13	26"	Water Oak	Old Tag #137 - Outside Boundary
14	44"	Water Oak	Old Tag #136/116 – Double Leader – Outside Boundary
15	29"	Water Oak	Old Tag #135 – Outside Boundary
16	30"	Water Oak	Old Tag #134 – Outside Boundary
17	26"	Black Walnut	Old Tag #115 - Potential specimen to save*
18	23"	Bald Cypress	Old Tag #159 - Tree of Note - below "Specimen" requirements but a potential tree to save*

Only four of the 18 trees are within the boundary lines of the site. Two of the four trees are not considered specimen. Tree #18 is below specimen tree requirements but is an unusual species and a potential tree to save. As requested by the City Arborist I have noted the two specimen trees that are candidates to be saved by an asterisk (*). They are Tree #17 and Tree #18.

Please let me know if you have any questions or need additional information.

Regards,

Chris Taras
ISA Certified Arborist – International Society of Arboriculture - #SO-304

11/26/18

**TRAFFIC IMPACT STUDY
FOR
NORTHSIDE MEDICAL OFFICE DEVELOPMENT
ALPHARETTA, GEORGIA**



Prepared for:

***Northside Hospital, Inc.
1100 Johnson Ferry Road
Building 1, Suite 400
Atlanta, Georgia 30342***

Prepared By:



A&R Engineering Inc.

2160 Kingston Court, Suite O
Marietta, GA 30067
Tel: (770) 690-9255 Fax: (770) 690-9210
www.areng.com

July 11, 2018
A & R Project # 18-091

TABLE OF CONTENTS

Item	Page
1.0 Introduction	1
2.0 Existing Facilities / Conditions.....	3
2.1 SR 120 (Old Milton Parkway)	3
2.2 Westside Parkway	3
2.3 Park Street.....	3
2.4 Post Office Access Road	3
2.5 Haynes Bridge Road	3
3.0 Study Methodology	4
3.1 Unsignalized Intersections	4
3.2 Signalized Intersections	4
4.0 Existing Traffic Analysis.....	6
4.1 Existing Traffic Operations	6
5.0 Proposed Development	9
5.1 Trip Generation	9
5.1.1 Adjacent Planned Development – Cheely Development.....	9
5.2 Trip Distribution	9
6.0 Future Traffic Analysis (2020)	12
6.1 Future “No-Build” Conditions	12
6.1.1 Annual Traffic Growth.....	12
6.1.2 Nearby Planned Development – Foundry at Avalon Residential Development	12
6.1.3 Nearby Planned Development – Notting Hill Mixed-Use Development.....	12
6.1.4 Future “No-Build” Traffic Operations	15
6.2 Future “Build” Conditions	15
6.2.1 Site Access Configuration.....	15
6.2.2 Future “Build” Traffic Operations	17
6.2.3 Recommendations for Site Mitigation Improvements	17
7.0 Conclusions and Recommendations.....	19
Appendix	

LIST OF TABLES

Item	Page
Table 1 – Level-of-service Criteria for Unsignalized Intersections.....	4
Table 2 – Level-of-service Criteria for Signalized Intersections	5
Table 3 – Existing Intersection Operations	6
Table 4 – Trip Generation	9
Table 5 – Trip Generation (Cheely Development)	9
Table 6 – Future “No-Build” Intersection Operations.....	15
Table 7 – Future “Build” Intersection Operations	17
Table 8 – Future “Build” Intersection Operations (Signal).....	17

LIST OF FIGURES

Item	Page
Figure 1 – Location Map.....	2
Figure 2 – Existing Weekday Peak Hour Volumes.....	7
Figure 3 – Existing Traffic Control and Lane Geometry	8
Figure 4 – Site Plan.....	10
Figure 5 – Outer Leg Trip Distribution and Site-Generated Peak Hour Volumes	11
Figure 6 – Adjacent Development’s Site-Generated Peak Hour Volumes.....	13
Figure 7 – Future (No-Build) Peak Hour Volumes	14
Figure 8 – Future (Build) Peak Hour Volumes.....	16
Figure 9 – Future Traffic Control and Lane Geometry	18

1.0 INTRODUCTION

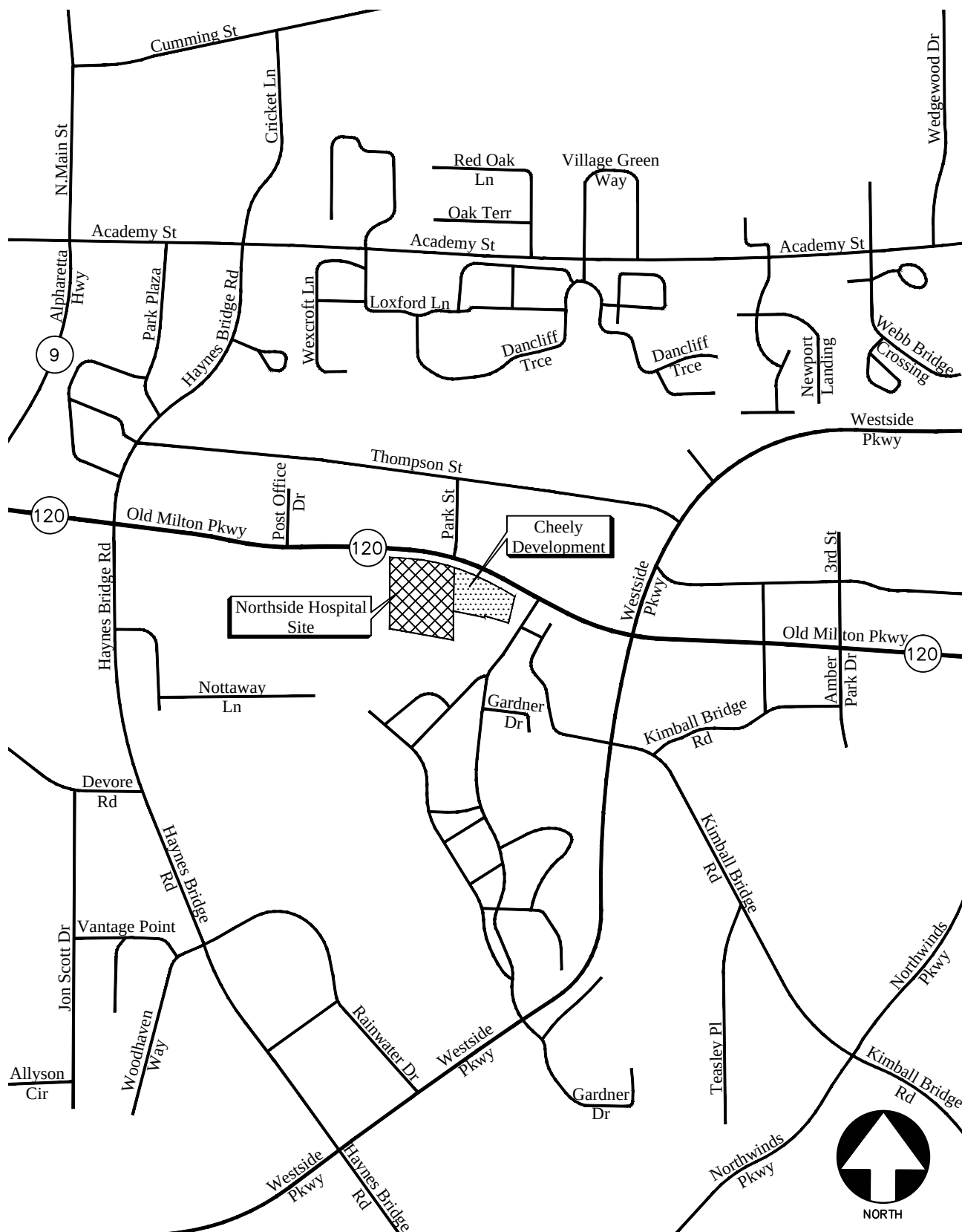
The purpose of this study is to determine the traffic impact that will result from a proposed medical office development located on SR 120 (Old Milton Parkway) at Park Street in Alpharetta, Georgia. The traffic analysis evaluates the current operations compared to the future conditions with the traffic generated by the development. The proposed development will consist of a 60,000 square foot medical office building.



The development proposes one full-access driveway on SR 120 (Old Milton Parkway) aligned with Park Street. The AM and PM peak hours have been analyzed in this study. In addition to the site access point, this study includes the evaluation of traffic operations at the intersections of:

1. SR 120 (Old Milton Parkway) at Westside Parkway
2. SR 120 (Old Milton Parkway) at Park Street
3. SR 120 (Old Milton Parkway) at Post Office Access Road
4. SR 120 (Old Milton Parkway) at Haynes Bridge Road

Recommendations to improve traffic operations have been identified as appropriate and are discussed in detail in the following sections of the report. The location of the development and the surrounding roadway network is shown in Figure 1.



LOCATION MAP

FIGURE 1

A&R Engineering Inc.

2.0 EXISTING FACILITIES / CONDITIONS

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

2.1 SR 120 (Old Milton Parkway)

SR 120 (Old Milton Parkway) is an east-west, six-lane, median-divided roadway with a posted speed limit of 45 mph in the vicinity of the site. GDOT traffic counts (Station IDs 1210308 & 1210310) indicate that the daily traffic volume on SR 120 (Old Milton Parkway) in 2016 was 40,200 vehicles per day east of Haynes Bridge Road and 38,700 vehicles per day east of Amber Park Drive. GDOT classifies SR 120 (Old Milton Parkway) as a Principal Arterial roadway.

2.2 Westside Parkway

Westside Parkway is a north-south, four-lane, divided roadway with a posted speed limit of 40 mph in the vicinity of the site. GDOT traffic counts (Station ID 1210938) indicate that the daily traffic volume on Westside Parkway in 2016 was 13,500 vehicles per day to the east of Encore Parkway. GDOT classifies Westside Parkway as a Minor Arterial roadway.

2.3 Park Street

Park Street is a north-south, two-lane, undivided roadway with no posted speed limit in the vicinity of the site.

2.4 Post Office Access Road

The Post Office access road is a north-south, two-lane, undivided roadway with no posted speed limit in the vicinity of the site.

2.5 Haynes Bridge Road

Haynes Bridge Road is a north-south two-lane roadway with a posted speed limit of 25 mph north of SR 120 (Old Milton Parkway). South of SR 120 (Old Milton Parkway), Haynes Bridge Road is a six-lane, divided roadway with a posted speed limit of 45 mph. GDOT traffic counts (Station ID 1210824) indicate that the daily traffic volume on Haynes Bridge Road in 2016 was 24,900 vehicles per day north of Westside Parkway. GDOT classifies Haynes Bridge Road as a Minor Arterial roadway.

3.0 STUDY METHODOLOGY

In this study, the methodology used for evaluating traffic operations at each of the subject intersections is based on the criteria set forth in the Transportation Research Board's Highway Capacity Manual, 2010 edition (HCM 2010). At specific intersections in which HCM 2010 is unable to report results or where U-Turns are present, HCM 2000 will be used instead. Synchro software, which utilizes the HCM methodology, was used for the analysis. The following is a description of the methodology employed for the analysis of unsignalized and signalized intersections.

3.1 Unsignalized Intersections

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

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

TABLE 1 — LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS	
Level-of-service	Average Delay (sec)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Source: 2000 and 2010 Highway Capacity Manual

3.2 Signalized Intersections

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

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

TABLE 2 — LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS	
Level-of-service	Average Control Delay (sec)
A	≤ 10
B	$> 10 \text{ and } \leq 20$
C	$> 20 \text{ and } \leq 35$
D	$> 35 \text{ and } \leq 55$
E	$> 55 \text{ and } \leq 80$
F	> 80

Source: 2000 and 2010 Highway Capacity Manual

4.0 EXISTING TRAFFIC ANALYSIS

Existing traffic counts and intersection geometric data were obtained at the following study intersections:

1. SR 120 (Old Milton Parkway) at Westside Parkway
2. SR 120 (Old Milton Parkway) at Park Street
3. SR 120 (Old Milton Parkway) at Post Office Access Road
4. SR 120 (Old Milton Parkway) at Haynes Bridge Road

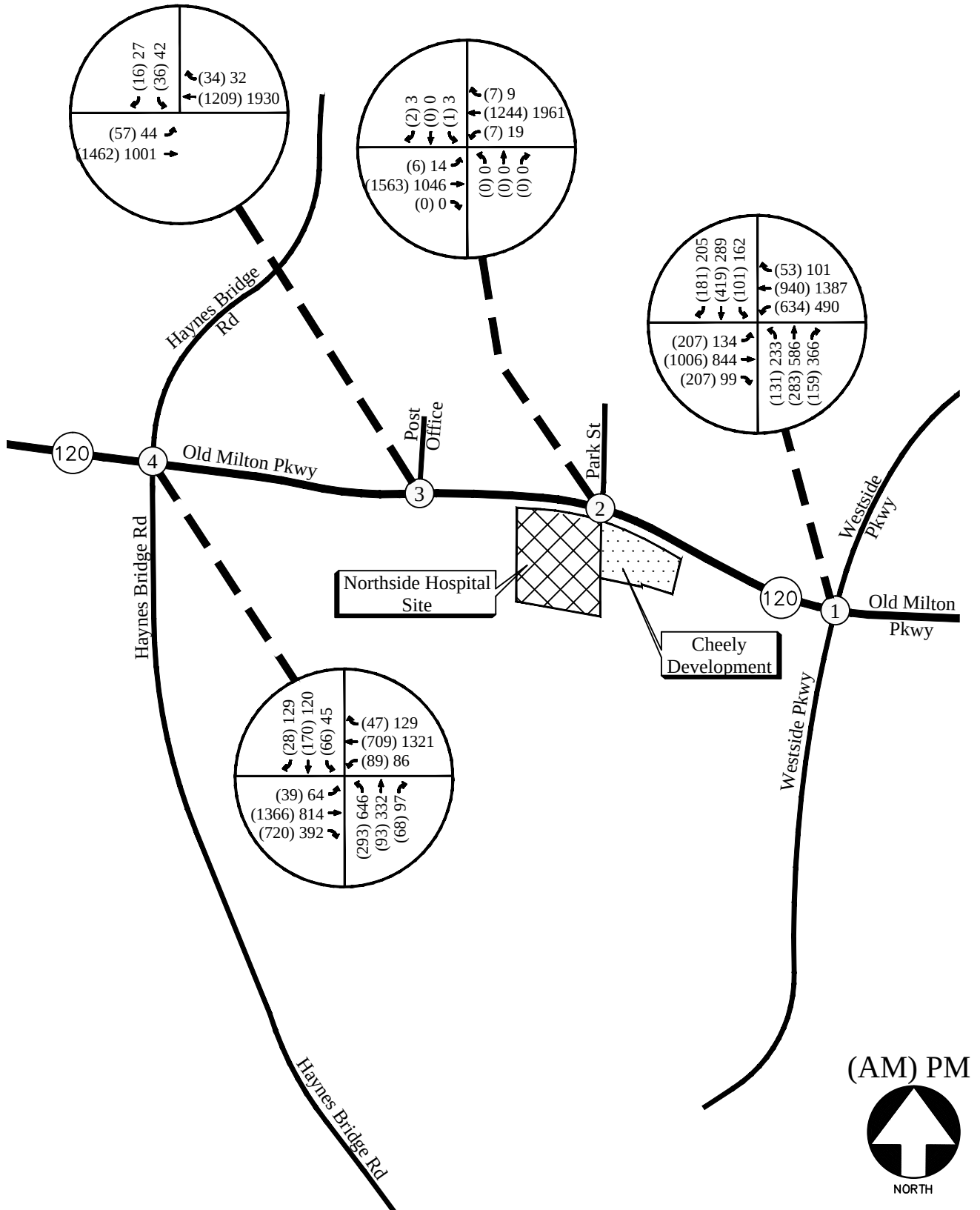
Turning movement counts were collected on Wednesday, June, 20, 2018. All turning movement counts were recorded during the AM and PM peak hours between 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., respectively. The four consecutive 15-minute interval volumes that summed to produce the highest volume at the intersections were then determined. As these counts were collected during summer vacation for schools, seasonal factors were applied using November 2017 collected by the City of Alpharetta. The seasonal factors were applied to each study intersection where appropriate, and the seasonally adjusted existing 2018 peak hour volumes are shown in Figure 2.

4.1 Existing Traffic Operations

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

TABLE 3 — EXISTING INTERSECTION OPERATIONS				
Intersection		Traffic Control	AM Peak Hour	PM Peak Hour
			LOS (Delay)	LOS (Delay)
1	<u>SR 120 @ Westside Pkwy</u>	Signalized	<u>D (54.8)</u>	<u>D (53.8)</u>
	-Eastbound Approach		D (38.8)	B (13.1)
	-Westbound Approach		D (53.4)	E (57.3)
	-Northbound Approach		E (69.8)	F (87.5)
	-Southbound Approach		F (85.8)	E (68.8)
2	<u>SR 120 @ Park St</u>	Stop-Controlled on SB Approach	C (17.8)	E (38.9)
	-Eastbound Left		A (0.0)	A (0.0)
	-Westbound U-Turn		C (23.6)	F (111.0)
	-Southbound Approach			
3	<u>SR 120 @ Post Office Access Rd</u>	Signalized	<u>A (2.0)</u>	<u>A (2.6)</u>
	-Eastbound Approach		A (0.2)	A (0.2)
	-Westbound Approach		A (0.4)	A (0.8)
	-Southbound Approach		E (78.3)	E (79.1)
4	<u>SR 120 @ Haynes Bridge Rd</u>	Signalized	<u>C (31.1)</u>	<u>D (38.2)</u>
	-Eastbound Approach		C (21.9)	D (35.9)
	-Westbound Approach		A (9.8)	B (11.7)
	-Northbound Approach		E (72.7)	E (65.9)
	-Southbound Approach		F (86.8)	F (84.6)

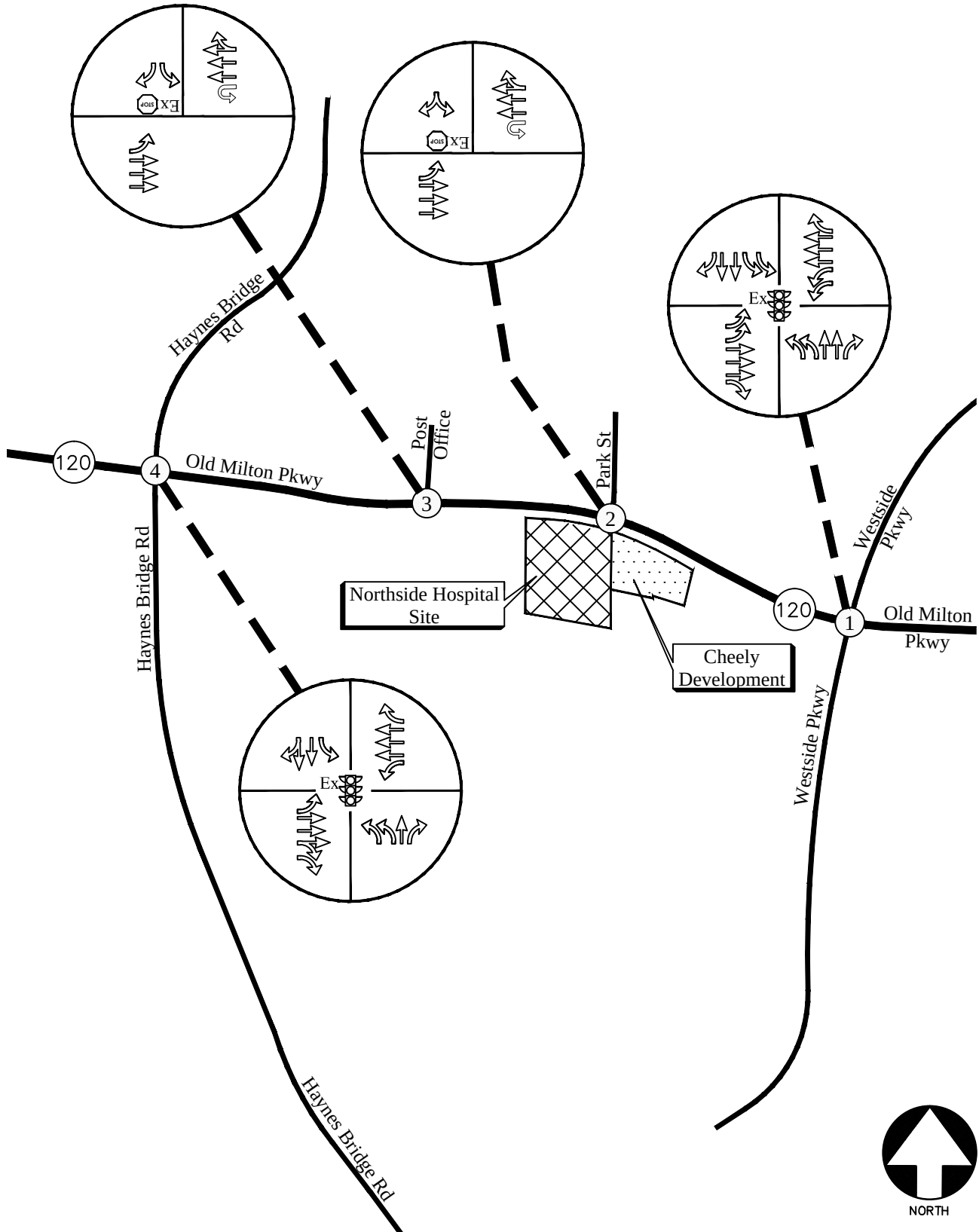
The results of the existing conditions analysis indicate that the eastbound left and Park Street (southbound) approach are operating below an acceptable level-of-service in the PM peak hour. These areas are addressed in the Future Traffic Analysis section of this report.



SEASONALLY ADJUSTED EXISTING 2018 PEAK HOUR
VOLUMES

FIGURE 2
A&R Engineering Inc.

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



EXISTING TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 3

A&R Engineering Inc.

5.0 PROPOSED DEVELOPMENT

The proposed site will be located on SR 120 (Old Milton Parkway) at Park Street in Alpharetta, Georgia. The development will consist of 60,000 square feet of medical office space and proposes one full-access driveway on SR 120 (Old Milton Parkway) aligned with Park Street. A site plan is shown in Figure 4.

5.1 Trip Generation

Trip generation estimates for the project were based on the rates and equations published in the 10th edition of the Institute of Transportation Engineers (ITE) Trip Generation report. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE Land Use: 720 – *Medical-Dental Office Building*. The calculated total trip generation for the proposed development is shown in Table 4.

TABLE 4 – TRIP GENERATION								
Land Use	Size	AM Peak Hour			PM Peak Hour			24-Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
ITE 720 – Medical Office Building	60,000 sf	111	31	142	58	147	205	2,218

5.1.1 Adjacent Planned Development – Cheely Development

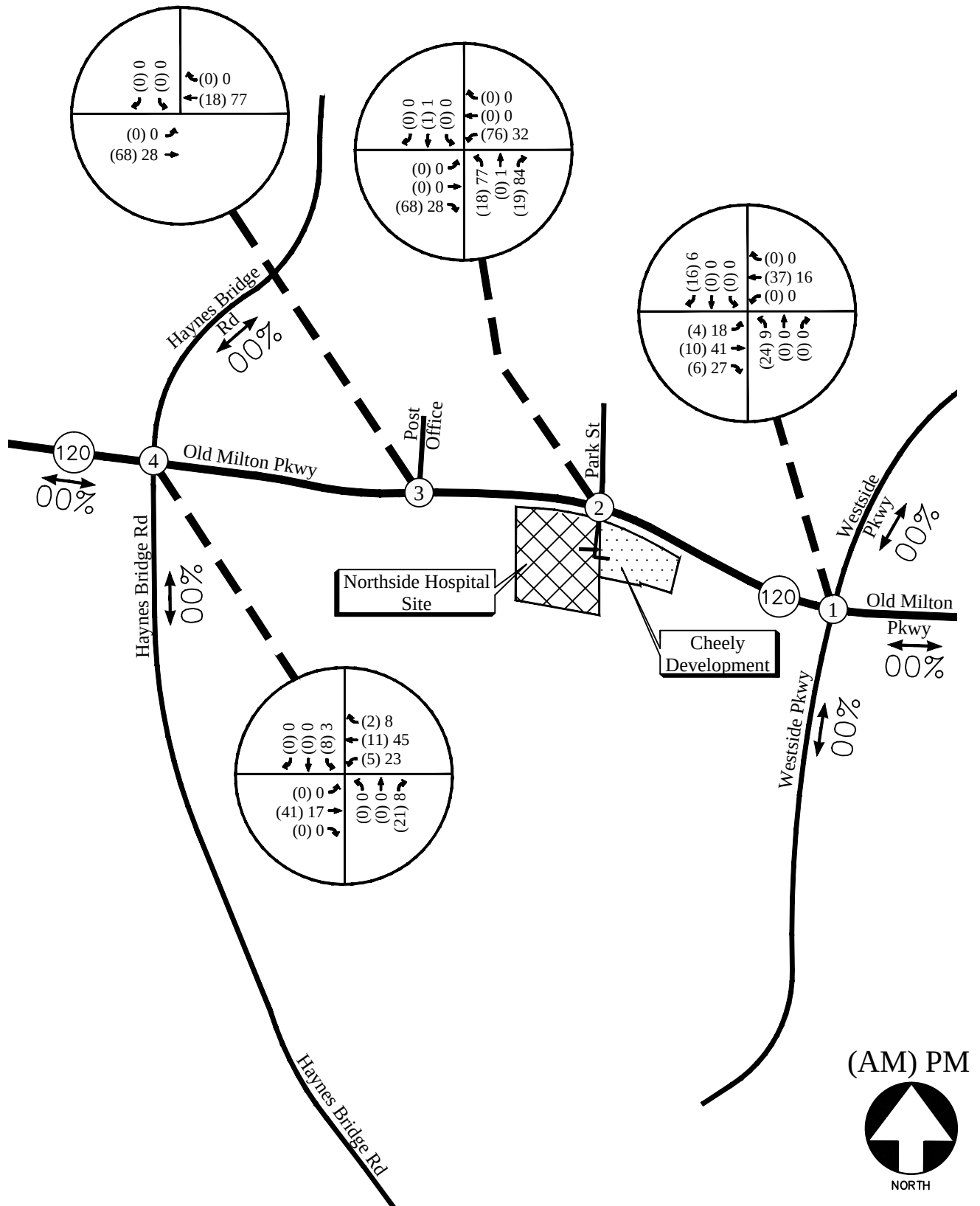
There is a planned development adjacent to the Northside medical office development, which will be referred to as the “Cheely Development”. The site will consist of 15,000 square feet of office space and proposes to use the same access point on SR 120 (Old Milton Parkway) aligned with Park Street. Traffic from this development was included in the analysis for the Future “Build” conditions with the same assumed outer leg distribution as the Northside development. The calculated total trip generation for the Cheely development is shown in Table 5 below.

TABLE 5 – TRIP GENERATION (CHEELY DEVELOPMENT)								
Land Use	Size	AM Peak Hour			PM Peak Hour			24-Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
ITE 710 – General Office Building	15,000 sf	35	6	41	3	16	19	168

5.2 Trip Distribution

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

Figure 4 – Site Plan



OUTER LEG TRIP DISTRIBUTION AND SITE-GENERATED
PEAK HOUR VOLUMES

FIGURE 5
A&R Engineering Inc.

6.0 FUTURE TRAFFIC ANALYSIS (2020)

The future traffic operations are analyzed for the “No-Build” and “Build” conditions. This provides a basis of reference for determining both the contribution of the site to overall traffic conditions and the additional improvements needed to provide sufficient site access and capacity for passing traffic. Improvements that are identified as “System Improvements” address deficiencies that are found within the existing road network prior to any impacts from the proposed development’s added traffic. Improvements that are identified as “Site Mitigation Improvements” address further impacts that are a result of the proposed development’s added traffic.

6.1 Future “No-Build” Conditions

The “No-Build” (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future “No-Build” volumes consist of the existing traffic volumes (Figure 2) plus increases for annual growth of through traffic and added traffic from other nearby planned developments.

6.1.1 Annual Traffic Growth

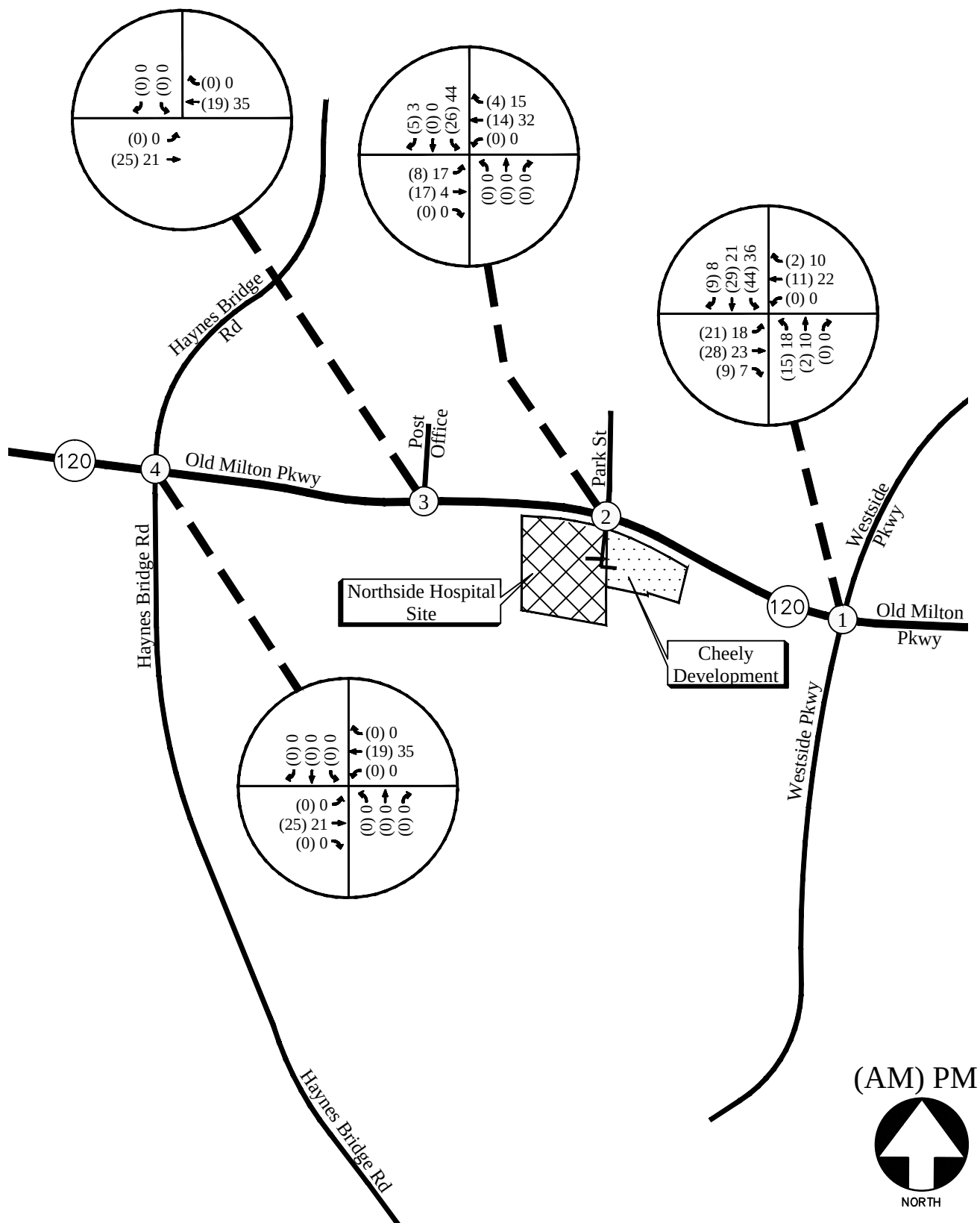
In order to evaluate future traffic operations in this area, a projection of normal traffic growth was applied to the existing volumes. After discussions with the City of Alpharetta, a growth factor of 1% was used to account for the most recent two years of growth in traffic. This growth factor was applied to the existing traffic volumes between collector and arterial roadways in order to estimate the future year traffic volumes prior to the addition of site-generated traffic.

6.1.2 Nearby Planned Development – Foundry at Avalon Residential Development

There is a planned residential development to be located in the northeast corner of the intersection of SR 120 (Old Milton Parkway) at Park Street. The site will consist of 88 townhomes and 25 single-family homes and proposes an access point on Park Street. Projected traffic from this development was included in the analysis of the Future “No-Build” and “Build” conditions.

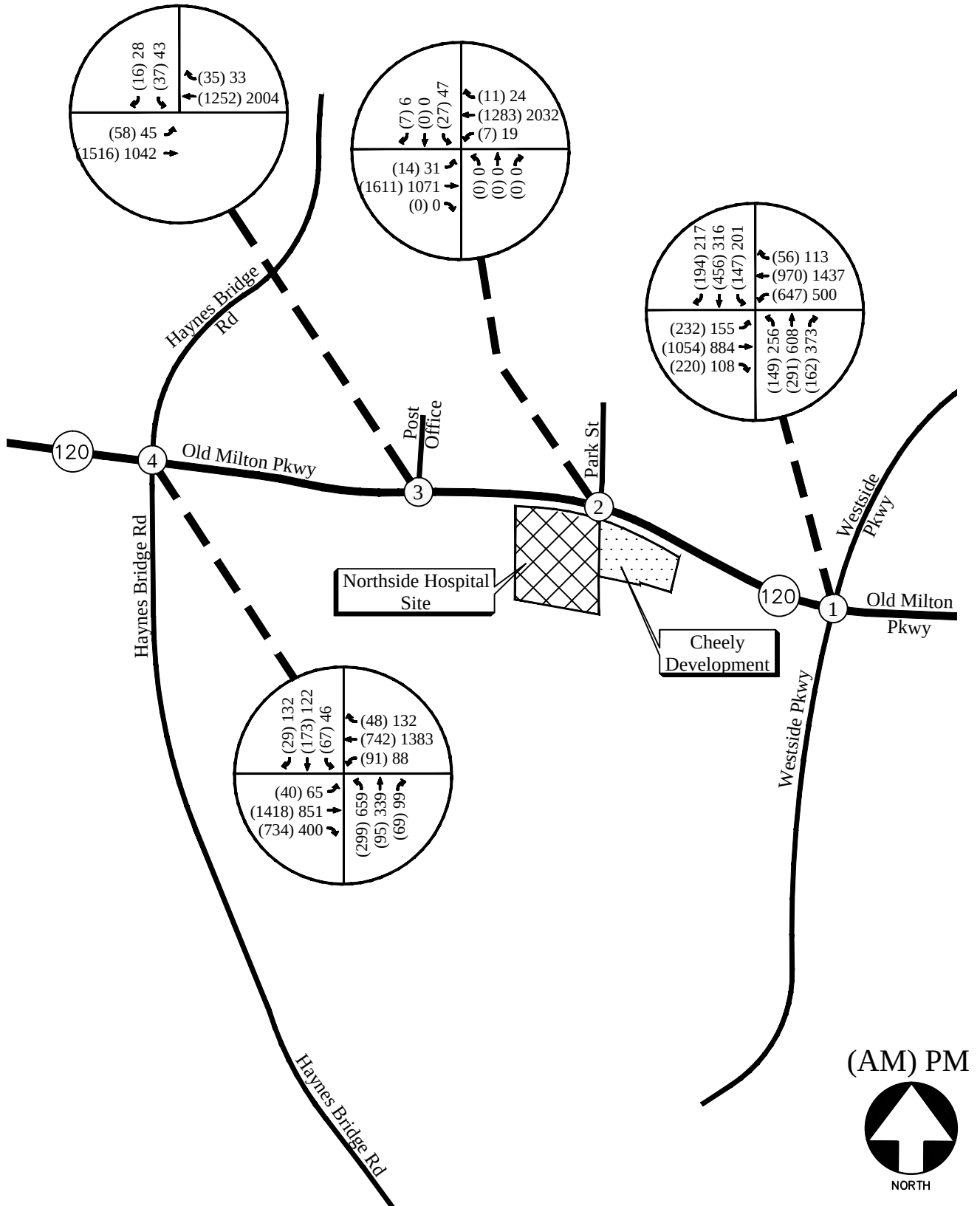
6.1.3 Nearby Planned Development – Notting Hill Mixed-Use Development

There is a planned mixed-use development located in the northwest corner of the intersection of SR 120 (Old Milton Parkway) at Park Street. The site will consist of 42 stacked flats and a 40,000 square foot office building and proposes an access point on Park Street. Projected traffic from this development was included in the analysis of the Future “No-Build” and “Build” conditions. The AM and PM peak hour new traffic generated by the planned adjacent developments is shown in Figure 6. The total Future “No-Build” traffic volumes are shown in Figure 7. A “System Improvement” recommendation found in the traffic study for this development is to install permissive + overlap signal phasing on all right turn approaches at the intersection of SR 120 (Old Milton Parkway) at Westside Parkway. This improvement was implemented on the more critical northbound, southbound, and eastbound approaches in the Future “No-Build” and “Build” conditions.



ADJACENT DEVELOPMENT'S SITE-GENERATED PEAK
HOUR VOLUMES

FIGURE 6
A&R Engineering Inc.



FUTURE (NO-BUILD) PEAK HOUR VOLUMES

FIGURE 7

A&R Engineering Inc.

6.1.4 Future “No-Build” Traffic Operations

The future “No-Build” traffic operations were analyzed using the volumes in Figure 7 as well as the previously recommended improvements, and the results are shown in Table 6 below.

TABLE 6 – FUTURE “NO-BUILD” INTERSECTION OPERATIONS			
Intersection		LOS (Delay)	
		AM Peak	PM Peak
1	<u>SR 120 @ Westside Pkwy</u>	<u>D (53.6)</u>	<u>D (51.6)</u>
	-Eastbound Approach	D (39.1)	B (15.5)
	-Westbound Approach	D (52.7)	D (52.1)
	-Northbound Approach	E (62.2)	F (81.9)
	-Southbound Approach	E (77.7)	E (56.8)
2	<u>SR 120 @ Park St</u>		
	-Eastbound Left	C (18.9)	F (52.0)
	-Westbound U-Turn	A (0.0)	A (0.0)
	-Southbound Approach	F (58.2)	F (**)
3	<u>SR 120 @ Post Office Access Rd</u>	<u>A (2.0)</u>	<u>A (2.6)</u>
	-Eastbound Approach	A (0.2)	A (0.2)
	-Westbound Approach	A (0.4)	A (0.9)
	-Southbound Approach	E (78.6)	E (79.5)
4	<u>SR 120 @ Haynes Bridge Rd</u>	<u>C (31.2)</u>	<u>D (38.6)</u>
	-Eastbound Approach	C (22.6)	D (36.8)
	-Westbound Approach	A (9.7)	B (12.8)
	-Northbound Approach	E (72.8)	E (65.9)
	-Southbound Approach	F (87.2)	F (84.8)

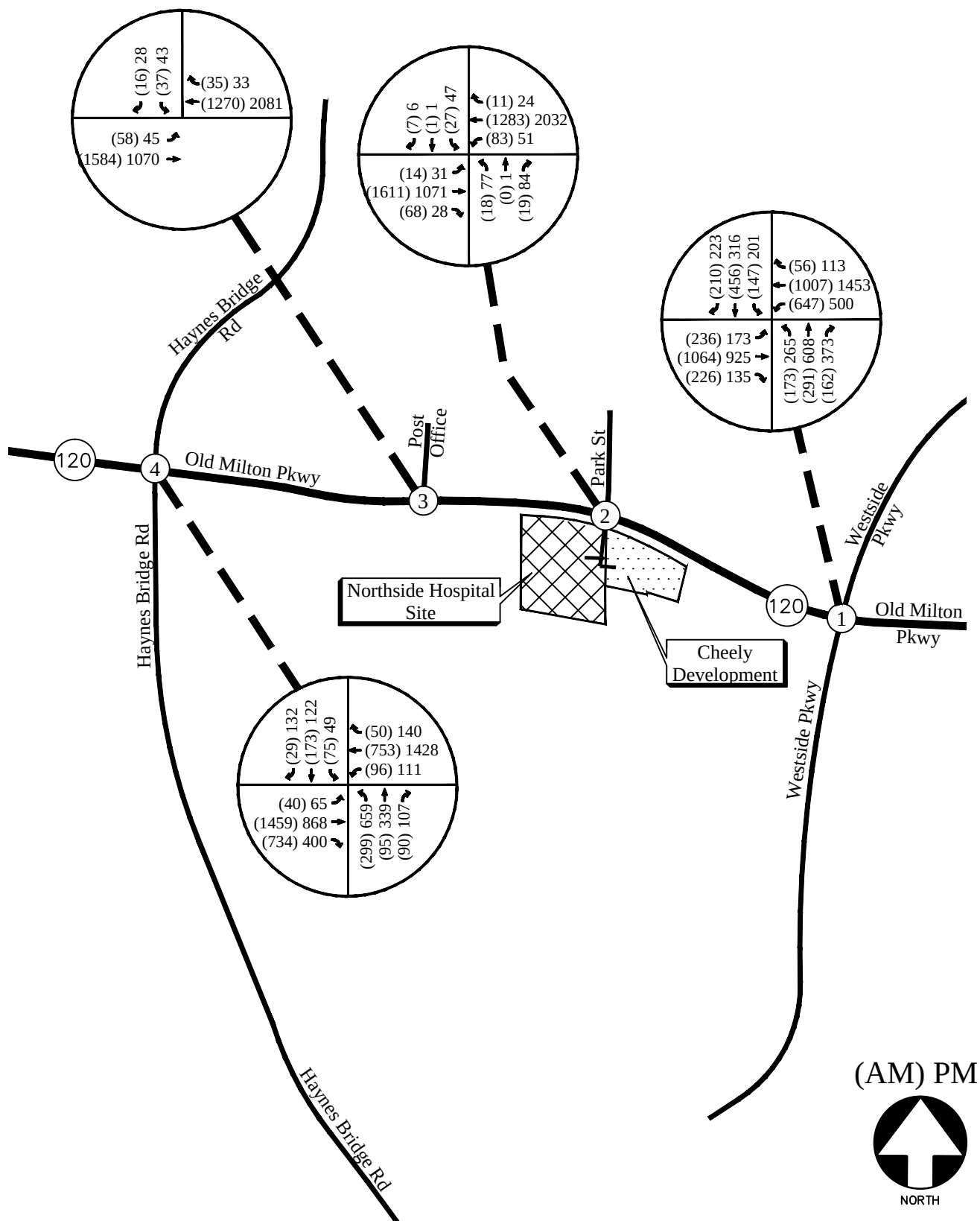
6.2 Future “Build” Conditions

The “Build” or post-development conditions include the estimated background traffic from the “No-Build” conditions plus the added traffic from the proposed development. The “Build” conditions are evaluated to determine effectiveness of the recommended system and site mitigation improvements. The additional traffic volumes from the site (Figure 5) were added to base traffic volumes (Figure 7) to calculate the future traffic volumes after the construction of the development. These total future traffic volumes are shown in Figure 8.

6.2.1 Site Access Configuration

The following access configuration was utilized when modeling the proposed site driveway intersection:

- Site Driveway on SR 120 (Old Milton Parkway)
 - o This driveway will consist of one entering and two exiting lanes.
 - o The intersection is planned to be signalized as part of construction of the development. Preliminary signal warrants indicate that after construction of the proposed development and adjacent developments, signal warrants will be met for the peak hours. A full signal warrant study is to follow.
 - o Entering left turn movements will be made from the existing westbound U-Turn lane on SR 120 (Old Milton Parkway).
 - o It is recommended an eastbound right turn lane be installed on SR 120 (Old Milton Parkway) per GDOT standards for entering traffic. (See Appendix)



FUTURE (BUILD) PEAK HOUR VOLUMES

FIGURE 8

A&R Engineering Inc.

6.2.2 Future “Build” Traffic Operations

The “Build” conditions are evaluated to determine effectiveness of the recommended system and site mitigation improvements. Recommendations on traffic control and lane geometry are shown graphically in Figure 9.

TABLE 7 — FUTURE “BUILD” INTERSECTION OPERATIONS			
Intersection		LOS (Delay)	
		NO IMPROVEMENTS	
		AM Peak	PM Peak
1	<u>SR 120 @ Westside Pkwy</u>	<u>D (53.7)</u>	<u>D (51.1)</u>
	-Eastbound Approach	D (40.2)	B (15.9)
	-Westbound Approach	D (52.4)	D (52.0)
	-Northbound Approach	E (61.8)	F (82.1)
	-Southbound Approach	E (77.0)	E (56.9)
2	<u>SR 120 @ Park St/Site Drwy</u>		
	-Eastbound Left	C (18.9)	F (52.0)
	-Westbound Left/U-Turn	Not Defined	Volume Exceeds Capacity
	-Northbound Approach	F (61.3)	F (135.2)
	-Southbound Approach	F (93.7)	F (**)
3	<u>SR 120 @ Post Office Access Rd</u>	<u>A (2.0)</u>	<u>A (2.6)</u>
	-Eastbound Approach	A (0.2)	A (0.2)
	-Westbound Approach	A (0.4)	A (1.0)
	-Southbound Approach	E (78.6)	E (79.5)
4	<u>SR 120 @ Haynes Bridge Rd</u>	<u>C (31.5)</u>	<u>D (40.4)</u>
	-Eastbound Approach	C (23.1)	D (36.8)
	-Westbound Approach	B (10.2)	B (17.9)
	-Northbound Approach	E (73.0)	E (66.1)
	-Southbound Approach	F (87.0)	F (84.8)

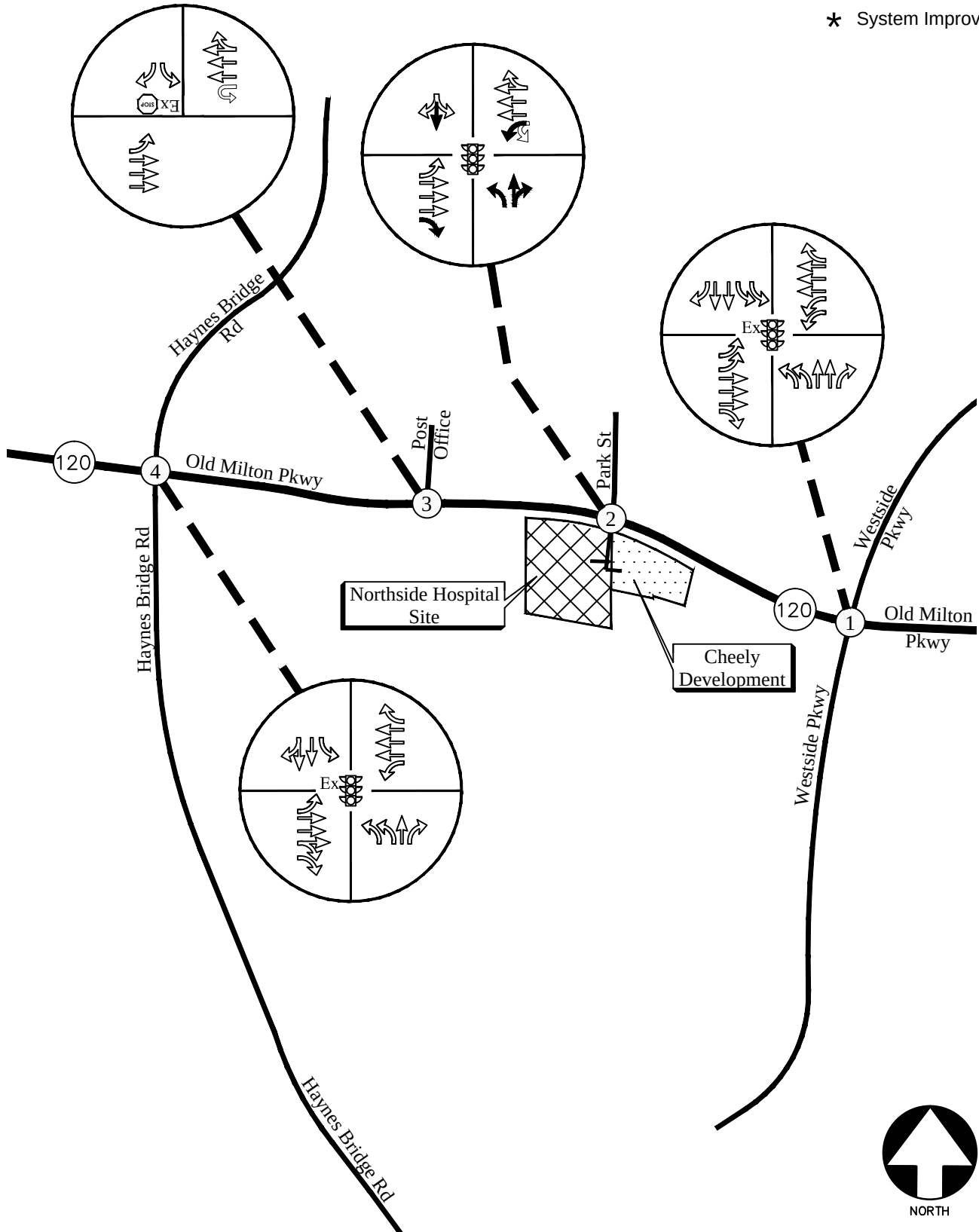
6.2.3 Recommendations for Site Mitigation Improvements

Improvements that are identified as mitigation improvements address deficiencies that are caused by site traffic and can be identified as related to the proposed development. Although only warranted for the peak hours, the “Build” conditions were analyzed for a signalized control at the intersection of SR 120 (Old Milton Parkway) at Park Street/Site Driveway. The operations with this improvement at the intersection are shown in Table 8 below.

TABLE 8 — FUTURE “BUILD” INTERSECTION OPERATIONS (SIGNAL)		
Intersection	LOS (Delay)	
	AM Peak	PM Peak
<u>SR 120 @ Park Street/Site Driveway</u>	<u>A (3.3)</u>	<u>A (7.2)</u>
-Eastbound Approach	A (0.3)	A (3.3)
-Westbound Approach	A (2.4)	A (0.9)
-Northbound Approach	E (73.7)	E (59.5)
-Southbound Approach	E (78.2)	E (73.2)

LEGEND

- | | | | |
|--|--------------------------|---|--------------------------|
| Ex  | Existing Signed Approach |  | Proposed Signed Approach |
|  | Existing Lane Geometry |  | Proposed Lane Geometry |
| Ex  | Existing Traffic Signal |  | Proposed Traffic Signal |
| | |  | System Improvement |



FUTURE TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 9

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7.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the added traffic from a proposed medical office development located on SR 120 (Old Milton Parkway) at Park Street in Alpharetta, Georgia. The development will consist of a 60,000 square foot medical office building.

The development proposes one full-access driveway on SR 120 (Old Milton Parkway) aligned with Park Street. Existing and future operations after completion of the project were analyzed at the intersections of:

1. SR 120 (Old Milton Parkway) at Westside Parkway
2. SR 120 (Old Milton Parkway) at Park Street
3. SR 120 (Old Milton Parkway) at Post Office Access Road
4. SR 120 (Old Milton Parkway) at Haynes Bridge Road

The analysis included the evaluation of Future operations for the “No-Build” and “Build” conditions, both of which account for increases in annual growth of through traffic and added traffic from other nearby planned developments. The results of the analysis are listed below:

7.1 System Improvements for “No-Build” Conditions

A “System Improvement” recommendation found in the traffic study for this development is to install permissive + overlap signal phasing on all right turn approaches at the intersection of SR 120 (Old Milton Parkway) at Westside Parkway. This improvement was implemented on the more critical northbound, southbound, and eastbound approaches in the Future “No-Build” and “Build” conditions.

7.2 Site Access Configuration

The following access configuration was utilized when modeling the proposed site driveway intersection:

- Site Driveway on SR 120 (Old Milton Parkway)
 - o This driveway will consist of one entering and two exiting lanes.
 - o The intersection is planned to be signalized as part of construction of the development. Preliminary signal warrants indicate that after construction of the proposed development and adjacent developments, signal warrants will be met for the peak hours. A full signal warrant study is to follow.
 - o Entering left turn movements will be made from the existing westbound U-Turn lane on SR 120 (Old Milton Parkway).
 - o It is recommended an eastbound right turn lane be installed on SR 120 (Old Milton Parkway) per GDOT standards for entering traffic. (See Appendix)

7.3 Site Mitigation Improvements for “Build” Conditions

Improvements that are identified as mitigation improvements address deficiencies that are caused by site traffic and can be identified as related to the proposed development. Although only warranted for the peak hours, it is recommended a signal be installed at the intersection of SR 120 (Old Milton Parkway) at Park Street/Site Driveway in order to improve overall delays during peak hours.

Appendix

Existing Intersection Traffic Counts	
Existing Intersection Analysis.....	
GDOT Right Turn Lane Analysis.....	
Future “No-Build” Intersection Analysis	
Future “Build” Intersection Analysis	
Future “Build” Improved Intersection Analysis	
Traffic Volume Worksheets	

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EXISTING INTERSECTION TRAFFIC COUNTS

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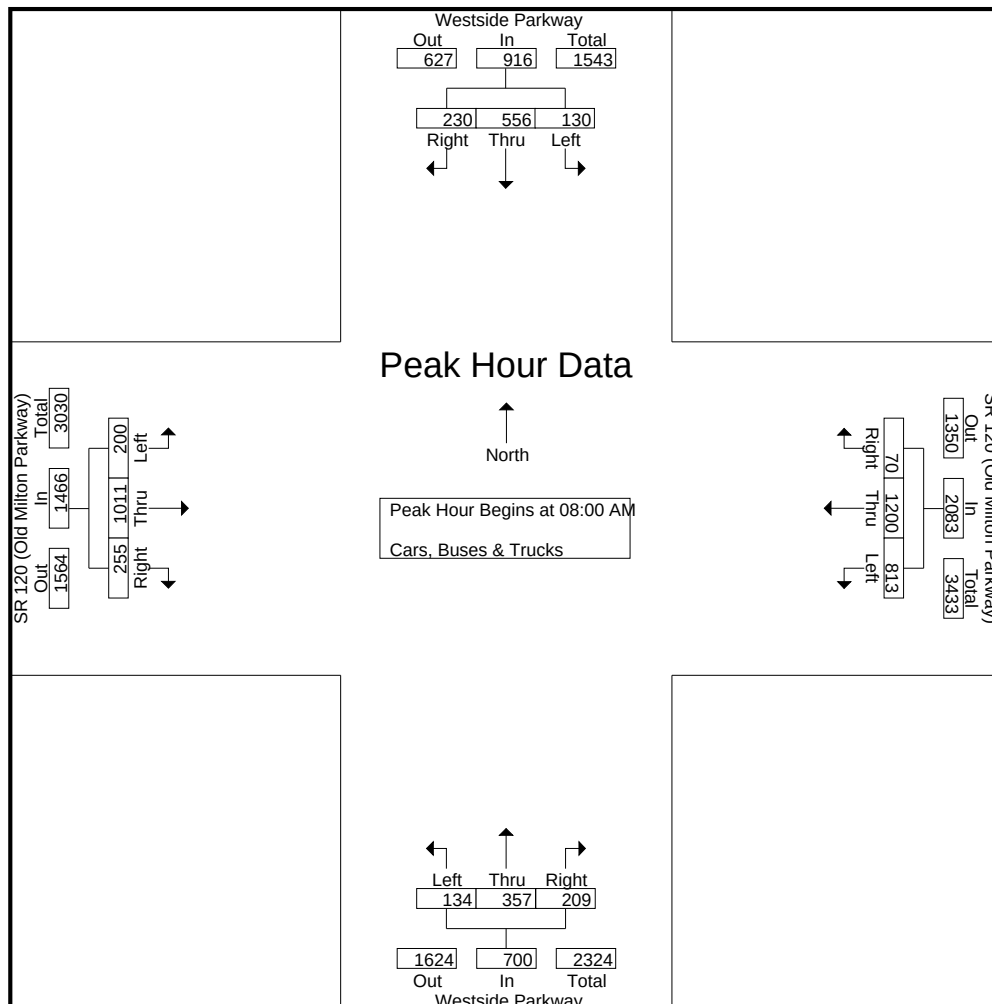
File Name : 20180142

Site Code : 20180142

Start Date : 6/20/2018

Page No : 2

	Westside Parkway Northbound				Westside Parkway Southbound				SR 120 (Old Milton Parkway) Eastbound				SR 120 (Old Milton Parkway) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	34	76	52	162	37	122	52	211	52	265	67	384	217	300	16	533	1290
08:15 AM	34	87	55	176	31	133	65	229	48	258	60	366	220	303	16	539	1310
08:30 AM	35	96	49	180	35	145	58	238	52	243	65	360	209	295	20	524	1302
08:45 AM	31	98	53	182	27	156	55	238	48	245	63	356	167	302	18	487	1263
Total Volume	134	357	209	700	130	556	230	916	200	1011	255	1466	813	1200	70	2083	5165
% App. Total	19.1	51	29.9		14.2	60.7	25.1		13.6	69	17.4		39	57.6	3.4		
PHF	.957	.911	.950	.962	.878	.891	.885	.962	.962	.954	.951	.954	.924	.990	.875	.966	.986



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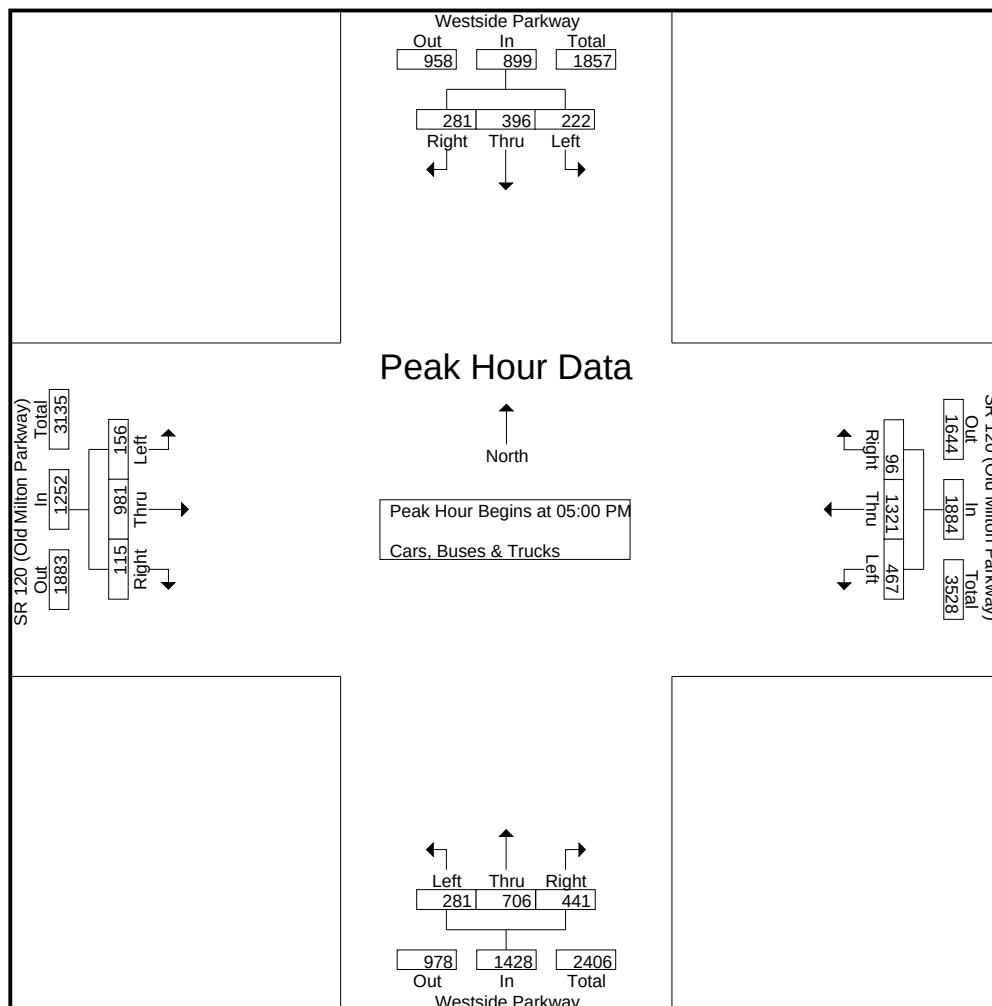
File Name : 20180142

Site Code : 20180142

Start Date : 6/20/2018

Page No : 3

	Westside Parkway Northbound				Westside Parkway Southbound				SR 120 (Old Milton Parkway) Eastbound				SR 120 (Old Milton Parkway) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	66	167	107	340	47	104	59	210	42	245	37	324	109	331	24	464	1338
05:15 PM	77	169	117	363	48	96	79	223	45	256	31	332	117	339	23	479	1397
05:30 PM	72	175	111	358	62	97	65	224	37	245	25	307	125	335	20	480	1369
05:45 PM	66	195	106	367	65	99	78	242	32	235	22	289	116	316	29	461	1359
Total Volume	281	706	441	1428	222	396	281	899	156	981	115	1252	467	1321	96	1884	5463
% App. Total	19.7	49.4	30.9		24.7	44	31.3		12.5	78.4	9.2		24.8	70.1	5.1		
PHF	.912	.905	.942	.973	.854	.952	.889	.929	.867	.958	.777	.943	.934	.974	.828	.981	.978



November 2017 Traffic Counts (From City of Alpharetta)

Start Time	Westside Parkway Northbound			Westside Parkway Southbound			SR 120 (Old Milton Parkway) Eastbound			SR 120 (Old Milton Parkway) Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
AM	90	341	138	105	492	94	220	956	227	552	1011	47
PM	189	702	289	158	396	98	215	799	49	399	1419	132
	Total			Total			Total			Total		
	569			691			1403			1610		
	1180			652			1063			1950		

4273 AM Total
4845 PM Total
9118 Int. Total

November 2018 Traffic Counts (With 1 year of growth)

Start Time	Westside Parkway Northbound			Westside Parkway Southbound			SR 120 (Old Milton Parkway) Eastbound			SR 120 (Old Milton Parkway) Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
AM	91	344	139	106	497	95	222	966	229	558	1021	47
PM	191	709	292	160	400	99	217	807	49	403	1433	133
	Total			Total			Total			Total		
	574			698			1417			1626		
	1192			659			1073			1969		

4315 AM Total
4893 PM Total
9208 Int. Total

1.0% Growth Rate (2017-2018)

June 20, 2018 Traffic Counts

Start Time	Westside Parkway Northbound			Westside Parkway Southbound			SR 120 (Old Milton Parkway) Eastbound			SR 120 (Old Milton Parkway) Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
AM	139	301	169	114	471	203	197	958	197	803	1190	67
PM	281	706	441	222	396	281	156	981	115	467	1321	96
	Total			Total			Total			Total		
	609			788			1352			2060		
	1428			899			1252			1884		

4809 AM Total
5463 PM Total
10272 Int. Total

% Increase Decrease

Start Time	Westside Parkway Northbound			Westside Parkway Southbound			SR 120 (Old Milton Parkway) Eastbound			SR 120 (Old Milton Parkway) Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
AM	-35%	14%	-18%	-7%	6%	-53%	13%	1%	16%	-31%	-14%	-30%
PM	-32%	0%	-34%	-28%	1%	-65%	39%	-18%	-57%	-14%	8%	39%
	Total			Total			Total			Total		
	-6%			-11%			5%			-21%		
	-17%			-27%			-14%			5%		

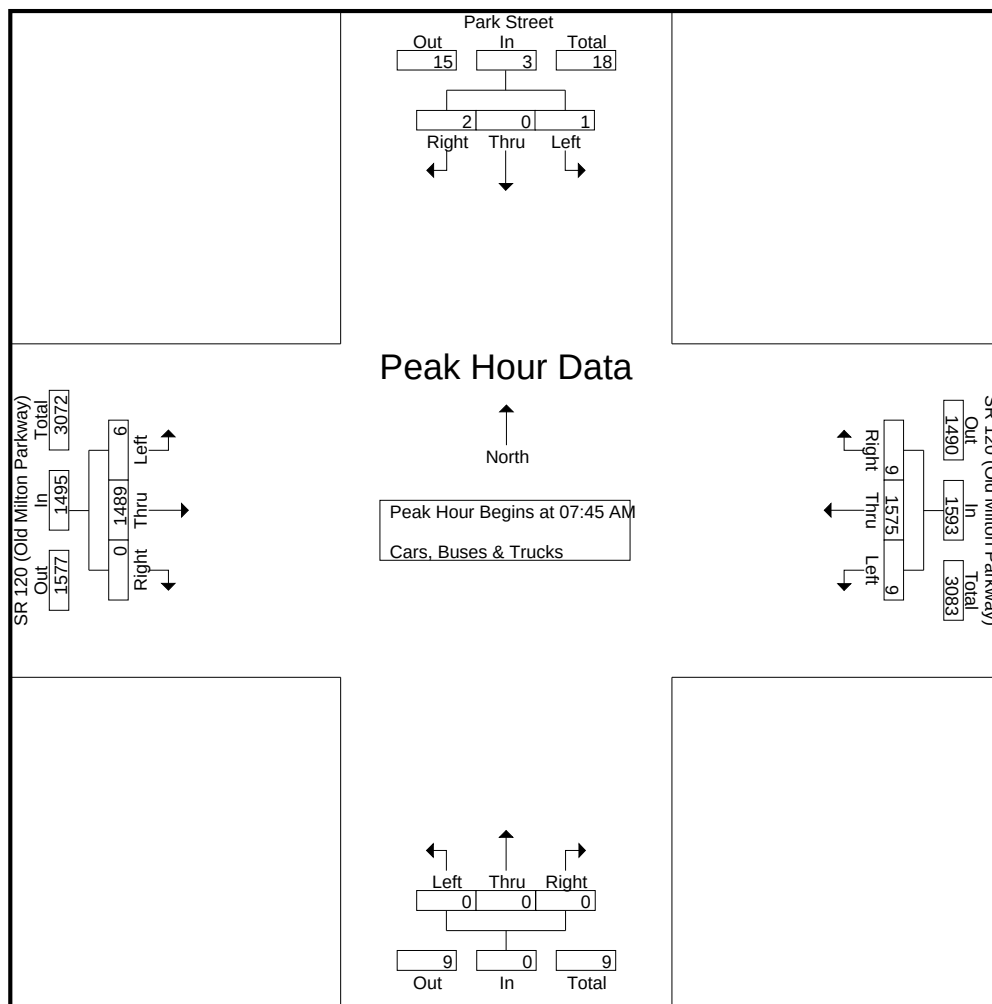
-11% AM %
-12% PM %
-11% Int. %

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File Name : 20180143
 Site Code : 20180143
 Start Date : 6/20/2018
 Page No : 3

	Northbound				Park Street Southbound				SR 120 (Old Milton Parkway) Eastbound				SR 120 (Old Milton Parkway) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	365	0	365	0	392	0	392	757
08:00 AM	0	0	0	0	0	0	1	1	1	383	0	384	4	393	1	398	783
08:15 AM	0	0	0	0	1	0	0	1	2	375	0	377	5	398	5	408	786
08:30 AM	0	0	0	0	0	0	1	1	3	366	0	369	0	392	3	395	765
Total Volume	0	0	0	0	1	0	2	3	6	1489	0	1495	9	1575	9	1593	3091
% App. Total	0	0	0		33.3	0	66.7		0.4	99.6	0		0.6	98.9	0.6		
PHF	.000	.000	.000	.000	.250	.000	.500	.750	.500	.972	.000	.973	.450	.989	.450	.976	.983

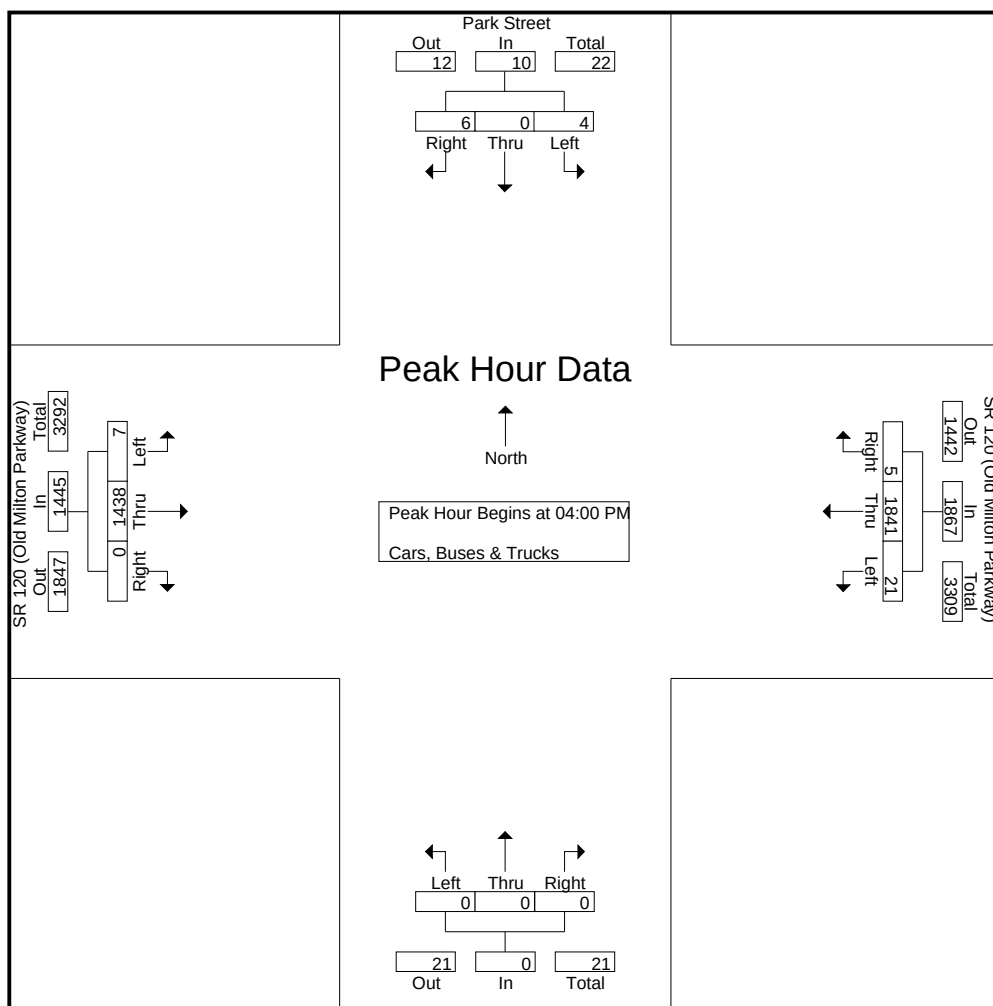


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File Name : 20180143
Site Code : 20180143
Start Date : 6/20/2018
Page No : 4

	Northbound				Park Street Southbound				SR 120 (Old Milton Parkway) Eastbound				SR 120 (Old Milton Parkway) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	1	0	1	2	1	349	0	350	5	467	3	475	827
04:15 PM	0	0	0	0	1	0	2	3	6	385	0	391	6	463	1	470	864
04:30 PM	0	0	0	0	1	0	2	3	0	365	0	365	0	454	0	454	822
04:45 PM	0	0	0	0	1	0	1	2	0	339	0	339	10	457	1	468	809
Total Volume	0	0	0	0	4	0	6	10	7	1438	0	1445	21	1841	5	1867	3322
% App. Total	0	0	0		40	0	60		0.5	99.5	0		1.1	98.6	0.3		
PHF	.000	.000	.000	.000	1.00	.000	.750	.833	.292	.934	.000	.924	.525	.986	.417	.983	.961



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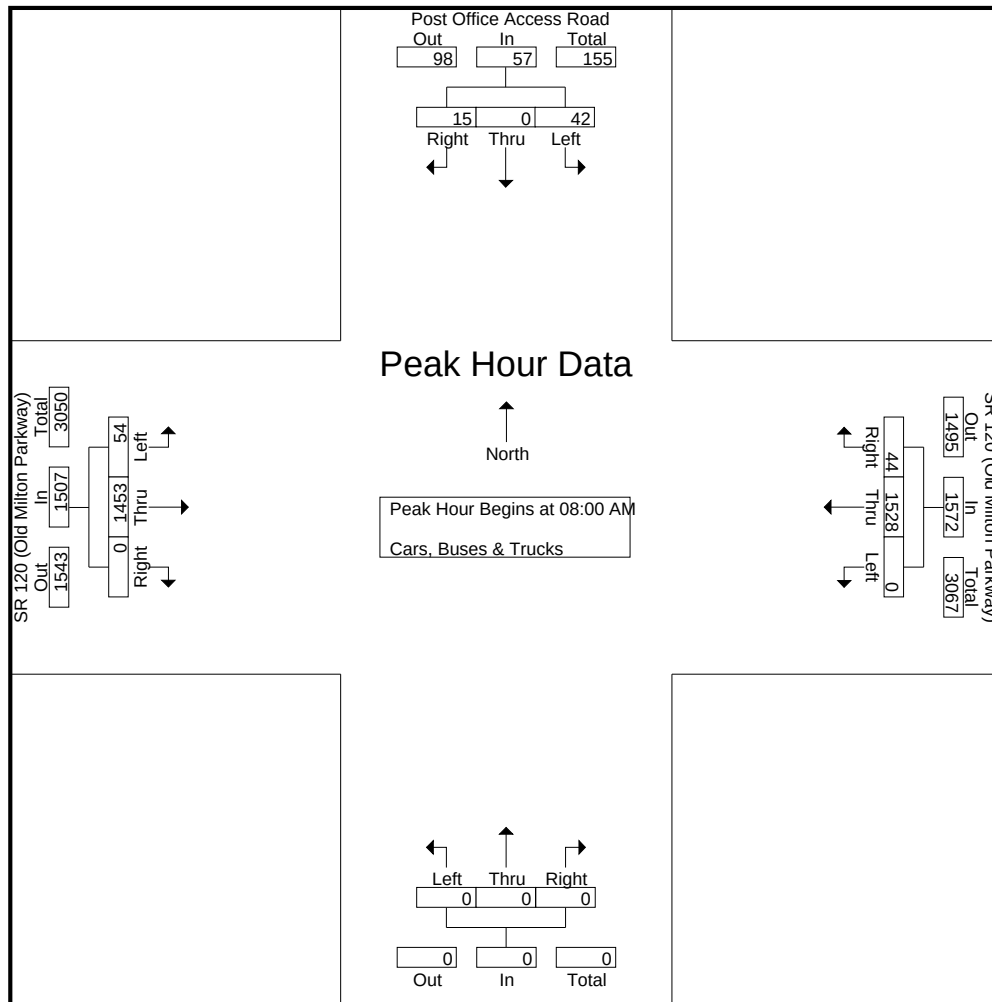
File Name : 20180144

Site Code : 20180144

Start Date : 6/20/2018

Page No : 3

	Northbound				Post Office Access Road Southbound				SR 120 (Old Milton Parkway) Eastbound				SR 120 (Old Milton Parkway) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	12	0	6	18	12	371	0	383	0	381	12	393	794
08:15 AM	0	0	0	0	10	0	4	14	14	371	0	385	0	389	11	400	799
08:30 AM	0	0	0	0	11	0	2	13	13	353	0	366	0	382	10	392	771
08:45 AM	0	0	0	0	9	0	3	12	15	358	0	373	0	376	11	387	772
Total Volume	0	0	0	0	42	0	15	57	54	1453	0	1507	0	1528	44	1572	3136
% App. Total	0	0	0		73.7	0	26.3		3.6	96.4	0		0	97.2	2.8		
PHF	.000	.000	.000	.000	.875	.000	.625	.792	.900	.979	.000	.979	.000	.982	.917	.983	.981

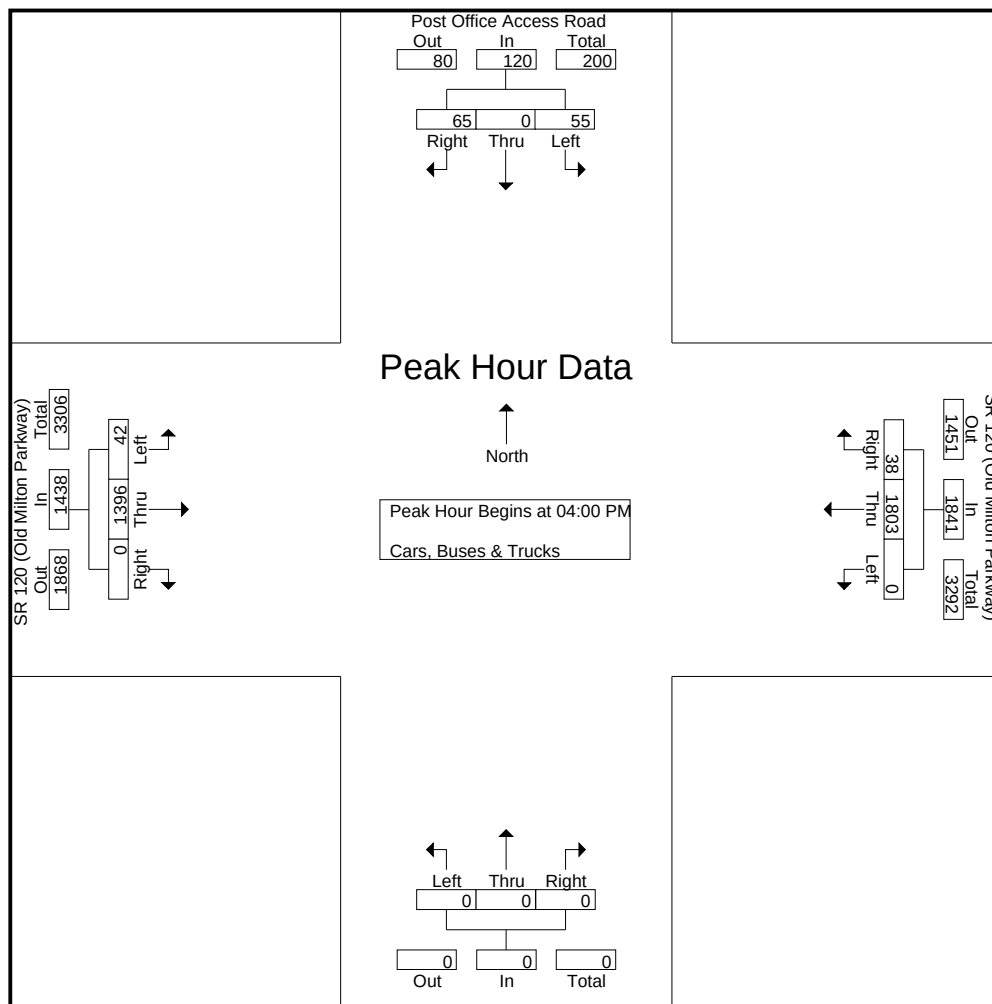


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File Name : 20180144
Site Code : 20180144
Start Date : 6/20/2018
Page No : 4

	Northbound				Post Office Access Road Southbound				SR 120 (Old Milton Parkway) Eastbound				SR 120 (Old Milton Parkway) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	17	0	14	31	13	336	0	349	0	457	10	467	847
04:15 PM	0	0	0	0	15	0	17	32	10	375	0	385	0	452	11	463	880
04:30 PM	0	0	0	0	13	0	23	36	12	353	0	365	0	443	11	454	855
04:45 PM	0	0	0	0	10	0	11	21	7	332	0	339	0	451	6	457	817
Total Volume	0	0	0	0	55	0	65	120	42	1396	0	1438	0	1803	38	1841	3399
% App. Total	0	0	0		45.8	0	54.2		2.9	97.1	0		0	97.9	2.1		
PHF	.000	.000	.000	.000	.809	.000	.707	.833	.808	.931	.000	.934	.000	.986	.864	.986	.966



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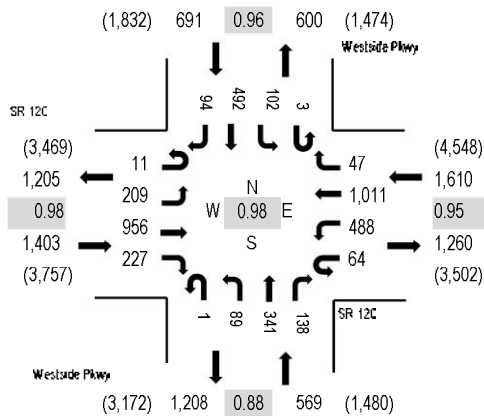
Location: 5 Westside Pkwy & SR 120 AM

Date and Start Time: Thursday, November 16, 2017

Peak Hour: 07:15 AM - 08:15 AM

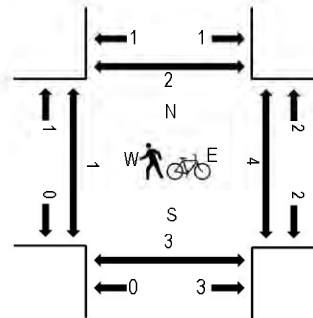
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	SR 120 Eastbound				SR 120 Westbound				Westside Pkwy Northbound				Westside 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
6:00 AM	3	13	216	32	5	12	209	5	0	16	22	15	0	13	28	9	706	3,397	C	C	0	C
6:15 AM	2	25	190	28	11	12	245	11	0	17	39	21	0	18	77	10	819	3,736	1	C	0	C
6:30 AM	2	20	203	25	11	14	207	12	0	23	58	30	0	24	79	22	856	3,978	C	C	0	C
6:45 AM	2	46	248	44	12	12	252	10	0	23	66	24	1	23	117	28	1,016	4,208	C	C	0	C
7:00 AM	4	60	199	35	15	12	228	12	2	32	11	31	0	31	138	20	1,045	4,257	C	C	1	C
7:15 AM	3	48	251	44	13	12	234	14	0	18	97	38	1	28	125	25	1,061	4,273	C	1	2	C
7:30 AM	1	63	234	61	15	11	259	11	0	25	88	34	0	19	126	33	1,086	4,244	C	2	0	1
7:45 AM	2	47	228	65	16	13	244	10	1	22	91	31	2	27	124	24	1,065	4,124	1	1	1	1
8:00 AM	5	51	243	57	20	11	274	12	0	24	65	35	0	28	117	12	1,061	3,963	C	C	0	C
8:15 AM	5	40	249	53	13	7	246	14	0	33	88	19	1	26	141	29	1,032		1	C	0	1
8:30 AM	1	33	195	47	21	10	249	17	0	30	68	36	0	31	111	26	966		1	C	1	2
8:45 AM	5	36	250	43	10	6	235	11	0	26	55	26	0	26	87	25	904		C	C	0	C

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	4	C	C	1	10	1	0	1	1	1	C	1	1	0	2
Lights	11	208	929	221	63	475	976	46	1	78	328	131	3	93	481	9	4,135
Mediums	0	1	23	C	1	12	25	0	0	10	12	C	C	8	10	3	117
Total	11	209	956	227	64	488	1,011	47	1	89	341	138	3	102	492	94	4,273

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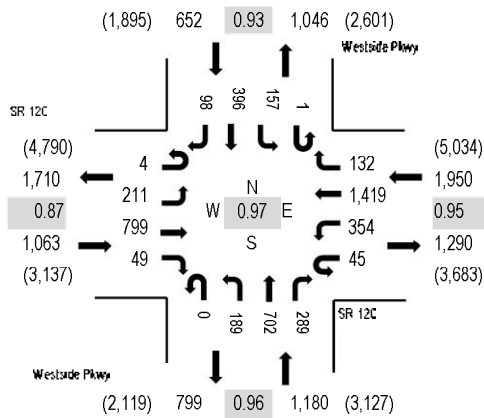
Location: 5 Westside Pkwy & SR 120 PM

Date and Start Time: Thursday, November 16, 2017

Peak Hour: 05:00 PM - 06:00 PM

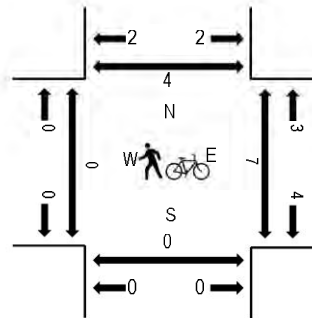
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	SR 120 Eastbound				SR 120 Westbound				Westside Pkwy Northbound				Westside 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
3:30 PM	4	42	253	27	15	42	266	13	0	48	113	54	0	32	70	40	1,019	4,147	C	C	0	1
3:45 PM	6	36	231	21	10	48	284	15	0	38	78	72	0	15	64	41	959	4,244	1	2	0	C
4:00 PM	C	30	204	10	4	65	296	18	0	76	136	67	0	35	95	46	1,085	4,332	C	C	0	C
4:15 PM	2	28	231	6	6	48	335	19	1	75	136	56	2	23	77	39	1,084	4,403	C	C	0	C
4:30 PM	C	51	196	5	7	47	345	27	0	39	152	69	0	25	115	38	1,116	4,542	C	C	0	C
4:45 PM	C	46	162	2	8	73	287	22	0	58	171	61	0	34	103	20	1,047	4,669	C	C	0	C
5:00 PM	C	48	230	1	11	56	355	33	0	41	155	82	0	43	89	12	1,156	4,845	C	1	0	2
5:15 PM	C	53	205	4	7	77	362	33	0	38	191	77	0	47	99	30	1,223	4,738	C	C	0	C
5:30 PM	4	60	173	13	9	95	369	31	0	67	181	60	0	40	111	30	1,243	4,504	C	1	0	1
5:45 PM	C	50	191	31	18	126	333	35	0	43	175	70	1	27	97	26	1,223		C	4	0	1
6:00 PM	1	58	161	24	9	99	255	29	0	46	166	36	0	37	95	33	1,049		C	C	0	C
6:15 PM	2	31	181	23	8	67	289	28	0	38	106	55	2	36	93	30	989		C	C	0	C

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	C	C	C	1	0	0	0	C	C	C	C	C	0	1
Lights	4	21	79	49	45	339	1,410	130	0	189	699	286	1	156	391	96	4,796
Mediums	0	0	9	C	C	15	8	2	0	0	3	3	C	1	5	2	48
Total	4	21	799	49	45	354	1,419	132	0	189	702	289	1	157	396	98	4,845

11/26/18

EXISTING INTERSECTION ANALYSIS

11/26/18

Timings

Existing AM Peak

1: Westside Pkwy & SR 120 (Old Milton)

07/11/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	207	1006	207	634	940	53	131	283	159	101	419	181
Future Volume (vph)	207	1006	207	634	940	53	131	283	159	101	419	181
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	15.0	15.0	6.0	15.0	15.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.4	24.8	24.8	13.3	24.8	24.8	13.0	24.3	24.3	13.0	25.3	25.3
Total Split (s)	15.0	59.0	59.0	45.0	89.0	89.0	25.0	29.0	29.0	27.0	31.0	31.0
Total Split (%)	9.4%	36.9%	36.9%	28.1%	55.6%	55.6%	15.6%	18.1%	18.1%	16.9%	19.4%	19.4%
Yellow Time (s)	4.4	4.8	4.8	4.3	4.8	4.8	4.0	4.3	4.3	4.0	4.3	4.3
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	6.8	6.8	7.3	6.8	6.8	7.0	6.3	6.3	7.0	7.3	7.3
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 76 (48%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 1: Westside Pkwy & SR 120 (Old Milton)



11/26/18

HCM 2010 Signalized Intersection Summary1: Westside Pkwy & SR 120 (Old Milton)

Existing AM Peak

07/11/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	1006	207	634	940	53	131	283	159	101	419	181
Future Volume (veh/h)	207	1006	207	634	940	53	131	283	159	101	419	181
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	235	1143	0	660	979	0	144	311	0	109	451	0
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.88	0.88	0.88	0.96	0.96	0.96	0.91	0.91	0.91	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	827	2103	655	721	1962	611	191	534	239	155	496	222
Arrive On Green	0.24	0.41	0.00	0.21	0.39	0.00	0.06	0.15	0.00	0.05	0.14	0.00
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	235	1143	0	660	979	0	144	311	0	109	451	0
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	8.9	27.2	0.0	30.0	23.4	0.0	6.6	13.1	0.0	5.0	20.1	0.0
Cycle Q Clear(g_c), s	8.9	27.2	0.0	30.0	23.4	0.0	6.6	13.1	0.0	5.0	20.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	827	2103	655	721	1962	611	191	534	239	155	496	222
V/C Ratio(X)	0.28	0.54	0.00	0.92	0.50	0.00	0.75	0.58	0.00	0.70	0.91	0.00
Avail Cap(c_a), veh/h	827	2103	655	811	2613	813	387	534	239	430	524	235
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	49.6	35.5	0.0	61.9	37.4	0.0	74.5	63.2	0.0	75.3	67.8	0.0
Incr Delay (d2), s/veh	0.2	1.0	0.0	14.0	0.9	0.0	5.9	1.6	0.0	5.7	19.2	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(95%),veh/ln	7.7	18.8	0.0	22.2	16.6	0.0	5.9	10.7	0.0	4.5	16.6	0.0
LnGrp Delay(d),s/veh	49.8	36.5	0.0	75.9	38.3	0.0	80.3	64.9	0.0	81.1	86.9	0.0
LnGrp LOS	D	D		E	D		F	E		F	F	
Approach Vol, veh/h		1378			1639			455			560	
Approach Delay, s/veh		38.8			53.4			69.8			85.8	
Approach LOS		D			D			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	40.8	73.6	15.9	29.7	45.8	68.5	14.2	31.4				
Change Period (Y+Rc), s	7.3	* 7.4	7.0	7.3	7.4	6.8	7.0	* 7.3				
Max Green Setting (Gmax), s	37.7	* 52	18.0	23.7	7.6	82.2	20.0	* 23				
Max Q Clear Time (g_c+I1), s	32.0	29.2	8.6	22.1	10.9	25.4	7.0	15.1				
Green Ext Time (p_c), s	1.5	20.1	0.3	0.4	0.0	36.3	0.3	2.0				
Intersection Summary												
HCM 2010 Ctrl Delay				54.8								
HCM 2010 LOS				D								
Notes												

Intersection													
Int Delay, s/veh	0.1												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔ ↑↑↑			↔		↑↑↑			↔			↔	
Traffic Vol, veh/h	6	1563	0	7	0	1244	7	0	0	0	1	0	2
Future Vol, veh/h	6	1563	0	7	0	1244	7	0	0	0	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	325	-	-	-	360	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	92	98	98	98	92	92	92	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	1611	0	8	0	1269	7	0	0	0	1	0	3

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	1277	0	0	-	-	-	0	2147	2916	806	1945	2912	638
Stage 1	-	-	-	-	-	-	-	1624	1624	-	1288	1288	-
Stage 2	-	-	-	-	-	-	-	523	1292	-	657	1624	-
Critical Hdwy	5.34	-	-	5.64	-	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	2.32	-	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	287	-	-	-	0	-	-	51	15	279	69	15	359
Stage 1	-	-	-	-	0	-	-	72	159	-	125	233	-
Stage 2	-	-	-	-	0	-	-	461	232	-	383	159	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	287	-	-	-	-	-	-	50	15	279	68	15	359
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	50	15	-	104	89	-
Stage 1	-	-	-	-	-	-	-	70	156	-	122	233	-
Stage 2	-	-	-	-	-	-	-	458	232	-	375	156	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1		0	23.6
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	-	287	-	-	-	-	-	198
HCM Lane V/C Ratio	-	0.022	-	-	-	-	-	0.02
HCM Control Delay (s)	0	17.8	-	-	-	-	-	23.6
HCM Lane LOS	A	C	-	-	-	-	-	C
HCM 95th %tile Q(veh)	-	0.1	-	-	-	-	-	0.1

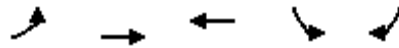
11/26/18

Timings

3: SR 120 (Old Milton) & Post Office Rd

Existing AM Peak

07/11/2018



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	57	1462	1209	36	16
Future Volume (vph)	57	1462	1209	36	16
Turn Type	pm+pt	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases	2				4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	6.0	15.0	15.0	8.0	8.0
Minimum Split (s)	13.4	31.5	36.8	46.0	46.0
Total Split (s)	19.0	114.0	95.0	46.0	46.0
Total Split (%)	11.9%	71.3%	59.4%	28.8%	28.8%
Yellow Time (s)	4.4	4.8	4.8	4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	6.8	6.8	7.0	7.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 98 (61%), Referenced to phase 2:EBTL and 6:WBTU, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Splits and Phases: 3: SR 120 (Old Milton) & Post Office Rd



11/26/18

HCM 2010 Signalized Intersection Summary 3: SR 120 (Old Milton) & Post Office Rd

Existing AM Peak

07/11/2018

								
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	57	1462	0	1209	34	36	16	
Future Volume (veh/h)	57	1462	0	1209	34	36	16	
Number	5	2		6	16	7	14	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1900	1863	1863	
Adj Flow Rate, veh/h	61	1555		1234	35	44	20	
Adj No. of Lanes	1	3		3	0	1	1	
Peak Hour Factor	0.94	0.94		0.98	0.98	0.81	0.81	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	449	4407		3992	113	84	75	
Arrive On Green	0.05	1.00		1.00	1.00	0.05	0.05	
Sat Flow, veh/h	1774	5253		5251	144	1774	1583	
Grp Volume(v), veh/h	61	1555		823	446	44	20	
Grp Sat Flow(s),veh/h/ln	1774	1695		1695	1837	1774	1583	
Q Serve(g_s), s	1.0	0.0		0.0	0.0	3.9	2.0	
Cycle Q Clear(g_c), s	1.0	0.0		0.0	0.0	3.9	2.0	
Prop In Lane	1.00				0.08	1.00	1.00	
Lane Grp Cap(c), veh/h	449	4407		2663	1443	84	75	
V/C Ratio(X)	0.14	0.35		0.31	0.31	0.53	0.27	
Avail Cap(c_a), veh/h	515	4407		2663	1443	432	386	
HCM Platoon Ratio	1.33	1.33		2.00	2.00	1.00	1.00	
Upstream Filter(I)	0.67	0.67		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	2.3	0.0		0.0	0.0	74.5	73.6	
Incr Delay (d2), s/veh	0.1	0.1		0.3	0.6	5.1	1.9	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	0.8	0.1		0.2	0.4	3.6	1.6	
LnGrp Delay(d),s/veh	2.4	0.1		0.3	0.6	79.5	75.5	
LnGrp LOS	A	A		A	A	E	E	
Approach Vol, veh/h		1616		1269		64		
Approach Delay, s/veh		0.2		0.4		78.3		
Approach LOS		A		A		E		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		145.5		14.5	13.0	132.5		
Change Period (Y+Rc), s		6.8		7.0	7.4	6.8		
Max Green Setting (Gmax), s		107.2		39.0	11.6	88.2		
Max Q Clear Time (g_c+I1), s		2.0		5.9	3.0	2.0		
Green Ext Time (p_c), s		104.5		0.2	0.1	85.8		
Intersection Summary								
HCM 2010 Ctrl Delay			2.0					
HCM 2010 LOS			A					
Notes								

11/26/18

Timings

Existing AM Peak

4: Haynes Bridge Rd & SR 120 (Old Milton)

07/11/2018

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		  			  		 				 
Traffic Volume (vph)	39	1366	720	89	709	47	293	93	68	66	170
Future Volume (vph)	39	1366	720	89	709	47	293	93	68	66	170
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	6.0	15.0	15.0	6.0	15.0	15.0	6.0	8.0	8.0	6.0	8.0
Minimum Split (s)	13.0	30.5	30.5	13.0	36.5	36.5	13.0	39.0	39.0	13.0	41.0
Total Split (s)	16.0	79.0	79.0	21.0	84.0	84.0	35.0	35.0	35.0	25.0	25.0
Total Split (%)	10.0%	49.4%	49.4%	13.1%	52.5%	52.5%	21.9%	21.9%	21.9%	15.6%	15.6%
Yellow Time (s)	4.0	4.7	4.7	4.0	4.7	4.7	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	1.8	1.8	3.0	1.8	1.8	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.5	6.5	7.0	6.5	6.5	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?											
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 160

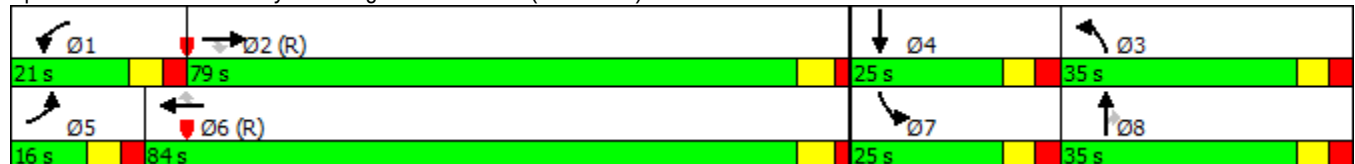
Actuated Cycle Length: 160

Offset: 40 (25%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 125

Control Type: Actuated-Coordinated

Splits and Phases: 4: Haynes Bridge Rd & SR 120 (Old Milton)



11/26/18

HCM 2010 Signalized Intersection Summary 4: Haynes Bridge Rd & SR 120 (Old Milton)

Existing AM Peak

07/11/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	1366	720	89	709	47	293	93	68	66	170	28
Future Volume (veh/h)	39	1366	720	89	709	47	293	93	68	66	170	28
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	43	1501	0	94	746	49	315	100	0	71	183	30
Adj No. of Lanes	1	3	1	1	3	1	2	1	1	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.95	0.95	0.95	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	3240	918	113	3109	968	378	250	213	90	228	37
Arrive On Green	0.03	0.58	0.00	0.13	1.00	1.00	0.11	0.13	0.00	0.05	0.07	0.07
Sat Flow, veh/h	1774	5588	1583	1774	5085	1583	3442	1863	1583	1774	3053	492
Grp Volume(v), veh/h	43	1501	0	94	746	49	315	100	0	71	105	108
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1695	1583	1721	1863	1583	1774	1770	1776
Q Serve(g_s), s	3.8	24.7	0.0	8.3	0.0	0.0	14.3	7.9	0.0	6.3	9.3	9.6
Cycle Q Clear(g_c), s	3.8	24.7	0.0	8.3	0.0	0.0	14.3	7.9	0.0	6.3	9.3	9.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	57	3240	918	113	3109	968	378	250	213	90	132	133
V/C Ratio(X)	0.76	0.46	0.00	0.83	0.24	0.05	0.83	0.40	0.00	0.79	0.79	0.81
Avail Cap(c_a), veh/h	100	3240	918	155	3109	968	602	326	277	200	199	200
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.96	0.96	0.96	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.8	19.3	0.0	69.0	0.0	0.0	69.8	63.4	0.0	75.1	72.8	72.9
Incr Delay (d2), s/veh	18.4	0.5	0.0	22.4	0.2	0.1	5.6	1.0	0.0	14.4	11.8	14.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	18.7	0.0	8.3	0.1	0.0	11.5	7.4	0.0	6.3	8.7	9.0
LnGrp Delay(d),s/veh	95.3	19.8	0.0	91.4	0.2	0.1	75.3	64.4	0.0	89.5	84.6	87.2
LnGrp LOS	F	B		F	A	A	E	E		F	F	F
Approach Vol, veh/h		1544			889			415			284	
Approach Delay, s/veh		21.9			9.8			72.7			86.8	
Approach LOS		C			A			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.2	99.3	24.6	19.0	12.1	104.3	15.1	28.5				
Change Period (Y+Rc), s	7.0	* 6.5	7.0	7.0	7.0	* 6.5	7.0	7.0				
Max Green Setting (Gmax), s	14.0	* 73	28.0	18.0	9.0	* 78	18.0	28.0				
Max Q Clear Time (g_c+I1), s	10.3	26.7	16.3	11.6	5.8	2.0	8.3	9.9				
Green Ext Time (p_c), s	0.1	45.2	1.2	0.4	0.0	73.9	0.1	1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			31.1									
HCM 2010 LOS			C									
Notes												

11/26/18

Timings

Existing PM Peak

1: Westside Pkwy & SR 120 (Old Milton)

07/11/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	134	844	99	490	1387	101	233	586	366	162	289	205
Future Volume (vph)	134	844	99	490	1387	101	233	586	366	162	289	205
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	15.0	15.0	6.0	15.0	15.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.4	24.8	24.8	13.3	24.8	24.8	13.0	24.3	24.3	13.0	25.3	25.3
Total Split (s)	20.0	70.0	70.0	30.0	80.0	80.0	25.0	35.0	35.0	25.0	35.0	35.0
Total Split (%)	12.5%	43.8%	43.8%	18.8%	50.0%	50.0%	15.6%	21.9%	21.9%	15.6%	21.9%	21.9%
Yellow Time (s)	4.4	4.8	4.8	4.3	4.8	4.8	4.0	4.3	4.3	4.0	4.3	4.3
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	6.8	6.8	7.3	6.8	6.8	7.0	6.3	6.3	7.0	7.3	7.3
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160

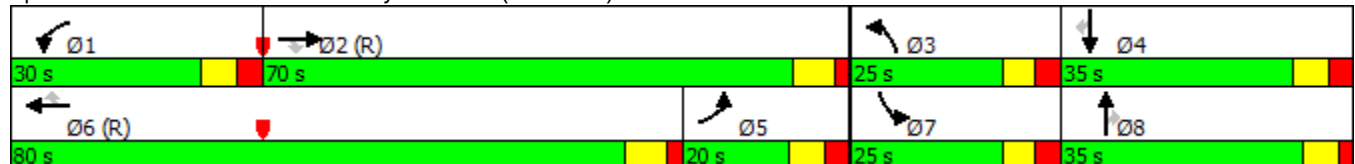
Actuated Cycle Length: 160

Offset: 109 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 1: Westside Pkwy & SR 120 (Old Milton)



11/26/18

HCM 2010 Signalized Intersection Summary

1: Westside Pkwy & SR 120 (Old Milton)

Existing PM Peak

07/11/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	844	99	490	1387	101	233	586	366	162	289	205
Future Volume (veh/h)	134	844	99	490	1387	101	233	586	366	162	289	205
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	143	898	0	500	1415	0	240	604	0	174	311	0
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.94	0.94	0.94	0.98	0.98	0.98	0.97	0.97	0.97	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	491	2202	686	488	2214	689	288	635	284	222	567	254
Arrive On Green	0.29	0.87	0.00	0.14	0.44	0.00	0.08	0.18	0.00	0.06	0.16	0.00
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	143	898	0	500	1415	0	240	604	0	174	311	0
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	5.2	5.9	0.0	22.7	34.8	0.0	11.0	27.0	0.0	8.0	12.9	0.0
Cycle Q Clear(g_c), s	5.2	5.9	0.0	22.7	34.8	0.0	11.0	27.0	0.0	8.0	12.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	491	2202	686	488	2214	689	288	635	284	222	567	254
V/C Ratio(X)	0.29	0.41	0.00	1.02	0.64	0.00	0.83	0.95	0.00	0.78	0.55	0.00
Avail Cap(c_a), veh/h	491	2202	686	488	2327	724	387	635	284	387	613	274
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	50.9	6.5	0.0	68.7	35.3	0.0	72.2	65.0	0.0	73.7	61.8	0.0
Incr Delay (d2), s/veh	0.3	0.6	0.0	47.0	1.4	0.0	11.0	24.3	0.0	6.0	0.9	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(95%),veh/ln	4.5	5.0	0.0	25.1	23.2	0.0	9.6	21.8	0.0	7.2	10.6	0.0
LnGrp Delay(d),s/veh	51.2	7.0	0.0	115.6	36.8	0.0	83.2	89.3	0.0	79.7	62.7	0.0
LnGrp LOS	D	A		F	D		F	F		E	E	
Approach Vol, veh/h		1041			1915			844			485	
Approach Delay, s/veh		13.1			57.3			87.5			68.8	
Approach LOS		B			E			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	76.7	20.4	32.9	30.2	76.5	17.3	36.0				
Change Period (Y+Rc), s	7.3	* 7.4	7.0	7.3	7.4	6.8	7.0	* 7.3				
Max Green Setting (Gmax), s	22.7	* 63	18.0	27.7	12.6	73.2	18.0	* 29				
Max Q Clear Time (g_c+I1), s	24.7	7.9	13.0	14.9	7.2	36.8	10.0	29.0				
Green Ext Time (p_c), s	0.0	33.3	0.4	3.2	4.8	32.8	0.4	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			53.8									
HCM 2010 LOS			D									
Notes												

Intersection													
Int Delay, s/veh	0.7												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	14	1046	0	19	0	1961	9	0	0	0	3	0	3
Future Vol, veh/h	14	1046	0	19	0	1961	9	0	0	0	3	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	325	-	-	-	360	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	92	92	97	97	97	92	92	92	40	83	40
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	1125	0	21	0	2022	9	0	0	0	8	0	8
Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	2031	0	0	-	-	-	0	2005	3227	562	2548	3223	1015
Stage 1	-	-	-	-	-	-	-	1155	1155	-	2068	2068	-
Stage 2	-	-	-	-	-	-	-	850	2072	-	480	1155	-
Critical Hdwy	5.34	-	-	5.64	-	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	2.32	-	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	121	-	-	-	0	-	-	63	9	403	29	9	203
Stage 1	-	-	-	-	0	-	-	155	269	-	34	95	-
Stage 2	-	-	-	-	0	-	-	291	95	-	490	269	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	121	-	-	-	-	-	-	55	8	403	26	8	203
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	55	8	-	27	63	-
Stage 1	-	-	-	-	-	-	-	136	236	-	30	95	-
Stage 2	-	-	-	-	-	-	-	280	95	-	429	236	-
Approach	EB			WB			NB			SB			
HCM Control Delay, s	0.5						0			111			
HCM LOS							A			F			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBU	WBT	WBR	SBLn1					
Capacity (veh/h)	-	121	-	-	-	-	-	48					
HCM Lane V/C Ratio	-	0.124	-	-	-	-	-	0.313					
HCM Control Delay (s)	0	38.9	-	-	-	-	-	111					
HCM Lane LOS	A	E	-	-	-	-	-	F					
HCM 95th %tile Q(veh)	-	0.4	-	-	-	-	-	1.1					

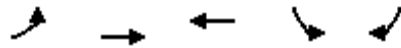
11/26/18

Timings

3: SR 120 (Old Milton) & Post Office Rd

Existing PM Peak

07/11/2018



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	44	1001	1930	42	27
Future Volume (vph)	44	1001	1930	42	27
Turn Type	pm+pt	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases	2				4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	6.0	15.0	15.0	8.0	8.0
Minimum Split (s)	13.4	31.5	36.8	46.0	46.0
Total Split (s)	19.0	114.0	95.0	46.0	46.0
Total Split (%)	11.9%	71.3%	59.4%	28.8%	28.8%
Yellow Time (s)	4.4	4.8	4.8	4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	6.8	6.8	7.0	7.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 160

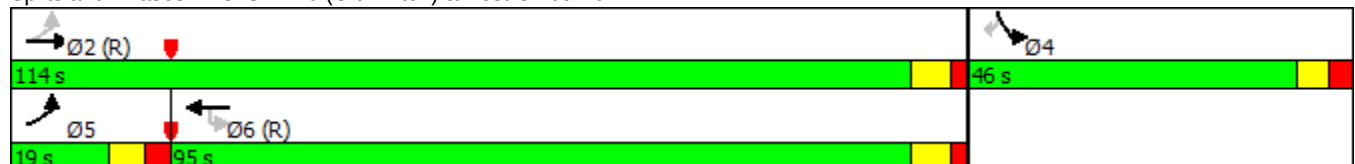
Actuated Cycle Length: 160

Offset: 88 (55%), Referenced to phase 2:EBTL and 6:WBTU, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Splits and Phases: 3: SR 120 (Old Milton) & Post Office Rd



11/26/18

HCM 2010 Signalized Intersection Summary 3: SR 120 (Old Milton) & Post Office Rd

Existing PM Peak

07/11/2018

								
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	44	1001	0	1930	32	42	27	
Future Volume (veh/h)	44	1001	0	1930	32	42	27	
Number	5	2		6	16	7	14	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1900	1863	1863	
Adj Flow Rate, veh/h	47	1065		1990	33	49	32	
Adj No. of Lanes	1	3		3	0	1	1	
Peak Hour Factor	0.94	0.94		0.97	0.97	0.85	0.85	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	268	4399		4050	67	86	77	
Arrive On Green	0.07	1.00		1.00	1.00	0.05	0.05	
Sat Flow, veh/h	1774	5253		5320	85	1774	1583	
Grp Volume(v), veh/h	47	1065		1309	714	49	32	
Grp Sat Flow(s),veh/h/ln	1774	1695		1695	1848	1774	1583	
Q Serve(g_s), s	0.7	0.0		0.0	0.0	4.3	3.1	
Cycle Q Clear(g_c), s	0.7	0.0		0.0	0.0	4.3	3.1	
Prop In Lane	1.00				0.05	1.00	1.00	
Lane Grp Cap(c), veh/h	268	4399		2665	1452	86	77	
V/C Ratio(X)	0.18	0.24		0.49	0.49	0.57	0.42	
Avail Cap(c_a), veh/h	338	4399		2665	1452	432	386	
HCM Platoon Ratio	2.00	2.00		2.00	2.00	1.00	1.00	
Upstream Filter(I)	0.89	0.89		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	2.3	0.0		0.0	0.0	74.5	73.9	
Incr Delay (d2), s/veh	0.3	0.1		0.7	1.2	5.8	3.5	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	0.7	0.1		0.4	0.9	4.1	2.6	
LnGrp Delay(d),s/veh	2.5	0.1		0.7	1.2	80.2	77.4	
LnGrp LOS	A	A		A	A	F	E	
Approach Vol, veh/h		1112		2023		81		
Approach Delay, s/veh		0.2		0.8		79.1		
Approach LOS		A		A		E		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		145.2		14.8	12.7	132.6		
Change Period (Y+Rc), s		6.8		7.0	7.4	6.8		
Max Green Setting (Gmax), s		107.2		39.0	11.6	88.2		
Max Q Clear Time (g_c+I1), s		2.0		6.3	2.7	2.0		
Green Ext Time (p_c), s		104.7		0.3	0.0	85.9		
Intersection Summary								
HCM 2010 Ctrl Delay			2.6					
HCM 2010 LOS			A					
Notes								

11/26/18

Timings

Existing PM Peak

4: Haynes Bridge Rd & SR 120 (Old Milton)

07/11/2018

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	64	814	392	86	1321	129	646	332	97	45	120
Future Volume (vph)	64	814	392	86	1321	129	646	332	97	45	120
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	6.0	15.0	15.0	6.0	15.0	15.0	6.0	8.0	8.0	6.0	8.0
Minimum Split (s)	13.0	30.5	30.5	13.0	36.5	36.5	13.0	39.0	39.0	13.0	41.0
Total Split (s)	17.0	63.0	63.0	17.0	63.0	63.0	48.0	48.0	48.0	32.0	32.0
Total Split (%)	10.6%	39.4%	39.4%	10.6%	39.4%	39.4%	30.0%	30.0%	30.0%	20.0%	20.0%
Yellow Time (s)	4.0	4.7	4.7	4.0	4.7	4.7	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	1.8	1.8	3.0	1.8	1.8	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.5	6.5	7.0	6.5	6.5	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?											
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 160

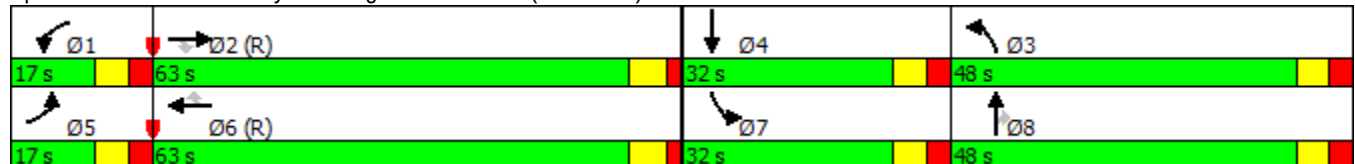
Actuated Cycle Length: 160

Offset: 40 (25%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 125

Control Type: Actuated-Coordinated

Splits and Phases: 4: Haynes Bridge Rd & SR 120 (Old Milton)



11/26/18

HCM 2010 Signalized Intersection Summary 4: Haynes Bridge Rd & SR 120 (Old Milton)

Existing PM Peak

07/11/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	814	392	86	1321	129	646	332	97	45	120	129
Future Volume (veh/h)	64	814	392	86	1321	129	646	332	97	45	120	129
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	68	866	0	91	1405	137	673	346	0	57	152	163
Adj No. of Lanes	1	3	1	1	3	1	2	1	1	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.96	0.96	0.96	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	85	2423	687	109	2273	708	740	543	462	74	209	187
Arrive On Green	0.05	0.43	0.00	0.12	0.89	0.89	0.22	0.29	0.00	0.04	0.12	0.12
Sat Flow, veh/h	1774	5588	1583	1774	5085	1583	3442	1863	1583	1774	1770	1583
Grp Volume(v), veh/h	68	866	0	91	1405	137	673	346	0	57	152	163
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1695	1583	1721	1863	1583	1774	1770	1583
Q Serve(g_s), s	6.1	16.6	0.0	8.0	10.5	1.8	30.5	25.9	0.0	5.1	13.3	16.2
Cycle Q Clear(g_c), s	6.1	16.6	0.0	8.0	10.5	1.8	30.5	25.9	0.0	5.1	13.3	16.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	85	2423	687	109	2273	708	740	543	462	74	209	187
V/C Ratio(X)	0.80	0.36	0.00	0.83	0.62	0.19	0.91	0.64	0.00	0.77	0.73	0.87
Avail Cap(c_a), veh/h	111	2423	687	111	2273	708	882	543	462	277	277	247
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.87	0.87	0.87	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.4	30.4	0.0	69.4	5.2	4.8	61.3	49.3	0.0	75.9	68.1	69.4
Incr Delay (d2), s/veh	25.5	0.4	0.0	35.0	1.1	0.5	11.9	2.5	0.0	15.7	6.4	22.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.5	13.5	0.0	8.4	7.9	1.6	22.2	19.8	0.0	5.1	11.2	13.0
LnGrp Delay(d),s/veh	100.8	30.8	0.0	104.4	6.3	5.3	73.2	51.8	0.0	91.6	74.5	91.5
LnGrp LOS	F	C		F	A	A	E	D		F	E	F
Approach Vol, veh/h		934			1633			1019			372	
Approach Delay, s/veh		35.9			11.7			65.9			84.6	
Approach LOS		D			B			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.8	75.9	41.4	25.9	14.7	78.0	13.6	53.6				
Change Period (Y+Rc), s	7.0	* 6.5	7.0	7.0	7.0	* 6.5	7.0	7.0				
Max Green Setting (Gmax), s	10.0	* 57	41.0	25.0	10.0	* 57	25.0	41.0				
Max Q Clear Time (g_c+I1), s	10.0	18.6	32.5	18.2	8.1	12.5	7.1	27.9				
Green Ext Time (p_c), s	0.0	37.5	1.9	0.7	0.0	43.5	0.1	3.6				
Intersection Summary												
HCM 2010 Ctrl Delay			38.2									
HCM 2010 LOS			D									
Notes												

11/26/18

GDOT RIGHT TURN LANE ANALYSIS

RIGHT TURN LANE ANALYSIS per GDOT standards

The following right turn lane analysis was used to determine the need for a dedicated turn lane at the proposed site driveway location. GDOT standards require the installation of a deceleration lane on at no cost to the department when traffic entering the development meets or exceeds the values shown in the following table.

GDOT REQUIREMENTS FOR DECELERATION LANES					
Site Driveway	Right Turn Traffic (% Total Entering)	Right Turn Volume (veh/day)	Roadway Speed / # Lanes	GDOT Threshold (veh/day)	Requirement
SR 120 @ Site Drwy	47%	657	45 mph / 6-Lane	75	175' storage 100' taper

Findings

Based on the number of projected daily right turns the proposed site driveway on SR 120 (Old Milton Parkway) will meet the GDOT requirements for construction of deceleration lane.

11/26/18

**FUTURE “NO-BUILD” INTERSECTION
ANALYSIS**

11/26/18

Timings

No-Build AM Peak

1: Westside Pkwy & SR 120 (Old Milton)

07/11/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	232	1054	220	647	970	56	149	291	162	147	456	194
Future Volume (vph)	232	1054	220	647	970	56	149	291	162	147	456	194
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8	1	7	4	5
Permitted Phases			2			6			8			4
Detector Phase	5	2	3	1	6	6	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	15.0	6.0	6.0	15.0	15.0	6.0	8.0	6.0	6.0	8.0	6.0
Minimum Split (s)	13.4	24.8	13.0	13.3	24.8	24.8	13.0	24.3	13.3	13.0	25.3	13.4
Total Split (s)	15.0	60.0	26.0	44.0	89.0	89.0	26.0	30.0	44.0	26.0	30.0	15.0
Total Split (%)	9.4%	37.5%	16.3%	27.5%	55.6%	55.6%	16.3%	18.8%	27.5%	16.3%	18.8%	9.4%
Yellow Time (s)	4.4	4.8	4.0	4.3	4.8	4.8	4.0	4.3	4.3	4.0	4.3	4.4
All-Red Time (s)	3.0	2.0	3.0	3.0	2.0	2.0	3.0	2.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	6.8	7.0	7.3	6.8	6.8	7.0	6.3	7.3	7.0	7.3	7.4
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 76 (48%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 1: Westside Pkwy & SR 120 (Old Milton)

			
Ø1	Ø2 (R)	Ø3	Ø4
44 s	60 s	26 s	30 s
			
Ø6 (R)	Ø5	Ø7	Ø8
89 s	15 s	26 s	30 s

11/26/18

HCM 2010 Signalized Intersection Summary1: Westside Pkwy & SR 120 (Old Milton)

No-Build AM Peak

07/11/2018

																
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
Lane Configurations																
Traffic Volume (veh/h)	232	1054	220	647	970	56	149	291	162	147	456	194				
Future Volume (veh/h)	232	1054	220	647	970	56	149	291	162	147	456	194				
Number	5	2	12	1	6	16	3	8	18	7	4	14				
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0				
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00				
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863				
Adj Flow Rate, veh/h	264	1198	250	674	1010	58	164	320	178	158	490	209				
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1				
Peak Hour Factor	0.88	0.88	0.88	0.96	0.96	0.96	0.91	0.91	0.91	0.93	0.93	0.93				
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2				
Cap, veh/h	784	2051	736	729	1986	618	212	508	563	206	502	585				
Arrive On Green	0.23	0.40	0.40	0.21	0.39	0.39	0.06	0.14	0.14	0.06	0.14	0.14				
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	3539	1583	3442	3539	1583				
Grp Volume(v), veh/h	264	1198	250	674	1010	58	164	320	178	158	490	209				
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1583	1721	1770	1583				
Q Serve(g_s), s	10.3	29.4	16.0	30.7	24.2	2.8	7.5	13.6	13.1	7.2	22.1	2.6				
Cycle Q Clear(g_c), s	10.3	29.4	16.0	30.7	24.2	2.8	7.5	13.6	13.1	7.2	22.1	2.6				
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00				
Lane Grp Cap(c), veh/h	784	2051	736	729	1986	618	212	508	563	206	502	585				
V/C Ratio(X)	0.34	0.58	0.34	0.92	0.51	0.09	0.77	0.63	0.32	0.77	0.98	0.36				
Avail Cap(c_a), veh/h	784	2051	736	789	2613	813	409	524	570	409	502	585				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Uniform Delay (d), s/veh	51.7	37.3	27.2	61.8	37.1	17.8	74.0	64.5	37.4	74.1	68.4	18.3				
Incr Delay (d2), s/veh	0.3	1.2	1.3	15.9	0.9	0.3	5.9	2.3	0.3	5.8	33.9	0.4				
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
%ile BackOfQ(95%),veh/ln	8.5	20.1	11.7	22.8	17.0	2.3	6.7	11.1	9.7	6.5	19.1	8.2				
LnGrp Delay(d),s/veh	51.9	38.5	28.4	77.7	38.0	18.1	79.8	66.8	37.8	79.9	102.2	18.7				
LnGrp LOS	D	D	C	E	D	B	E	E	D	E	F	B				
Approach Vol, veh/h	1712				1742				662							
Approach Delay, s/veh	39.1				52.7				62.2							
Approach LOS	D				D				E							
Timer	1	2	3	4	5	6	7	8								
Assigned Phs	1	2	3	4	5	6	7	8								
Phs Duration (G+Y+Rc), s	41.2	71.9	16.9	30.0	43.9	69.3	16.6	30.3								
Change Period (Y+Rc), s	7.3	* 7.4	7.0	7.3	7.4	6.8	7.0	* 7.3								
Max Green Setting (Gmax), s	36.7	* 53	19.0	22.7	7.6	82.2	19.0	* 24								
Max Q Clear Time (g_c+I1), s	32.7	31.4	9.5	24.1	12.3	26.2	9.2	15.6								
Green Ext Time (p_c), s	1.2	19.1	0.4	0.0	0.0	36.3	0.4	1.6								
Intersection Summary																
HCM 2010 Ctrl Delay	53.6															
HCM 2010 LOS	D															
Notes																

Intersection													
Int Delay, s/veh	1												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↱↱↱			↵		↱↱↱			↕			↕	
Traffic Vol, veh/h	14	1611	0	7	0	1283	11	0	0	0	27	0	7
Future Vol, veh/h	14	1611	0	7	0	1283	11	0	0	0	27	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	325	-	-	-	360	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	92	98	98	98	92	92	92	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	1661	0	8	0	1309	11	0	0	0	36	0	9
Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	1320	0	0	-	-	-	0	2229	3026	830	2023	3020	660
Stage 1	-	-	-	-	-	-	-	1690	1690	-	1330	1330	-
Stage 2	-	-	-	-	-	-	-	539	1336	-	693	1690	-
Critical Hdwy	5.34	-	-	5.64	-	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	2.32	-	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	273	-	-	-	0	-	-	46	13	269	61	13	348
Stage 1	-	-	-	-	0	-	-	65	148	-	117	222	-
Stage 2	-	-	-	-	0	-	-	451	221	-	364	148	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	273	-	-	-	-	-	-	43	12	269	59	12	348
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	43	12	-	94	81	-
Stage 1	-	-	-	-	-	-	-	62	140	-	111	222	-
Stage 2	-	-	-	-	-	-	-	439	221	-	345	140	-
Approach	EB			WB			NB			SB			
HCM Control Delay, s	0.2						0			58.2			
HCM LOS							A			F			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBU	WBT	WBR	SBLn1					
Capacity (veh/h)	-	273	-	-	-	-	-	111					
HCM Lane V/C Ratio	-	0.053	-	-	-	-	-	0.408					
HCM Control Delay (s)	0	18.9	-	-	-	-	-	58.2					
HCM Lane LOS	A	C	-	-	-	-	-	F					
HCM 95th %tile O(veh)	-	0.2	-	-	-	-	-	1.7					

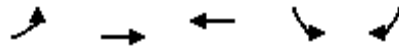
11/26/18

Timings

3: SR 120 (Old Milton) & Post Office Rd

No-Build AM Peak

07/11/2018



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	58	1516	1252	37	16
Future Volume (vph)	58	1516	1252	37	16
Turn Type	pm+pt	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases	2				4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	6.0	15.0	15.0	8.0	8.0
Minimum Split (s)	13.4	31.5	36.8	46.0	46.0
Total Split (s)	19.0	114.0	95.0	46.0	46.0
Total Split (%)	11.9%	71.3%	59.4%	28.8%	28.8%
Yellow Time (s)	4.4	4.8	4.8	4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	6.8	6.8	7.0	7.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 98 (61%), Referenced to phase 2:EBTL and 6:WBTU, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Splits and Phases: 3: SR 120 (Old Milton) & Post Office Rd



11/26/18

HCM 2010 Signalized Intersection Summary3: SR 120 (Old Milton) & Post Office Rd

No-Build AM Peak

07/11/2018

								
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	58	1516	0	1252	35	37	16	
Future Volume (veh/h)	58	1516	0	1252	35	37	16	
Number	5	2		6	16	7	14	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1900	1863	1863	
Adj Flow Rate, veh/h	62	1613		1278	36	46	20	
Adj No. of Lanes	1	3		3	0	1	1	
Peak Hour Factor	0.94	0.94		0.98	0.98	0.81	0.81	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	434	4406		3992	112	84	75	
Arrive On Green	0.05	1.00		1.00	1.00	0.05	0.05	
Sat Flow, veh/h	1774	5253		5252	143	1774	1583	
Grp Volume(v), veh/h	62	1613		852	462	46	20	
Grp Sat Flow(s),veh/h/ln	1774	1695		1695	1837	1774	1583	
Q Serve(g_s), s	1.0	0.0		0.0	0.0	4.1	2.0	
Cycle Q Clear(g_c), s	1.0	0.0		0.0	0.0	4.1	2.0	
Prop In Lane	1.00				0.08	1.00	1.00	
Lane Grp Cap(c), veh/h	434	4406		2661	1442	84	75	
V/C Ratio(X)	0.14	0.37		0.32	0.32	0.55	0.27	
Avail Cap(c_a), veh/h	501	4406		2661	1442	432	386	
HCM Platoon Ratio	1.33	1.33		2.00	2.00	1.00	1.00	
Upstream Filter(I)	0.64	0.64		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	2.3	0.0		0.0	0.0	74.5	73.5	
Incr Delay (d2), s/veh	0.1	0.2		0.3	0.6	5.5	1.9	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	0.9	0.1		0.2	0.4	3.8	1.6	
LnGrp Delay(d),s/veh	2.4	0.2		0.3	0.6	80.0	75.4	
LnGrp LOS	A	A		A	A	E	E	
Approach Vol, veh/h		1675		1314		66		
Approach Delay, s/veh		0.2		0.4		78.6		
Approach LOS		A		A		E		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		145.4		14.6	13.0	132.4		
Change Period (Y+Rc), s		6.8		7.0	7.4	6.8		
Max Green Setting (Gmax), s		107.2		39.0	11.6	88.2		
Max Q Clear Time (g_c+I1), s		2.0		6.1	3.0	2.0		
Green Ext Time (p_c), s		104.7		0.2	0.1	85.9		
Intersection Summary								
HCM 2010 Ctrl Delay			2.0					
HCM 2010 LOS			A					
Notes								

11/26/18

Timings

No-Build AM Peak

4: Haynes Bridge Rd & SR 120 (Old Milton)

07/11/2018

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	40	1418	734	91	742	48	299	95	69	67	173
Future Volume (vph)	40	1418	734	91	742	48	299	95	69	67	173
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	6.0	15.0	15.0	6.0	15.0	15.0	6.0	8.0	8.0	6.0	8.0
Minimum Split (s)	13.0	30.5	30.5	13.0	36.5	36.5	13.0	39.0	39.0	13.0	41.0
Total Split (s)	16.0	79.0	79.0	21.0	84.0	84.0	35.0	35.0	35.0	25.0	25.0
Total Split (%)	10.0%	49.4%	49.4%	13.1%	52.5%	52.5%	21.9%	21.9%	21.9%	15.6%	15.6%
Yellow Time (s)	4.0	4.7	4.7	4.0	4.7	4.7	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	1.8	1.8	3.0	1.8	1.8	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.5	6.5	7.0	6.5	6.5	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?											
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 160

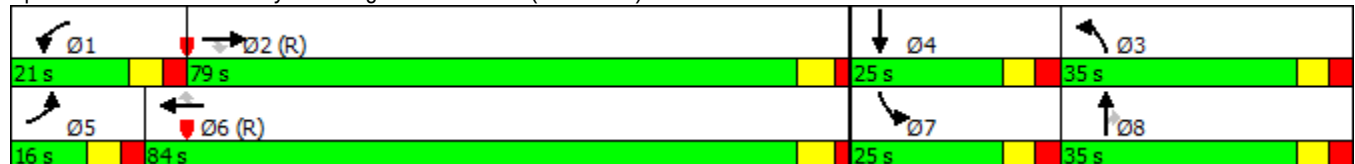
Actuated Cycle Length: 160

Offset: 40 (25%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 135

Control Type: Actuated-Coordinated

Splits and Phases: 4: Haynes Bridge Rd & SR 120 (Old Milton)



11/26/18

HCM 2010 Signalized Intersection Summary4: Haynes Bridge Rd & SR 120 (Old Milton)

No-Build AM Peak

07/11/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1418	734	91	742	48	299	95	69	67	173	29
Future Volume (veh/h)	40	1418	734	91	742	48	299	95	69	67	173	29
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	44	1558	0	96	781	51	322	102	0	72	186	31
Adj No. of Lanes	1	3	1	1	3	1	2	1	1	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.95	0.95	0.95	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	3215	911	115	3092	963	385	255	217	91	231	38
Arrive On Green	0.03	0.58	0.00	0.13	1.00	1.00	0.11	0.14	0.00	0.05	0.08	0.08
Sat Flow, veh/h	1774	5588	1583	1774	5085	1583	3442	1863	1583	1774	3045	499
Grp Volume(v), veh/h	44	1558	0	96	781	51	322	102	0	72	107	110
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1695	1583	1721	1863	1583	1774	1770	1775
Q Serve(g_s), s	3.9	26.3	0.0	8.5	0.0	0.0	14.7	8.0	0.0	6.4	9.5	9.8
Cycle Q Clear(g_c), s	3.9	26.3	0.0	8.5	0.0	0.0	14.7	8.0	0.0	6.4	9.5	9.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	57	3215	911	115	3092	963	385	255	217	91	134	135
V/C Ratio(X)	0.77	0.48	0.00	0.84	0.25	0.05	0.84	0.40	0.00	0.79	0.79	0.82
Avail Cap(c_a), veh/h	100	3215	911	155	3092	963	602	326	277	200	199	200
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.96	0.96	0.96	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.8	20.0	0.0	68.8	0.0	0.0	69.6	63.1	0.0	75.1	72.7	72.8
Incr Delay (d2), s/veh	19.3	0.5	0.0	23.2	0.2	0.1	5.9	1.0	0.0	14.3	12.4	15.0
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(95%),veh/ln	4.0	19.6	0.0	8.5	0.1	0.0	11.7	7.6	0.0	6.3	8.8	9.2
LnGrp Delay(d),s/veh	96.1	20.5	0.0	92.0	0.2	0.1	75.5	64.1	0.0	89.4	85.1	87.9
LnGrp LOS	F	C		F	A	A	E	E		F	F	F
Approach Vol, veh/h		1602			928			424			289	
Approach Delay, s/veh		22.6			9.7			72.8			87.2	
Approach LOS		C			A			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.4	98.6	24.9	19.2	12.2	103.8	15.2	28.9				
Change Period (Y+Rc), s	7.0	* 6.5	7.0	7.0	7.0	* 6.5	7.0	7.0				
Max Green Setting (Gmax), s	14.0	* 73	28.0	18.0	9.0	* 78	18.0	28.0				
Max Q Clear Time (g_c+I1), s	10.5	28.3	16.7	11.8	5.9	2.0	8.4	10.0				
Green Ext Time (p_c), s	0.1	43.8	1.3	0.4	0.0	74.3	0.1	1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			31.2									
HCM 2010 LOS			C									
Notes												

11/26/18

Timings

No-Build PM Peak

1: Westside Pkwy & SR 120 (Old Milton)

07/11/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	884	108	500	1437	113	256	608	373	201	316	217
Future Volume (vph)	155	884	108	500	1437	113	256	608	373	201	316	217
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8	1	7	4	5
Permitted Phases			2			6			8			4
Detector Phase	5	2	3	1	6	6	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	15.0	6.0	6.0	15.0	15.0	6.0	8.0	6.0	6.0	8.0	6.0
Minimum Split (s)	13.4	24.8	13.0	13.3	24.8	24.8	13.0	24.3	13.3	13.0	25.3	13.4
Total Split (s)	18.0	69.0	25.0	31.0	82.0	82.0	25.0	35.0	31.0	25.0	35.0	18.0
Total Split (%)	11.3%	43.1%	15.6%	19.4%	51.3%	51.3%	15.6%	21.9%	19.4%	15.6%	21.9%	11.3%
Yellow Time (s)	4.4	4.8	4.0	4.3	4.8	4.8	4.0	4.3	4.3	4.0	4.3	4.4
All-Red Time (s)	3.0	2.0	3.0	3.0	2.0	2.0	3.0	2.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	6.8	7.0	7.3	6.8	6.8	7.0	6.3	7.3	7.0	7.3	7.4
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160

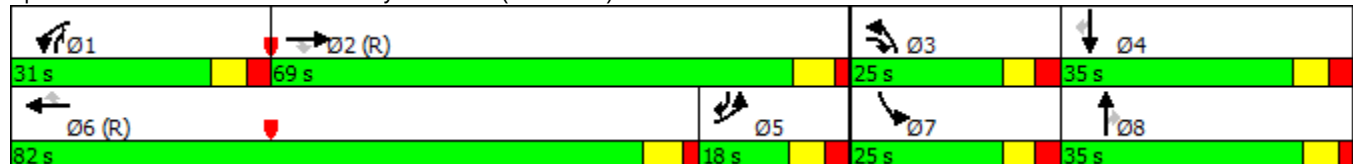
Actuated Cycle Length: 160

Offset: 109 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 1: Westside Pkwy & SR 120 (Old Milton)



11/26/18

HCM 2010 Signalized Intersection Summary

1: Westside Pkwy & SR 120 (Old Milton)

No-Build PM Peak

07/11/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	884	108	500	1437	113	256	608	373	201	316	217
Future Volume (veh/h)	155	884	108	500	1437	113	256	608	373	201	316	217
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	165	940	115	510	1466	115	264	627	385	216	340	233
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.94	0.94	0.94	0.98	0.98	0.98	0.97	0.97	0.97	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	405	2108	799	510	2279	709	311	635	519	264	587	449
Arrive On Green	0.24	0.83	0.83	0.15	0.45	0.45	0.09	0.18	0.18	0.08	0.17	0.17
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	165	940	115	510	1466	115	264	627	385	216	340	233
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	6.5	8.0	2.0	23.7	35.8	4.9	12.1	28.3	28.7	9.9	14.2	3.7
Cycle Q Clear(g_c), s	6.5	8.0	2.0	23.7	35.8	4.9	12.1	28.3	28.7	9.9	14.2	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	405	2108	799	510	2279	709	311	635	519	264	587	449
V/C Ratio(X)	0.41	0.45	0.14	1.00	0.64	0.16	0.85	0.99	0.74	0.82	0.58	0.52
Avail Cap(c_a), veh/h	405	2108	799	510	2390	744	387	635	519	387	613	460
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.5	8.7	5.9	68.2	34.2	13.0	71.7	65.5	47.8	72.7	61.6	24.3
Incr Delay (d2), s/veh	0.7	0.7	0.4	40.0	1.4	0.5	13.6	32.5	5.7	8.5	1.3	1.0
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(95%),veh/ln	5.6	6.8	1.6	25.4	23.8	4.0	10.5	23.4	22.5	8.7	11.4	10.0
LnGrp Delay(d),s/veh	57.1	9.4	6.3	108.1	35.7	13.5	85.3	98.0	53.5	81.2	62.9	25.2
LnGrp LOS	E	A	A	F	D	B	F	F	D	F	E	C
Approach Vol, veh/h	1220			2091			1276			789		
Approach Delay, s/veh	15.5			52.1			81.9			56.8		
Approach LOS	B			D			F			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.0	73.7	21.5	33.8	26.2	78.5	19.3	36.0				
Change Period (Y+Rc), s	7.3	* 7.4	7.0	7.3	7.4	6.8	7.0	* 7.3				
Max Green Setting (Gmax), s	23.7	* 62	18.0	27.7	10.6	75.2	18.0	* 29				
Max Q Clear Time (g_c+I1), s	25.7	10.0	14.1	16.2	8.5	37.8	11.9	30.3				
Green Ext Time (p_c), s	0.0	32.2	0.4	1.9	1.9	33.9	0.4	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	51.6											
HCM 2010 LOS	D											
Notes												

Intersection													
Int Delay, s/veh	106.1												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰ ↱ ↱ ↱			↰		↱ ↱ ↱			↕			↕	
Traffic Vol, veh/h	31	1071	0	19	0	2032	24	0	0	0	47	0	6
Future Vol, veh/h	31	1071	0	19	0	2032	24	0	0	0	47	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	325	-	-	-	360	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	92	92	97	97	97	92	92	92	40	83	40
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	1152	0	21	0	2095	25	0	0	0	118	0	15
Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	2120	0	0	-	-	-	0	2097	3379	576	2676	3367	1060
Stage 1	-	-	-	-	-	-	-	1218	1218	-	2149	2149	-
Stage 2	-	-	-	-	-	-	-	879	2161	-	527	1218	-
Critical Hdwy	5.34	-	-	5.64	-	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	2.32	-	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	109	-	-	-	0	-	-	55	7	394	~ 24	8	189
Stage 1	-	-	-	-	0	-	-	140	251	-	~ 30	87	-
Stage 2	-	-	-	-	0	-	-	280	85	-	459	251	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	109	-	-	-	-	-	-	39	5	394	~ 18	6	189
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	39	5	-	~ 19	53	-
Stage 1	-	-	-	-	-	-	-	98	175	-	~ 21	87	-
Stage 2	-	-	-	-	-	-	-	258	85	-	320	175	-
Approach	EB			WB			NB			SB			
HCM Control Delay, s	1.5						0			\$ 2754.5			
HCM LOS							A			F			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBU	WBT	WBR	SBLn1					
Capacity (veh/h)	-	109	-	-	-	-	-	-	21				
HCM Lane V/C Ratio	-	0.306	-	-	-	-	-	-	6.31				
HCM Control Delay (s)	0	52	-	-	-	-	-	\$ 2754.5					
HCM Lane LOS	A	F	-	-	-	-	-	F					
HCM 95th %tile Q(veh)	-	1.2	-	-	-	-	-	16.9					
Notes													
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon							

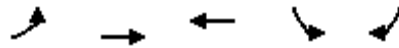
11/26/18

Timings

3: SR 120 (Old Milton) & Post Office Rd

No-Build PM Peak

07/11/2018



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	45	1042	2004	43	28
Future Volume (vph)	45	1042	2004	43	28
Turn Type	pm+pt	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases	2				4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	6.0	15.0	15.0	8.0	8.0
Minimum Split (s)	13.4	31.5	36.8	46.0	46.0
Total Split (s)	19.0	114.0	95.0	46.0	46.0
Total Split (%)	11.9%	71.3%	59.4%	28.8%	28.8%
Yellow Time (s)	4.4	4.8	4.8	4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	6.8	6.8	7.0	7.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 160

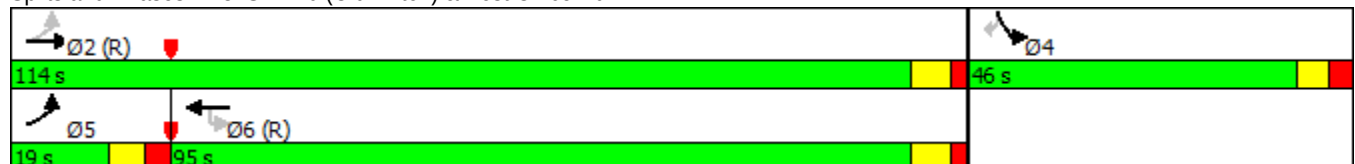
Actuated Cycle Length: 160

Offset: 88 (55%), Referenced to phase 2:EBTL and 6:WBTU, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Splits and Phases: 3: SR 120 (Old Milton) & Post Office Rd



11/26/18

HCM 2010 Signalized Intersection Summary 3: SR 120 (Old Milton) & Post Office Rd

No-Build PM Peak

07/11/2018

								
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	45	1042	0	2004	33	43	28	
Future Volume (veh/h)	45	1042	0	2004	33	43	28	
Number	5	2		6	16	7	14	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1900	1863	1863	
Adj Flow Rate, veh/h	48	1109		2066	34	51	33	
Adj No. of Lanes	1	3		3	0	1	1	
Peak Hour Factor	0.94	0.94		0.97	0.97	0.85	0.85	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	256	4399		4049	67	87	77	
Arrive On Green	0.07	1.00		1.00	1.00	0.05	0.05	
Sat Flow, veh/h	1774	5253		5321	85	1774	1583	
Grp Volume(v), veh/h	48	1109		1358	742	51	33	
Grp Sat Flow(s),veh/h/ln	1774	1695		1695	1848	1774	1583	
Q Serve(g_s), s	0.7	0.0		0.0	0.0	4.5	3.2	
Cycle Q Clear(g_c), s	0.7	0.0		0.0	0.0	4.5	3.2	
Prop In Lane	1.00				0.05	1.00	1.00	
Lane Grp Cap(c), veh/h	256	4399		2663	1452	87	77	
V/C Ratio(X)	0.19	0.25		0.51	0.51	0.59	0.43	
Avail Cap(c_a), veh/h	326	4399		2663	1452	432	386	
HCM Platoon Ratio	2.00	2.00		2.00	2.00	1.00	1.00	
Upstream Filter(I)	0.88	0.88		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	2.3	0.0		0.0	0.0	74.5	73.9	
Incr Delay (d2), s/veh	0.3	0.1		0.7	1.3	6.2	3.7	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	0.7	0.1		0.5	0.9	4.2	2.7	
LnGrp Delay(d),s/veh	2.6	0.1		0.7	1.3	80.8	77.6	
LnGrp LOS	A	A		A	A	F	E	
Approach Vol, veh/h		1157		2100		84		
Approach Delay, s/veh		0.2		0.9		79.5		
Approach LOS		A		A		E		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		145.2		14.8	12.7	132.5		
Change Period (Y+Rc), s		6.8		7.0	7.4	6.8		
Max Green Setting (Gmax), s		107.2		39.0	11.6	88.2		
Max Q Clear Time (g_c+I1), s		2.0		6.5	2.7	2.0		
Green Ext Time (p_c), s		104.7		0.3	0.0	85.9		
Intersection Summary								
HCM 2010 Ctrl Delay			2.6					
HCM 2010 LOS			A					
Notes								

11/26/18

Timings

No-Build PM Peak

4: Haynes Bridge Rd & SR 120 (Old Milton)

07/11/2018

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	65	851	400	88	1383	132	659	339	99	46	122
Future Volume (vph)	65	851	400	88	1383	132	659	339	99	46	122
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	6.0	15.0	15.0	6.0	15.0	15.0	6.0	8.0	8.0	6.0	8.0
Minimum Split (s)	13.0	30.5	30.5	13.0	36.5	36.5	13.0	39.0	39.0	13.0	41.0
Total Split (s)	17.0	63.0	63.0	17.0	63.0	63.0	48.0	48.0	48.0	32.0	32.0
Total Split (%)	10.6%	39.4%	39.4%	10.6%	39.4%	39.4%	30.0%	30.0%	30.0%	20.0%	20.0%
Yellow Time (s)	4.0	4.7	4.7	4.0	4.7	4.7	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	1.8	1.8	3.0	1.8	1.8	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.5	6.5	7.0	6.5	6.5	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?											
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 160

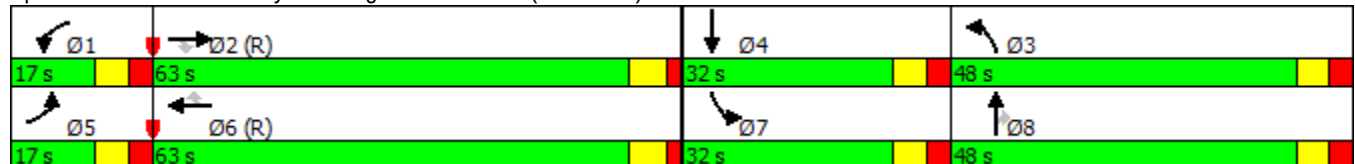
Actuated Cycle Length: 160

Offset: 40 (25%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 135

Control Type: Actuated-Coordinated

Splits and Phases: 4: Haynes Bridge Rd & SR 120 (Old Milton)



11/26/18

HCM 2010 Signalized Intersection Summary4: Haynes Bridge Rd & SR 120 (Old Milton)

No-Build PM Peak

07/11/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	851	400	88	1383	132	659	339	99	46	122	132
Future Volume (veh/h)	65	851	400	88	1383	132	659	339	99	46	122	132
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	69	905	0	94	1471	140	686	353	0	58	154	167
Adj No. of Lanes	1	3	1	1	3	1	2	1	1	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.96	0.96	0.96	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	86	2385	676	111	2240	697	752	553	470	75	213	191
Arrive On Green	0.05	0.43	0.00	0.13	0.88	0.88	0.22	0.30	0.00	0.04	0.12	0.12
Sat Flow, veh/h	1774	5588	1583	1774	5085	1583	3442	1863	1583	1774	1770	1583
Grp Volume(v), veh/h	69	905	0	94	1471	140	686	353	0	58	154	167
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1695	1583	1721	1863	1583	1774	1770	1583
Q Serve(g_s), s	6.2	17.7	0.0	8.3	13.1	2.0	31.1	26.3	0.0	5.2	13.4	16.6
Cycle Q Clear(g_c), s	6.2	17.7	0.0	8.3	13.1	2.0	31.1	26.3	0.0	5.2	13.4	16.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	86	2385	676	111	2240	697	752	553	470	75	213	191
V/C Ratio(X)	0.80	0.38	0.00	0.85	0.66	0.20	0.91	0.64	0.00	0.78	0.72	0.88
Avail Cap(c_a), veh/h	111	2385	676	111	2240	697	882	553	470	277	277	247
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.85	0.85	0.85	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.3	31.4	0.0	69.3	6.1	5.4	61.0	48.8	0.0	75.9	67.8	69.2
Incr Delay (d2), s/veh	26.0	0.5	0.0	37.8	1.3	0.6	12.4	2.5	0.0	15.5	6.4	23.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.6	14.2	0.0	8.7	9.7	1.7	22.6	20.0	0.0	5.2	11.3	13.3
LnGrp Delay(d),s/veh	101.4	31.8	0.0	107.0	7.4	6.0	73.4	51.3	0.0	91.4	74.2	92.3
LnGrp LOS	F	C		F	A	A	E	D		F	E	F
Approach Vol, veh/h		974			1705			1039			379	
Approach Delay, s/veh		36.8			12.8			65.9			84.8	
Approach LOS		D			B			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	74.8	42.0	26.3	14.8	77.0	13.7	54.5				
Change Period (Y+Rc), s	7.0	* 6.5	7.0	7.0	7.0	* 6.5	7.0	7.0				
Max Green Setting (Gmax), s	10.0	* 57	41.0	25.0	10.0	* 57	25.0	41.0				
Max Q Clear Time (g_c+I1), s	10.3	19.7	33.1	18.6	8.2	15.1	7.2	28.3				
Green Ext Time (p_c), s	0.0	36.5	1.8	0.7	0.0	41.1	0.1	3.6				
Intersection Summary												
HCM 2010 Ctrl Delay			38.6									
HCM 2010 LOS			D									
Notes												

11/26/18

FUTURE “BUILD” INTERSECTION ANALYSIS

11/26/18

Timings

Build 2020 AM Peak

1: Westside Pkwy & SR 120 (Old Milton)

07/11/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	236	1064	226	647	1007	56	173	291	162	147	456	210
Future Volume (vph)	236	1064	226	647	1007	56	173	291	162	147	456	210
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8	1	7	4	5
Permitted Phases			2			6			8			4
Detector Phase	5	2	3	1	6	6	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	15.0	6.0	6.0	15.0	15.0	6.0	8.0	6.0	6.0	8.0	6.0
Minimum Split (s)	13.4	24.8	13.0	13.3	24.8	24.8	13.0	24.3	13.3	13.0	25.3	13.4
Total Split (s)	15.0	61.0	26.0	43.0	89.0	89.0	26.0	30.0	43.0	26.0	30.0	15.0
Total Split (%)	9.4%	38.1%	16.3%	26.9%	55.6%	55.6%	16.3%	18.8%	26.9%	16.3%	18.8%	9.4%
Yellow Time (s)	4.4	4.8	4.0	4.3	4.8	4.8	4.0	4.3	4.3	4.0	4.3	4.4
All-Red Time (s)	3.0	2.0	3.0	3.0	2.0	2.0	3.0	2.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	6.8	7.0	7.3	6.8	6.8	7.0	6.3	7.3	7.0	7.3	7.4
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 76 (48%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 1: Westside Pkwy & SR 120 (Old Milton)

			
Ø1	Ø2 (R)	Ø3	Ø4
43 s	51 s	26 s	30 s
			
Ø6 (R)	Ø5	Ø7	Ø8
89 s	15 s	26 s	30 s

11/26/18

HCM 2010 Signalized Intersection Summary1: Westside Pkwy & SR 120 (Old Milton)

Build 2020 AM Peak

07/11/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	1064	226	647	1007	56	173	291	162	147	456	210
Future Volume (veh/h)	236	1064	226	647	1007	56	173	291	162	147	456	210
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	268	1209	257	674	1049	58	190	320	178	158	490	226
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.88	0.88	0.88	0.96	0.96	0.96	0.91	0.91	0.91	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	719	2018	738	725	2043	636	239	536	573	206	502	555
Arrive On Green	0.21	0.40	0.40	0.21	0.40	0.40	0.07	0.15	0.15	0.06	0.14	0.14
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	268	1209	257	674	1049	58	190	320	178	158	490	226
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	10.7	30.1	16.5	30.8	24.9	2.8	8.7	13.5	12.9	7.2	22.1	3.0
Cycle Q Clear(g_c), s	10.7	30.1	16.5	30.8	24.9	2.8	8.7	13.5	12.9	7.2	22.1	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	719	2018	738	725	2043	636	239	536	573	206	502	555
V/C Ratio(X)	0.37	0.60	0.35	0.93	0.51	0.09	0.79	0.60	0.31	0.77	0.98	0.41
Avail Cap(c_a), veh/h	719	2018	738	768	2613	813	409	536	573	409	502	555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	38.2	27.2	62.0	36.1	17.0	73.3	63.3	36.7	74.1	68.4	19.6
Incr Delay (d2), s/veh	0.3	1.3	1.3	17.3	0.9	0.3	5.9	1.8	0.3	5.8	33.9	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.8	20.6	12.0	23.0	17.5	2.2	7.8	11.0	9.6	6.5	19.1	9.0
LnGrp Delay(d),s/veh	54.6	39.5	28.5	79.3	37.0	17.3	79.2	65.2	37.0	79.9	102.2	20.1
LnGrp LOS	D	D	C	E	D	B	E	E	D	E	F	C
Approach Vol, veh/h	1734				1781				688			
Approach Delay, s/veh	40.2				52.4				61.8			
Approach LOS	D				D				E			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	41.0	70.9	18.1	30.0	40.8	71.1	16.6	31.5				
Change Period (Y+Rc), s	7.3	* 7.4	7.0	7.3	7.4	6.8	7.0	* 7.3				
Max Green Setting (Gmax), s	35.7	* 54	19.0	22.7	7.6	82.2	19.0	* 24				
Max Q Clear Time (g_c+I1), s	32.8	32.1	10.7	24.1	12.7	26.9	9.2	15.5				
Green Ext Time (p_c), s	0.9	19.5	0.4	0.0	0.0	37.4	0.4	1.6				
Intersection Summary												
HCM 2010 Ctrl Delay	53.7											
HCM 2010 LOS	D											
Notes												

Intersection													
Int Delay, s/veh	2.2												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	14	1611	68	8	75	1283	11	18	0	19	27	1	7
Future Vol, veh/h	14	1611	68	8	75	1283	11	18	0	19	27	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	-	None	-	-	None	-	-	None
Storage Length	325	-	160	-	360	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	92	98	98	98	92	92	92	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	1661	70	9	77	1309	11	20	0	21	36	1	9
Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	1320	0	0	-	1661	0	0	2385	3181	830	2178	3175	660
Stage 1	-	-	-	-	-	-	-	1690	1690	-	1485	1485	-
Stage 2	-	-	-	-	-	-	-	695	1491	-	693	1690	-
Critical Hdwy	5.34	-	-	5.64	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	2.32	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	273	-	-	-	185	-	-	36	10	269	49	10	348
Stage 1	-	-	-	-	-	-	-	65	148	-	91	187	-
Stage 2	-	-	-	-	-	-	-	363	185	-	364	148	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	273	-	-	~-10	~-10	-	-	33	9	269	43	9	348
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	54	74	-	71	42	-
Stage 1	-	-	-	-	-	-	-	62	140	-	86	187	-
Stage 2	-	-	-	-	-	-	-	351	185	-	319	140	-
Approach	EB			WB			NB			SB			
HCM Control Delay, s	0.2						61.3			93.7			
HCM LOS							F			F			
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	54	269	273	-	-	+	-	-	83				
HCM Lane V/C Ratio	0.362	0.077	0.053	-	-	-	-	-	0.562				
HCM Control Delay (s)	105.5	19.5	18.9	-	-	-	-	-	93.7				
HCM Lane LOS	F	C	C	-	-	-	-	-	F				
HCM 95th %tile Q(veh)	1.3	0.2	0.2	-	-	-	-	-	2.5				
Notes													
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon					

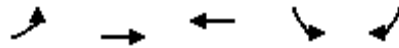
11/26/18

Timings

3: SR 120 (Old Milton) & Post Office Rd

Build 2020 AM Peak

07/11/2018



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	58	1584	1270	37	16
Future Volume (vph)	58	1584	1270	37	16
Turn Type	pm+pt	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases	2				4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	6.0	15.0	15.0	8.0	8.0
Minimum Split (s)	13.4	31.5	36.8	46.0	46.0
Total Split (s)	19.0	114.0	95.0	46.0	46.0
Total Split (%)	11.9%	71.3%	59.4%	28.8%	28.8%
Yellow Time (s)	4.4	4.8	4.8	4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	6.8	6.8	7.0	7.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 98 (61%), Referenced to phase 2:EBTL and 6:WBTU, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Splits and Phases: 3: SR 120 (Old Milton) & Post Office Rd

Ø2 (R)	Ø4
114 s	46 s
Ø5	Ø6 (R)
19 s	95 s

11/26/18

HCM 2010 Signalized Intersection Summary 3: SR 120 (Old Milton) & Post Office Rd

Build 2020 AM Peak

07/11/2018

								
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	58	1584	0	1270	35	37	16	
Future Volume (veh/h)	58	1584	0	1270	35	37	16	
Number	5	2		6	16	7	14	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1900	1863	1863	
Adj Flow Rate, veh/h	62	1685		1296	36	46	20	
Adj No. of Lanes	1	3		3	0	1	1	
Peak Hour Factor	0.94	0.94		0.98	0.98	0.81	0.81	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	429	4406		3993	111	84	75	
Arrive On Green	0.05	1.00		1.00	1.00	0.05	0.05	
Sat Flow, veh/h	1774	5253		5254	141	1774	1583	
Grp Volume(v), veh/h	62	1685		864	468	46	20	
Grp Sat Flow(s),veh/h/ln	1774	1695		1695	1838	1774	1583	
Q Serve(g_s), s	1.0	0.0		0.0	0.0	4.1	2.0	
Cycle Q Clear(g_c), s	1.0	0.0		0.0	0.0	4.1	2.0	
Prop In Lane	1.00				0.08	1.00	1.00	
Lane Grp Cap(c), veh/h	429	4406		2661	1443	84	75	
V/C Ratio(X)	0.14	0.38		0.32	0.32	0.55	0.27	
Avail Cap(c_a), veh/h	495	4406		2661	1443	432	386	
HCM Platoon Ratio	1.33	1.33		2.00	2.00	1.00	1.00	
Upstream Filter(I)	0.62	0.62		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	2.3	0.0		0.0	0.0	74.5	73.5	
Incr Delay (d2), s/veh	0.1	0.2		0.3	0.6	5.5	1.9	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	0.9	0.1		0.2	0.4	3.8	1.6	
LnGrp Delay(d),s/veh	2.4	0.2		0.3	0.6	80.0	75.4	
LnGrp LOS	A	A		A	A	E	E	
Approach Vol, veh/h		1747		1332		66		
Approach Delay, s/veh		0.2		0.4		78.6		
Approach LOS		A		A		E		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		145.4		14.6	13.0	132.4		
Change Period (Y+Rc), s		6.8		7.0	7.4	6.8		
Max Green Setting (Gmax), s		107.2		39.0	11.6	88.2		
Max Q Clear Time (g_c+I1), s		2.0		6.1	3.0	2.0		
Green Ext Time (p_c), s		104.7		0.2	0.1	85.9		
Intersection Summary								
HCM 2010 Ctrl Delay			2.0					
HCM 2010 LOS			A					
Notes								

11/26/18

Timings

Build 2020 AM Peak

4: Haynes Bridge Rd & SR 120 (Old Milton)

07/11/2018

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		  			  		 				 
Traffic Volume (vph)	40	1459	734	96	753	50	299	95	90	75	173
Future Volume (vph)	40	1459	734	96	753	50	299	95	90	75	173
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	6.0	15.0	15.0	6.0	15.0	15.0	6.0	8.0	8.0	6.0	8.0
Minimum Split (s)	13.0	30.5	30.5	13.0	36.5	36.5	13.0	39.0	39.0	13.0	41.0
Total Split (s)	16.0	79.0	79.0	21.0	84.0	84.0	35.0	35.0	35.0	25.0	25.0
Total Split (%)	10.0%	49.4%	49.4%	13.1%	52.5%	52.5%	21.9%	21.9%	21.9%	15.6%	15.6%
Yellow Time (s)	4.0	4.7	4.7	4.0	4.7	4.7	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	1.8	1.8	3.0	1.8	1.8	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.5	6.5	7.0	6.5	6.5	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?											
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 160

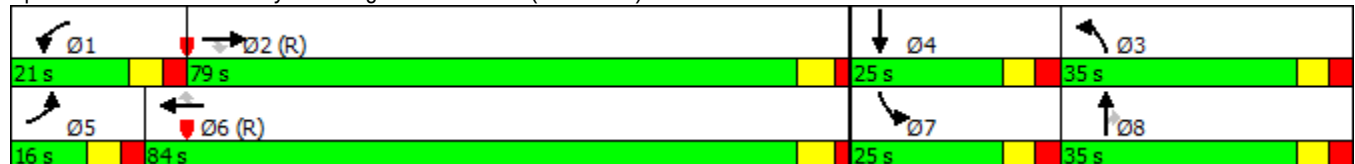
Actuated Cycle Length: 160

Offset: 40 (25%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 135

Control Type: Actuated-Coordinated

Splits and Phases: 4: Haynes Bridge Rd & SR 120 (Old Milton)



11/26/18

HCM 2010 Signalized Intersection Summary 4: Haynes Bridge Rd & SR 120 (Old Milton)

Build 2020 AM Peak

07/11/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1459	734	96	753	50	299	95	90	75	173	29
Future Volume (veh/h)	40	1459	734	96	753	50	299	95	90	75	173	29
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	44	1603	0	101	793	53	322	102	0	81	186	31
Adj No. of Lanes	1	3	1	1	3	1	2	1	1	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.95	0.95	0.95	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	3199	906	120	3092	963	385	244	208	101	231	38
Arrive On Green	0.03	0.57	0.00	0.14	1.00	1.00	0.11	0.13	0.00	0.06	0.08	0.08
Sat Flow, veh/h	1774	5588	1583	1774	5085	1583	3442	1863	1583	1774	3045	499
Grp Volume(v), veh/h	44	1603	0	101	793	53	322	102	0	81	107	110
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1695	1583	1721	1863	1583	1774	1770	1775
Q Serve(g_s), s	3.9	27.5	0.0	8.9	0.0	0.0	14.7	8.1	0.0	7.2	9.5	9.8
Cycle Q Clear(g_c), s	3.9	27.5	0.0	8.9	0.0	0.0	14.7	8.1	0.0	7.2	9.5	9.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	57	3199	906	120	3092	963	385	244	208	101	134	135
V/C Ratio(X)	0.77	0.50	0.00	0.84	0.26	0.06	0.84	0.42	0.00	0.80	0.79	0.82
Avail Cap(c_a), veh/h	100	3199	906	155	3092	963	602	326	277	200	199	200
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.96	0.96	0.96	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.8	20.5	0.0	68.3	0.0	0.0	69.6	63.9	0.0	74.6	72.7	72.8
Incr Delay (d2), s/veh	19.3	0.6	0.0	25.3	0.2	0.1	5.9	1.1	0.0	13.7	12.4	15.0
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(95%),veh/ln	4.0	20.5	0.0	8.8	0.1	0.1	11.7	7.6	0.0	7.1	8.8	9.2
LnGrp Delay(d),s/veh	96.1	21.1	0.0	93.7	0.2	0.1	75.5	65.0	0.0	88.3	85.1	87.9
LnGrp LOS	F	C		F	A	A	E	E		F	F	F
Approach Vol, veh/h		1647			947			424			298	
Approach Delay, s/veh		23.1			10.2			73.0			87.0	
Approach LOS		C			B			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.8	98.1	24.9	19.2	12.2	103.8	16.1	28.0				
Change Period (Y+Rc), s	7.0	* 6.5	7.0	7.0	7.0	* 6.5	7.0	7.0				
Max Green Setting (Gmax), s	14.0	* 73	28.0	18.0	9.0	* 78	18.0	28.0				
Max Q Clear Time (g_c+I1), s	10.9	29.5	16.7	11.8	5.9	2.0	9.2	10.1				
Green Ext Time (p_c), s	0.1	42.6	1.3	0.4	0.0	74.5	0.1	1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			31.5									
HCM 2010 LOS			C									
Notes												

11/26/18

Timings

Build 2020 PM Peak

1: Westside Pkwy & SR 120 (Old Milton)

07/11/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	173	925	135	500	1453	113	265	608	373	201	316	223
Future Volume (vph)	173	925	135	500	1453	113	265	608	373	201	316	223
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8	1	7	4	5
Permitted Phases			2			6			8			4
Detector Phase	5	2	3	1	6	6	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	15.0	6.0	6.0	15.0	15.0	6.0	8.0	6.0	6.0	8.0	6.0
Minimum Split (s)	13.4	24.8	13.0	13.3	24.8	24.8	13.0	24.3	13.3	13.0	25.3	13.4
Total Split (s)	18.0	69.0	25.0	31.0	82.0	82.0	25.0	35.0	31.0	25.0	35.0	18.0
Total Split (%)	11.3%	43.1%	15.6%	19.4%	51.3%	51.3%	15.6%	21.9%	19.4%	15.6%	21.9%	11.3%
Yellow Time (s)	4.4	4.8	4.0	4.3	4.8	4.8	4.0	4.3	4.3	4.0	4.3	4.4
All-Red Time (s)	3.0	2.0	3.0	3.0	2.0	2.0	3.0	2.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	6.8	7.0	7.3	6.8	6.8	7.0	6.3	7.3	7.0	7.3	7.4
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160

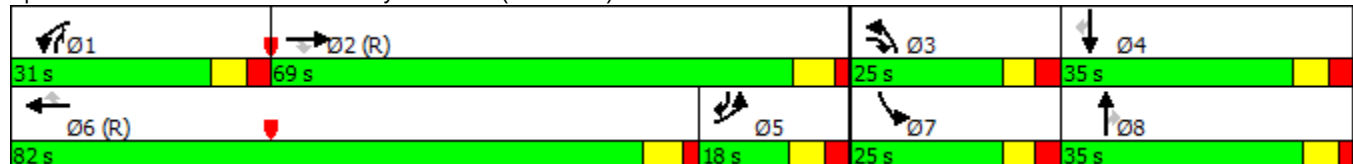
Actuated Cycle Length: 160

Offset: 109 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 1: Westside Pkwy & SR 120 (Old Milton)



11/26/18

HCM 2010 Signalized Intersection Summary 1: Westside Pkwy & SR 120 (Old Milton)

Build 2020 PM Peak

07/11/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	925	135	500	1453	113	265	608	373	201	316	223
Future Volume (veh/h)	173	925	135	500	1453	113	265	608	373	201	316	223
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	184	984	144	510	1483	115	273	627	385	216	340	240
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Peak Hour Factor	0.94	0.94	0.94	0.98	0.98	0.98	0.97	0.97	0.97	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	400	2108	803	510	2286	712	320	635	519	264	578	442
Arrive On Green	0.23	0.83	0.83	0.15	0.45	0.45	0.09	0.18	0.18	0.08	0.16	0.16
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	184	984	144	510	1483	115	273	627	385	216	340	240
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	7.4	8.6	2.6	23.7	36.3	4.9	12.5	28.3	28.7	9.9	14.2	3.9
Cycle Q Clear(g_c), s	7.4	8.6	2.6	23.7	36.3	4.9	12.5	28.3	28.7	9.9	14.2	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	400	2108	803	510	2286	712	320	635	519	264	578	442
V/C Ratio(X)	0.46	0.47	0.18	1.00	0.65	0.16	0.85	0.99	0.74	0.82	0.59	0.54
Avail Cap(c_a), veh/h	400	2108	803	510	2390	744	387	635	519	387	613	458
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.1	8.8	5.9	68.2	34.2	12.9	71.5	65.5	47.8	72.7	62.0	24.6
Incr Delay (d2), s/veh	0.8	0.7	0.5	40.0	1.4	0.5	14.5	32.5	5.7	8.5	1.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.3	7.1	2.1	25.4	24.0	4.0	10.8	23.4	22.5	8.7	11.5	10.3
LnGrp Delay(d),s/veh	57.9	9.5	6.3	108.1	35.7	13.4	86.0	98.0	53.5	81.2	63.3	25.8
LnGrp LOS	E	A	A	F	D	B	F	F	D	F	E	C
Approach Vol, veh/h	1312			2108			1285			796		
Approach Delay, s/veh	15.9			52.0			82.1			56.9		
Approach LOS	B			D			F			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.0	73.7	21.9	33.4	26.0	78.7	19.3	36.0				
Change Period (Y+Rc), s	7.3	* 7.4	7.0	7.3	7.4	6.8	7.0	* 7.3				
Max Green Setting (Gmax), s	23.7	* 62	18.0	27.7	10.6	75.2	18.0	* 29				
Max Q Clear Time (g_c+I1), s	25.7	10.6	14.5	16.2	9.4	38.3	11.9	30.3				
Green Ext Time (p_c), s	0.0	33.3	0.4	1.9	1.2	33.7	0.4	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	51.1											
HCM 2010 LOS	D											
Notes												

Intersection													
Int Delay, s/veh	119.8												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	31	1071	28	20	31	2032	24	77	1	84	47	1	6
Future Vol, veh/h	31	1071	28	20	31	2032	24	77	1	84	47	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	-	None	-	-	None	-	-	None
Storage Length	325	-	160	-	360	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	97	92	97	97	97	92	92	92	40	75	40
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	1152	29	22	32	2095	25	84	1	91	118	1	15
Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	2120	0	0	-	1152	0	0	2164	3445	576	2743	3433	1060
Stage 1	-	-	-	-	-	-	-	1218	1218	-	2215	2215	-
Stage 2	-	-	-	-	-	-	-	946	2227	-	528	1218	-
Critical Hdwy	5.34	-	-	5.64	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	2.32	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	109	-	-	-	330	-	-	~ 50	7	394	~ 21	7	189
Stage 1	-	-	-	-	-	-	-	140	251	-	~ 27	80	-
Stage 2	-	-	-	-	-	-	-	254	79	-	458	251	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	109	-	-	~	~	-	-	~ 35	5	394	~ 12	5	189
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 73	35	-	~ 17	46	-
Stage 1	-	-	-	-	-	-	-	98	175	-	~ 19	80	-
Stage 2	-	-	-	-	-	-	-	230	79	-	244	175	-
Approach	EB			WB			NB			SB			
HCM Control Delay, s	1.4						135.2			\$ 3119.5			
HCM LOS							F			F			
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	72 394		109	-	-	~	-	-	19				
HCM Lane V/C Ratio	1.178 0.232		0.306	-	-	~	-	-	7.044				
HCM Control Delay (s)	262.5 16.9		52	-	-	-	-	-	\$ 3119.5				
HCM Lane LOS	F C		F	-	-	-	-	-	F				
HCM 95th %tile Q(veh)	6.5 0.9		1.2	-	-	~	-	-	17.3				
Notes													
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon				

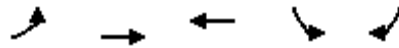
11/26/18

Timings

3: SR 120 (Old Milton) & Post Office Rd

Build 2020 PM Peak

07/11/2018



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	45	1070	2081	43	28
Future Volume (vph)	45	1070	2081	43	28
Turn Type	pm+pt	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases	2				4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	6.0	15.0	15.0	8.0	8.0
Minimum Split (s)	13.4	31.5	36.8	46.0	46.0
Total Split (s)	19.0	114.0	95.0	46.0	46.0
Total Split (%)	11.9%	71.3%	59.4%	28.8%	28.8%
Yellow Time (s)	4.4	4.8	4.8	4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	6.8	6.8	7.0	7.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 88 (55%), Referenced to phase 2:EBTL and 6:WBTU, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Splits and Phases: 3: SR 120 (Old Milton) & Post Office Rd



11/26/18

HCM 2010 Signalized Intersection Summary3: SR 120 (Old Milton) & Post Office Rd

Build 2020 PM Peak

07/11/2018

								
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	45	1070	0	2081	33	43	28	
Future Volume (veh/h)	45	1070	0	2081	33	43	28	
Number	5	2		6	16	7	14	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1900	1863	1863	
Adj Flow Rate, veh/h	48	1138		2145	34	51	33	
Adj No. of Lanes	1	3		3	0	1	1	
Peak Hour Factor	0.94	0.94		0.97	0.97	0.85	0.85	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	245	4399		4051	64	87	77	
Arrive On Green	0.07	1.00		1.00	1.00	0.05	0.05	
Sat Flow, veh/h	1774	5253		5325	82	1774	1583	
Grp Volume(v), veh/h	48	1138		1409	770	51	33	
Grp Sat Flow(s),veh/h/ln	1774	1695		1695	1848	1774	1583	
Q Serve(g_s), s	0.7	0.0		0.0	0.0	4.5	3.2	
Cycle Q Clear(g_c), s	0.7	0.0		0.0	0.0	4.5	3.2	
Prop In Lane	1.00				0.04	1.00	1.00	
Lane Grp Cap(c), veh/h	245	4399		2663	1452	87	77	
V/C Ratio(X)	0.20	0.26		0.53	0.53	0.59	0.43	
Avail Cap(c_a), veh/h	315	4399		2663	1452	432	386	
HCM Platoon Ratio	2.00	2.00		2.00	2.00	1.00	1.00	
Upstream Filter(I)	0.87	0.87		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	2.3	0.0		0.0	0.0	74.5	73.9	
Incr Delay (d2), s/veh	0.3	0.1		0.8	1.4	6.2	3.7	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	0.7	0.1		0.5	1.0	4.2	2.7	
LnGrp Delay(d),s/veh	2.6	0.1		0.8	1.4	80.8	77.6	
LnGrp LOS	A	A		A	A	F	E	
Approach Vol, veh/h		1186		2179		84		
Approach Delay, s/veh		0.2		1.0		79.5		
Approach LOS		A		A		E		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		145.2		14.8	12.7	132.5		
Change Period (Y+Rc), s		6.8		7.0	7.4	6.8		
Max Green Setting (Gmax), s		107.2		39.0	11.6	88.2		
Max Q Clear Time (g_c+I1), s		2.0		6.5	2.7	2.0		
Green Ext Time (p_c), s		104.7		0.3	0.0	85.8		
Intersection Summary								
HCM 2010 Ctrl Delay			2.6					
HCM 2010 LOS			A					
Notes								

11/26/18

Timings

Build 2020 PM Peak

4: Haynes Bridge Rd & SR 120 (Old Milton)

07/11/2018

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	65	868	400	111	1428	140	659	339	107	49	122
Future Volume (vph)	65	868	400	111	1428	140	659	339	107	49	122
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	6.0	15.0	15.0	6.0	15.0	15.0	6.0	8.0	8.0	6.0	8.0
Minimum Split (s)	13.0	30.5	30.5	13.0	36.5	36.5	13.0	39.0	39.0	13.0	41.0
Total Split (s)	17.0	63.0	63.0	17.0	63.0	63.0	48.0	48.0	48.0	32.0	32.0
Total Split (%)	10.6%	39.4%	39.4%	10.6%	39.4%	39.4%	30.0%	30.0%	30.0%	20.0%	20.0%
Yellow Time (s)	4.0	4.7	4.7	4.0	4.7	4.7	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	1.8	1.8	3.0	1.8	1.8	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.5	6.5	7.0	6.5	6.5	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?											
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 160

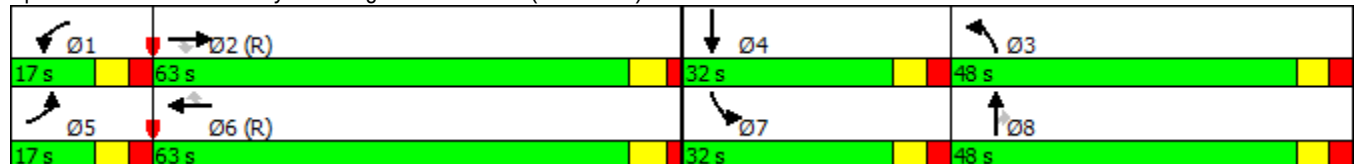
Actuated Cycle Length: 160

Offset: 40 (25%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 135

Control Type: Actuated-Coordinated

Splits and Phases: 4: Haynes Bridge Rd & SR 120 (Old Milton)



11/26/18

HCM 2010 Signalized Intersection Summary 4: Haynes Bridge Rd & SR 120 (Old Milton)

Build 2020 PM Peak

07/11/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	868	400	111	1428	140	659	339	107	49	122	132
Future Volume (veh/h)	65	868	400	111	1428	140	659	339	107	49	122	132
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	69	923	0	118	1519	149	686	353	0	62	154	167
Adj No. of Lanes	1	3	1	1	3	1	2	1	1	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.96	0.96	0.96	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	86	2385	676	111	2240	697	752	548	465	80	213	191
Arrive On Green	0.05	0.43	0.00	0.13	0.88	0.88	0.22	0.29	0.00	0.04	0.12	0.12
Sat Flow, veh/h	1774	5588	1583	1774	5085	1583	3442	1863	1583	1774	1770	1583
Grp Volume(v), veh/h	69	923	0	118	1519	149	686	353	0	62	154	167
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1695	1583	1721	1863	1583	1774	1770	1583
Q Serve(g_s), s	6.2	18.1	0.0	10.0	14.1	2.2	31.1	26.4	0.0	5.5	13.4	16.6
Cycle Q Clear(g_c), s	6.2	18.1	0.0	10.0	14.1	2.2	31.1	26.4	0.0	5.5	13.4	16.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	86	2385	676	111	2240	697	752	548	465	80	213	191
V/C Ratio(X)	0.80	0.39	0.00	1.06	0.68	0.21	0.91	0.64	0.00	0.78	0.72	0.88
Avail Cap(c_a), veh/h	111	2385	676	111	2240	697	882	548	465	277	277	247
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.84	0.84	0.84	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.3	31.5	0.0	70.0	6.2	5.5	61.0	49.2	0.0	75.6	67.8	69.2
Incr Delay (d2), s/veh	26.0	0.5	0.0	96.3	1.4	0.6	12.4	2.6	0.0	15.0	6.4	23.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.6	14.5	0.0	14.1	10.3	1.8	22.6	20.2	0.0	5.5	11.3	13.3
LnGrp Delay(d),s/veh	101.4	32.0	0.0	166.6	7.6	6.0	73.4	51.8	0.0	90.6	74.2	92.3
LnGrp LOS	F	C		F	A	A	E	D		F	E	F
Approach Vol, veh/h		992			1786			1039			383	
Approach Delay, s/veh		36.8			17.9			66.1			84.8	
Approach LOS		D			B			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	74.8	42.0	26.3	14.8	77.0	14.2	54.0				
Change Period (Y+Rc), s	7.0	* 6.5	7.0	7.0	7.0	* 6.5	7.0	7.0				
Max Green Setting (Gmax), s	10.0	* 57	41.0	25.0	10.0	* 57	25.0	41.0				
Max Q Clear Time (g_c+I1), s	12.0	20.1	33.1	18.6	8.2	16.1	7.5	28.4				
Green Ext Time (p_c), s	0.0	36.1	1.8	0.7	0.0	40.1	0.1	3.6				
Intersection Summary												
HCM 2010 Ctrl Delay			40.4									
HCM 2010 LOS			D									
Notes												

11/26/18

**FUTURE “BUILD” IMPROVED INTERSECTION
ANALYSIS**

11/26/18

Timings

2: SR 120 (Old Milton) & Park St

Build 2020 AM Peak - Improved

07/11/2018



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	←	↑↑↑	←		←	↑↑↑	←	↑		←
Traffic Volume (vph)	14	1611	68	8	75	1283	18	0	27	1
Future Volume (vph)	14	1611	68	8	75	1283	18	0	27	1
Turn Type	Perm	NA	Perm	pm+pt	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		2		1	1	6		8		4
Permitted Phases	2		2	6	6		8		4	
Detector Phase	2	2	2	1	1	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	6.0	6.0	15.0	8.0	8.0	8.0	8.0
Minimum Split (s)	29.8	29.8	29.8	13.4	13.4	31.8	25.0	25.0	41.0	41.0
Total Split (s)	96.0	96.0	96.0	22.0	22.0	118.0	42.0	42.0	42.0	42.0
Total Split (%)	60.0%	60.0%	60.0%	13.8%	13.8%	73.8%	26.3%	26.3%	26.3%	26.3%
Yellow Time (s)	4.8	4.8	4.8	4.4	4.4	4.8	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0	2.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8	6.8		7.4	6.8	7.0	7.0		7.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead					
Lead-Lag Optimize?										
Recall Mode	C-Min	C-Min	C-Min	None	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Splits and Phases: 2: SR 120 (Old Milton) & Park St



11/26/18

HCM 2010 Signalized Intersection Summary 2: SR 120 (Old Milton) & Park St

Build 2020 AM Peak - Improved

07/11/2018

												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	14	1611	68	8	75	1283	11	18	0	19	27	1
Future Volume (veh/h)	14	1611	68	8	75	1283	11	18	0	19	27	1
Number	5	2	12		1	6	16	3	8	18	7	4
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		1.00	1.00		1.00	1.00	
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
Adj Sat Flow, veh/h/ln	1863	1863	1863		1863	1863	1900	1863	1863	1900	1900	1863
Adj Flow Rate, veh/h	14	1661	0		77	1309	11	20	0	21	36	1
Adj No. of Lanes	1	3	1		1	3	0	1	1	0	0	1
Peak Hour Factor	0.97	0.97	0.97		0.98	0.98	0.98	0.92	0.92	0.92	0.75	0.75
Percent Heavy Veh, %	2	2	2		2	2	2	2	2	2	2	2
Cap, veh/h	367	3957	1232		341	4476	38	126	0	84	85	6
Arrive On Green	1.00	1.00	0.00		0.04	0.86	0.86	0.05	0.00	0.05	0.05	0.05
Sat Flow, veh/h	414	5085	1583		1774	5202	44	1399	0	1583	850	118
Grp Volume(v), veh/h	14	1661	0		77	853	467	20	0	21	46	0
Grp Sat Flow(s),veh/h/ln	414	1695	1583		1774	1695	1855	1399	0	1583	1204	0
Q Serve(g_s), s	0.0	0.0	0.0		1.3	7.5	7.5	0.0	0.0	2.0	4.4	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0		1.3	7.5	7.5	2.0	0.0	2.0	6.4	0.0
Prop In Lane	1.00		1.00		1.00		0.02	1.00		1.00	0.78	
Lane Grp Cap(c), veh/h	367	3957	1232		341	2918	1596	126	0	84	104	0
V/C Ratio(X)	0.04	0.42	0.00		0.23	0.29	0.29	0.16	0.00	0.25	0.44	0.00
Avail Cap(c_a), veh/h	367	3957	1232		439	2918	1596	358	0	346	341	0
HCM Platoon Ratio	1.33	1.33	1.33		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.93	0.93	0.00		0.87	0.87	0.87	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0		2.5	2.1	2.1	72.7	0.0	72.7	75.2	0.0
Incr Delay (d2), s/veh	0.2	0.3	0.0		0.3	0.2	0.4	0.6	0.0	1.5	2.9	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
%ile BackOfQ(95%),veh/ln	0.0	0.2	0.0		1.1	6.3	7.0	1.6	0.0	1.7	3.8	0.0
LnGrp Delay(d),s/veh	0.2	0.3	0.0		2.8	2.3	2.5	73.2	0.0	74.2	78.2	0.0
LnGrp LOS	A	A			A	A	A	E		E	E	
Approach Vol, veh/h	1675			1397			41			46		
Approach Delay, s/veh	0.3			2.4			73.7			78.2		
Approach LOS	A			A			E			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.2	131.3		15.5		144.5		15.5				
Change Period (Y+Rc), s	7.4	6.8		7.0		6.8		7.0				
Max Green Setting (Gmax), s	14.6	89.2		35.0		111.2		35.0				
Max Q Clear Time (g_c+I1), s	3.3	2.0		8.4		9.5		4.0				
Green Ext Time (p_c), s	0.1	86.9		0.3		101.3		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay	3.3											
HCM 2010 LOS	A											
Notes												

11/26/18

HCM 2010 Signalized Intersection Summary2: SR 120 (Old Milton) & Park St

Build 2020 AM Peak - Improved

07/11/2018

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	7
Future Volume (veh/h)	7
Number	14
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	9
Adj No. of Lanes	0
Peak Hour Factor	0.75
Percent Heavy Veh, %	2
Cap, veh/h	13
Arrive On Green	0.05
Sat Flow, veh/h	235
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.20
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

11/26/18

Timings

2: SR 120 (Old Milton) & Park St

Build 2020 PM Peak - Improved

07/11/2018



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	31	1071	28	20	31	2032	77	1	47	1
Future Volume (vph)	31	1071	28	20	31	2032	77	1	47	1
Turn Type	Perm	NA	Perm	pm+pt	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		2		1	1	6		8		4
Permitted Phases	2		2	6	6		8		4	
Detector Phase	2	2	2	1	1	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	6.0	6.0	15.0	8.0	8.0	8.0	8.0
Minimum Split (s)	29.8	29.8	29.8	13.4	13.4	31.8	22.5	22.5	41.0	41.0
Total Split (s)	102.8	102.8	102.8	14.2	14.2	117.0	43.0	43.0	43.0	43.0
Total Split (%)	64.3%	64.3%	64.3%	8.9%	8.9%	73.1%	26.9%	26.9%	26.9%	26.9%
Yellow Time (s)	4.8	4.8	4.8	4.4	4.4	4.8	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0	2.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8	6.8		7.4	6.8	7.0	7.0		7.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead					
Lead-Lag Optimize?										
Recall Mode	C-Min	C-Min	C-Min	None	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Splits and Phases: 2: SR 120 (Old Milton) & Park St



11/26/18

HCM 2010 Signalized Intersection Summary 2: SR 120 (Old Milton) & Park St

Build 2020 PM Peak - Improved

07/11/2018

												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	31	1071	28	20	31	2032	24	77	1	84	47	1
Future Volume (veh/h)	31	1071	28	20	31	2032	24	77	1	84	47	1
Number	5	2	12		1	6	16	3	8	18	7	4
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		1.00	1.00		1.00	1.00	
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
Adj Sat Flow, veh/h/ln	1863	1863	1863		1863	1863	1900	1863	1863	1900	1900	1863
Adj Flow Rate, veh/h	33	1152	0		32	2095	25	84	1	91	118	1
Adj No. of Lanes	1	3	1		1	3	0	1	1	0	0	1
Peak Hour Factor	0.93	0.93	0.97		0.97	0.97	0.97	0.92	0.92	0.92	0.40	0.75
Percent Heavy Veh, %	2	2	2		2	2	2	2	2	2	2	2
Cap, veh/h	173	3423	1066		406	3874	46	313	3	260	176	4
Arrive On Green	0.90	0.90	0.00		0.06	1.00	1.00	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	191	5085	1583		1774	5180	62	1392	17	1569	808	23
Grp Volume(v), veh/h	33	1152	0		32	1370	750	84	0	92	134	0
Grp Sat Flow(s),veh/h/ln	191	1695	1583		1774	1695	1852	1392	0	1586	936	0
Q Serve(g_s), s	3.8	5.4	0.0		0.8	0.0	0.0	0.0	0.0	8.2	15.5	0.0
Cycle Q Clear(g_c), s	3.8	5.4	0.0		0.8	0.0	0.0	7.2	0.0	8.2	23.7	0.0
Prop In Lane	1.00		1.00		1.00		0.03	1.00		0.99	0.88	
Lane Grp Cap(c), veh/h	173	3423	1066		406	2535	1385	313	0	263	198	0
V/C Ratio(X)	0.19	0.34	0.00		0.08	0.54	0.54	0.27	0.00	0.35	0.68	0.00
Avail Cap(c_a), veh/h	173	3423	1066		431	2535	1385	395	0	357	276	0
HCM Platoon Ratio	1.33	1.33	1.33		2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.00		0.73	0.73	0.73	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	2.9	3.0	0.0		6.6	0.0	0.0	58.7	0.0	59.1	69.2	0.0
Incr Delay (d2), s/veh	2.4	0.3	0.0		0.1	0.6	1.1	0.5	0.0	0.8	4.0	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
%ile BackOfQ(95%),veh/ln	0.5	4.6	0.0		0.7	0.4	0.8	6.0	0.0	6.6	10.1	0.0
LnGrp Delay(d),s/veh	5.3	3.3	0.0		6.7	0.6	1.1	59.1	0.0	59.9	73.2	0.0
LnGrp LOS	A	A			A	A	A	E		E	E	
Approach Vol, veh/h	1185				2152				176			134
Approach Delay, s/veh	3.3				0.9				59.5			73.2
Approach LOS	A				A				E			E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.0	114.5		33.5		126.5		33.5				
Change Period (Y+Rc), s	7.4	6.8		7.0		6.8		7.0				
Max Green Setting (Gmax), s	6.8	96.0		36.0		110.2		36.0				
Max Q Clear Time (g_c+I1), s	2.8	7.4		25.7		2.0		10.2				
Green Ext Time (p_c), s	0.0	88.2		0.9		107.6		1.2				
Intersection Summary												
HCM 2010 Ctrl Delay			7.2									
HCM 2010 LOS			A									
Notes												

11/26/18

HCM 2010 Signalized Intersection Summary2: SR 120 (Old Milton) & Park St

Build 2020 PM Peak - Improved

07/11/2018

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	6
Future Volume (veh/h)	6
Number	14
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	15
Adj No. of Lanes	0
Peak Hour Factor	0.40
Percent Heavy Veh, %	2
Cap, veh/h	17
Arrive On Green	0.17
Sat Flow, veh/h	105
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.11
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

11/26/18

T R A F F I C V O L U M E W O R K S H E E T S

18-091 NS Hospital -Old Milton Parkway- Alpharetta GA

Traffic Volumes

A&R Engineering
July 2018

1. Old Milton @ Westside Pkwy

A.M. Peak Hour

Condition	Westside Parkway				Westside Parkway				SR 120 (Old Milton Parkway)				SR 120 (Old Milton Parkway)			
	Northbound		Southbound		U/L	T	R	Tot	U/L	T	R	Tot	U/L	T	R	Tot
Existing 2018 Volumes:	139	301	169	609	114	471	203	788	197	958	197	1352	803	1190	67	2060
Seasonally Adjusted Existing 2018 Volumes:	131	283	159	573	101	419	181	701	207	1006	207	1420	634	940	53	1627
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
Adjacent Development Volumes:	15	2	0	17	44	29	9	82	21	28	9	58	0	11	2	13
No-Build 2020 Volumes:	149	291	162	602	147	456	194	797	232	1054	220	1506	647	970	56	1673
Total New Trips:	18	0	0	18	0	0	12	12	3	8	5	16	0	28	0	28
Adjacent Cheely Site Traffic Volumes:	6	0	0	6	0	0	4	4	1	2	1	4	0	9	0	9
Future 2020 Traffic Volumes:	173	291	162	626	147	456	210	813	236	1064	226	1526	647	1007	56	1710

P.M. Peak Hour

Condition	Westside Parkway				Westside Parkway				SR 120 (Old Milton Parkway)				SR 120 (Old Milton Parkway)			
	Northbound		Southbound		U/L	T	R	Tot	U/L	T	R	Tot	U/L	T	R	Tot
Existing 2018 Volumes:	281	706	441	1428	222	396	281	899	156	981	115	1252	467	1321	96	1884
Seasonally Adjusted Existing 2018 Volumes:	233	586	366	1185	162	289	205	656	134	844	99	1077	490	1387	101	1978
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
Adjacent Development Volumes:	18	10	0	28	36	21	8	65	18	23	7	48	0	22	10	32
No-Build 2020 Volumes:	256	608	373	1237	201	316	217	734	155	884	108	1147	500	1437	113	2050
Total New Trips:	9	0	0	9	0	0	6	6	16	37	24	77	0	15	0	15
Adjacent Cheely Site Traffic Volumes:	0	0	0	0	0	0	0	0	2	4	3	9	0	1	0	1
Future 2020 Traffic Volumes:	265	608	373	1246	201	316	223	740	173	925	135	1233	500	1453	113	2066

18-091 NS Hospital -Old Milton Parkway- Alpharetta GA
Traffic Volumes

A&R Engineering
 July 2018

2. Old Milton @ Park St

A.M. Peak Hour

Condition	Northbound					Park Street Southbound					SR 120 (Old Milton Parkway) Eastbound					SR 120 (Old Milton Parkway) Westbound				
	-																			
	L	T	R	Tot		L	T	R	Tot		U/L	T	R	Tot		U/L	T	R	Tot	
Existing 2018 Volumes:	0	0	0	0		1	0	2	3		6	1489	0	1495		9	1575	9	1593	
Seasonally Adjusted Existing 2018 Volumes:	0	0	0	0		1	0	2	3		6	1563	0	1569		7	1244	7	1258	
Growth Factor (%):	1	1	1			1	1	1			1	1	1			1	1	1		
Adjacent Development Volumes:	0	0	0	0		26	0	5	31		8	17	0	25		0	14	4	18	
No-Build 2020 Volumes:	0	0	0	0		27	0	7	34		14	1611	0	1625		7	1283	11	1301	
Total New Trips:	15	0	16	31		0	1	0	1		0	0	52	52		58	0	0	58	
Adjacent Cheely Site Traffic Volumes:	3	0	3	6		0	0	0	0		0	0	16	16		18	0	0	18	
Future 2020 Traffic Volumes:	18	0	19	37		27	1	7	35		14	1611	68	1693		83	1283	11	1377	

P.M. Peak Hour

Condition	Northbound					Park Street Southbound					SR 120 (Old Milton Parkway) Eastbound					SR 120 (Old Milton Parkway) Westbound				
	-																			
	L	T	R	Tot		L	T	R	Tot		U/L	T	R	Tot		U/L	T	R	Tot	
Existing 2018 Volumes:	0	0	0	0		4	0	4	8		16	1216	0	1232		18	1868	9	1895	
Seasonally Adjusted Existing 2018 Volumes:	0	0	0	0		3	0	3	6		14	1046	0	1060		19	1961	9	1989	
Growth Factor (%):	1	1	1			1	1	1			1	1	1			1	1	1		
Adjacent Development Volumes:	0	0	0	0		44	0	3	47		17	4	0	21		0	32	15	47	
No-Build 2020 Volumes:	0	0	0	0		47	0	6	53		31	1071	0	1102		19	2032	24	2075	
Total New Trips:	69	1	76	146		0	1	0	1		0	0	27	27		30	0	0	30	
Adjacent Cheely Site Traffic Volumes:	8	0	8	16		0	0	0	0		0	0	1	1		2	0	0	2	
Future 2020 Traffic Volumes:	77	1	84	162		47	1	6	54		31	1071	28	1130		51	2032	24	2107	

18-091 NS Hospital -Old Milton Parkway- Alpharetta GA
Traffic Volumes

A&R Engineering
 July 2018

3. Old Milton @ Post Office Dr

A.M. Peak Hour

Condition	Northbound					Post Office Access Road					SR 120 (Old Milton Parkway)					SR 120 (Old Milton Parkway)				
	L	T	R	Tot		L	T	R	Tot		U/L	T	R	Tot		U/L	T	R	Tot	
Existing 2018 Volumes:	0	0	0	0		40	0	18	58		54	1392	0	1446		0	1531	43	1574	
Seasonally Adjusted Existing 2018 Volumes:	0	0	0	0		36	0	16	52		57	1462	0	1519		0	1209	34	1243	
Growth Factor (%):	1	1	1			1	1	1			1	1	1			1	1	1		
Adjacent Development Volumes:	0	0	0	0		0	0	0	0		0	25	0	25		0	19	0	19	
No-Build 2020 Volumes:	0	0	0	0		37	0	16	53		58	1516	0	1574		0	1252	35	1287	
Total New Trips:	0	0	0	0		0	0	0	0		0	52	0	52		0	15	0	15	
Adjacent Cheely Site Traffic Volumes:	0	0	0	0		0	0	0	0		0	16	0	16		0	3	0	3	
Future 2020 Traffic Volumes:	0	0	0	0		37	0	16	53		58	1584	0	1642		0	1270	35	1305	

P.M. Peak Hour

Condition	Northbound					Post Office Access Road					SR 120 (Old Milton Parkway)					SR 120 (Old Milton Parkway)				
	L	T	R	Tot		L	T	R	Tot		U/L	T	R	Tot		U/L	T	R	Tot	
Existing 2018 Volumes:	0	0	0	0		58	0	37	95		51	1164	0	1215		0	1838	30	1868	
Seasonally Adjusted Existing 2018 Volumes:	0	0	0	0		42	0	27	69		44	1001	0	1045		0	1930	32	1962	
Growth Factor (%):	1	1	1			1	1	1			1	1	1			1	1	1		
Adjacent Development Volumes:	0	0	0	0		0	0	0	0		0	21	0	21		0	35	0	35	
No-Build 2020 Volumes:	0	0	0	0		43	0	28	71		45	1042	0	1087		0	2004	33	2037	
Total New Trips:	0	0	0	0		0	0	0	0		0	27	0	27		0	69	0	69	
Adjacent Cheely Site Traffic Volumes:	0	0	0	0		0	0	0	0		0	1	0	1		0	8	0	8	
Future 2020 Traffic Volumes:	0	0	0	0		43	0	28	71		45	1070	0	1115		0	2081	33	2114	

18-091 NS Hospital -Old Milton Parkway- Alpharetta GA
Traffic Volumes

A&R Engineering
 July 2018

4. Old Milton @ Haynes Bridge

A.M. Peak Hour

Condition	Haynes Bridge Road					Haynes Bridge Road					SR 120 (Old Milton Parkway)					SR 120 (Old Milton Parkway)				
	Northbound					Southbound					Eastbound					Westbound				
	U/L	T	R	Tot		U/L	T	R	Tot		U/L	T	R	Tot		U/L	T	R	Tot	
Existing 2017 Volumes:	312	99	72	483		74	191	31	296		37	1301	686	2024		113	897	60	1070	
Seasonally Adjusted Existing 2018 Volumes:	293	93	68	454		66	170	28	264		39	1366	720	2125		89	709	47	845	
Growth Factor (%):	1	1	1			1	1	1			1	1	1			1	1	1		
Adjacent Development Volumes:	0	0	0	0		0	0	0	0		0	25	0	25		0	19	0	19	
No-Build 2020 Volumes:	299	95	69	463		67	173	29	269		40	1418	734	2192		91	742	48	881	
Total New Trips:	0	0	16	16		6	0	0	6		0	31	0	31		4	9	2	15	
Adjacent Cheely Site Traffic Volumes:	0	0	5	5		2	0	0	2		0	10	0	10		1	2	0	3	
Future 2020 Traffic Volumes:	299	95	90	484		75	173	29	277		40	1459	734	2233		96	753	50	899	

P.M. Peak Hour

Condition	Haynes Bridge Road					Haynes Bridge Road					SR 120 (Old Milton Parkway)					SR 120 (Old Milton Parkway)				
	Northbound					Southbound					Eastbound					Westbound				
	U/L	T	R	Tot		U/L	T	R	Tot		U/L	T	R	Tot		U/L	T	R	Tot	
Existing 2017 Volumes:	778	400	117	1295		62	164	177	403		74	947	456	1477		82	1258	123	1463	
Seasonally Adjusted Existing 2018 Volumes:	646	332	97	1075		45	120	129	294		64	814	392	1270		86	1321	129	1536	
Growth Factor (%):	1	1	1			1	1	1			1	1	1			1	1	1		
Adjacent Development Volumes:	0	0	0	0		0	0	0	0		0	21	0	21		0	35	0	35	
No-Build 2020 Volumes:	659	339	99	1097		46	122	132	300		65	851	400	1316		88	1383	132	1603	
Total New Trips:	0	0	8	8		3	0	0	3		0	16	0	16		21	41	7	69	
Adjacent Cheely Site Traffic Volumes:	0	0	0	0		0	0	0	0		0	1	0	1		2	4	1	7	
Future 2020 Traffic Volumes:	659	339	107	1105		49	122	132	303		65	868	400	1333		111	1428	140	1679	



A&R Engineering Inc.

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www.areng.com



Memorandum

To: Pursley, Friese, Torgimson
From: Abdul K. Amer, PE, PTOE
Date: July 2, 2018
Subject: Trip Generation Memo for Old Milton Parkway Development – Alpharetta, GA

The purpose of this memorandum is to determine the trip generation that will result from the proposed office development on SR 120 (Old Milton Parkway) in Alpharetta, Georgia. The development will consist of 60,000 square feet of medical office (Building A) and 15,000 square feet of general office space (Building B). The site proposes one full-access driveway on SR 120 (Old Milton Parkway) aligned with Park Street. The location of the development is shown in Figure 1 below.



Figure 1: Site Location

METHODOLOGY

Trip generation estimates for the project were based on the rates and equations published in the 10th edition of the Institute of Transportation Engineers (ITE) Trip Generation report. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE Land Uses: 720 – Medical/Dental Office Building and 720 – General Office Building. The trip generation for Building A is shown in Table 1, and the trip generation for Building B is shown in Table 2.

Trip Generation Memo – Old Milton Parkway Office Development
Page 2 of 2

TABLE 1 – TRIP GENERATION (BUILDING A)								
Land Use	Size	AM Peak Hour			PM Peak Hour			24-Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
Medical/Dental Office	60,000 sf	111	31	142	58	147	205	2,218

TABLE 2 – TRIP GENERATION (BUILDING B)								
Land Use	Size	AM Peak Hour			PM Peak Hour			24-Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
General Office Building	15,000 sf	35	6	41	3	16	19	168

As a point of reference, average daily traffic volumes on SR 9 (Roswell Road) were obtained from the Georgia Department of Transportation. The counts revealed a 2016 AADT of 40,200 vehicles per day west of Park Street (Station ID 1210308), and a 2016 AADT of 38,700 vehicles per day west of Northwinds Parkway (Station ID 1210310).

CITY OF ALPHARETTA

PUBLIC HEARING APPLICATION

FOR OFFICE USE ONLY

Case #: PHA180028

☒ Fee PaidInitial: JS

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."
5. Applications will be accepted only 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: Silver Oak Assets, LLC c/o Julie L. Sellers

Telephone: (404) 665-1242

Address: 1230 Peachtree Street NE

Suite: 1200

City: Atlanta

State: GA

Zip: 30309

Fax:

Mobile Tel:

Email: jsellers@pfllegal.com

Subject Property Information:

Address: +/- 6 acres at Old Milton Parkway and Park Street; 2465 Old Milton Parkway, 2485 Old Milton Parkway, 2505 Old Milton Parkway, 2525 Old Milton Parkway, & 2545 Old Milton Parkway

Current Zoning: R-12

Five Parcels

District: 2

Section: 01

Land Lot: 749

Parcel ID:

12 270407490394; 12 270407490451;
 12 270407490469; 12 270407490535;
 12 27040749-402

Proposed Zoning: DT-LW

Current Use: Residential

This Application For (Check All That Apply):☒ Conditional Use☐ Master Plan Amendment☒ Rezoning☐ Master Plan Review☒ Variance☐ Public Hearing☐ Comprehensive Plan Amendment☐ Other (Specify): _____

SILVER OAKS NORTHSIDE MEDICAL OFFICE
APPLICANT REQUEST AND INTENT

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

Please see attached.

Applicant's Request (Please itemize the proposal):

Please see attached.

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

Please see attached.

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: The Marsh Bundy King 2012 Trust

Telephone: _____

Address: 2505, 2525 and 2545 Old Milton Parkway

Suite: _____

City Alpharetta

State: GA

Zip: 30004

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 | ☐ Master Plan |
| ☐ Land Use Application | ☐ Other _____ |

Identify Authorized Applicant:

Name of Authorized Applicant: Silver Oak Assets, LLC c/o Julie Sellers, Esq.

Telephone: (404) 665-1241

Address: 1230 Peachtree Street NE

Suite: 1200

City Atlanta

State: GA

Zip: 30309

So Sworn and Attested:

Owner Signature: _____

Date: 6/29/18

Notary:

Notary Signature: _____

Date: 6/29/18



PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: Silver Oak Assests, LLC

Telephone: 770.861.4100

Address: 2465 and 2485 Old Milton Parkway

Suite:

City Alpharetta

State: GA

Zip: 30004

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 | ☐ Master Plan |
| ☐ Land Use Application | ☐ Other |

Identify Authorized Applicant:

Name of Authorized Applicant: Silver Oak Assets, LLC c/o Julie L. Sellers

Telephone: (404) 665-1242

Address: 1230 Peachtree Street NE

Suite: 1200

City Atlanta

State: GA

Zip: 30309

So Sworn and Attested:

Owner Signature:

Date:

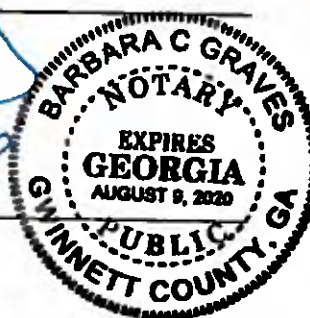
6/29/18

Notary:

Notary Signature:

Date:

6/29/18



Z-18-07/CU-18-05/V-18-09
SILVER OAKS NORTHSIDE MEDICAL OFFICE

Russell R. McMurry, P.E., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000

Friday, June 01, 2018

Silver Oak Assets, LLC
c/o Mr. Robert Cheeley
5100 Peachtree Parkway, ste 200
Peachtree Corners, GA 30092

RE: Project #STP00-0189-01(016), P.I. #721510-, Parcel 86, Fulton County, PM #3582

Dear Mr. Cheeley:

As per our phone call and to follow up in writing, we have completed our review of your Request to Dispose of Excess Right of Way as referenced above and attached. The Department has elected to surplus the area on the attached plat; however, as discussed, the Department will need to work through the utilities permit and easement issues at hand on this parcel. Please note the utilities will remain on this parcel as is and at the time of this sale. This is also being considered in the appraisal report to determine fair market value. After our office receives a survey plat from the district, we will then proceed with having the property appraised to established fair market value. Our anticipated time frame to get to a point of offer is approximately ninety (90) days and providing that you have taken title to all the adjacent properties.

If you have any questions in this regard, please contact Anne-Rose Loy (404) 347-0157.

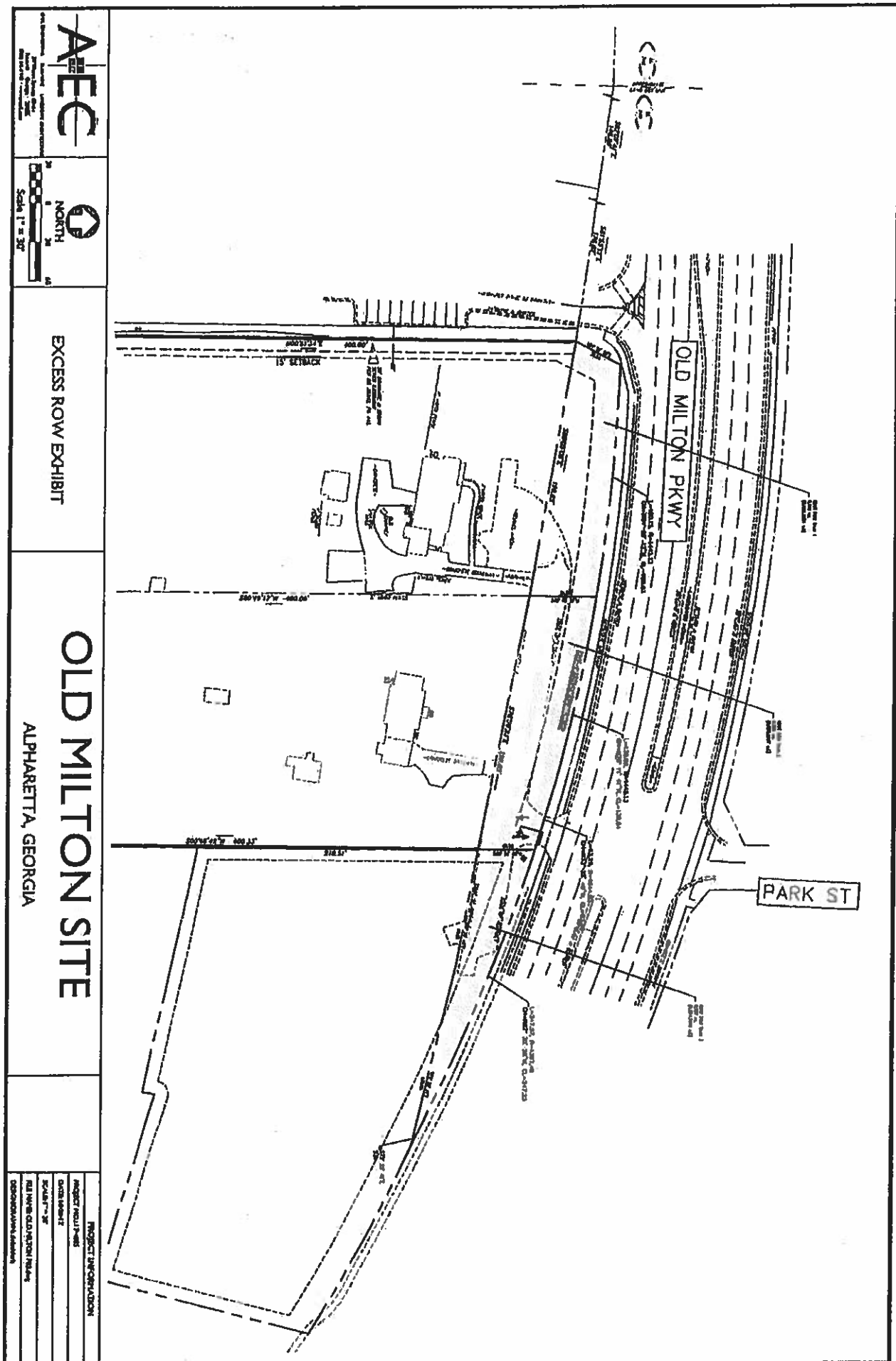
Sincerely,

A handwritten signature in black ink, appearing to read "Troy Byers".

Troy Byers
State ROW Administrator

TB/arl
Enclosure

Cc: Kathy Zahul, District Engineer
Scott Lee, District Preconstruction Engineer
Harold Kelman, State Property Manager
Katrina Anderson, Assistant State Right-of-Way Administrator



AEC ARCHITECTURAL ENGINEERING CONSULTANTS	 NORTH Scale 1" = 30'	EXCESS ROW EXHIBIT	OLD MILTON SITE ALPHARETTA, GEORGIA	PROJECT INFORMATION	
				PROJECT NO. 18-05	DATE: 10/1/18
				SCALE: 1" = 30'	FILE NAME: OLD MILTON 18-05.dwg
				DESIGNER: J. L. LAMBERT	

SILVER OAKS NORTHSIDE MEDICAL OFFICE
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: Silver Oak Assets, LLC c/o Julie L. Sellers

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 has 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: _____



Date: 7.2.18

SILVER OAKS NORTHSIDE MEDICAL OFFICE
ALPHARETTA PLANNING COMMISSION REVIEW CRITERIA

How will this proposal be compatible with surrounding properties?

Please see attached.

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

Please see attached.

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

Please see attached.

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

Please see attached.

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

Please see attached.

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

Please see attached.

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

Please see attached.

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.

SILVER OAKS NORTHSIDE MEDICAL OFFICE
BOARD OF ZONING APPEALS REVIEW CRITERIA

Please respond to the following ONLY if you are applying for a zoning variance.

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

Please see attached.

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

Please see attached.

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

Please see attached.

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.

Please see attached.

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.

SILVER OAKS NORTHSIDE MEDICAL OFFICE

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: Amelia Place

Contact Name: Julie L. Sellers

Telephone: (404) 665-1242

The following people will be notified of this application and provided information describing the subject proposal. Please note that ALL adjoining property owners MUST be notified. Use additional pages as needed.

CITY OF ALPHARETTA
2 S SOUTH MAIN ST
ALPHARETTA, GA 30004

JBGL ATLANTA DEVELOPMENT LLC
2805 DALLAS PKWY SUITE 400
PLANO, TX 75093

GARDNER DRIVE L L C
200 W MONROE ST STE 2200
CHICAGO, IL 60606

GLUCK PROPERTIES LLC
2455 OLD MILTON PKWY
ALPHARETTA, GA 30004

UNITED STATES POSTAL SERVICE
1735 NORTH BROWN RD SUITE 200
LAWRENCEVILLE, GA 30043-8153

NOTTING HILL OF ALPHARETTA LLC
5100 PEACHTREE PKWY SUITE 200
NORCROSS, GA 30092

LISA & BOB CHEELEY FOUNDATION INC
5100 PEACHTREE PKWY STE 200
NORCROSS, GA 30092

HAYNES PARK NEIGHBORHOOD ASSOCIATION INC
500 SUGAR MILL RD BLDG/STE B200
SANDY SPRINGS, GA 30350

BLACKWATER VENTURES LLC
306 CHAMPIONS CT
WOODSTOCK, GA 30188

OLD MILTON HOLDINGS LLC
5100 PEACHTREE PKWY SUITE 200
NORCROSS, GA 30092

PORTER DAVID E
376 AIR ACRES WAY
WOODSTOCK, GA 30188-2910

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.

Individuals will have the opportunity to respond by letter, telephone, or email.

Julie L. Sellers, Esq.
1230 Peachtree St. NE, Suite 1200
Atlanta, GA 30309
404-665-1242
jsellers@pftlegal.com

Letter of Intent and Impact Analysis

City of Alpharetta

Rezoning
Conditional Use Permit
Variances

Applicant:
Silver Oak Assets, LLC
c/o G. Douglas Dillard and Julie Sellers

Property:
+/- 6 acres at Old Milton Parkway and Park Street
2465 Old Milton Parkway
2485 Old Milton Parkway
2505 Old Milton Parkway
2525 Old Milton Parkway
2545 Old Milton Parkway
Surplus Right-of-Way
Alpharetta, GA 30004

Submitted for Applicant by:

G. Douglas Dillard
Julie L. Sellers
R. Baxter Russell
PURSLEY FRIESE TORGRIMSON
1230 Peachtree Street, Suite 1200
Atlanta, Georgia 30309
(404) 665-1243
jsellers@pftlegal.com

I. INTRODUCTION

The subject property is approximately 6 acres of land located on Old Milton Parkway between Westside Parkway and Haynes Bridge Road ("Property"). The Property consists of GDOT right-of-way surplus property and 5 separate tax parcels generally described as: 2465 Old Milton Parkway, 2485 Old Milton Parkway, 2505 Old Milton Parkway, 2525 Old Milton Parkway, and 2545 Old Milton Parkway. The Property is zoned R-12 (Dwelling, 'For-Sale', Detached Residential), and includes two single-family residences. Applicant, Silver Oak Assets, LLC submits this application to develop (i) a multi-story medical office building for use as a clinic and (ii) a single-story office building.

To develop the Property for these uses, the Applicant requests the following: (1) a Rezoning of the Property from R-12 to DT-LW (Downtown Live-Work), (2) a Conditional Use Permit for the clinic in the DT-LW zoning district, and (3) a Variance to exceed the 10,000 sf max building footprint in the DT-LW zoning district, (4) a Variance to eliminate the 50 foot buffer adjacent to the property currently zoned R-4A and anticipated to be incorporated into The Alpha Loop.

Applicant's proposed development will include a Class A medical office building/clinic and office building to be designed in accordance with all applicable City Design Standards. The architectural design and materials will be compatible with the development and the downtown area. The development will include underground stormwater detention, amenity space and civic space.

The medical office building will be operated by Northside Hospital, Inc. and may include Northside physicians and staff as well as other medical practice groups and services. The objective is to enhance the options for outpatient medical services and medical providers in the area. The building is anticipated to be a 60,000 square foot Class A building.

The single-story office building will provide additional office options in this growing area of the City. The building is anticipated to be 15,000 square feet and allowing significant areas for green space and streetscaping. In addition to complimenting the adjacent clinic use, the general office building will provide high-quality office space to promote and enhance business development on the Old Milton Parkway.

Applicant's requested rezoning to DT-LW is consistent with the Property's current Future Land Use Map designation of Mixed Use Live Work and the Property's location within the Downtown Overlay District. Furthermore, the Applicant's proposed office development adheres to the vision for Alpharetta's future development along the Old Milton Corridor. The requested rezoning, conditional use permit, and variances will allow the Applicant to build a high-quality office project that will complement surrounding land uses in terms of use, design, and aesthetics. The proposed development will likewise further the City's goals for Old Milton Parkway by creating an opportunity for high-quality office development that shares connectivity with the City's pedestrian trail, the Alpha Loop.

Finally, the Applicant's proposed rezoning, conditional use permit, and variance requests fully satisfy the criteria set forth in the City's Code. For these reasons, the Applicant respectfully requests that the City grant the Applicant's requested rezoning and conditional use permit applications.

II. IMPACT ANALYSIS

As set forth below, the Applicant satisfies the criteria for approval of a rezoning, conditional use for a clinic and two variances.

Rezoning Request from R-12 to DT-LW

The Applicant satisfies all of the criteria for rezoning as set forth in the Alpharetta Unified Development Code ("UDC"), Section 4.2.3 and the Alpharetta Public Hearing Application Form.

1) How will this proposal be compatible with surrounding properties?

The proposed rezoning is compatible with surrounding properties, which are zoned DT-LW, O-P, R4-A, R-10M, MU, and SU, and will positively affect the surrounding community. Recent development in the area and the City's adoption of the Downtown Master Plan and associated zoning regulations renders the existing R-12 (single-family residential) zoning unsuitable and inconsistent with the surrounding area, which has been redeveloped primarily for more intense uses.

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

The proposed rezoning to DT-LW will have no adverse impact on the use or value of surrounding properties. On the contrary, the proposed medical clinic and office uses will complement the surrounding mix of office, residential, and non-residential uses.

3) Can the property be developed for a reasonable economic use as currently zoned?

The Property has no reasonable economic use as currently zoned. The current R-12 zoning is no longer consistent with development patterns along the Old Milton Corridor, which are predominantly higher density and a mixture of more intense uses.

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

The proposed development will have no impact upon the population of the surrounding area because the development does not include a residential component. Also, the development will have a nominal impact upon the traffic in the area. The Applicant has submitted a trip generation report with the application. The City's current infrastructure is

equipped to provide adequate access and handle any increased traffic that may result from the proposed clinic and office use. The Applicant will work with the City if infrastructure upgrades are determined to be necessary.

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

The proposed development will have no impact upon City schools because the development does not include a residential component. Public services and public facilities, including water and sewer, are currently available for the Property and sufficient to accommodate the proposed development. While the Applicant is not aware of any burden on public services or public facilities related to the proposed development, the Applicant is willing to address any issues that may arise with the appropriate service providers.

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

The requested DT-LW zoning classification is consistent with the Alpharetta CLUP and the current Future Land Use Map designation of Mixed Use Live Work for the Property. No comprehensive plan amendment is necessary for the proposed office development.

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

Both the CLUP and the Downtown Master Plan encourage development for office/professional uses along Old Milton Parkway and thus support the proposed rezoning of the Property to DT-LW. The Old Milton Corridor is transitioning from an area of primarily low-density residential development to higher-density development. The proposed rezoning will facilitate this transition and the vision for the area contained in the Downtown Master Plan and the CLUP. This request is consistent with the land use policies and design standards established in the Downtown Master Plan and the CLUP.

Conditional Use Request for Clinic Use in a DT-LW District

The Applicant satisfies all of the criteria for a conditional use as set forth in the Alpharetta Unified Development Code ("UDC"), Section 4.2.3(B) and 2.2(a).

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;**

Applicant's proposed office development, including the medical clinic use, provides sufficient ingress and egress for both vehicular and pedestrian traffic. The primary vehicular access point to the site is from Old Milton Parkway. The site is divided into two separate parking areas that are patterned to control traffic flow and facilitate safe ingress and egress between the site and Old Milton Parkway. Additionally, the development is positioned adjacent to the City's Alpha Loop pedestrian trail, which will provide pedestrian access to the development from the southwest corner of the project.

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

Refuse areas, loading and service areas are provided on site, and will be adequately screened to mitigate their impact on surrounding properties. Adequate parking has been provided for both the medical clinic and general office uses at the office development.

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

The medical clinic will not be injurious to the use or enjoyment of any surrounding properties, nor will the clinic diminish surrounding property values. On the contrary, the medical clinic will benefit the use and value of surrounding properties by providing access to doctors, medical professionals, and high-quality medical care.

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

Neither local nor state expenditures will be increased beyond current projections in order to maintain and service the proposed clinic. The proposed clinic is consistent with the development patterns in the surrounding area.

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

Development of the requested clinic will not impede normal development in the surrounding area. Applicant's proposal clinic use is consistent with surrounding mixture of development and land uses.

- 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.**

The requested clinic and proposed office development is consistent with the desired pattern of office/professional uses demonstrated in the CLUP and Downtown Master Plan.

Section 2.2(a)

1. Site design.

The site has been designed to provide adequate access and connectivity to and between the proposed clinic and office buildings while also maintaining open space and preserving trees. The Applicant has carefully designed the site to provide a central drive from Old Milton Parkway that connects to the separate parking areas for the two buildings.

2. Property access.

The site has been designed to provide adequate access and connectivity to and between the proposed office buildings.

3. Hours of operation of the business.

The clinic will operate with normal business hours and will comply with all applicable state and local regulations related to operational hours.

4. Vehicular trips generated by the use.

Please see the enclosed trip generation report.

5. Impact of the use on surrounding properties.

The proposed clinic use is compatible with surrounding properties, which are zoned DT-LW, O-P, R4-A, R-10M, MU, and SU, and are used for a variety of uses, including office, residential, retail, and commercial. The proposed clinic use will benefit the surrounding properties by providing convenient access to medical professionals.

6. Impact of the use on the natural features of the site.

The clinic use will have no negative impacts on the natural features of the site.

Variances to Reduce Rear Yard Buffer and to Increase the Building Footprint Maximum

The Applicant is requesting 2 variances: (1) a variance from UDC Section 3.2.8(B)(1) to reduce/eliminate the fifty-foot buffer adjacent to property currently owned by Haynes Park Neighborhood Association and (2) a variance from Alpharetta Downtown Code Sec. 3.7.5 to allow the building footprints to exceed 10,00 square foot maximum in DT-LW zoning district.

The Applicant satisfies all of the criteria for variances as set forth in the Alpharetta Unified Development Code ("UDC"), Section 4.5.4 and the Alpharetta Public Hearing Application Form.

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

Yes, there are extraordinary conditions pertaining to the Property because of its size and location. If a fifty-foot buffer was imposed, a large portion of the Property would be rendered unusable, thereby significantly limiting the economic viability and usability of the site. There is no harm to adjacent owners in reducing this transitional buffer because the adjacent property is not developed and could not be used for residential development. The property is anticipated to become incorporated as part of the Alpha Loop.

Additionally, the clinic and office building front Old Milton Parkway and the restriction of the building footprint to 10,000 sq. feet is not compatible with surrounding buildings on the major corridor.

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

Yes, the literal interpretation and strict application of the transitional buffer (neighborhood compatibility buffer) and restriction of the building footprint to 10,000 square feet will cause undue and unnecessary hardship to the Property. Denial of the requested variances will render any development on the Property economically unfeasible as the southern portion of the site would lose significant developable area if the 50-foot transitional buffer applied.

Moreover, the restriction of a building footprint to 10,000 square feet on Old Milton Parkway is an unnecessary hardship. Such restriction is not applied to the adjacent R-10M or the MU zoned property across Old Milton Parkway.

3) Are there conditions that are peculiar to the subject property?

Yes, there are conditions that are peculiar to the subject property. If a fifty-foot transitional buffer was imposed, a large section of the Property would be rendered unusable, thereby significantly limiting its economic viability and usability. In fact, the fifty-foot buffer would likely be adjacent to undeveloped property or a portion of the Alpha Loop, instead of any residential uses which is the purpose of the buffer requirement.

The location along Old Milton Parkway and the adjacent R-10M zoning district and the MU across Old Milton Parkway indicates a 10,000 sq. ft maximum building footprint would be out of character for the area.

4) **Would relief, if granted, cause substantial detriment to the public good or impair the purpose and intent of the Zoning Code?**

No, relief from the strict application and literal interpretation of the Alpharetta UDC would not cause substantial detriment to the public good or impair the purpose of the Zoning Code. On the contrary, approval of the requested variances will allow the Applicant to develop a clinic and office development that preserves trees and greenspace while adding convenient access to medical and other professional offices.

In granting the variances, there will be no harm to adjacent owners in Haynes Park because the homes are located west of the subject buffer area and will continue to be separated from the proposed development. Additionally, the two proposed buildings are designed to provide access to medical and other professional offices along Old Milton Parkway. The proposed variances will allow a currently underutilized property to develop into a high-quality clinic and office that will benefit surrounding owners and the Alpharetta community.

III. CONCLUSION

For the foregoing reasons, the Applicant respectfully requests that the City grant the requested rezoning, conditional use permit and variances as set forth above. Please also note that the Applicant's required constitutional notice is attached hereto at **Exhibit "A"**.

If there are any questions about these requests, please feel free to contact me at 404-665-1242 or jsellers@pftlegal.com. Thank you.

Sincerely,

PURSLEY FRIESE TORGRIMSON

A handwritten signature in black ink, appearing to read 'G. Douglas Dillard', with a long horizontal flourish extending to the right.

G. Douglas Dillard
Julie Sellers
R. Baxter Russell

Exhibit A

REQUIRED CONSTITUTIONAL NOTICE

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

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

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

A denial of this Application would be unconstitutional under the Takings Clause of the Fifth Amendment to the Constitution of the United States and the Just Compensation Clause of Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983. A refusal by the City of Alpharetta to grant the applications as requested would constitute a taking of the Applicant's property.

A denial of this Application would constitute an arbitrary and capricious act by the Alpharetta City Council without any rational basis therefore constituting an abuse of discretion in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States. A refusal to grant the requested rezoning, comprehensive plan amendment, or variances would lack objective justification and would result only from neighborhood opposition, which would constitute an unlawful delegation of the zoning power to

non-legislative bodies in violation of the Georgia Constitution, Article IX, Section II, Paragraph 4.

A refusal by Alpharetta City Council to grant the rezoning, comprehensive plan amendment, master plan amendment, conditional use or variance requests in accordance with the criteria requirements as requested by the Applicant would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and owners of the similarly situated property in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. Any rezoning of the Property, or approval of the Application, subject to conditions which are different from the conditions requested by the Applicant, to the extent such different conditions would have the effect of further restricting Applicant's utilization of the Property, would also constitute an arbitrary, capricious and discriminatory act in zoning the Property to a unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.

Tract One

All that tract or parcel of land lying in and being in Land Lot 749 of the 1st District, 2nd Section, City of Alpharetta, Fulton County, Georgia and being more particularly described as follows:

Commencing at a concrete right of way monument found at the intersection of the westerly right of way of Kimball Bridge Road (having a publicly dedicated, variable width right of way) and the southerly right of way of Old Milton Parkway (having a publicly dedicated, variable width right of way), thence leaving said right of way of Kimball Bridge Road and continuing in a northwesterly direction along said right of way of Old Milton parkway the following courses and distances: along a curve to the left, said curve having a radius of 1222.92 feet, with an arc distance of 65.57 feet, with a chord bearing of North 68 degrees 58 minutes 00 seconds West and a chord length of 65.56 feet to a point; North 53 degrees 26 minutes 53 seconds West a distance of 54.43 feet to a point; along a curve to the left, said curve having a radius of 1210.92 feet, with an arc distance of 47.08 feet, with a chord bearing of North 63 degrees 49 minutes 01 seconds West and a chord length of 47.08 feet to a point; North 62 degrees 42 minutes 12 seconds West a distance of 145.32 feet to a point; North 62 degrees 42 minutes 55 seconds West a distance of 198.90 feet to a 1/2 inch capped rebar found; North 14 degrees 37 minutes 18 seconds East a distance of 4.82 to a Mag nail set; North 61 degrees 07 minutes 42 seconds West a distance of 141.26 feet to a concrete right of way monument found; along a curve to the left, said curve having a radius of 1367.40 feet, with an arc distance of 24.47 feet, with a chord bearing of North 61 degrees 38 minutes 28 seconds West and a chord length of 24.47 feet to a concrete right of way monument found; North 75 degrees 55 minutes 41 seconds West a distance of 9.91 feet to a 5/8 inch capped rebar set; North 75 degrees 55 minutes 41 seconds West a distance of 135.05 feet to a 3/4 inch open top pipe found, said pipe being the TRUE POINT OF BEGINNING.

Thence leaving said right of way of Old Milton Parkway South 00 degrees 46 minutes 34 seconds West a distance of 222.18 feet to a 1/2 inch rebar found; Thence North 77 degrees 42 minutes 38 seconds West a distance of 89.93 feet to a 1/2 inch rebar found; Thence North 00 degrees 42 minutes 57 seconds East a distance of 219.46 feet to a 1 inch square rod on the southerly right of way of Old Milton Parkway; Thence continuing in a southeasterly direction along said right of way of Old Milton Parkway South 79 degrees 26 minutes 46 seconds East a distance of 89.65 feet to a 3/4 inch open top pipe found, said pipe being the TRUE POINT OF BEGINNING.

Said tract of land contains 0.447 acres (19,482 square feet).

Z-18-07/CU-18-05/V-18-09
SILVER OAKS NORTHSIDE MEDICAL OFFICE

Tract Two

All that tract or parcel of land lying in and being in Land Lot 749 of the 1st District, 2nd Section, City of Alpharetta, Fulton County, Georgia and being more particularly described as follows:

Commencing at a concrete right of way monument found at the intersection of the westerly right of way of Kimball Bridge Road (having a publicly dedicated, variable width right of way) and the southerly right of way of Old Milton Parkway (having a publicly dedicated, variable width right of way), thence leaving said right of way of Kimball Bridge Road and continuing in a northwesterly direction along said right of way of Old Milton parkway the following courses and distances: along a curve to the left, said curve having a radius of 1222.92 feet, with an arc distance of 65.57 feet, with a chord bearing of North 68 degrees 58 minutes 00 seconds West and a chord length of 65.56 feet to a point; North 53 degrees 26 minutes 53 seconds West a distance of 54.43 feet to a point; along a curve to the left, said curve having a radius of 1210.92 feet, with an arc distance of 47.08 feet, with a chord bearing of North 63 degrees 49 minutes 01 seconds West and a chord length of 47.08 feet to a point; North 62 degrees 42 minutes 12 seconds West a distance of 145.32 feet to a point; North 62 degrees 42 minutes 55 seconds West a distance of 198.90 feet to a 1/2 inch capped rebar found; North 14 degrees 37 minutes 18 seconds East a distance of 4.82 to a Mag nail set; North 61 degrees 07 minutes 42 seconds West a distance of 141.26 feet to a concrete right of way monument found; along a curve to the left, said curve having a radius of 1367.40 feet, with an arc distance of 24.47 feet, with a chord bearing of North 61 degrees 38 minutes 28 seconds West and a chord length of 24.47 feet to a concrete right of way monument found; North 75 degrees 55 minutes 41 seconds West a distance of 9.91 feet to a 5/8 inch capped rebar set, said rebar being the TRUE POINT OF BEGINNING.

Thence leaving said right of way of Old Milton Parkway South 08 degrees 45 minutes 08 seconds West a distance of 203.95 feet to a 3/4 inch crimped top pipe found; Thence South 08 degrees 46 minutes 59 seconds West a distance of 9.96 feet to a 1/2 inch rebar found; Thence North 77 degrees 42 minutes 38 seconds West a distance of 103.83 feet to a 1/2 inch rebar found; Thence North 00 degrees 46 minutes 34 seconds East a distance of 222.18 feet to a 3/4 inch open top pipe found on the southerly right of way of Old Milton Parkway; Thence continuing in a southeasterly direction along said right of way of Old Milton Parkway South 75 degrees 55 minutes 41 seconds East a distance of 135.05 feet to a 5/8 inch capped rebar set, said rebar being the TRUE POINT OF BEGINNING.

Said tract of land contains 0.590 acres (25,685 square feet).

Tract Three

All that tract or parcel of land lying in and being in Land Lot 749 of the 1st District, 2nd Section, City of Alpharetta, Fulton County, Georgia and being more particularly described as follows:

Commencing at a concrete right of way monument found at the intersection of the westerly right of way of Kimball Bridge Road (having a publicly dedicated, variable width right of way) and the southerly right of way of Old Milton Parkway (having a publicly dedicated, variable width right of way), thence leaving said right of way of Kimball Bridge Road and continuing in a northwesterly direction along said right of way of Old Milton parkway the following courses and distances: along a curve to the left, said curve having a radius of 1222.92 feet, with an arc distance of 65.57 feet, with a chord bearing of North 68 degrees 58 minutes 00 seconds West and a chord length of 65.56 feet to a point; North 53 degrees 26 minutes 53 seconds West a distance of 54.43 feet to a point; along a curve to the left, said curve having a radius of 1210.92 feet, with an arc distance of 47.08 feet, with a chord bearing of North 63 degrees 49 minutes 01 seconds West and a chord length of 47.08 feet to a point; North 62 degrees 42 minutes 12 seconds West a distance of 145.32 feet to a point; North 62 degrees 42 minutes 55 seconds West a distance of 198.90 feet to a 1/2 inch capped rebar found, said rebar being the TRUE POINT OF BEGINNING.

Thence leaving said right of way of Old Milton Parkway South 14 degrees 37 minutes 18 seconds West a distance of 164.62 feet to a 1 inch crimped top pipe found; Thence North 72 degrees 41 minutes 00 seconds West a distance of 149.90 feet to a 3/4 inch crimped top pipe found; Thence North 08 degrees 45 minutes 08 seconds East a distance of 203.95 feet to a 5/8 inch capped rebar set on the southerly right of way of Old Milton Parkway; Thence continuing in a southeasterly direction along said right of way of Old Milton Parkway the following courses and distances: South 75 degrees 55 minutes 41 seconds East a distance of 9.91 feet to a concrete right of way monument found; along a curve to the right, said curve having a radius of 1367.40 feet, with an arc distance of 24.47 feet, with a chord bearing of South 61 degrees 38 minutes 28 seconds East and a chord length of 24.47 feet to a concrete right of way monument found; South 61 degrees 07 minutes 42 seconds East a distance of 141.26 feet to a Mag Nail set; South 14 degrees 37 minutes 18 seconds West a distance of 4.82 feet to a 1/2 inch capped rebar set, said rebar being the TRUE POINT OF BEGINNING.

Said tract of land contains 0.684 acres (29,794 square feet).

Z-18-07/CU-18-05/V-18-09
SILVER OAKS NORTHSIDE MEDICAL OFFICE

Old Milton Parkway- Excess ROW- Tract 1

Property Description

All that tract or parcel of land lying and being Land Lots 749, 1st District, 2ND Section, Fulton County, Georgia, and being more particularly described as follows:

BEGINNING at the intersection of the southwestern intersection of the southern right-of-way of Old Milton Parkway (variable right-of-way) with the intersections of Land Lots 748 and 749, said point being the POINT OF BEGINNING; thence running easterly along the Southern Right of Way of Old Milton Parkway South 82 degrees 7 minutes 41 seconds East a distance of 146.80 feet to a point; thence continuing easterly along the Southern Right of Way of Old Milton Parkway South 81 degrees 55 minutes 12 seconds East a distance of 176.02 feet to a point. Said point being the TRUE POINT OF BEGINNING;

thence departing the Right of Way of Old Milton Parkway North 27 degrees 51 minutes 53 seconds East a distance of 38.93 feet to a point; thence running along a curve to the right for a distance of 180.15 feet having a radius of 1445.13 feet with a chord bearing of South 84 degrees 30 minutes 12 seconds East a distance of 180.03 feet to a point; thence South 0 degrees 49 minutes 17 seconds West a distance of 51.56 feet to a point to a point on the southern Right of Way of Old Milton Parkway; thence running along said Right of Way North 80 degrees 5 minutes 5 seconds West a distance of 199.65 feet to a point, said point being the TRUE POINT OF BEGINNING.

Said tract of land contains 0.198 Acres (8,659.8324 s.f.).

Z-18-07/CU-18-05/V-18-09
SILVER OAKS NORTHSIDE MEDICAL OFFICE

Old Milton Parkway- Excess ROW- Tract 2

Property Description

All that tract or parcel of land lying and being Land Lots 749, 1st District, 2ND Section, Fulton County, Georgia, and being more particularly described as follows:

BEGINNING at the intersection of the southwestern intersection of the southern right-of-way of Old Milton Parkway (variable right-of-way) with the intersections of Land Lots 748 and 749, said point being the POINT OF BEGINNING; thence running easterly along the Southern Right of Way of Old Milton Parkway South 82 degrees 7 minutes 41 seconds East a distance of 146.80 feet to a point; thence continuing easterly along the Southern Right of Way of Old Milton Parkway South 81 degrees 55 minutes 12 seconds East a distance of 176.02 feet to a point; thence continuing easterly along the Southern Right of Way of Old Milton Parkway South 80 degrees 5 minutes 5 seconds East a distance of 199.65 feet to a point. Said point being the TRUE POINT OF BEGINNING;

thence departing the Right of Way of Old Milton Parkway North 0 degrees 49 minutes 17 seconds East a distance of 51.56 feet to a point; thence running along a curve to the right for a distance of 138.09 feet having a radius of 1445.13 feet with a chord bearing of South 78 degrees 11 minutes 41 seconds East a distance of 138.04 feet to a point; thence running along a curve to the right for a distance of 63.29 feet having a radius of 1644.03 feet with a chord bearing of South 73 degrees 35 minutes 49 seconds East a distance of 63.28 feet to a point; thence South 0 degrees 46 minutes 42 seconds West a distance of 43.59 feet to a point to a point on the southern Right of Way of Old Milton Parkway; thence continuing westerly along the Southern Right of Way of Old Milton Parkway North 78 degrees 59 minutes 23 seconds West a distance of 199.65 feet to a point. Said point being the TRUE POINT OF BEGINNING

Said tract of land contains 0.226 Acres (9,859.8967 s.f.).

Z-18-07/CU-18-05/V-18-09
SILVER OAKS NORTHSIDE MEDICAL OFFICE

Old Milton Parkway- Excess ROW- Tract 3

Property Description

All that tract or parcel of land lying and being Land Lots 749, 1st District, 2ND Section, Fulton County, Georgia, and being more particularly described as follows:

BEGINNING at the intersection of the southwestern intersection of the southern right-of-way of Old Milton Parkway (variable right-of-way) with the intersections of Land Lots 748 and 749, said point being the POINT OF BEGINNING; thence running easterly along the Southern Right of Way of Old Milton Parkway South 82 degrees 7 minutes 41 seconds East a distance of 146.80 feet to a point; thence continuing easterly along the Southern Right of Way of Old Milton Parkway South 81 degrees 55 minutes 12 seconds East a distance of 176.02 feet to a point; thence continuing easterly along the Southern Right of Way of Old Milton Parkway South 80 degrees 5 minutes 5 seconds West a distance of 199.65 feet to a point; thence continuing easterly along the Southern Right of Way of Old Milton Parkway South 78 degrees 59 minutes 23 seconds East a distance of 199.65 feet to a point. Said point being the TRUE POINT OF BEGINNING;

thence departing the Right of Way of Old Milton Parkway North 0 degrees 46 minutes 42 seconds West a distance of 43.59 feet to a point; thence running along a curve to the right for a distance of 247.57 feet having a radius of 1367.4 feet with a chord bearing of South 67 degrees 20 minutes 26 seconds East a distance of 138.04 feet to a point to a point on the southern Right of Way of Old Milton Parkway; thence continuing westerly along the Southern Right of Way of Old Milton Parkway North 75 degrees 55 minutes 41 seconds West a distance of 9.91 feet to a point; thence continuing westerly along the Southern Right of Way of Old Milton Parkway North 75 degrees 55 minutes 41 seconds West a distance of 135.05 feet to a point; thence continuing westerly along the Southern Right of Way of Old Milton Parkway North 79 degrees 26 minutes 46 seconds West a distance of 89.65 feet to a point; Said point being the TRUE POINT OF BEGINNING.

Said tract of land contains 0.127 Acres (5,524.2818 s.f.).

PROPERTY DESCRIPTION

TRACT 1

All that tract or parcel of land lying and being in Land Lot 749 of the 1st District, 2nd Section, City of Alpharetta, Fulton County, Georgia, and being more particularly described as follows:

Commencing at the intersection of the Easterly line of Land Lot 749 with the Southerly right-of-way of Old Milton Parkway (formerly known as State Bridge Road) (Georgia Highway 120); thence along said right-of-way South 82 degrees 07 minutes 41 seconds East, a distance of 146.80 feet to a 3/8 inch rebar found; thence South 81 degrees 55 minutes 12 seconds East, a distance of 176.02 feet to a 5/8 inch rebar found, said point being the True Point of Beginning; thence continuing along said right-of-way South 80 degrees 05 minutes 05 seconds East, a distance of 199.65 feet to a nail found; thence leaving said right-of-way South 00 degrees 49 minutes 17 seconds West, a distance of 400.00 feet to a nail found in a tree; thence North 80 degrees 05 minutes 49 seconds West, a distance of 199.91 feet to a 1/2 inch rebar found; thence North 00 degrees 51 minutes 34 seconds East, a distance of 400.00 feet to a 5/8 inch rebar found on the Southerly right-of-way of Old Milton Parkway, said point being the True Point of Beginning.

Said tract of land contains 1.812 Acres

TRACT 2

All that tract or parcel of land lying and being in Land Lot 749 of the 1st District, 2nd Section, City of Alpharetta, Fulton County, Georgia, and being more particularly described as follows:

Commencing at the intersection of the Easterly line of Land Lot 749 with the Southerly right-of-way of Old Milton Parkway (formerly known as State Bridge Road) (Georgia Highway 120); thence along said right-of-way South 82 degrees 07 minutes 41 seconds East, a distance of 146.80 feet to a 3/8 inch rebar found; thence South 81 degrees 55 minutes 12 seconds East, a distance of 176.02 feet to a 5/8 inch rebar found; thence South 80 degrees 05 minutes 05 seconds East, a distance of 199.65 feet to a nail found, said point being the True Point of Beginning; thence continuing along said right-of-way South 78 degrees 59 minutes 23 seconds East, a distance of 199.65 feet to a 2 inch open top pipe found; thence leaving said right-of-way South 00 degrees 46 minutes 42 seconds West, a distance of 400.33 feet to a 3/4 inch rebar found; thence North 78 degrees 54 minutes 46 seconds West, a distance of 200.00 feet to a nail found in a tree; thence North 00 degrees 49 minutes 17 seconds East, a distance of 400.00 feet to a nail found on the Southerly right-of-way of Old Milton Parkway, said point being the True Point of Beginning.

Said tract of land contains 1.806 Acres



CITY COUNCIL MEETING STAFF REPORT

SUBMITTING DEPARTMENT: COMMUNITY DEVELOPMENT

SUBMITTED BY: KATHI COOK

DRAFTED BY: MICHAEL WOODMAN

I. AGENDA ITEM TITLE: MP-18-11 TAPOUT FITNESS/NORTH POINT COMMONS MASTER PLAN

PLANNING COMMISSION: JANUARY 3, 2019

CITY COUNCIL: JANUARY 14, 2019

II. RECOMMENDATION:

Approve MP-18-11 Tapout Fitness/North Point Commons Master Plan, subject to the following conditions:

1. 'Athletic Facility/Fitness Studio' shall be added as a permitted use in the North Point Commons Master Plan Pod B.
2. Replace dead, dying or missing landscape material in existing required landscape areas.
3. Developer shall provide at least 7 bicycle parking spaces to serve the entire property.

III. REPORT IN BRIEF:

The applicant, Chris Carmosino, is requesting an amendment to North Point Commons Master Plan to add 'Athletic Facilities/Fitness Studio' as a permitted use in Pod B. The request would allow Tapout Fitness to operate in an 8,000 square foot suite within the Stone Walk shopping center. The subject property is located at 970 North Point Drive, Suite A2, at the northwest corner of North Point Parkway and Georgia Lane.

DISCUSSION

The submitted request, if approved, will allow Tapout Fitness to operate in an 8,000 square foot suite within the Stone Walk shopping center. A master plan amendment is requested to add 'Athletic Facility/Fitness Studio' as a permitted use in North Point Commons Master Plan Pod B. The subject property is located at 970 North Point Drive, Suite A2, at the northwest corner of North Point Parkway and Georgia Lane.

The property is zoned PSC (Planned Shopping Center) and subject to the North Point Commons Master Plan Pod B. Surrounding properties are also zoned PSC and subject to the North Point Commons Master Plan, including Shane Company and First Citizens Bank to the west, Best Buy to the north, Sweet Tomatoes to the east and Ashley Furniture to the south. The Comprehensive Land Use Plan designation of the property is 'Commercial', which allows the proposed use.

A master plan amendment was approved on June 18, 2007 to allow for the redevelopment of two (2) restaurants into a 36,000 square foot retail strip center. The property was developed in 2008 as a 1-story, 36,000 square foot retail strip center. 198 parking spaces are provided on the 4.3-acre site, of which the Unified Development Code (UDC) requires 183 parking spaces for a Retail Shopping Center less than 50,000 square feet.

The North Point Commons Master Plan was approved in 1998 (MP-97-07) for a 136-acre planned development allowing office, retail, restaurant and open space. Pods A and B were approved for retail as the primary use; however, 'Athletic Facility/Fitness Studio' is a permitted use in Pod A, but not permitted in Pod B. As shown in the table below, the North Point Commons Master Plan has been amended on several occasions. The applicant's property received master plan amendment approval in 2007 to allow two (2) restaurants to be redeveloped with a 36,000 square foot retail center.

File #	Project Name	Pod	Requested Change	Outcome	Date
MP-14-03	Salon Lofts	B	Add 'nail salon' within the Salon Lofts space	Approved	6/16/2014
MP-13-03/CU-13-08	Bowling Alley	C	Allow Bowling Alley (Use reverted on 9/24/14)	Approved	9/23/2013
MP-12-02/Z-14-07/V-14-08	Rooms To Go	C	Allow retail use	Approved	6/16/2014
MP-07-04/CLUP-07-04/Z-07-06/V-07-09	Glenridge Northpoint	C	Allow office with restaurant and retail uses.	Approved	8/27/2007
MP-07-02	Commercial Redevelopment	B	Convert 2 restaurants to a 36,000 SF retail center	Approved	6/18/2007
MP-01-07	Palladian	A	Break up a 12,000 SF retail bldg	Approved	10/22/2001
MP-97-07	North Point Commons MP		Establish a 136-acre master plan w/4 pods allowing office, retail and restaurant uses	Approved	1/19/1998

Tapout Fitness has locations across the U.S. and internationally. There are four (4) locations in the Atlanta metro area, including Dallas, Norcross, Sandy Springs and Woodstock. The business brands itself as a martial arts infused fitness for all ages and fitness levels. The applicant provided a floor plan that depicts a full range of cardio and free weight equipment, individual and group classes and locker room (without showers). Tapout Fitness is open 24 hours a day, with staffing on Monday – Friday 6:00 AM – 8:00 PM and Saturday 9:00 AM – 3:00 PM. The applicant anticipates up to 10 employees at the proposed location.



STANDARDS FOR MASTER PLAN AMENDMENTS

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

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

Response: The proposed use is suitable in view of adjacent businesses in the retail shopping center being developed for commercial uses. In addition, the proposed use is consistent with the Comprehensive Land Use Plan designation of the property, which is 'Commercial'.

- 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 or usability of adjacent or nearby properties. Sufficient parking is provided for the proposed use and the use would be compatible with the surrounding retail uses and other locations for this business, which are similarly situated in retail corridors and shopping centers.

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

Response: Not applicable.

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

Response: Pods A and B are designated 'Retail' in the North Point Commons Master Plan; however, an 'Athletic Facility/Fitness Studio' is a permitted use in Pod A, but not in Pod B. Therefore, it is recommended that the proposed use be added as a permitted use in Pod B.

- 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 proposed use would not result in 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: City Council recently approved changes to the UDC that would permit residential uses in the North Point area. As a result of adding residential to the area, there will be a need for certain retail service uses, such as 'Athletic Facility/Fitness Studio'.

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 master plan amendment reflects a reasonable balance between the public welfare and private property rights. Pods A and B are designated 'Retail' in the North Point Commons Master Plan; however, an 'Athletic Facility/Fitness Studio' is a permitted use in Pod A, but not in Pod B. Therefore, it is recommended that the proposed use be added as a permitted use in Pod B.

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

Response: Pods A and B are designated 'Retail' in the North Point Commons Master Plan; however, an 'Athletic Facility/Fitness Studio' is a permitted use in Pod A, but not in Pod B. Therefore, it is recommended that the proposed use be added as a permitted use in Pod B.

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

Response: The proposal meets the Comprehensive Land Use Plan designation of the property, which is 'Commercial'.

CONCURRENCES

Staff has reviewed the applicant's proposal and finds that it can generally support the request for master plan amendment. The request is compatible with properties in the vicinity, which are also designated 'Commercial' and developed with commercial uses. The use would be compatible with the surrounding retail uses and other locations for this business, which are similarly situated in retail corridors and shopping centers.

CITIZEN PARTICIPATION PLAN

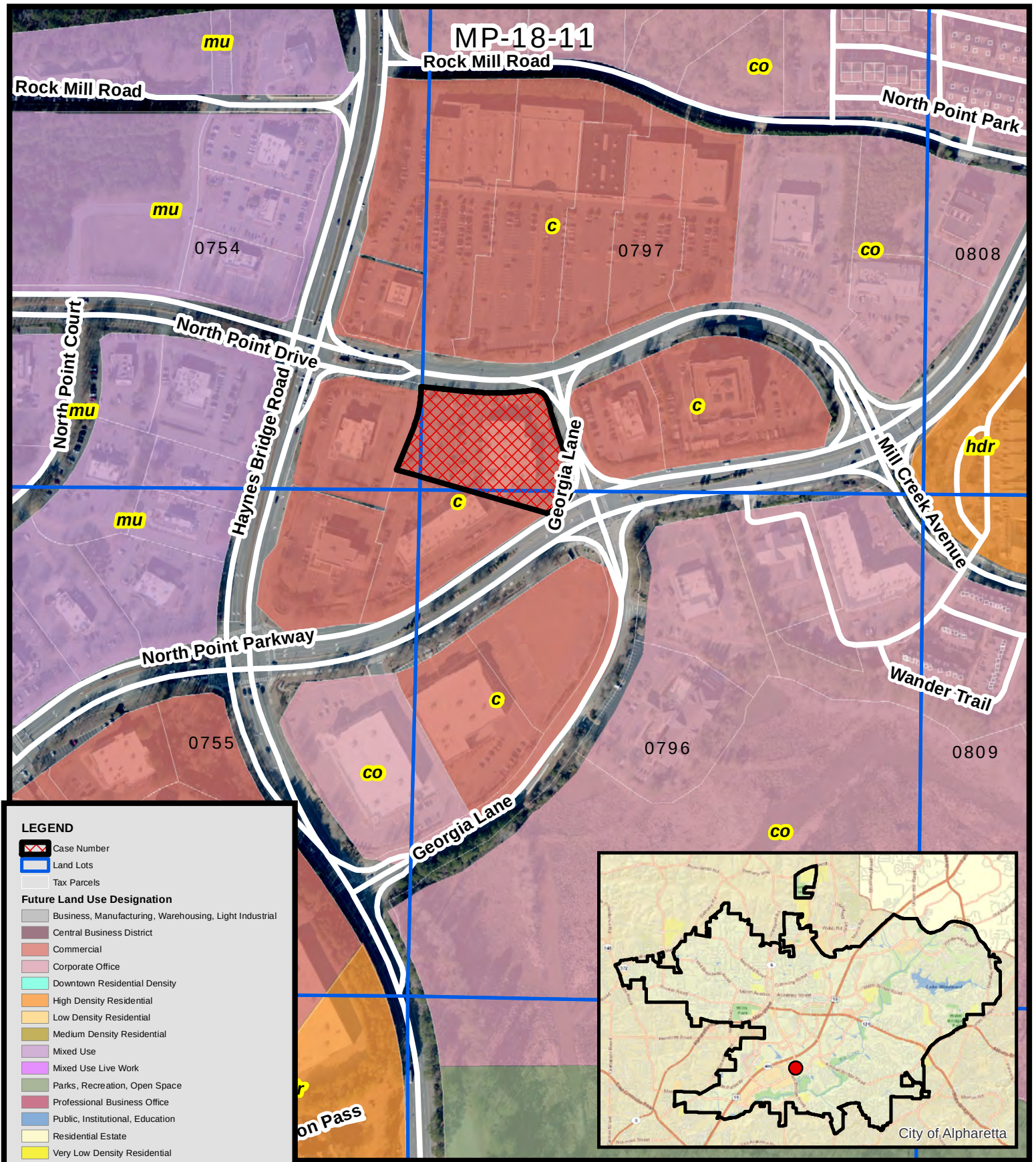
The report submitted by the applicant states that property owners within 500' were contacted regarding the applicant's intent. The report states that no comments were received.

COMMUNITY ZONING INFORMATION MEETING

The CZIM was held on December 12, 2018. There were no comments on the sign-in sheet.

IV. ATTACHMENTS:

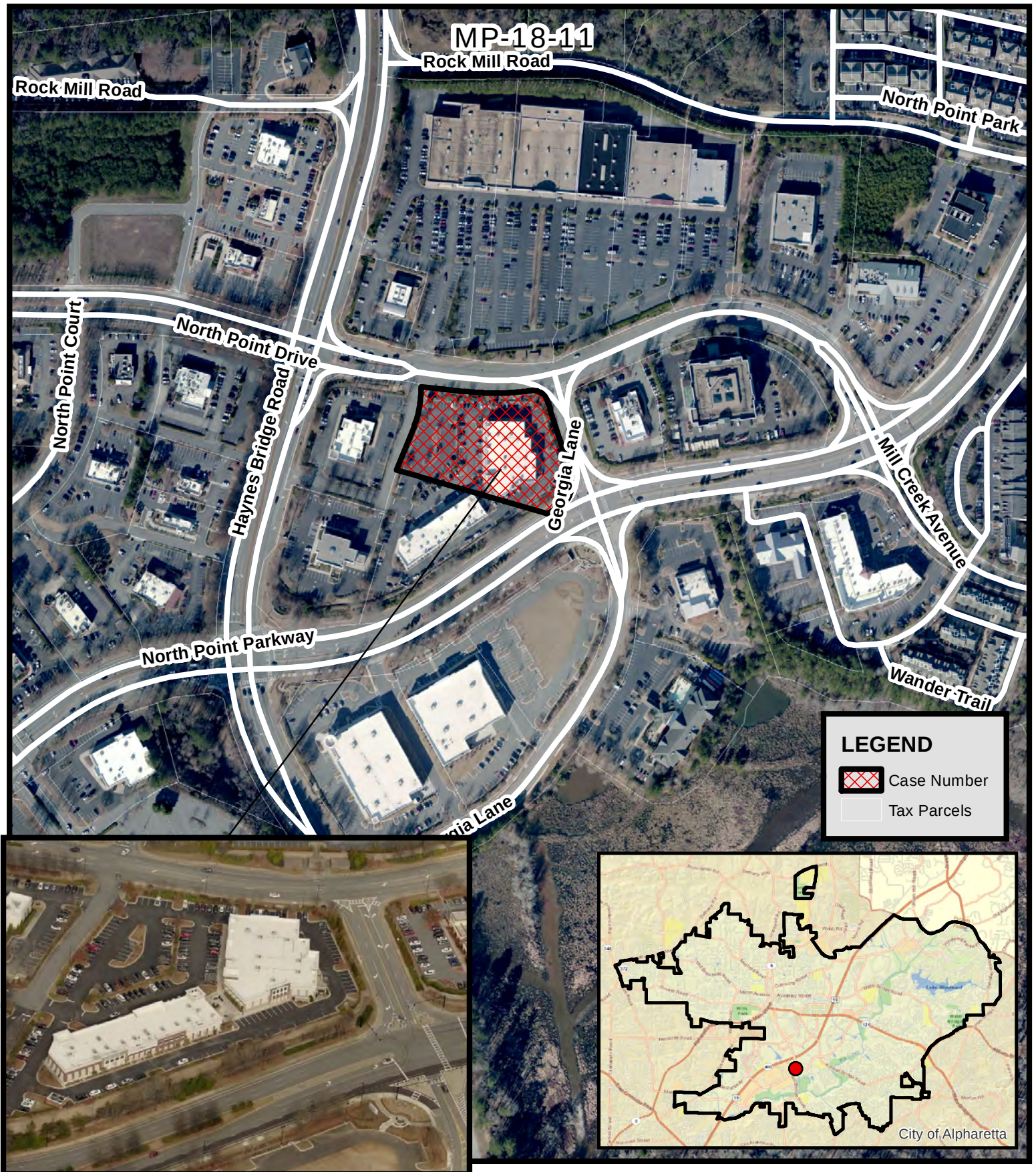
- Site Plan



Future Land Use
Tap Out/North Point Commons
970 North Point Drive

MP-18-11
D/LL: 1/2/754, 796, 797
PC Date: 1/03/19
CC Date: 1/14/19

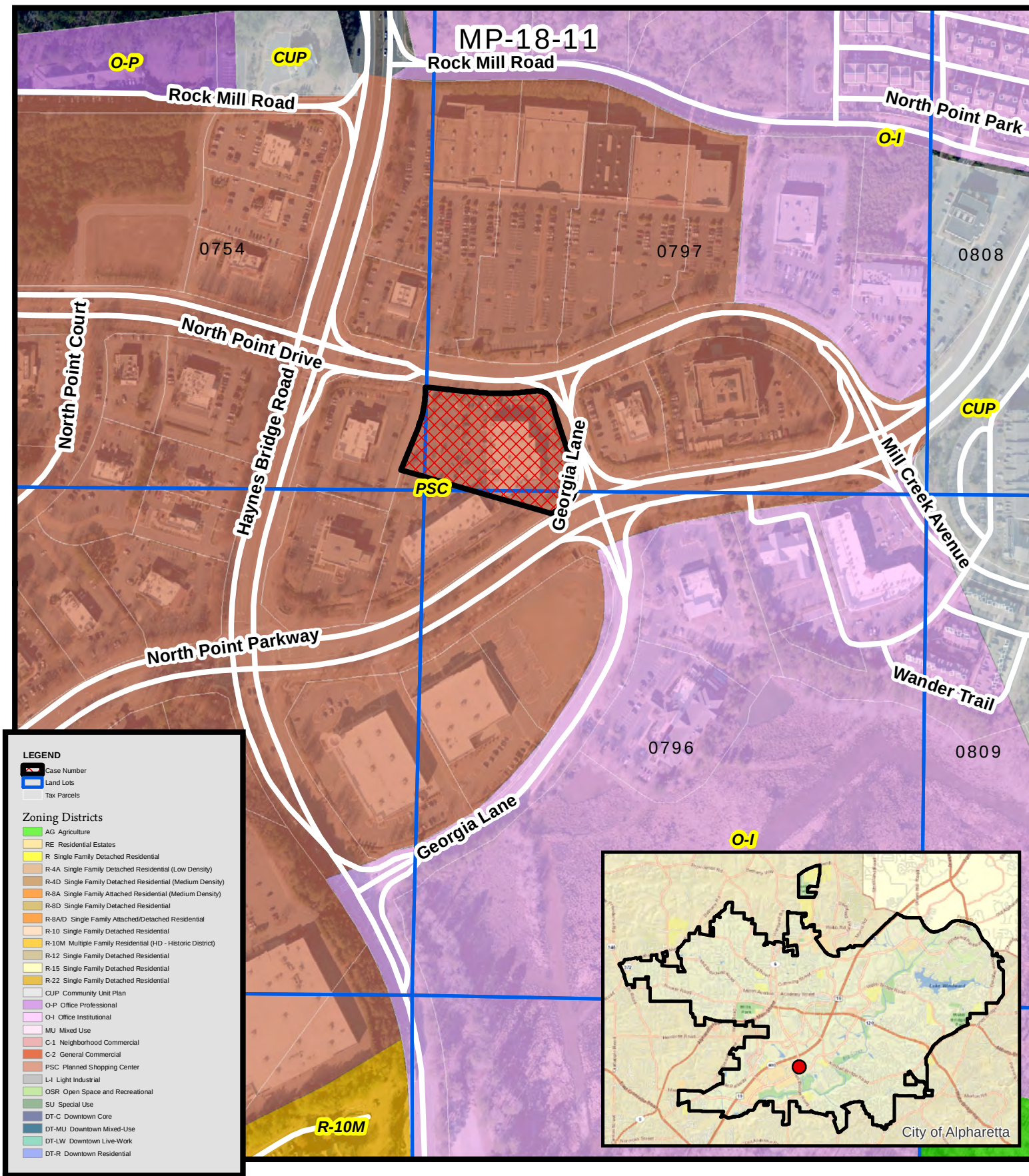
Location Map Provided by:
Community Development - GIS



Aerial Map
Tap Out/North Point Commons
970 North Point Drive

MP-18-11
D/LL: 1/2/754, 796, 797
PC Date: 1/03/19
CC Date: 1/14/19

Location Map Provided by:
Community Development - GIS

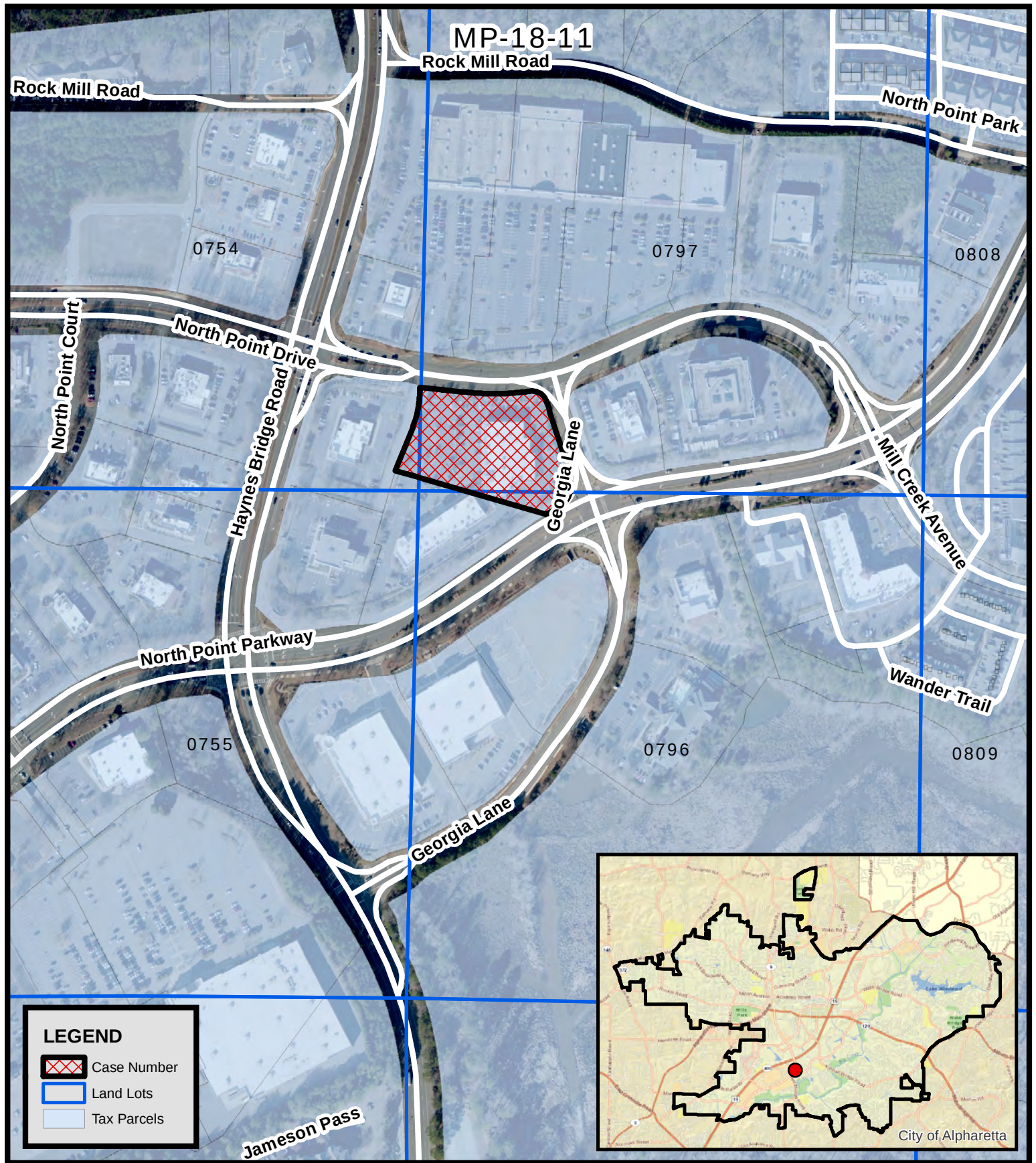


Zoning Map
Tap Out/North Point Commons
970 North Point Drive



MP-18-11
D/L: 1/2/754, 796, 797
PC Date: 1/03/19
CC Date: 1/14/19

Location Map Provided by:
Community Development - GIS



Location Map
 Tap Out/North Point Commons
 970 North Point Drive

MP-18-11
 D/LL: 1/2/754, 796, 797
 PC Date: 1/03/19
 CC Date: 1/14/19

Location Map Provided by:
 Community Development - GIS

Shower Rooms
(No Locker Rooms)

Retail and Reception

Cardio +
Strength Equipment

Proprietary Focusmaster

Heavy Bags

Exclusive Tapout 20

Adult and Kids
Martial Arts



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: Stone Walk - Tapout

Contact Name: Chris Carmosino

Telephone: 404.962.8612

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.

No comments or questions were received.

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: _____

Date: 12.12.18

Print Form



1180 W Peachtree St NW
Suite 500
Atlanta, Georgia 30309
Phone: 404.962.8612

Date 11.28.18

Dear Property Owner,

We have filed a Public Hearing Application with the City of Alpharetta for consideration of a modification to the Northpoint Commons Master Plan, to allow CH Retail Fund I / Atlanta Stone Walk, LLC to lease a space in their Stone Walk at Northpoint Shopping Center to Tapout Fitness, a first-class fitness center operator.

Public Hearings for this item will be considered by the Planning Commission on January 3, 2019 and the City Council on January 14, 2019. Both meetings will take place at in Council Chambers at City Hall at 6:30 p.m. Prior to this hearing, our Application will be available at the Community Zoning Information Meeting on Wednesday, December 12, 2018 in the rotunda of City Hall, 2 Park Plaza, from 6:00 to 7:00 p.m.

If you have any questions, please do not hesitate to call me at 404-962-8612.

Sincerely,

A large, light blue, semi-transparent watermark of the word "STREAM" in a bold, sans-serif font, positioned horizontally across the middle of the page.

Chris Carmosino
Senior Property Manager

TITLE EXCEPTIONS

THIS SURVEY IS BASED ON A TITLE REPORT PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NUMBER 2-33750, DATED FEBRUARY 15, 2016.

(G) EASEMENT FROM E. D. THOMAS TO GEORGIA POWER COMPANY, DATED JULY 14, 1936, FILED FOR RECORD JULY 26, 1936 AT 1:32 P.M., RECORDED IN DEED BOOK 1588, PAGE 541, AFORESAID RECORDS.

MAY AFFECT SUBJECT SITE. BLANKET IN NATURE. TOO VAGUE TO PLOT.

(H) EASEMENT FROM GUY V. RICE TO GEORGIA POWER COMPANY, DATED MARCH 8, 1976, FILED FOR RECORD APRIL 26, 1977 AT 9:41 P.M., RECORDED IN DEED BOOK 6490, PAGE 06, AFORESAID RECORDS.

MAY AFFECT SUBJECT SITE. BLANKET IN NATURE. TOO VAGUE TO PLOT.

(I) EASEMENT RIGHTS AS CONTAINED IN THAT CERTAIN LIMITED WARRANTY DEED FROM RICHARD B. GOODSELL TO THE CITY OF ALPHARETTA, GEORGIA, A GEORGIA MUNICIPAL CORPORATION, DATED JULY 24, 1985, FILED FOR RECORD AUGUST 7, 1985 AT 8:30 A.M., RECORDED IN DEED BOOK 18658, PAGE 166, AFORESAID RECORDS; AS AFFECTED BY THAT CERTAIN QUITCLAIM DEED OF RELEASE FROM THE CITY OF ALPHARETTA, GEORGIA, A GEORGIA MUNICIPAL CORPORATION TO JAMESTOWN LAND INVESTORS L.L.P., A GEORGIA LIMITED PARTNERSHIP, DATED OCTOBER 30, 1988, FILED FOR RECORD JULY 29, 1989 AT 1:31 P.M., RECORDED IN DEED BOOK 27177, PAGE 340, AFORESAID RECORDS.

DOES NOT APPEAR TO AFFECT THE SUBJECT PROPERTY.

(J) EASEMENT FROM JAMESTOWN LAND INVESTORS L.L.P. TO GEORGIA POWER COMPANY, DATED JULY 12, 1996, FILED FOR RECORD MAY 14, 1997 AT 11:14 A.M., RECORDED IN DEED BOOK 22594, PAGE 130, AFORESAID RECORDS.

AFFECTS SUBJECT SITE. BLANKET IN NATURE. TOO VAGUE TO PLOT.

(K) DECLARATION OF COVENANTS, CONDITIONS, EASEMENTS AND RESTRICTIONS FOR NORTH POINT COMMONS BY JAMESTOWN LAND INVESTORS L.L.P., A GEORGIA LIMITED PARTNERSHIP, DATED JULY 2, 1988, FILED FOR RECORD JULY 8, 1988 AT 10:43 A.M., RECORDED IN DEED BOOK 24701, PAGE 204, AFORESAID RECORDS; AS AMENDED BY THAT CERTAIN AMENDMENT NO. 1 TO DECLARATION OF COVENANTS, CONDITIONS, EASEMENTS AND RESTRICTIONS FOR NORTH POINT COMMONS BY JAMESTOWN LAND INVESTORS L.L.P., A GEORGIA LIMITED PARTNERSHIP, DATED NOVEMBER 12, 1989, FILED FOR RECORD NOVEMBER 12, 1989 AT 12:19 P.M., RECORDED IN DEED BOOK 27063, PAGE 1, AFORESAID RECORDS; AS FURTHER AMENDED BY AMENDMENT NO. 2 TO DECLARATION OF COVENANTS, CONDITIONS, EASEMENTS AND RESTRICTIONS FOR NORTH POINT COMMONS BY JAMESTOWN LAND INVESTORS L.L.P., A GEORGIA LIMITED PARTNERSHIP, DATED OCTOBER 15, 2001 AT 12:29 P.M., RECORDED IN DEED BOOK 31141, PAGE 383, AFORESAID RECORDS; BUT OBTAINING ANY RESTRICTION BASED ON RACE, COLOR, RELIGION, SEX, HANDICAP, FAMILIAL STATUS, OR NATIONAL ORIGIN UNLESS AND ONLY TO THE EXTENT THAT SAID COVENANT (A) IS EXEMPT UNDER CHAPTER 42, SECTION 3607 OF THE UNITED STATES CODE OR (B) RELATES TO HANDICAP BUT DOES NOT DISCRIMINATE AGAINST HANDICAPPED PERSONS.

(L) DECLARATION OF COVENANTS, CONDITIONS, EASEMENTS AND RESTRICTIONS FOR NORTH POINT COMMONS BY JAMESTOWN LAND INVESTORS L.L.P., A GEORGIA LIMITED PARTNERSHIP, DATED JANUARY 12, 2001, FILED FOR RECORD JANUARY 16, 2001 AT 2:14 P.M., RECORDED IN DEED BOOK 29874, PAGE 188, AFORESAID RECORDS; AS AFFECTED BY THAT CERTAIN CONSENT AND JOINDER TO DECLARATION OF COVENANTS, CONDITIONS, EASEMENTS AND RESTRICTIONS FOR NORTH POINT COMMONS BY RUS NORTH POINT COMMONS, L.L.C., A GEORGIA LIMITED LIABILITY COMPANY, DATED JUNE 8, 2001, FILED FOR RECORD JUNE 11, 2001 AT 8:51 A.M., RECORDED IN DEED BOOK 30503, PAGE 232, AFORESAID RECORDS; AS FURTHER AFFECTED BY THAT CERTAIN AFFIDAVIT CONCERNING DECLARATION OF COVENANTS, CONDITIONS, EASEMENTS AND RESTRICTIONS FOR NORTH POINT COMMONS BY STEPHEN J. JOHNS, DATED OCTOBER 8, 2001, FILED FOR RECORD OCTOBER 15, 2001 AT 12:29 P.M., RECORDED IN DEED BOOK 31141, PAGE 383, AFORESAID RECORDS; BUT OBTAINING ANY RESTRICTION BASED ON RACE, COLOR, RELIGION, SEX, HANDICAP, FAMILIAL STATUS, OR NATIONAL ORIGIN UNLESS AND ONLY TO THE EXTENT THAT SAID COVENANT (A) IS EXEMPT UNDER CHAPTER 42, SECTION 3607 OF THE UNITED STATES CODE OR (B) RELATES TO HANDICAP BUT DOES NOT DISCRIMINATE AGAINST HANDICAPPED PERSONS.

AFFECTS SUBJECT SITE. BLANKET IN NATURE. TOO VAGUE TO PLOT.

(M) EASEMENT FROM HOPS GRILL & BAR, INC. TO GEORGIA POWER COMPANY, DATED JANUARY 20, 1999, FILED FOR RECORD JULY 13, 1999 AT 8:30 A.M., RECORDED IN DEED BOOK 27281, PAGE 223, AFORESAID RECORDS.

AFFECTS SUBJECT SITE. BLANKET IN NATURE. TOO VAGUE TO PLOT.

(N) EASEMENT FROM DON PABLO'S OPERATING CORP. (FKA DPA OPERATING COMPANY, INC.) AN OHIO CORPORATION TO NEUSE, INCORPORATED, A NORTH CAROLINA CORPORATION, DATED OCTOBER 6, 1999, FILED FOR RECORD NOVEMBER 18, 1999 AT 1:54 P.M., RECORDED IN DEED BOOK 28012, PAGE 192, AFORESAID RECORDS.

AFFECTS SUBJECT SITE AS PLOTTED.

(O) EASEMENT FROM HOPS GRILL & BAR, INC., A FLORIDA CORPORATION TO NEUSE, INCORPORATED, A NORTH CAROLINA CORPORATION, DATED OCTOBER 22, 1999, FILED FOR RECORD NOVEMBER 18, 1999 AT 1:54 P.M., RECORDED IN DEED BOOK 28012, PAGE 198, AFORESAID RECORDS.

AFFECTS SUBJECT SITE AS PLOTTED.

(P) EASEMENT FROM SOBIMATI, LLC TO GEORGIA POWER COMPANY, DATED JANUARY 29, 2001, FILED FOR RECORD JUNE 8, 2001 AT 3:30 P.M., RECORDED IN DEED BOOK 30487, PAGE 3, AFORESAID RECORDS.

AFFECTS SUBJECT SITE. BLANKET IN NATURE. TOO VAGUE TO PLOT.

(Q) GROUND LEASE AS EVIDENCED BY THAT CERTAIN MEMORANDUM OF GROUND LEASE BY AND BETWEEN NORTHPOINT EXCHANGE SERVICES, L.L.C., A GEORGIA LIMITED LIABILITY COMPANY ("LANDLORD") AND REAL DEVELOPMENT NORTHPOINT, L.L.C., A GEORGIA LIMITED LIABILITY COMPANY ("TENANT"), DATED JULY 31, 2007, FILED FOR RECORD AUGUST 13, 2007 AT 10:04 A.M., RECORDED IN DEED BOOK 45533, PAGE 870, AFORESAID RECORDS.

EXEMPT.

(R) SEWER EASEMENT FROM ACTION OUTDOOR ADVERTISING L INC., ACTION OUTDOOR ADVERTISING B, LLC AND ACTION OUTDOOR ADVERTISING B, LLC TO FULTON COUNTY, A POLITICAL SUBDIVISION OF THE STATE OF GEORGIA, DATED JUNE 3, 2008, FILED FOR RECORD JULY 3, 2008 AT 12:06 P.M., RECORDED IN DEED BOOK 46933, PAGE 613, AFORESAID RECORDS.

AFFECTS SUBJECT SITE AS PLOTTED.

(S) WATER VAULT EASEMENT FROM ACTION OUTDOOR ADVERTISING L INC., ACTION OUTDOOR ADVERTISING B, LLC AND ACTION OUTDOOR ADVERTISING B, LLC TO FULTON COUNTY, A POLITICAL SUBDIVISION OF THE STATE OF GEORGIA, DATED JUNE 3, 2008, FILED FOR RECORD JULY 3, 2008 AT 12:06 P.M., RECORDED IN DEED BOOK 46933, PAGE 613, AFORESAID RECORDS.

AFFECTS SUBJECT SITE AS PLOTTED.

(T) ALL THOSE MATTERS AS DISCLOSED BY THAT CERTAIN PLAT RECORDED IN PLAT BOOK 203, PAGES 146 AND 147, AFORESAID RECORDS.

AFFECTS SUBJECT SITE AS PLOTTED.

(U) ALL THOSE MATTERS AS DISCLOSED BY THAT CERTAIN PLAT OF SURVEY PREPARED BY LANDPRO SURVEYING AND MAPPING, INC., DATED JULY 25, 2007, BEARING THE SIGNATURE AND SEAL OF JAMES H. RADER, GEORGIA REGISTERED SURVEYOR, SEAL NO. 3033.

CURRENT CONDITIONS SHOWN.

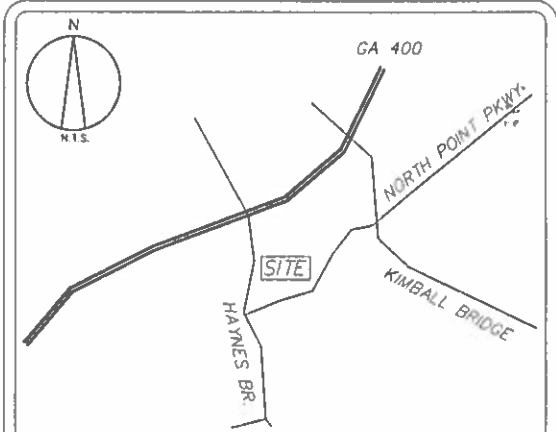
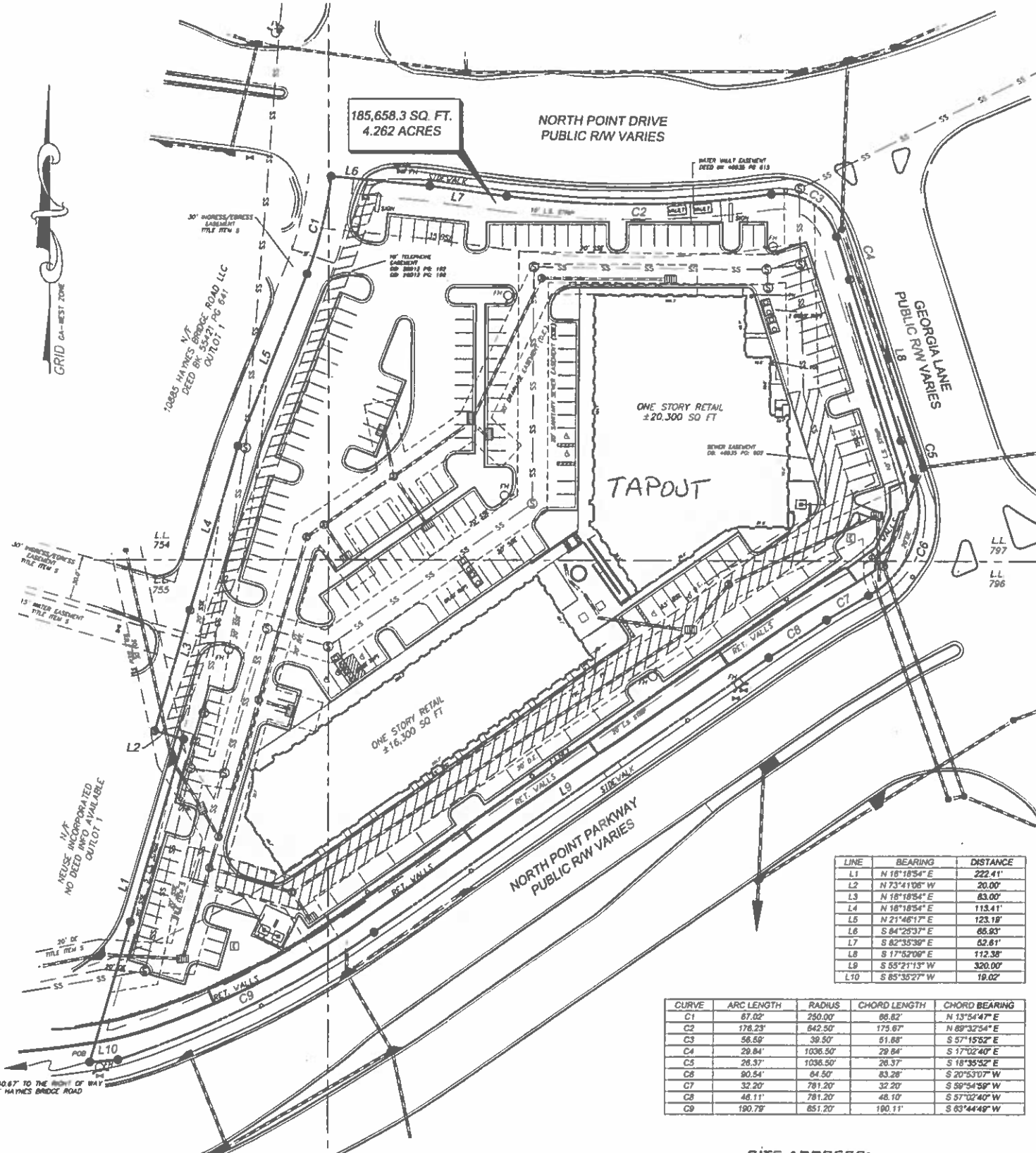
SURVEY LEGAL DESCRIPTION

ALL THAT TRACT OR PARCEL OF LAND LYING IN AND BEING IN GEORGIA LAND LOTS 754, 755, 796 AND 797, DISTRICT 1, SECTION 2, CITY OF ALPHARETTA, FULTON COUNTY, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT AT THE INTERSECTION OF THE EAST RIGHT OF WAY OF HAYNES BRIDGE ROAD (PUBLIC RIGHT OF WAY VARIES) AND THE NORTH RIGHT OF WAY OF NORTH POINT PARKWAY (PUBLIC RIGHT OF WAY VARIES); THENCE EAST ALONG THE SAID RIGHT OF WAY OF NORTH POINT PARKWAY A DISTANCE OF 7606.7 FEET TO A POINT, WHICH IS THE POINT OF BEGINNING;

THENCE LEAVING THE SAID RIGHT OF WAY AND CONTINUING NORTH 10 DEGREES 18 MINUTES 54 SECONDS EAST FOR A DISTANCE OF 222.41 FEET TO A POINT; THENCE NORTH 73 DEGREES 41 MINUTES 06 SECONDS WEST FOR A DISTANCE OF 20.00 FEET TO A POINT; THENCE NORTH 16 DEGREES 18 MINUTES 54 SECONDS EAST FOR A DISTANCE OF 84.00 FEET TO A POINT; THENCE NORTH 16 DEGREES 18 MINUTES 54 SECONDS EAST FOR A DISTANCE OF 113.41 FEET TO A POINT; THENCE NORTH 21 DEGREES 48 MINUTES 17 SECONDS EAST FOR A DISTANCE OF 123.18 FEET TO A POINT; THENCE ALONG A CURVE TO THE LEFT WITH AN ARC LENGTH OF 67.02 FEET AND A RADIUS OF 250.00 FEET, BEING SUBTENDED BY A CHORD OF NORTH 13 DEGREES 54 MINUTES 47 SECONDS EAST A DISTANCE OF 66.83 FEET TO A POINT ON THE SOUTH RIGHT OF WAY OF NORTH POINT DRIVE (PUBLIC RIGHT OF WAY VARIES); THENCE ALONG THE SAID RIGHT OF WAY SOUTH 84 DEGREES 25 MINUTES 37 SECONDS EAST FOR A DISTANCE OF 65.83 FEET TO A POINT; THENCE SOUTH 82 DEGREES 35 MINUTES 39 SECONDS EAST FOR A DISTANCE OF 52.61 FEET TO A POINT; THENCE ALONG A CURVE TO THE LEFT WITH AN ARC LENGTH OF 178.23 FEET AND A RADIUS OF 842.50 FEET, BEING SUBTENDED BY A CHORD OF NORTH 89 DEGREES 39 MINUTES 54 SECONDS EAST A DISTANCE OF 175.67 FEET TO A POINT ON THE WEST RIGHT OF WAY OF GEORGIA LANE (PUBLIC RIGHT OF WAY VARIES); THENCE WITH A CURVE TO THE RIGHT WITH AN ARC LENGTH OF 56.58 FEET AND A RADIUS OF 38.50 FEET, BEING SUBTENDED BY A CHORD OF SOUTH 57 DEGREES 15 MINUTES 52 SECONDS EAST A DISTANCE OF 51.88 FEET TO A POINT; THENCE WITH A CURVE TO THE RIGHT WITH AN ARC LENGTH OF 29.84 FEET AND A RADIUS OF 1036.50 FEET, BEING SUBTENDED BY A CHORD OF SOUTH 17 DEGREES 02 MINUTES 40 SECONDS EAST A DISTANCE OF 29.84 FEET TO A POINT; THENCE ALONG THE SAID RIGHT OF WAY SOUTH 17 DEGREES 02 MINUTES 40 SECONDS EAST FOR A DISTANCE OF 112.38 FEET TO A POINT; THENCE ALONG A CURVE TO THE RIGHT WITH AN ARC LENGTH OF 26.37 FEET AND A RADIUS OF 1036.50 FEET, BEING SUBTENDED BY A CHORD OF SOUTH 18 DEGREES 35 MINUTES 58 SECONDS EAST A DISTANCE OF 26.37 FEET TO A POINT ON THE SAID NORTH RIGHT OF WAY OF NORTH POINT PARKWAY; THENCE ALONG THE SAID RIGHT OF WAY WITH A CURVE TO THE RIGHT WITH AN ARC LENGTH OF 90.54 FEET AND A RADIUS OF 64.50 FEET, BEING SUBTENDED BY A CHORD OF SOUTH 20 DEGREES 33 MINUTES 07 SECONDS WEST A DISTANCE OF 83.28 FEET TO A POINT; THENCE WITH A CURVE TO THE RIGHT WITH AN ARC LENGTH OF 32.20 FEET AND A RADIUS OF 781.20 FEET, BEING SUBTENDED BY A CHORD OF SOUTH 59 DEGREES 54 MINUTES 58 SECONDS WEST A DISTANCE OF 32.20 FEET TO A POINT; THENCE WITH A CURVE TO THE RIGHT WITH AN ARC LENGTH OF 46.11 FEET AND A RADIUS OF 781.20 FEET, BEING SUBTENDED BY A CHORD OF SOUTH 59 DEGREES 54 MINUTES 58 SECONDS WEST A DISTANCE OF 46.11 FEET TO A POINT; THENCE SOUTH 65 DEGREES 35 MINUTES 27 SECONDS WEST FOR A DISTANCE OF 18.02 FEET TO A POINT, WHICH IS THE POINT OF BEGINNING.

SAID TRACT OR PARCEL OF LAND CONTAINS 4.262 ACRES AND IS DEPICTED ON THAT ALTA/ACSM PLAT OF SURVEY PREPARED BY LANDPRO SURVEYING AND MAPPING, INC., SEALED AND CERTIFIED BY JAMES H. RADER, GRLS NO. 3033, DATED MARCH 15, 2016.



VICINITY MAP

SURVEY NOTES

1. THIS SURVEY IS BASED ON A TITLE REPORT PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NUMBER 2-33750, DATED FEBRUARY 15, 2016.
2. THIS PLAT WAS PREPARED FROM A FIELD SURVEY USING A THREE SECOND TOPCON TOTAL STATION.
3. THE PRECISION OF THE FIELD DATA UPON WHICH THIS SURVEY IS BASED WAS VERIFIED WITH REDUNDANT LINEAR MEASUREMENTS. THE RELATIVE POSITIONAL PRECISION IS LESS THAN 0.07 FEET PER POINT. THE FIELD DATA HAS BEEN ADJUSTED USING LEAST SQUARES.
4. THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND FOUND TO BE ACCURATE WITHIN ONE FOOT IN 287,110.5 FEET.
5. ALL IPF & IPS ARE #4 REBAR UNLESS NOTED OTHERWISE.
6. THIS PLAT IS SUBJECT TO ALL LEGAL EASEMENTS AND RIGHT OF WAYS, PUBLIC OR PRIVATE.
7. NO PORTION OF THIS PROPERTY APPEARS TO LIE WITHIN THE 100 YEAR FLOOD PLAIN, AND LIES IN ZONE "X" ACCORDING TO FEMA FLOOD INSURANCE RATE MAP NUMBER 13121C0066F, EFFECTIVE DATE OF SEPTEMBER 18, 2013.
8. DISTANCES SHOWN HEREON ARE GROUND DISTANCES. BEARINGS SHOWN HEREON ARE BASED ON ANGLES TURNED AND ARE REFERENCED TO GRID NORTH.
9. INFORMATION REGARDING THE PRESENCE, SIZE AND LOCATION OF UNDERGROUND UTILITIES SHOWN HEREON IS BASED ON THE LOCATION OF VISIBLE APPURTENANCES. LANDPRO SURVEYING AND MAPPING, INC. MAKES NO CERTIFICATION AS TO THE ACCURACY OR THOROUGHNESS OF THE INFORMATION SHOWN HEREON.
10. NUMBER OF MARKED PARKING SPACES. 198 INCLUDING 7 HANDICAP.
11. THERE IS NO VISIBLE EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS ON THIS SITE.
12. THERE IS NO VISIBLE EVIDENCE OF RECENT STREET OR SIDEWALK REPAIRS OR CONSTRUCTION IN THE PUBLIC RIGHT OF WAYS ADJACENT TO THIS SITE.

SURVEY CERTIFICATION

TO CH RETAIL/ACQUISITIONS, L.L.C.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 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), 7(C), 8, 9, 11, 13, 14, 16, 17, 18, 20(A) AND 21 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON 03/11/2016. DATE OF PLAT 03/15/2016.

FURTHERMORE, THIS SURVEY WAS PREPARED IN CONFORMITY WITH THE TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN CHAPTER 180-7 OF THE RULES OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN THE GEORGIA PLAT ACT O.C.G.A. 15-6-67.



JAMES H. RADER GEORGIA RLS# 3033

LINE	BEARING	DISTANCE
L1	N 16°18'54"E	222.41'
L2	N 73°41'06"W	20.00'
L3	N 16°18'54"E	83.00'
L4	N 16°18'54"E	113.41'
L5	N 21°48'17"E	123.18'
L6	S 84°25'37"E	65.83'
L7	S 82°35'39"E	62.61'
L8	S 17°52'09"E	112.38'
L9	S 55°21'15"W	320.00'
L10	S 85°35'27"W	18.02'

CURVE	ARC LENGTH	RADIUS	CHORD LENGTH	CHORD BEARING
C1	87.82'	250.00'	96.82'	N 13°54'47"E
C2	178.23'	842.50'	175.67'	N 89°32'54"E
C3	96.82'	39.50'	61.88'	S 57°15'52"E
C4	29.84'	1036.50'	29.84'	S 17°02'40"E
C5	26.37'	1036.50'	26.37'	S 18°35'52"E
C6	90.54'	64.50'	83.28'	S 20°53'07"W
C7	32.20'	781.20'	32.20'	S 59°54'59"W
C8	46.11'	781.20'	46.10'	S 57°02'40"W
C9	190.79'	851.20'	190.11'	S 63°44'49"W

SITE ADDRESS:

970 NORTH POINT DR
ALPHARETTA, GA 30022



REVISION	DATE	PURPOSE

LandPro
SURVEYING AND MAPPING
305 CREEKSTONE RIDGE
WOODSTOCK, GA 30188
TELE: 404-386-2170
AUTHORIZATION NO. LB6000838
WWW.LANDPROSURVEYING.COM
INFO@LANDPROSURVEYING.COM
COPYRIGHT 2016

ALTA/NSPS LAND TITLE SURVEY

CH RETAIL/ACQUISITIONS, L.L.C.			
LAND LOTS 754, 755, 796 & 797			
DISTRICT 1			
SECTION 2			
CITY OF ALPHARETTA FULTON COUNTY, GA			
SCALE	DATE	PROJECT NO.	SHEET
1" = 40'	03/15/16	20160315	1 OF 1

CITY OF ALPHARETTA

PUBLIC HEARING APPLICATION

lap out fitness

FOR OFFICE USE ONLY

Case #: PH#180056

☒ Fee Paid Initial: PC

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."
5. Applications will be accepted only 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: Chris Carmosino Telephone: 404-962-8612

Address: 1180 West Peachtree Street Suite: 500

City Atlanta State: GA Zip: 30309 Fax: _____

Mobile Tel: 770-527-6067 Email: Chris.Carmosino@streamrealty.com

Subject Property Information:

Address: 970 NorthPoint Drive, Alpharetta, GA, 30022 Current Zoning: PSC

District: 1st Section: 2nd Land Lot: 797 Parcel ID: 12-2860-0754-023-0

Proposed Zoning: PSC Current Use: Retail Shopping Center

This Application For (Check All That Apply):

- | | | |
|---|---|------------------------------------|
| ☐ Conditional Use | ☒ Master Plan Amendment | ☐ Exception |
| ☐ Rezoning | ☐ Master Plan Review | |
| ☐ Variance | ☐ Public Hearing | |
| ☐ Comprehensive Plan Amendment | ☐ Other (Specify): _____ | |

Alpharetta Planning Commission Review Criteria

How will this proposal be compatible with surrounding properties?

The proposed use is for a first-class fitness operator to occupy a space in the shopping center. Fitness has become a key component to all retail-centric properties, offering a gathering point and attracting other shoppers to the property. While there currently exist some specialty fitness operators in the market, there are no full-service fitness facilities in the immediate area, so this tenant would undoubtedly be filling a need.

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

This proposal will increase value of the surrounding properties by bringing more customers to the market, and by providing a service not now accounted for in the market, all while not overly burdening traffic or parking.

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

The space in question has been vacant since the center was first constructed in 2009. It is unusually-shaped and overly deep. Nearly 10 years'-worth of diligent leasing efforts have turned up no other viable users. It is a fair assessment to say that the fitness facility restriction within the current master plan are unreasonable given the evolution of the retail environment---and because there have emerged no other viable prospects for this space as currently zoned.

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

No increase to population, de minimis increase to traffic.

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

None.

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

It is a retail use in a retail property, so it is entirely consistent with all future land use maps.

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

The shape and layout of the vacancy are challenging, so it requires a specific user that can adapt. A fitness facility works within the space.

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.

Support letter included, others forthcoming.

Applicant Request and Intent

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

To allow for a first-class fitness operator to occupy a space within a shopping center.

Applicant's Request (Please itemize the proposal):

To amend the current Master Plan, which restricts fitness center use within this Pod.

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

This proposal would facilitate the ability for the Applicant to lease space to a fitness operator, as consistent with shopping center tenancy in the area in surrounding markets. The operator is first-class, and would be filling a gap in the market, meeting popular demand.



1180 West Peachtree Street
Suite 500
Atlanta, Georgia 30309
Phone: 404.962.8600
Fax: 404.962.8604
www.streamrealty.com

November 19, 2018

Mr. Michael Woodman
Senior Planner – Community Development Department
City of Alpharetta
2 Park Plaza
Alpharetta, GA 3009

Re: *Application to Amend the North Point Commons Master Plan to accommodate a Fitness Center use at the Stone Walk at North Point Shopping Center.*

Dear Mr. Woodman and Councilmembers of the City of Alpharetta:

I am writing this letter in support of the proposed use modification to the North Point Commons Master Plan that would allow for our client, CH Retail Fund I/Atlanta Stone Walk, LLC to lease a space in their Stone Walk at North Point Shopping Center to TapouT Fitness, a first-class fitness center operator.

As you know, the incorporation of health and fitness users has become a vital component to successful retail properties. We own nearly a million square feet of retail property in the Greater Atlanta MSA, and we lease/manage another 2 million on behalf of third party clients. We have some health or fitness component at nearly all of those properties—and those that do not currently have such use, we are aggressively seeking it. The current restriction against athletic or fitness facilities within this pod is, in our view, obsolete and overly burdensome. The space in question has remained vacant since this property was first constructed in 2009. Nearly a decade's worth of diligent leasing efforts have turned up no other viable prospects.

However, most relevant to this proposal is the fact that we (Stream) leased a space at one of our owned shopping centers earlier this year to this very tenant. They have been an exemplary addition to our roster so far, providing first-class service to their customers in the market, in an attractive facility, all while increasing foot traffic and not burdening parking. In this case, our money is already where our mouth is, and we strongly support the positive outcome for our client and the community that this amendment surely accomplishes.

We ask you to please consider this proposal favorably.

Sincerely,

STREAM REALTY PARTNERS, L.P.

Simon Arpiarian
Managing Partner

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: Chris Carmosino

Telephone: 404-962-8612

Address: 1180 West Peachtree Street

Suite: 500

City Atlanta

State: GA

Zip: 30309

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 | ☒ Master Plan |
| ☐ Land Use Application | ☐ Other _____ |

Identify Authorized Applicant:

Name of Authorized Applicant: Chris Carmosino

Telephone: 404-527-6067

Address: 1180 West Peachtree Street

Suite: 500

City Atlanta

State: GA

Zip: 30309

So Sworn and Attested:

Owner Signature: Chris Carmosino

AS AN AGENT FOR Date: 11.19.18
CH RETAIL FUND 1 / ATLANTA STATE WALK, LLC



Patricia M. Causey

MY COMMISSION EXPIRES ON: Date: 11.19.18

APR 21 2019

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: Chris Carmosino

Subject Public Hearing Case: Stone Walk - Master Plan Amendment

Campaign Contribution Information:

Please provide the requested information for each contribution with a dollar amount or value of \$250 or more made within the past two (2) years to an Alpharetta Official by the individual identified above. Please use a separate form for each Alpharetta Official to whom such a contribution as been made.

If the individual identified above has made no such contributions to an Alpharetta Official within the past two (2) years, please indicate this by entering "N/A" on the appropriate lines below.

Name of Official: N/A Position: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

I do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Disclosure Form is true and accurate and that I have disclosed herein any and all campaign contributions made to an Official of the City of Alpharetta, Georgia in accordance with O.C.G.A. 36-67 A-1.

Signature: Chris Carmosino, AS AN AGENT FOR
CH RETAIL FUND 2 / ATLANTA STONEWALK, LLC.

Date: 11.19.18

EXHIBIT A

Land Description

All that tract of or parcel of land lying and being in Land Lots 754, 755, 796 and 797 of the 1st District, 2nd Section, Fulton County, Georgia, and being more particularly described as follows:

Commencing at the intersection of the eastern right-of-way line of Haynes Bridge Road and the northern right-of-way line of North Point Parkway (a variable right-of-way); running thence northeasterly along the said right-of-way line of North Point Parkway a distance of 260.67 feet to a point marked by an iron pin, said point being the TRUE POINT OF BEGINNING.

Thence, leaving the aforesaid right-of-way line of North Point Parkway, run North 16° 18' 54" East, a distance of 222.41 feet to a point marked by an iron pin;

Thence, run North 73° 41' 06" West, a distance of 20.00 feet to a point marked by a nail;

Thence, run North 16° 18' 54" East, a distance of 83.00 feet to a point marked by a nail;

Thence, run North 16° 18' 54" East, a distance of 113.41 feet to a point marked by a nail;

Thence, run North 21° 46' 17" East, a distance of 123.19 feet to a point marked by a nail;

Run thence, along the arc of a curve to the left, an arc distance of 67.02 feet (said arc having a radius of 250.00 feet), on a chord bearing of North 13° 54' 47" East, a chord distance of 66.82 feet, to a point marked by nail located on the southerly right-of-way line of North Point Drive (a variable right-of-way);

Thence, run South 84° 25' 37" East, along said right-of-way line of North Point Drive, a distance of 65.93 feet to a point;

Thence, continuing along said right-of-way line of North Point Drive, run South 82° 35' 39" East a distance of 52.61 feet to a point;

Thence, continuing along said right-of-way line of North Point Drive, along the arc of a curve to the left, run an arc distance of 176.23 feet (said arc having a radius of 642.50 feet), on a chord bearing of North 89° 32' 54" East, a chord distance of 175.67 feet to a point located at the intersection of the aforesaid southerly right-of-way line of North Point Drive and the right-of-way line of Georgia Lane (a variable right-of-way);

BASIC LEASE INFORMATION

Lease Date:

September 26, 2018

Landlord

CH Retail Fund I/Atlanta Stone Walk, L.L.C., a Delaware limited liability company

Tenant

Centerline Stonewalk Inc., a Georgia corporation

Premises:

The area known as suite number A-2 containing 8,000 rentable square feet described on the plan attached as Exhibit A and located at 970 Northpoint Drive, Alpharetta, Georgia 30022, being part of the shopping center commonly known as Stone Walk (the "Shopping Center"), which is situated on the property described in Exhibit B. The term "Shopping Center" includes the property described in Exhibit B, together with the improvements thereon, including the building in which the Premises are located (the "Building"), and such additions and other changes as Landlord may, from time to time, designate as being included within the Shopping Center. Exhibit A is attached hereto solely for the purpose of locating the Premises within the Shopping Center and depicting the general layout of the Shopping Center and shall not be deemed to be a representation, warranty or agreement by Landlord as to any information shown thereon or that the Shopping Center or stores be exactly as indicated thereon.

Term:

128 full calendar months, plus any partial month from the Commencement Date to the end of the month in which the Commencement Date falls, starting on the Commencement Date and ending at 5:00 p.m. local time on the last day of the 128th full calendar month following the Commencement Date, subject to adjustment and earlier termination as provided in the Lease. The "Commencement Date" means the earlier of the following dates:

- (a) the date upon which Tenant opens the Premises to the public for business, or
- (b) 120 days following the issuance of building permits from the City of Alpharetta (regardless of when Tenant elects to collect them), provided Tenant timely submits for same and thereafter diligently and continuously pursues same pursuant to Section 25(c) of this Lease.

Minimum Rent:

Minimum Rent shall be the following amounts for the following periods of time:

Lease Month	Annual Minimum Rent Rate Per Rentable Square Foot	Monthly Minimum Rent
1 - 20*		
21 - 32		
33 - 44		
45 - 56		
57 - 68		
69 - 80		
81 - 92		
93 - 104		
105 - 116		
117 - 128		

* Subject to Exhibit L attached hereto.

As used herein, the term "Lease Month" means each calendar month during the Term (and if the Commencement Date does not occur on the first day of a calendar month, the period from the Commencement Date to the first day of the next calendar month shall be included in the first Lease Month for purposes of determining the duration of the

Term and the monthly Minimum Rent rate applicable for such partial month).

Security Deposit:

[REDACTED]

Rent:

Minimum Rent, Additional Rent and all other sums that Tenant may owe to Landlord or otherwise be required to pay under the Lease.

Permitted Use:

Offering the following goods and services: physical training, kickboxing and general fitness activities as well as selling limited products related thereto and for no other purpose. Notwithstanding anything contained in the preceding sentence or in this Lease to the contrary, Tenant is specifically prohibited from engaging in any of the uses set forth on Exhibit K attached hereto.

Trade Name:

TapouT Fitness

Tenant's Proportionate Share:

22.16%, which is the percentage obtained by dividing (a) the number of rentable square feet in the Premises as stated above by (b) the 36,105 rentable square feet in the Shopping Center. Landlord and Tenant stipulate that the number of rentable square feet in the Premises and in the Shopping Center set forth above is conclusive and shall be binding upon them. Tenant's Proportionate Share is subject to adjustment as provided in Section 6(c) of the Lease.

Initial Liability Insurance Amount:

\$1,000,000.

Initial Monthly Payment of Rent:

The following shall constitute Tenant's initial monthly payment of Rent required pursuant to Sections 3, 6(b), 10(e) and 15(b) of the Lease, which shall be adjusted as and when required under the terms of the Lease:

Minimum Rent

Additional Rent

Tenant's Proportionate Share of Common Area Costs

Tenant's Proportionate Share of Insurance Costs

Tenant's Proportionate Share of Taxes

Total Initial Monthly Payment

[REDACTED]

Tenant's Address:

Prior to Commencement Date:

Centerline Stonewalk Inc.

5770 Peachtree Ind Blvd Spk
Norcross, GA 30071

Attention: Sean or Eric Boxer

Telephone: 954-418-5161

Telecopy: _____

Following Commencement Date:

Centerline Stonewalk Inc.

970 Northpoint Drive, Suite A-2
Alpharetta, Georgia 30022

Attention: Sean or Eric Boxer

Telephone: 954-418-5161

Telecopy: _____

Landlord's Address:

For all Notices:

Stream Realty Partners

1180 W. Peachtree St. NW, Suite 2500
Atlanta, GA 30309

Attention: Property Manager - Chris
Carmosino

Telecopy: 404-962-8604

With a copy to:

CH Retail Fund I/Atlanta Stone Walk,
L.L.C.

3819 Maple Avenue
Dallas, Texas 75219

Attention: Asset Manager - Atlanta Stone
Walk

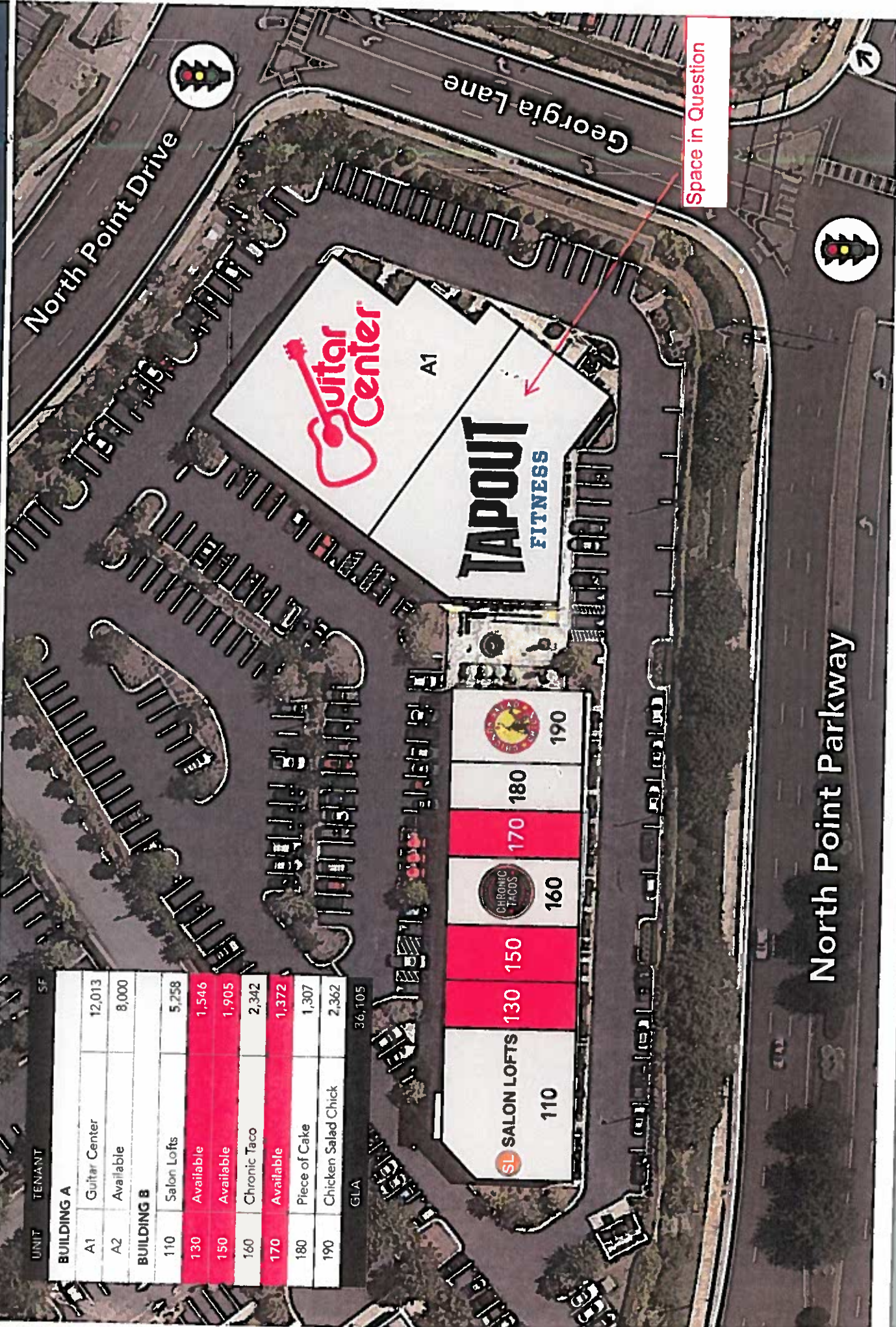
Telecopy: 214-445-0808

The foregoing Basic Lease Information is incorporated into and made a part of the Lease identified above. If any conflict exists between any Basic Lease Information and the Lease, then the Lease shall control.

STONE WALK

Site Plan

UNIT	TENANT	SF
BUILDING A		
A1	Guitar Center	12,013
A2	Available	8,000
BUILDING B		
110	Salon Lofts	5,258
130	Available	1,546
150	Available	1,905
160	Chronic Taco	2,342
170	Available	1,372
180	Piece of Cake	1,307
190	Chicken Salad Chick	2,362
GLA		36,105



Space in Question

North Point Parkway

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: Stone Walk - Tapout

Contact Name: Chris Carmosino

Telephone: 404.962.8612

The following people will be notified of this application and provided information describing the subject proposal. Please note that ALL adjoining property owners MUST be notified. Use additional pages as needed.

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.

They can contact us by phone.

C P VENTURE TWO L L C
8080 PARK LN STE 800
DALLAS TX 75231

CH RETAIL FUND I ATLANTA STONE WAL
K L L C
3520 PIEDMONT RD STE 410
ATLANTA GA 30305

FIVE NINE SIX SIX NORTHPOINT PARKW
AY LLC
780 OLD ROSWELL PL # 100
ROSWELL GA 30076

KOLODKIN ALAN B & ELAINE S
3530 PIEDMONT RD # PH2
ATLANTA GA 30305

STAPLES THE OFFICE SUPERSTORE EAST
INC
500 STAPLES DRIVE
FRAMINGHAM MA 01701

HUMMINGBIRD ALPH LLC
11540 US HWY 92 EAST
SEFFNER FL 33584

ORLANDO BK ONE ASSOCIATES L P RIPO
N MAIN ASSOCIATE
940 EMMETT AVE STE 200
BELMONT CA 94002-3864

COLE JO ALPHARETTA GA LLC
5555 DARROW RD
HUDSON OH 44236

LAROSE LLC & CLINGING VINE LLC
11911 SAN VICENTE BLVD SUITE 310
LOS ANGELES CA 90049

VILLAGE CREATIVE LABS PARTNERS L P
940 EMMETT AVE STE 200
BELMONT CA 94002

CH RETAIL FUND I ATLANTA STONE WAL
K L L C
3520 PIEDMONT RD STE 410
ATLANTA GA 30305

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

GREENE HOGG NP I LLC
3425 DULUTH PARK LN
DULUTH GA 30096

TWELVE THOUSAND EIGHTY FIVE BRANDF
ORD STREET PROJE
15822 BERNARDO CENTER DR # A
SAN DIEGO CA 92127

VILLAGE CREATIVE LABS PARTNERS L P
940 EMMETT AVE STE 200
BELMONT CA 94002

DDL NORTHPOINT LLC
5810 LAUREL OAK DR
SUWANEE GA 30024-3369

BRANCH BANKING & TRUST CO
P.O. BOX 167
WINSTON SALEM NC 27102-0167

10885 HAYNES BRIDGE ROAD LLC
P O BOX 660066
ATLANTA GA 30366-6666

ML NORTHPOINT HOLDING LLC
11777 SAN VICENTE BLVD SUITE 900
LOS ANGELES CA 90049

ALPHARETTA HOTEL VENTURES LP
2235 FARADAY AVE SUITE O
CARLSBAD CA 92009

NORTH POINT INVESTMENTS LLC
3055 RIVER NORTH PKWY
ATLANTA GA 30328

PALLADIAN NORTH POINT COMMONS LLC
4920 ROSWELL RD STE 45B - 104
ATLANTA GA 30342

ASHLEY REAL ESTATE LLC
1 ASHLEY WAY
ARCADIA WI 54612

NEUSE INCORPORATED
P O BOX 27131
RALEIGH NC 27611-7131

ASHLEY REAL ESTATE LLC
1 ASHLEY WAY
ARCADIA WI 54612



CITY COUNCIL MEETING STAFF REPORT

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

I. AGENDA ITEM TITLE: CU-18-12/V-18-20 HAND AND STONE MASSAGE AND FACIAL SPA

PLANNING COMMISSION: JANUARY 3, 2019

CITY COUNCIL: JANUARY 14, 2019

II. RECOMMENDATION:

Approve CU-18-12 Hand And Stone Massage and Facial Spa, subject to the following conditions:

1. 'Spa Services' shall be added as a conditional use at 12850 Alpharetta Highway Suite 1100, limited to no more than 2,250 square feet.
2. Conditional use approval shall be limited to Hand and Stone Massage and Facial Spa; no additional spa services businesses or subleasing shall be permitted within the approved space.
3. Hours of operation shall be Monday – Friday 9:00 AM – 9:00 PM, Saturday 9:00 AM – 7:00 PM and Sunday 10:00 AM – 6:00 PM.
4. Window signage shall be limited to no more than 10% of the window area. Window signage shall be prohibited within windows on the east elevation of the building. No lighting window trim.

III. REPORT IN BRIEF:

The applicant, Hand and Stone Massage and Facial Spa, is requesting a conditional use permit to allow 'Spa Services' for a massage, facial and hair removal/waxing business. A variance is requested to allow the business to be located within 2,000' or less of a comparable business. The subject property is located at 12850 Alpharetta Highway, Suite 1100, in the Windward Commons (Kroger) shopping center and at the northeast corner of Alpharetta Highway and Windward Parkway.

DISCUSSION

The submitted request, if approved, would permit the applicant to provide massage, facial and hair removal/waxing services in a 2,250 square foot suite in the Windward Commons shopping center. A variance is requested to allow the business to be located within 2,000' or less of a comparable business. The subject property is located at 12850 Alpharetta Highway, Suite 1100, in the Windward Commons (Kroger) shopping center and at the northeast corner of Alpharetta Highway and Windward Parkway.

The property is zoned C-2 (General Commercial), which allows 'Spa Services' with approval of a conditional use permit. Surrounding properties are zoned C-1 (Neighborhood Commercial) and City of Milton to the north, City of Milton to the east and south, and C-1 to the west. Mambo Café, Cutter's Cigar & Spirits, Rite Aid and Lowes are located to the west and Wells Fargo Bank and Kroger Fuel Center are located to the south.

The Kroger shopping center is a 125,181 square foot retail strip center with Kroger as the anchor and in-line retail space for retail, restaurant and office uses. The applicant's business is proposed within Suite 1100, which is a 2,250 square foot suite facing Alpharetta Highway. Other businesses within the Windward Commons shopping center include Roasters, Leslie's Pool Supplies, GNC and Menchie's Frozen Yogurt, to name a few. EasyVet received conditional use approval in 2018 to allow an Animal Hospital at the subject property.

Massage and facial services are categorized as 'Spa Services' use. Unified Development Code (UDC) Section 1.4.2 defines 'Spa Services' as follows:

"A business that provides services, which may include non-medical massage, other personal services such as skin, nail, hair treatments, and hair removal/waxing, and may have the sale of associated retail products. Such business shall be located within a retail center, shall not occupy more than 4,000 sq. ft. and shall not be closer than 2,000 ft. to a comparable business."

The applicant's 2,250 square foot space meets the maximum size in the definition of 'Spa Services'. However, the business is located within 2,000' of businesses providing similar services. Rio Body Wax – Brazilian Wax, which is located at 875 N. Main Street, Suite 354, is approximately 1,000' away from the applicant's business and provides waxing/hair removal as its primary service. Rio Body Wax was permitted by-right as a 'Beauty Shop' in 2015 prior to the City's change to the UDC definition of 'Spa Services', which now classifies waxing/hair removal as 'Spa Services'. A conditional use (CU-12-04) was approved in 2012 for Healthy Massage, which is located at 875 N. Main Street, Suite 352, and is approximately 1,100' from the applicant's proposed location. Healthy Massage is primarily massage and foot reflexology services. Out of an abundance of caution, Staff advertised a variance to the 'Spa Services' distance requirement; however, the applicant's business is a full-service spa providing a variety of spa services. Staff spoke to enforcement agencies in the metro area and found that no complaints has been received regarding the other business locations.

Hand and Stone Massage and Facial Spa is a national chain with 350+ locations across the U.S. and Canada and four (4) locations in the Atlanta metro area (Marietta, Peachtree City, Sandy Springs, and Chamblee). The business received conditional use approval in 2008 (MP-08-06) and formerly operated at 6500 North Point Parkway in the North Point Market Center next to Old Navy. Hand and Stone Massage and Facial Spa is a full service spa providing a variety of services, including massage, facials and hair removal. Hours of operation are Monday – Friday 9:00 AM – 9:00 PM, Saturday 9:00 AM – 7:00 PM and Sunday 10:00 AM – 6:00 PM. The applicant anticipates up to 22 employees at the proposed location.

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: Windward Commons was developed in compliance with the site access standards.

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-mentioned site requirements will be provided on the subject property.

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 proposed retail service use would be complimentary to the other commercial uses in Windward Commons and therefore should not be injurious to the use and enjoyment of the area.

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

Response: Not applicable.

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

Response: The proposed retail service use would complement the other commercial uses in Windward Commons.

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

Response: The proposed retail service use would complement the other commercial uses in Windward Commons.

VARIANCE REVIEW CRITERIA

The City of Alpharetta Unified Development Code (UDC) 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 applicant's business is a full-service spa which is different than the two (2) businesses within 2,000' that focus exclusively on massage and waxing services, respectively.

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

Response: The applicant's business is a full-service spa which is different than the two (2) businesses within 2,000' that focus exclusively on massage and waxing services, respectively.

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

Response: The applicant's business is a full-service spa which is different than the two (2) businesses within 2,000' that focus exclusively on massage and waxing services, respectively.

(4) Relief, if granted, would not cause substantial detriment to the public good or impair the purpose and intent of the City of Alpharetta ordinances.

Response: The applicant's business is a full-service spa which is different than the two (2) businesses within 2,000' that focus exclusively on massage and waxing services, respectively.

CONCURRENCES

Staff's analysis finds that the requested conditional use is not in conflict with the established conditional use standards and should have little impact on the area. The proposed retail service use would complement surrounding commercial uses and sufficient parking exists to support the proposed use. While staff advertised the distance requirement variance out of an abundance of caution, the applicant's business is a full-service spa which is different than the two (2) businesses within 2,000' that focus exclusively on massage and waxing services. If approved, conditions should be established that regulate and limit an expansion of services.

CITIZEN PARTICIPATION PLAN

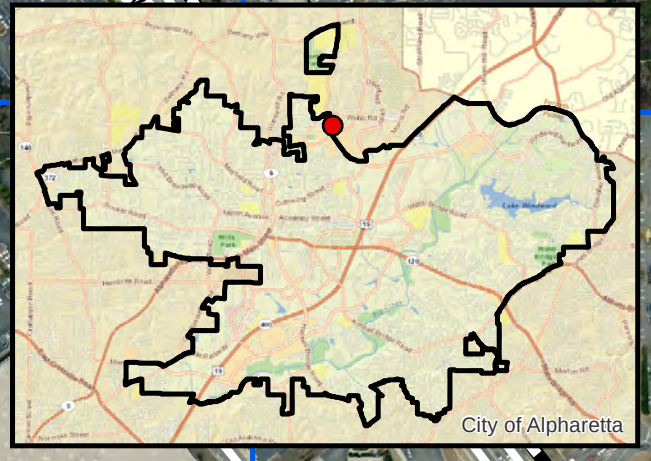
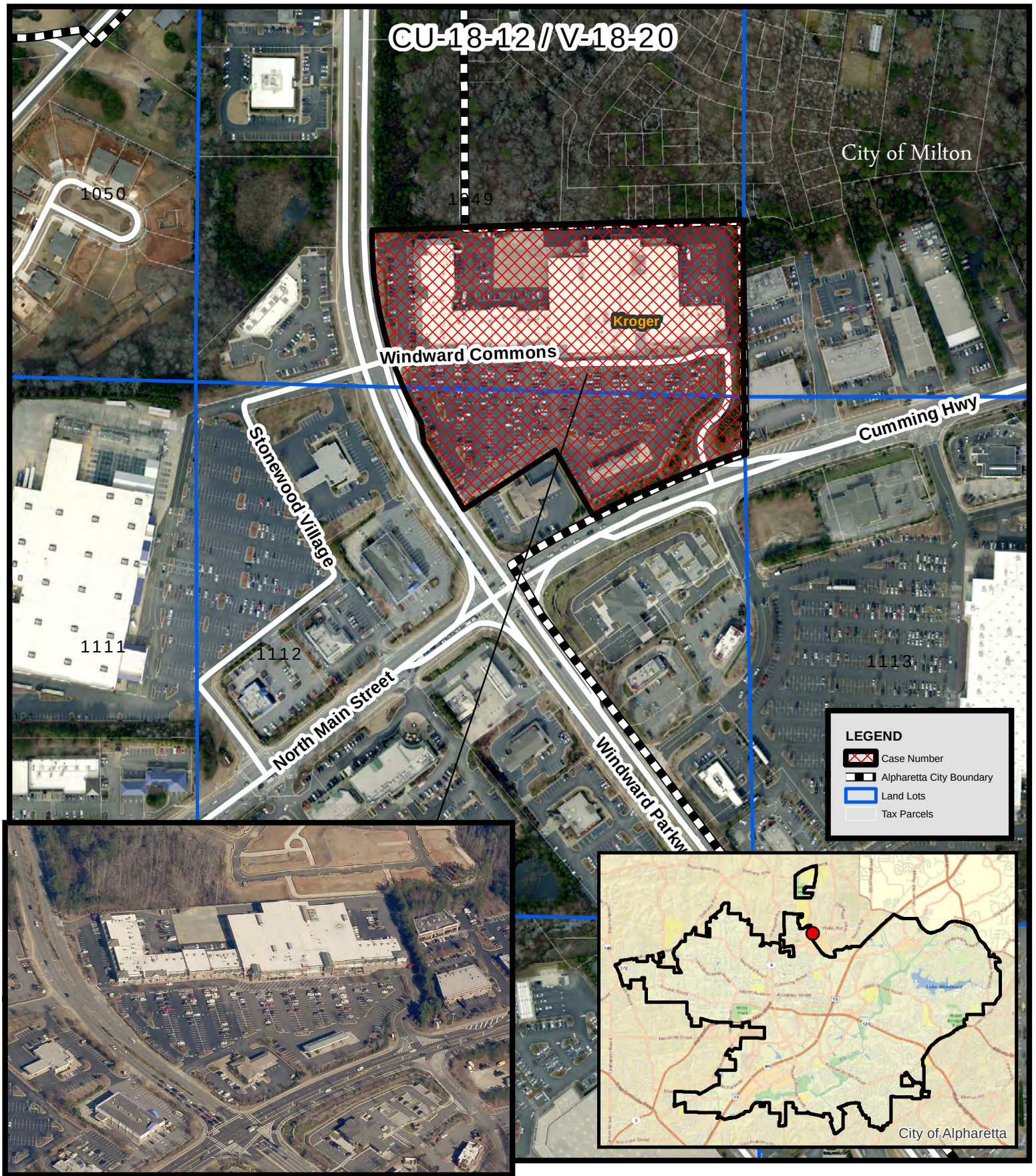
The report submitted by the applicant states that property owners were contacted regarding the applicant's intent. The report states that no comments were received.

COMMUNITY ZONING INFORMATION MEETING

The CZIM was held on December 12, 2018. No one signed-in with comments.

IV. ATTACHMENTS:

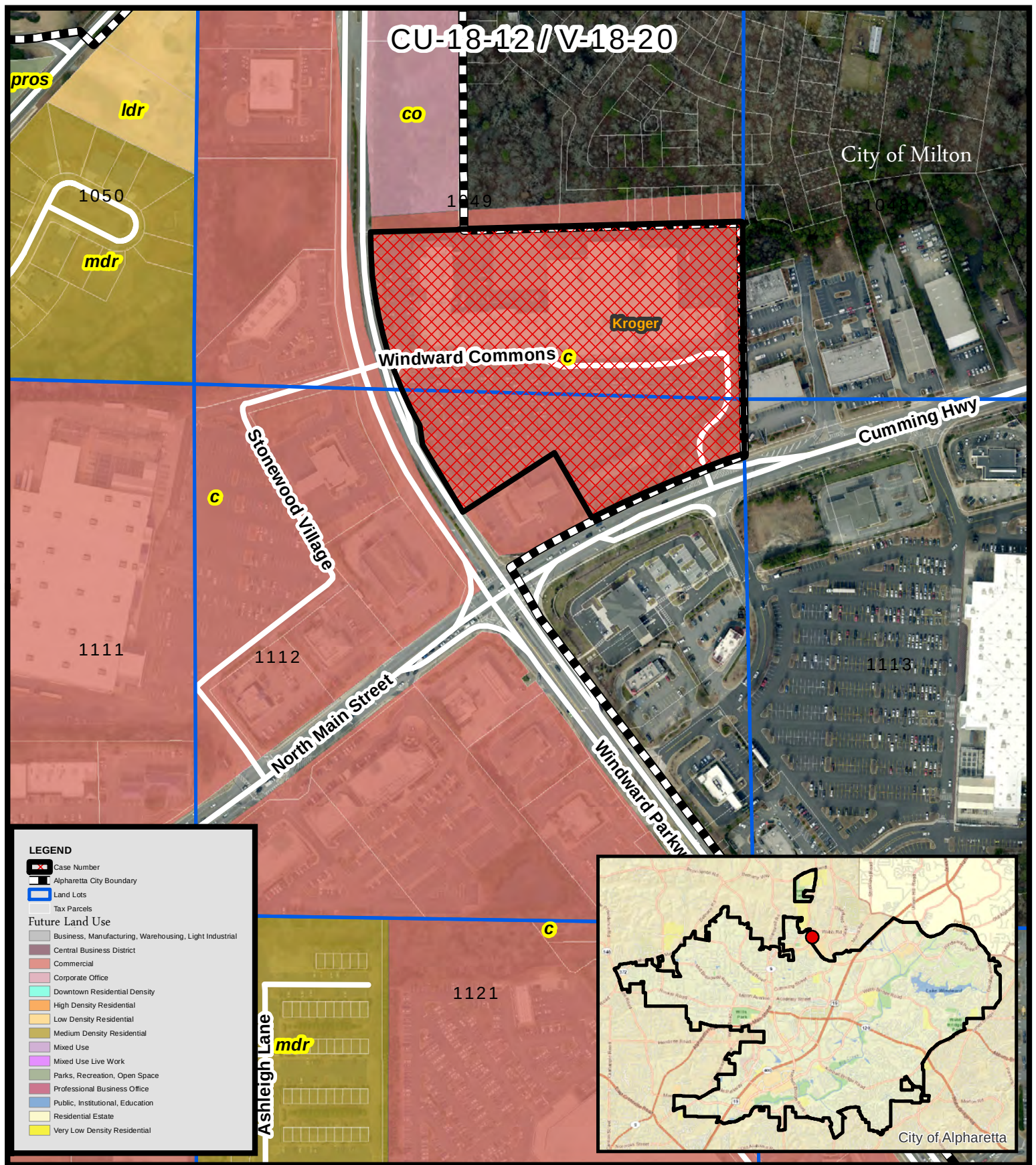
- Site Plan
- Floor Plan



Aerial Map
Hand & Stone Massage and Facial Spa
12850 Highway 9 Suite 1100

CU-18-12 / V-18-20
D/LL: 2/2/1049, 1112
PC: 1/03/19
CC: 1/14/19

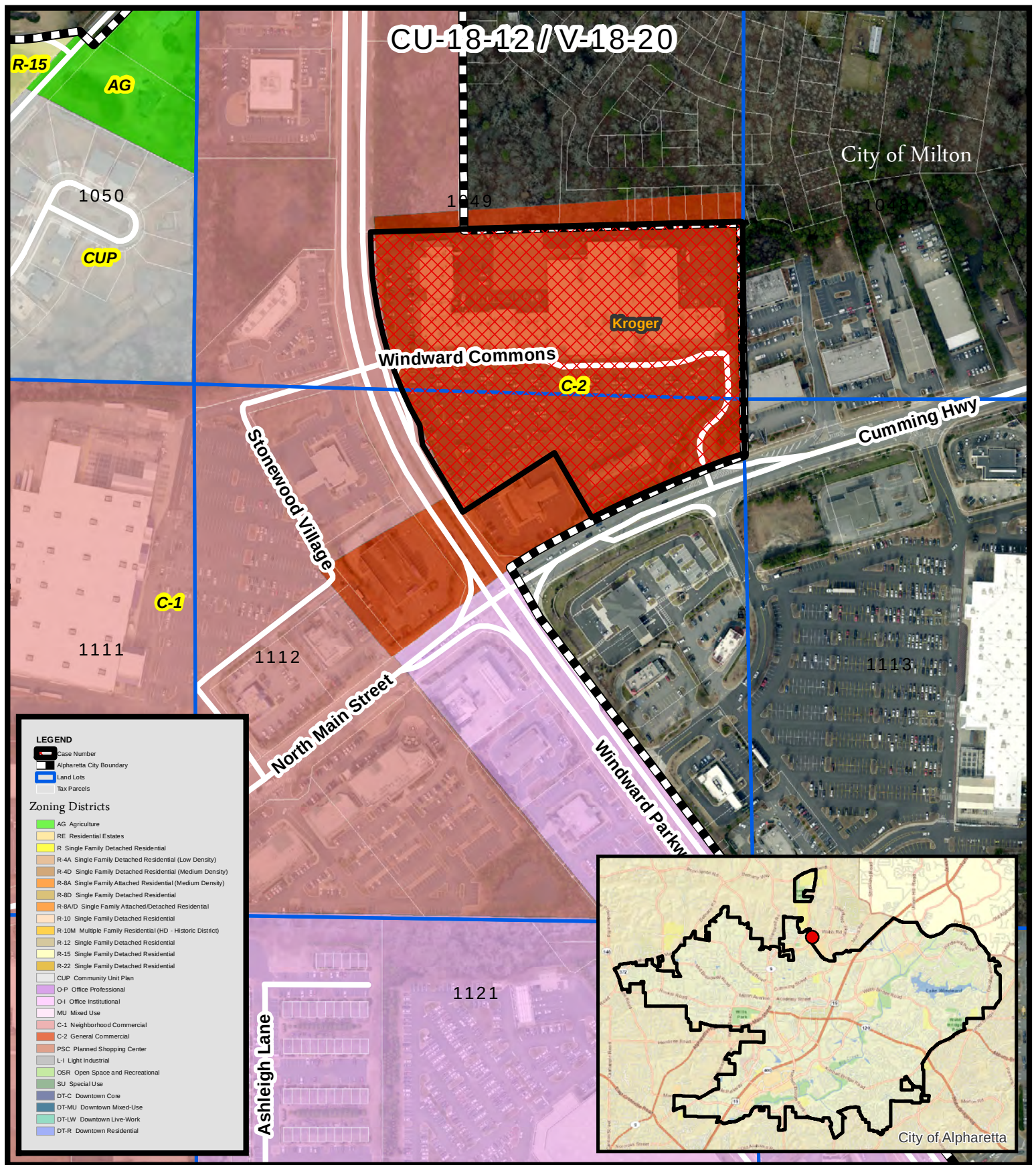
Location Map Provided by:
Community Development - GIS



Future Land Use
 Hand & Stone Massage and Facial Spa
 12850 Highway 9 Suite 1100

CU-18-12 / V-18-20
 D/LL: 2/2/1049, 1112
 PC: 1/03/19
 CC: 1/14/19

Location Map Provided by:
 Community Development - GIS



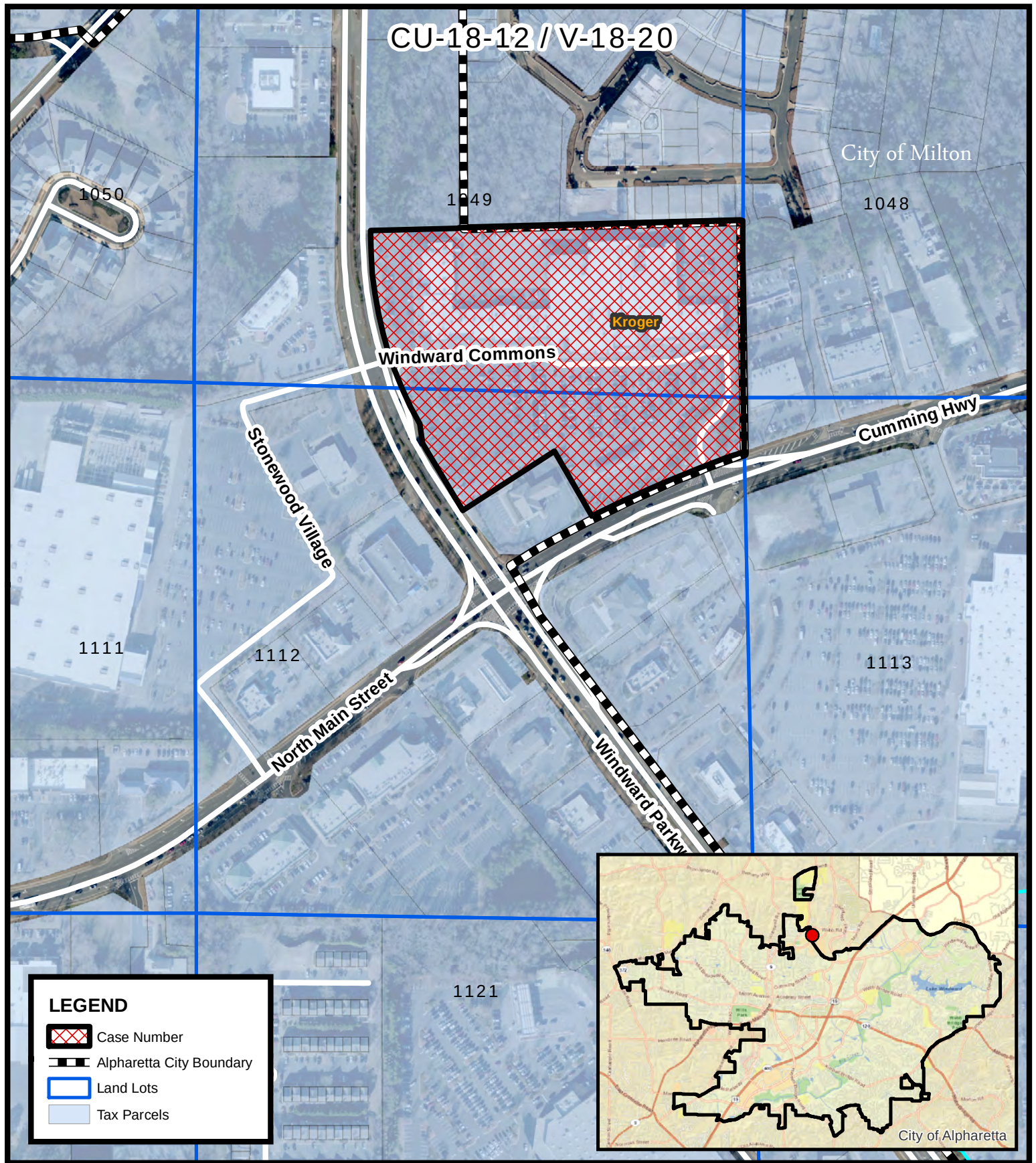
Zoning Map

Hand & Stone Massage and Facial Spa
12850 Highway 9 Suite 1100

CU-18-12 / V-18-20
D/LL: 2/2/1049, 1112
PC: 1/03/19
CC: 1/14/19

Location Map Provided by:
Community Development - GIS





Location Map
Hand & Stone Massage and Facial Spa
12850 Highway 9 Suite 1100

CU-18-12 / V-18-20
D/LL: 2/2/1049, 1112
PC: 1/03/19
CC: 1/14/19

Location Map Provided by:
Community Development - GIS

October 19, 2018

VIA ELECTRONIC MAIL

Scott T. Hastey
Bovis, Kyle, Burch & Medlin
200 Ashford Center North, Suite 500
Atlanta, Georgia 30338-2668

Re: Alpharetta's Massage and Spa Establishments Ordinance

Scott,

As we recently discussed over the phone, Alpharetta's Code of Ordinances has recently been interpreted to prevent the location of a massage and spa establishment at the Windward Commons shopping center within the City, based on Section 10-289's requirement of a minimum distance between such establishments and State Route 9. However, for the reasons that follow, I believe the proposed massage and spa establishment complies with the distance requirements contained in the Code. If you agree with my reasoning, I would appreciate a short letter from you confirming that Section 10-289 does not prohibit a massage and spa establishment at the shopping center, so that we can proceed with Alpharetta's Conditional Use Permit application process.

InvenTrust Properties Corp. owns and operates the Windward Commons shopping center at 12850 Alpharetta Highway in Alpharetta. The shopping center property is zoned to Alpharetta's General Commercial (C-2) zoning district, which allows both "spa services" and "massage therapy" uses (the latter with the City Council's approval of a Conditional Use Permit). Accordingly, InvenTrust recently entered into a lease agreement with Hand & Stone Massage and Facial Spa that would allow Hand & Stone to operate a massage and spa establishment within the leased premises, an approximately 2,295-square foot storefront space located about midway between the shopping center's existing Kroger grocery store and the Roasters restaurant. After meeting with Kathi Cook, the Director of Alpharetta's Community Development Department, to discuss the Conditional Use Permit application requirements, InvenTrust learned that the proposed massage and spa use would not be allowed due to the City's business regulations pertaining to massage and spa establishments. Specifically, InvenTrust was told that the leasing of space to a massage and spa establishment would violate Section 10-289(a) of the Code, which reads: "It shall be unlawful to establish a massage establishment or a spa establishment in the city, unless said establishment is located: (1) At least 300 feet from State Route 9..." As such, the City could not accept InvenTrust's application for a Conditional Use Permit.

“Massage Establishment”

The distance requirement quoted above allows a “massage establishment” and a “spa establishment” within the City so long as the establishment is not too close to State Route 9. The Code’s business regulations governing massage and spa establishments (Chapter 10, Article IX) defines massage establishment as “a commercial establishment where any person offers or engages in massage or massage therapy...”, and defines spa establishment as “a commercial establishment that offers or engages in personal services that call for the patron to disrobe, such as body wraps, hydro mineral wraps, body polishes, body washes, baths and hydro-tub soaks.” Section 10-276. From these regulations, it’s clear that the minimum distance requirement applies to the actual place where the massage therapy or personal service is conducted. In this case, that would be only the 2,295-square foot storefront premises described in the Hand & Stone lease.

The Windward Commons shopping center has several separate storefronts leased to companies that include Leslie’s Pool Supplies, Roasters, GNC, Little Caesars Pizza, Menchie’s Frozen Yogurt, Kroger and The UPS Store. The shopping center also features shared parking and landscaping facilities. Hand & Stone would not have any legal ability to “engage in massage therapy” in any of these other parts of the shopping center. This restriction is written into the lease, which describes with specificity Hand & Stone’s leasable area, and requires Hand & Stone to operate only in a way that does not violate the exclusive rights of any other tenants of the shopping center. Accordingly, under the Code’s definitions only the leased store space qualifies as a “massage establishment” or “spa establishment”, so it is to the leased store space that the minimum distance requirement applies. The store space described in the lease is approximately 470 feet away from State Route 9, far exceeding the minimum distance.

Distance measurement

Section 10-286(b) provides that “... For the purpose of this subsection, measurements shall be made in a straight line in all directions without regard to intervening structures or objects, from the closest point on a boundary line of the massage establishment or spa establishment *parcel* to the closest point on the State Route 9... right-of-way.” [emphasis added] As a matter of clarity, the qualifying words “for the purpose of the subsection” appear to limit the measurement provision to subsection Section 10-286(b), such that it would not apply to the minimum distance requirements that are listed in subsection Section 10-286(a). Adding to the vagueness, Article IX does not define “parcel”. It does, however, define “premises” as “the real property, *or portion thereof*, upon which the massage establishment or spa establishment is located, including, but not limited to, the establishment and the grounds, private walkways, and parking lots and/or parking garages *under the ownership or control of the establishment*.” [emphasis added]

C. Sam Thomas, Scott T. Hastey
Bovis, Kyle, Burch & Medlin
October 19, 2018
Page 3 of 4

In the absence of a definition of “parcel”, the definition of “premises” illuminates the Code’s intent, and it anticipates the location of a massage establishment within just a portion of a larger property. First, the definition provides for a massage establishment’s location on “real property, or a portion thereof”. Accordingly, the massage establishment may be located on premises (a parcel) forming only a portion of a larger tract of real property. Such is the case here, where the proposed massage and spa establishment would lease space that is a small portion of a much larger shopping center. Second, the definition would include additional real property in the massage or spa establishment premises, but only if it is “under the ownership or control of the establishment”, such as private walkways, grounds, and parking areas. Measurement of the minimum distance requirement from State Route 9 must therefore be from the right-of-way to the portion of real property under the control of the massage establishment, and not to other portions of the real property that are not under the establishment’s control. In the current case, the Hand & Stone lease gives the massage company control of only the 2,295 square feet within the four walls of the store space, and does not give over any control of Windward Commons’ grounds, walkways, or parking. As a result, the minimum distance requirement should only measure from the right-of-way to the Hand & Stone parcel or premises, which is the leased store space only, and not to other, unrelated portions of the shopping center property not under the establishment’s control.

Conclusion

In the interpretation of the Code’s distance requirements of Section 10-286, the definitions of massage establishment, spa establishment, and premises lead to one conclusion, that the 300-foot minimum distance from State Route 9 is measured to the portion of the real property on which the massage or spa services are actually rendered. As such, Alpharetta’s location and distance requirements for massage establishments do not prevent the proposed lease of retail space to Hand & Stone. Under Section 10-286(a), a massage or spa establishment, meaning the place where a person actually engages in massage therapy or spa services, must be at least 300 feet away from State Route 9. As Hand & Stone could only engage in massage therapy within the store space provided for in the lease, this store space is the “massage establishment” for distance requirement purposes. Section 10-286(b) provides that the distance requirement is measured from the right-of-way to the portion of real property under the control of the massage establishment. Under the terms of its lease, Hand & Stone controls only the real property leased to it by the operator of the shopping center, which in this case is limited to a specific store area located at least 300 feet from State Route 9.

As I mentioned above, if you agree with our interpretation of the Code’s requirements for massage and spa establishments, we would appreciate a short letter providing confirmation, because it would allow InvenTrust to proceed with applying for a Conditional Use Permit. If you disagree or would like to discuss this matter further, please don’t hesitate to give me a call.

THE **GALLOWAY** LAW GROUP, LLC

C. Sam Thomas, Scott T. Hastey
Bovis, Kyle, Burch & Medlin
October 19, 2018
Page 4 of 4

Sincerely,

THE **GALLOWAY** LAW GROUP, LLC



William Woodson Galloway

cc: C. Sam Thomas
Jordan Edwards
InvenTrust Properties Corp.

December 10, 2018

City of Alpharetta
2 Park Plaza
Alpharetta, GA 30009

RE: Conditional Use Permit Application by SpaDos, LLC for a new business at 12850 Alpharetta Hwy

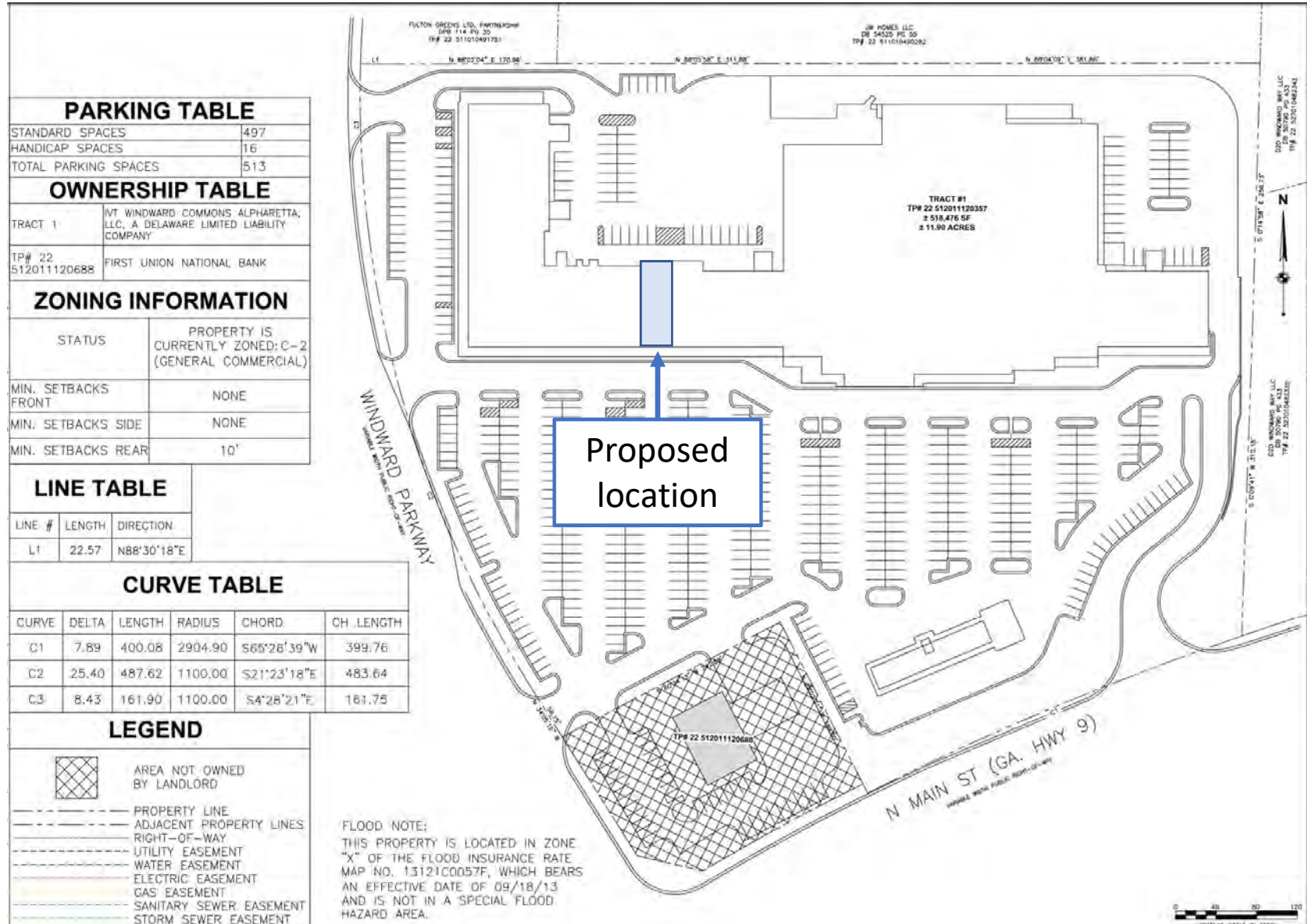
Dear Property Owner:

SpaDos, LLC has filed an application for a Conditional Use Permit to allow the establishment of a Hand and Stone Massage and Facial Spa franchise location in the Windward Commons shopping center located at 12850 Alpharetta Highway in Alpharetta.

The City Planning Commission will hold a public hearing on Thursday, January 3, 2019. The City Council will hold a public hearing on Monday, January 14, 2019 at 6:30 p.m. The public hearings will take place at the Alpharetta City Hall Council Chambers located at 2 Park Plaza, Alpharetta, Georgia. If you would like additional information you may contact Jason Buxton by email at jbuxton@handandstone.com or by phone 678-371-8747.

Sincerely,

Jason Buxton
SpaDos, LLC



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: Hand and Stone Massage and Facial Spa

Contact Name: Deborah Small Telephone: 770-376-9798

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.

Boston Wholesale Manager called on December 1, 2018 at 3:18 pm
to state he did not have an issue with the spa at opening at
12850 Highway 9N, Alpharetta Ga 30004.

No other recipients of attached letter has reached out to w.

—end statement—

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: Deborah Small Date: 12/13/2018

Print Form

Business Name	Address	Address	City	State	Zip
Chastain Cleaners	12850 Highway 9 N		Alpharetta	GA	30004
Dog Wash Café	12850 Highway 9 N	Ste 200	Alpharetta	GA	30004
M Salon & Spa	12850 Highway 9 N	Ste 300	Alpharetta	GA	30004
Nail Dynasty	12850 Highway 9 N	Ste 400	Alpharetta	GA	30004
The UPS Store	12850 State Highway 9	Ste 600	Alpharetta	GA	30004
Kroger	12870 State Highway 9		Alpharetta	GA	30004
Menchie's Frozen Yogurt	12850 Highway 9 N	Ste 700	Alpharetta	GA	30004
Little Caesars	12850 Highway 9 N		Alpharetta	GA	30004
Great Clips	12850 Highway 9 N	Ste 900	Alpharetta	GA	30004
Subway	12850 Alpharetta Hwy# 1000		Alpharetta	GA	30004
Results Physiotherapy	12850 Highway 9 N	Ste 1050	Alpharetta	GA	30004
GNC	12850 State Highway 9	Spc 1300	Alpharetta	GA	30004
Winward Dental Group	12850 Highway 9 N	Ste 1400	Alpharetta	GA	30004
Lin's Chinese Restaurant	12850 Highway 9 N	Ste 1600	Alpharetta	GA	30004
Discover Staffing	12850 State Highway 9	Ste 1700	Alpharetta	GA	30004
Roasters	12850 State Highway 9		Alpharetta	GA	30004
Leslie Swimming Pool Supply	12850 Highway 9 N		Alpharetta	GA	30004
Huntington Learning Center	12850 Highway 9 N		Alpharetta	GA	30004
Easy Vet Animal Clinic	12850 Highway 9 N	Ste 2200	Alpharetta	GA	30004
F45 Gym	12850 Alpharetta Hwy	Ste 2300	Alpharetta	GA	30004
Lowe's Home Improvement	4925 Windward Pkwy		Alpharetta	GA	30004
Cutters Cigar & Spirits	4915 Windward Pkwy		Alpharetta	GA	30004
Wells Fargo Bank	12830 Highway 9 N		Alpharetta	GA	30004
Walmart Supercenter	5200 Windward Pkwy		Alpharetta	GA	30004
Navy Federal Credit Union	5140 Windward Pkwy		Alpharetta	GA	30004
Kensley by John Wieland Homes	2475 Webb Rd		Milton	GA	30004
Costco Wholesale	2855 Jordan Ct		Alpharetta	GA	30004
Fry's Electronics	3065 Webb Rd		Milton	GA	30004
The Home Depot	5300 Windward Pkwy		Alpharetta	GA	30004
Target	13055 GA-9 N		Milton	GA	30004

November 28, 2018

City of Alpharetta
2 Park Plaza
Alpharetta, GA 30009

RE: Conditional Use Permit Application by SpaDos, LLC for a new business at 12850 Alpharetta Hwy

Dear Property Owner:

SpaDos, LLC has filed an application for a Conditional Use Permit to allow the establishment of a Hand and Stone Massage and Facial Spa franchise location in the Windward Commons shopping center located at 12850 Alpharetta Highway in Alpharetta.

The City Planning Commission will hold a public hearing on Thursday, January 3, 2019 at 6:30pm. The City Council will hold a public hearing on Monday, January 14, 2019 at 6:30 p.m. The public hearings will take place at the Alpharetta City Hall Council Chambers located at 2 Park Plaza, Alpharetta, Georgia. If you would like additional information you may contact Jason Buxton by email at jbuxton@handandstone.com or by phone 678-371-8747.

The proposed site plan is included.

Sincerely,

Jason Buxton
SpaDos, LLC

CITY OF ALPHARETTA

PUBLIC HEARING APPLICATION

FOR OFFICE USE ONLY

Case #: _____

☐ 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."
5. Applications will be accepted only 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: DEBORAH SMALL Telephone: 770-376-9798Address: 5001 PEACHTREE BLVD. Suite: 610City: CHAMBLEE State: GA Zip: 30341 Fax: N/AMobile Tel: 770-376-9798 Email: deborahsmall11@gmail.com**Subject Property Information:**Address: WINWARD COMMONS (SHOPPING CENTER)
12850 ALPHARETTA HIGHWAY, ALPHARETTA, GA 30004 Current Zoning: C2District: 2 Section: 2 Land Lot: 1112, 1049 Parcel ID: 2251201112035.7Proposed Zoning: CUP Current Use: strip shopping center**This Application For Check All That Apply**☒ Conditional Use☐ Rezoning☐ Variance☐ Comprehensive Plan Amendment☐ Master Plan Amendment☐ Master Plan Review☐ Public Hearing☐ Other Specify: _____☐ Exception

10/31/18

HAND & STONE MASSAGE AND SPA

ALPHARETTA PLANNING COMMISSION REVIEW CRITERIA

How will this proposal be compatible with surrounding properties?

As a national chain, Hand and Stone massage and facial Spa, will bring brand awareness to the existing property and will add to the base of existing businesses within the 10 mile radius of Hwy 9.

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

We anticipate the brand recognition of Hand and Stone massage and Facial Spa will enhance the property and add/increase drive and foot traffic within this area.

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

Yes, it could be developed for economic gain for the community as it will bring employment opportunities for the residents and taxes for the city to collect.

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

As a national chain that is dependent on memberships, we anticipate on the low end the following

85 new clients per week x 4 weeks = 340 x 12 month = 4080 a yr

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

For schools, we partner with schools and take care of the teachers and admin. staff throughout the year by sponsoring the local teams and PTA events and other fundraising.

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

As the ACP keeps in mind the community vision and goals, Hand and Stone massage and Facial Spa, looks forward to, partnering with the community and supporting surrounding businesses, schools and residents.

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

Not to our knowledge.

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.

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: SPA DDS, LLC (MEMBER - JASON BUXTON)

Subject Public Hearing Case: Hand and Stone, 12850 Alpharetta Highway
Alpharetta, GA 30004

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 has 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: _____ Position: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

I do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Disclosure Form is true and accurate and that I have disclosed herein any and all campaign contributions made to an Official of the City of Alpharetta, Georgia in accordance with O.C.G.A. 36-67 A-1.

Signature: _____

Jason Buxton

Date: 9/27/18

APPLICANT REQUEST AND INTENT

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

- FRANCHISED LOCATION OF "HAND & STONE MASSAGE AND FACIAL SPA."
- NATIONAL FRANCHISE BRAND, INCLUDES 350+ LOCATIONS IN U.S. & CANADA, INCLUDING FIVE OTHER EXISTING LOCATIONS IN GA. (MARIETTA, PEACHTREE CITY, SANDY SPRING, CHAMBLEE, ETC.)
- SERVICES INCLUDE THERAPEUTIC MASSAGE, SKIN CARE, HAIR REMOVAL, FACIALS, AND THE SALE OF RELATED PRODUCTS.

Applicant's Request (Please itemize the proposal):

- GRANT A CONDITIONAL USE PERMIT TO ALLOW BUSINESS TO OPERATE IN THIS SHOPPING CENTER.

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

- OPERATION OF THE FRANCHISED BUSINESS DESCRIBED ABOVE.

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:

Hand and Stone, 12850 Alpharetta Highway, Alpharetta GA 30004

Contact Name:

DEBORAH SMALL

Telephone:

770-376-9798

The following people will be notified of this application and provided information describing the subject proposal. Please note that ALL adjoining property owners MUST be notified. Use additional pages as needed.

see attached list

Method by which these individuals will be contacted. Please mark all that apply. If you select "Other," please provide a description of the method of contact that will be used.



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.

10/31/18

RUCKER RALPH & SARAH
1780 BIRMINGHAM RD
ALPHARETTA GA 30004

GENOA DEERFIELD LLC
3330 CUMBERLAND BLVD SUITE 250
ATLANTA GA 30339

CU-18-12
HAND & STONE MASSAGE AND SPA
KHAN HASAN NEWAZ & FARHANA SHARITA
2703 AUGERON CT
ALPHARETTA GA 30004

ROYAL BRIGHT SERVICES INC
19711 RIDGEWOOD PL
YORBA LINDA CA 92886

DEERFIELD SQUARE ASSOC LLC
1545 PEACHTREE ST # 250
ATLANTA GA 30309

DONIPARTHI HEMA N & NALLNIKRISHNA K
1200 S BENTLEY CREEK DR
ALPHARETTA GA 30004

FIROOZI PEGAH
10695 BRIDGEMOR DR
ALPHARETTA GA 30022

SHUBERT & BOOTH WINDWARD 3 LLC
234 W 44TH ST
NEW YORK NY 10036

D R HORTON INC
8200 ROBERTS DR SUITE 100
SANDY SPRINGS GA 30350

ANDY & MARCI FRIED REALTY LLC
6105 BLUE STONE RD #211
SANDY SPRINGS GA 30328-5905

HAMILTON CHASE ALPHARETTA LLC
828 BALLARD CANYON RD
SOLVANG CA 93463

JW HOMES LLC
4125 ATLANTA RD
SMYRNA GA 30081

STATON LLC
12910 HIGHWAY 9 NE
ALPHARETTA GA 30004-3609

NAVY FEDERAL CREDIT UNION
P.O. BOX 24526
MERRIFIELD VA 22119-4626

TCF CHARITABLE REAL ESTATE
50 HURT PLZ SUITE 449
ATLANTA GA 30303

HASHEMI FARIZAZ
2875 WEBB RD
ALPHARETTA GA 30004

SCOTT H LEE TR
P.O. BOX 8050 MS-0555
BENTONVILLE AR 72712-8050

FULTON GREENS LTD PTNRSHIP
6892 S YOSEMITE CT STE 2-105
CENTENNIAL CO 80112-1464

D2D WINDWARD WAY LLC
11770 HAYNES BRIDGE RD SUITE 205 2
62
ALPHARETTA GA 30009

WINDWARD PROMENADE L L C
210 INTERSTATE NORTH PKWY SE STE 50
ATLANTA GA 30339-2231

K L WALL LLC
6090 LIVELY CT
CUMMING GA 30040-6264

FRG LLC
27904 HWY 281 N #106
SAN ANTONIO TX 78260

PMB WINDWARD LLC
2000 RIVEREDGE PKWY STE 940
ATLANTA GA 30328

MOORE SAMUEL V & CHARLOTTE
2885 WEBB RD
ALPHARETTA GA 30004

D2D WINDWARD WAY L L C
11770 HAYNES BRIDGE RD SUITE 205 2
62
ALPHARETTA GA 30009

FIDELITY BANK
3490 PIEDMONT RD NE STE 1550
ATLANTA GA 30305

HALLMARK INVESTMENTS WINWARD LLC
4875 WINDWARD PKWY
ALPHARETTA GA 30004

TRIPLE R DEVELOPMENT GROUP LLC
11 HORSESHOE DR
GREENSBORO GA 30642-4842

COGBURN WALK HOMEOWNERS ASSOCIATIO
N INC
8800 ROSWELL RD BLDG/STE B100
SANDY SPRINGS GA 30350

WINDWARD PROFESSIONAL PAVILLION LLC
4895 WINDWARD PKY STE 200
ALPHARETTA GA 30004

10/31/18

MULLINAX DONA JEAN
12975 COGBURN RD
ALPHARETTA GA 30004

CU-18-12
HAND & STONE MASSAGE AND SPA

D2D WINDWARD WAY LLC
11770 HAYNES BRIDGE RD SUITE 205 2
62
ALPHARETTA GA 30009

LOWES HOME CENTERS INC
1000 LOWE'S BLVD
MOORESVILLE NC 28117

WINDWARD DV LLC
131 ROSWELL ST # B201
ALPHARETTA GA 30009

FULTON GREENS LTD PARTNERSHIP LLC
6892 S YOSEMITE CT STE 2-105
CENTENNIAL CO 80112-1464

FIRST UNION NATIONAL BANK
P.O. BOX 2609
CARLSBAD CA 92018-2609

WINDWARD COMMONS INC
500 N DEARBORN ST STE 400
CHICAGO IL 60654-3386

ARC CAFEUSA001 LLC
2325 E CAMELBACK RD STE 1100
PHOENIX AZ 85016

KMD ALPHARETTA LLC
2424 N FEDERAL HWY # 454
BOCA RATON FL 33431-7746

PROVIDENCE BANK
15 WINDWARD PKWY
ALPHARETTA GA 30004

10/31/18

CU-18-12

HAND & STONE MASSAGE AND SPA

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: IVT Windward Commons Alpharetta, LLC

Telephone: (630) 570-0700

Address: 3025 Highland Parkway

Suite: 350

City Downers Grove

State: IL

Zip: 60515

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 | ☐ Master Plan |
| ☐ Land Use Application | ☐ Other _____ |

Identify Authorized Applicant:

Name of Authorized Applicant: Jason Buxton

Telephone: 678-371-8747

Address: 2150 Fincher Road

Suite:

City Canton

State: GA

Zip: 30114

So Sworn and Attested:

IVT Windward Commons Alpharetta, LLC, a Delaware limited liability company
 By: IVT OP Limited Partnership, a Delaware limited partnership, its sole member
 By: IVT OP GP, LLC, a Delaware limited liability company, its general partner
 By: Inver Trust Properties Corp., a Maryland Corporation, its sole member

Owner Signature: _____

By: _____

Date: 10/3/18

Notary: _____

AMY E. MARTINEZ Vice President General Counsel and Secretary
 Official Seal
 Notary Public - State of Illinois
 My Commission Expires Apr 5, 2022

Notary Signature: _____

Date: 10/3/18

SCHEDULE A (Continued)

File No.: **NCS-801242-CHI2**

Policy No.: **NCS 801242**

Parcel 1

All that tract or parcel of land lying and being in Land Lots 1112 and 1049, 2nd District, 2nd Section, Fulton County, Georgia, and being more particularly described as follows:

Beginning at a right-of-way monument found at the intersection of the northwesterly right-of-way of State Route 9 (80-foot right-of-way) and the Land Lot Line common to Land Lots 1112 and 1113, aforesaid district and county; thence leaving said Land Lot Line and along the northwesterly right-of-way of State Route 9, run along the arc of a curve to the left, said arc having a radius of 2,904.90 feet and a distance of 400.07 feet (being subtended by a chord bearing South 65 degrees 26 minutes 39 seconds West, 399.76 feet) to a point; thence leaving said right-of-way, run North 29 degrees 02 minutes 31 seconds West, 189.00 feet to a point; thence South 60 degrees 24 minutes 13 seconds West, 242.89 feet to a point on the easterly line of Proposed Windward Parkway Extension; thence along the easterly line of said Proposed Extension, run the following three (3) courses and distances: North 34 degrees 05 minutes 15 seconds West, 56.15 feet to a point; along the arc of a curve to the right, having a radius of 1100.00 feet and a distance of 487.62 feet (being subtended by a chord bearing North 21 degrees 23 minutes 18 seconds West, 483.64 feet) to a point; along the arc of a curve to the right, said arc having a radius of 1100.00 feet and a distance of 161.90 feet (being subtended by a chord bearing North 04 degrees 28 minutes 21 seconds West, 161.75 feet) to a point at the Southwest corner of property now or formerly Fulton Greens Limited Partnership; thence leaving said Proposed Extension, and with the southerly line of Fulton Greens, run North 88 degrees 30 minutes 18 seconds East a distance of 22.57 feet to a 1/2 inch rebar found; thence North 88 degrees 02 minutes 04 seconds East a distance of 170.96 feet to a 1/2 inch rebar found in concrete at the Southwest corner of property now or formerly Potts; thence with the southerly line of Potts, run North 88 degrees 05 minutes 58 seconds East a distance of 311.88 feet to a half-inch rebar found at the Northwest corner of property now or formerly Hardeman; thence with the southerly line of Hardeman and the southerly line of property now or formerly Kingsolver, run North 88 degrees 04 minutes 09 seconds East, 381.86 feet to a steering rod on the westerly line of property now or formerly Winsberg, said westerly line also being the Land Lot Line common to Land Lots 1049 and 1048, aforesaid district and county; thence along the westerly line of Winsberg and the Land Lot Line common to Land Lots 1049 and 1048, run South 00 degrees 14 minutes 58 seconds East, 256.73 feet to three-quarter inch open-top pipe found; thence continuing along said common Land Lot Line, run South 00 degrees 09 minutes 41 seconds West, 310.18 feet to a right-of-way monument found at the intersection of the northwesterly right-of-way of State Route 9 and the Land Lot Line common to Land Lot 1112 and Land Lot 1113 and the Point of Beginning.

Said tract contains 11.90 acres and is depicted as "Developer Tract Phase I(A)," and "Developer Tract Phase I(B)," and "Kroger Tract" and "Developer Tract Phase II" on that certain ALTA/ACSM Land Title Survey for NationsBank, Faison-Fulton Greens, LLC, and Chicago Title Insurance Company by Armstrong Land Surveying, Inc., certified by Robert T. Armstrong, GRLS No. 1901, dated June 1, 1998, last revised March 17, 1999.

Parcel 2

Easements and other interests in real property contained in that certain Declaration of Restrictive Covenants by Fulton Greens Limited Partnership dated July 1, 1998, filed for record July 13, 1998 and recorded in Deed Book 24781, Page 1, aforesaid records; as affected by Amendment to Declaration of Restrictive Covenants by Fulton Greens Limited Partnership dated May 12, 1999, filed for record May 28, 1999 and recorded in Deed Book 26760, Page 181, aforesaid records.

Parcel 3

Easements and other interests in real property contained in that certain Sanitary Sewer Easement Agreement by and among Pioneer Real Estate Development, Inc., Martha James Stone, Fulton Greens Limited Partnership and Faison-Fulton Greens, LLC dated August 18, 1998, filed for record August 31, 1998 and recorded in Deed Book 25173, Page 258, aforesaid records; as amended by Amendment to Sanitary Sewer Easement Agreement by and among Fulton Greens Limited Partnership and Faison-Fulton Greens, LLC dated February 25, 1999, filed for record February 26, 1999 and recorded in Deed Book 26187, Page 186, aforesaid records; as amended by Second Amendment to Sanitary Sewer Easement Agreement by and among Fulton Greens Limited Partnership and Faison-Fulton Greens, LLC dated May 12, 1999, filed for record June 25, 1999 and recorded in Deed Book 26933, Page 305, aforesaid records.

Parcel 4

Easements and other interests in real property contained in that certain Drainage Easement Agreement between Fulton Greens Limited Partnership and G&H Woodward, LLC dated February 25, 1999, filed for record February 26, 1999 and recorded in Deed Book 26187, Page 220, aforesaid records.

Parcel 5

Easements and other interests in real property contained in that certain Reciprocal Easement Agreement by and between Faison-Fulton Greens, LLC and Fulton Greens Limited Partnership dated May 12, 1999, filed for record June 25, 1999 and recorded in Deed Book 26933, Page 275, aforesaid records.

Parcel 6

Easements and other interests in real property contained in that certain Drainage Easement Agreement by and between Faison-Fulton Greens, LLC and Fulton Greens Limited Partnership dated May 12, 1999, filed for record June 25, 1999 and recorded in Deed Book 26933, Page 286, aforesaid records.



August 2, 2018

Jason Buxton
2150 Fincher Road
Canton, GA 300114

RE: Proposal for Architectural and Engineering Services

Hand and Stone, Alpharetta, GA

Dear Jason,

Thank you for the opportunity for HS Design, LLC (referred to as "HS Design" or the "Architect") to provide you with a proposal for Architectural and Engineering Services for your upcoming spa in Alpharetta, GA. By being an in-house architectural firm solely dedicated to H&S Franchise owners, our primary focus is to provide you with accurate construction documents, professional service, and quick turnaround times, all of which are at a competitive rate.

Project Description:

The scope of work for this project will consist of tenant improvements for a new Hand and Stone location at Winward Commons Shopping Center in Alpharetta, GA. The space is approximately 2,250 sf.

The layout of the spa will be shown as the Concept Plan and will include the following:

- 7-8 Treatment Rooms
- One (1) Couple's Treatment Room
- Reception and Waiting Area
- Office
- Two (2) Restrooms
- Employee Break Room
- Storage Closets

Spa construction will generally include metal stud walls and drywall and follow materials as dictated by local building codes.

No exterior alternations are anticipated except for a new store sign.

Scope of Services:**Schematic Design:**

A Concept Plan will be created based on building shell drawings obtained from the landlord. If accurate shell drawings are not obtainable, it may be necessary for us to conduct a site survey of the premises before proceeding further. The site survey would be a flat fee of \$1,500 plus direct reimbursement for travel expenses. See *Reimbursable Expenses*.

Construction Documents:

Once the Concept Plan is complete and has been approved by you, the Client and Hand & Stone Franchise Corp., drawings will proceed to the Construction Document phase. Any significant changes made to the base plan after approval is subject to additional design fees.

Construction Documents will consist of plans, elevations, details, schedules and specifications in sufficient detail to receive building permits and for a qualified contractor's use for construction.

Construction Documents will include architectural, HVAC, plumbing and electrical design. The fire suppression and/or fire alarm will be designed by the contractor. Fire suppression scope is limited to the location of sprinkler heads as required.

HVAC design will include design of ductwork. Exhaust fans will be provided for the toilet rooms. Structural supports for the units will be indicated.

Plumbing design is limited to water and sanitary riser diagram and plans.

Electrical design will include new lighting, receptacles, switches and other power requirements.

Upon the completion of the initial Construction Documents, a "check set" will be provided to you, the Client as well as the landlord for review and to provide comments. Comments will then be incorporated into the drawings prior to issuing completed permit sets.

Bidding:

H&S Director of Construction, Nick Malone, can provide assistance when sending the project out to bid. HS Design will be available to answer any requests for information (RFIs) from bidding contractors.

Permitting:

You will be provided with sets of signed and sealed Construction Documents for submission for permits. Payment of review or permit fees is not included in this proposal.

Once all comments are received from the building department, they will be addressed in order to obtain plan check approval. Re-submissions will be made via your contractor. Any changes that require significant deviation from the completed drawings will be considered additional services.

This proposal does not include completion of permit forms or providing information about the building shell or site.

Permit Expediting Services:

HS Design can coordinate permit expediting services (highly recommended) on your behalf to help streamline the project. In many cases, this can move your Grand Opening up by weeks! These fees range from \$900 to \$2,250 for most locations.

Base Project Fees:

The fees for the services listed above are as follows:

Architectural Services (Schematic Design and Construction Documents)	\$5,000
Engineering Services (Construction Documents)	\$5,500
Total	\$10,500

Retainer:

An initial retainer of \$2,000 is required at the commencement of our services.

Administrative Fees:

Electronic (unsigned and unsealed) sets will be provided to the Client and Hand & Stone Franchise Corporation at no additional costs. Any hard copies of drawings and/or signed and sealed digital copies required by the building department for permit review and/or by the landlord will be billed as required. Printing/postage/shipping will be charged at 1.10 times costs. *See Reimbursable Expenses below.*

Reimbursable Fees:

Reproductions and other administrative expenses:	1.10 times cost
Travel (mileage)	current IRS rate for mileage
Travel, lodging, meals	cost

Additional Services:

Additional Services, which shall be billed in addition to this proposal, include, but are not limited to:

- Design services requested by you that are beyond the scope of the work or that deviate significantly from the initial scope of the work.
- Review of millwork shop drawings, plumbing submittals, electrical submittals, etc.
- Verification of existing conditions of the shell space.
- Site Visits
- Environmental Remediation
- Design and drawings for signage, or other graphics.
- Structural alterations.
- Energy calculations for the building shell.
- Isometric Riser Diagrams
- Meetings with utility companies.
- Preparing As-Built drawings at completion of construction.
- Fault Current Calculations
- Review of Applications for Payment
- LEED design and documentation
- Preparation of Sample Boards

These services can be provided at the following hourly rates, and will only be undertaken with your approval:

10/31/18

CU-18-12
HAND & STONE MESSAGE AND SPA

Architect: \$150.00 per hour
Project Manager: \$100.00 per hour

Preliminary Schedule:

Schematic Design:

< 3 business days from contract execution

Construction Documents (check set):

max 30 business days from Schematic Design approvals

Permit sets ready to ship:

< 5 business days from receipt of final Client and
Landlord comments

Respectfully Submitted:



Maryanne E Vizoco
HS Design, LLC

Acceptance: If accepted please sign one copy of this signature page and return with the retainer payment. Upon acceptance and execution this proposal becomes a legally binding agreement. The Terms and Conditions attached hereto are incorporated herein and shall apply to this proposal.

X _____ X _____
(Client) (Date)

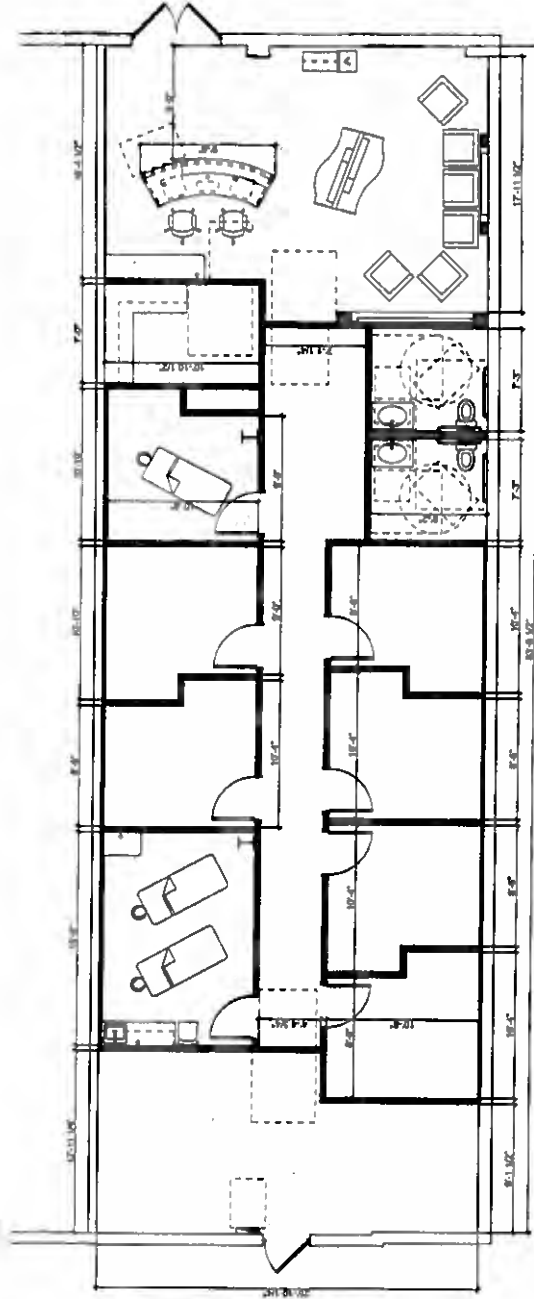
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HAND & STONE - ALPHARETTA, GA
TEST FIT
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10/31/18

HAND & STONE MASSAGE AND SPA

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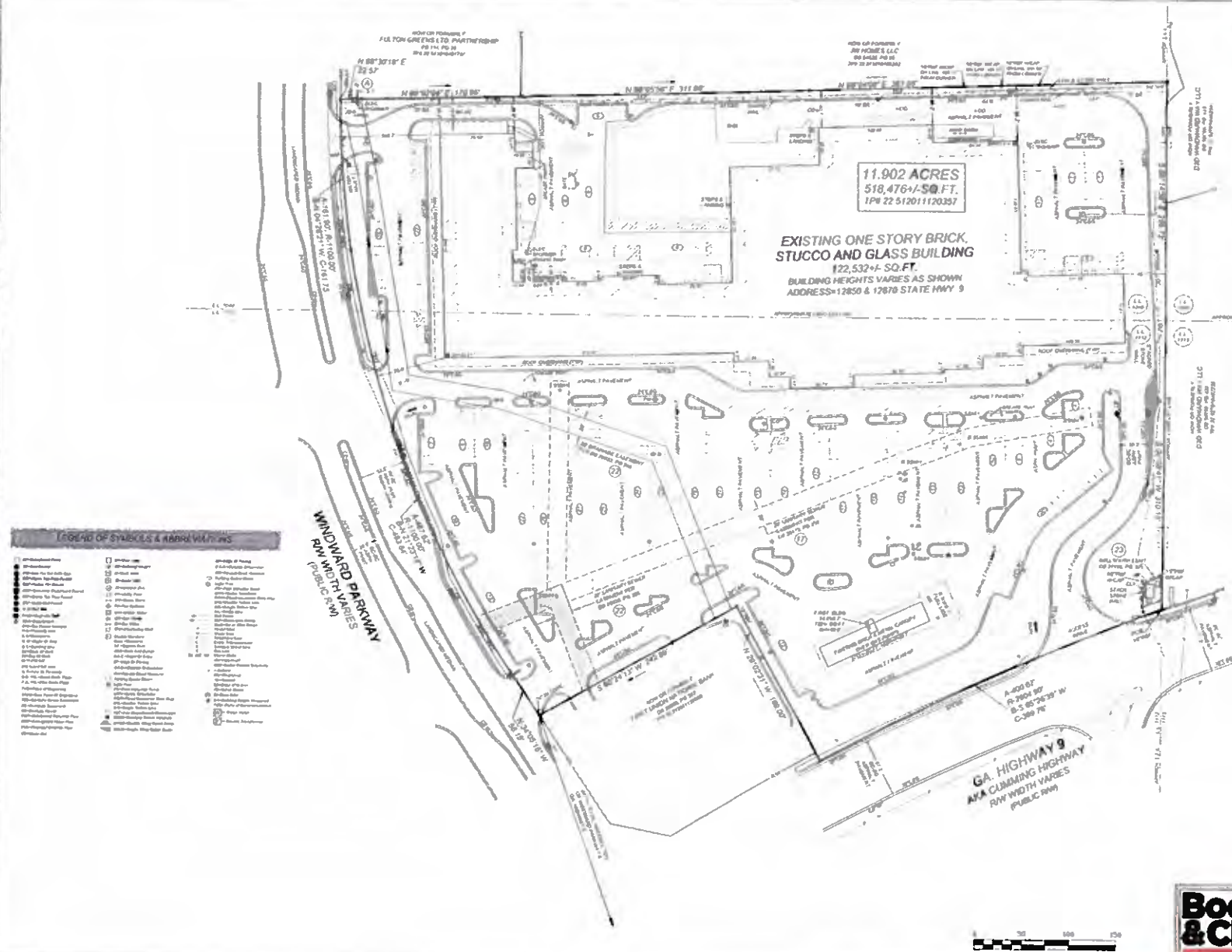


FLOOD NOTE
No portion of this property is in a Special Flood Hazard Area as shown on the Flood Insurance Rate Map currently in effect for this area with an effective date of 09/18/19.



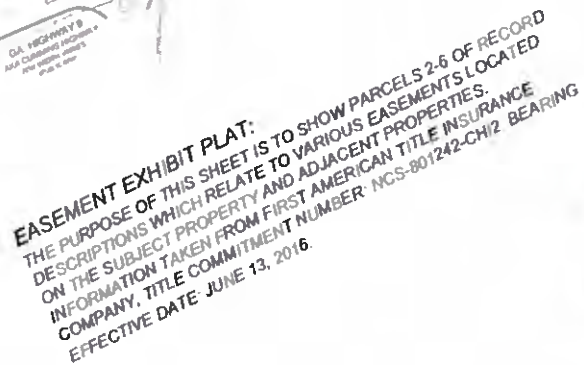
THIS SURVEY WAS PREPARED IN ACCORDANCE WITH THE GEORGIA SURVEYING ACT OF 1967, AS AMENDED, AND THE RULES AND REGULATIONS OF THE BOARD OF SURVEYING AND MAPPING OF THE STATE OF GEORGIA.

Bock & Clark National Coordinators
1-(800)-SURVEYS (787-8391)
 Bock & Clark Corporation
 3550 W Market Street, Suite 200
 Akron, Ohio 44333
 www.bockandclark.com



HAND & STONE MASSAGE AND SPA

XEROX NORTH
AMERICA, INC.
PO BOX 100
ROSELAND, NJ 07068

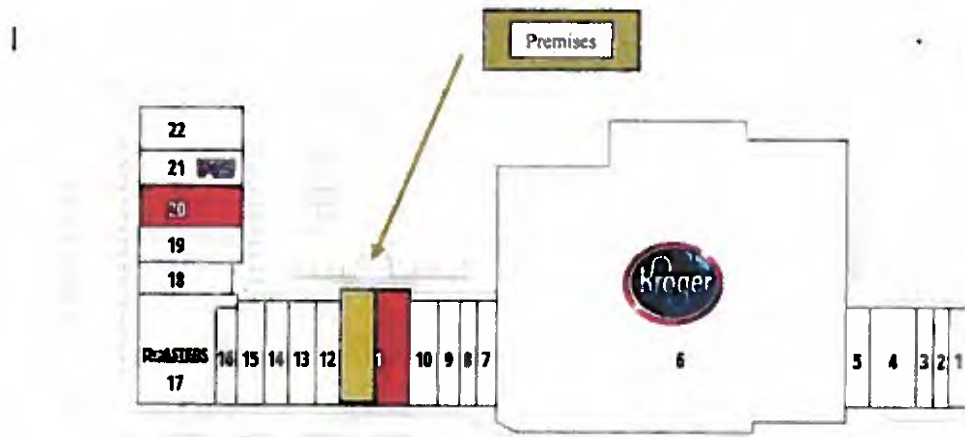


LEGEND OF SYMBOLS & ABBREVIATIONS

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Bock & Clark Corporation
3550 V Market Street, Suite
Akron Ohio 44333
tsurvey@bockandclark.com
www.bockandclark.com

EXHIBIT "A" – SITE PLAN "Suite 1100"



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Monument Sign

Windward Parkway

Kroger Fuel Center

Monument Sign

Alpharetta Highway (GA-9)

Total SF: 117,234
Monument Signs: 2
Parking: 513 Spaces



HAND & STONE
MASSAGE AND FACIAL SPA

Welcome
to Hand & Stone Real Estate



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Welcome
to Hand & Stone Real Estate



Massage + Facial + Waxing

Delivering spa services to the middle market with professionalism, affordability and convenience.

2

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massage



facials



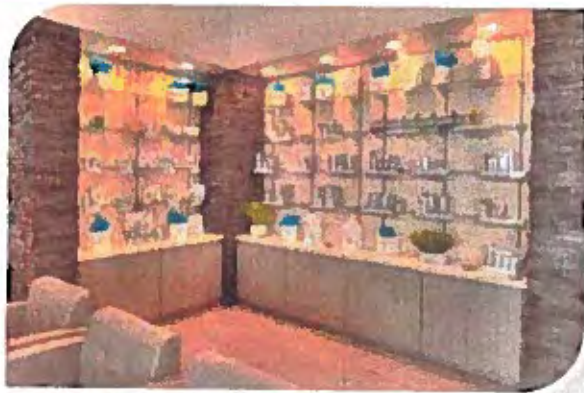
waxing

Brand Vision

- Professional, convenient spa services priced 40% less than traditional spas
- Offers a membership-based program that saves customers money and allows for affordable luxury services to be part of their healthy lifestyle
- Provides for a new business model that creates demand with attractive pricing and convenience
- Open 7 days a week, 50% of appointments are reserved same day



Site Requirements



- 2,000 to 3,500 sq. feet with minimum 25' frontage
- Power centers, daily use and lifestyle centers
- Co-tenants with female oriented or grocery focus; Wegmans, Whole Foods, Kohls, Target, Ross, Marshalls, salons, fitness, vitamins
- Demographics: 70/30 female/male customer base; average household income \$61,000, traffic minimum 20,000; 119,000 population within 10 minutes, GLA of 1,800,000 retail within 8 minutes



Target Deal Terms



- Base rent from \$18 to \$35 plus extras
- 5-year lease with 5-year option
- No percentage rent
- 120 days for build out from permits from vanilla box
- \$20-\$35 per sq. foot in tenant allowance from vanilla box
- HVAC of 1 ton per 250 sq. feet
- Exclusives for massage, facials, hair removal



Top Quality Build-out



- Professionally designed by Hanson Design Group to have a spa look and feel
- 8 to 13 rooms, with a couples room and two facial rooms
- Water in majority of rooms to provide additional spa services
- Top quality materials including granite surface top, ceramic tile, custom cabinetry
- Premium retail display and product lines –
Dermalogica™, Clarity RX™



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MASSAGE AND FACIAL SPA

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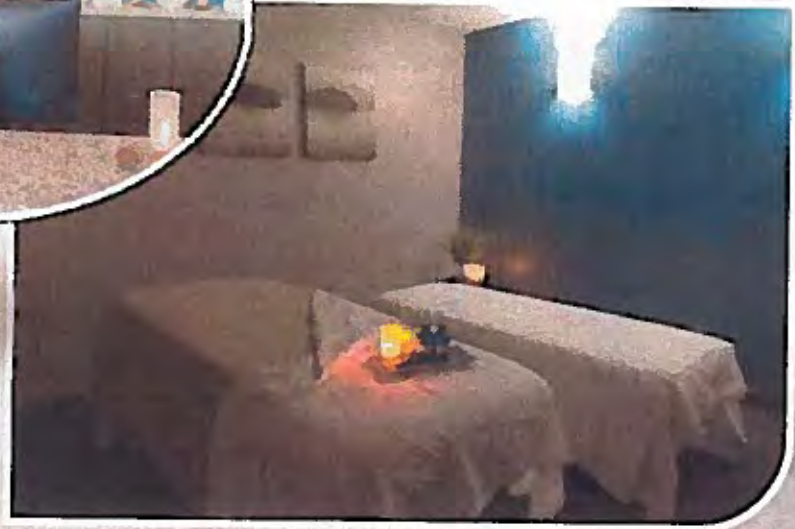
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Welcome
to Hand & Stone Real Estate



Strength of Tenancy



Only spa franchise designed to provide full services in each treatment room.



Clean, Quiet Tenant

- No odors or noise
- Draws 250 customers per week
- Franchisees required to spend 5% of sales on advertising



Solid Franchisee Tenants with Franchisor Support

- Franchisees must be owner operated
- \$750,000 min. net worth
- Typically out placed professionals
- Avg. Sales over \$1,200,000 for mature spas
- Comps up 27% in 2016
- Total investment \$750,000
- Franchisor controls/assists with building plans, construction, contractor



Recent Deals Completed

- Developers Diversified Realty
- Federal Realty
- Kimco Vornado
- Regency Center
- Brixmor
- Fameco Real Estate
- Cherry Hill Retail Partners
- The Irvine Company



HAND & STONE
MASSAGE AND FACIAL SPA

Welcome
to Hand & Stone Real Estate



For More Information

ksmith@handandstone.com
Tel. 215-259-7540 x205
Kris Smith, VP of Real Estate



Spa Dos, LLC dba Hand and Stone Massage and Facial Spa

12850 Alpharetta Highway Ste 1100

Alpharetta, Georgia 30004

Windward Commons Shopping Center

Jason Buxton: Owner

C: 678-371-8747

Email: jasonbuxton2020@gmail.com

Deborah Small: Operations Director

C: 770-376-9798

Email: deborahsmall09@gmail.com



CITY COUNCIL MEETING STAFF REPORT

SUBMITTING DEPARTMENT: COMMUNITY DEVELOPMENT

SUBMITTED BY: KATHI COOK

DRAFTED BY: MICHAEL WOODMAN

I. AGENDA ITEM TITLE: PH-18-19 UNIFIED DEVELOPMENT CODE TEXT AMENDMENTS – C-1 AND C-2 USES, OPEN SPACE AND GREENSPACE DEFINITIONS AND RESIDENTIAL PARKING

PLANNING COMMISSION: JANUARY 3, 2019

CITY COUNCIL: JANUARY 28, 2019

II. RECOMMENDATION:

Approve amendments to the Unified Development Code as it relates to C-1 (Neighborhood Commercial) and C-2 (General Commercial) uses, greenspace and open space definitions and residential parking.

III. REPORT IN BRIEF:

Consideration of text amendments to Unified Development Code (UDC) Section 1.4 Definitions, Subsection 2.2.14 C-1 Neighborhood Commercial, Subsection 2.2.15 C-2 General Commercial, Section 2.5 Parking and Loading, Subsection 3.3.2 Stormwater Management Definitions, and Appendix A: Alpharetta Downtown Code, Section 2.4 Parking and Loading.

C-1/C-2 Uses: Staff proposes to delete 'Dwelling, 'For-Rent' as a conditional use in the C-1 (Neighborhood Commercial) and C-2 (General Commercial) zoning districts.

Open Space/Greenspace: Staff proposes to add a definition for 'Greenspace' to Section 1.4, Definitions and to delete the definition of 'Greenspace' from Subsection 3.3.2, Stormwater Management Definitions. Staff also proposes amendments to the definition of 'Open Space' in Section 1.4 for the purpose of maintaining consistency with the regulations in the Downtown Overlay and North Point Overlay.

Parking: Staff proposes text amendments to Section 2.5 Parking and Loading and Appendix A: Alpharetta Downtown Code, Section 2.4 Parking and Loading requiring all 'For-Sale' dwelling units to have a minimum 18' long driveway. In addition, regulations are proposed addressing tandem parking.

IV. ATTACHMENTS:

- UDC Strike Through and Underline Edits

SECTION 1.4 - DEFINITIONS

Greenspace. All that area of land that can be landscaped or planted, allows natural passage through by water, and is not covered by man-made materials or structures such as buildings or paving.

Open Space. A privately or publicly owned area on the grounds of a premises outside of any principal building or parking area, which is open to the sky and set aside and intended for the outdoor enjoyment of occupants or visitors to the property, and which may but is not required to include such pedestrian oriented improvements as landscaping, walkway paths, pergolas, gazebos, bikeways, exercise or play equipment, and benches, and which may further include up to 20% of its area in water bodies or areas inappropriate for pedestrian use. Open space shall not include any other required open areas such as required building setbacks, buffers, landscape strips or other similar requirements of this ordinance. There are 2 types of open space: Civic space and Amenity space.

1. Civic Space. Portion of open space for public use defined by the combination of certain physical constants including the relationships among their intended use, their size, their landscaping, and their adjacent buildings. Civic space may include the following types: park, square, plaza, pocket park and playground.
2. Amenity Space. The covered or uncovered, but unenclosed, outdoor areas of at least 100 square feet each for use by the occupants, invitees and guests of the development and specifically excluding civic spaces and required sidewalks. Amenity spaces may include the following types: rooftop deck, balconies, patios and porches, outdoor dining areas, pool areas, athletic courts and similar uses, yards and lawns, gardens, hardscape areas improved for pedestrian enjoyment, wooded areas and runoff reduction measures such as bioretention areas and cisterns.

2.2.14 C-1 neighborhood commercial.

C. *Conditional Uses.* A property in the C-1 district may be used for any of the following only upon approval as a conditional use by the City Council:

1. Residential Uses.
 - a. ~~Dwelling, 'For Rent'.~~
 - b. Dwelling, Group (congregate housing, nursing home, etc.).

2.2.15 C-2 general commercial.

C. *Conditional Uses.* A property in the C-2 district may be used for any of the following only upon approval as a conditional use by the City Council:

1. Residential Uses.

~~a. Dwelling, 'For-Rent'.~~

b. Dwelling, 'For Sale' attached in a Vertically Mixed Use Building Over Retail or Restaurant.

c. Dwelling, Group (congregate housing, nursing home, etc.).

2.2.15 C-2 general commercial.

C. *Conditional Uses.* A property in the C-2 district may be used for any of the following only upon approval as a conditional use by the City Council:

1. Residential Uses.

~~a. Dwelling, 'For-Rent'.~~

b. Dwelling, 'For Sale' attached in a Vertically Mixed Use Building Over Retail or Restaurant.

c. Dwelling, Group (congregate housing, nursing home, etc.).

TABLE 2.2 LIST OF PERMISSIBLE AND CONDITIONAL USES

On the following table, an open circle "O" means that the use will be permitted in that district only if a Conditional Use Permit is granted by the City Council. An "X" means that the use is permitted in the zone district subject to the general provisions of the Unified Development Code. For uses not included in this list or when the Director of Community Development is unable to determine placement, application shall be made to the Board of Appeals for interpretation.

USES	AG	RE	R	R-22	R-15	R-12	R-10	R-4A	R-4D	R-8A/D	R-10M	CUP*	OI*	OP	C-1	C-2	PSC	LI	OS-R	SU	MU
Dwelling, 'For-Rent'											X	O			⊖	⊖					O

Sec. 2.4. - Parking and Loading.

2.4.6. Vehicle Access and Parking Locations.

- A. No driveway or off-street parking lots may be located between a building and the closest street unless an intervening approved building type exists.
- B. Off-street parking for the following must be accessed from alleys:
 - 1. Townhouses on lots of any width.
 - 2. All other building types on lots less than 50 feet in width.
- C. Where a garage faces a street the garage must be recessed a minimum distance of 20 feet behind the front building façade.
- D. Each 'For-Sale' dwelling unit shall have a minimum 18' long paved driveway, as measured from the garage to the back of sidewalk, or back of curb where a sidewalk is not provided.
- E. Enclosed tandem parking spaces shall only count for one required parking space, since only one space is fully accessible.

SECTION 2.5 - PARKING AND LOADING^[1]

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 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 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 occupation, or any vehicle with a carrying capacity of more than one-and-one-half (1½) tons is prohibited in any residential district. Pickup or panel trucks,

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.

SECTION 3.3 - STORM WATER MANAGEMENT—GENERAL

3.3.1 General.

([Ord. No. 732](#) , §§ 12—16, 2-6-2017)

3.3.2 Definitions.

Accidental Discharge. A discharge prohibited by this ordinance which occurs by chance and without planning or thought prior to occurrence.

Agriculture Use. The establishment, cultivation, or harvesting of products of the field or orchard; the preparation and planting of pasture land; farm ponds; and the construction of farm buildings.

Applicant. A person submitting a post-development stormwater management application and plan for approval.

Best Management Practices or "BMPs". A wide range of management procedures, activities, and prohibitions on practices which control the quality and/or quantity of stormwater runoff and which are compatible with the planned land use.

Buffer. With respect to a stream, a natural or enhanced vegetated area, lying adjacent to the stream.

Channel. A natural or artificial watercourse with a definite bed and banks that conducts continuously or periodically flowing water.

City of Alpharetta Separate Storm Sewer System. Any facility designed or used for collecting and/or conveying stormwater, including but not limited to any roads with drainage systems, highways, City streets, curbs, gutters, inlets, catch basins, piped storm drains, pumping facilities, structural stormwater controls, ditches, swales, natural and man-made or altered drainage channels, reservoirs, and other drainage structures, and which is State Waters or is: Owned or maintained by the City of Alpharetta; Not a combined sewer; and Not part of a publicly-owned treatment works.

Clean Water Act. The Federal Water Pollution Control Act (33 U.S.C. § 1251 et seq.), and any subsequent amendments thereto.

Conservation Easement. An agreement between a land owner and the City of Alpharetta or other government agency or land trust that permanently protects open space or greenspace on the owner's land by limiting the amount and type of development that can take place, but continues to leave the remainder of the fee interest in private ownership.

Construction Activity. Activities subject to the Georgia Erosion and Sedimentation Control Act or NPDES General Construction Permits. These include construction projects resulting in land disturbance. Such activities include but are not limited to clearing and grubbing, grading, excavating, and demolition.

Detention. The temporary storage of stormwater runoff in a stormwater management facility for the purpose of controlling the peak discharge.

Detention Facility. A detention basin or structure designed for the detention of stormwater runoff and gradual release of stored water at controlled rates.

Developer. A person who undertakes land development activities.

Development. A land development or land development project.

Discharge. The release of treated or untreated water to the stormwater system.

Drainage Easement. An easement appurtenant or attached to a tract or parcel of land allowing the owner of adjacent tracts or other persons to discharge stormwater runoff onto the tract or parcel of land subject to the drainage easement.

Easement. An acquired legal right for a specific use of land owned by others.

Erosion and Sedimentation Control Plan. A plan that is designed to minimize the accelerated erosion and sediment runoff at a site during land disturbance activities.

Extended Detention. The detention of stormwater runoff for an extended period, typically 24 hours or greater.

Extreme Flood Protection. Measures taken to prevent adverse impacts from large low-frequency storm events with a return frequency of 100 years or more.

Flood or Flooding. A volume of surface water that is too great to be confined within the banks or walls of a conveyance or stream channel and that overflows onto adjacent lands; or a general and temporary condition of partial or complete inundation of normally dry land areas from: the overflow of inland or tidal waters; or the unusual and rapid accumulation or runoff of surface waters from any source.

Floodplain. Any land area susceptible to flooding, which would have at least a one percent probability of flooding occurrence in any calendar year based on the basin being fully developed as shown on the current land use plan; i.e., the regulatory flood.

~~*Greenspace or Open Space.* Permanently protected areas of the site that are preserved in a natural state.~~

Hotspot. An area where the use of the land has the potential to generate highly contaminated runoff, with concentrations of pollutants in excess of those typically found in stormwater.

Hydrologic Soil Group (HSG). A Natural Resource Conservation Service classification system in which soils are categorized into four runoff potential groups. The groups range from group A soils, with high permeability and little runoff produced, to group D soils, which have low permeability rates and produce much more runoff.

Illegal Connection. Either of the following:

Any pipe, open channel, drain or conveyance, whether on the surface or subsurface, which allows an illicit discharge to enter the storm drain system including but not limited to any conveyances which allow any non-stormwater discharge including sewage, process wastewater, and wash water to enter the storm drain system, regardless of whether such pipe, open channel, drain or conveyance has been previously allowed, permitted, or approved by an authorized enforcement agency; or

Any pipe, open channel, drain or conveyance connected to the City of Alpharetta separate storm sewer system which has not been documented in plans, maps, or equivalent records and approved by an authorized enforcement agency.

Illicit Discharge. Any direct or indirect non-stormwater discharge to the City of Alpharetta separate storm sewer system, except as exempted in Section 3.3.9.C. of this ordinance.

Impervious Cover. A manmade structure or surface composed of any material that significantly impedes or prevents the natural infiltration of water into soil below the structure or surface. Impervious surfaces include, but are not limited to, rooftops, buildings, walls, streets and roads, dams, wet extended or micropool detention ponds, and any concrete or asphalt surface. Streets, parking areas, sidewalks, and other surfaces constructed with pervious paving and green roofs shall not be considered impervious cover for the purposes of stormwater calculations in this Section of the UDC if it is a stormwater management practice with a recorded long-term maintenance agreement.

Industrial Activity. Activities subject to NPDES Industrial Permits as defined in 40 CFR, Section 122.26 (b)(14).

Industrial Stormwater Permit. A National Pollutant Discharge Elimination System (NPDES) permit issued to an industry or group of industries which regulates the pollutant levels associated with industrial stormwater discharges or specifies on-site pollution control strategies.

Infiltration. The process of percolating stormwater runoff into the subsoil.

Inspection and Maintenance Agreement. A written agreement providing for the long-term inspection and maintenance of stormwater management facilities and practices on a site or with respect to a land

development project, which when properly recorded in the deed records constitutes a restriction on the title to a site or other land involved in a land development project.

Jurisdictional Wetland. An area that is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions, commonly known as hydrophytic vegetation.

Land Development. Any land change, including, but not limited to, clearing, digging, grubbing, stripping, removal of vegetation, dredging, grading, excavating, transporting and filling of land, construction, paving, and any other installation of impervious cover.

Land Development Activities. Those actions or activities which comprise, facilitate or result in land development.

Land Development Project. A discrete land development undertaking.

Land Disturbance. Any land or vegetation change, including, but not limited to, clearing, grubbing, stripping, removal of vegetation, dredging, grading, excavating, transporting and filling of land, that do not involve construction, paving or any other installation of impervious cover.

Land Disturbance Activity. Those actions or activities which comprise, facilitate or result in land disturbance.

Maintenance. Any action necessary to preserve stormwater management facilities in proper working condition, in order to serve the intended purposes set forth in this Ordinance and to prevent structural failure of such facilities.

National Pollutant Discharge Elimination System (NPDES) Storm Water Discharge Permit. A permit issued by the Georgia EPD under authority delegated pursuant to 33 USC § 1342(b) that authorizes the discharge of pollutants to waters of the United States, whether the permit is applicable on an individual, group, or general area-wide basis.

New Development. A land development activity on a previously undeveloped site.

Non-perennial Stream. Any stream that is not classified as a perennial stream or that the City Engineer determines to be falsely classified as a perennial stream, beginning at: The location of a spring, seep, or groundwater outflow that sustains streamflow; or a point in the stream channel with a drainage area of 25 acres or more; or where evidence indicates the presence of a stream in a drainage area of other than 25 acres, the City of Alpharetta may require field studies to verify the existence of a stream.

Nonpoint Source Pollution. A form of water pollution that does not originate from a discrete point such as a sewage treatment plant or industrial discharge, but involves the transport of pollutants such as sediment, fertilizers, pesticides, heavy metals, oil, grease, bacteria, organic materials and other contaminants from land to surface water and groundwater via mechanisms such as precipitation, stormwater runoff, and leaching. Nonpoint source pollution is a by-product of land use practices such as agricultural, silvicultural, mining, construction, subsurface disposal and urban runoff sources.

Non-Stormwater Discharge. Any discharge to the storm drain system that is not composed entirely of stormwater.

Nonstructural Stormwater Management Practice or Nonstructural Practice. Any natural or planted vegetation or other nonstructural component of the stormwater management plan that provides for or enhances stormwater quantity and/or quality control or other stormwater management benefits, and includes, but is not limited to, riparian buffers, open and greenspace areas, overland flow filtration areas, natural depressions, and vegetated channels.

Off-Site Facility. A stormwater management facility located outside the boundaries of the site.

On-Site Facility. A stormwater management facility located within the boundaries of the site.

Overbank Flood Protection. Measures taken to prevent an increase in the frequency and magnitude of out-of-bank flooding (i.e. flow events that exceed the capacity of the channel and enter the floodplain), and that are intended to protect downstream properties from flooding for the 2-year through 25-year frequency storm events.

Owner. The legal or beneficial owner of a site, including but not limited to, a mortgagee or vendee in possession, receiver, executor, trustee, lessee or other person, firm or corporation in control of the site.

Parcel. Any plot, lot or acreage shown as a unit on the latest county tax assessment records.

Perennial Stream. Means any stream which is designated and shown as a permanent stream on the 7.5-minute quadrangle maps of the U.S. Geological Survey, plus any stream which the Mayor and City Council may determine to be, and designate as, a flowing stream.

Permit. The permit issued by the City of Alpharetta to the applicant which is required for undertaking any land development activity.

Person. Except to the extent exempted from this ordinance, any individual, partnership, firm, association, joint venture, public or private corporation, trust, estate, commission, board, public or private institution, utility, cooperative, city, county or other political subdivision of the State, any interstate body or any other legal entity.

Pollutant. Anything which causes or contributes to pollution. Pollutants may include, but are not limited to: paints, varnishes, and solvents; petroleum hydrocarbons; automotive fluids; cooking grease; detergents (biodegradable or otherwise); degreasers; chemicals; steam cleaning or laundry wastes; heated water; chlorinated water or chlorine (except as exempted above); non-hazardous liquid and solid wastes and yard wastes; bark and other fibrous material; refuse, rubbish, garbage, litter, or other discarded or abandoned objects and accumulations, so that same may cause or contribute to pollution; animal carcasses; silt; acids or alkalis; recreational vehicle wastes; dyes (without prior permission of the Department); floatables; pesticides, herbicides, and fertilizers; liquid and solid wastes; sewage, fecal coliform and pathogens; dissolved and particulate metals; animal wastes; wastes and residues that result from constructing a building or structure; concrete and cement; washing of fresh concrete for cleaning and/or finishing purposes or to expose aggregates; and noxious or offensive matter of any kind.

Pollution. The contamination or other alteration of any water's physical, chemical or biological properties by the addition of any constituent and includes but is not limited to, a change in temperature, taste, color, turbidity, or odor of such waters, or the discharge of any liquid, gaseous, solid, radioactive, or other substance into any such waters as will or is likely to create a nuisance or render such waters harmful, detrimental or injurious to the public health, safety, welfare, or environment, or to domestic, commercial, industrial, agricultural, recreational, or other legitimate beneficial uses, or to livestock, wild animals, birds, fish or other aquatic life.

Post-development. The time period, or the conditions that may reasonably be expected or anticipated to exist, after completion of the land development activity on a site as the context may require.

Pre-development. The time period, or the conditions that exist, on a site prior to the commencement of a land development project and at the time that plans for the land development of a site are approved by the plan approving authority. Where phased development or plan approval occurs (preliminary grading, roads and utilities, etc.), the existing conditions at the time prior to the first item being approved or permitted shall establish pre-development conditions.

Premises. Any building, lot, parcel of land, or portion of land whether improved or unimproved including adjacent sidewalks and parking strips.

Private. Property or facilities owned by individuals, corporations, and other organizations and not by city, state, or federal government.

Project. A land development project.

Protection Area, or Stream Protection Area. With respect to a stream, the combined areas of all required buffers and setbacks applicable to such stream.

Redevelopment. A land development project on a previously developed site, but excludes ordinary maintenance activities, remodeling of existing buildings, resurfacing of paved areas, and exterior changes or improvements which do not materially increase or concentrate stormwater runoff, or cause additional nonpoint source pollution.

Regional Stormwater Management Facility or Regional Facility. Stormwater management facilities designed to control stormwater runoff from multiple properties, where the owners or developers of the individual properties may assist in the financing of the facility, and the requirement for on-site controls is either eliminated or reduced.

Riparian. Belonging or related to the bank of a river, stream, lake, pond or impoundment.

Runoff. Stormwater runoff.

Runoff Reduction Measures. Preservation of an area's landscape features (vegetation, soils, and natural processes) that help manage and reduce stormwater runoff from a development or redevelopment site. Runoff reduction measures also include structurally engineered practices (such as bioretention areas, bioswales, pervious paving, greenroofs, greenwalls, stormwater street trees, and cisterns) that mimic natural processes to manage stormwater as close to its source as possible and reduce stormwater runoff from the site. In addition to stormwater management, runoff reduction measures can enhance site aesthetics, improve air quality, reduce urban heat island impacts, provide shading, create wildlife habitat, reduce energy consumption, reduce infrastructure costs, and increase property values. Above-ground cisterns require architectural and/or landscape screening that compliments the architecture of the building and is of like or similar materials used in the building's construction. Cisterns and other vertical runoff reduction measures and their screening shall require approval by the Community Development Director.

Setback. With respect to a stream, the area extending beyond any buffer applicable to the stream.

Site. The parcel of land being developed, or the portion thereof on which the land development project is located.

State Waters. Any and all rivers, streams, creeks, branches, lakes, reservoirs, ponds, drainage systems, springs, wells, and other bodies of surface and subsurface water, natural or artificial, lying within or forming a part of the boundaries of the State of Georgia which are not entirely confined and retained completely upon the property of a single person.

Stormwater Better Site Design. Nonstructural site design approaches and techniques that can reduce a site's impact on the watershed and can provide for nonstructural stormwater management. Stormwater better site design includes conserving and protecting natural areas and greenspace, reducing impervious cover and using natural features for stormwater management.

Stormwater Management. The collection, conveyance, storage, treatment and disposal of stormwater runoff in a manner intended to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and to enhance and promote the public health, safety and general welfare.

Stormwater Management Facility. Any infrastructure that controls or conveys stormwater runoff.

Stormwater Management Manual. The most recent update of the City of Alpharetta Stormwater Management Design Manual, combined with the latest edition of the Georgia Stormwater Management Manual.

Stormwater Management Measure. Any stormwater management facility or nonstructural stormwater practice.

Stormwater Management Plan. A document describing how existing runoff characteristics will be affected by a land development project and containing measures for complying with the provisions of this ordinance.

Stormwater Management System. The entire set of structural and nonstructural stormwater management facilities and practices that are used to capture, convey and control the quantity and quality of the stormwater runoff from a site.

Stormwater Retrofit. A stormwater management practice designed for a currently developed site that previously had either no stormwater management practice in place or a practice inadequate to meet the stormwater management requirements of the site.

Stormwater Runoff or Stormwater. Any surface flow, runoff, and drainage consisting entirely of water from any form of natural precipitation, and resulting from such precipitation.

Stream Bank. The sloping land that contains the stream channel and the normal flows of the stream.

Stream Channel. The portion of a watercourse that contains the base flow of the stream.

Structural Stormwater Control. A structural stormwater management facility or device that controls stormwater runoff and changes the characteristics of that runoff including, but not limited to, the quantity and quality, the period of release or the velocity of flow of such runoff.

Subdivision. The division of a tract or parcel of land resulting in one or more new lots or building sites for the purpose, whether immediately or in the future, of sale, other transfer of ownership or land development, and includes divisions of land resulting from or made in connection with the layout or development of a new street or roadway or a change in an existing street or roadway.

Variance. The modification of the minimum stormwater management requirements for specific circumstances where strict adherence of the requirements would result in unnecessary hardship and not fulfill the intent of this Ordinance.

Watershed. The land area that drains into a particular stream.