



City Council Meeting & Public  
Hearing  
JANUARY 28, 2019

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

- I. CALL TO ORDER
- II. ROLL CALL
- III. PLEDGE TO THE FLAG
- IV. CONSENT AGENDA
  - A. Council Meeting Minutes (Meeting of 1/14/2019)
  - B. A Resolution Authorizing the Execution of an Amendment to an Employment Agreement Between the City of Alpharetta and the City Administrator
  - C. A Resolution of the Mayor and Council of the City of Alpharetta, Georgia Appointing Erin Cobb as City Clerk of the City of Alpharetta
- V. PUBLIC HEARING
  - A. **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.*
  - B. **PH-18-14: 360 Tech Village**  
*Consideration of a request to change previous conditions of zoning to extend reversion clauses related to building permit issuance of 'For-Rent' and 'Office' uses, as well as a change to the approved site plan to remove a 'Hotel' use. The property is located at the southwest corner of Haynes Bridge Road and Lakeview Parkway and is legally described as being located in Land Lots 744, 745, 752 & 753, 1st District, 2nd Section, Fulton County, Georgia.*
  - C. **E-18-11: Edison Sign Exception**  
**NOTE: This item has been deferred by the Applicant and will be neither heard nor considered during this meeting. Its consideration has been placed on the March 4, 2019 City Council Agenda.**  
*Consideration of a sign exception to allow an additional wall sign. The property is located at 3 Edison Drive and is legally described as being located in Land Lots 1176, 1179 & 1180, 2nd District, 1st Section, Fulton County, Georgia.*

**D. PH-18-19: Unified Development Code Text Amendments – Definitions, C-2 Uses And 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.*

**VI. WORKSHOP**

**A. Atlanta Audubon Society Bird-Friendly Habitat Restoration**

**B. Rucker Road Project: Considerations Regarding Network Lighting Controls vs. Smart City Opportunities**

**VII. PUBLIC COMMENT**

**VIII. REPORTS**

**IX. ADJOURNMENT**



# City Council Meeting & Public Hearing STAFF REPORT

Submitting Department: City Clerk

Submitted By:

Meeting Date: January 28, 2019

**I. AGENDA ITEM TITLE:** COUNCIL MEETING MINUTES (MEETING OF 1/14/2019)

**II. RECOMMENDATION:**

**III. BUDGET IMPLICATIONS:**

BUDGETED ITEM: NO

FISCAL IMPACT: NO

INCLUDED IN CURRENT FY CPTL BUDGET: NO

INCLUDED IN CURRENT FY OPRT. BUDGET: NO

TOTAL PROJECT COST:

APPROPRIATIONS:

<u>ACCOUNT TITLE/NUMBER</u>	<u>DOLLAR AMOUNT</u>

EXTERNAL FUNDING SOURCES:

<u>ACCOUNT TITLE/NUMBER</u>	<u>DOLLAR AMOUNT</u>

**IV. REPORT IN BRIEF:**

**V. ALTERNATIVES:**

**VI. ATTACHMENTS:**

Draft City Council Meeting Minutes 1-14-19



City Council Meeting  
January 14, 2019  
Office of the City Clerk  
ALPHARETTA CITY HALL  
COUNCIL CHAMBERS  
2 PARK PLAZA

*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 Council, but not quoted or paraphrased. This document includes limited presentation by Council and invited speakers in summary form. This is not an official record of the Alpharetta City Council Meeting proceedings. Official Minutes are recorded and available for review.*

I. CALL TO ORDER

- *Mayor Gilvin called the meeting to order at 6:30 p.m.*

II. ROLL CALL

- Council Members
  - Mayor Jim Gilvin
  - Mayor Pro Tem Donald F. Mitchell
  - Jason Binder
  - Ben Burnett
  - John Hipes
  - Dan Merkel
  - Karen Richard
- Staff
  - Bob Regus, City Administrator
  - Sam Thomas, City Attorney
  - Coty Thigpen, City Clerk
  - Erin Cobb, City Clerk (interim)
  - James Drinkard, Asst. City Administrator
  - Peter Sewczwicz, Director of Public Works
  - John Robison, Director of Public Safety
  - Morgan Rodgers, Director of Recreation and Parks
  - Kathi Cook, Director of Community Development
  - Michael Woodman, Senior Planner

- Tom Harris, Director of Finance
- Brent Burdette, Accounting Manager
- Eric Graves, Senior Engineer

### III. PLEDGE TO THE FLAG

### IV. CONSENT AGENDA

#### A. Council Meeting Minutes (1/7/2019)

- ❖ Mayor Pro Tem Mitchell offered a motion to approve the consent agenda
  - The motion received a second from Council Member Richard
  - The motion was approved unanimously 7-0

### V. NEW BUSINESS

#### A. Resolution to Reappoint Judge of Municipal Court

- ❖ Mayor Gilvin moved this item up on the agenda
- City Attorney, Sam Thomas, presented this item and read the Resolution aloud

#### Public Comment

None

- ❖ Council Member Hipes offered a motion to approve the Resolution as read by the City Attorney to appoint Judge Zimmerman for another 4 years
  - The motion received a second from Council Member Merkel
  - The motion was approved unanimously 7-0

### VI. ANNUAL REPORTS

#### A. Presentation of Financial Audit Reports

- Director of Finance, Tom Harris, came forward to present this item and introduced James Bence with Mauldin and Jenkins to provide a more detailed overview of the City's most recent audit

## VII. PUBLIC HEARING

### A. V-18-17 Starbucks Haynes Bridge Drive Aisle Variance

- Director of Community Development, Kathi Cook, came forward to present this item.
- Staff recommends Mayor and Council approve V-18-17 Starbucks/Haynes Bridge Drive Aisle Variance, subject to the following conditions:
  1. Property shall be developed substantially in accordance with submitted plan prepared by MASS Engineering and Consultants, dated 9/5/2018, except for modifications required to comply with the conditions below. Property uses shall be limited to non-automotive retail, office and restaurant.
  2. Building architecture, materials and design shall comply with the Alpharetta Downtown Code regulations, subject to review by the City's Downtown Consultant and final approval by the DRB. Building shall be 4-sided brick (red/brown color), as approved by DRB. Aluminum storefront system shall not be permitted. In addition, ladder shall be internal to building and parapet shall be completed on all 4 sides of the building.
  3. Greenspace between the building and Haynes Bridge Road shall include a mix of trees, shrubs, and ground covers of varying heights, textures and colors, as approved by the DRB.
  4. Decorative pervious pavers shall be required within the drive aisle and project driveway to offset impervious area created by excess parking.
  5. Pedestrian connection shall be provided from front door to the public sidewalk along Haynes Bridge Road.
  6. Only 1 drive-through facility shall be permitted and shall be limited to Starbucks. Drive-through shall not be visible from the public right-of-way. Decorative landscape material shall be used to screen the drive-through, as approved by the DRB.
  7. Building, site, landscape, lighting and outdoor seating shall be subject to review and approval by the DRB.
  8. Property shall be limited to 1 site driveway from Haynes Bridge Road and shall be a right-out only.
  9. Required landscape strips shall be exclusive of overhead utilities and utility easements.
  10. Developer shall install required streetscape along Haynes Bridge Road, which shall include a 6' planting strip and 10' sidewalk.

11. Signage shall include 2 perpendicular signs attached with decorative bracket and halo illuminated wall sign.

12. Outdoor patio shall be bordered with continuous planters similar to Exhibit A. One (1) shade tree shall be included in outdoor patio. Foundation plantings and creeping fig or other vine approved by DRB shall be required around the building.

- The applicant, Stonewalk Alpha II, LLC, is requesting a variance to allow a drive aisle between a building and the street for a 1-story, 4,800 square foot restaurant building that includes a Starbucks with drive-through and a separate restaurant space. The property is an undeveloped one (1) acre site in the Downtown. The subject property is located at 11740 Haynes Bridge Road, on the west side of Haynes Bridge Road just north of Devore Road.
- The submitted request, if approved, will allow a drive aisle between a building and the street for a 1-story, 4,800 square foot restaurant building that includes a Starbucks with drive-through and a separate restaurant space. The property is an undeveloped one (1) acre parcel in the Downtown Overlay.
- The subject property is located at 11740 Haynes Bridge Road, on the west side of Haynes Bridge Road just north of Devore Road. The property is zoned C-2 (General Commercial) and is located in the Downtown Overlay. Surrounding properties are also zoned C-2 to the north, west and south, DT-MU (Downtown Mixed-Use) to the west and R-4A to the east.
- Haynes Park Subdivision is located to east, Express Oil and Lube is located to the south, The Maxwell is under construction and located to the west, and Alpha Soda is located to the north. The Comprehensive Land Use Plan designation of the property is 'Mixed Use', which allows the proposed use.
- The applicant is requesting a variance from Unified Development Code (UDC) Appendix A: Alpharetta Downtown Code, Subsection 2.4.6, Vehicle Access and Parking Locations to allow a drive aisle between a building and the closest street.
- The applicant proposes interparcel access with the site to the north (Alpha Soda), which would allow cars to access the traffic signal into Alpharetta Crossing shopping center by way of the proposed return drive aisle. If approved, conditions are recommended requiring the use of decorative pervious pavers in the drive aisle and project driveway, as well as decorative landscaping.
- The applicant's site plan depicts a 1-story, 4,800 square foot restaurant building surrounded by angled parking and a drive aisle between the building and Haynes Bridge Road. The building is split between a 2,400 square foot Starbucks with drive-through and a 2,400 square foot restaurant space.
- Access to the site is depicted from two (2) curb cuts on Haynes Bridge Road, which

does not comply with the minimum separation requirement of 300' between driveways in the Downtown Overlay. Interparcel access is depicted with the property to the north (Alpha Soda).

- The proposed drive aisle between the building and Haynes Bridge Road provides a return to the property to the north, providing cars with access to the traffic signal at the Alpharetta Crossing shopping center. A total of 35 parking spaces are depicted on the site plan, of which the Downtown Overlay would require ten (10) spaces. The Downtown Code states that parking in excess of 120% of the required parking be constructed of pervious material.
- If approved, it is recommended that decorative pervious pavers be used within the drive aisle and project driveway. Overhead utilities exist along the frontage of the site. The required landscape strip along Haynes Bridge Road should be exclusive of overhead utilities and easements.
- There are relatively no trees on the property, except for a line of small pine trees along adjacent to the Alpha Soda parking lot to the north. Stormwater facilities are not depicted on the site plan and it is unclear how the applicant intends to address this requirement.
- Staff has reviewed the applicant's proposal and finds that it can generally support the request for variance, if conditions are approved requiring the use of decorative pavers and landscaping between the building and the street. The applicant proposes interparcel access with the site to the north, which would provide a return for cars to the traffic signal entering Alpharetta Crossing shopping center.
- 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.
- The City received correspondence from a resident of Haynes Park with concerns over traffic.
- Rob Forrest came forward on behalf of the applicant

#### **Public Comment**

None

- ❖ Council Member Richard offered a motion to approve the V-18-17 Starbucks/Haynes Bridge Drive Aisle Variance, subject to the conditions as read by staff
  - The motion received a second from Council Member Burnett
  - The motion was approved unanimously 7-0

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

- Senior Planner, Michael Woodman, came forward to present this item.
  - Staff recommends Mayor and Council 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, subject to approval by Staff and guidance from Arts Alpharetta.
- 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.
- 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.
- The property was developed in 2008 as a 1-story, 36,000 square foot retail shopping 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.
- 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.

- 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.
- 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.
- 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.
- The CZIM was held on December 12, 2018. There were no comments on the sign-in sheet.
- Jack Arnold came forward on behalf of the applicant
- Owner, Eric Boxer, came forward to answer questions posed by Mayor and Council
- Director of Public Safety, John Robison, came forward to answer questions from Mayor and Council

#### **Public Comment**

- Ruth Ann Tatum, 250 Pebble Trail, Alpharetta, GA came forward to speak on this item
- ❖ Council Member Richard offered a motion to approve the MP-18-11 Tapout Fitness/North Point Commons Master Plan with the 3 conditions as read by staff
- The motion received a second from Council Member Markel
  - The motion was approved unanimously 7-0

### C. CU-18-12/V-18-20 Hand and Stone Massage and Facial Spa

- Senior Planner, Michael Woodman, came forward to present this item.
- Staff recommends Mayor and Council approve CU-18-12/V-18-20 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. No lighting window trim.
- 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.
- 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 inline 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.

- 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.
- 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.
- The CZIM was held on December 12, 2018. No one signed-in with comments.
- Jason Buxton, came forward to provide a brief overview of the request on behalf of the applicant

#### **Public Comment**

- Ruth Ann Tatum, 250 Pebble Trail, Alpharetta, GA came forward to speak on this item
- ❖ Council Member Richard offered a motion to approve CU-18-12/V-18-20 Hand And Stone Massage and Facial Spa, subject to the conditions as read by staff
  - The motion received a second from Mayor Pro Tem Mitchell
  - The motion was approved 6-1; Hipes voting no

#### **D. MP-18-10 Notting Hill of Alpharetta**

- Director of Community Development, Kathi Cook, came forward to present this item.
- Staff recommends Mayor and Council approve MP-18-10 Notting Hill of Alpharetta, subject to the following conditions:
  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.

- The applicant, Notting Hill of Alpharetta, LLC, is requesting a master plan amendment to the Old Milton Holdings Master Plan to allow for the construction of 62 'For-Sale' townhome units on 2.82 acres designated Phase II of the Old Milton Holdings Master Plan. The subject property was previously approved for 42 'For-Sale' stacked flat condominium units. The property is located on the southwest corner of Park Street and Thompson Street.
- The submitted request, if approved, would allow for the construction of 62 'For-Sale' townhomes on 2.82 acres designated Phase II of the Old Milton Holdings Master Plan. The proposed density for the Old Milton Holdings Master Plan is 7.41 dwelling units per acre. The property is currently approved for 42 'For-Sale' stacked flat condominium units. The property is located on the southwest corner of Park Street and Thompson Street.
- Properties surrounding the subject property are zoned MU (Mixed Use) to the east, DT-LW (Downtown Live-Work) to the north, and O-I (Office-Institutional) and O-P (Office-Professional) to the west. Surrounding properties include the Old Milton Holdings development (The Foundry) to the east, Thompson Street Investments (Edward Andrews Homes) to the north, US Post Office and office buildings to the west and the WellStar medical office building is under construction to the south. The subject property and surrounding properties have a future land use designation of Mixed Use Live Work, which allows the proposed use.
- Phase II of the Old Milton Holdings Master Plan is the 5.68-acre property on the west side of Park Street, which consists of the applicant's property, as well as the WellStar medical office site currently under construction. The original Master Plan was approved on March 30, 2015 as a mixed-use development and did not initially include the subject property. Stacked flats were previously approved on the portion of the property fronting Old Milton Parkway and west of Park Street. A portion of the subject
- property was rezoned to DT-LW (Downtown Live-Work) on March 28, 2016 to allow seven (7) 'For-Sale' townhome units and ten (10) single-family detached homes. In early 2017, Phase II of the Master Plan was amended again to allow 42 stacked flats and a 40,000 square foot office building, which resulted in a 31-unit reduction in the overall number of residential units.
- The Downtown Master Plan 5-Year market demand study reflects a 'For-Sale' townhome demand potential of 185 – 210 units. The demand analysis is intended to be a measure of market viability, not a prediction or recommendation for Downtown development. A

total of 269 'For-Sale' townhome units have been approved in the four (4) years since the 2015 Downtown Master Plan update.

- 63 townhome units in 14, three (3) story buildings. Townhomes are along Thompson Street, as well as, south of the alley and a grouping of townhome buildings fronting greenspace at the southwest corner of the property. Townhome buildings are proposed to be served by alleys. The current site plan depicts stacked flat buildings over structured parking and oriented to two (2) large greenspaces and a 30' wide linear park along Thompson Street. The applicant provided an open/green space analysis of the current and proposed site plans, which shows that the amount of open/green space would generally remain the same at approximately 1.43 acres.
- Two (2) project driveways provide access to the site from Thompson Street and Park Street. Eight-foot (8') sidewalks are along Thompson Street and Park Street. Minimum building setbacks are to be 30' on Thompson Street, 10' on Park Street and 5' – 10' on internal property lines.
- Townhomes (2+ bedrooms) require (2) parking space per unit, plus 0.15 parking spaces per unit for guests. All units are proposed to have a tandem, 2-car garage. Units 27 – 48 have minimum 18' driveways, which could accommodate one (1) additional parking space; however, the applicant intends to offer an option for those units to convert one (1) garage space to an office.
- Units 1 – 26 have driveways that are approximately five-feet (5') and Units 49 – 63 do not appear to have driveways. A total of 15 guest spaces are provided within the development and another 23 on-street, parallel parking spaces are provided on Thompson Street and Park Street.
- Including on-street parking and guest spaces, a total of 38 excess parking spaces would be available for guests of the 63 townhome units. Based on two (2) parking spaces for each unit, as well as the guest and on-street parking, a total of 164 parking spaces are provided for a ratio of 2.6 spaces/unit.
- Due to concerns over the lack of available parking in some City townhome and condominium subdivisions, it is recommended that a condition be added requiring 3.75 parking spaces per unit. The current (approved) plan included parking underneath the stacked flat buildings with two (2) parking spaces being provided for each unit, as well as some additional guest parking available in the garages, 16 guest surface spaces and on-street parking.
- A 30' wide linear park (civic area) is depicted along Thompson Street and includes a sidewalk and greenspace. The linear park is also depicted on the current (approved) plan, as well as on the south side of Thomson Street just west of Westside Parkway and along the frontage of the Thompson Street Flats project under construction on the west end of Thompson Street. It was previous conditioned that the linear park include improvements such as seating areas, decorative pedestrian lighting and public art

pedestals. A 10' landscape strip is provided along Park Street and adjacent to the adjacent WellStar site to the south.

- There are several specimen trees on the property, consisting of a mixture of Pines, Oaks, Poplars, Sweet Gums and Magnolias. Previous master plan conditions required a Pecan tree to be saved at the corner of Old Milton Parkway and Park Street on the WellStar site. The proposed site plan does not depict any tree saves. If approved, it is recommended that the developer save two (2) Magnolias near the corner of Thompson Street and Park Street or a 37" Water Oak in the southwest corner of the site.
- The Old Milton Holdings Master Plan includes conditions of zoning related to residential architecture, materials, details and orientation of buildings. Residential buildings on the subject property should comply with the Master Plan conditions below and/or comply with the Downtown Code with respect to building architecture, materials and design.
- 28. Residential architecture shall be representative of southern classic style. Commercial and office shall be European or English style. All uses and/or buildings shall coordinate architecture. Design Review Board shall review townhomes, stacked flats and retail/restaurant and office building architecture. Site and landscape plan for commercial portion shall also require Design Review Board approval.
- 30. Buildings along Old Milton Parkway, Thompson Street, Westside Parkway and Park Street shall face those streets to the greatest extent possible with garages located to the rear of the buildings. In cases where the side of the building faces those streets, the sides shall be designed to have the appearance of facing those streets. There shall be no visible rear yards along Old Milton Parkway.
- As depicted in the building elevations below, the 3-story townhome buildings are proposed in the Italianate architectural style, consisting of brick with a flat roof and balconies and porches. According to the applicant, townhome units are proposed to be 16' wide. Since the side and rear of units will likely be visible from Thompson Street and Park Street, it is recommended that buildings have 4-sided architecture and materials.
- Building elevations were reviewed by the City's Downtown Consultant, who had the following comments:
  - Revised elevations look much better. Need to develop authentic details.
  - Rendering too simplistic and not conducive to showing historic masonry details (see example below)
- The applicant submitted trip generation figures for the proposed project. As shown in the table below, the proposed use would generate 64 PM Peak Hour trips.
- Residential development is known to increase school enrollment. Fulton County calculated the potential maximum number of children who may live on the property by using the Fulton County Schools standard calculation to identify the number of children that a

residential development will generate.

- Based on the total figure for all three school levels, it can be assumed that the proposed development could house approximately 8 – 29 school age children. It was previously determined that the 42 Stacked Flats would generate approximately 3 – 11 school age children. Numbers provided by Fulton County Schools show that all three (3) schools are currently over capacity.
- City Staff has reviewed the applicant's proposal and finds that it could generally support the request for master plan amendment. The proposal would result in a use that is consistent with the Comprehensive Land Use Plan designation of the property and the proposed residential density (7.41 dwelling units/acre) is less than the original Old Milton Holdings Master Plan density, which was 8.83 dwelling units/acre. However, Staff has concerns that the proposed site plan does not reflect any tree save areas and parking appears to be insufficient. If these items were addressed, Staff could support the change in product. If approved, conditions are recommended requiring sufficient parking, tree save areas and an equivalent amount of open/green space.
- The report submitted by the applicant states that letters were mailed to each property owner within 500' of the subject property stating the applicant's intent. According to the applicant's public participation report, no comments have been received.
- The CZIM was held on November 14, 2018. There were no public comments reflected on the sign-in sheet.
- Julie Sellers, came forward as the attorney on behalf of the applicant
- Steve Rowe, with AEC, came forward to discuss additional components of the application
- Attorney for the applicant called forward their traffic consultant with AR engineering to discuss the traffic and parking components of the application
- Bob Cheeley, came forward to talk about the economic feasibility of the project
- John Hunt, with Edward Andrews came forward to talk about marketing of the proposed project

#### **Public Comment**

- Kimberly Jager, 2505 Milford Lane, Alpharetta, GA, came forward to speak on this item
- Alexander Williamson, 12535 Wexcroft Lane, Alpharetta, GA, came forward to speak on this item
- Madeline Whitefield, 11820 Highland Colony Drive, Roswell, GA, came forward to

Speak on this item

- Elisa Gangone, 162 Howard St, Atlanta, GA, came forward to speak on this item
- Gariel Burchett, 2441 Loxford Lane, Alpharetta, GA, came forward to speak on this item
- Madison Potts, 5716 Shore Isle Court, Flowery Branch, GA, came forward to speak on this item
- Eric Potts, 5716 Shore Isle Court, Flowery Branch, GA, came forward to speak on this item
- Steve Stolle, 2459 Claystone Ln, Alpharetta, GA, came forward to speak on this item
- Elizabeth Hanna, 2909 Redding Rd, Brookhaven, GA, came forward to speak on this item
- Brandon Beach, 3100 Brierfield Rd, Alpharetta, GA, came forward to speak on this item
- Carson and Amanda Mathis, 4974 Gunners Run Roswell, GA, came forward to speak on this item
- Steven and Katherine Bogart, 360 Banbury Crossing, Alpharetta, GA, came forward to speak on this item
- Richard Evans, 12867 Gransley Court, Alpharetta, GA, came forward to speak on this item
- 395 Banbury Crossing, Alpharetta, GA, came forward to speak on this item
- Nick and Diane Greco, 310 Banbury Crossing, Alpharetta, GA, came forward to speak on this item
- Matt Lynch, 435 Banbury Crossing, Alpharetta, GA, came forward to speak on this item
- Roberta Williamson 12535 Wexcroft Lane, Alpharetta, GA, came forward to speak on this item
- Valerie Manly, 5140 Southlake Drive, Alpharetta, GA, came forward to speak on this item
- Ruth Ann Tatum, 250 Pebble Trail, Alpharetta, GA, came forward to speak on this item
- Applicant came forward to request that the item be tabled

- ❖ Mayor Pro Tem Mitchell offered a motion to table until the February 18, 2019 City Council Meeting
  - The motion received a second from Council Member Burnett
  - The motion failed 2-5; Burnett and Mitchell voting yes
  
- ❖ Council Member Richard offered a motion to deny MP-18-10 Notting Hill of Alpharetta
  - The motion received a second from Council Member Hipes
  
- ❖ Council Member Binder offered a substitute motion to deny MP-18-10 Notting Hill of Alpharetta without prejudice
  - The substitute motion received a second from Council Member Merkel
  - The motion was approved 6-1; Burnett voting no

**E. MP-18-08/CU-18-09 Hyatt House Extended Stay Hotel/Preston Ridge**

- Senior Planner, Michael Woodman, came forward to present this item.
- Staff recommends Mayor and Council deny MP-18-08/CU-18-09 Hyatt House Extended Stay Hotel/Preston Ridge request for master plan amendment and conditional use permit. If approval is considered, the following conditions are recommended:
  1. Site shall be developed substantially as shown on plan prepared by AEC, revised 9/25/2018, except for modifications required to comply with the conditions below.
  2. One (1) extended stay hotel shall be permitted not to exceed 4 stories in height with a maximum 128 guest rooms.
  3. 'Extended Stay Hotel' shall be added as a conditional use in Preston Ridge Pod F at 3225 Webb Bridge Rd.
  4. Conditional use approval shall be limited to the Hyatt House; no additional extended stay hotel businesses or subleasing shall be permitted within the approved space.
  5. Building shall be brick or stone on all 4 sides with traditional architecture common

to Alpharetta. Air conditioning units shall be concealed on the building elevations. Building shall have architectural detail and ornamental features on all 4 sides, with final approval by DRB. Site and landscape plan shall also require DRB approval.

6. Retaining walls visible from the public right-of-way shall be faced with masonry material (brick or stone) and shall be compatible with materials used for the primary structure, as approved by DRB. Retaining walls over 10' shall be tiered with a minimum 5' prepared planting bed space. Guardrail shall be decorative black metal, with final approval by DRB.
  7. A 10' ornamental heavy landscape strip with street trees and decorative pedestrian lighting shall be provided along Webb Bridge Road, exclusive of overhead utilities and easements. Lighting shall be maintained by the development.
  8. Site entrance shall include decorative landscaping, as approved by DRB.
  9. Decorative foundation plantings shall be provided with final approval by DRB.
  10. Detention pond shall be heavily screened from Webb Bridge Road, as approved by DRB. Detention pond screening shall be exclusive of the required 10' landscape strip and 10' access easement. 10' access easement shall be unobstructed with a generally flat grade, as approved by Staff.
  11. Developer shall provide an 8' sidewalk with 6' planting strip along Webb Bridge Road, including street trees, shrubs and pedestrian lighting, as approved by Staff.
  12. Site driveway shall align with opposing driveways, as approved by Staff.
  13. Developer shall provide interparcel connectivity to the office development to the east, if possible.
  14. Developer shall provide fire access to right, left and rear sides of building, as approved by Staff.
  15. Outdoor amenity space shall be improved, as depicted on the site plan prepared by AEC, revised 9/25/2018, and per the City's UDC requirements.
  16. Tree removal shall be limited to the submitted site plan prepared by AEC, revised 9/25/2018.
  17. Generator and dumpster shall be contained within an enclosure with materials that match the building and shall include landscape screening as approved by DRB.
- The applicant, HOS Management, LLC, requests a master plan amendment and

conditional use to add 'Extended Stay Hotel' on Pod F of the Preston Ridge Master Plan. The applicant proposes a 4-story, 128-room Hyatt House extended stay hotel on 6.52 acres. The subject property is located at 3225 Webb Bridge Road on the south side of Webb Bridge Road and east of Morris Road.

- The submitted request, if approved, will allow for the construction of a 128-room Hyatt House 'Extended Stay Hotel' on a 6.52-acre undeveloped property. A master plan amendment to the Preston Ridge Master Plan Pod F and conditional use are required to allow the proposed use. The subject property is located at 3225 Webb Bridge Road on the south side of Webb Bridge Road and east of Morris Road.
- The subject property is zoned O-I (Office-Institutional) and is located in Pod F of the Preston Ridge Master Plan. Surrounding properties are zoned O-I and CUP (Community Unit Plan) and are also located within the Preston Ridge Master Plan. A data center is located to the north, Home2 Suites 'Extended Stay Hotel' is under construction and located to the west, and an office building and office condos are located to the south and east.
- The Home2 Suites extended stay hotel was permitted on the adjacent property as a result of a challenge to a Staff interpretation of the UDC. Ultimately, the Home2 Suites was determined by the Board of Zoning Appeals to be permitted on the adjacent property. As a result, Council approved UDC amendments to clarify that a conditional use permit is required for 'Extended Stay Hotel' use. The Comprehensive Land Use Plan designation of the property is 'Corporate Office'.
- Preston Ridge Master Plan was approved in 1986 (MP-98-01) as a 500-acre mixed-use development consisting of office, residential (multi-family), industrial, commercial and hotel. Pod F has a land use designation of 'Office-Institutional' and a maximum non-residential density of 25,000 square feet per acre. 'Hotel' is a permitted use in Pod F. However, the applicant's proposed use is 'Extended Stay Hotel', which is a separate and distinct use and is not on the list of permitted uses in Preston Ridge Master Plan.
- The Unified Development Code (UDC) defines 'Extended Stay Hotel' as a building containing guest rooms for lodging, offered to the public for compensation, which are advertised, designed, intended or routinely utilized for weekly or monthly occupancy, or in which at least 30% of all guest rooms have facilities for the refrigeration and preparation of food by guests, such as a refrigerator and a cooktop/stove (or a refrigerator, a microwave, and a dishwasher or kitchenette sink), and a self-serve laundry facility is available for guests use. For the purposes of this Code, extended stay hotels and hotels (or motels) are separate and distinct uses.
- The Hyatt House extended stay hotel will provide accommodations targeted to business users. According to the applicant, the ground-floor of the Hyatt House will include approximately 1,295 square feet of interior meeting, gathering and dining areas. Additional amenities are depicted, including outdoor lounge area, outdoor pool area, laundry facilities, guest kitchen/coffee station, market, business center, social seating

area and fitness room.

- All guest rooms have kitchens, including a microwave, stove top, sink, refrigerator, dishwasher and cooking and eating utensils. According to the applicant, the Hyatt House would have a staff of seven (7) people with staffing at the front desk at all times.
- The submitted site plan depicts a 4-story, 128-room extended stay hotel on 6.52 acres. Access to the site is depicted from Webb Bridge Road. 138 surface parking spaces are depicted between the building and Webb Bridge Road and to the side of the building. The UDC parking requirement for hotel is one (1) space per each guestroom, plus one (1) employee space for each 20 sleeping rooms, plus one (1) space per 500 square feet of space used for convention rooms, conference rooms, ballrooms, restaurant and retail shops. The UDC would require a total of 137 parking spaces for a 128-room hotel with 1,295 square feet of interior meeting, gathering and dining area.
- An eight-foot (8') sidewalk is depicted along Webb Bridge Road, as well as a 10' landscape strip. Minimum building setbacks comply with the Preston Ridge Master Plan for Pod F. The applicant's site plan depicts 15.7 % outdoor amenity space on the site, including an outdoor common area, outdoor pool area and a tree save area and walking trail at the rear of the site. The applicant's outdoor amenity space exceeds the minimum 15% amenity space required for 'Extended Stay Hotel' use.
- There are several trees on the subject property, consisting primarily of Hardwoods. The applicant proposes removal of three (3) specimen trees on the west side of the property. Tree saves are depicted on the eastern property line and at the rear of the property. If approved, tree save areas should be the same as depicted on the applicant's site plan.
- A detention pond already exists on the subject property in conjunction with the adjacent Home2 Suites development to the west. The site plan depicts a future expansion of the existing detention pond. A previous condition of zoning related to the off-site detention pond for Home2 Suites (V-16-06 Home2 Suites) required the pond to be heavily screened from Webb Bridge Road, with a plan approved by Staff. If approved, the existing pond and any expansion of the pond should be heavily screened from Webb Bridge Road. The required detention pond landscape buffer should be exclusive of the required 10' access easement, 10' landscape strip and any overhead or underground utilities.
- The applicant's proposed building elevations depict the building to be brick, stucco and EIFS. While the use of brick is appropriate, the proposed use of EIFS is not. The elevations also depict individual room air conditioning units visible on all four (4) elevations. If approved, conditions are recommended requiring masonry finish on all four (4) sides of the building with traditional architecture common to Alpharetta and all air condition units shall be concealed.
- The applicant proposes 88 extended stay rooms (rooms providing for the refrigeration and preparation of food) and 40 hotel rooms without provisions for food preparation.

The UDC requires that extended stay hotel guest rooms that provide for the refrigeration and preparation of food by guests have a minimum room size of 400 square feet. Guest rooms designed for occupancy of more than two (2) persons are required to be a minimum 550 square feet. The applicant's floor plans comply with the regulations above.

- The City's Public Safety Department provided crime data for hotels and extended stay hotels in the City from 2016 – 2018. The data includes 14 types of calls for service. There are currently 18 hotels and eight (8) extended stay hotels operating in the City. 'Extended Stay Hotels' have a higher rate of incidents per location than traditional 'Hotels'. Between 2016 – 2018, 'Extended Stay Hotels' had a higher number of incidents in 9 to 11 of the 14 types of calls for service. Additionally, 'Extended Stay Hotels' had a 7.5% higher rate of incidents than 'Hotels' in 2016, 14% higher in 2017 and 16% higher in 2018.
- The applicant provided trip generation information, which shows that the proposed 128-room 'Extended Stay Hotel' would generate 80 PM Peak Hour trips.
- Staff has reviewed the proposal and does not support the applicant's request for master plan amendment and conditional use. There are a total of eight (8) 'Extended Stay Hotels' currently operating in the City and the adjacent Home2 Suites extended stay hotel is slated to open early next year.
- Within Preston Ridge, there are four (4) 'Extended Stay Hotels', with four (4) additional sites approved for 'Hotel'. In addition, crime data provided by the City's Public Safety Department shows that 'Extended Stay Hotels' have a higher rate of incidents than traditional 'Hotels'. Given the number of existing "Extended Stay Hotels" in the City and in the Preston Ridge Master Plan, as well as the potential for increased incidents of crime, approval of an 'Extended Stay Hotel' would adversely impact crime in the area, as well as occupancy rates of hotels in the City. 11
- Generally, hotel/lodging resources define the three (3) hotel asset classes as follows: A "Limited-Service" Hotel is a hotel without restaurant or banquet facilities, but may offer a range of amenities including a business center, a fitness room, a guest laundry facility, a market pantry, and indoor and/or outdoor pool and whirlpool, and small meeting rooms.
- An 'Extended Stay Hotel' is typically classified as "Limited-Service". A "Select-Service" Hotel offers the same amenities as a limited-service hotel together with a selection of the services and amenity characteristics of full-service hotel properties. Usually the select services include a restaurant and small meeting space(s). A "Full-Service" Hotel includes the provision of food and beverage services suitable for both guests and groups.
- Therefore, on-site restaurant, lounges and group meeting spaces with banquet facilities are the cornerstones of the full-service offering. In addition, selective amenities such as spas, elaborate banquet rooms, doormen, valet parking, extended room services, concierge services, and high-end restaurant and boutiques distinguish many full-service

hotel properties.

- There are currently 25 hotels operating in the City including two (2) full-service (648 rooms), 15 limited-service (1,524 rooms), and eight (8) select-service hotels (1,043 rooms). 'Extended Stay Hotels' are noted with an asterisk.
- There are five (5) hotel developments consisting of 722 rooms currently under construction or that will begin land development activities in the near future. The Home2 Suites extended stay hotel is currently under construction on the adjacent property to the west.
- When the new hotel supply expected over the next year is added to the existing hotel inventory, the City will have an estimated 1,631 limit-service hotel rooms (of which, 931 rooms are in extended stay hotels), 1,290 select-service hotel rooms and 648 full-service hotel rooms. This is in addition to the Cotton House Boutique Hotel and the Windward Park Hilton, which are both under land disturbance permit review and not expected to be finished with construction before the end of the year. Factoring in the sites currently under construction, full-service hotel rooms will represent approximately 18% of all hotel rooms in the City and 'Extended Stay Hotels' will represent 26% of all hotel rooms (not including the applicant's proposal).
- Staff has identified nine (9) undeveloped sites approved for hotel use in the City. The sites could be developed with hotel use without a public hearing. There are no undeveloped sites in the City approved for an extended stay hotel. In addition to undeveloped sites there are several properties that allow hotel and could redevelop without any zoning approvals.
- Viable office parcels typically have good access to the highway system, which is the case with the subject property given its proximity within a little more than ½-mile of the interchange at Old Milton Parkway and Georgia 400. Office demand in the City remains high as seen in the low office vacancy rate and increasing number of office projects under construction in the City. The City's office vacant available (for lease) rate has been steadily declining since 2013, except for a slight increase over the last two (2) years as new office space comes online. The City's vacant available office was at its lowest in 2015 at 9.1%.
- As of the 1st quarter of 2018, the City's vacant available office has risen to 11.9%. According to the development community, spec office is typically developed when office vacant available rates drop below 10%. As shown in the table below, over 1.5 million square feet of office is currently under review or construction in the City, of which over 820,000 square feet of office development is coming out of the ground.
- As parcels zoned for office use are developed or rezoned for other uses, the result will be less opportunity for growth once the office market picks up. Therefore, it can be justified that the subject property remains a viable office parcel. In addition, four (4) 'Extended Stay Hotels' have already been developed in the Preston Ridge Master Plan

with four (4) additional sites approved for hotel in the Master Plan. Most master plans of this size in the City have only one (1) approved hotel site.

- The applicant notified surrounding property owners of their application and intent for the property. The report states that no comments were received. The City received a letter of objection from a resident with concerns over too many hotels in Alpharetta, too many extended stay hotels in Alpharetta, and higher crime associated with extended stay hotels.
- The CZIM was held on September 12, 2018. Six (6) residents signed-in with comments supporting the applicant's proposal.
- Joshua Scoggins, came forward as the attorney on behalf of the applicant and submitted a file of supporting documentation to the City Clerk

#### Public Comment

- Ruth Ann Tatum, 250 Pebble Trail, Alpharetta, GA came forward to speak on this item
- Valerie Manly, 5140 Southlake Dr, Alpharetta, GA came forward to speak on this item
- ❖ Council Member Burnett offered a motion to deny MP-18-08/CU-18-09 Hyatt House Extended Stay Hotel/Preston Ridge
  - The motion received a second from Council Member Richard
  - The motion was approved unanimously 7-0

### VIII. NEW BUSINESS

#### B. Kimball Bridge Road Corridor Improvements, ITB 19-007

- Director of Public Works, Pete Sewczwicz, came forward to present this item.
- Staff recommends Mayor and Council please award ITB 19-007 to CMES, Inc. for the construction of the Kimball Bridge Road Corridor Improvements project in the amount of \$15,691,990.00; approve the Intragovernmental Agreement with Fulton County for the construction of watermain improvements within the project limits; and, authorize the Mayor to execute all necessary documents.
- The award of this bid is for the construction of the Kimball Bridge Road Corridor Improvements project.

- Elements of this project include:
  - Construction of a second east/south bound lane from North Point Parkway to Waters Road
  - Construction of a second west/north bound lane from Big Creek to North Point Parkway
  - Construction of a dual-lane roundabout at the intersection of Kimball Bridge Road and Rock Mill Road
  - Construction of a 8' wide sidewalks along the north/east side of Kimball Bridge Road from North Point Parkway to Big Creek
  - Construction of a 8' wide sidewalk along the south/west side of Kimball Bridge Road from North Point Parkway to Rock Mill Road
  - Construction of a 10' wide sidewalk along the south/west side of Kimball Bridge Road from Rock Mill Road to the Big Creek Greenway Connection
  - Construction of a 10' wide sidewalk along the south/west side of Kimball Bridge Road from Fire Station 86 to Waters Road
  - Construction of a 10' wide connection to the Big Creek Greenway from the north/east side of Kimball Bridge Road
  - Construction of a 10' wide connection to the Big Creek Greenway from the south/west side of Kimball Bridge Road to replace the existing staircase
  - Construction of two sidewalk gaps along the west/north side of Spruell Circle
- Plans and specifications for this project were prepared by AECOM. During the utility coordination process, Fulton County Public Works identified a need to upgrade the existing waterline system within the project limits and extend their 54" water transmission line. The County provided the design which was incorporated into the design and bid documents. Additionally, an Intragovernmental Agreement has been prepared for the construction of the water line improvements which will fully reimburse the City for said work.
- The project advertised for competitive bids during October and November 2018. Bids for the project were received on November 29, 2018 and the City received a total of six bids from the following:
  - \$15,691,990.00 CMES, Inc.
  - \$15,717,937.93 C. W. Matthews Contracting Co., Inc.
  - \$16,162,972.04 Vertical Earth Inc.

- \$16,448,888.00 Astra Group, Inc.
  - \$18,095,895.37 E.R. Snell Contractor, Inc.
  - \$18,183,572.98 Baldwin Paving Company, Inc.
- The apparent low bidder, CMES, Inc. is an experienced contractor which has worked on several projects with similar elements in Georgia for multiple governmental agencies including City of Roswell, Forsyth County, Henry County, and the Georgia Department of Transportation. CMES, Inc. was also awarded the City's Bethany Road Roundabouts project on November 5, 2018.
  - Staff met with representatives of CMES, Inc. on December 17, 2018 to review the scope of work and the City's expectations. CMES, Inc. assured Staff that they could complete the project for the bid amount and within the allocated time frame. CMES, Inc. further assured staff that they would be able to construct the Kimball Bridge Road Corridor Improvements without negatively impacting the completion of the Bethany Road Roundabouts. Thus, staff determined CMES, Inc. to be the lowest responsive and responsible bidder.
  - The anticipated completion date for work is no more than 450 days from notice to proceed.

#### **Public Comment**

None

❖ Mayor Pro Tem Mitchell offered a motion to approve the Kimball Bridge Road Corridor improvement projects ITB 19-007 in an amount not to exceed \$15,691,990.00.

- The motion received a second from Council Member Burnett
- The motion was approved unanimously 7-0

#### **IX. PUBLIC COMMENT**

None

#### **X. REPORTS**

- Mayor Pro Tem Mitchell reported that he attended Governor Kemp's swearing-in and that he gave a great speech about being inclusive to all of Georgia

XI. ADJOURNMENT TO EXECUTIVE SESSION

- ❖ Council Member Binder offered a motion to adjourn into Executive Session
  - The motion received a second from Council Member Merkel
  - The motion was approved unanimously 7-0

Respectfully submitted,

A handwritten signature in black ink that reads "Coty Thigpen". The signature is written in a cursive, flowing style.

Coty Thigpen, City Clerk

**A RESOLUTION AUTHORIZING THE EXECUTION OF AN  
AMENDMENT TO AN EMPLOYMENT AGREEMENT BETWEEN  
THE CITY OF ALPHARETTA AND THE CITY ADMINISTRATOR**

**WHEREAS**, Robert J. Regus was appointed Interim City Administrator for the City of Alpharetta on or about January 11, 1999; and

**WHEREAS**, the Mayor and Council authorized the City to enter into a written Employment Agreement with Mr. Regus on April 19, 1999; and

**WHEREAS**, the Mayor and Council authorized the City to enter into a First Amendment to Employment Agreement with Mr. Regus on June 18, 2002; and

**WHEREAS**, the Mayor and Council authorized the City to enter into a Second Amendment to Employment Agreement with Mr. Regus on July 18, 2005; and

**WHEREAS**, the Mayor and Council authorized the City to enter into a Third Amendment to Employment Agreement with Mr. Regus on February 7, 2011; and

**WHEREAS**, the Mayor and Council authorized the City to enter into a Fourth Amendment to Employment Agreement with Mr. Regus on May 26, 2015; and

**WHEREAS**, the Mayor and Council and Mr. Regus have negotiated a Fifth Amendment to Employment Agreement pursuant to which Mr. Regus will continue to be employed as the regular City Administrator for the City; and

**WHEREAS**, the Mayor and Council have determined it to be in the best interest of the City to enter into the Fifth Amendment to Employment Agreement heretofore submitted to the Mayor and Council for review;

**NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:**

The Mayor of the City of Alpharetta is hereby authorized and directed to execute on behalf of the City the Fifth Amendment to Employment Agreement between the City of Alpharetta and Robert J. Regus, as City Administrator, a true and correct copy of which is attached hereto as Exhibit "A".

SO RESOLVED this \_\_\_\_\_ day of \_\_\_\_\_, 2019.

CITY OF ALPHARETTA, GEORGIA

By: \_\_\_\_\_  
Jim Gilvin, Mayor

COUNCILMEMBERS

\_\_\_\_\_  
Jason Binder

\_\_\_\_\_  
Ben Burnett

\_\_\_\_\_  
John Hipes

\_\_\_\_\_  
Dan Merkel

\_\_\_\_\_  
Donald Mitchell

\_\_\_\_\_  
Karen Richard

(SEAL)

Attest:

\_\_\_\_\_  
City Clerk

Exhibit "A"

**FIFTH AMENDMENT TO  
EMPLOYMENT AGREEMENT**

THIS FIFTH AMENDMENT TO EMPLOYMENT AGREEMENT (the "Fifth Amendment") is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2019, by and between the City of Alpharetta, Georgia, a municipal corporation (the "City") and Robert J. Regus (the "Employee").

**WITNESSETH:**

**WHEREAS**, the City employed Employee as its City Administrator on January 11, 1999; and

**WHEREAS**, on April 20, 1999, the City and Employee entered into a written Employment Agreement setting forth the terms and conditions of Employee's employment as City Administrator (the "Employment Agreement"); and

**WHEREAS**, on June 18, 2002, the City and Employee entered into a First Amendment to Employment Agreement; and

**WHEREAS**, on July 18, 2005, the City and Employee entered into a Second Amendment to Employment Agreement; and

**WHEREAS**, on February 7, 2011, the City and Employee entered into a Third Amendment to Employment Agreement; and

**WHEREAS**, on May 26, 2015, the City and Employee entered into a Fourth Amendment to Employment Agreement; and

**WHEREAS**, the City and Employee desire to enter into this Fifth Amendment to modify certain provisions of the Employment Agreement;

**NOW, THEREFORE**, in consideration of the mutual covenants herein contained, the parties agree as follows:

**ARTICLE I OF FIFTH AMENDMENT**

Section 2 of the Employment Agreement is amended by deleting the first sentence of Section 2 and substituting in lieu thereof a new first sentence to Section 2 as follows:

**"SECTION 2. Term**

This Agreement shall terminate on June 30, 2022."



**A RESOLUTION OF THE MAYOR AND COUNCIL OF THE  
CITY OF ALPHARETTA, GEORGIA APPOINTING ERIN COBB AS CITY CLERK  
OF THE CITY OF ALPHARETTA**

WHEREAS, pursuant to Article III, Section 3.13 of the Charter of the City of Alpharetta (the "City Charter"), the office of City Clerk is filled by the appointment of the Mayor and Council, and such appointee shall continue to serve as City Clerk until a successor is appointed and qualified; and

WHEREAS, by this Resolution, the Mayor and Council of the City of Alpharetta wish to confirm and memorialize the appointment of Erin Cobb as City Clerk.

**NOW, THEREFORE, IT IS HEREBY RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF ALPHARETTA, GEORGIA, AS FOLLOWS:**

Section 1. The foregoing recitals are hereby adopted as the findings and determinations of the Mayor and Council and incorporated herein by this reference.

Section 2. Erin Cobb is hereby appointed as the City Clerk. Further, her service as acting City Clerk is hereby ratified, confirmed and approved.

**SO RESOLVED AND ADOPTED** this \_\_\_\_\_ day of \_\_\_\_\_, 2019.

CITY OF ALPHARETTA, GEORGIA

By: \_\_\_\_\_  
Jim Gilvin, Mayor

[SIGNATURES CONTINUED ON FOLLOWING PAGE

[SIGNATURES CONTINUED FROM PREVIOUS PAGE]

COUNCILMEMBERS

\_\_\_\_\_  
Jason Binder

\_\_\_\_\_  
Ben Burnett

\_\_\_\_\_  
John Hipes

\_\_\_\_\_  
Dan Merkel

\_\_\_\_\_  
Donald Mitchell

\_\_\_\_\_  
Karen Richard

Attest:

\_\_\_\_\_  
Erin Cobb, City Clerk (SEAL)

APPROVED AS TO FORM:

\_\_\_\_\_  
C. Sam Thomas, City Attorney

3116876



# CITY COUNCIL MEETING STAFF REPORT

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

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

CITY COUNCIL: JANUARY 14, 2019

This item was heard at the January 3, 2019 Planning Commission meeting. Staff recommended approval of the item subject to 23 conditions. There were no public comments. After discussion, the Planning Commission recommended to approve the item subject to staff's recommended conditions and accepting the applicant's requested changes to condition #2, 3, 15, 18 and 22. Vote (6-0)

## II. RECOMMENDATION:

Approve Z-18-07/CU-18-05/V-18-09 Silver Oak Northside Hospital/Old Milton Parkway, subject the following conditions (Planning Commission changes in RED):

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 pursuant to the requirements of O.C.G.A. Section 36-71-7(b) and those sections of the Impact Fee Ordinance not in conflict therewith. There is no obligation on Northside to grant any easement or to complete construction of any improvement until the time for final inspection for either of the medical office buildings.~~
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 directly serving the development 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 and the Alpharetta City Code, 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'.

**Old Milton Parkway  
-Building Heights-**

Existing & Under Construction	
1. City Center Apartments	60 Ft
2. Thompson St Flats	48 Ft (variance)
3. State Bank	40 Ft
4. Midwick	40 Ft
5. Walstar Medical Office	40 Ft
6. Liberty Village (Office)	32-45 Ft
Not Yet Started	
7. Notting Hill Condos	45 Ft
8. Providence Group Office	40 Ft
9. Kairos Old Milton Office	44 Ft
Proposed	
10. Northside	40' 2" Ft

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.

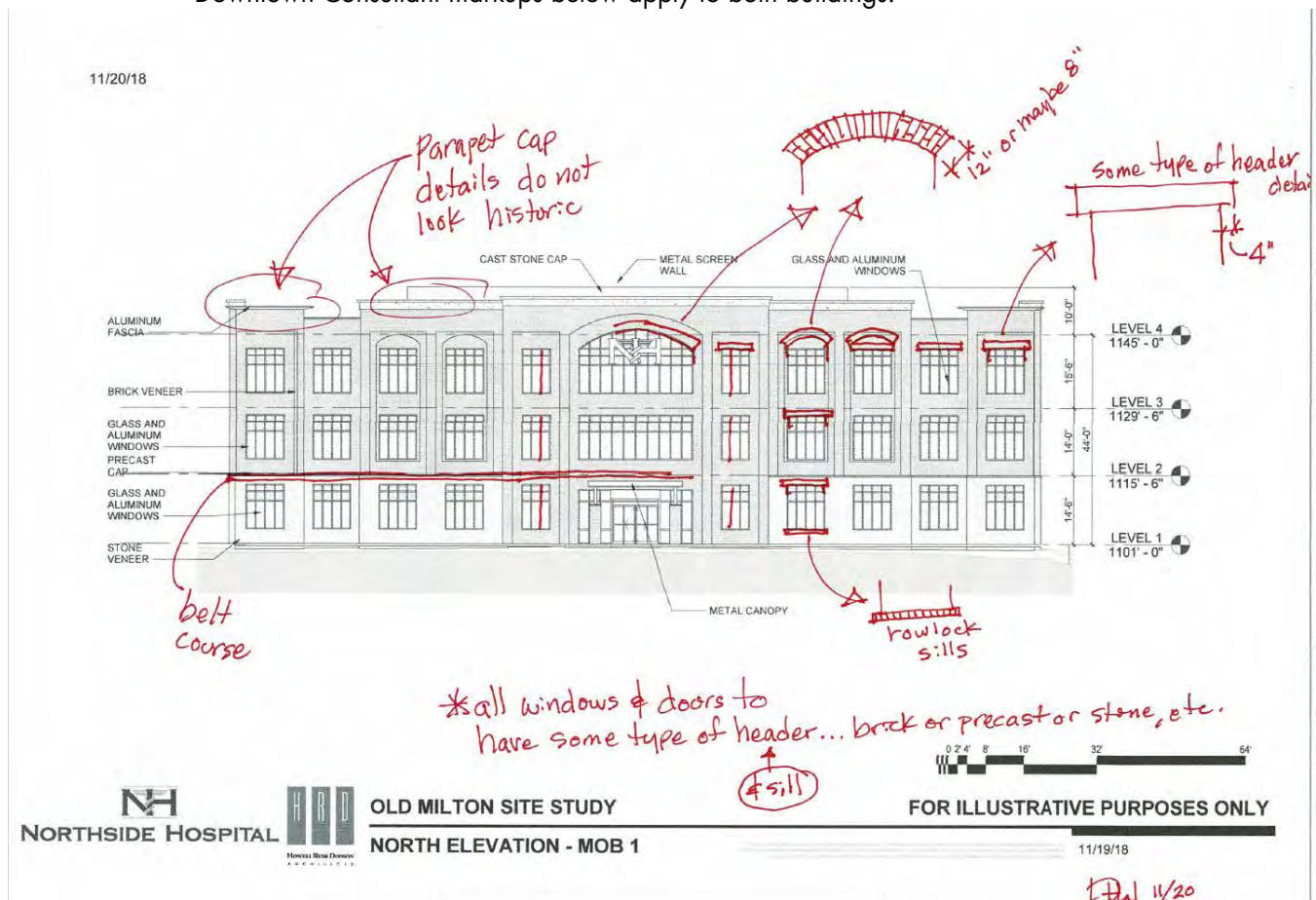
The other major change to the façade is at the entrance. By enlarging the tower element we've made it more prominent. The arch that forms the entrance spans multiple glass elements through the application of curved mullions. To further differentiate the entrance, we accentuated its height and capped 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.

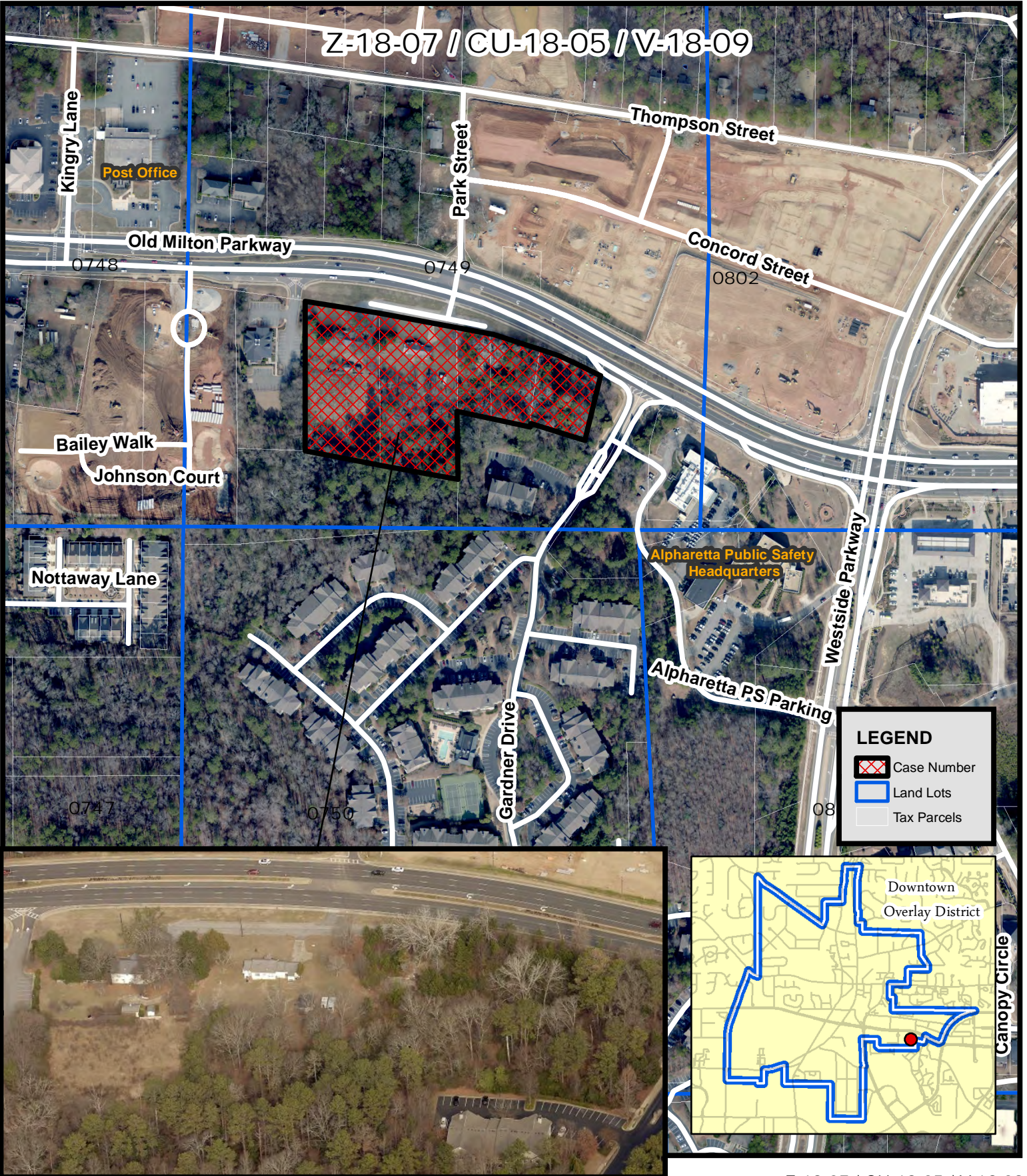
## **COMMUNITY ZONING INFORMATION MEETING**

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



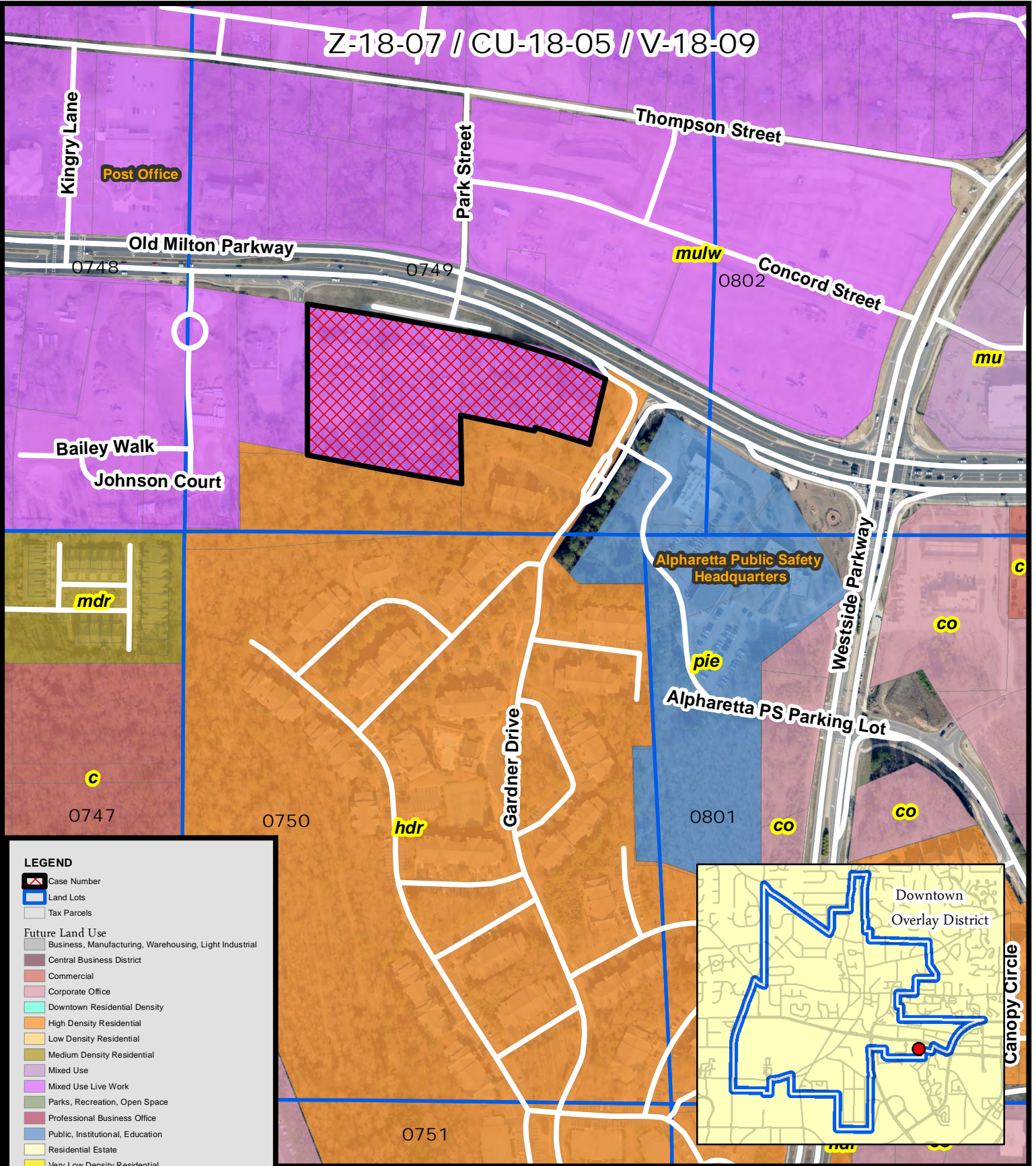
Z-18-07 / CU-18-05 / V-18-09  
 D/LL: 1/2/749  
 PC Date: 10/04/18  
 CC Date: 10/22/18

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

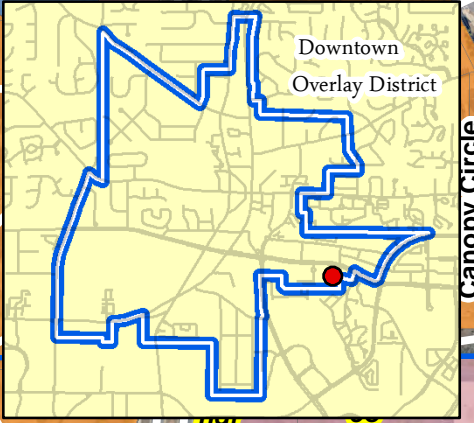


**LEGEND**

- Case Number
- Land Lots
- Tax Parcels

**Future Land Use**

- Business, Manufacturing, Warehousing, Light Industrial
- Central Business District
- Commercial
- Corporate Office
- Downtown Residential Density
- High Density Residential
- Low Density Residential
- Medium Density Residential
- Mixed Use
- Mixed Use Live Work
- Parks, Recreation, Open Space
- Professional Business Office
- Public, Institutional, Education
- Residential Estate
- Very Low Density Residential

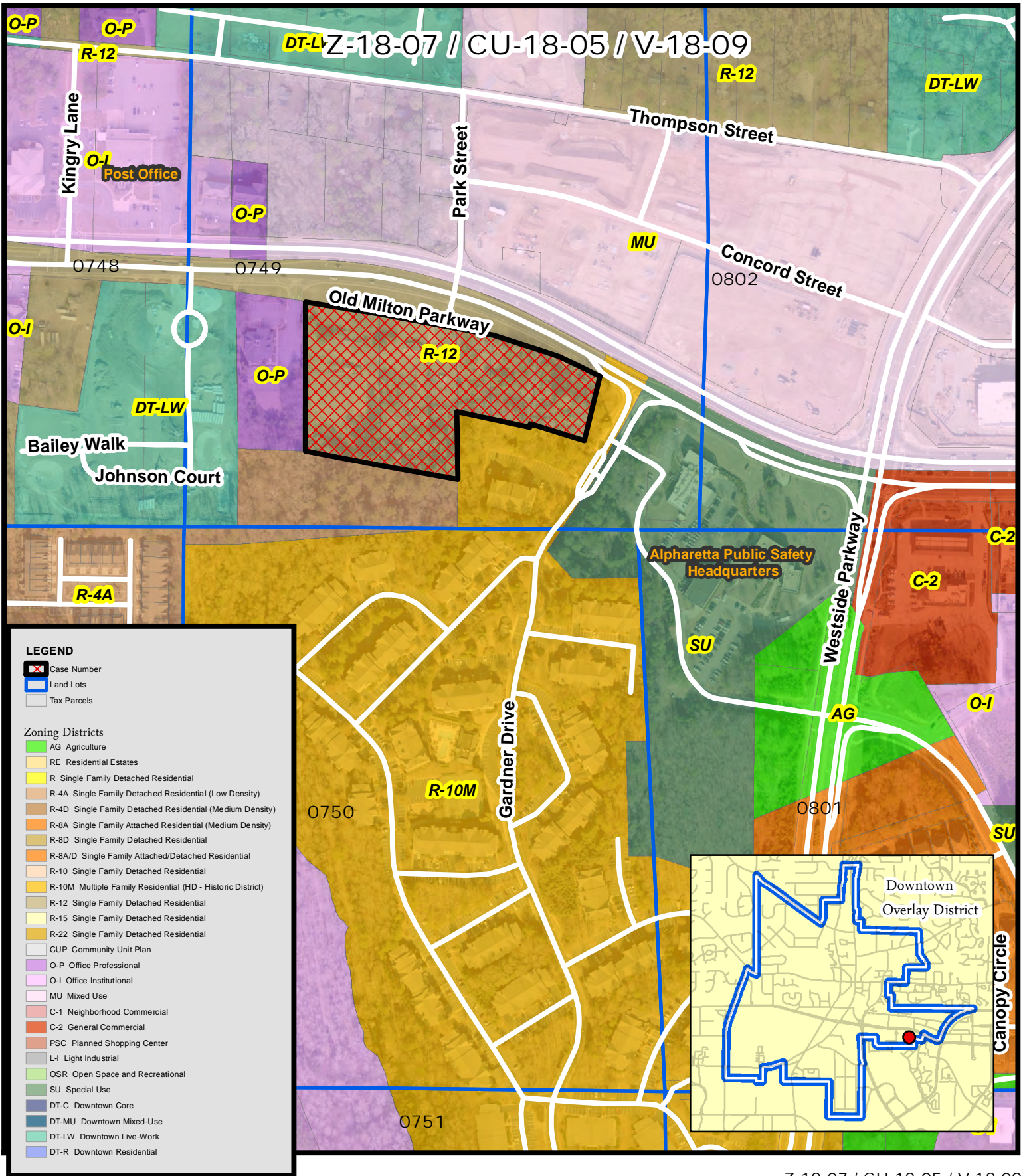


Z-18-07 / CU-18-05 / V-18-09  
 D/LL: 1/2/749  
 PC Date: 10/04/18  
 CC Date: 10/22/18

Future Land Use  
 Silver Oaks Northside Medical Office  
 Old Milton Parkway



Location Map Provided by:  
 Community Development - GIS

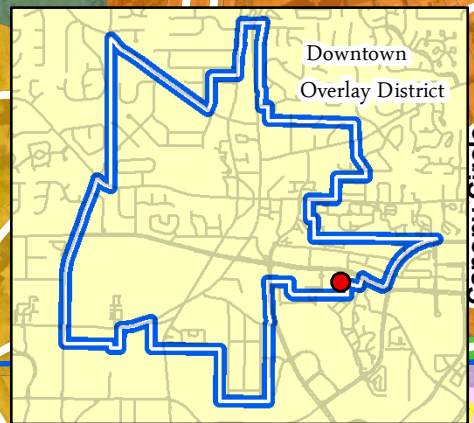


**LEGEND**

- Case Number
- Land Lots
- Tax Parcels

**Zoning Districts**

- AG Agriculture
- RE Residential Estates
- R Single Family Detached Residential
- R-4A Single Family Detached Residential (Low Density)
- R-4D Single Family Detached Residential (Medium Density)
- R-8A Single Family Attached Residential (Medium Density)
- R-8D Single Family Detached Residential
- R-8A/D Single Family Attached/Detached Residential
- R-10 Single Family Detached Residential
- R-10M Multiple Family Residential (HD - Historic District)
- R-12 Single Family Detached Residential
- R-15 Single Family Detached Residential
- R-22 Single Family Detached Residential
- CUP Community Unit Plan
- O-P Office Professional
- O-I Office Institutional
- MU Mixed Use
- C-1 Neighborhood Commercial
- C-2 General Commercial
- PSC Planned Shopping Center
- L-I Light Industrial
- OSR Open Space and Recreational
- SU Special Use
- DT-C Downtown Core
- DT-MU Downtown Mixed-Use
- DT-LW Downtown Live-Work
- DT-R Downtown Residential



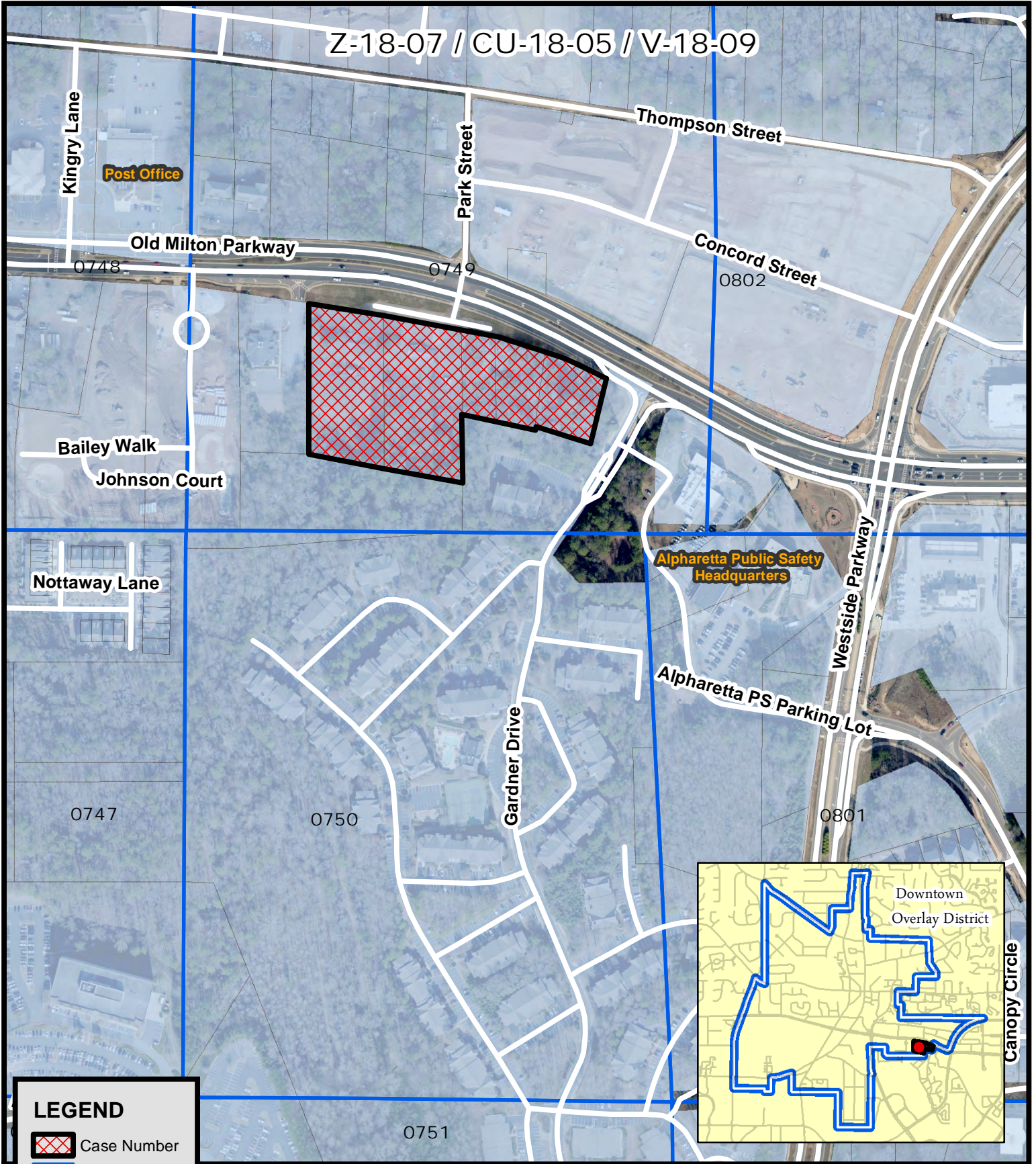
Z-18-07 / CU-18-05 / V-18-09  
 D/LL: 1/2/749  
 PC Date: 10/04/18  
 CC Date: 10/22/18

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

Location Map  
 Silver Oaks Northside Medical Office  
 Old Milton Parkway



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 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
- Telephone
- Email
- Personal Visits
- Group Meeting
- 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

**NOTE:**

- 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.
- 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.

**OPEN SPACE LEGEND**

- 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

**SITE PLAN SPECIFICATION TABLE**

PROPOSED	EXISTING	PROPOSED
ACREAGE OF PROPERTY	5.89 AC	
CURRENT ZONING	R-12	
PROPOSED ZONING	DT-LW	
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
<b>OPEN SPACE REQUIREMENTS</b>		
AMENITY SPACE (LAWN)	25,657 SF	26,618 SF
CIVIC SPACE (POCKET PARK AND CONNECTION TO ALPHA LOOP)	25,657 SF	26,929 SF

**REVISIONS**

REV #	DATE	DESCRIPTION

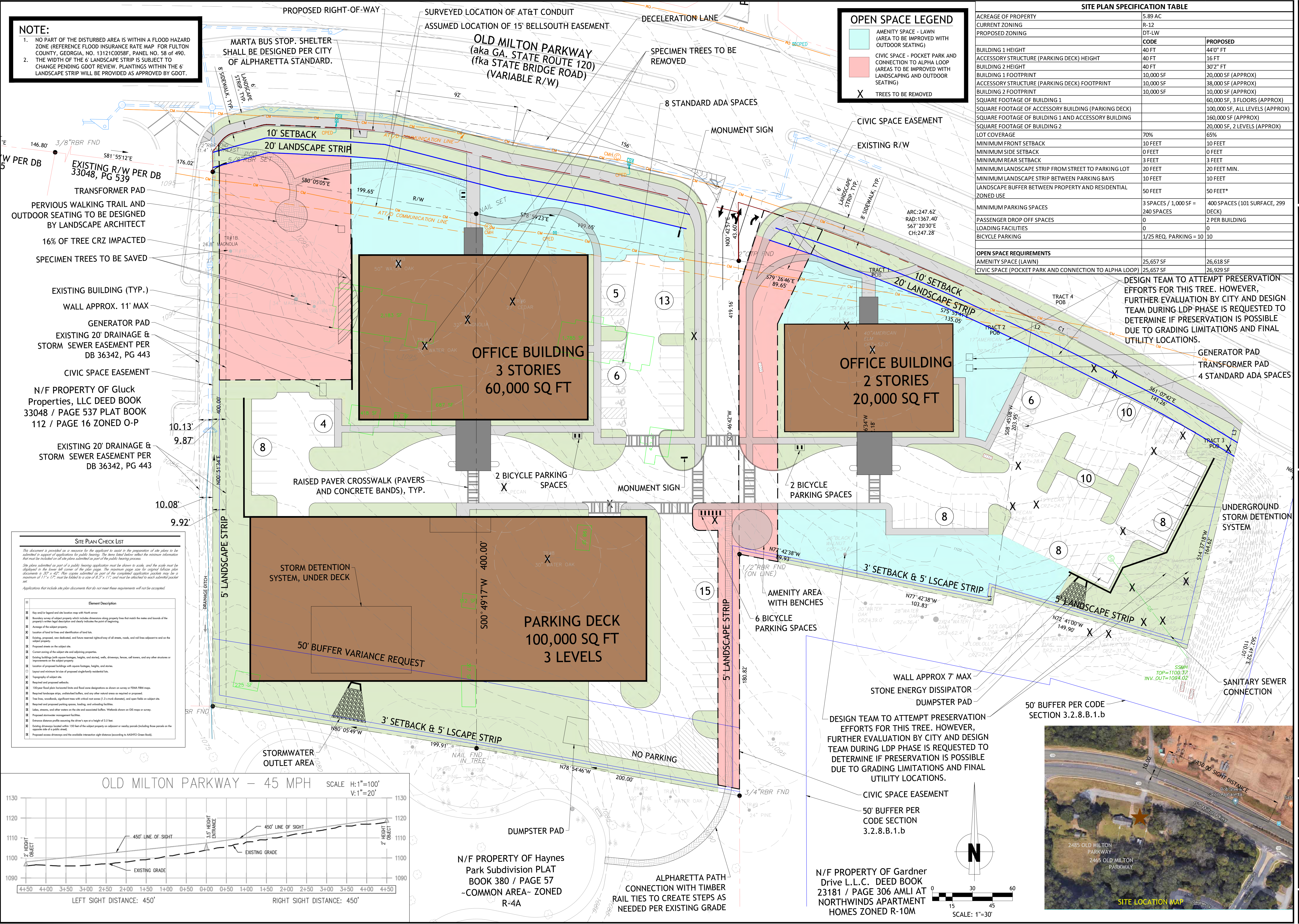
2550 HERITAGE COURT, STE 250  
ATLANTA, GA 30339  
TEL 770.951.2495, FAX 770.951.2496  
www.longeng.com

**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: [ ]  
CAD QC: [ ]  
DESIGNED BY: MJ  
DRAWN BY: LH

**SHEET EXHIBIT A**



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.

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.

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

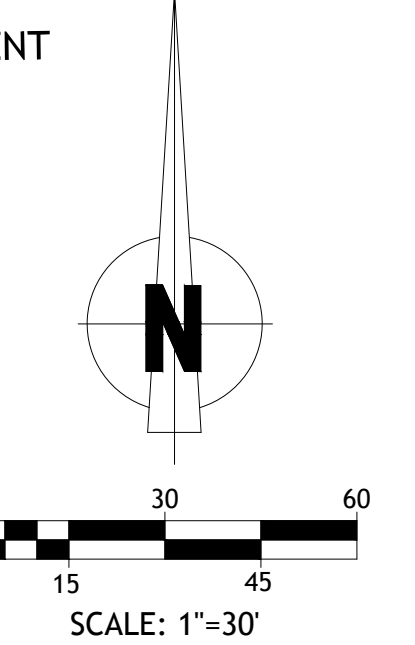
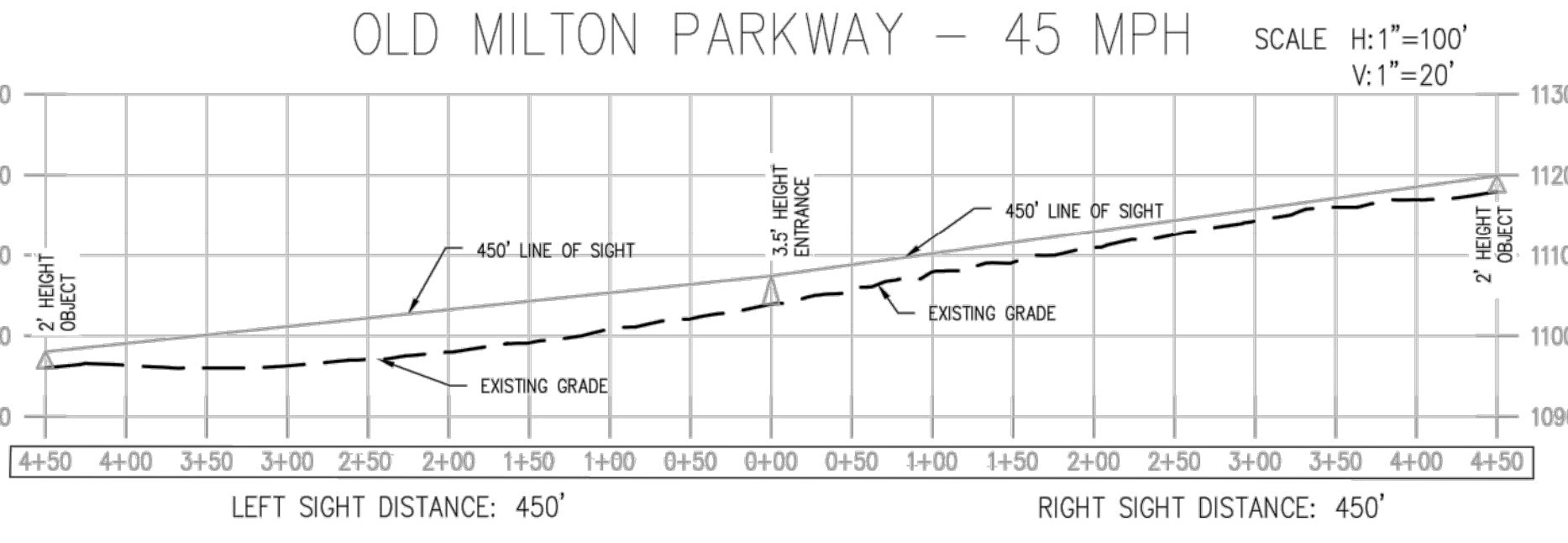
**SITE PLAN CHECK LIST**

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

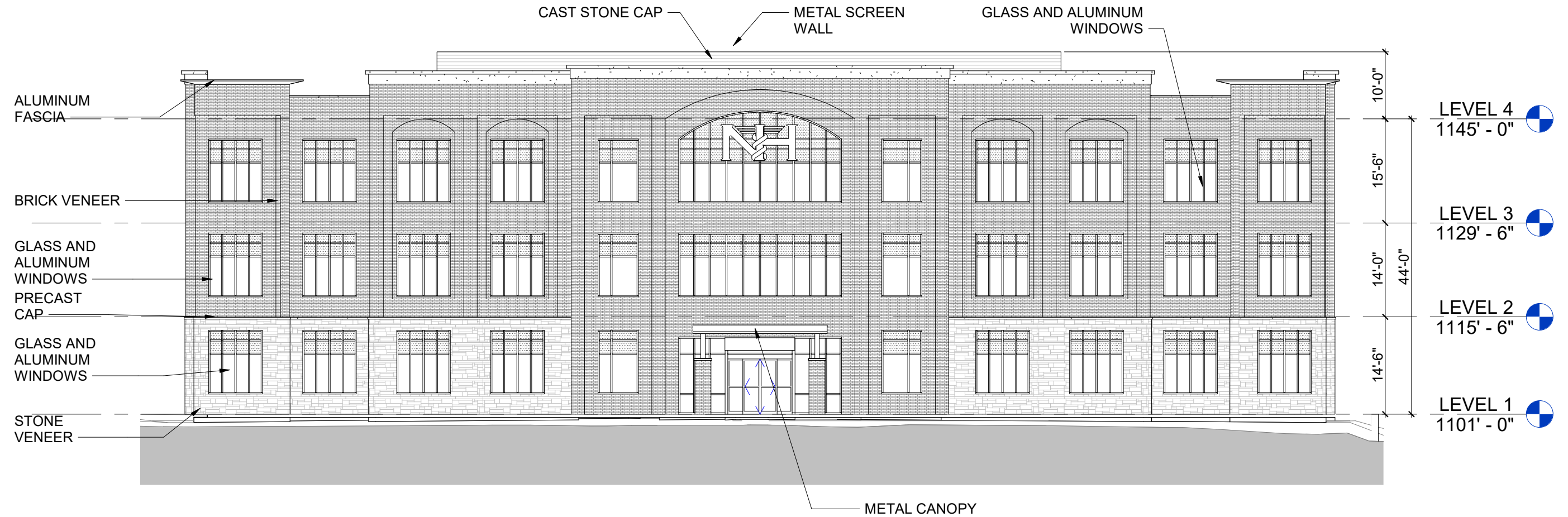
Site plans submitted as part of a public hearing application must be shown to scale, and the scale must be displayed in the lower left corner of the plan page. The minimum page size for original format plans submitted is 24" x 36". Plans submitted as part of the completed application package may be a maximum of 11" x 17", must be folded to a size of 8.5" x 11", and must be attached to each submitted packet with a paper fastener.

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

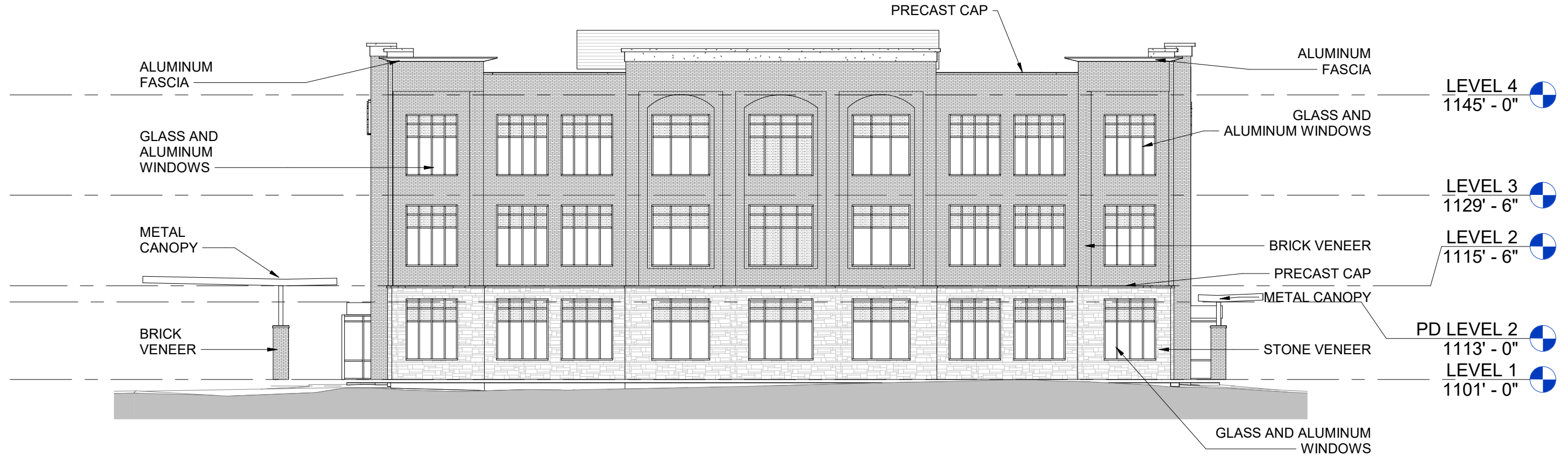
Element Description	Required
Site plan to be signed and sealed by the applicant.	[X]
Boundary survey of subject property which includes dimensions along property lines that match the name and bounds of the property's various legal descriptions and clearly indicates the point of beginning.	[X]
Location of all proposed buildings, structures, and other improvements on the subject property.	[X]
Location of all proposed parking spaces, loading, and unloading facilities.	[X]
Location of all proposed landscaping, including trees, shrubs, and other vegetation.	[X]
Location of all proposed utility lines, including water, sewer, gas, and other utilities.	[X]
Location of all proposed easements, including utility easements, and other easements.	[X]
Location of all proposed setbacks, including front, side, and rear setbacks.	[X]
Location of all proposed landscape strips, including front, side, and rear landscape strips.	[X]
Location of all proposed amenity areas, including benches, tables, and other amenities.	[X]
Location of all proposed bicycle parking spaces.	[X]
Location of all proposed stormwater management facilities, including detention basins, infiltration basins, and other facilities.	[X]
Location of all proposed monument signs.	[X]
Location of all proposed utility structures, including transformer pads, meter cabinets, and other structures.	[X]
Location of all proposed utility vaults, including manholes, catch basins, and other vaults.	[X]
Location of all proposed utility poles, including poles, cross-arms, and other poles.	[X]
Location of all proposed utility conduits, including conduits, manholes, and other conduits.	[X]
Location of all proposed utility lines, including water, sewer, gas, and other utilities.	[X]
Location of all proposed easements, including utility easements, and other easements.	[X]
Location of all proposed setbacks, including front, side, and rear setbacks.	[X]
Location of all proposed landscape strips, including front, side, and rear landscape strips.	[X]
Location of all proposed amenity areas, including benches, tables, and other amenities.	[X]
Location of all proposed bicycle parking spaces.	[X]
Location of all proposed stormwater management facilities, including detention basins, infiltration basins, and other facilities.	[X]
Location of all proposed monument signs.	[X]
Location of all proposed utility structures, including transformer pads, meter cabinets, and other structures.	[X]
Location of all proposed utility vaults, including manholes, catch basins, and other vaults.	[X]
Location of all proposed utility poles, including poles, cross-arms, and other poles.	[X]
Location of all proposed utility conduits, including conduits, manholes, and other conduits.	[X]

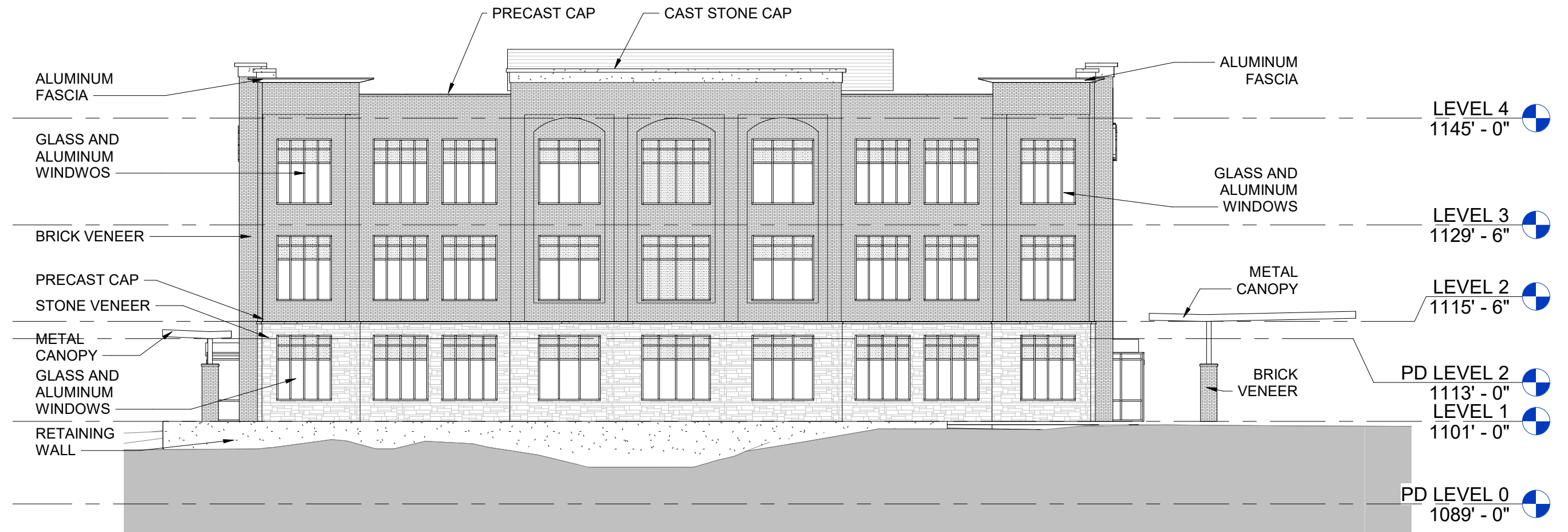


# Exhibit B

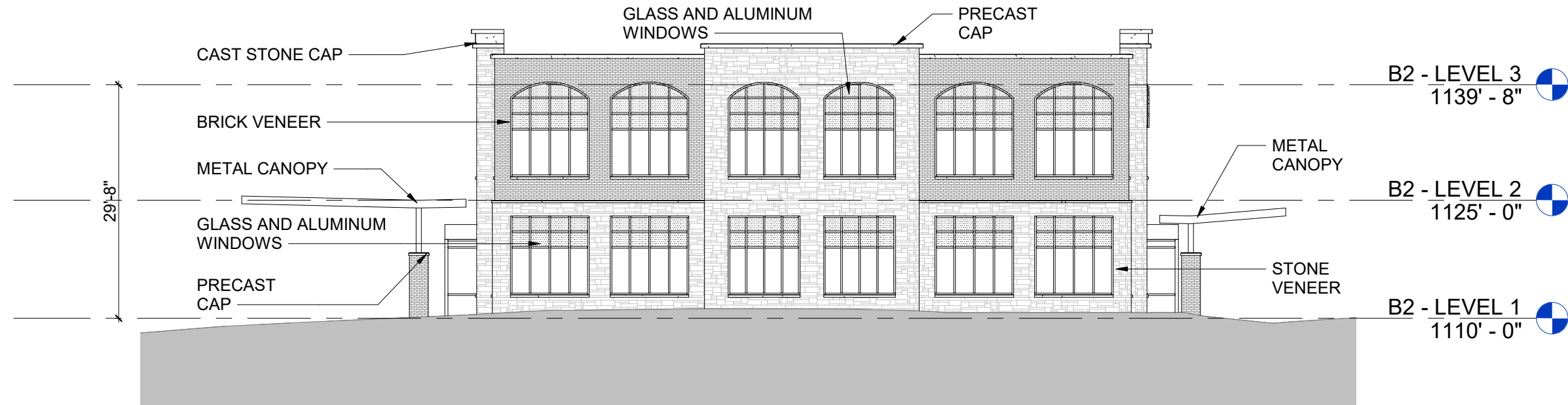




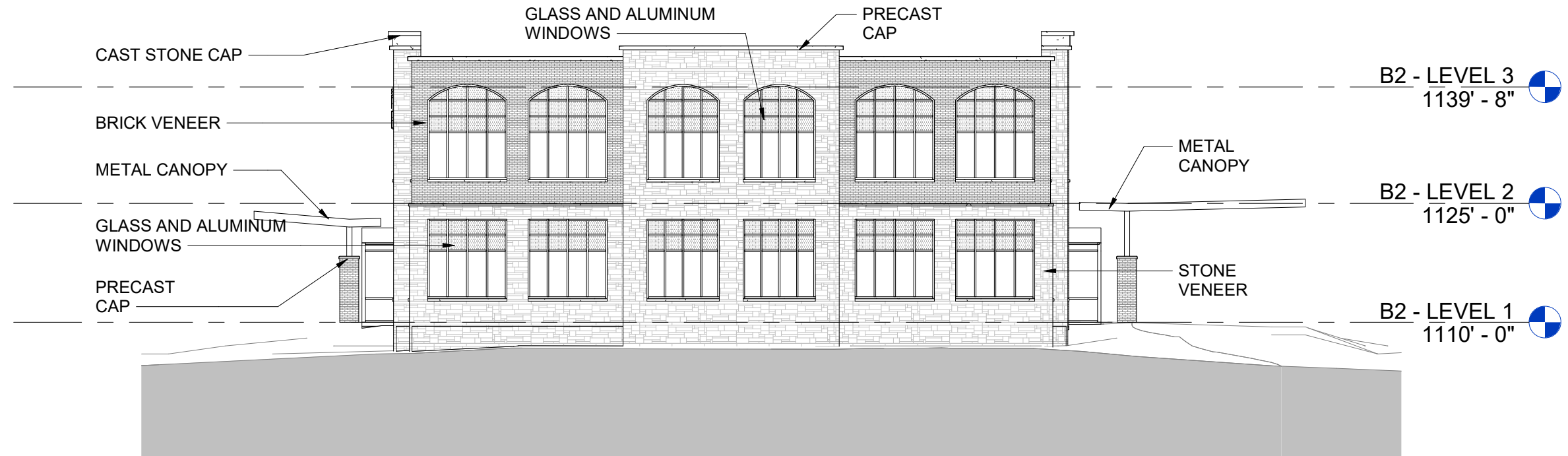


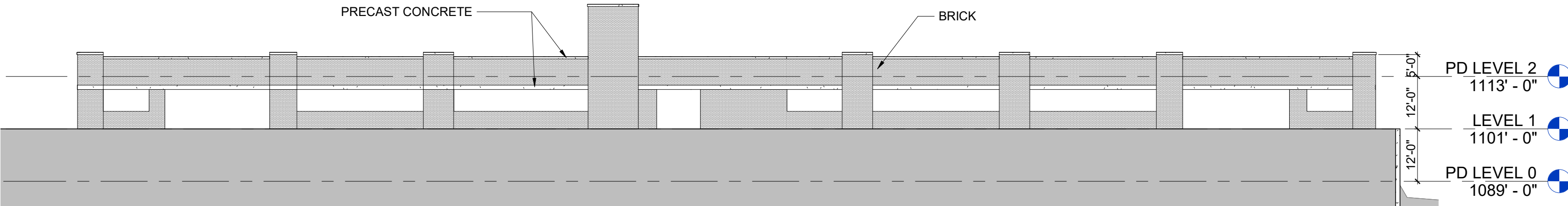






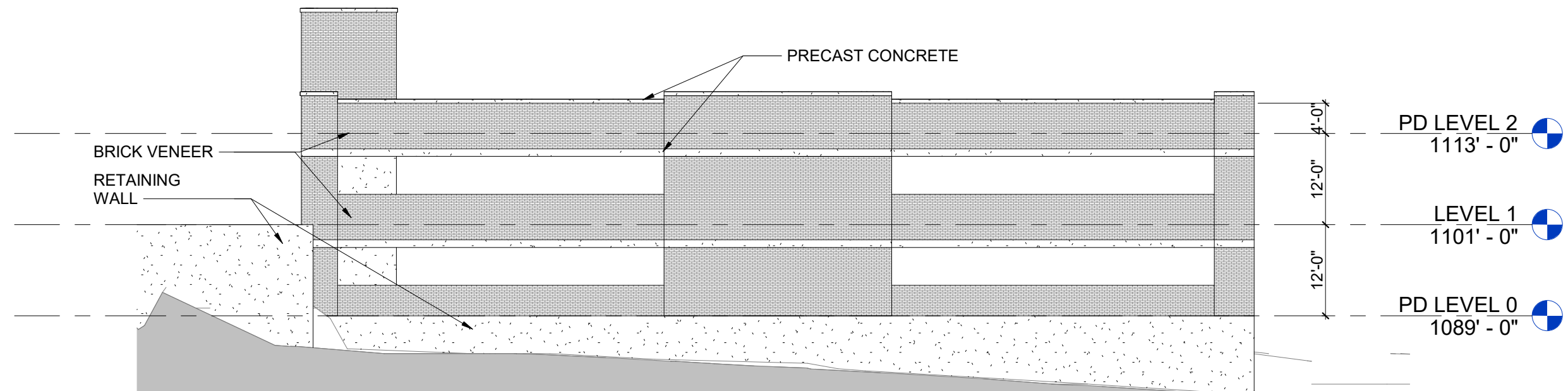






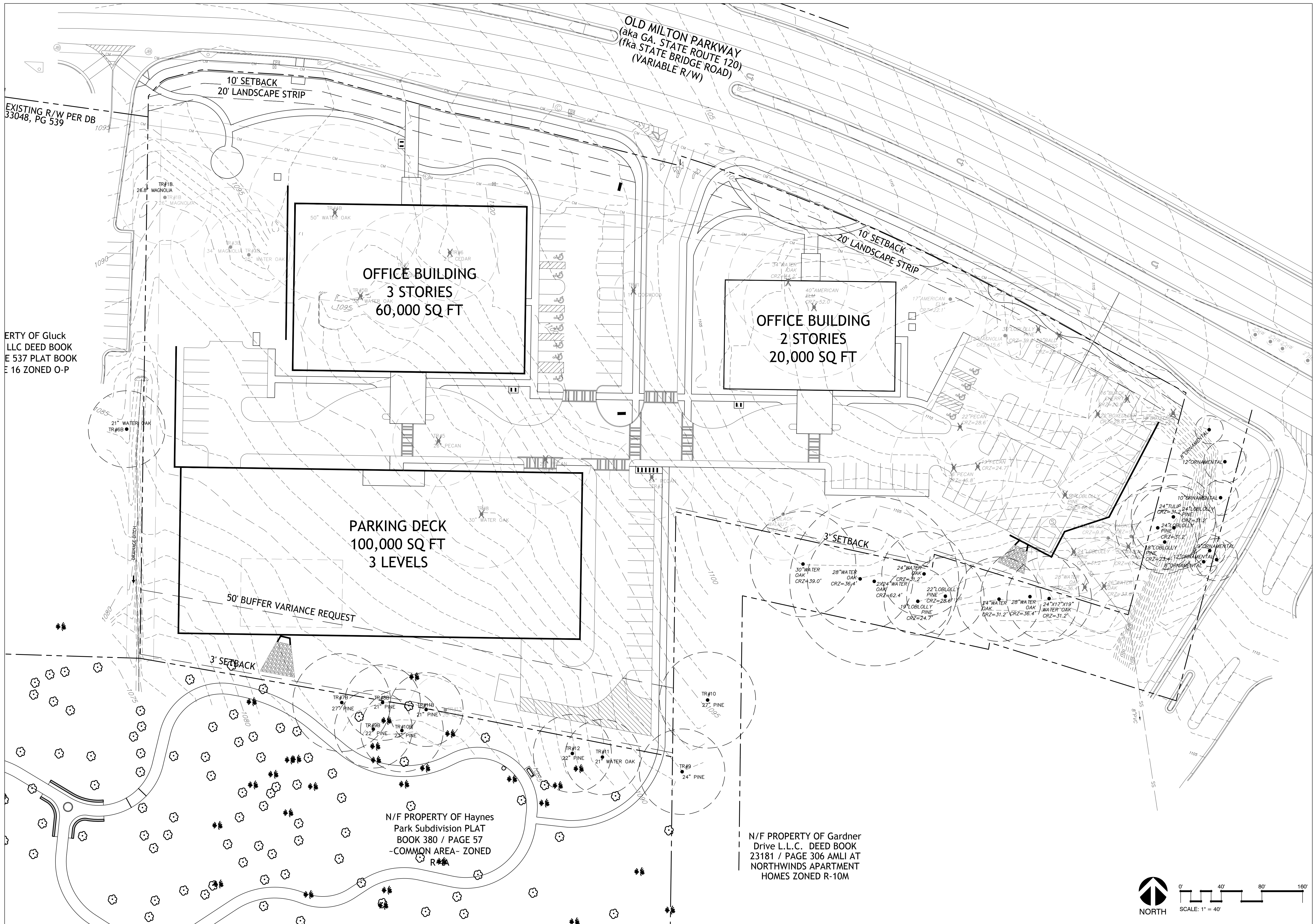
### PARKING DECK ELEVATION - NORTH

3/64" = 1'-0"



### PARKING DECK ELEVATION - WEST

1/16" = 1'-0"



EXISTING R/W PER DB 33048, PG 539

PROPERTY OF Gluck LLC DEED BOOK 537 PLAT BOOK 16 ZONED O-P

N/F PROPERTY OF Haynes Park Subdivision PLAT BOOK 380 / PAGE 57 -COMMON AREA- ZONED R

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



P.O. Box 767580  
Roswell, GA 30076  
Phone: 770-452-1169 Fax: 770-452-0713  
www.SearsSmithLandscape.com

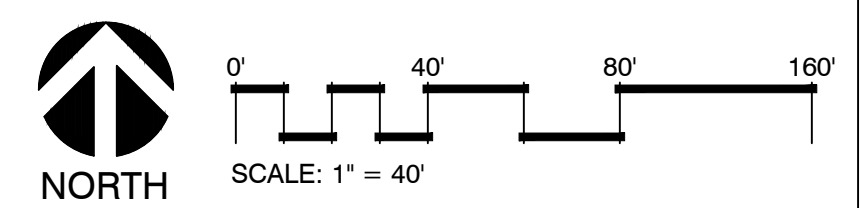
SEAL		

THESE DRAWINGS PREPARED BY SEARS SMITH AND ASSOCIATES, INC. FOR THIS PROJECT ARE FOR USE SOLELY WITH RESPECT TO THIS PROJECT AND UNLESS OTHERWISE PROVIDED, SEARS SMITH AND ASSOCIATES, INC. SHALL BE DEEMED THE AUTHOR OF THESE DOCUMENTS AND SHALL RETAIN ALL COMMON LAW, STATUTORY AND OTHER RESERVED RIGHTS, INCLUDING THE COPYRIGHT. THESE DRAWINGS SHALL NOT BE USED BY OTHERS ON OTHER PROJECTS, FOR ADDITIONS TO THIS PROJECT OR FOR COMPLETION OF THIS PROJECT BY OTHERS, EXCEPT BY AGREEMENT IN WRITING BY SEARS SMITH AND ASSOCIATES, INC.

REVISIONS		
REV.	DATE	REMARKS

**PROJECT TITLE**  
  
**Old Milton Holdings, LLC**  
 Land Lot 749 District 1st District 2nd  
 Alpharetta, GA  
 Prepared for: Old Milton Holdings, LLC

SHEET TITLE	
Site Plan w/ Existing Trees	
DRAWN: MSD	
CHECKED: CCS	
DATE	
December 10, 2018	
<input type="checkbox"/> CLIENT REVIEW	
<input type="checkbox"/> FOR PERMIT / REVIEW	
<input type="checkbox"/> BID SET	
<input type="checkbox"/> CONSTRUCTION	
SHEET NUMBER	





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 black ink, appearing to read 'CS', is centered on a light gray rectangular 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:**

<b>Tree #</b>	<b>Diameter</b>	<b>Tree Species</b>	<b>Notes</b>
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](http://www.areng.com)

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

# TABLE OF CONTENTS

<b>Item</b>	<b>Page</b>
<b>1.0 Introduction .....</b>	<b>1</b>
<b>2.0 Existing Facilities / Conditions.....</b>	<b>3</b>
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
<b>3.0 Study Methodology .....</b>	<b>4</b>
3.1 Unsignalized Intersections .....	4
3.2 Signalized Intersections .....	4
<b>4.0 Existing Traffic Analysis.....</b>	<b>6</b>
4.1 Existing Traffic Operations .....	6
<b>5.0 Proposed Development .....</b>	<b>9</b>
5.1 Trip Generation .....	9
5.1.1 Adjacent Planned Development – Cheely Development.....	9
5.2 Trip Distribution .....	9
<b>6.0 Future Traffic Analysis (2020) .....</b>	<b>12</b>
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
<b>7.0 Conclusions and Recommendations.....</b>	<b>19</b>
Appendix	

## LIST OF TABLES

<b>Item</b>	<b>Page</b>
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

<b>Item</b>	<b>Page</b>
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

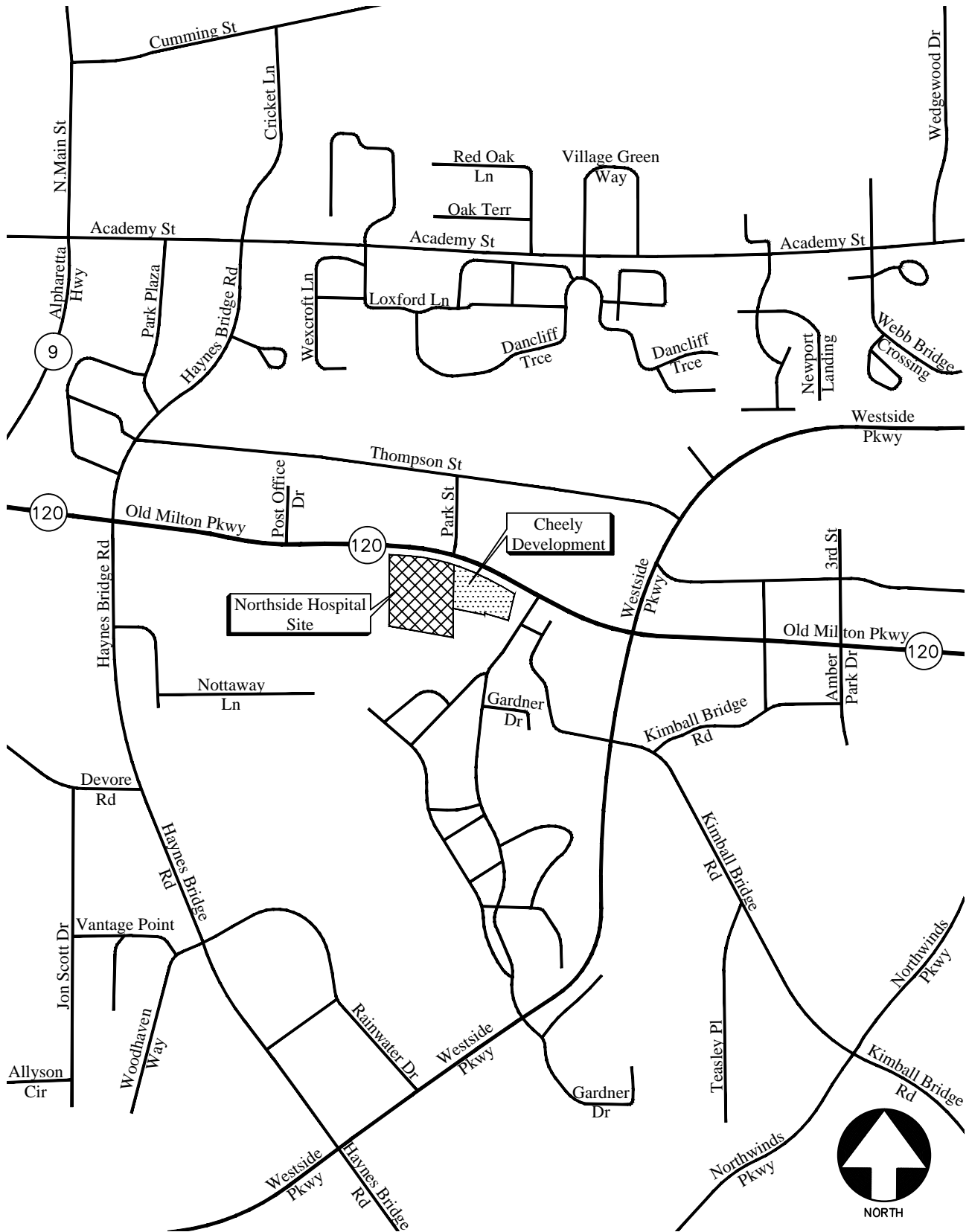
The purpose of this study is to determine the traffic impact that will result from a proposed medical office development located on SR 120 (Old Milton Parkway) at Park Street in Alpharetta, Georgia. The traffic analysis evaluates the current operations compared to the future conditions with the traffic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

<b>TABLE 2 – LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS</b>	
<b>Level-of-service</b>	<b>Average Control Delay (sec)</b>
<b>A</b>	$\leq 10$
<b>B</b>	$> 10$ and $\leq 20$
<b>C</b>	$> 20$ and $\leq 35$
<b>D</b>	$> 35$ and $\leq 55$
<b>E</b>	$> 55$ and $\leq 80$
<b>F</b>	$> 80$

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

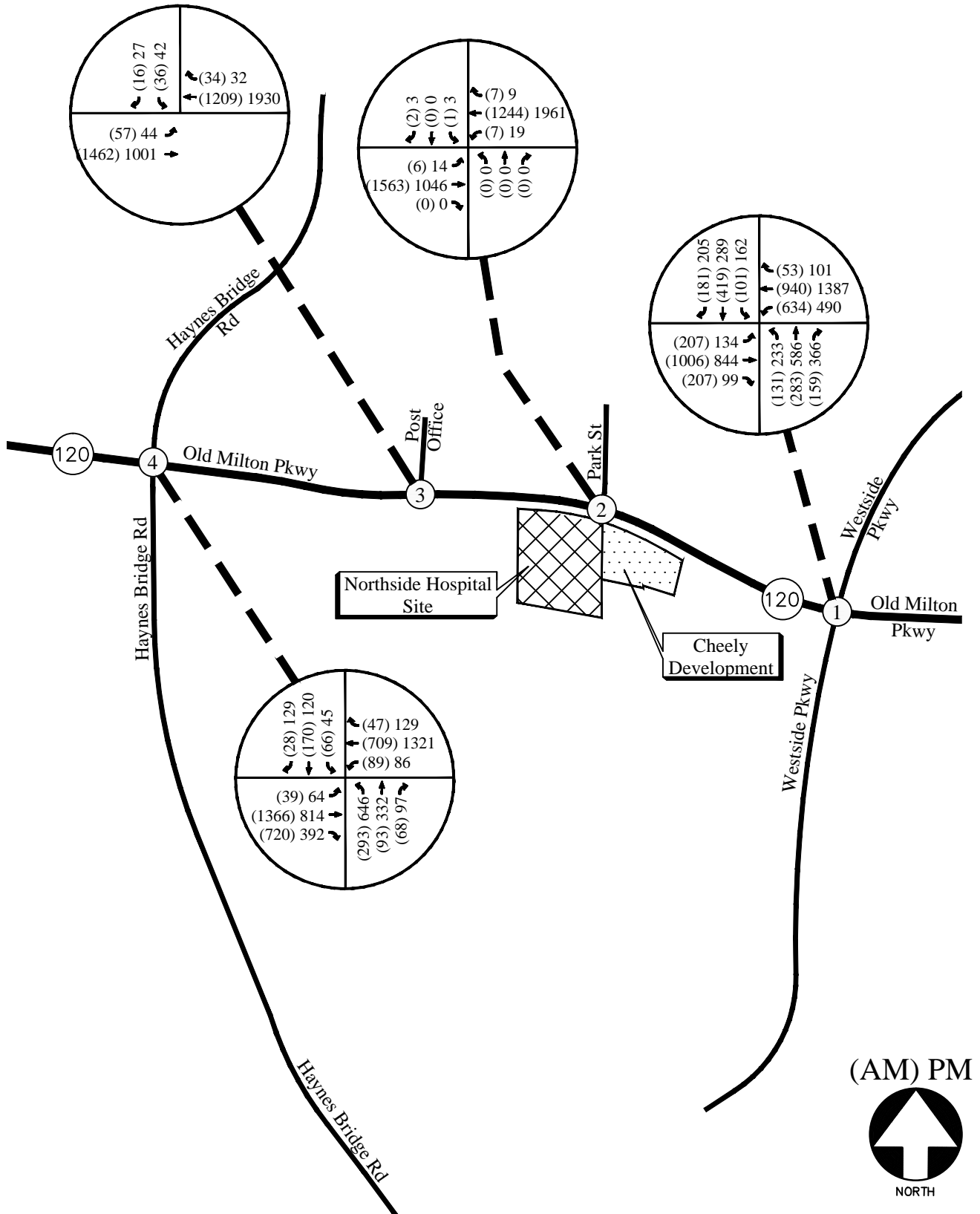
Turning movement counts were collected on Wednesday, June, 20, 2018. All turning movement counts were recorded during the AM and PM peak hours between 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., respectively. The four consecutive 15-minute interval volumes that summed to produce the highest volume 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	<b>SR 120 @ Westside Pkwy</b>	Signalized	<b>D (54.8)</b>	<b>D (53.8)</b>
	-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	<b>SR 120 @ Park St</b>	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	<b>SR 120 @ Post Office Access Rd</b>	Signalized	<b>A (2.0)</b>	<b>A (2.6)</b>
	-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	<b>SR 120 @ Haynes Bridge Rd</b>	Signalized	<b>C (31.1)</b>	<b>D (38.2)</b>
	-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.

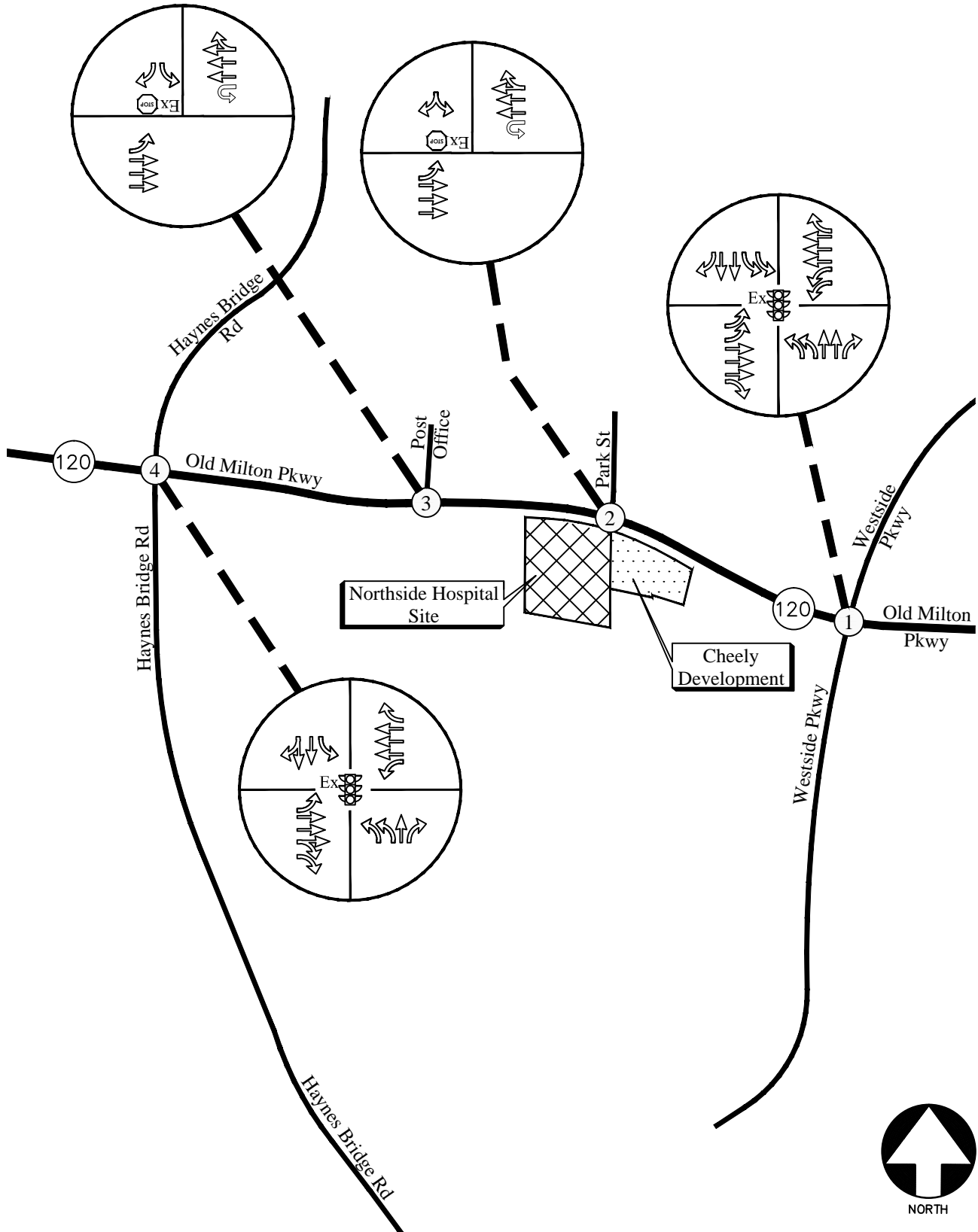


SEASONALLY ADJUSTED EXISTING 2018 PEAK HOUR VOLUMES

FIGURE 2  
A&R Engineering Inc.

**LEGEND**

- 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 10<sup>th</sup> 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

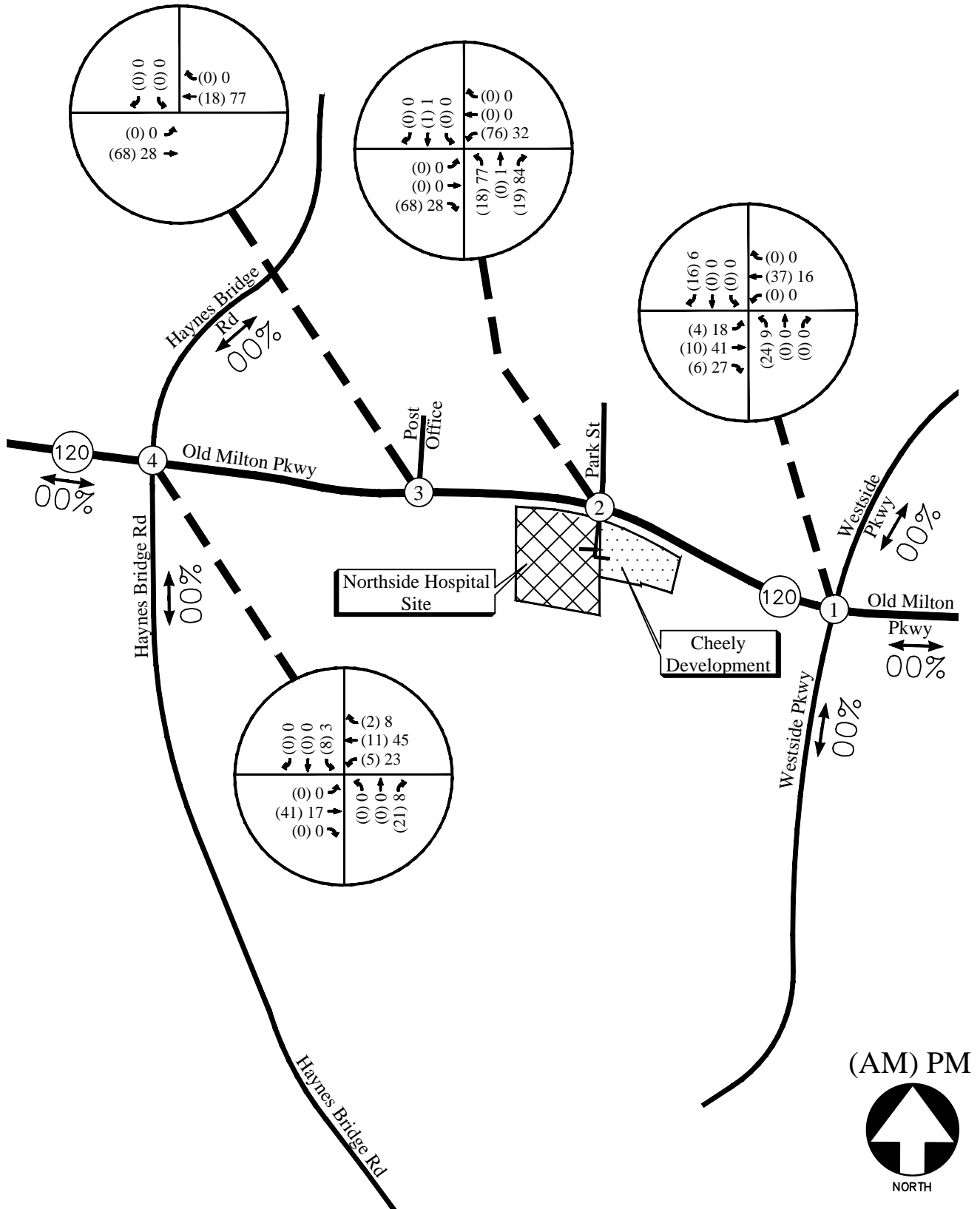
There is a planned development adjacent to the Northside medical office development, which will be referred to as the “Cheely Development”. The site will consist of 15,000 square feet of office space and proposes to use the same access point on SR 120 (Old Milton Parkway) aligned with Park Street. Traffic 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**

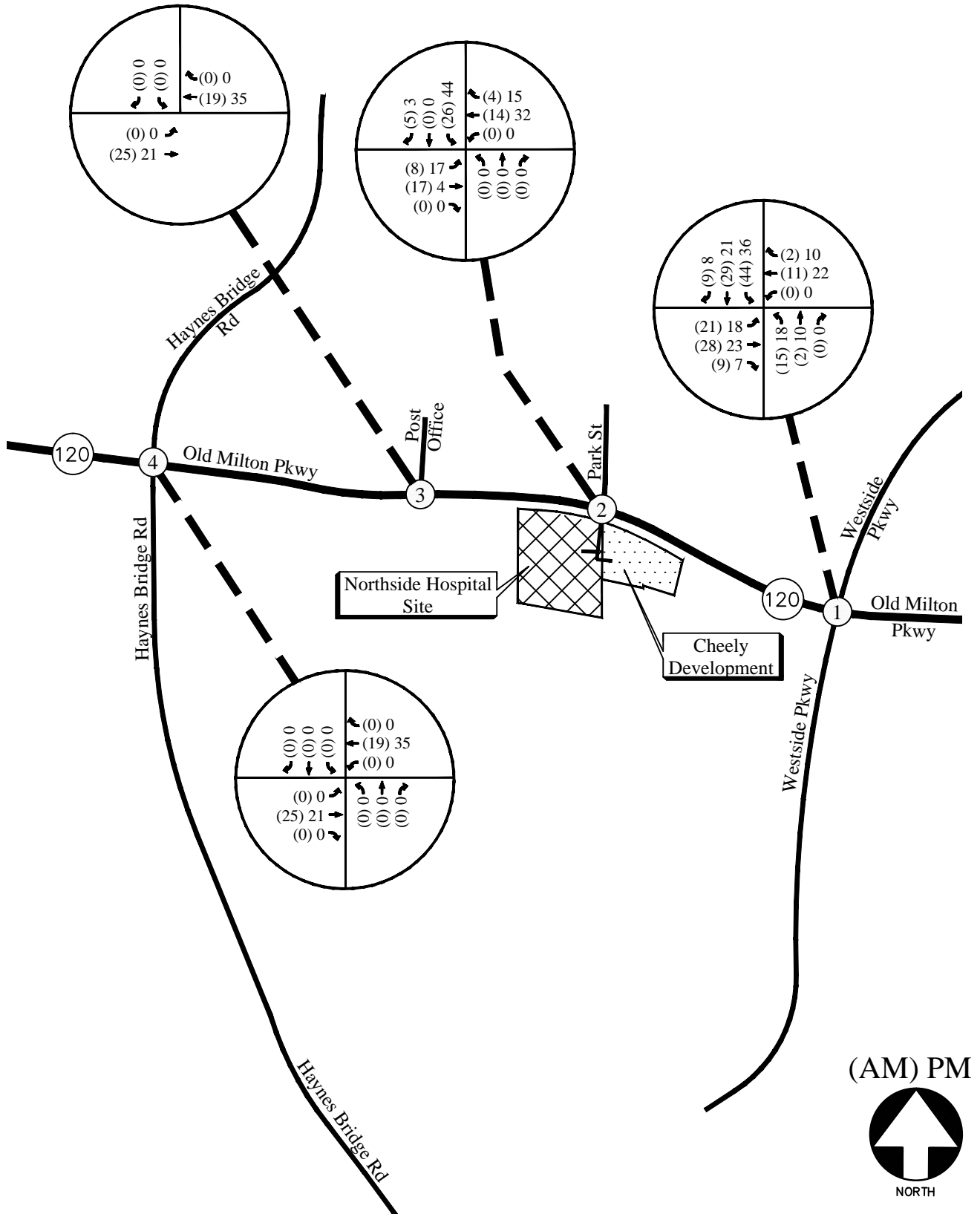
In order to evaluate future traffic operations in this area, a projection of normal traffic growth was applied to the existing volumes. After discussions with the City of Alpharetta, a growth factor of 1% was used to account for the most recent two years of growth in traffic. This growth factor was applied 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.

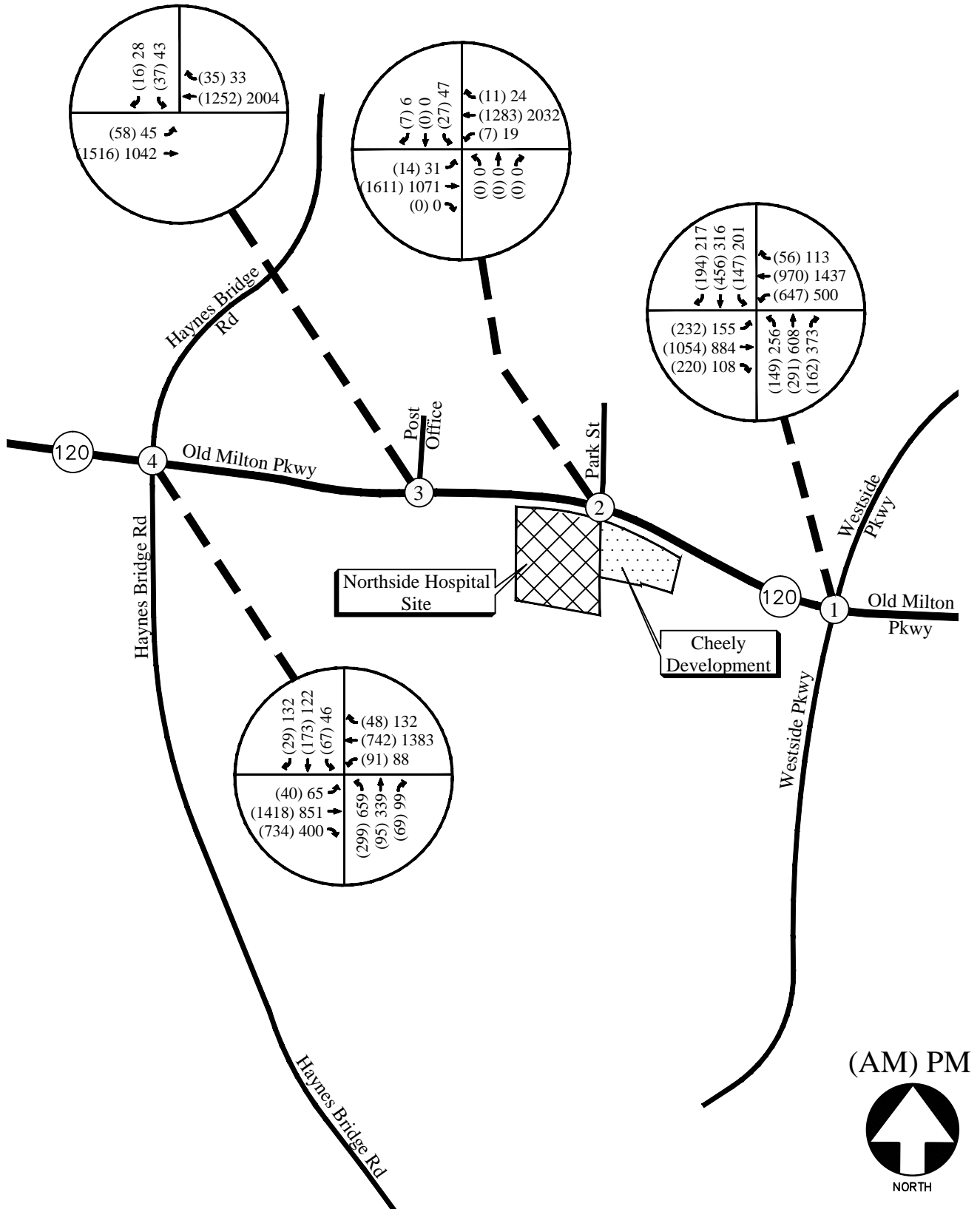
#### **6.1.3 Nearby Planned Development – Notting Hill Mixed-Use Development**

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.

<b>TABLE 6 – FUTURE “NO-BUILD” INTERSECTION OPERATIONS</b>			
<b>Intersection</b>		<b>LOS (Delay)</b>	
		<b>AM Peak</b>	<b>PM Peak</b>
<b>1</b>	<b><u>SR 120 @ Westside Pkwy</u></b>	<b><u>D (53.6)</u></b>	<b><u>D (51.6)</u></b>
	-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)
<b>2</b>	<b><u>SR 120 @ Park St</u></b>		
	-Eastbound Left	C (18.9)	F (52.0)
	-Westbound U-Turn	A (0.0)	A (0.0)
	-Southbound Approach	F (58.2)	F (**)
<b>3</b>	<b><u>SR 120 @ Post Office Access Rd</u></b>	<b><u>A (2.0)</u></b>	<b><u>A (2.6)</u></b>
	-Eastbound Approach	A (0.2)	A (0.2)
	-Westbound Approach	A (0.4)	A (0.9)
	-Southbound Approach	E (78.6)	E (79.5)
<b>4</b>	<b><u>SR 120 @ Haynes Bridge Rd</u></b>	<b><u>C (31.2)</u></b>	<b><u>D (38.6)</u></b>
	-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)

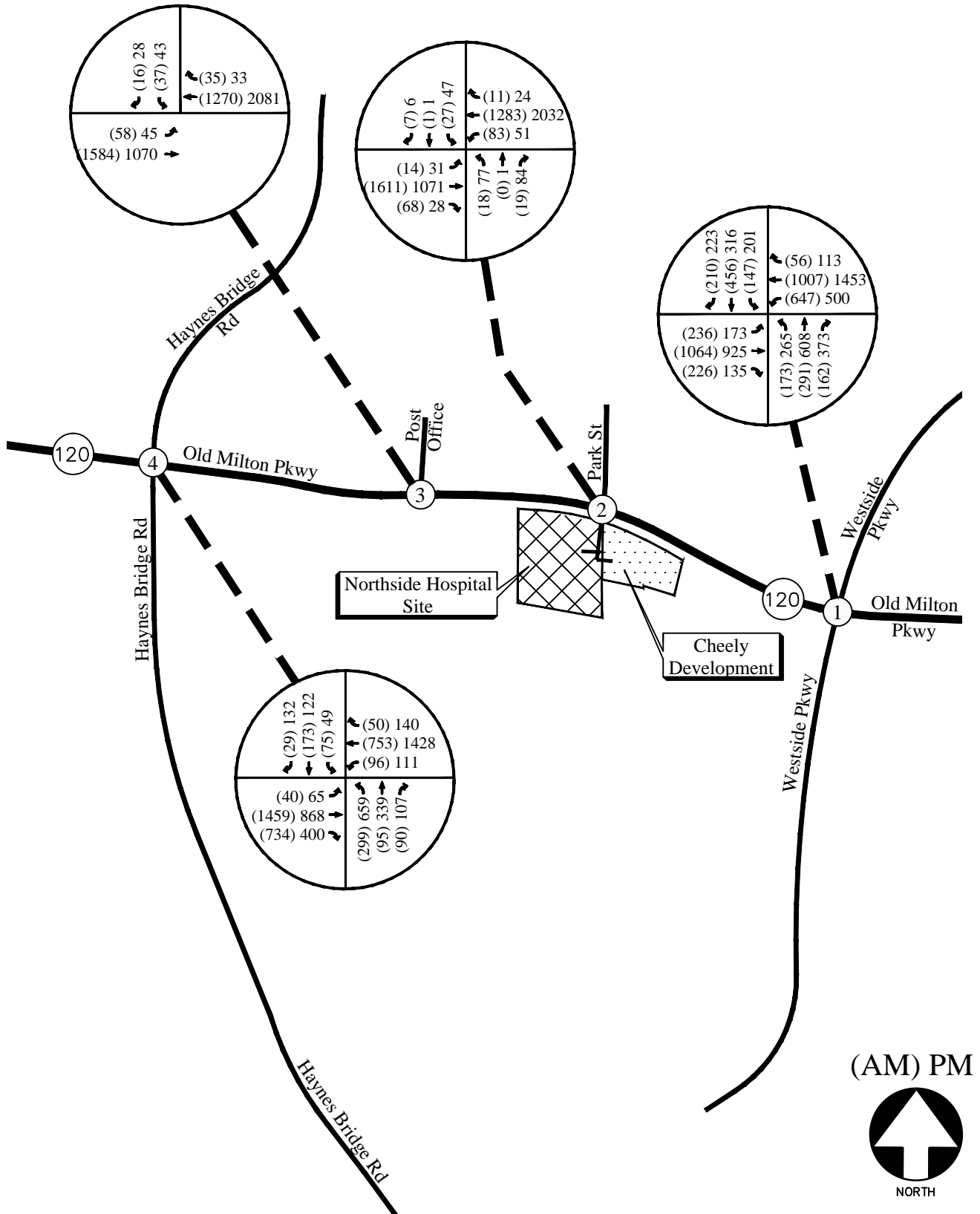
**6.2 Future “Build” Conditions**

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)
  - This driveway will consist of one entering and two exiting lanes.
  - 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.
  - Entering left turn movements will be made from the existing westbound U-Turn lane on SR 120 (Old Milton Parkway).
  - 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.







<b>TABLE 7 – FUTURE “BUILD” INTERSECTION OPERATIONS</b>			
<b>Intersection</b>		<b>LOS (Delay)</b>	
		<b>NO IMPROVEMENTS</b>	
		<b>AM Peak</b>	<b>PM Peak</b>
<b>1</b>	<b><u>SR 120 @ Westside Pkwy</u></b>	<b><u>D (53.7)</u></b>	<b><u>D (51.1)</u></b>
	-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)
<b>2</b>	<b><u>SR 120 @ Park St/Site Drwy</u></b>		
	-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 (**)
<b>3</b>	<b><u>SR 120 @ Post Office Access Rd</u></b>	<b><u>A (2.0)</u></b>	<b><u>A (2.6)</u></b>
	-Eastbound Approach	A (0.2)	A (0.2)
	-Westbound Approach	A (0.4)	A (1.0)
	-Southbound Approach	E (78.6)	E (79.5)
<b>4</b>	<b><u>SR 120 @ Haynes Bridge Rd</u></b>	<b><u>C (31.5)</u></b>	<b><u>D (40.4)</u></b>
	-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)

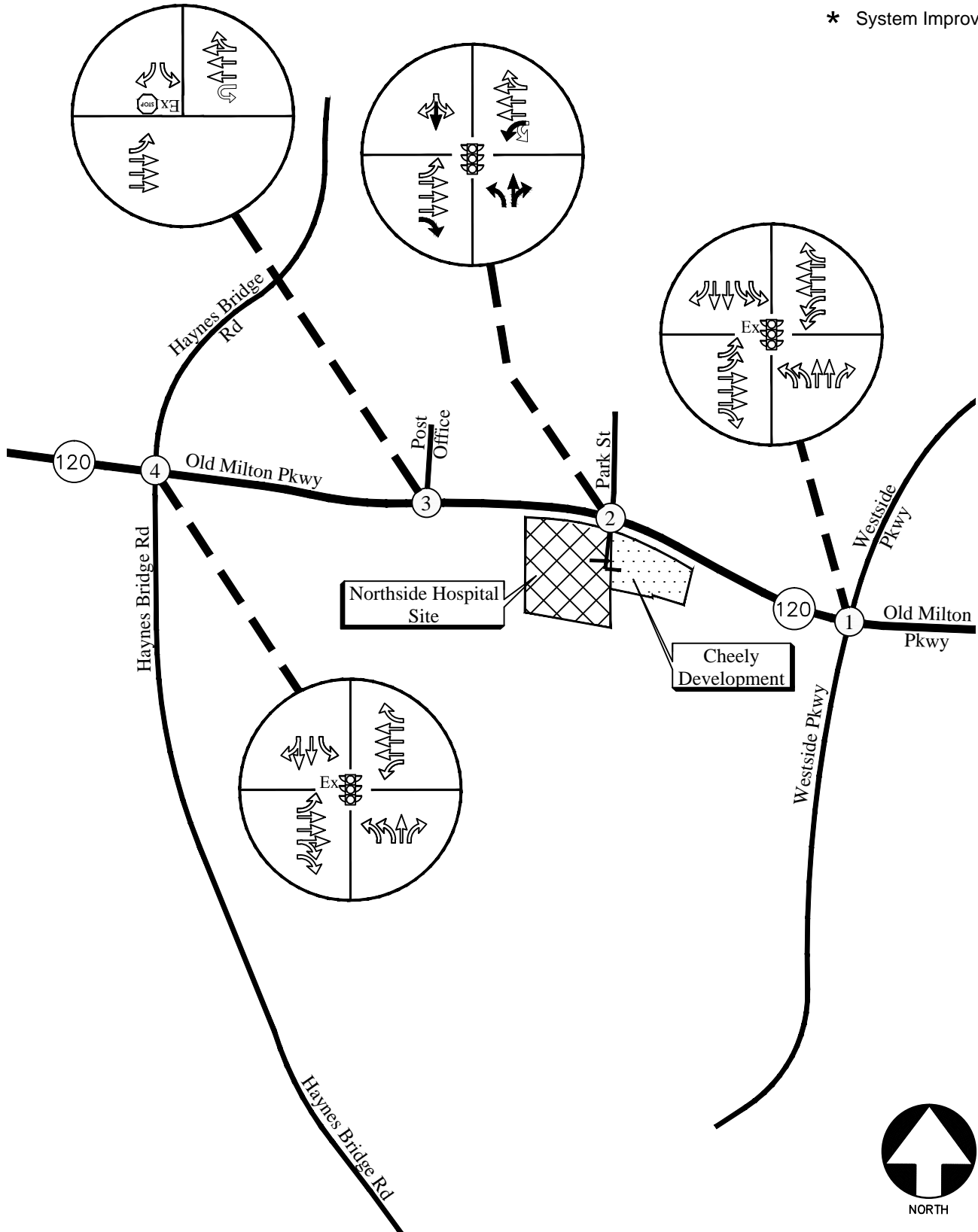
**6.2.3 Recommendations for Site Mitigation Improvements**

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.

<b>TABLE 8 – FUTURE “BUILD” INTERSECTION OPERATIONS (SIGNAL)</b>			
<b>Intersection</b>		<b>LOS (Delay)</b>	
		<b>AM Peak</b>	<b>PM Peak</b>
		<b><u>SR 120 @ Park Street/Site Driveway</u></b>	<b><u>A (3.3)</u></b>
-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
-  Existing Lane Geometry
- Ex  Existing Traffic Signal
-  Proposed Signed Approach
-  Proposed Lane Geometry
-  Proposed Traffic Signal
- \* System Improvement



FUTURE TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 9

A&R Engineering Inc.

## 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)
  - This driveway will consist of one entering and two exiting lanes.
  - 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.
  - Entering left turn movements will be made from the existing westbound U-Turn lane on SR 120 (Old Milton Parkway).
  - 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 .....	

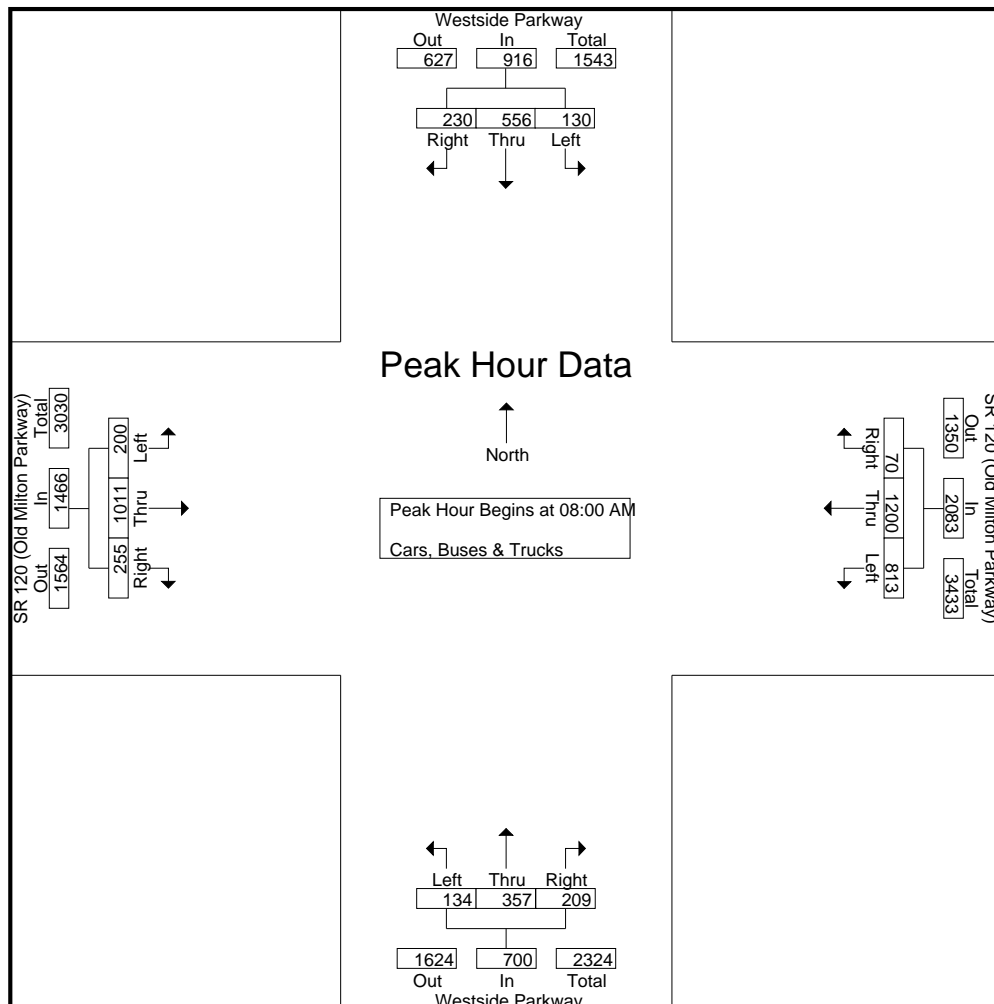
11/26/18

## **EXISTING INTERSECTION TRAFFIC COUNTS**

**A&R Engineering, Inc.**  
 2160 Kingston Court, Suite O  
 Marietta, GA 30067

File Name : 20180142  
 Site Code : 20180142  
 Start Date : 6/20/2018  
 Page No : 2

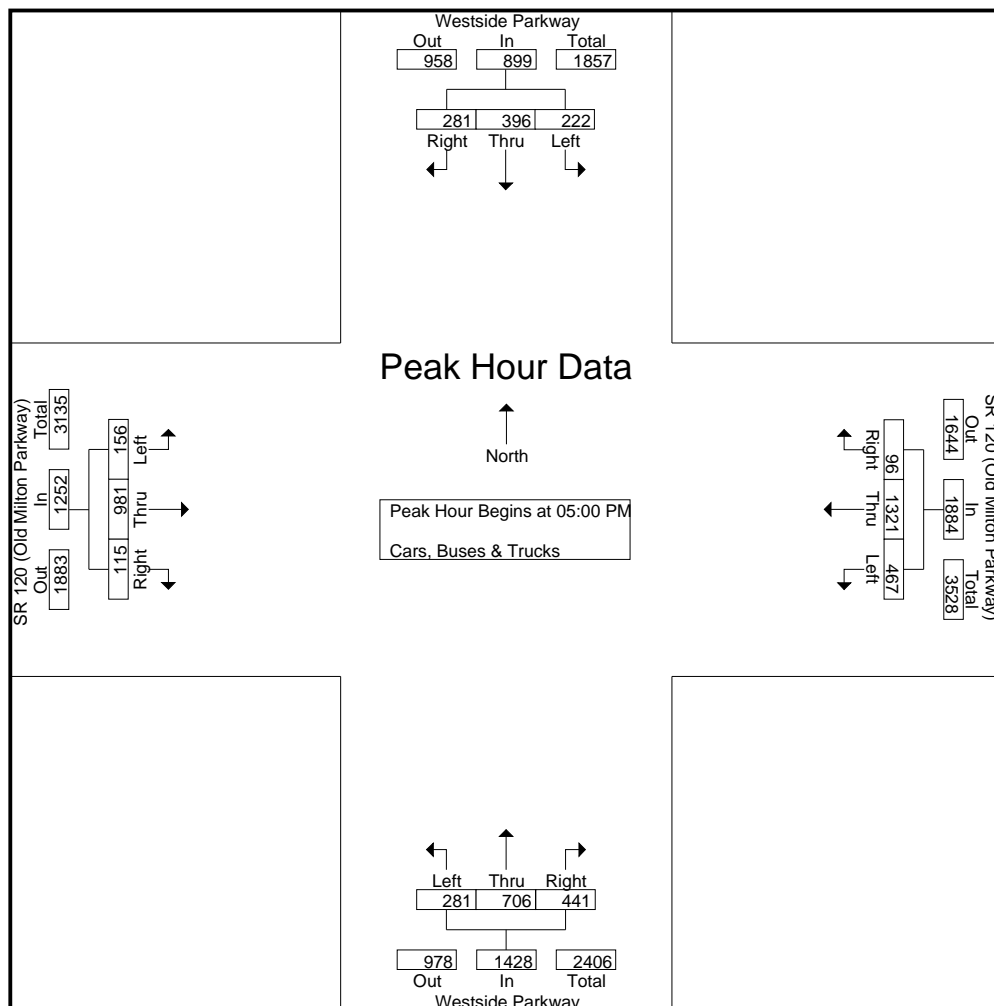
Start Time	Westside Parkway Northbound				Westside Parkway Southbound				SR 120 (Old Milton Parkway) Eastbound				SR 120 (Old Milton Parkway) Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 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



**A&R Engineering, Inc.**  
 2160 Kingston Court, Suite O  
 Marietta, GA 30067

File Name : 20180142  
 Site Code : 20180142  
 Start Date : 6/20/2018  
 Page No : 3

Start Time	Westside Parkway Northbound				Westside Parkway Southbound				SR 120 (Old Milton Parkway) Eastbound				SR 120 (Old Milton Parkway) Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	<b>104</b>	59	210	42	245	<b>37</b>	324	109	331	24	464	1338
05:15 PM	<b>77</b>	169	<b>117</b>	363	48	96	<b>79</b>	223	<b>45</b>	<b>256</b>	31	<b>332</b>	117	<b>339</b>	23	479	<b>1397</b>
05:30 PM	72	175	111	358	62	97	65	224	37	245	25	307	<b>125</b>	335	20	<b>480</b>	1369
05:45 PM	66	<b>195</b>	106	<b>367</b>	<b>65</b>	99	78	<b>242</b>	32	235	22	289	116	316	<b>29</b>	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

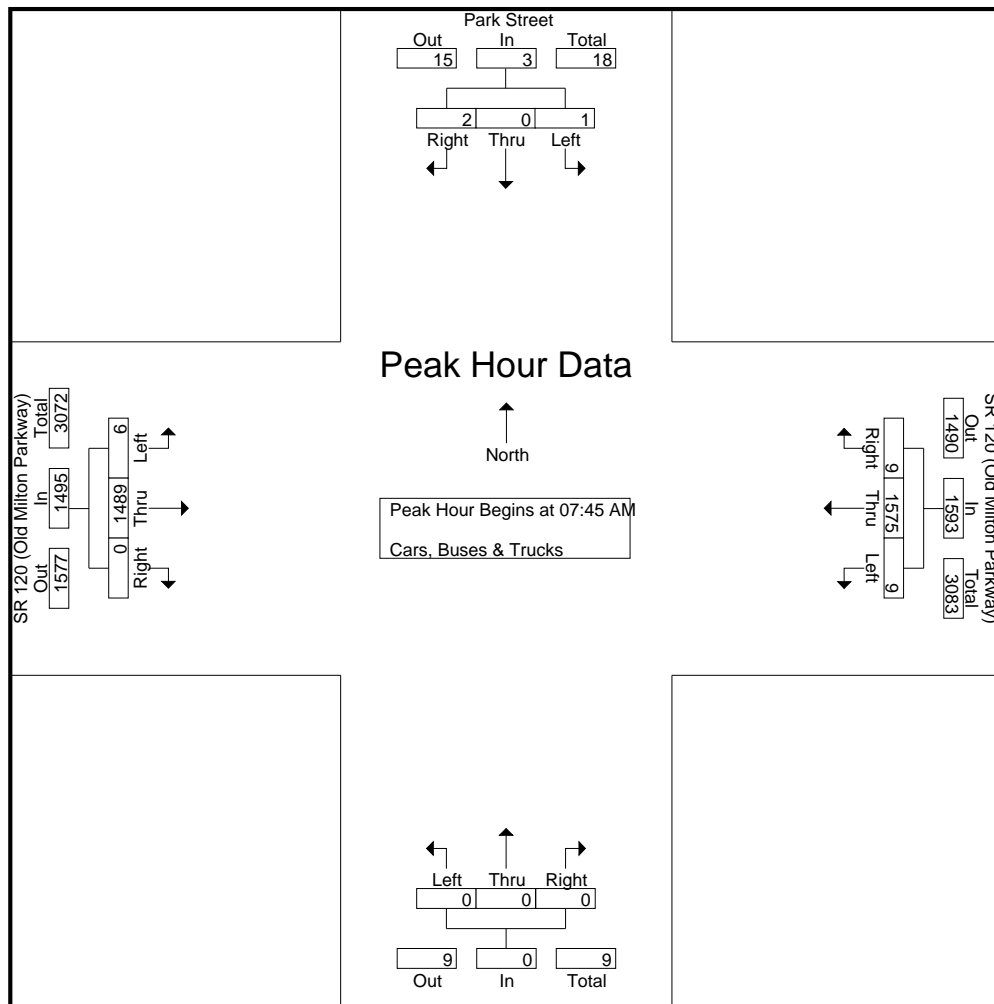




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File Name : 20180143  
 Site Code : 20180143  
 Start Date : 6/20/2018  
 Page No : 3

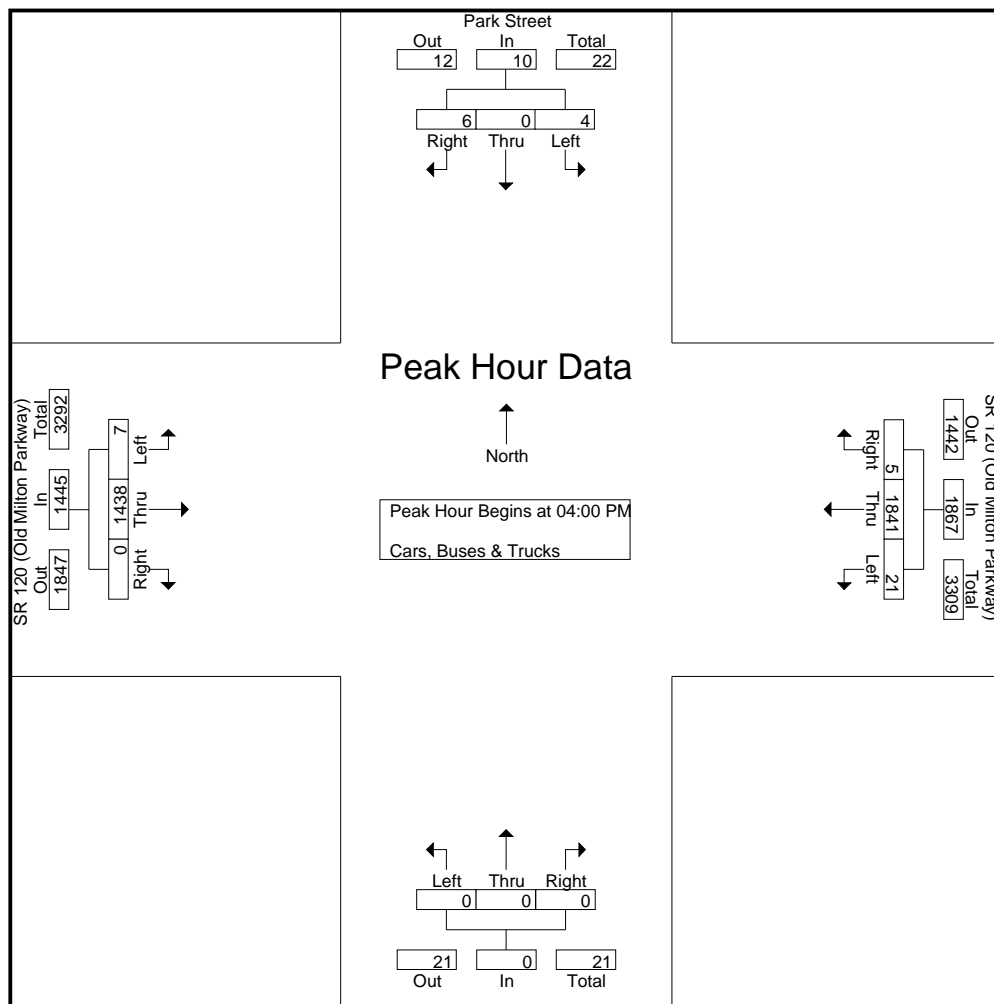
Start Time	Northbound				Park Street Southbound				SR 120 (Old Milton Parkway) Eastbound				SR 120 (Old Milton Parkway) Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - 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	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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 Marietta, GA 30067

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

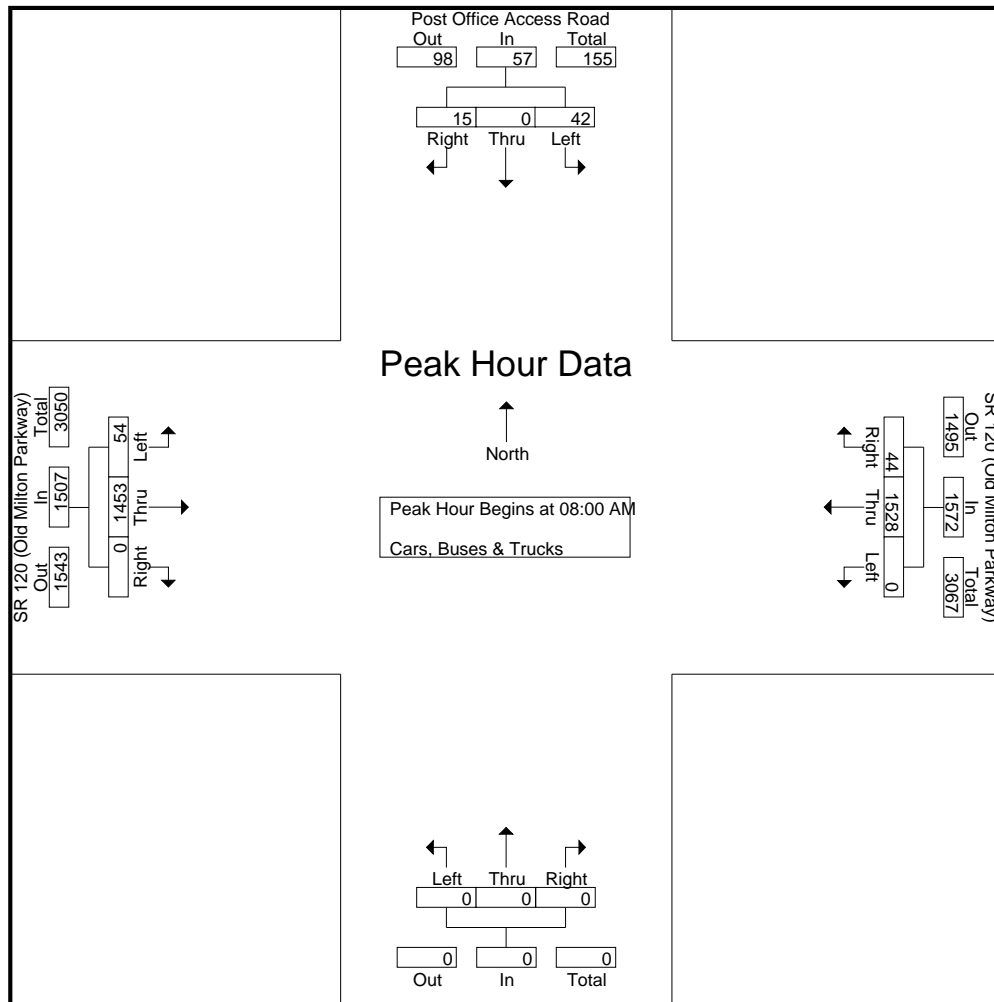
Start Time	Northbound				Park Street Southbound				SR 120 (Old Milton Parkway) Eastbound				SR 120 (Old Milton Parkway) Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - 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	0	40	0	60	100	0.5	99.5	0	100	1.1	98.6	0.3	100	100
PHF	.000	.000	.000	.000	1.00	.000	.750	.833	.292	.934	.000	.924	.525	.986	.417	.983	.961



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 Marietta, GA 30067

File Name : 20180144  
 Site Code : 20180144  
 Start Date : 6/20/2018  
 Page No : 3

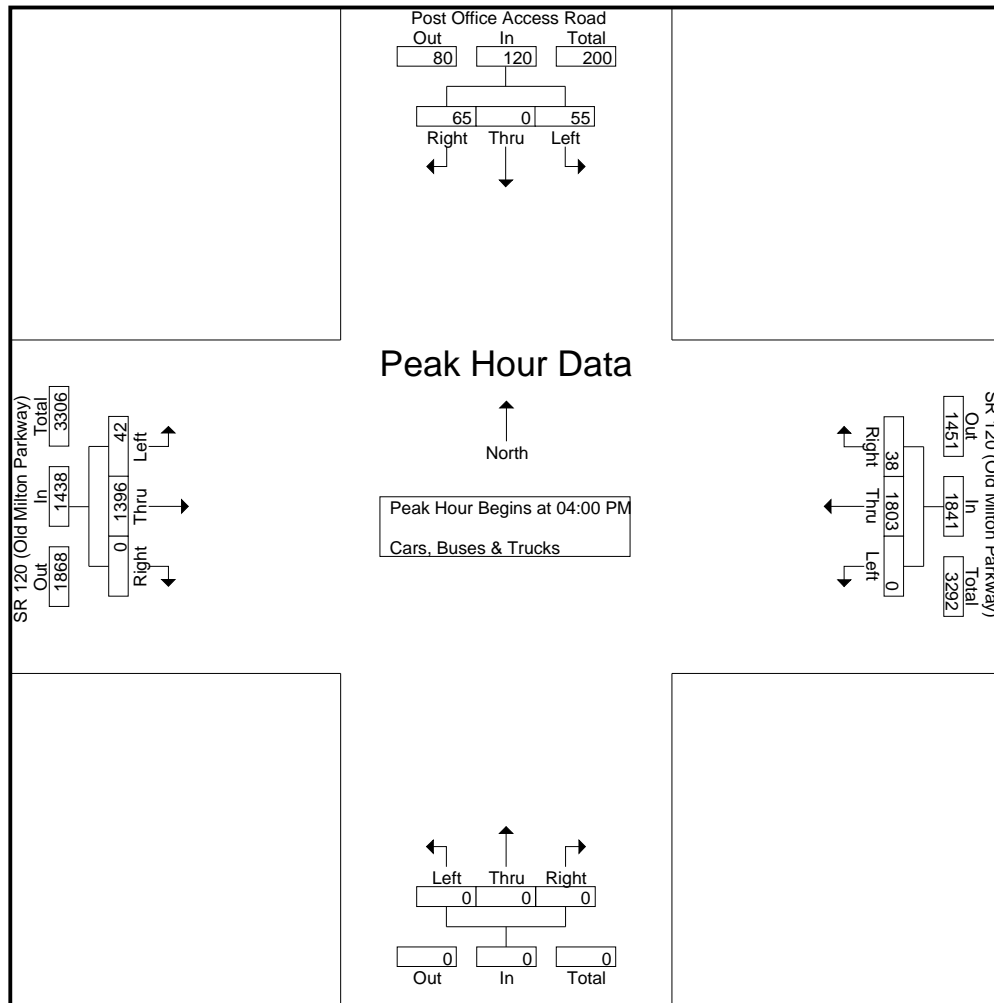
Start Time	Northbound				Post Office Access Road Southbound				SR 120 (Old Milton Parkway) Eastbound				SR 120 (Old Milton Parkway) Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 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	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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 Start Date : 6/20/2018  
 Page No : 4

Start Time	Northbound				Post Office Access Road Southbound				SR 120 (Old Milton Parkway) Eastbound				SR 120 (Old Milton Parkway) Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	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

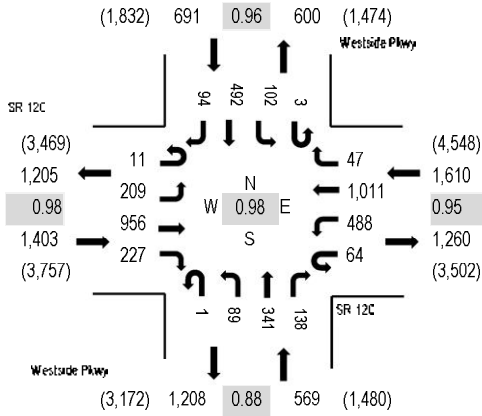




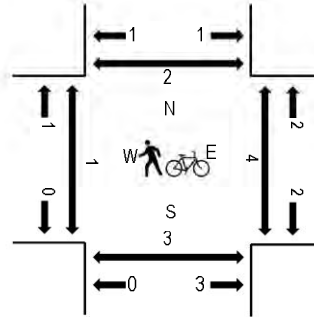
(303) 216-2439  
www.alltrafficdata.net

**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**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**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	11	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**

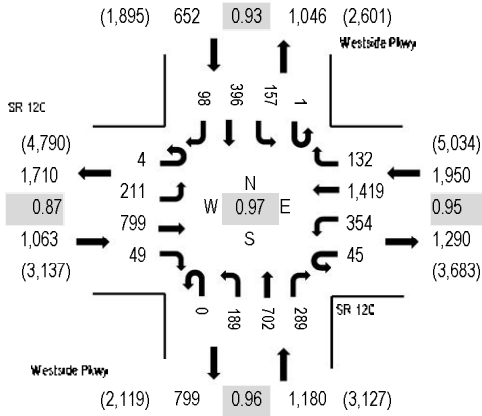
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	4	C	C	1	10	1	0	1	1	1	C	1	1	0	2
Lights	11	208	929	221	63	475	976	46	1	78	328	131	3	93	481	91	4,135
Mediums	0	1	23	6	1	12	25	0	0	10	12	6	C	8	10	3	117
<b>Total</b>	11	209	956	227	64	488	1,011	47	1	89	341	138	3	102	492	94	4,273



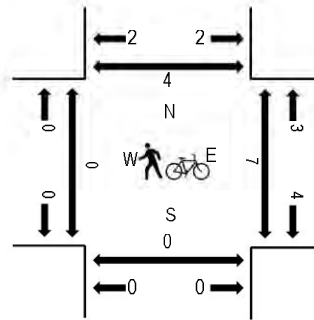
11/26/18

**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**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**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	2	10	48	284	15	0	38	78	72	0	15	64	4	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	49	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	5	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	17	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	19	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	3	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	3	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
<b>Total</b>	4	21	79	49	45	354	1,419	132	0	189	702	289	1	157	396	98	4,845

11/26/18

## **EXISTING INTERSECTION ANALYSIS**

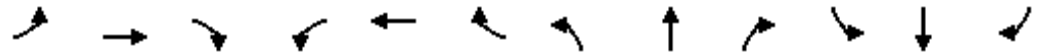
11/26/18

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 Summary  
 1: 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				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				54.8								
HCM 2010 LOS				D								
<b>Notes</b>												

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

Existing AM Peak

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

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

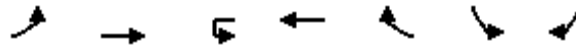
Splits and Phases: 3: SR 120 (Old Milton) & Post Office Rd



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		
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			2.0					
HCM 2010 LOS			A					
<b>Notes</b>								



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				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			31.1									
HCM 2010 LOS			C									
<b>Notes</b>												

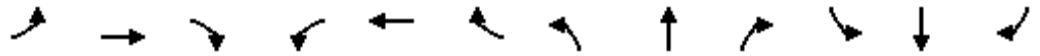
11/26/18

Timings

Existing PM Peak

1: Westside Pkwy & SR 120 (Old Milton)

07/11/2018

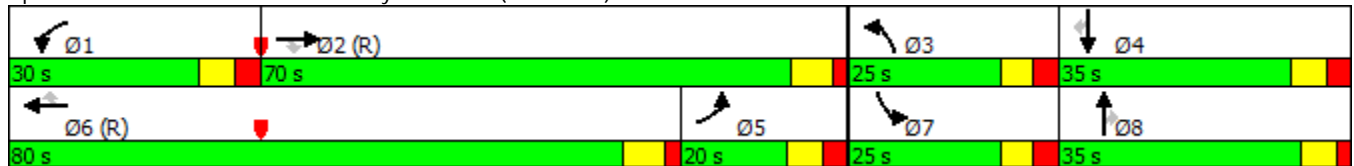


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (vph)	134	844	99	490	1387	101	233	586	366	162	289	205
Future Volume (vph)	134	844	99	490	1387	101	233	586	366	162	289	205
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	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				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			53.8									
HCM 2010 LOS			D									
<b>Notes</b>												

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

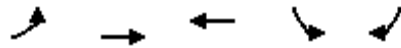
11/26/18

Timings

Existing PM Peak

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

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

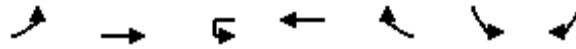
Splits and Phases: 3: SR 120 (Old Milton) & Post Office Rd



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		
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			2.6					
HCM 2010 LOS			A					
<b>Notes</b>								

11/26/18

Timings

Existing PM Peak

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

07/11/2018

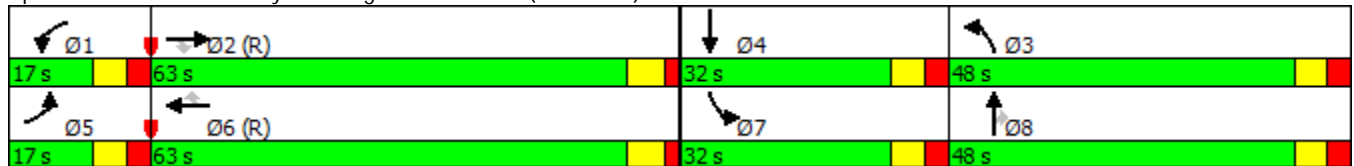


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↕↕↕	↗	↖	↕↕↕	↗	↖↖	↕	↗	↖	↕↕
Traffic Volume (vph)	64	814	392	86	1321	129	646	332	97	45	120
Future Volume (vph)	64	814	392	86	1321	129	646	332	97	45	120
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	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				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			38.2									
HCM 2010 LOS			D									
<b>Notes</b>												

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
<b>SR 120 @ Site Drwy</b>	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**

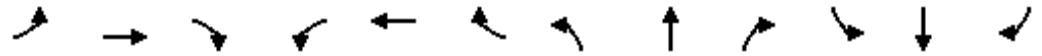
11/26/18

Timings

No-Build AM Peak

1: Westside Pkwy & SR 120 (Old Milton)

07/11/2018

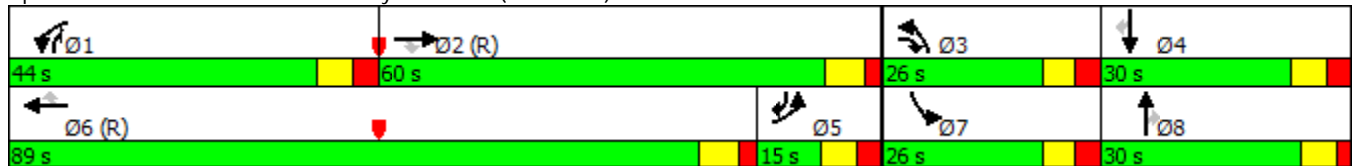


























Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗	↖↖	↑↑↑	↗	↖↖	↑↑	↗	↖↖	↑↑	↗
Traffic Volume (vph)	232	1054	220	647	970	56	149	291	162	147	456	194
Future Volume (vph)	232	1054	220	647	970	56	149	291	162	147	456	194
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov	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)



												
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			857	
Approach Delay, s/veh		39.1			52.7			62.2			77.7	
Approach LOS		D			D			E			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				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			53.6									
HCM 2010 LOS			D									
<b>Notes</b>												

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 Q(veh)	-	0.2	-	-	-	-	-	1.7



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

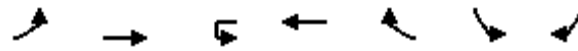
Splits and Phases: 3: SR 120 (Old Milton) & Post Office Rd



11/26/18

HCM 2010 Signalized Intersection Summary  
 3: 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		
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			2.0					
HCM 2010 LOS			A					
<b>Notes</b>								

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)



												
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				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			31.2									
HCM 2010 LOS			C									
<b>Notes</b>												

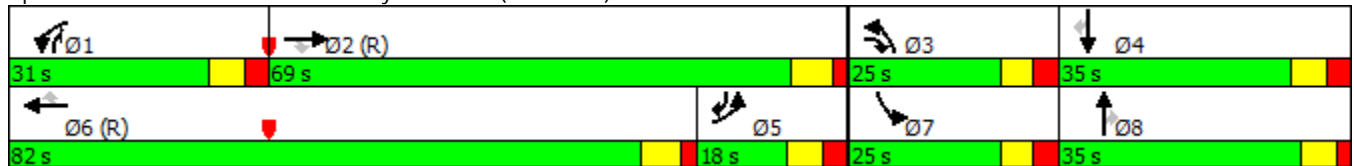


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↗	↖↗	↑↑↑	↗	↖↗	↑↑	↗	↖↗	↑↑	↗
Traffic Volume (vph)	155	884	108	500	1437	113	256	608	373	201	316	217
Future Volume (vph)	155	884	108	500	1437	113	256	608	373	201	316	217
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov	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)



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				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			51.6									
HCM 2010 LOS			D									
<b>Notes</b>												

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

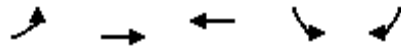
11/26/18

Timings

No-Build PM Peak

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

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

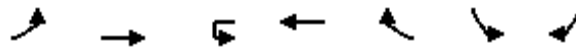
Splits and Phases: 3: SR 120 (Old Milton) & Post Office Rd



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		
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			2.6					
HCM 2010 LOS			A					
<b>Notes</b>								

11/26/18

Timings

No-Build PM Peak

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

07/11/2018

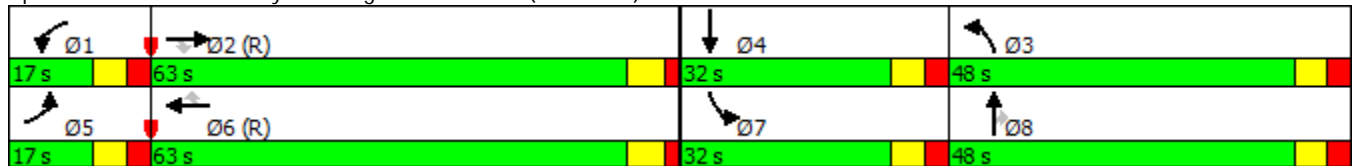


























Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↕↕↕	↗	↖	↕↕↕	↗	↖↖	↕	↗	↖	↕↕
Traffic Volume (vph)	65	851	400	88	1383	132	659	339	99	46	122
Future Volume (vph)	65	851	400	88	1383	132	659	339	99	46	122
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	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)



												
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				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			38.6									
HCM 2010 LOS			D									
<b>Notes</b>												

11/26/18

## **FUTURE “BUILD” INTERSECTION ANALYSIS**

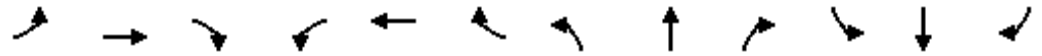
11/26/18

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)



												
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			874	
Approach Delay, s/veh		40.2			52.4			61.8			77.0	
Approach LOS		D			D			E			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				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			53.7									
HCM 2010 LOS			D									
<b>Notes</b>												

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

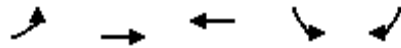
11/26/18

Timings

Build 2020 AM Peak

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

07/11/2018



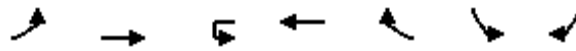
Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑	↖	↗
Traffic Volume (vph)	58	1584	1270	37	16
Future Volume (vph)	58	1584	1270	37	16
Turn Type	pm+pt	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases	2				4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	6.0	15.0	15.0	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





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		
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			2.0					
HCM 2010 LOS			A					
<b>Notes</b>								



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

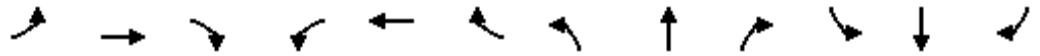
Intersection Summary

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)



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				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			31.5									
HCM 2010 LOS			C									
<b>Notes</b>												

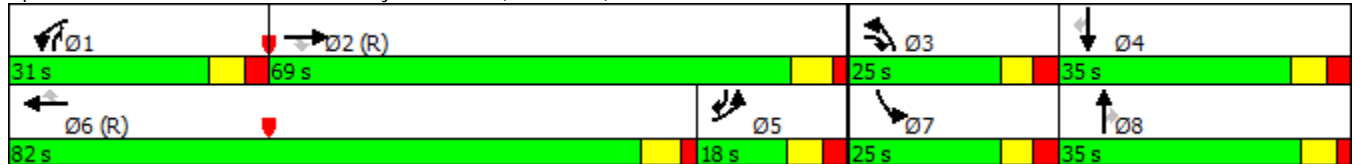


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (vph)	173	925	135	500	1453	113	265	608	373	201	316	223
Future Volume (vph)	173	925	135	500	1453	113	265	608	373	201	316	223
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov	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)



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				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			51.1									
HCM 2010 LOS			D									
<b>Notes</b>												

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



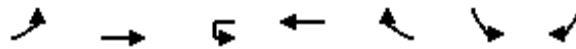
Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑	↖	↗
Traffic Volume (vph)	45	1070	2081	43	28
Future Volume (vph)	45	1070	2081	43	28
Turn Type	pm+pt	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases	2				4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	6.0	15.0	15.0	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





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		
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			2.6					
HCM 2010 LOS			A					
<b>Notes</b>								

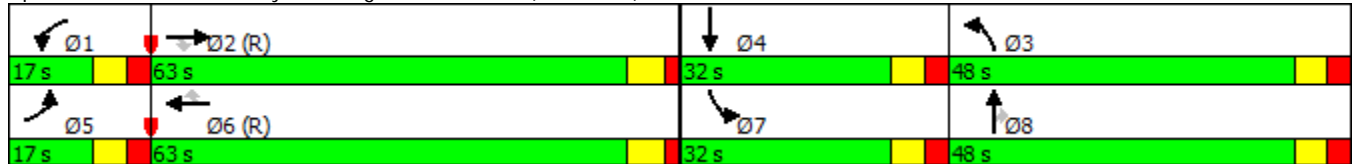


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↙	↑↑↑	↘	↙	↑↑↑	↘	↙↘	↑	↘	↙	↑↑
Traffic Volume (vph)	65	868	400	111	1428	140	659	339	107	49	122
Future Volume (vph)	65	868	400	111	1428	140	659	339	107	49	122
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	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)



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				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			40.4									
HCM 2010 LOS			D									
<b>Notes</b>												

11/26/18

**FUTURE “BUILD” IMPROVED INTERSECTION  
ANALYSIS**

11/26/18

Timings

Build 2020 AM Peak - Improved

2: SR 120 (Old Milton) & Park St

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(I)	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				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			3.3									
HCM 2010 LOS			A									
<b>Notes</b>												

11/26/18

HCM 2010 Signalized Intersection Summary  
 2: 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

Build 2020 PM Peak - Improved

2: SR 120 (Old Milton) & Park St

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				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			7.2									
HCM 2010 LOS			A									
<b>Notes</b>												

11/26/18

HCM 2010 Signalized Intersection Summary  
 2: 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			Northbound			Southbound			Eastbound			Westbound			Eastbound			Westbound		
	U/L	T	R	Tot	U/L	T	R	Tot	U/L	T	R	Tot	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	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	207	1006	207	1420	634	940	53	1627
Growth Factor (%):	1	1	1	1	1	1	1	1	1	1	1	1	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	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	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	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	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	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			Northbound			Southbound			Eastbound			Westbound			Eastbound			Westbound		
	U/L	T	R	Tot	U/L	T	R	Tot	U/L	T	R	Tot	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	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	134	844	99	1077	490	1387	101	1978
Growth Factor (%):	1	1	1	1	1	1	1	1	1	1	1	1	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	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	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	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	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	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	L	T	R	U/L	T	R	U/L	T	R				
	Tot			Tot			Tot			Tot						
Existing 2018 Volumes:	0	0	0	1	0	2	3	6	1489	0	1495	9	1575	9	1593	
Seasonally Adjusted Existing 2018 Volumes:	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	1	1	1	
Adjacent Development Volumes:	0	0	0	26	0	5	31	8	17	0	25	0	14	4	18	
No-Build 2020 Volumes:	0	0	0	27	0	7	34	14	1611	0	1625	7	1283	11	1301	
Total New Trips:	15	0	16	31	0	1	1	0	0	52	52	58	0	0	58	
Adjacent Cheely Site Traffic Volumes:	3	0	3	6	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	L	T	R	U/L	T	R	U/L	T	R				
	Tot			Tot			Tot			Tot						
Existing 2018 Volumes:	0	0	0	4	0	4	8	16	1216	0	1232	18	1868	9	1895	
Seasonally Adjusted Existing 2018 Volumes:	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	1	1	1	
Adjacent Development Volumes:	0	0	0	44	0	3	47	17	4	0	21	0	32	15	47	
No-Build 2020 Volumes:	0	0	0	47	0	6	53	31	1071	0	1102	19	2032	24	2075	
Total New Trips:	69	1	76	146	0	1	1	0	0	27	27	30	0	0	30	
Adjacent Cheely Site Traffic Volumes:	8	0	8	16	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

**4. Old Milton @ Haynes Bridge**  
**A.M. Peak Hour**

Condition	Haynes Bridge Road						SR 120 (Old Milton Parkway)						SR 120 (Old Milton Parkway)											
	Northbound			Southbound			U/L			T			R			U/L			T			R		
	U/L	T	R	Tot	U/L	T	R	Tot	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	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	39	1366	720	2125	89	709	47	845
Growth Factor (%):	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjacent Development Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No-Build 2020 Volumes:	299	95	69	463	67	173	29	269	40	1418	734	2192	91	742	48	881	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	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	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	40	1459	734	2233	96	753	50	899

**P.M. Peak Hour**

Condition	Haynes Bridge Road						SR 120 (Old Milton Parkway)						SR 120 (Old Milton Parkway)											
	Northbound			Southbound			U/L			T			R			U/L			T			R		
	U/L	T	R	Tot	U/L	T	R	Tot	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	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	64	814	392	1270	86	1321	129	1536
Growth Factor (%):	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjacent Development Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No-Build 2020 Volumes:	659	339	99	1097	46	122	132	300	65	851	400	1316	88	1383	132	1603	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	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	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	65	868	400	1333	111	1428	140	1679



## A&R Engineering Inc.

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



### Memorandum

To: Pursley, Friese, Torgrimson  
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 10<sup>th</sup> 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.

**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 Paid Initial: 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

District: 2 Section: 01 Land Lot: 749 Parcel ID: Five Parcels  
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):

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Conditional Use   | <input type="checkbox"/> Master Plan Amendment  |
| <input checked="" type="checkbox"/> Rezoning          | <input type="checkbox"/> Master Plan Review     |
| <input checked="" type="checkbox"/> Variance          | <input type="checkbox"/> Public Hearing         |
| <input type="checkbox"/> Comprehensive Plan Amendment | <input type="checkbox"/> 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.

SILVER OAKS NORTHSIDE MEDICAL OFFICE

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, Rezoning, Variance, Land Use Application, Special Use, Conditional Use, Master Plan, 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

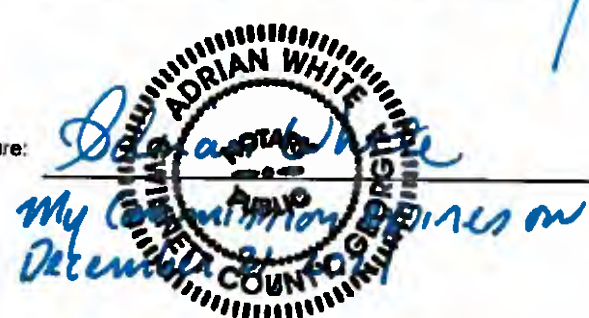
City Atlanta State: GA Zip: 30309

So Sworn and Attested:

Owner Signature: [Signature] Date: 6/29/18

Notary:

Notary Signature: [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.*

- |   |   |
|---|---|
| <input type="checkbox"/> Annexation           | <input type="checkbox"/> Special Use                |
| <input checked="" type="checkbox"/> Rezoning  | <input checked="" type="checkbox"/> Conditional Use |
| <input checked="" type="checkbox"/> Variance  | <input type="checkbox"/> Master Plan                |
| <input type="checkbox"/> Land Use Application | <input type="checkbox"/> 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:

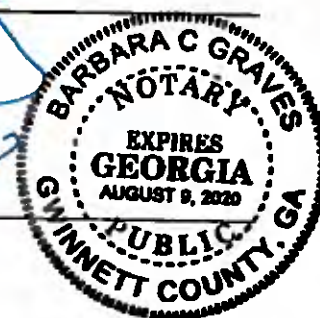
Owner Signature: 

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



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 as been made.

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

Name of Official: N/A Position: N/A

Description of Contribution: \_\_\_\_\_ Value: \_\_\_\_\_

Description of Contribution: \_\_\_\_\_ Value: \_\_\_\_\_

Description of Contribution: \_\_\_\_\_ Value: \_\_\_\_\_

Description of Contribution: \_\_\_\_\_ Value: \_\_\_\_\_

Description of Contribution: \_\_\_\_\_ Value: \_\_\_\_\_

Campaign Contribution Information:

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

Signature: 

Date: 7.2.18

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SILVER OAKS NORTHSIDE MEDICAL OFFICE  
ALPHARETTA PLANNING COMMISSION REVIEW CRITERIA

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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.

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Letter | <input type="checkbox"/> Personal Visits              |
| <input type="checkbox"/> Telephone         | <input type="checkbox"/> Group Meeting                |
| <input type="checkbox"/> Email             | <input type="checkbox"/> 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](mailto:jsellers@pftlegal.com). Thank you.

Sincerely,

PURSLEY FRIESE TORGRIMSON



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.

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

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).

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

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 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 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 & Public Hearing STAFF REPORT

Submitting Department: Community Development

Submitted By:

Meeting Date: January 28, 2019

**I. AGENDA ITEM TITLE: PH-18-14: 360 TECH VILLAGE**

*CONSIDERATION OF A REQUEST TO CHANGE PREVIOUS CONDITIONS OF ZONING TO EXTEND REVERSION CLAUSES RELATED TO BUILDING PERMIT ISSUANCE OF 'FOR-RENT' AND 'OFFICE' USES, AS WELL AS A CHANGE TO THE APPROVED SITE PLAN TO REMOVE A 'HOTEL' USE. THE PROPERTY IS LOCATED AT THE SOUTHWEST CORNER OF HAYNES BRIDGE ROAD AND LAKEVIEW PARKWAY AND IS LEGALLY DESCRIBED AS BEING LOCATED IN LAND LOTS 744, 745, 752 & 753, 1ST DISTRICT, 2ND SECTION, FULTON COUNTY, GEORGIA.*

**II. RECOMMENDATION:**

**III. BUDGET IMPLICATIONS:**

BUDGETED ITEM: NO

FISCAL IMPACT: NO

INCLUDED IN CURRENT FY CPTL BUDGET: NO

INCLUDED IN CURRENT FY OPRT. BUDGET: NO

TOTAL PROJECT COST:

APPROPRIATIONS:

<u>ACCOUNT TITLE/NUMBER</u>	<u>DOLLAR AMOUNT</u>

EXTERNAL FUNDING SOURCES:

<u>ACCOUNT TITLE/NUMBER</u>	<u>DOLLAR AMOUNT</u>

**IV. REPORT IN BRIEF:**

**V. ALTERNATIVES:**

**VI. ATTACHMENTS:**

360 Tech Village CC Staff Report 012819, -Aerial Map-, Future Land Use, Zoning Map, -Location Map-, Proposed Site Plan 10.31.18, APPROVED 12.4.17 Haynes Bridge-zoning plan SP12, 360 Tech Village Council Action Summary 12.4.17, TPA Fuqua CC Action Summary, Citi Part B 12.21.18, Application for 1.28.19 Packet



# CITY COUNCIL MEETING STAFF REPORT

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

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## I. AGENDA ITEM TITLE: PH-18-14 360 TECH VILLAGE/CHANGE TO PREVIOUS CONDITIONS OF ZONING

CITY COUNCIL: JANUARY 28, 2019

## II. RECOMMENDATION:

Approve PH-18-14 360 Tech Village/Change to Previous Conditions of Zoning, subject to the following conditions (RED text below indicates a change from the previous conditions):

1. The 62.47-acre property shall be zoned MU. Except as provided in paragraph 2. below, the site shall be developed substantially similar to plans by Wakefield Beasley & Associates, dated 10/31/18 (SP-13), subject to the approved conditions. Architectural style of all buildings shall be Post-Industrial Mercantile style similar to the renderings and architecture in the 2016 application (attached as Exhibit A) with non-residential buildings approved by the Design Review Board and residential buildings approved by Staff. Townhomes shall be substantially as depicted in Exhibit A.
2. Development regulations shall be amended as follows:
  - d. Delete.
  - f. 'For-Rent' Residential – After May 27, 2018, up to 276 'For-Rent' attached units shall be permitted a Certificate of Occupancy in accordance with UDC 'For-Rent' requirements. 'For-Rent' residential shall be permitted above office or retail uses on at least 1 side of the building. At-grade 'For-Rent' units shall have walkouts with sidewalk connections where allowed by grade. Building maximum height shall be 5 stories or 60 feet, whichever is less. Units shall be restricted to studios, 1 and 2-bedroom units only. No more than 40% of the units may be 2-bedroom units. 'For-Rent' units shall be constructed concurrently with the retail located on the ground floor of the 'For-Rent' building and foundations and concrete or steel building frame (excluding roof parapets and roofing) for a minimum 60,000 square feet of office use. Building permits for this initial retail space and the foundations and concrete or steel building frame (excluding roof parapets and roofing) for a 60,000 square foot office shall be secured concurrently with the building permit for the 'For-Rent' units. A Certificate of Occupancy shall not be issued for rental units until foundations and concrete or steel building frame (excluding parapets and roofing) for a 60,000 square feet of office has been constructed. Additionally, a Certificate of Occupancy shall not be issued for rental units until an LDP and model home building permits have been secured for the initial 'For-Sale' units along the boulevard. The units shall be part of a mixed-use project containing a minimum of 50 acres and incorporating retail, 'For-Sale' residential units, hotel, neighborhood grocery, restaurant, and the 60,000 square foot office. 'For-Rent' units shall have first class amenities, which shall include a private pool, fitness center, secure gated parking, resident's lounge, business center, on-site management office, concierge services and secure elevator access. Unit finishes and ceiling height shall be built to facilitate conversion to a condominium, should the market dictate. 'For-Rent' architectural style shall be substantially similar to that shown in the 'Heights at Brookleigh' submission. If a building permit is not issued by December 31, 2019 residential units shall revert to 'For-Sale' only.
43. Master Plan approval shall revert to 2015 approval, uses and site plan, if a building permit is not issued for office use by December 31, 2019.

### III. REPORT IN BRIEF:

The applicant, TPA Group, LLC, requests changes to previous conditions of zoning on a 62.47-acre property approved for a mixed-use development. The requested changes would allow for an extension to the reversion clause associated with the 'For-Rent' product and to eliminate a 200-room hotel. The subject property is located at the southwest corner of Haynes Bridge Road and Lakeview Parkway.

### DISCUSSION

The submitted request, if approved, will allow for changes to previous conditions of zoning related to the 360 Tech Village (TPA/Fuqua) Master Plan. The proposed changes would allow for an extension to the reversion clause associated with the 'For-Rent' product and to eliminate a 200-room hotel. The subject property is located at the southwest corner of Haynes Bridge Road and Lakeview Parkway.

The property was approved on May 22, 2017 for a master plan amendment, rezoning, conditional use and variance to allow a mixed-use development, including office, retail/restaurant, hotel, 'For-Sale' residential and 'For-Rent' residential on 62.47 acres. As shown below, the applicant proposes the following changes to previous conditions of zoning related to file # PH-17-34 360 Tech Village and MP-16-13/Z-16-11/CU-16-19/V-16-26 TPA Fuqua/Peridot (Strike through = Delete, Underline = Add):

1. The 62.47-acre property shall be zoned MU. Except as provided in paragraph 2. below, the site shall be developed substantially similar to plans by Wakefield Beasley & Associates, dated ~~10/27/17 (SP-12)~~ 10/31/2018 (SP-13), subject to the approved conditions. Architectural style of all buildings shall be Post-Industrial Mercantile style similar to the renderings and architecture in the 2016 application (attached as Exhibit A) with non-residential buildings approved by the Design Review Board and residential buildings approved by Staff. Townhomes shall be substantially as depicted in Exhibit A.

~~2d. Hotel—One boutique or full-service hotel as approved by staff with a maximum of 200 rooms and 8 stories shall be permitted. Hotel may not be an extended stay facility.~~

2f. 'For-Rent' Residential – After May 27, 2018, up to 276 'For-Rent' attached units shall be permitted a Certificate of Occupancy in accordance with UDC 'For-Rent' requirements. 'For-Rent' residential shall be permitted above office or retail uses on at least 1 side of the building. At-grade 'For-Rent' units shall have walkouts with sidewalk connections where allowed by grade. Building maximum height shall be 5 stories or 60 feet, whichever is less. Units shall be restricted to studios, 1 and 2-bedroom units only. No more than 40% of the units may be 2-bedroom units. 'For-Rent' units shall be constructed concurrently with the retail located on the ground floor of the 'For-Rent' building and foundations and concrete or steel building frame (excluding roof parapets and roofing) for a minimum 60,000 square feet of office use. Building permits for this initial retail space and the foundations and concrete or steel building frame (excluding roof parapets and roofing) for a 60,000 square foot office shall be secured concurrently with the building permit for the 'For-Rent' units. A Certificate of Occupancy shall not be issued for rental units until foundations and concrete or steel building frame (excluding parapets and roofing) for a 60,000 square feet of office has been constructed. Additionally, a Certificate of Occupancy shall not be issued for rental units until an LDP has been secured for the 'For-Sale' component of the project and the landscaping planted along the main Boulevard; provided, further, that any portion of the single-family site not under active development shall be grassed. The units shall be part of a mixed-use project containing a minimum of 50 acres and incorporating retail, 'For-Sale' residential units, hotel, neighborhood grocery, restaurant, and the 60,000 square foot office. 'For-Rent' units shall have first class amenities, which shall include a private pool, fitness center, secure gated parking, resident's lounge, business center, on-site management office, concierge services and secure elevator access. Unit finishes and

ceiling height shall be built to facilitate conversion to a condominium, should the market dictate. 'For-Rent' architectural style shall be substantially similar to that shown in the 'Heights at Brookleigh' submission. If a building permit is not issued by ~~May 27, 2019~~ July 27, 2020 residential units shall revert to 'For-Sale' only.

43. Master Plan approval shall revert to 2015 approval, uses and site plan, if a building permit is not issued for office use by ~~5/27/2019~~ July 27, 2020.

According to the applicant, the proposed changes are needed to allow time for various development reviews and approvals (Design Review Board, land disturbance permit and building permit). The proposed change to the reversion clause represents an extension of approximately 14 months. The applicant's proposed site plan represents a relatively minor change from the approved plan. Differences include removal of the 200-room hotel building and replacement with surface parking.

## CONCURRENCES

Staff has reviewed the applicant's proposal and finds that it can generally support the applicant's request for changes to previous conditions of zoning. The proposed change to the reversion clause represents an extension of approximately 14 months. The elimination of the 200-room hotel is supported given the number of existing hotels and approved hotels in the area.

## CITIZEN PARTICIPATION PLAN

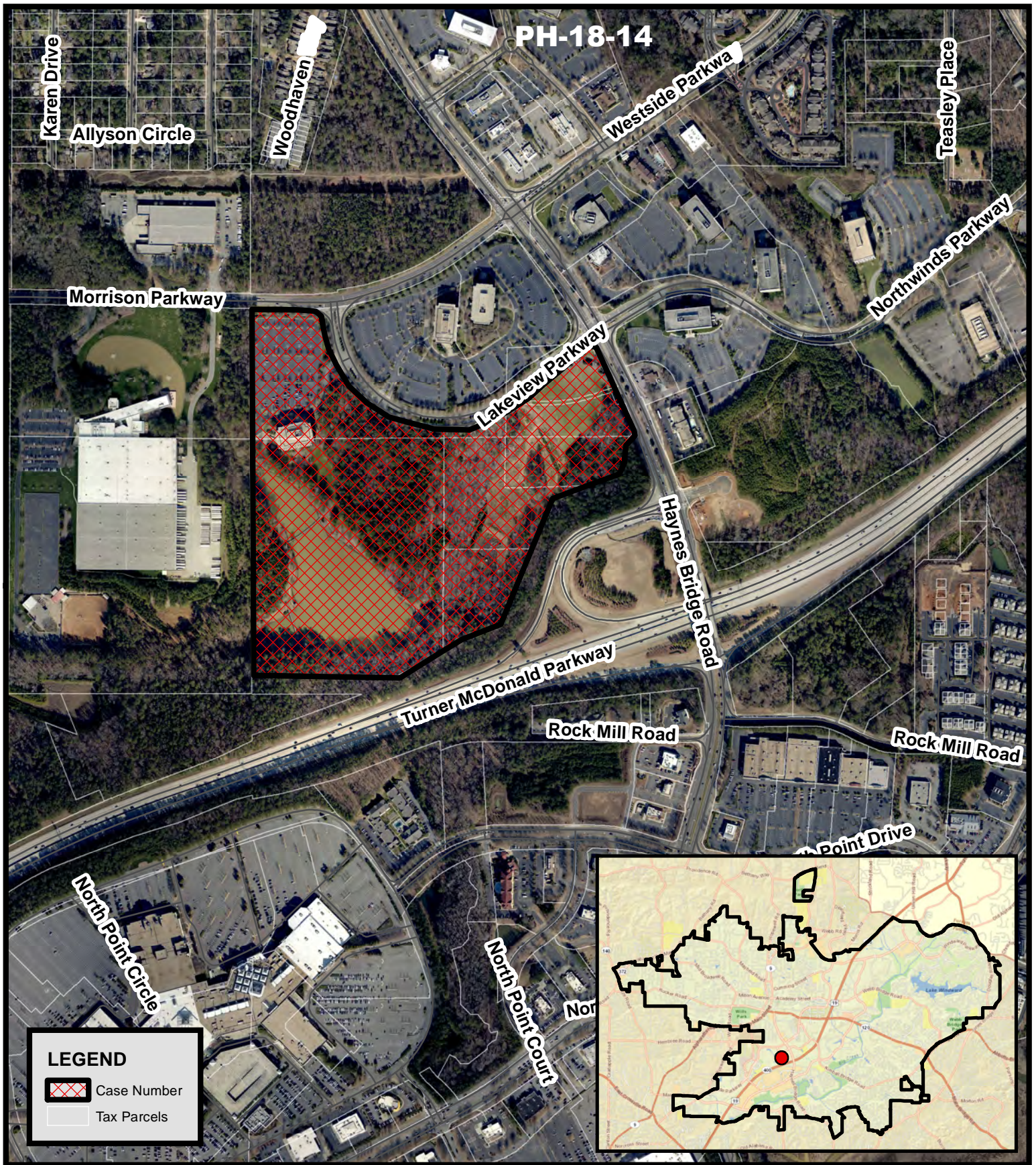
The report submitted by the applicant states that property owners within 500' were contacted regarding the applicant's intent. The report states that no comments were received.

## COMMUNITY ZONING INFORMATION MEETING

The CZIM was held on November 14, 2018. No residents signed-in with comments.

## IV. ATTACHMENTS:

- Site Plan

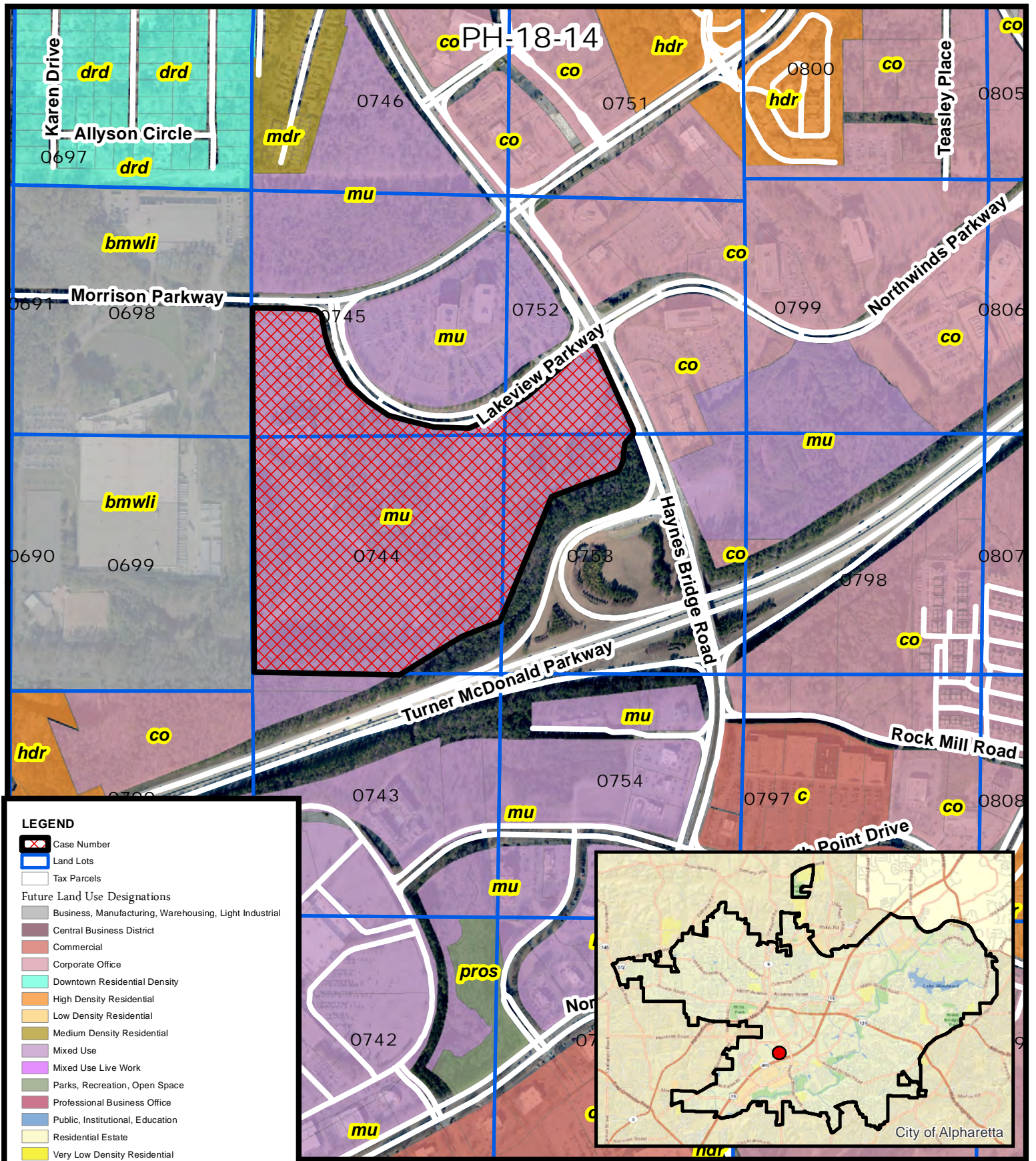


Aerial Map  
**360 Tech Village**

**PH-18-14**  
 D/LL: 1/2/744, 745, 752, 753  
 CC: **012/17/18**



Location Map Provided by:  
 Community Development - GIS

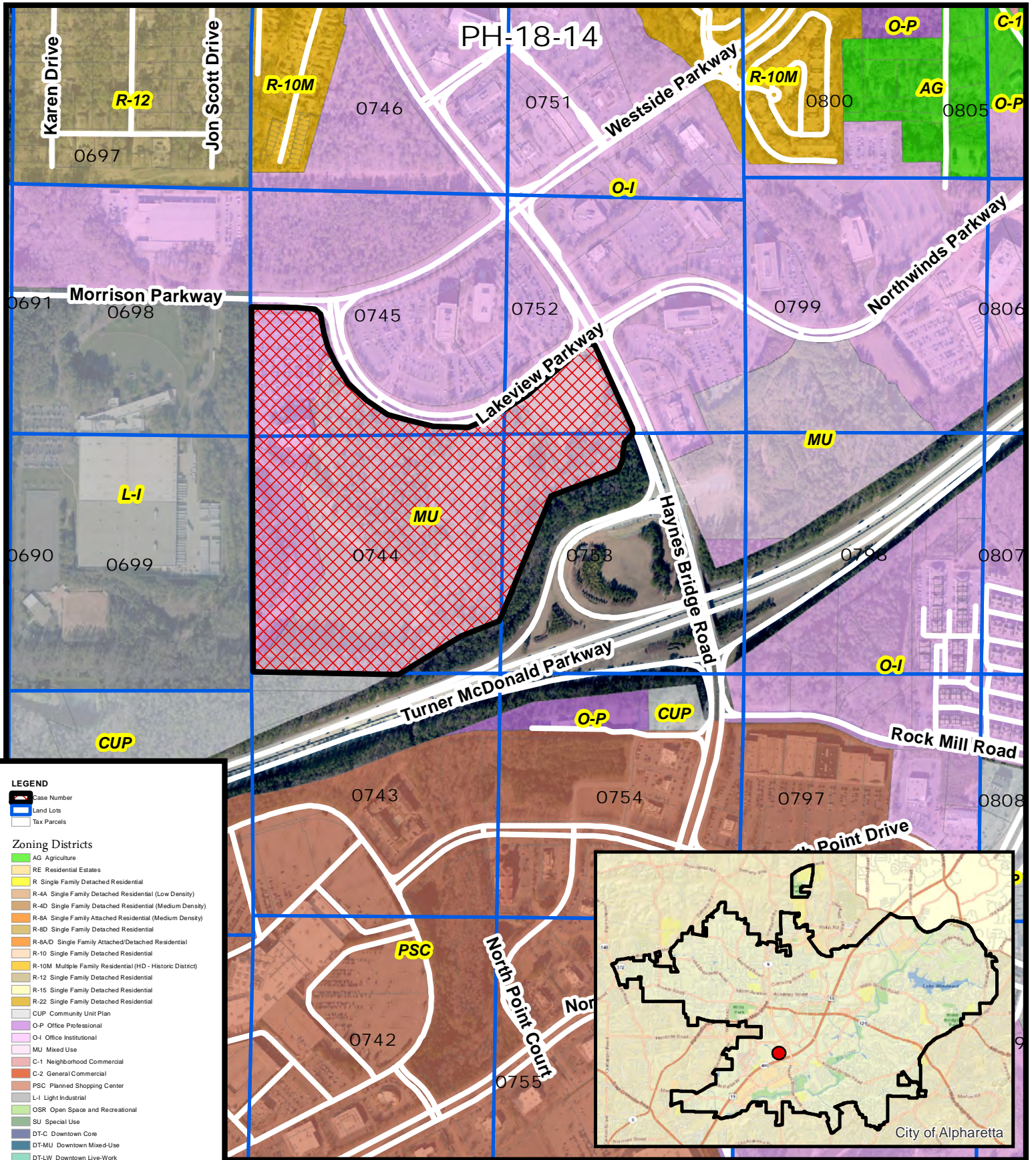


Future Land Use  
Tech 360

PH-18-14  
D/LL: 1/2/744, 745, 752, 753  
CC: 12/17/18



Location Map Provided by:  
Community Development - GIS

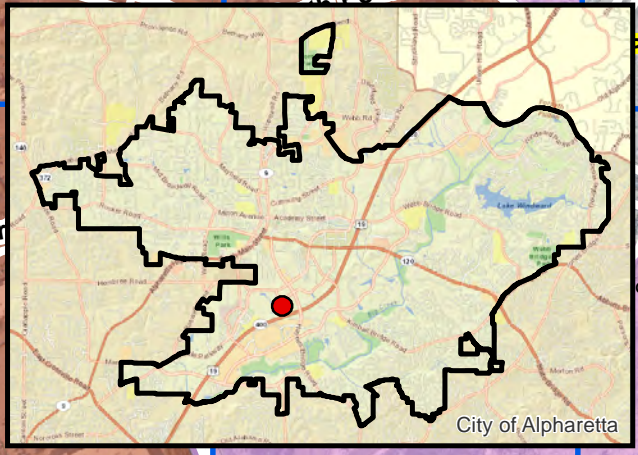


**LEGEND**

- Case Number
- Land Lots
- Tax Parcels

**Zoning Districts**

- AG Agriculture
- RE Residential Estates
- R Single Family Detached Residential
- R-4A Single Family Detached Residential (Low Density)
- R-4D Single Family Detached Residential (Medium Density)
- R-8A Single Family Attached Residential (Medium Density)
- R-8D Single Family Detached Residential
- R-8A/D Single Family Attached/Detached Residential
- R-10 Single Family Detached Residential
- R-10M Multiple Family Residential (HD - Historic District)
- R-12 Single Family Detached Residential
- R-1S Single Family Detached Residential
- R-22 Single Family Detached Residential
- CUP Community Unit Plan
- O-P Office Professional
- O-I Office Institutional
- MU Mixed Use
- C-1 Neighborhood Commercial
- C-2 General Commercial
- PSC Planned Shopping Center
- L-1 Light Industrial
- OSR Open Space and Recreational
- SU Special Use
- DT-C Downtown Core
- DT-MU Downtown Mixed-Use
- DT-LW Downtown Live-Work
- DT-R Downtown Residential

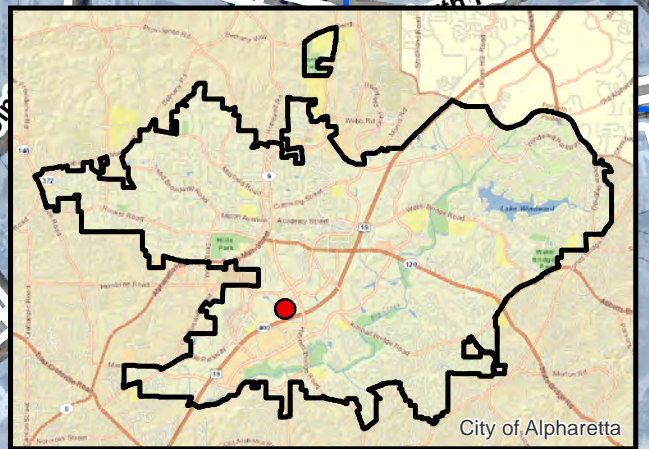
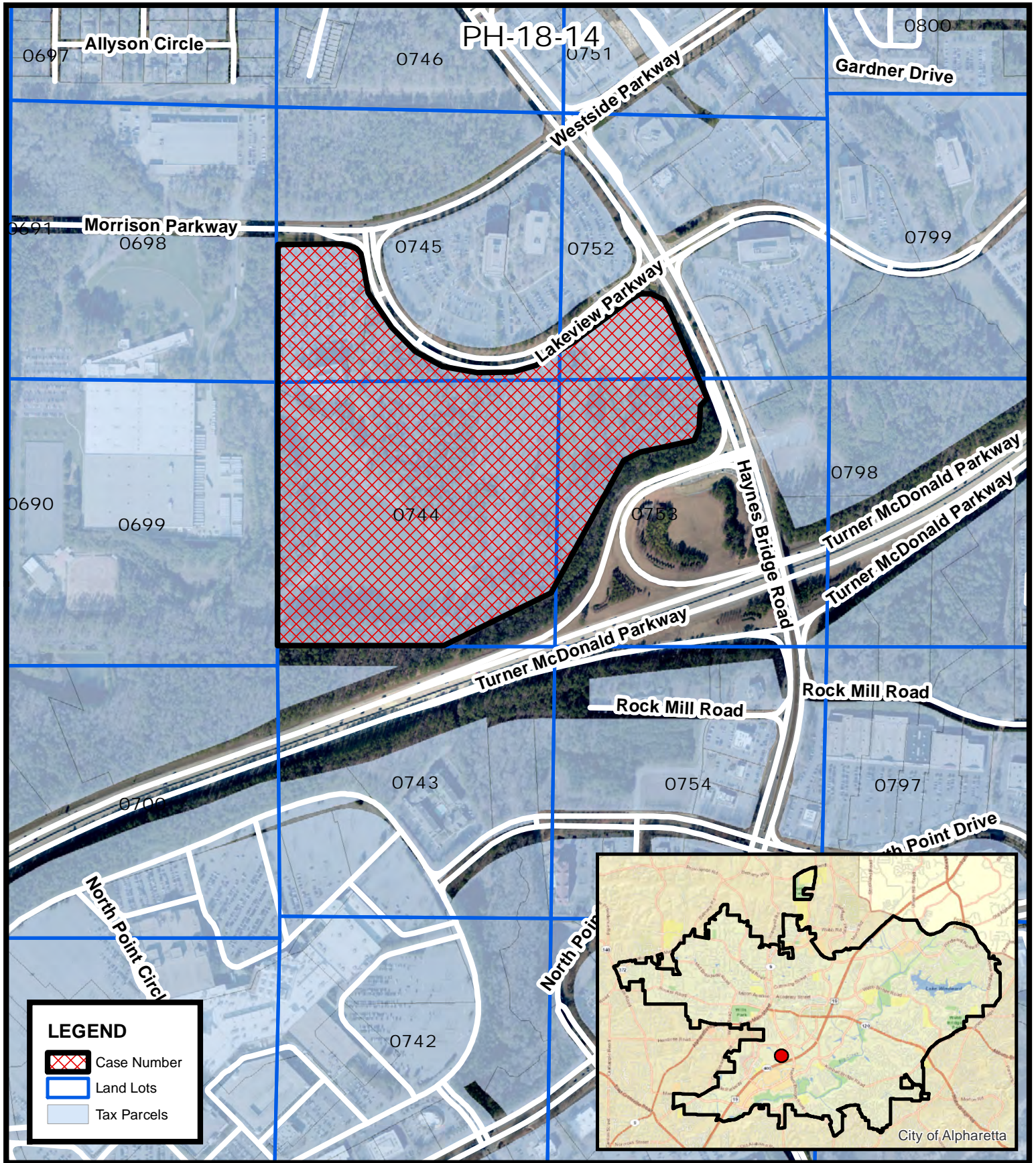


Zoning Map  
TPA/ Lennar

PH-18-14  
D/LL: 1/2/744, 745, 752, 753  
CC: 12/17/18



Location Map Provided by:  
Community Development - GIS



**Location Map**  
**360 Tech Village**

PH-18-14  
D/LL: 1/2/744, 745, 752, 753  
CC: 1/28/18

Location Map Provided by:  
Community Development - GIS

5200 Avalon Boulevard  
 Alpharetta, GA 30009  
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 F | 770.209.7050  
 www.wbassociates.com



**360 TECH VILLAGE**  
 Alpharetta, Georgia

**TPA Group/ Fuqua Development**  
 Chris Hayes, Principal TPA Group  
 3350 Riverwood Parkway  
 Atlanta, GA 30339  
 P | 770.436.2197

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print record

revisions

date: 31 OCTOBER 2018 job number: 1508064.00

**CONCEPTUAL SITE PLAN**

drawing number

**SP-13**

SUBMITTED FOR ZONING



**SITE CALCULATIONS**

<b>TOTAL DEVELOPMENT</b>	<b>2,584,127 sf</b>	
<b>COMMERCIAL</b>	<b>705,112 sf</b>	<b>27.2%</b>
HORIZONTAL	561,612 sf	
VERTICAL	143,500 sf	
<b>OFFICE</b>	<b>883,847 sf</b>	<b>34.2%</b>
HORIZONTAL	355,347 sf	
VERTICAL	528,500 sf	
<b>RESIDENTIAL</b>	<b>648,292 sf</b>	<b>25.0%</b>
HORIZONTAL	411,647 sf	
VERTICAL	236,645 sf	
<b>PUBLIC SPACE</b>	<b>346,876 sf</b>	<b>13.4%</b>

**DEVELOPMENT SUMMARY**

<b>SITE ACREAGE</b>	<b>62.47 acres (2,721,193 sf)</b>
<b>COMMERCIAL</b>	<b>83,000 sf</b>
RETAIL	17,700 sf
RESTAURANTS	26,300 sf
MARKET	12,000 sf
ENTERTAINMENT	27,000 sf
<b>RESIDENTIAL UNITS</b>	<b>417 un</b>
FOR RENT	276 un
FOR SALE	141 un
<b>DENSITY</b>	<b>6.68 un/ac</b>
<b>OFFICE</b>	<b>664,400 sf</b>
EXISTING	154,400 sf
NEW	510,000 sf
<b>PARKING</b>	<b>3,128 spaces</b>
SURFACE	465 sp
ON STREET	146 sp
DECKED	2,517 sp
<b>OPEN/GREEN SPACE</b>	<b>31.96 acres (51.2%)</b>
PARK SPACE	4.91 ac (214,016 sf)
PUBLIC LOOP TRAIL AREA	3.05 ac (132,860 sf)
OPEN SPACE	9.67 ac (421,391 sf)
LAKE AREA	9.83 ac (428,320 sf)
WETLAND AREA	4.50 ac (196,000 sf)
<b>TOTAL LOT COVERAGE</b>	<b>1,328,606 SF 48.8%</b>



New office tower built on existing surface parking area - 6 stories +/- 150,000 sf

New parking deck building on existing surface parking lot - new deck to serve existing and new office buildings

Existing office building - 6 stories with 154,400 sf

Office tower - 12 stories +/- 300,000 sf

Stacked townhome product - 36 un

Sidewalk system along internal streets provides connection from development to city 'Loop' path

Lake front plaza with seating and area for food trucks and bike rental station

Townhome product with park space - 105 un

Lake amenity to be activated 428,320 sf

Existing lake to be used for storm water management

Improve existing lake side trail and provide connection to city wide path system

Southern portion of lake side trail to be widened to 12' allowing for continuation of city 'Loop' path to continue along GA 400 frontage

MORRISON PARKWAY VARIABLE R.O.W.

Existing Signal

Future Connection to Path

Lakeview trail connecting city 'Loop' path along frontage - existing sidewalk to be widened toward curb to preserve existing tree canopy

Market building opening on to village green with outdoor dining patio space

Active uses of leasing, amenity and Phase I Retail will be on ground-level with 3 levels of residential above - 4 stories total

Residential building with 4/5 story height (4 stories tall along Lakeview and 5 stories tall along internal main street)

Project identity signage at corner of Haynes Bridge and Lakeview

Buildings pulled up to street with parking concealed behind structures

Town center green space surrounded by retail/restaurant buildings and serving as central gathering space

Pedestrian access from Haynes Bridge frontage

Jewel box retail on green

3 story office building

Lower level parking built to take advantage of slope with +/- 190 sp

Access to lower level parking

Existing Signal

City 'Loop' path along GA 400 setback connecting lake area with loop trail and village center

GA 400 (US 19) VARIABLE R.O.W.

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 www.wbassociates.com

stamp

STATE OF GEORGIA  
 RICHARD WAKEFIELD  
 REGISTERED ARCHITECT  
 CERTIFICATE NO. 1887

**360 TECH VILLAGE**  
 Alpharetta, Georgia

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print record

revisions

date: 31 OCTOBER 2018 job number: 1508064.00

drawing title

**CONCEPTUAL SITE PLAN**

drawing number

**SP-13**

SUBMITTED FOR ZONING



**360 TECH VILLAGE**  
 Alpharetta, Georgia

**TPA Group/ Fuqua Development**  
 Chris Hayes, Principal TPA Group  
 3350 Riverwood Parkway  
 Atlanta, GA 30339  
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print record

revisions

date **27 OCTOBER 2017** job number **1508064.00**

drawing title **CONCEPTUAL SITE PLAN**

drawing number

**SP-12**

SUBMITTED FOR ZONING

New office tower built on existing surface parking area - 6 stories +/- 150,000 sf

New parking deck building on existing surface parking lot - new deck to serve existing and new office buildings

Existing office building - 6 stories with 154,400 sf

Office tower - 12 stories +/- 300,000 sf

Stacked townhome product - 36 un

Sidewalk system along internal streets provides connection from development to city 'Loop' path

Lake front plaza with seating and area for food trucks and bike rental station

Townhome product with park space - 105 un

Lake amenity to be activated 428,320 sf

Existing lake to be used for storm water management

Improve existing lake side trail and provide connection to city wide path system

Southern portion of lake side trail to be widened to 12' allowing for continuation of city 'Loop' path to continue along GA 400 frontage

Lakeview trail connecting city 'Loop' path along frontage - existing sidewalk to be widened toward curb to preserve existing tree canopy

Market building opening on to village green with outdoor dining patio space

Active uses of leasing, amenity and retail will be on ground level with 3 levels of residential above - 4 stories total

Residential building with 4/5 story height (4 stories tall along Lakeview and 5 stories tall along internal main street)

Project identity signage at corner of Haynes Bridge and Lakeview

Buildings pulled up to street with parking concealed behind structures

Town center green space surrounded by retail/restaurant buildings and serving as central gathering space

Pedestrian access from Haynes Bridge frontage

Jewel box retail on green

3 story office building

Lower level parking built to take advantage of slope with +/- 190 sp

Access to lower level parking

Hotel with 200 rooms - 8 stories

City 'Loop' path along GA 400 setback connecting lake area with loop trail and village center

**SITE CALCULATIONS**

<b>TOTAL DEVELOPMENT</b>	<b>2,584,127 sf</b>	
<b>COMMERCIAL</b>	<b>705,112 sf</b>	<b>27.2%</b>
HORIZONTAL	561,612 sf	
VERTICAL	143,500 sf	
<b>OFFICE</b>	<b>883,847 sf</b>	<b>34.2%</b>
HORIZONTAL	355,347 sf	
VERTICAL	528,500 sf	
<b>RESIDENTIAL</b>	<b>648,292 sf</b>	<b>25.0%</b>
HORIZONTAL	411,647 sf	
VERTICAL	236,645 sf	
<b>PUBLIC SPACE</b>	<b>346,876 sf</b>	<b>13.4%</b>

**DEVELOPMENT SUMMARY**

<b>SITE ACREAGE</b>	<b>62.47 acres (2,721,193 sf)</b>
<b>COMMERCIAL</b>	<b>188,000 sf</b>
RETAIL	17,700 sf
RESTAURANTS	26,300 sf
MARKET	12,000 sf
ENTERTAINMENT	28,000 sf
HOTEL	104,000 sf (200 keys)
<b>RESIDENTIAL UNITS</b>	<b>417 un</b>
FOR RENT	276 un
FOR SALE	141 un
<b>DENSITY</b>	<b>6.68 un/ac</b>
<b>OFFICE</b>	<b>664,400 sf</b>
EXISTING	154,400 SF
NEW	510,000 SF
<b>PARKING</b>	<b>3,069 spaces</b>
SURFACE	412 sp
ON STREET	149 sp
DECKED	2,508 sp
<b>OPEN/GREEN SPACE</b>	<b>31.96 acres (51.2%)</b>
PARK SPACE	4.91 ac (214,016 sf)
PUBLIC LOOP TRAIL AREA	3.05 ac (132,860 sf)
OPEN SPACE	9.67 ac (421,391 sf)
LAKE AREA	9.83 ac (428,320 sf)
WETLAND AREA	4.50 ac (196,000 sf)
<b>TOTAL LOT COVERAGE</b>	<b>1,328,606 SF 48.8%</b>



# CITY COUNCIL AGENDA ACTION SUMMARY

Public Hearing Date: December 4, 2017

**PH-17-34: 360 Tech Village**

Consideration of a request for a change to previous conditions of zoning on a 62.47-acre property approved for a mixed-use development. The requested changes would allow an increase to the retail square footage for a food hall, reduce the number of 'For-Sale' stacked townhomes, reduce the percentage of 'For-Sale' product, modifications to concurrency requirements and modifications to the site plan. The subject property is located at the southwest corner of Haynes Bridge Road and Lakeview Parkway.

- Motion: Approve with Conditions, Kennedy**
- Second: Merkel**
- Approve: 7-0**

- ❖ Council Member Kennedy offered a motion to approve PH-17-34 360 Tech Village subject to the 3 staff conditions with an amendment to 2f to read, “‘For-Rent’ Residential – After May 27, 2018, up to 276 ‘For-Rent’ attached units shall be permitted a Certificate of Occupancy in accordance with UDC ‘For-Rent’ requirements. ‘For-Rent’ residential shall be permitted above office or retail uses on at least 1 side of the building. At-grade ‘For-Rent’ units shall have walkouts with sidewalk connections where allowed by grade. Building maximum height shall be 5 stories or 60 feet, whichever is less. Units shall be restricted to studios, 1 and 2-bedroom units only. No more than 40% of the units may be 2-bedroom units. ‘For-Rent’ units shall be constructed concurrently with the retail located on the ground floor of the ‘For-Rent’ building and foundations and concrete or steel building frame (excluding roof parapets and roofing) for a minimum 60,000 square feet of office use. Building permits for this initial retail space and the foundations and concrete or steel building frame (excluding roof parapets and roofing) for a 60,000 square foot office shall be secured concurrently with the building permit for the ‘For-Rent’ units. A Certificate of Occupancy shall not be issued for rental units until foundations and concrete or steel building frame (excluding parapets and roofing) for a 60,000 square feet of office has been constructed. Additionally, a Certificate of Occupancy shall not be issued for rental units until an LDP has been secured for the ‘For-Sale’ component of the project and the landscaping planted along the main Boulevard; provided, further, that any portion of the single-family site not under active development shall be grassed. The units shall be part of a mixed-use project containing a minimum of 50 acres and incorporating retail, ‘For-Sale’ residential units, hotel, neighborhood grocery, restaurant, and the 60,000 square foot office. ‘For-Rent’ units shall have first class amenities, which shall include a private pool, fitness center, secure gated parking, resident’s lounge, business center, on-site management office, concierge services and secure elevator access. Unit finishes and ceiling height shall be built to facilitate conversion to a condominium, should the market dictate. ‘For-Rent’ architectural style shall be substantially similar to that shown in the ‘Heights at Brookleigh’ submission. If a building permit is not issued by May 27, 2019 residential units shall revert to ‘For-Sale’ only.

- *The motion was seconded by Council Member Merkel*
- *Motion approved (7 - 0)*

## Final Conditions:

1. The 62.47-acre property shall be zoned MU. Except as provided in paragraph 2. below, the site shall be developed substantially similar to plans by Wakefield Beasley & Associates, dated 10/27/17 (SP-12), subject to the approved conditions. Architectural style of all buildings shall be Post-Industrial Mercantile style similar to the renderings and architecture in the 2016 application (attached as Exhibit A) with non-residential buildings approved by the Design Review Board and residential buildings approved by Staff. Townhomes shall be substantially as depicted in Exhibit A.
2. Development regulations shall be amended as follows:
  - a. Unchanged from previous condition (May 22, 2017).
  - b. No more than 417 residential dwelling units shall be allowed on site. No more than 276 'For-Rent' units are included in this number. There shall be a minimum of 36 stacked townhome 'For-Sale' units. The remaining 105 'For-Sale' units may be developed for townhomes, stacked flat condominiums, stacked townhome condominiums or single family zero lot line detached dwelling units. Depicted open space shall not be reduced, if the use mix changes from what is shown on the site plan. 'For-Sale' product may exist in up to 4-story buildings with a maximum height of 50'. Zero lot line 'For-Sale' detached lots shall contain a minimum of square footage, as approved by Staff. A minimum 25% of all residential units shall be 'For-Sale' units. No more than 10% of the 'For-Sale' residential units shall be permitted to be rented, as recorded in the development covenants. Provided all other requirements of these conditions are satisfied, the ultimate developer of the 'For-Rent' units may reconfigure the building shape provided it remains within the multi-family parcel shown on the site plan, subject to approval by Staff, and compliance with these conditions and the UDC, unless a variance has been granted.
  - c. Retail – Maximum of 57,700 square feet. Permitted retail square footage shall include a 12,000 square foot food hall/market and a brewery. Mixed use buildings shall be limited to a maximum of 5 stories or 60', whichever is less. Retail buildings must include an architectural element (such as a parapet wall or tower) which is at least 24' in height. The balance of the restaurant space shall be no less than 18' in height. No more than 3 free standing retail buildings shall be permitted. No more than one free-standing 'Bank or Savings and Loan' building shall be permitted, and it shall be 24' in height. Standalone retail buildings shall have a minimum height of 18'. A minimum 3,000 square foot neighborhood grocery shall be required.
  - d. Unchanged from previous condition (May 22, 2017).
  - e. Unchanged from previous condition (May 22, 2017).

f. "'For-Rent' Residential – After May 27, 2018, up to 276 'For-Rent' attached units shall be permitted a Certificate of Occupancy in accordance with UDC 'For-Rent' requirements. 'For-Rent' residential shall be permitted above office or retail uses on at least 1 side of the building. At-grade 'For-Rent' units shall have walkouts with sidewalk connections where allowed by grade. Building maximum height shall be 5 stories or 60 feet, whichever is less. Units shall be restricted to studios, 1 and 2-bedroom units only. No more than 40% of the units may be 2-bedroom units. 'For-Rent' units shall be constructed concurrently with the retail located on the ground floor of the 'For-Rent' building and foundations and concrete or steel building frame (excluding roof parapets and roofing) for a minimum 60,000 square feet of office use. Building permits for this initial retail space and the foundations and concrete or steel building frame (excluding roof parapets and roofing) for a 60,000 square foot office shall be secured concurrently with the building permit for the 'For-Rent' units. A Certificate of Occupancy shall not be issued for rental units until foundations and concrete or steel building frame (excluding parapets and roofing) for a 60,000 square feet of office has been constructed. Additionally, a Certificate of Occupancy shall not be issued for rental units until an LDP has been secured for the 'For-Sale' component of the project and the landscaping planted along the main Boulevard; provided, further, that any portion of the single-family site not under active development shall be grassed. The units shall be part of a mixed-use project containing a minimum of 50 acres and incorporating retail, 'For-Sale' residential units, hotel, neighborhood grocery, restaurant, and the 60,000 square foot office. 'For-Rent' units shall have first class amenities, which shall include a private pool, fitness center, secure gated parking, resident's lounge, business center, on-site management office, concierge services and secure elevator access. Unit finishes and ceiling height shall be built to facilitate conversion to a condominium, should the market dictate. 'For-Rent' architectural style shall be substantially similar to that shown in the 'Heights at Brookleigh' submission. If a building permit is not issued by May 27, 2019 residential units shall revert to 'For-Sale' only.

3. Previous conditions of zoning shall remain in effect, except as modified by these conditions.



2 PARK PLAZA  
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# CITY COUNCIL AGENDA ACTION SUMMARY

**Public Hearing Date: May 22, 2017**

**MP-16-13/Z-16-11/CU-16-19/V-16-26 TPA FUQUA/PERIDOT**

Consideration of a request to amend the Peridot (A.K.A. MetLife) Master Plan and previous conditions of zoning to allow 320 'For-Rent' residential units, 167 'For-Sale' Attached units, 55,500 square feet of retail/restaurant use, 664,400 square feet of office use, and a 200 room hotel. A rezoning is requested on 15.51 acres from OI (Office-Institutional) to MU (Mixed Use) and a conditional use is requested to allow 'Dwelling, 'For-Rent' and 'Bank, Savings and Loan' uses. A variance is requested to allow first floor 'For-Rent' dwellings on three building sides and to allow first floor 'For-Rent' dwellings on a Storefront Street. The property is located on the west side of Haynes Bridge Road south of Lakeview Parkway.

**Motion: Approve with Conditions, Kennedy**  
**Second: Owens**  
**Approve: 6-1**

- ❖ *Council Member Kennedy offered a motion to approve MP1613 / Z1611 / CU1619 / V16-26: TPA/Fuqua Development / 360 Tech Village subject to the conditions with a few changes:*
  - *Condition 2B – “No more than 470 residential dwelling units shall be allowed onsite. No more than 276 for-rent units are included in this number. There should be a minimum of 48 stacked townhome for-sale units and the remaining 146 for-sale units may be developed for townhomes, stacked/flat condominiums, stacked townhome condominiums or single family zero lot line detached dwelling units.”*
  - *Condition 2C – adding a minimum height on the bank building of 24 feet*
  - *Condition 2F – change for-rent units from 220 to 276*
  - *Condition 4 – add brewery as an allowed use*
  - *Condition 4F – clarify that bowling entertainment venue shall be allowed with approval of a condition use permit*
- *The motion received a second from Council Member Owens with a friendly amendment to Condition 42 to state, “Driveway #2 along Lakeview Parkway may be signalized upon issuance of Certificate of Occupancies for Phase 1 per concurrency condition as approved by staff. The median opening an existing office driveway 3 and proposed driveway 3 on Lakeview Parkway shall be closed in order to prevent unsafe turning movements. Design of all intersections shall meet City of Alpharetta level of service standards and be approved by staff.*
- *Accepted by Kennedy*
- *Council Member Mitchell offered a friendly amendment to Condition 2F to clarify that the for-rent architectural style shall be substantially similar to that shown in the “Heights of Berkley” submission. That submission shall be attached as a part of this item.*
- *Accepted by Kennedy and Owens*
- *The motion was approved 6-1; Gilvin voting no*

Final Conditions:

1. The 62.47-acre property shall be zoned MU. Except as provided in paragraph 1.b. below, the site shall be developed substantially similar to plans by Wakefield Beasley & Associates, dated 5/10/17 (SP-11), subject to the approved conditions. Architectural style of all buildings shall be Post-Industrial Mercantile style similar to the renderings and architecture in the 2016 application (attached as Exhibit A) with non-residential buildings approved by the Design Review Board and residential buildings approved by Staff. Townhomes shall be substantially as depicted in Exhibit A.
2. Development regulations shall be as follows:
  - a. Office – 664,400 square foot maximum. Building height shall be limited as depicted on site plan dated 4/17/2017 with 1 building up to 12 stories, remaining office limited to a maximum 6 stories. Mixed use buildings shall be limited to a maximum of 5 stories or 60’, whichever is less.
  - b. No more than 470 residential dwelling units shall be allowed on site. No more than 276 “for rent” units are included in this number. There shall be a minimum of 48 stacked townhome for sale units. The remaining 146 for sale units may be developed for townhomes, stacked flat condominiums, stacked townhome condominiums or single family zero lot line detached dwelling

- units. Depicted open space shall not be reduced if the use mix changes from what is shown on the site plan. For sale product may exist in up to 4-story buildings with a maximum height of 50'. Zero lot line 'For Sale' detached lots shall contain a minimum of square footage, as approved by Staff. A minimum 40% of all residential units shall be 'For-Sale' units. No more than 10% of the 'For-Sale' residential units shall be permitted to be rented, as recorded in the development covenants. Provided all other requirements of these conditions are satisfied, the ultimate developer of the "for rent" units may reconfigure the building shape provided it remains within the multifamily parcel shown on the site plan, subject to approval by Staff, and compliance with these conditions and the Zoning Code, unless a variance has been granted.
- c. Retail – Maximum of 57,700 square feet. Permitted retail square footage shall include a 9,600 square foot food hall/market and a brewery. Mixed use buildings shall be limited to a maximum of 5 stories or 60', whichever is less. Retail buildings must include an architectural element (such as a parapet wall or tower) which is at least 24' in height. The balance of the restaurant space shall be no less than 18' in height. No more than 3 free standing retail buildings shall be permitted. No more than one free-standing 'Bank or Savings and Loan' building shall be permitted, and it shall be 24' in height. Standalone retail buildings shall have a minimum height of 18'. A minimum 3,000 square foot neighborhood grocery shall be required.
  - d. Hotel – One boutique or full-service hotel as approved by staff with a maximum of 200 rooms and 8 stories shall be permitted. Hotel may not be an extended stay facility.
  - e. Restaurant – Maximum of 26,300 square feet. Each restaurant must have an architectural feature (such as a parapet wall or tower) which is a minimum of 24' in height. The balance of the restaurant may be a minimum of 18' in height. A maximum of 5 (but 2 on the lake, as depicted on the site plan) free-standing restaurants with a combined square footage of not less than 3,500 square feet and not more than 10,000 square feet with no drive-thru or pick up windows. Individual restaurants may be attached via architectural features such as metal arches, outdoor seating areas, patios and similar amenities as approved by Staff. One jewel box building shall be permitted in the central park as depicted on the site plan.
  - f. 'For-Rent' Residential – After May 27, 2018, up to 276 'For-Rent' attached units shall be permitted a Certificate of Occupancy in accordance with UDC 'For-Rent' requirements. 'For-Rent' residential shall be permitted above office or retail uses on at least 1 side of the building. At-grade 'For-Rent' units shall have walkouts with sidewalk connections where allowed by grade. Building maximum height shall be 5 stories or 60 feet, whichever is less. Units shall be restricted to studios, 1 and 2-bedroom units only. No more than 40% of the units may be 2-bedroom units. 'For-Rent' units shall be constructed concurrently with a portion of the retail, the for sale units across the main boulevard from the 'For Rent' units and a minimum 60,000 square feet of office use. Building permits for this initial retail space, at least ten of the residential for sale units and the 60,000 square foot office shall be secured concurrently with the building permit for the for rent units. If construction does not continue on the office, for sale residential or retail space, then it may not continue on the multifamily units. A Certificate of Occupancy shall not be issued for rental units until 60,000 square feet of office has been constructed or is substantially under construction as determined by Staff. Additionally, a Certificate of Occupancy shall not be issued for rental units until building permits have been secured for the initial for sale units along the boulevard, and construction has commenced and active construction ongoing for the for sale product across the boulevard from the 'For Rent' units. The units shall be part of a mixed-use project containing a minimum of 50 acres and incorporating retail, 'For-Sale' residential units, hotel, neighborhood grocery, restaurant, and the 60,000 square foot office. 'For-Rent' units shall have first class amenities, which shall include a private pool, fitness center, secure gated parking, resident's lounge, business center, on-site management office, concierge services and secure

elevator access. Unit finishes and ceiling height shall be built to facilitate conversion to a condominium, should the market dictate. 'For-Rent' architectural style shall be substantially similar to that shown in the 'Heights at Brookleigh' submission. If a building permit is not issued by May 27, 2019 residential units shall revert to 'For-Sale' only.

- g. Parking Decks – Maximum of 6 levels, except parking deck along Haynes Bridge Road shall be a maximum of 2-1/2 levels. With the exception of the 2 parking decks serving office buildings, all parking decks shall be wrapped with residential or non-residential uses where visible from the public right-of-way. Parking decks visible from Haynes Bridge Road, Lakeview Parkway and Morrison Parkway shall be treated with comparable materials and finishes as the buildings they serve or screened from view with evergreen landscaping as approved by Staff. Parking decks visible from Georgia 400 and the interchange shall be screened from view with evergreen landscaping. The deck for the 12-story office building shall be substantially similar to the elevations, as shown in Exhibit A, subject to DRB approval. Suitability of parking deck elevation, visibility and landscape screening shall be approved by the Design Review Board.
  - h. It is acknowledged that the approved site plan is to be subdivided into separately platted parcels with individual tax numbers, that the separate development parcels are to be developed by separate owners/developers, and that the public amenities are to be platted and owned by a property owner's association comprised of the individual development parcel owners. Zoning compliance for conditions uniquely applicable to an individual owner's parcel will be the responsibility of that owner and that non-compliance by such an owner does not render, by itself, the remaining parcels "non-conforming" uses under the Zoning Code.
3. The Master Plan area shall be limited to the following uses and further restricted by conditions of zoning:
    - a. office
    - b. retail
    - c. restaurant (no drive thru)
    - d. hotel
    - e. residential
  4. Retail uses shall be those uses customarily accessory to or amenities for office uses, restricted to the following uses:
    - a. Art Gallery
    - b. Bakery
    - c. Barber Shop
    - d. Beauty Shop
    - e. Book Store
    - f. Bowling Entertainment Venue (with approval of a conditional use permit)
    - g. Brewery
    - h. Computer Supply Store
    - i. Copy Center/Print Shop
    - j. Drug Store (not to exceed 2,000 SF)
    - k. Dry Cleaning Pick-up Station
    - l. Fitness Studio
    - m. Florist, Retail without Greenhouse
    - n. Gourmet Food Store
    - o. Office Supply Store (not to exceed 2,000 SF)
    - p. Package Shipping/Mail Box Store
    - q. Restaurant (no drive-thru)
    - r. Retail Sales and Services Establishment

- s. Shop or Studio, Craftsman/Artist
  - t. School, Commercial
  - u. Spa Services (with approval of a conditional use permit)
5. Building Setbacks along Haynes Bridge Road and Morrison Parkway shall be 30' building setback with a 20' landscape strip. Building setbacks along Lakeview Parkway shall be 25' with a 20' landscape strip.
  6. Building setbacks along internal streets shall be 0' for the first 60' of building height. Above 60' in height, a 10' setback shall be provided from back of curb. Sidewalks and street trees shall be incorporated throughout the development. Pedestrian bridges, stairs, elevators and escalators may encroach over and into public spaces provided that they don't impede pedestrian circulation or safety.
  7. A building permit shall not be issued for any free-standing retail building before a building permit is issued for the 60,000 square foot office use.
  8. Specimen trees on the site shall be given special consideration and every attempt to incorporate them into the applicant's site plan shall be made as stipulated in the Tree Protection Ordinance. In addition, specimen trees #473, 477, 512, 563, 821, 591, 593 and 596 shall be saved. The developer will work with the arborist to move the trees or substitute appropriate new plantings in lieu of saving trees 566, 568 and 600. Tree replacement of removed specimen trees (566, 568 and 600) shall be a minimum 12" – 15" caliper tree, as approved by Staff.
  9. Park land, passive parks, public space and open space is required substantially in the amounts and locations reflected in the Site Plan dated 5/10/17. The greenspace to the east of the lake shall remain undisturbed, except for the trail and related improvements around the lake. A bocce ball court, or an alternative outdoor recreational feature approved by Staff, shall be required within an area designated as public space as approved by Staff.

Design Conditions:

10. At-grade pedestrian and bicycle connections shall be provided throughout the site, including between buildings and recreational facilities within the development and across Lakeview Parkway to the existing office development. Pedestrian crossings throughout development shall be ramped and the surface materials shall be brick pavers, cobblestones or architecturally treated concrete products as approved by Staff. Bicycle facilities shall be provided throughout the development.
11. Detention facilities shall not be visible from a public right-of-way, except a decorative water feature approved by Staff.
12. Parking decks and retaining walls shall receive architectural façade treatment or be heavily landscaped, as described in paragraph 2.g. Retaining walls visible from developed areas exceeding 16' in height shall be terraced. In areas where the parking decks are visible to the public, the decks will be screened by landscaping or materials approved by DRB or other materials as approved by Staff, as described in paragraph 2.g.
13. Except for the 'For-Sale' product, priority parking spaces shall be provided for alternative fuel vehicles along with accommodation for a vehicle charging station.
14. The developer shall provide bicycle racks, benches, trash receptacles, decorative crosswalks, planters, kiosks and other street furniture, where appropriate, throughout the development. A bus drop-off area with shelter and dedicated lane shall be incorporated into the plan design and constructed along Haynes Bridge Road or at an alternative location acceptable to MARTA. Developer shall work in good faith with MARTA to add the development to city bus routes in order to assist with transportation service for employees, residents and guests. The public shall be permitted to park in the office parking lots on evenings and weekends.

15. Prior to LDP for development, the applicant shall submit for approval a document to be entitled '360 Tech Village'. This document shall include elevations or architectural themes of buildings, specifications for street furniture including benches, trash receptacles, lighting, fountains, bicycle racks, bus shelter, signage landscaping themes and focal point features and shall be substantially similar to the renderings filed with the 2016 application, as amended. Design standards will be presented to Staff and the Design Review Board for review and approval. This document also shall detail entrance treatment for the Haynes Bridge Road/Lakeview Parkway intersection, which shall compliment any existing or changed entrance feature across Lakeview Parkway. Retaining walls also shall be complementary.
16. Plans for buildings, landscaping and signage (in the form of a 'sign package') shall be subject to review and approval by the Design Review Board.
17. Awnings shall be provided on buildings at street level in commercial areas where reasonably appropriate in order to protect pedestrians from inclement weather.
18. Surface parking areas other than on-street parking shall be screened from the public right-of-way in compliance with the current UDC. A decorative, short wall shall be located along Lakeview Parkway where needed in order to obscure views of surface parking from Lakeview Parkway.
19. All buildings along Haynes Bridge Road, Morrison Parkway and Lakeview Parkway must face those streets or appear to face those streets. Backside of buildings or 'back of house' functions (such as loading or dumpster area) shall not be visible from those streets. Parapet walls shall be used as needed to screen roof-top mechanical equipment and views.
20. Measurement of building heights shall not include spires or other decorative architectural features.
21. Streets within the development shall be private and shall include a planted median with sufficient space for tree plantings, as shown on the site plan and as approved by Staff. However, planting of trees along that portion of the internal road to the east of the roundabout may be planted with shade trees instead of having a planted median.
22. A view corridor shall be created from Haynes Bridge Road to the lake, along the main boulevard, as depicted on the plan. A structure for seating or gathering, such as a gazebo or similar structure, shall be provided at the end of the boulevard near the lake as approved by Staff.
23. The corner of Haynes Bridge Road and Lakeview Parkway shall be designed with a minimum 5,000 square foot green space and shall incorporate existing wall and landscaping with a focal point feature (sculpture) added with final approval by the local arts committee. Applicant shall provide a minimum of 6 original sculptures, by different artists, located at prominent locations throughout the development as approved by Staff and the local arts committee. Locations shall include the corner of Lakeview Parkway and Haynes Bridge Road. Approval and construction of 1 sculpture shall be required concurrent with the first CO. A minimum of 1 additional sculpture shall be required concurrent with the first CO of each subsequent phase of development. All sculptures shall be required prior to final CO issued for the last building constructed.
24. In order to further 2035 Comprehensive Plan strategy LU 6.2, no stand-alone retail development shall be located within 500' of the GA 400 interchange.
25. Prior to the first LDP for development, applicant shall submit a construction phasing plan that shall demonstrate how construction will be staged and implemented in a manner that screens construction views from adjacent roadways.
26. Prior to the first LDP for development, applicant shall submit a revised master plan for the entire parcel to the City, which shall incorporate the approved conditions, as well as the following:
  - Approved specifications and standards identified for each use within the total development.
  - Pedestrian network.
  - Overall planned green space areas.

27. Every plan submitted for a land disturbance permit shall include an on-going density and acreage tabulation.
28. Alcohol license distance requirements from residential development shall be waived.
29. Rooftop signs shall be permitted as approved by the Design Review Board.
30. All site plans and civil design plans hereafter submitted to the City of Alpharetta shall state as the first note: "This plan reflects conditions stipulated through public hearing regarding case MP-16-13/Z-16-11/CU-16-19/V-16-25 TPA/Fuqua"

Landscape Conditions:

31. A 20' landscape strip with trees and shrubs shall be provided along Haynes Bridge Road, Lakeview Parkway and Morrison Parkway. Along Lakeview Parkway, the existing sidewalk shall be widened with brick or similar pavers an additional 2' in the beauty strip to the back of curb. An 8-foot wide sidewalk and 4' planting strip shall be installed along Morrison Parkway from Haynes Bridge Road to the west property line adjacent to Honda, as approved by Staff. Road impact fee credits shall be provided to the applicant for any section of sidewalk which is constructed offsite. All new utilities shall be located underground. Existing landscape strips adjacent to the development along Morrison Parkway, Haynes Bridge Road and Lakeview Parkway shall be replanted where needed, as approved by Staff. Parking areas adjacent to Lakeview Parkway shall be heavily screened with landscape material as approved by Staff.
32. Landscaping areas shall not contain any parking, water detention area or buildings, or portion thereof, except that a detention pond or ponds may be located within the landscaping area if decorative and will provide an amenity. However, there shall be no encroachment into the Georgia 400 tree buffer, except for multi-use path as approved by Staff.
33. At least 1 roof-top amenity shall be required within the development. In addition, at least 25% of the space occupied by restaurant uses shall be located in open air dining areas. Outdoor dining areas will not count against the min. 29,400 SF of restaurant space.
34. Provide detailed street planting for Haynes Bridge Road, Morrison Parkway and Lakeview Parkway. Landscape plan shall be approved prior to issuance of a Land Disturbance Permit and shall include retaining the current mature shrubbery and street trees, except at curb cuts and in accordance with an approved stream piping plan along Lakeview Parkway, Morrison Parkway and Haynes Bridge Road with final approval by Staff.
35. The developer and/or property owner shall be responsible for the planting and maintenance of medians within the development site and for the medians located on Lakeview Parkway which are contiguous to the development site. The planting and maintenance shall be in accordance with a plan approved by Staff.
36. Parking lot islands shall be planted with trees, shrubs and ground covers (not with mulch only). Provide sufficient green space to provide screening for parking decks. Investigate, as directed by Staff, the possibility of adding shade structures on the top floor of parking decks to cover a minimum 15% of this surface.
37. The developer shall dedicate a permanent easement to the City and construct a 12' multi-use trail with continuous connection from the adjacent Honda property, through the site around the lake and through the Georgia 400 buffer to Haynes Bridge Road and to the west property line, substantially in compliance with the site plan, with final alignment/design approved by Staff and construction completed prior to the first Certificate of Occupancy for residential units. A trail crossing shall be provided across Morrison Parkway at the existing signalized intersection at Lakeview Parkway and shall be constructed of paver material or architecturally treated concrete as approved by Staff. Trail entrance gateways/arches shall be provided on Morrison Parkway and Haynes Bridge Road. The applicant shall hand clear undergrowth, invasive species and dead materials within the Georgia

400 buffer for the installation of the trail; maintain such condition to the City's satisfaction until accepted by the City for maintenance; and promote use of the area to the public by providing parking, access and trails for public enjoyment. A bike share station shall be provided at a location(s) along the trail as approved by Staff. Way finding signage shall be placed at key locations along the trail. Impact fee credits will be allowed for these improvements.

38. The 50' perimeter around the lake shall include a minimum 12' wide multi-use trail and gathering areas (gazebo, grilling stations, fire pits, benches, etc.) and exercise stations around the lake, as approved by Staff. The width of the multi-use trail may be reduced to save trees, as approved by Staff. The condition of the existing pedestrian bridges across the lake shall be assessed, repairs and widening shall be made by the developer/property owner as approved by Staff. Impact fee credits will be allowed for these improvements.
39. The 32,960 square foot park space near the corner of Haynes Bridge Road and Lakeview Parkway, and the 95,470 square foot lakeside park shall include landscape and hardscape for public space for recreation, entertainment, and/or civic purposes, as described in paragraph 38.
40. The lake shall be designed for active recreation, including stocking the lake with fish and constructing a dock.
41. Wetlands shall be counted as park space, if applicant improves the area with boardwalks, walkways, or educational amenities.
42. Driveway #2 along Lakeview Parkway may be signalized upon issuance of Certificate of Occupancies for Phase 1 per concurrency condition as approved by staff. The median opening an existing office driveway 3 and proposed driveway 3 on Lakeview Parkway shall be closed in order to prevent unsafe turning movements. Design of all intersections shall meet City of Alpharetta level of service standards and be approved by staff.
43. Master Plan approval shall revert to 2015 approval, uses and site plan, if a building permit is not issued for office use by 5/27/2019.

General Conditions of Approval to GRTA Notice of Decision:

44. Development Intensity and Use

Provide a mix of residential, office and retail uses.

45. Access Management

- Signalized intersections along Lakeview Parkway shall be a minimum of 750' from the existing signal at the intersection of Haynes Bridge Road and Lakeview Parkway, as shown on the site plan.
- Provide a maximum of 4 site driveways on Lakeview Parkway.
- Align driveways on Lakeview Parkway with opposing existing driveways or offset by a minimum of 150'.
- Any full movement site driveway on Lakeview Parkway must be a minimum of 450' from Haynes Bridge Road.
- Any right-in/right-out site driveways on Lakeview Parkway must be a minimum of 200' from Haynes Bridge Road.
- No direct site access is allowed onto Haynes Bridge Road.
- No outparcels are allowed direct access on Haynes Bridge Road or Lakeview Parkway.
- Provide shared driveway between adjacent property (shown as "MetLife") and the proposed development, as shown on plan.
- All internal intersections shall be a minimum of 100' from Lakeview Parkway.

46. Pedestrian Facilities

- Provide a system of sidewalks throughout the development providing pedestrian access to all uses, building entrances and site driveways.

- Provide safe pedestrian crossings at all site driveway intersections (four-legged intersections) on Lakeview Parkway, including roundabouts.
47. Road Improvements to GRTA Notice of Decision:  
Haynes Bridge Road at Lakeview Parkway/Northwinds Parkway
- Construct 1 additional northbound left-turn lane along Haynes Bridge Road onto Lakeview Parkway creating dual northbound left-turn lanes.
  - Construct 1 additional eastbound right-turn lane along Lakeview Parkway onto Haynes Bridge Road creating dual eastbound right-turn lanes.
  - All intersections with Haynes Bridge Road and Lakeview Parkway shall be designed as directed by staff.
48. Grading for the overall master infrastructure shall be permitted as approved by Staff. Land associated with the restaurant sites and office near the lake shall not be graded until construction is eminent. Grading for roads, utilities, drainage and similar infrastructure is not prohibited by this condition. Any parcels graded, but not considered to be under active development (future phase), shall be grassed and landscaped, as approved by the Director of Community Development, before the first Certificate of Occupancy is issued.

# 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: TPA Group LLC PH-18-14

Contact Name: Donald Rolader Telephone: 770-442-0330

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.

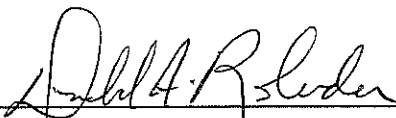
No responses received

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.*

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Letter | <input type="checkbox"/> Personal Visits                     |
| <input type="checkbox"/> Telephone         | <input type="checkbox"/> Group Meeting                       |
| <input type="checkbox"/> Email             | <input type="checkbox"/> Other <i>(Please Specify)</i> _____ |

Attach a list of people who have been notified of this application and provided information describing the subject proposal. Please note that ALL adjoining property owners MUST be notified.

*I, the undersigned, as an authorized representative of the applicant and Public Hearing item identified above, do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Citizen Participation Form - Part B and in any and all documents provided in support of this report are true and accurate. I further understand that any false statements provided by representatives of the applicant as part of this report may result in penalties up to and including denial of the subject application.*

Signature of Authorized Agent: 

Date: 12/21/2018

Print Form

October \_\_, 2018

Property Owner

RE: Change of Condition Application of TPA Group LLC to change Conditions 2 f. and 43 and site plan revision (remove hotel); MP-16-13/Z-16-11; TPA Fuqua Peridot

Dear Property Owner:

TPA Group LLC has filed an application in the City of Alpharetta to change Conditions 2 f. and 43 on the above-referenced zoning case so that for each condition, the building permit issuance date is on or before July 27, 2020. Applicant has revised the site plan to remove the hotel shown on the approved plan. No other changes are requested. A copy of the revised site plan is attached.

Presently, the Neighborhood Information Meeting is scheduled for November 14, 2018 at 6 p.m. at City Hall in the all-purpose room on the main floor. Planning Commission meeting is scheduled for December 6, 2018 at 6:30 p.m. at City Hall. The City Council hearing is scheduled for December 17, 2018 at 6:30 p.m. at City Hall. If you have questions or wish further information, please contact our zoning counsel, Don Rolader. His office number is 770-442-0330 and his email is [don@roladerandrolader.com](mailto:don@roladerandrolader.com). His physical and mailing address is 1865 Lockeway Drive, Suite 601, Alpharetta, GA 30004. We will be happy to discuss this application with you.

Sincerely,

Chris Hayes  
For TPA Group LLC

TRUGLOBE INC  
10315 OLD WOODLAND ENTRY  
ALPHARETTA GA 30022

F7 NWRET LLC  
3455 PEACHTREE RD NE SUITE 1700  
ATLANTA GA 30326

LWV TPA GA 400 LLC  
3350 RIVERWOOD PKWY SUITE 750  
ATLANTA GA 30339

HPTMI II PROPERTIES TRUST  
P.O. BOX 579  
LOUISVILLE TN 37777-0579

NORTHWINDS LAND LLC  
3330 CUMBERLAND BLVD STE 300  
ATLANTA GA 30339

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

BANK OF NORTH GEORGIA  
P.O. BOX 2026  
ROSWELL GA 30077

BRI 1870 NORTH POINT LLC  
1140 E HALLANDALE BEACH BLVD  
HALLANDALE FL 33009

HAYNES BRIDGE LLC  
1064 EIGHTY FIFTH ST  
BROOKLYN NY 11228

MORRISON W LEE JR & ANNE R  
271 15TH ST NE  
ATLANTA GA 30309-3512

AREG HDP FFIS ALPHARETTA OWNER LLC  
3414 PEACHTREE RD NE  
ATLANTA GA 30326

AMERICAN HONDA MOTOR CO INC  
1919 TORRANCE BLVD  
TORRANCE CA 90501-2722

F7 NWO LLC  
3455 PEACHTREE RD NE STE 650  
ATLANTA GA 30326

SEALY ALPHARETTA L L C  
333 TEXAS ST STE 1050  
SHREVEPORT LA 71101

10/3/18

# ROLADER & ROLADER, P.C.

ATTORNEYS AND COUNSELORS AT LAW

1865 LOCKEWAY DRIVE, SUITE 601

ALPHARETTA, GEORGIA 30004

Telephone (770) 442-0330

Fax (770) 442-0641

www.roladerandrolader.com

DONALD A. ROLADER  
don@roladerandrolader.com

D.W. "Pete" ROLADER  
1924 - 2011

September 28, 2018

Mayor and City Council  
City of Alpharetta, Georgia  
2 Park Plaza  
Alpharetta, Georgia 30009

RE: Application of TPA Group LLC for Change of Conditions; MP 16-13/Z-16-11/CU-16-19/V-16-26; City of Alpharetta, Fulton County, Georgia; Letter of Intent

Dear Mayor and Councilpersons:

This firm represents TPA Group LLC, the Applicant, which is seeking approval of this Change of Conditions on the approved rezoning referenced above. This letter shall be construed as the Letter of Intent for this Application.

The Applicant requests that Condition 2 f. (last sentence) be changed to read "If a building permit is not issued by July 27, 2020 residential units shall revert to 'For-Sale' only." Applicant further requests that Condition 43 be changed to read as follows: "Master Plan approval shall revert to 2015 approval, uses and site plan, if a building permit is not issued for office use by July 27, 2020."The Applicant further requests that the site plan filed with this Application replace the approved site plan for the approved rezoning stated above. The new site plan filed eliminates the proposed hotel from the original site plan.

Applicant proposes to change the date to allow time for various Design Review Board submittals and approvals, Land Disturbance Permit submissions and approvals and Building Permit submissions and approvals to meet the concurrency requirements set forth in the Conditions. Applicant cannot complete these in order to obtain a building permit for 'For Rent' housing units or for office construction by May 27, 2019. Applicant has submitted a new color site plan at the request of Staff. That site plan eliminates the hotel shown on the approved application.

No other changes or modifications to the original approval are requested. Except for the filing of the new site plan eliminating the hotel, no engineering documents have been altered or revised.

10/3/18

Mayor and City Council  
City of Alpharetta, Georgia  
September 28, 2018  
Page 2

The granting of this Change of Conditions Application will have no negative impact on adjoining or nearby properties, but will enable the development of the approved uses. The condition change will have no impact on the approved development other than to eliminate the proposed hotel from the site plan and to permit the Applicant/Owner sufficient time to meet the time constraints of the approved Conditions. To fail to approve this Application will be of no benefit to the citizens of Alpharetta, Georgia. The uses and the project have been approved by previous action of the Council.

The documents contained in the original application are incorporated herein, except for this Letter of Intent and the specific changes requested.

Constitutional Objections are attached hereto as Exhibit A, and made a part hereof by reference.

Applicant respectfully requests that the Mayor and City Council approve this Application for Change of Conditions to allow the development, as approved May 22, 2017, to go forward and commence construction.

Very truly yours,

ROLADER & ROLADER, P.C.



Donald A. Rolader

## **CONSTITUTIONAL OBJECTIONS**

Georgia Law and the procedures of the City of Alpharetta require us to raise Federal and State Constitutional objections during the rezoning application process. While the Owner anticipates a smooth application process, failure to raise constitutional objections at this stage may mean that the owner 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:

A denial of the Application would be unconstitutional in that it would destroy the Owner's property rights without first paying fair, adequate and just compensation for such rights, in violation of Article I, Section I, Paragraph I of the Constitution of the State of Georgia of 1983, Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983 and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

Any application of the Code of the City of Alpharetta, or the Unified Development Code of the City of Alpharetta, to the Subject Property that prohibits the Owner from developing the Subject Property as proposed is unconstitutional, illegal, null and void because such an application constitutes a taking of the Owner's property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States, Article I, Section I, Paragraph I, and Article I, Section III, Paragraph I, of the Constitution of the State of Georgia of 1983 and a violation of the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States because such an application denies the Owner an economically viable use of its land while not substantially advancing legitimate state interests.

A denial of this Application would also constitute an arbitrary and capricious act by the City of Alpharetta without any rational basis therefore, thereby constituting an abuse of discretion in violation of Article I, Section I, Paragraph I of the Constitution of the State of Georgia of 1983, Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983 and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

A refusal by the City of Alpharetta to grant the Application would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Owner and Owners of similarly situated property in violation of Article I,


10/3/18

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 approval of the Application that subjects the Subject Property to conditions that are different from the conditions requested by the Owner, to the extent such different conditions would have the effect of further restricting the Owner's utilization of the Subject Property, would also constitute an arbitrary, capricious and discriminatory act in zoning the Subject Property to an unconstitutional category and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.

In addition, this constitutes formal written notice to City of Alpharetta, pursuant to O.C.G.A. § 36-33-5, that the Owner plans to seek to recover all damages that it sustains or suffers as a result of the denial of this Application and/or the unconstitutional zoning of the Subject Property by the City of Alpharetta. Such damages may include, but are not necessarily limited to, damages related to the diminution in the value of the Subject Property, attorneys' fees and expenses of litigation.

Accordingly, the Owner respectfully requests that the City of Alpharetta grant the Application as requested.

ROLADER & ROLADER, P.C.

By:   
Donald A. Rolader  
Attorney for Owner

1865 Lockeway Drive  
Suite 601  
Alpharetta, GA 30004  
770-442-0330

# 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, MasterCard 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: TPA Group / Chris Hayes

Telephone: 770-436-3400

Address: 1776 Peachtree Street NW

Suite: 100

City: Atlanta

State: GA

Zip: 30309

Fax: \_\_\_\_\_

Mobile Tel: 404-358-1178

Email: chayes@tpa-grp.com

### Subject Property Information:

Address: Lakeview Parkway (7.47 acres) Lot 3  
(55.0007 acres) Lot 4

Current Zoning: MU

District: 1 Section: 2 Land Lot: 744,745  
752,753

Parcel ID: 12-2710-0745-050-7 (7.47 ac)  
12-2720-0744-051-4 (55 ac)

Proposed Zoning: N/A

Current Use: vacant land

### 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):* change of condition

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# APPLICANT REQUEST AND INTENT

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

Mixed use development

Applicant's Request (Please itemize the proposal):

a) to revise condition 2-f to read: "If a building permit is not issued by July 27, 2020, residential units shall revert to 'For Sale' only."

b) to remove the proposed hotel from the site plan.

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

To develop a quality mixed use project at the intersection of Haynes Bridge Road and GA 400 as previously approved by Mayor and City Council.

# PROPERTY OWNER AUTHORIZATION

## Property Owner Information:

Contact Name: LWV TPA GA 400, LLC Telephone: 770-436-3400  
Address: 1776 Peachtree St. NW Suite: 100  
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.

- |   |   |
|---|---|
| <input type="checkbox"/> Annexation           | <input type="checkbox"/> Special Use                                  |
| <input type="checkbox"/> Rezoning             | <input type="checkbox"/> Conditional Use                              |
| <input type="checkbox"/> Variance             | <input type="checkbox"/> Master Plan                                  |
| <input type="checkbox"/> Land Use Application | <input checked="" type="checkbox"/> Other <u>Change of Conditions</u> |

## Identify Authorized Applicant:

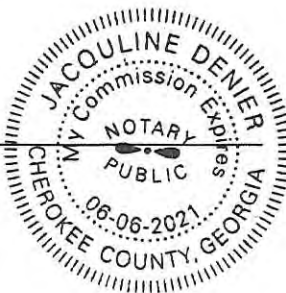
Name of Authorized Applicant: LWV TPA GA 400, LLC Telephone: 770 436 3400  
Address: 1776 Peachtree Street Suite: 100  
City: atlanta State: GA. Zip: 30309

## So Sworn and Attested:

Owner Signature: J. Bradford Smith, Manager Date: 9/24/18

Notary:

Notary Signature: Jacqueline Denier Date: 9/24/18



# 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: TPA GROUP, LLC  
LWV TPA GA 400, LLC

Subject Public Hearing Case: change in condition Fugua TPA Peridot

## Campaign Contribution Information:

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

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

Name of Official: N/A Position: \_\_\_\_\_

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

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


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

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

Description of Contribution: N/A 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:   
J. Bradford Smith, Manager

Date: 9/24/18

---

# ALPHARETTA PLANNING COMMISSION REVIEW CRITERIA

---

There are no changes from approved application.

How will this proposal be compatible with surrounding properties?

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

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

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

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

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

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

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.

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# BOARD OF ZONING APPEALS REVIEW CRITERIA

---

There are no changes from approved application.

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.

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

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

Would relief, if granted, cause substantial detriment to the public good or impair the purpose and intent of the Zoning Code? Please defend your response.

On a separate sheet or sheets, please provide any information or evidence that supports your request and the statements that you have provided in this application.

---

# SIGN VARIANCE REVIEW CRITERIA

Are there exceptional conditions pertaining to the property where the sign is to be located as a result of the property size, shape, or topography which are not applicable to other lands or structures in the area? If "yes," please explain.

Yes

No

Would the applicant be deprived of rights that are commonly enjoyed by others similarly situated? If "yes," please explain.

Yes

No

Would granting the variance confer on the applicant any significant privileges which are denied to others similarly situated? If "yes," please explain.

Yes

No

Are the exceptional circumstances the result of actions of the applicant or the applicant's representatives? If "yes," please explain.

Yes

No

Is the requested variance the minimum necessary to allow the applicant to enjoy rights commonly enjoyed by others similarly situated? If "no," please explain.

Yes

No

Would granting of the variance violate more than one standard of the Unified Development Code? If "yes," please explain.

Yes

No

Would granting the variance result in allowing a sign that interferes with road or highway visibility or obstruct or otherwise interfere with the safe and orderly movement of traffic? On a separate sheet or sheets, please defend your response.

Yes

No

---

# 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: TPA Fuqua Peridot

Contact Name: Donald A. Rolader Telephone: 770-442-0330

*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 Exhibit "A" attached hereto and incorporated  
herein by reference.

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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.*

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Letter | <input type="checkbox"/> Personal Visits              |
| <input type="checkbox"/> Telephone         | <input type="checkbox"/> Group Meeting                |
| <input type="checkbox"/> Email             | <input type="checkbox"/> 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.  
Responses may be by letter, phone call, faxed response, email or personal contact.

TRUGLOBE INC  
10315 OLD WOODLAND ENTRY  
ALPHARETTA GA 30022

F7 NWRET LLC  
3455 PEACHTREE RD NE SUITE 1700  
ATLANTA GA 30326

LWV TPA GA 400 LLC  
3350 RIVERWOOD PKWY SUITE 750  
ATLANTA GA 30339

HPTMI II PROPERTIES TRUST  
P.O. BOX 579  
LOUISVILLE TN 37777-0579

NORTHWINDS LAND LLC  
3330 CUMBERLAND BLVD STE 300  
ATLANTA GA 30339

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

BANK OF NORTH GEORGIA  
P.O. BOX 2026  
ROSWELL GA 30077

BRI 1870 NORTH POINT LLC  
1140 E HALLANDALE BEACH BLVD  
HALLANDALE FL 33009

HAYNES BRIDGE LLC  
1064 EIGHTY FIFTH ST  
BROOKLYN NY 11228

MORRISON W LEE JR & ANNE R  
271 15TH ST NE  
ATLANTA GA 30309-3512

AREG HDP FFIS ALPHARETTA OWNER LLC  
3414 PEACHTREE RD NE  
ATLANTA GA 30326

AMERICAN HONDA MOTOR CO INC  
1919 TORRANCE BLVD  
TORRANCE CA 90501-2722

F7 NWO LLC  
3455 PEACHTREE RD NE STE 650  
ATLANTA GA 30326

SEALY ALPHARETTA L L C  
333 TEXAS ST STE 1050  
SHREVEPORT LA 71101

Mayor and City Council  
City of Alpharetta, Georgia  
September 28, 2018  
Page 2

The granting of this Change of Conditions Application will have no negative impact on adjoining or nearby properties, but will enable the development of the approved uses. The condition change will have no impact on the approved development other than to eliminate the proposed hotel from the site plan and to permit the Applicant/Owner sufficient time to meet the time constraints of the approved Conditions. To fail to approve this Application will be of no benefit to the citizens of Alpharetta, Georgia. The uses and the project have been approved by previous action of the Council.

The documents contained in the original application are incorporated herein, except for this Letter of Intent and the specific changes requested.

Constitutional Objections are attached hereto as Exhibit A, and made a part hereof by reference.

Applicant respectfully requests that the Mayor and City Council approve this Application for Change of Conditions to allow the development, as approved May 22, 2017, to go forward and commence construction.

Very truly yours,

ROLADER & ROLADER, P.C.



Donald A. Rolader

## **CONSTITUTIONAL OBJECTIONS**

Georgia Law and the procedures of the City of Alpharetta require us to raise Federal and State Constitutional objections during the rezoning application process. While the Owner anticipates a smooth application process, failure to raise constitutional objections at this stage may mean that the owner 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:

A denial of the Application would be unconstitutional in that it would destroy the Owner's property rights without first paying fair, adequate and just compensation for such rights, in violation of Article I, Section I, Paragraph I of the Constitution of the State of Georgia of 1983, Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983 and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

Any application of the Code of the City of Alpharetta, or the Unified Development Code of the City of Alpharetta, to the Subject Property that prohibits the Owner from developing the Subject Property as proposed is unconstitutional, illegal, null and void because such an application constitutes a taking of the Owner's property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States, Article I, Section I, Paragraph I, and Article I, Section III, Paragraph I, of the Constitution of the State of Georgia of 1983 and a violation of the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States because such an application denies the Owner an economically viable use of its land while not substantially advancing legitimate state interests.

A denial of this Application would also constitute an arbitrary and capricious act by the City of Alpharetta without any rational basis therefore, thereby constituting an abuse of discretion in violation of Article I, Section I, Paragraph I of the Constitution of the State of Georgia of 1983, Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983 and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.


A refusal by the City of Alpharetta to grant the Application would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Owner and Owners of 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 approval of the Application that subjects the Subject Property to conditions that are different from the conditions requested by the Owner, to the extent such different conditions would have the effect of further restricting the Owner's utilization of the Subject Property, would also constitute an arbitrary, capricious and discriminatory act in zoning the Subject Property to an unconstitutional category and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.

In addition, this constitutes formal written notice to City of Alpharetta, pursuant to O.C.G.A. § 36-33-5, that the Owner plans to seek to recover all damages that it sustains or suffers as a result of the denial of this Application and/or the unconstitutional zoning of the Subject Property by the City of Alpharetta. Such damages may include, but are not necessarily limited to, damages related to the diminution in the value of the Subject Property, attorneys' fees and expenses of litigation.

Accordingly, the Owner respectfully requests that the City of Alpharetta grant the Application as requested.

ROLADER & ROLADER, P.C.

By:   
Donald A. Rolader  
Attorney for Owner

1865 Lockeway Drive  
Suite 601  
Alpharetta, GA 30004  
770-442-0330



# City Council Meeting & Public Hearing STAFF REPORT

Submitting Department: Community Development

Submitted By:

Meeting Date: January 28, 2019

**I. AGENDA ITEM TITLE:** E-18-11: EDISON SIGN EXCEPTION

**NOTE: THIS ITEM HAS BEEN DEFERRED BY THE APPLICANT AND WILL BE NEITHER HEARD NOR CONSIDERED DURING THIS MEETING. ITS CONSIDERATION HAS BEEN PLACED ON THE MARCH 4, 2019 CITY COUNCIL AGENDA.**

*CONSIDERATION OF A SIGN EXCEPTION TO ALLOW AN ADDITIONAL WALL SIGN. THE PROPERTY IS LOCATED AT 3 EDISON DRIVE AND IS LEGALLY DESCRIBED AS BEING LOCATED IN LAND LOTS 1176, 1179 & 1180, 2ND DISTRICT, 1ST SECTION, FULTON COUNTY, GEORGIA.*

**II. RECOMMENDATION:**

**III. BUDGET IMPLICATIONS:**

BUDGETED ITEM: NO

FISCAL IMPACT: NO

INCLUDED IN CURRENT FY CPTL BUDGET: NO

INCLUDED IN CURRENT FY OPRT. BUDGET: NO

TOTAL PROJECT COST:

APPROPRIATIONS:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT

EXTERNAL FUNDING SOURCES:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT

**IV. REPORT IN BRIEF:**

**V. ALTERNATIVES:**

**VI. ATTACHMENTS:**



# CITY COUNCIL MEETING STAFF REPORT

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

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**I. AGENDA ITEM TITLE:** PH-18-19 UNIFIED DEVELOPMENT CODE TEXT AMENDMENTS – C-1 AND C-2 USES, OPEN SPACE AND GREENSPACE DEFINITIONS AND RESIDENTIAL PARKING

CITY COUNCIL:                      JANUARY 28, 2019

This item was heard at the January 3, 2019 Planning Commission meeting. There were no public comments. After discussion, the Planning Commission recommended to approve the item. Vote (6-0)

**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 and to delete 'Dwelling, 'For-Sale Attached in a Vertically Mixed Use Building Over Retail or Restaurant' as a conditional use in the C-2 zoning district.

Open Space/Greenspace: Staff proposes to add a definition for 'Greenspace' to Article I, Section 1.4, Definitions and to delete the definition of 'Greenspace' from Article III, Subsection 3.3.2, Stormwater Management Definitions. Staff also proposes amendments to the definition of 'Open Space' in Article I, 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 and 10' wide driveway. In addition, regulations are proposed addressing tandem parking.

**IV. ATTACHMENTS:**

- UDC Strike Through and Underline Edits

**AN ORDINANCE TO AMEND ARTICLES I, II, III AND APPENDIX A: ALPHARETTA DOWNTOWN CODE OF THE UNIFIED DEVELOPMENT CODE OF THE CITY OF ALPHARETTA, GEORGIA; TO ADD, DELETE AND AMEND DEFINITIONS FOR GREENSPACE AND OPEN SPACE; TO DELETE ‘DWELLING, ‘FOR-RENT’ AS A CONDITIONAL USE IN THE C-1 AND C-2 ZONING DISTRICTS; TO DELETE ‘DWELLING, ‘FOR-SALE’ ATTACHED AS A CONDITIONAL USE IN THE C-2 ZONING DISTRICT; TO ADD REGULATIONS REQUIRING ‘FOR-SALE’ DWELLING UNITS TO HAVE A MINIMUM SIZE DRIVEWAY; TO ADD REGULATIONS ADDRESSING TANDEM PARKING; TO REPEAL CONFLICTING ORDINANCES; AND FOR OTHER PURPOSES.**

**WHEREAS**, on or about May 21, 2001, the City of Alpharetta (the “City”) adopted a comprehensive zoning ordinance known and cited as the Unified Development Code of the City of Alpharetta, Georgia, which has subsequently been amended from time to time (the “Unified Development Code”); and

**WHEREAS**, the Mayor and Council of the City of Alpharetta (the “City Council” or “Council”) are charged with the protection of the public health, safety, and welfare of the citizens of the City of Alpharetta; and

**WHEREAS**, the Unified Development Code was designed to be amended from time to time when circumstances warrant that modifications be made in order to make the Unified Development Code more responsive to community needs; and

**WHEREAS**, the City Council finds that ordinances and regulations governing the uses of land and development of land within the City, as well as the City’s operations, should be continually improved from time to time and modified as necessary to better protect and promote the public health, safety and welfare of the residents and businesses of the City of Alpharetta; and

**WHEREAS**, the City Council desires to amend Articles I, II, III and Appendix A: Alpharetta Downtown Code of the Unified Development Code for the foregoing purposes; and

**WHEREAS**, the City Council finds that the following amendment to the Unified Development Code promotes the health, safety, morals, convenience, order, prosperity and general welfare of the present and future inhabitants of the City of Alpharetta;

**NOW THEREFORE, The Council of the City of Alpharetta hereby ordains, as follows:**

**Section 1:**      **Subsection 1.4.2** [Defined Terms] of Article I of the Unified Development Code is hereby amended by striking the terms and definitions for “Greenspace” and “Open Space” and adding the following terms and definitions in their appropriate alphabetical order:

“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.”

**Section 2:**      **Subsection 2.2.14 (C)** [C-1 Neighborhood Commercial – *Conditional Uses*] of Article II of the Unified Development Code is hereby amended by deleting ‘Dwelling, ‘For-Rent’ as a conditional use in the said subsection.

**Section 3:**      **Subsection 2.2.15 (C)** [C-2 General Commercial – *Conditional Uses*] of Article II of the Unified Development Code is hereby amended by deleting ‘Dwelling, ‘For-Rent’ and ‘Dwelling, ‘For-Sale’ Attached in a Vertically Mixed Use Building Over Retail or Restaurant’ as conditional uses in the said subsection.

**Section 4:**      **Subsection 2.5.4(B)** [Location of Required Parking in Residential Districts] of Article II of the Unified Development Code is hereby amended by adding regulations requiring a driveway for all ‘For-Sale’ dwelling units and including a minimum size in the said subsection.

**Section 5:**      **Subsection 2.2.5(J)** [Tandem Parking] of Article II of the Unified Development Code is hereby amended by adding regulations addressing tandem parking in the said subsection.

**Section 6:**      **Subsection 3.3.2** [Definitions] of Article III of the Unified Development Code is hereby amended by deleting the definition of Greenspace in the said subsection.

**Section 7:**      **Subsection 2.4.6** [Vehicle Access and Parking Locations] of Appendix A: Alpharetta Downtown Code of the Unified Development Code is hereby amended by adding regulations requiring a driveway for all ‘For-Sale’ dwelling units and including a minimum size and by adding regulations addressing tandem parking in the said subsection.

**Section 8:**      **Table 2.2** of Article II of the Unified Development Code, titled “List of Permissible and Conditional Uses,” is hereby amended by inserting, in their appropriate alphabetical order, new rows to read as set forth in Exhibit “A” attached hereto as if fully set forth herein.

**Section 9:**      If any section, subsection, provisions, or clause of any part of this Ordinance shall be declared invalid or unconstitutional or, if the provisions of any part of this Ordinance as applied to any particular situation or set of circumstances shall be declared invalid or unconstitutional, such invalidity shall not be construed to affect the portions of this Ordinance not so held to be invalid, or the application of this Ordinance to other circumstances not so held to be invalid. It is hereby declared as the intent of the City

Council that this Ordinance would have been adopted in its current form without the invalid or unconstitutional provision contained therein.

**Section 10:** This Ordinance shall be effective immediately upon its adoption by the City Council and incorporated into The Unified Development Code of the City of Alpharetta, Georgia. This Ordinance hereby repeals any and all conflicting ordinances and amendments.

SO ORDAINED this the \_\_\_\_\_ day of \_\_\_\_\_, 2019.

Approved:

\_\_\_\_\_  
Jim Gilvin, Mayor

Attest:

**COUNCILMEMBERS**

\_\_\_\_\_  
Coty Thigpen, City Clerk  
(Seal)

Approved as to Form:

\_\_\_\_\_  
C. Sam Thomas, City Attorney

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\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



# PAGES WITH CHANGES ONLY

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.

# PAGES WITH CHANGES ONLY

## 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.).

# PAGES WITH CHANGES ONLY

## 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

## SECTION 2.5 - PARKING AND LOADING<sup>(1)</sup>

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

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

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

### 2.5.1 Number of vehicle parking spaces required.

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

#### A. *Residential Uses.*

Residential parking spaces required by this Ordinance shall be standard parking spaces (9 feet by 19 feet)

Dwelling, 'For-Sale', detached:

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

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

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

Two or more bedroom units:

One (1) space for each bedroom.

Bed and Breakfast:

One (1) space for each bedroom.

Dwelling, 'For-Rent', residential:

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

Group Home/Congregate Housing:

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

#### B. *Business Uses.*

Medical, dental and optical offices:

One (1) space per 200 square feet.

Professional and business offices not otherwise specifically enumerated:

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

Banks:

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

Hotels (or Motels) and Extended Stay Hotels:

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

Day Care:

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

Service and repair establishments not otherwise specifically enumerated:

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

Retail businesses, not otherwise specifically enumerated:

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

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

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

Restaurants:

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

Retail Shopping Center:

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

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

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

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

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

Service stations:

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

Funeral homes:

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

Technology Centers/Data Processing Centers:

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

C. *Wholesale and Industrial Uses.*

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

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

D. *Public and Semipublic Uses.*

Hospitals:

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

Churches, stadium and other places of public assembly:

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

Places of assembly or indoor recreation without fixed seats:

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

Schools, elementary and middle schools:

One (1) space for each classroom and administrative office plus 5 spaces for visitors.

Schools, senior high:

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

Other public building:

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

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

### **2.5.2 Shared parking.**

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

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

### **2.5.3 Off-street loading and unloading spaces.**

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

Required spaces shall be provided as follows:

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

SQUARE FEET	NUMBER OF SPACES
25,000—99,999	2
100,000—159,999	3
160,000—239,999	4
240,000—349,999	5
For each additional 100,000 or fraction thereof	1 additional

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

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

**2.5.4 Locational criteria for parking.**

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

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

Each 'For-Sale' dwelling unit shall have a minimum 18' long and 9' wide paved driveway, as measured from the garage to the back of sidewalk, or back of curb where a sidewalk is not provided.

Ordinary passenger vehicles and non-commercial 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, used to provide daily transportation to and from work, are allowed in all residential districts.

- C. **Parking and Storage of Certain Vehicles.** No automobile, truck, motorcycle, trailer or other vehicle of any kind or type without current license plates shall be parked or stored on any lot in a residential district except in a completely enclosed building.
1. Any person who, as of the effective date of this Article (6/94), has established a long-standing practice of parking or storing boats or recreational vehicles which is not in compliance with the provisions of C(1), above, may continue such practice as a lawful nonconforming use, subject only to the provisions of any applicable district regulations.
  2. Any person may apply to the Director of Community Development for a variance to the provisions of C(1), above pertaining to the parking and storage of boats or recreational vehicles. Variances shall be granted only in the case of extreme hardship or unusual circumstance, as contrasted with merely granting an advantage or a convenience. The factors to be taken into consideration by the Director may include the following:
    - a. The ease with which the applicant can comply with the provisions of this ordinance;
    - b. Whether there are extraordinary and exceptional conditions pertaining to the particular lot because of its size, shape, topography or location of the improvements on the lot;
    - c. The economic hardship that would be imposed upon the applicant if the variance were denied; and
    - d. Whether relief, if granted, would cause substantial detriment to the public good or impair the purpose and intent of this ordinance.
  3. Where appropriate, the Director may attach reasonable conditions to the grant of a variance. The Director may also approve an alternative parking practice which, although not in strict compliance with the literal provisions of this Article, is deemed by the Director to be in compliance with the spirit of the Ordinance. All variances are personal to the applicant and shall terminate upon the sale of the lot.
- D. Written variance applications shall be acted upon by the Director within thirty (30) days of receipt. Variance applications denied by the Director may be appealed by filing a written appeal with the Board of Appeals within fifteen (15) days of the date of denial. The Board shall act upon the appeal at its next available meeting following receipt of the appeal.
- E. No parking or loading area shall be used for the sale, repair, dismantling or servicing or storing of any vehicle, equipment, materials or supplies.

( [Ord. No. 718](#), § 17(Exh. C), 12-14-2015; [Ord. No. 757](#), § 2, 5-9-2018)

### **2.5.5 Design criteria.**

- A. **Parking Space Area Requirements.** Including aisles, entrances and exits, each required off-street parking area, lot or other facility shall contain a minimum of 300 square feet of space for each vehicle to be accommodated. Not less than 80% of the parking spaces required by this Ordinance shall be standard parking spaces (9 feet by 19 feet). The dimensions of parking spaces and aisles shall be in accordance with the Parking Standards Illustration (Table 2.3). In order to reduce impervious area, projects using runoff reduction measures may use alternative off street parking dimensions as

specified in Table 2.3.a. Accessible parking shall be designed and provided in accordance with the requirements of the Georgia Accessibility Code for Buildings and Facilities.

- B. Permitted Percentage of Compact Car Parking Spaces. Up to 20% of the parking spaces required by this Ordinance may be compact car parking spaces (8 feet by 16 feet). Compact spaces shall be located on the periphery of the parking lot wherever possible.
- C. Minimum Parking Bay Width. The minimum width for 90 degree parking bays shall be 60 feet for standard spaces and 54 feet for compact spaces, except for projects using runoff reduction measures, as noted in 2.5.5.A above.
- D. Off-street parking lots, whether public or private, shall be graded to insure proper drainage, surfaced with concrete or asphalt on an approved base and maintained in good condition free of weeds, dust, trash and debris. A gravel surface may be used for parking when such parking is in excess of code requirements and located within 700' of a waterway.
- E. Tree Preservation. To allow an existing or new development to preserve healthy existing trees within or adjacent to a parking lot, the number of required off-street parking spaces may be reduced by up to twenty percent (20%).
- F. Within residential districts, gravel parking in existence as of 01/01/01 may remain. Such gravel parking areas shall accommodate a maximum of two vehicles and shall be contained on three sides by landscape timbers.
- G. Pervious paving materials for parking areas are allowed as part of an approved stormwater management plan for the site with a long-term maintenance agreement.
- H. Parking Lot Landscaping. See, Sec. 2.3.5.
- I. Multifunctional Functional Runoff Reduction Measures. To encourage multifunctional runoff reduction measures and provide incentives for their use, bioretention areas, vegetated swales, planter boxes, rainwater harvesting systems, and other vegetated BMPs may be used to meet the perimeter island, interior island, and median island landscaping requirements of this Chapter, and may be constructed in the designated landscape areas if part of an approved stormwater management plan for the site and if screening functions are maintained.
- J. Tandem Parking. Enclosed tandem parking spaces shall only count for one required parking space, since only one space is fully accessible.

( [Ord. No. 718](#), § 17(Exh. C), 12-14-2015; [Ord. No. 732](#), §§ 6—9, 2-6-2017)

#### **2.5.6 Public street access.**

- A. *Access to Parking Lots.* A plan of entrances, exits and storm water drainage shall be submitted to the Department of Community Development and approved prior to the issuance of a development permit for off-street parking lots, whether public or private. Installation of entrances, exits and drainage systems shall have been completed prior to the issuance of a certificate of occupancy. All curb cut locations as well as widths shall comply with the Alpharetta Standard Drawings.
- B. *Driveways and Curb Cuts.* Local structures may have access points to parking lots as needed to fit the development, in accordance with professional traffic engineering practice. In general, curb cuts shall be spaced 300 feet apart and be located at least 300 feet away from a street intersection.
- C. *Vision Clearance.* In all districts no fence, wall, shrubbery or other obstruction to vision between the heights of 2½ feet and 10 feet above the finished grade of streets shall be erected, permitted or maintained within 20 feet of the intersection of the right-of-way lines of streets.

( [Ord. No. 718](#), § 17(Exh. C), 12-14-2015; [Ord. No. 732](#), §§ 6—9, 2-6-2017)

### **2.5.7 Electric Vehicle Charging Stations.**

All developments requiring 100 or more vehicle parking spaces shall provide electric vehicle charging stations. One (1) electric vehicle charging station for every 25 required vehicle parking spaces shall be required.

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

### **2.5.8 Number of bicycle parking spaces required.**

#### *A. Residential Uses.*

Dwelling, 'For-Rent':

One (1) bicycle space for every two (2) units.

#### *B. Business Uses.*

Retail, Office, Hotel, Place of Assembly, Entertainment:

One (1) bicycle space for every 25 required vehicle parking spaces.

#### *C. Public and Semipublic Uses.*

Schools (public/private):

One (1) bicycle space for every ten (10) employees, plus one (1) space for every four (4) students.

#### *D. Miscellaneous/Other.*

To be determined by the Transportation Engineer and/or Zoning Administrator.

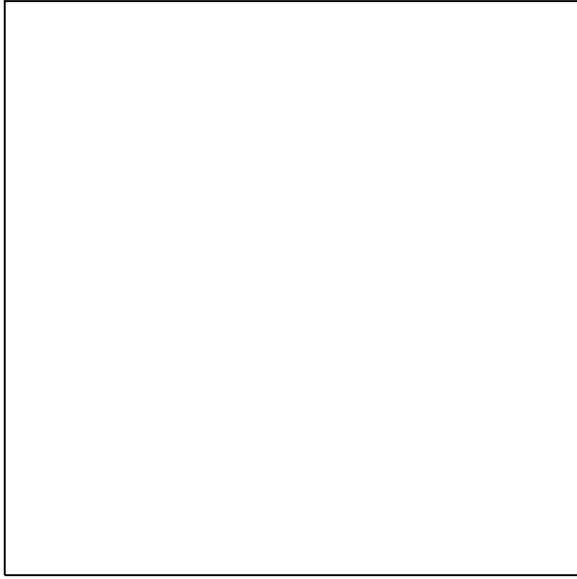
( [Ord. No. 718](#), § 17(Exh. C), 12-14-2015)

### **2.5.9 Prohibited parking.**

- A. Except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer, no person shall:
  - 1. Park a vehicle, except temporarily for the purpose of and while actually engaged in loading or unloading of property or passengers, in acceleration or deceleration lane; or
  - 2. Park a vehicle overnight in a cul-de-sac located in a residential district.
  - 3. Park a vehicle on an unpaved surface in any commercial district, the front yard of a residence or the side yard if the side yard faces the street, except as provided for in Subsection 2.5.5(E).
- B. The City may, but is not required to, post no parking signs in areas where parking is prohibited in Paragraph 'A' above, and the failure to post signs shall not excuse any person from compliance with Paragraph 'A'.
- C. Paragraph 'A' of this section shall not apply to the driver of any vehicle which is disabled while on the roadway in such a manner and to such extent that is impossible to avoid stopping and temporarily leaving such disabled vehicle in such position.
- D. No inoperable vehicle shall be parked or stored on a street within a residential district. An automobile or other vehicle shall be deemed inoperable if it meets any one of the following criteria:
  - 1. It does not meet the Official Code of Georgia requirements for operating on a public street;

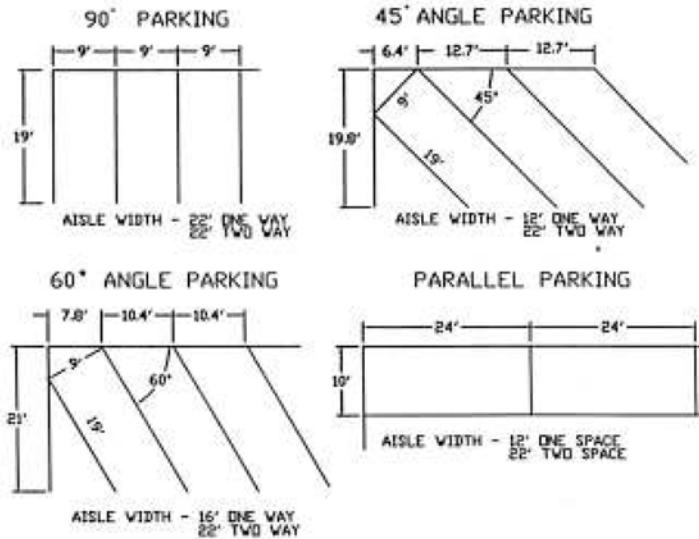
2. It is extensively damaged, such damage including but not limited to any of the following: missing wheels, tires, motor or transmission;
3. It is not operable on the public streets because it is not currently registered with the Georgia Department of Motor Vehicles;
4. It is not capable of being operated on a public street due to missing or inoperable mechanical or electronic parts; or
5. It has been continuously parked in the same location for a period of thirty (30) consecutive days.

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

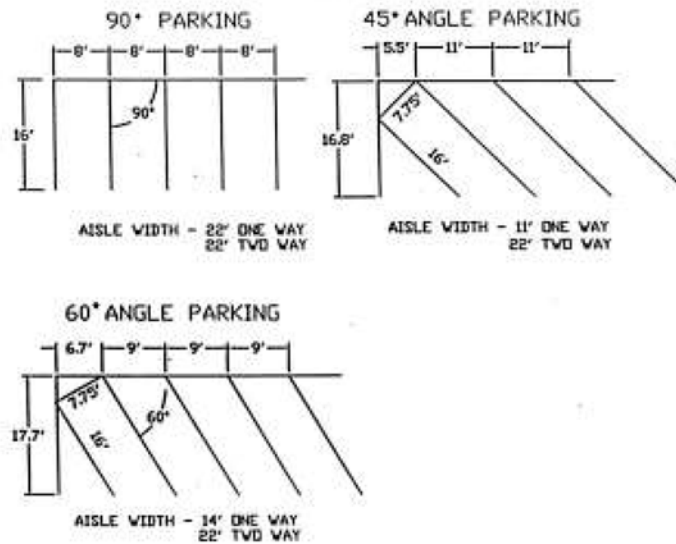


## TABLE 2.3 - PARKING LOT STANDARDS

### STANDARD STALL DIMENSIONS



### COMPACT CAR STALL DIMENSIONS



**NOTES:**

1. FIRE LANES SHALL BE A MINIMUM OF TWENTY-FOUR (24) FEET.
2. DIMENSIONS SHOWN FOR PARKING STALLS ARE MINIMUM. COLUMNS & OTHER OBSTRUCTIONS WILL BE ALLOWED IN THE FRONT TWO (2) FEET AND REAR FIVE (5) FEET OF THE LENGTH OF THE STALL, AND SHALL NOT INTRUDE MORE THAN SIX (6) INCHES INTO THE WIDTH OF THE STALL.
3. REFERENCE CITY OF ALPHARETTA STANDARD PLANS FOR CONSTRUCTION DETAILS.

**Table 2.3.a Alternative Criteria for Off-Street Parking**



Source: Urban Land Institute (2010). The Dimensions of Parking, Fifth Edition. National Parking Association.

Notes: Recommendations assume (1) one-way traffic for aisles less than 90 degrees, and two-way traffic for 90 degree parking; (2) double loaded aisles; and (3) a design vehicle that is 6'7" by 17'3".

Footnotes:

--- (1) ---

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

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.

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*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

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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.

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*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.

## PAGES WITH CHANGES ONLY

*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.

## PAGES WITH CHANGES ONLY

*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.



# City Council Meeting & Public Hearing STAFF REPORT

Submitting Department: Recreation and Parks

Submitted By:

Meeting Date: January 28, 2019

**I. AGENDA ITEM TITLE:** ATLANTA AUDUBON SOCIETY BIRD-FRIENDLY HABITAT RESTORATION

**II. RECOMMENDATION:**

This item is presented for informational purposes only. No action is requested.

**III. BUDGET IMPLICATIONS:**

BUDGETED ITEM: NO

FISCAL IMPACT: NO

INCLUDED IN CURRENT FY CPTL BUDGET: NO

INCLUDED IN CURRENT FY OPRT. BUDGET: NO

TOTAL PROJECT COST:

APPROPRIATIONS:

<u>ACCOUNT TITLE/NUMBER</u>	<u>DOLLAR AMOUNT</u>

EXTERNAL FUNDING SOURCES:

<u>ACCOUNT TITLE/NUMBER</u>	<u>DOLLAR AMOUNT</u>

**IV. REPORT IN BRIEF:**

Atlanta Audubon Society received a grant from Patagonia for habitat restoration, bird monitoring and educational outreach for approximately 1.5 miles of the Big Creek Greenway near the YMCA. This project will include restoring and enhancing bird-friendly habitat; conducting avian monitoring, and educating and engaging local community members.

**V. ALTERNATIVES:**

**VI. ATTACHMENTS:**

Summary Sheet - Big Creek Bird-Friendly Habitat Restoration - Atlanta Audubon Society



## **Bird-friendly Habitat Restoration along Alpharetta's Big Creek Greenway**

### **Summary - Phase I**

We have been notified by Patagonia that they are awarding Atlanta Audubon a partial grant for habitat restoration, bird monitoring, and educational outreach for ~1 mile stretch of Big Creek Greenway near the YMCA.

“Bird-friendly Restoration of Alpharetta’s Big Creek Greenway, Phase I” will restore 5 acres of habitat along Big Creek Greenway, an important bird area that hosts more than 180 species of bird throughout the year, the highest number of bird species in Fulton County, Georgia. The goal is to restore 5 acres along a 1.5-mile stretch from Preston Ridge Road parking area north towards Webb Bridge Road. Atlanta Audubon’s project model is based on five other bird friendly habitat restoration projects throughout metro Atlanta where the organization partners with the land owner or manager on three components:

1. Restore/Enhance Bird-friendly Habitat - Through professional restoration services and volunteer work days coordinated with the Natural Resources Commission and Department of Recreation, Parks & Culture, a focus on removing Chinese privet and English ivy will expose the natural seed bed and allow for the reestablishment of native plant species. Native plants will be installed as appropriate.
2. Conduct Avian Monitoring – Regular, structured bird monitoring will be conducted by Atlanta Audubon including species and abundance surveys. Seasonal bird banding sessions will provide insight on species site fidelity.
3. Educate and Engage Local Community Members – Working with Natural Resources Commission and Department of Recreation, Parks & Culture, educational outreach programs and bird walks will be conducted at this stretch of the Greenway.

Currently about half of the funding for the full project scope has been raised by Atlanta Audubon with support by Patagonia. Although Atlanta Audubon is pursuing full funding, work can move forward by the addressing priority area near Preston Ridge Road and the YMCA.

# THE RUCKER ROAD PROJECT:

## CONSIDERATIONS REGARDING NETWORK LIGHTING CONTROLS VS. SMART CITY OPPORTUNITIES



# STANDARD PEDESTRIAN STREET LIGHTS

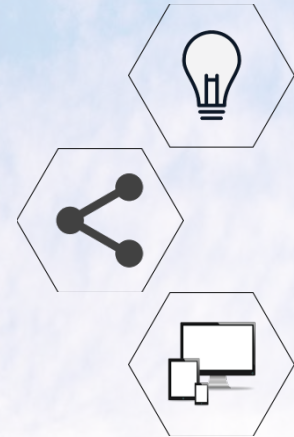


- The Rucker Road Project was originally bid to include 300 standard pedestrian streetlights along the length of the corridor
- The lights would be owned and maintained by the City
- The lights can be installed as specified in the bid with no additional costs
- The fixture would be our standard Granville fixtures and would provide standard lighting along the corridor.
- Does not take full advantage of the LED technology
- Maintenance would be 100% reactive



# NETWORK LIGHTING CONTROLS

- Network Lighting Controls are a management tool that connects each light along the corridor to a centralized management center via a proprietary network
- Provides for some predictive maintenance and operations
  - Can result in as much as 30% reduction in energy usage from stand-alone LED lights
  - Maintenance / repair efficiencies due to remote monitoring and automatic creation of work orders when issues arise
- Allows for individual lights or zones of lights to be brightened or dimmed based on schedules or on demand from the management center
- Can be applied to the Rucker Road Project for additional \$150,000 (\$500 per fixture)



# SMART CITY APPLICATION OPPORTUNITIES

- City Council has expressed interest in exploring Smart City Applications
- Cities are finding that upgrading lighting systems are an excellent gateway to Smart City Applications
- In addition to the benefits provided by Network Lighting Controls, using pedestrian or streetlights as a gateway for Smart City Applications opens the door to
  - Traffic monitoring and signal control
  - Public Wi-Fi and cellular micro-cells
  - Video and image sensors
  - Blue button emergency call stations
  - Parking management
  - RGBA notification and alerts



# SMART CITY APPLICATION OPPORTUNITIES

- Integrating base Smart City components into lighting fixtures can help to address some aesthetic concerns typically associated with deployment
- Initial costs for acquisition, installation, and setup are high, and the large volumes of data involved carry recurring monthly data charges from cellular networks
- Additionally, the City does not currently have the IT expertise necessary to fully operate such systems
- Most cities pursuing these types of higher level Smart City Applications have found that the costs limit deployment to high profile activity centers and corridors
- Deployment as part of the Rucker Road Project would cost as much as \$1.2 million (\$4,000 per fixture)
  - Does not include additional components such as cameras, certain sensors, or message boards



# STAFF RECOMMENDATION

- While there may be a point in the future at which the cost of Smart City infrastructure may drop to a point where application may make sense in activity centers such as Downtown, the North Point District, etc., Staff does not believe there would be sufficient benefit in the foreseeable future to warrant the investment along road corridors
- Staff does believe, however, that there is sufficient benefit associated with installing the Network Lighting Control option to warrant the additional \$150,000 in cost
  - Funds are available in the Rucker Road Project bond account to fund this expense
  - This will require the use of the Holophane Granville fixture like those found in Downtown Alpharetta

